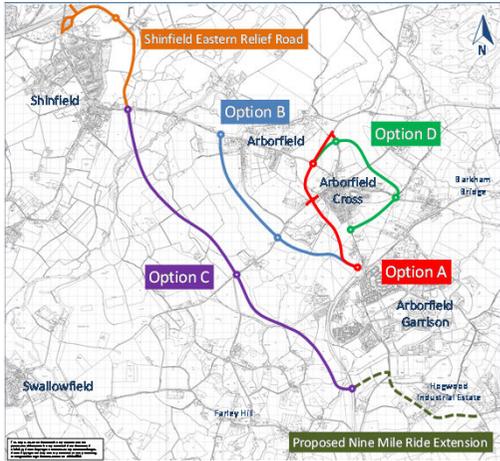


The Options



How did we choose the options?

The highways study considered four general alignments for the relief road:

- **Option A** is the **RED** Route taking traffic to the west of Arborfield Cross. This is the Technical Recommendation presented on 10 July 2013.
- **Option B** is the **BLUE** Route and would connect to the A327 at Reading Road west of Greensward Lane and run to the Langley Common Road roundabout.
- **Option C** is the **PURPLE** Route, a long route between the proposed Shinfield Eastern Relief Road and Eversley Road at a point where the proposed Nine Mile Ride extension is proposed to join the A327;
- **Option D**, the **GREEN** Route, would pass to the north and east of Arborfield Cross.

These options are detailed on the centre pages of this leaflet.

Different junction arrangements and alignments were tested for each option. Over 25 tests were completed in total. This consultation presents the best performing of each option based on traffic effects, environmental impacts, engineering design and many other factors. The full detail can be found in the technical reports on the Council's website. A technical summary document is also available. You will find these options have different numbers in the main technical report, but for the purposes of this exhibition we have simply labelled them Options A, B, C and D.

Have your say

Public Consultation Exhibitions

Two static exhibitions have been arranged:

- **Henry Street Garden Centre, Swallowfield Road, Arborfield RG2 9JY** until Sunday 3 November 2013.
- **Council Offices, Shute End, Wokingham** (Monday to Friday between 10.00 am and 3.00 pm) until Friday 1 November 2013.

There are also a number of mobile exhibitions – these are listed below.

Talk to us

You can talk to Council officers and discuss your comments at the Garden Centre and at a number of mobile exhibitions. The venues, dates and times are as follows:

Wokingham Market, Market Place
Friday 13 September from 10.00 am to 4.00 pm
Saturday 14 September from 10.00 am to 4.00 pm

FBC Centre, Gorse Ride North, Finchampstead
Friday 20 September from 1.30 pm to 5.30 pm
Saturday 21 September from 09.30 am to 1.30 pm

Henry Street Garden Centre, Swallowfield Road, Arborfield
Friday 27 September from 1.30 pm to 5.30 pm
Saturday 28 September from 09.30 am to 1.30 pm

Barkham Village Hall, Church Lane, Barkham
Friday 04 October from 1.30 pm to 5.30 pm
Saturday 05 October from 09.30 am to 1.30 pm

Swallowfield Parish Hall, Swallowfield Street, Swallowfield
Friday 18 October from 1.30 pm to 4.30 pm
Saturday 19 October from 09.30 am to 1.30 pm

Henry Street Garden Centre, Swallowfield Road, Arborfield
Friday 25 October from 1.30 pm to 5.30 pm
Saturday 26 October from 09.30 am to 1.30 pm

The Victory Hall, Church Road, Farley Hill
Friday 01 November from 1.30 pm to 5.30 pm
Saturday 02 November from 09.30 am to 1.30 pm

Send us your comments

Please complete a questionnaire, either online or at an exhibition.

You can visit the website to read the detailed technical reports at: www.wokingham.gov.uk/arborfieldreliefroad

You can email us at: arborfield@wokingham.gov.uk

You can write to us at:
The Consultation Officer (ARR)
Wokingham Borough Council
Shute End
Wokingham
RG40 1BN

Please ensure you have sent your comments to us by **Friday 08 November 2013**. If you provide a postal or email address, we will acknowledge your comments and will endeavour to provide a response to them.

Thank you for taking part in our consultation.



Arborfield Cross Relief Road

Public Consultation

9 September – 8 November 2013

Background

Wokingham Borough Council is consulting on the routes that it considers could best relieve Arborfield Cross from the traffic impacts of new development at Arborfield Garrison and around Shinfield. Your views are important and, in holding this consultation, you may be sure that your opinions will be seriously considered.

The Borough Council is committed to the development of 3,500 new homes at Arborfield Garrison in addition to those around Shinfield, Spencers Wood and Three Mile Cross by 2026. The relief road is proposed to minimise the impacts of traffic growth on the village of Arborfield Cross and surrounding rural lanes.

The Borough Council is consulting on a number of options for the Arborfield Cross Relief Road. These have been identified as the best performing options from an investigation of a number of alternatives. The Technical Recommendation, presented at a public meeting on 10 July 2013, is just one option. Your views will have an influence on the selection of the preferred scheme.

Have your say

This consultation runs from 09 September 2013 to 08 November 2013.

We need your views on these options to make sure we are providing the most appropriate scheme. This is an important step in the decision making process. Your comments will help inform and refine the ultimate preferred route selection.

There is a questionnaire designed to explore your preferences and thoughts on the relief road that we ask you to fill in and return to us. There is also a dedicated website where you will find the full highway study reports. Full details are provided on the back of this leaflet.

Please send your comments to us by Friday 08 November 2013.

The Council will use your comments to help identify a preferred scheme for Arborfield Cross. We will publish a report on the comments received in spring 2014.

The preferred scheme will be considered by the Council's Executive in spring 2014. The final choice will need to consider many factors which include your and other comments, the 'fit' with policy, design, transport, viability and environmental impacts as well as being balanced against the views of key stakeholders.

Please do not hesitate to contact the team if you have any questions.

We look forward to hearing from you.



Why a relief road?

Arborfield Cross

Arborfield Cross is at the crossroads of three main traffic routes. At present, around **2,300 vehicles per hour** pass through Arborfield Cross roundabout in the morning rush hour and again in the evening. Slow moving traffic queues extend through the village during the busiest periods. By 2026, rush hour traffic volumes through the village are forecast to increase to around **3,200 vehicles per hour** during the weekday rush hours due to the local impact of development at Arborfield Garrison and general traffic growth that would happen even without new housing. As a consequence, congestion, queues and delay would get worse in Arborfield Cross, and frustrated drivers would use alternative routes including rural lanes unsuitable for through traffic.

The provision of **3,500 new homes** at Arborfield Garrison presents a one-off opportunity for a significant funding contribution to a relief road for Arborfield Cross.

Can an improvement be made to the existing roundabout?

An improvement scheme at Arborfield Cross roundabout has been considered. However the Council concluded that this scheme would not be acceptable in the longer term, only putting off the inevitable need for a relief road.

What relief road options were considered?

The Borough Council commissioned a study to determine the most appropriate road scheme to relieve Arborfield Cross of through traffic. Four main route options were evaluated by the study, and more than 25 option variations considered. Each of the four general option alignments were tested for their traffic and environmental impacts, property and land requirements, engineering design and overall deliverability. All of the options would be signed as the A327 and most would relieve the village of the majority of through traffic. It would also enable an environmental improvement to the village conservation area.

Technical Recommendation

The study provided a Technical Recommendation for a new relief road to the north and west of the village. This is **Option A** and was presented at a public meeting on 10 July 2013. However the Borough Council has not reported this as a *fait accompli*. It recognises that the scheme will have a significant impact on some homes and businesses, and these and other issues must be brought out in this consultation and considered along with other comments before a preferred scheme is identified.

What would the relief road look like?



The relief road would be a single carriageway road and signed as the A327. The speed limit would be 40mph (except in Option C where the speed limit would be 60 mph). It would have a shared use footpath and cycle path on one side of the road. This would provide a suitable route for the small number of pedestrians anticipated to use the relief road as a short cut, and allow less confident cyclists to cover the distance away from busy traffic. Because of the rural location, the road is unlikely to have street lights, although they may be required at the main junctions. There are existing street lights at the Langley Common Road roundabout.

