

Welcome

A404 Bisham Roundabout



We are seeking your views on the proposed options for improving the A404 Bisham Roundabout Junction. The aim of the improvement is to provide additional capacity and ease congestion.

The response to the public consultation will help and inform us in reaching a decision on which option to take forward.

The details of the proposals can be seen at this exhibition and our representatives and specialist advisors are available to discuss their impact. The details of the proposals can also be seen on the Highways England website at:

www.highways.gov.uk/a404bisham



Why improvements are required

A404 Bisham Roundabout



The A404 forms part of the Area 3 network, connecting the M4 and the M40. It also forms an important part of the strategic diversion network for incidents on the M4, M25 and M40.

Bisham Roundabout is the only 'at grade' junction along the A404; providing local access to Bisham and Marlow to the west and Maidenhead via the A308 in the east.

The roundabout is already operating at, or above capacity, with high levels of congestion. Delays are experienced along this section of the A404 on a daily basis.

The aim of this improvement is to:

- relieve congestion at the roundabout
- improve traffic flows
- improve road user safety and reduce accidents at the junction and on approaches
- improve user movements through the junction
- facilitate local economic growth.

The options being considered for the improvements are as follows:

- Partial Signalised Roundabout
Roundabout featuring partial traffic signals
- Left In/Left Out
No right turns from Bisham
- Signalised Junction
Junction with traffic signals

Option 1: Partial Signalised Roundabout

Roundabout featuring partial traffic signals

A404 Bisham Roundabout



Advantages

- reduced queuing and delays for local traffic entering and exiting the junction
- improved and safer access and egress to and from Under-the-Wood
- ability to amend traffic signal timings to suit future traffic flow changes
- 50mph speed restriction on main line approaches
- maintains a roundabout junction at Bisham
- safer right turn movements
- allows pedestrians, cyclists and equestrians to cross the junction.



Disadvantages

- visual impact to surrounding area
- additional land-take outside existing highway boundary
- moves traffic closer to residential properties
- impact on environmentally-sensitive landscape including an ancient woodland
- lighting impact.



Option 2: Left In/Left Out

No right turns

A404 Bisham Roundabout



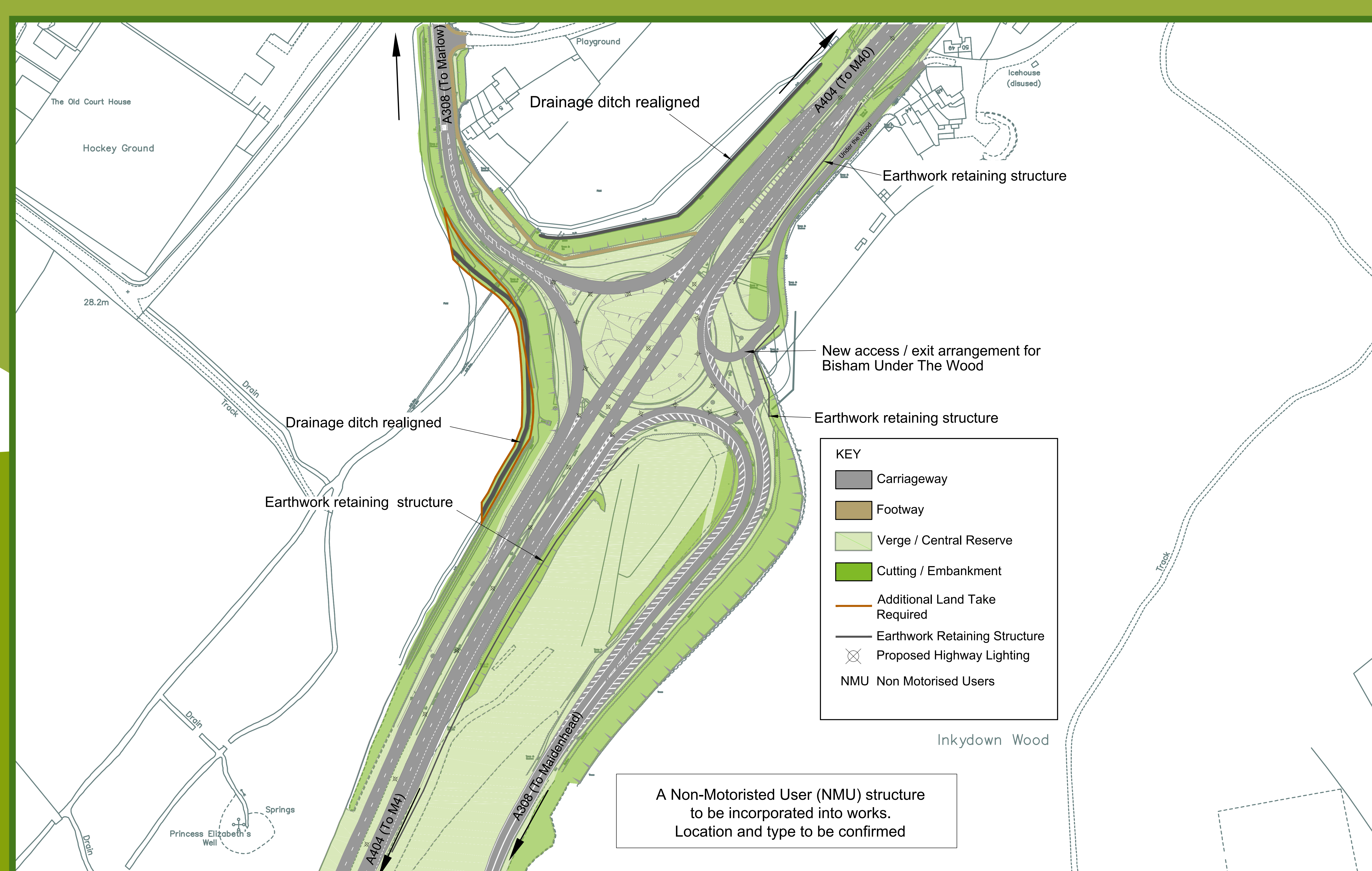
Advantages

- aesthetically pleasing, minimising visual impact to the surrounding area
- separation of the mainline and side road traffic
- no traffic signals required
- no delay to mainline through traffic movements
- separate structure to be provided for pedestrians, cyclists and equestrians.



Disadvantages

- restricted traffic movements to and from the A308 and Marlow Road
- right turn traffic movements diverted to full movement junctions (Westhorpe and Burchetts Green)
- additional works required at adjacent junctions to cope with extra demand
- limited access to and from Under-the-Wood.



Option 3: Signalised Junction

Junction with traffic signals

A404 Bisham Roundabout



Advantages

- installation of dynamic traffic signals to adapt to changes to daily traffic flows
- ability to adapt traffic signals timings to suit future traffic flow changes
- all traffic movements catered for
- allows pedestrians and cyclists to cross the junction
- safer right turn movements
- 50mph speed restrictions on mainline approaches.



Disadvantages

- visual impact of traffic signals
- 24 hour working for traffic signals
- large expanse of pavement construction
- additional land-take outside existing highway boundary.



Do Nothing

A404 Bisham Roundabout

Implications

- no improvement to right-turn movements
- no easing of daily congestion at the junction
- no improvement to facilities for pedestrians, cyclists and equestrians
- detrimental to local economic growth
- possible tailbacks to Handy Cross Junction with knock on effects to the M40.

Other Options Considered

A404 Bisham Roundabout

Grade Separated Junction (Flyover)



Advantages

- improves local connections either side of the A404
- separation of mainline and local traffic
- improved crossing provision for pedestrians, cyclists and equestrians
- maintains access arrangement for Under-the-Wood.



Disadvantages

- requires significant third-party land outside the highway boundary
- construction will involve significant disruption to road users
- visual intrusion due to the height of the flyover
- most expensive option due to substantial construction works
- longest construction period
- considerable impact on environmentally sensitive area and landscape
- moving the road closer to Bisham village.

Hamburger Junction



Advantages

- minimises land take requirements.



Disadvantages

- drivers would face complex changes to the road layout
- enlargement of the existing roundabout is required to make this option feasible.

Signalising the existing roundabout



Advantages

- minimises land take requirements
- minimal changes to current layout.



Disadvantages

- the diameter of the existing roundabout is too small to make signalisation practical (insufficient internal stacking capacity).

Other Options Suggested

A404 Bisham Roundabout

Part-time signals on existing roundabout



Advantages

- no disruption to off-peak movements



Disadvantages

- enlargement of the existing roundabout is required to make this option feasible

Light Vehicle Subway option



Advantages

- This would be an additional feature of the Left In/Left Out option
- direct access for local traffic to either side of the junction
- gives full access to pedestrians, cyclists and equestrians



Disadvantages

- maintenance issues i.e. prone to flooding; pumping required
- introduces a public safety issue – lighting will be required
- will require additional land outside the current highway boundary
- only suitable for light vehicles
- additional mini roundabouts required either side of present junction
- high construction costs.



Considering the whole of the A404 Link

It is the aspiration of Highways England to review the whole of the A404 but a large scale detailed study is required. The performance and connectivity of the A404/M25/M40 is to be reviewed as part of the M25 South-West Quadrant Study that was announced in last year's Autumn Statement.

Environment

A404 Bisham Roundabout

The improvements will be designed to minimise the effect on the local environment.



Ancient woodland

The Chiltern Beechwood's Special Area Conservation (SAC) and Bisham Wood's Site of Special Scientific Interest (SSSI) are located directly adjacent to the east of Bisham Roundabout.



Protected species

All protected species including slow worms will be relocated to a suitable environment before the start of any works. We will ensure that nesting birds are not present within the works area.

Topsoil



Rare species of grass and other plants were identified near the A404 Bisham Roundabout. Topsoil will be removed and carefully stored while the work takes place. This will be replaced once any junction improvements are complete.

Trees



Trees may need to be removed near the roundabout, depending on which option is progressed. Replacement trees and shrubs will be planted at the end of the construction period.

Drainage



Depending on which option is progressed, new drainage channels will be installed; reducing the risk of carriageway flooding.

Environmental surveys



Noise and vibration assessments will be undertaken. Acceptable noise levels will be agreed with the Royal Borough of Windsor and Maidenhead and Buckinghamshire County Council. Temporary acoustic screening will be installed to minimise the impact of construction noise during the works.

Non-Motorised Users (NMUs)

A404 Bisham Roundabout



Pedestrians

Pedestrians, Cyclists and equestrians

There are existing NMU facilities which cross the A404 and provides access to Under-the-Wood.



Cyclists

Surveys have been undertaken which show a very low number of NMU movements at this junction.



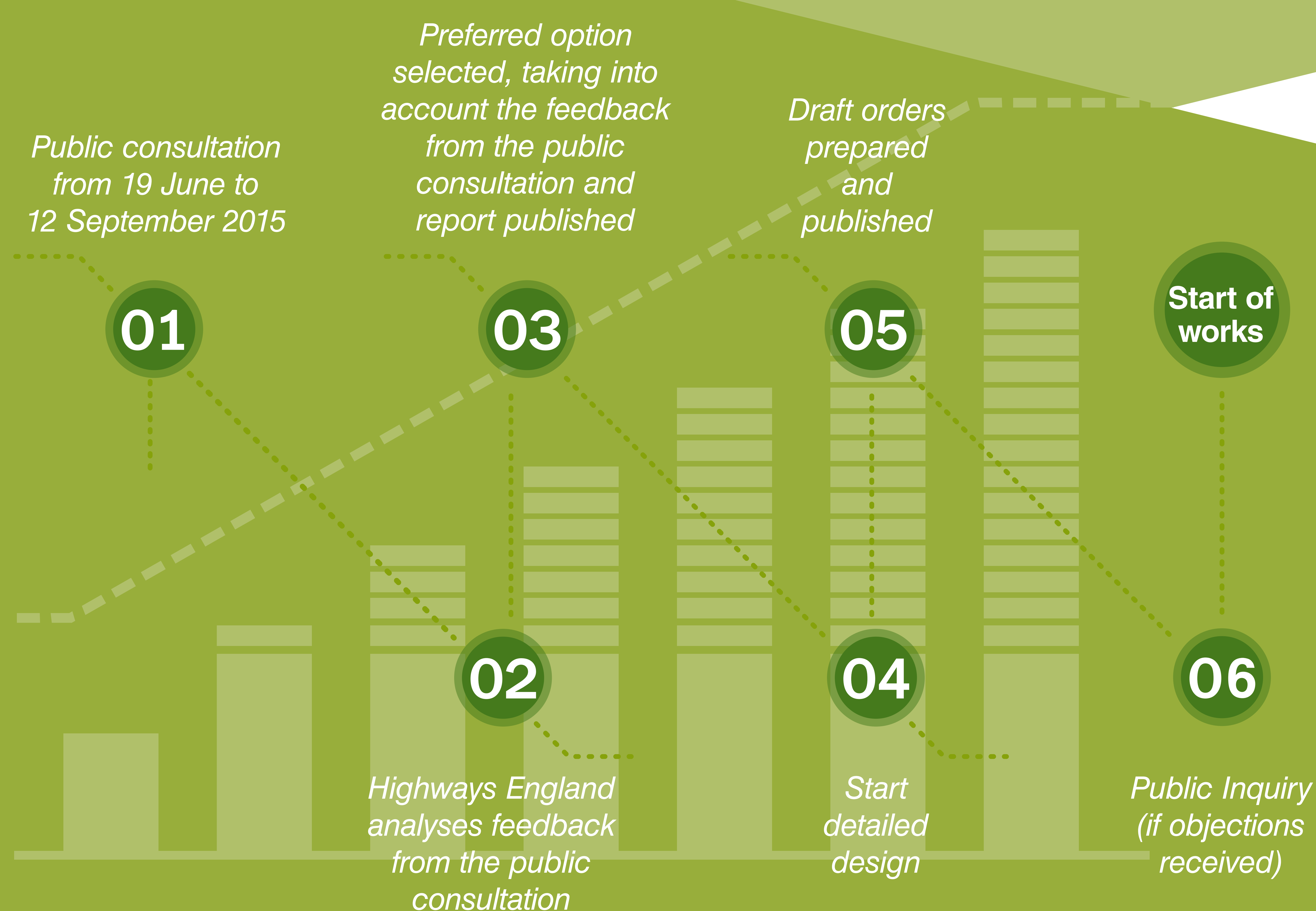
Equestrians

Both the signalised junction and larger signalised roundabout options will be able to cater for NMUs within the signal timings.

The Left In/Left Out option will include a NMU structure; the location of such a structure is yet to be confirmed.

What happens next?

A404 Bisham Roundabout



Your feedback

We would like your views on the proposed improvements. You can do this by either completing a questionnaire available here today or online at www.highways.gov.uk/a404bisham

A paper copy of the form can also be requested by emailing area3communications@emhighways.co.uk

Please return this questionnaire to us by **Saturday 12 September 2015**

Keeping up-to-date

To keep up-to-date please visit the dedicated scheme webpage at www.highways.gov.uk/a404bisham where you can subscribe to receive automated email alerts.

Thank you for taking the time to participate in this consultation.