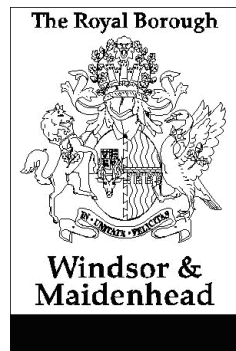


Report for: ACTION



| | |
|--|---|
| Contains Confidential or Exempt Information | NO - Part I |
| Title | Imperial Road / Clewer Hill Road / Winkfield Road, Windsor – Junction Improvements |
| Responsible Officer(s) | Simon Fletcher - Strategic Director of Operations |
| Contact officer, job title and phone number | Ben Smith - Head of Highways & Transport (01628) 796147 |
| Member reporting | Councillor Colin Rayner, Lead Member for Highways & Transport |
| For Consideration By | Cabinet |
| Date to be Considered | 25 February 2016 |
| Implementation Date if Not Called In | April 2016 |
| Affected Wards | Park and Clewer East |
| Keywords/Index | Imperial, Clewer Hill, Winkfield, junction, traffic, congestion, traffic signals, consultation, Windsor |

REPORT SUMMARY

1. This report deals with the consultation on possible changes at the junctions of Imperial Road / St Leonards Road and Winkfield Road / Clewer Hill Road. The decision to consult on possible changes was made as a response to demands of local residents to ease congestion during peak periods and improve air quality.
2. It recommends that authority be delegated to the Head of Highways & Transport in consultation with Lead Member for Highways & Transport to implement changes to the operation of the traffic signals to enhance efficiency; trial a no right turn restriction from St Leonards Road into Imperial Road during the school summer holidays and trial changes to the position of bus stops by 30 June 2016.

It also recommends that a scheme be developed and modelled to replace the traffic signals at the Imperial Road / St Leonards Road junction with a roundabout, in combination with pedestrian crossings on at least two of the three arms of the junction.

In addition, minor changes to traffic island configuration at Clewer Hill Road and

changes to the bus stop arrangements will also be introduced.

Subject to modelling not demonstrating reduced traffic flow, consultation with Ward Councillors, budget availability and road safety audit the scheme would be delivered between December 2016 and February 2017.

3. These recommendations are considered to provide a positive response to the consultation and seek to improve road conditions by reducing congestion and journey times and enhance air quality and the public realm.
4. If adopted, the key financial implication for the Council is capital expenditure of approximately £150,000 in 2016/17.
5. The recommended actions would support the Department for Transport policy paper 'Signing the Way' by reducing clutter on the highway network and developing solutions based on local knowledge.
6. The recommended actions would support the Council's policy to reduce street clutter and the Manifesto commitment to "reduce and remove unnecessary traffic lights"

If recommendations are adopted, how will residents benefit?

| Benefits to residents and reasons why they will benefit | Dates by which residents can expect to notice a difference |
|--|--|
| 1. There will be reduced congestion caused by blocking of traffic between the two junctions | 30 June 2017 |
| 2. Journey times for motorists will be improved | 31 August 2017 |
| 3. The environment will be visually improved by reducing the amount of street furniture and signal equipment | 28 February 2017 |

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That:

- i. **Authority be delegated to the Head of Highways & Transport in consultation with Lead Member for Highways & Transport to implement changes to the operation of the traffic signals at both junctions to enhance efficiency and trial changes to the positions of bus stops by 30 June 2016 and implement a banned right turn into Imperial Road during the school summer holidays of 2016;**
- ii. **Authority be delegated to the Head of Highways & Transport in consultation with the Lead Member for Highways & Transport to develop and model a scheme to replace the traffic signals at the Imperial Road / St Leonards Road junction with a roundabout in combination with pedestrian crossings on at least two of the three arms of the junction. Additionally minor changes to traffic island configuration at Clewer Hill Road and changes to the bus stop arrangements would be introduced.**

These changes seek to reduce congestion and improve air quality and would be delivered between December 2016 and February 2017.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 The recommendations offer a reasoned and positive response to the outcomes of the consultation on possible changes at the junctions of Imperial Road / St Leonards Road and Winkfield Road / Clewer Hill Road.
- 2.2 A consultation on possible changes at the junctions ran from 15 October to 20 December 2015. The consultation invited comments on two outline design options for the removal of traffic lights at both junctions.
- 2.3 Option A included a give way junction at Clewer Hill Road with no right turns from that junction onto Winkfield Road and a roundabout at the Imperial Road junction with St Leonards Road. There was strong opposition to banned turns at the Clewer Hill Road junction in the responses received to the consultation. Concerns were also expressed about the possibility of increased speed through the junctions.
- 2.4 Option B included a mini-roundabout at the Clewer Hill Road / Winkfield Road junction, with the Imperial Road and St Leonards Road junction reconfigured so that traffic on the eastern arm would give way to the other two arms and be banned from turning right. The consultation responses revealed some opposition to the concept of banning the right turn at this junction. There was a high level of concern from regular users of Clewer Hill Road that queuing under the previous mini-roundabout arrangement at this junction was substantial and that removing signals here would disadvantage residents.
- 2.5 Each of the draft options involved a reduction in the number of controlled crossing points for pedestrians. This was raised as an area of concern for many respondents and there was a common perception that the two draft options marginalised pedestrians at the expense of maximising through traffic.
- 2.6 Although the consultation was not run specifically as a voting exercise, some of the feedback was gathered in that format on forms produced by Ward Councillors. Respondents were also invited to comment generally on the junctions and this generated comments specifically on the existing arrangements, the two options and ideas for other alterations.
- 2.7 The consultation included letters circulated to properties within close proximity of the two junctions, whilst Ward Councillors also carried out additional letter drops and publicity of the consultation. Two well attended drop-in sessions were held to enable residents to speak with officers and Councillors, ask questions and put forward their views.
- 2.8 Whilst the feedback from the consultation was not presented in the format of voting for a preferred option, all responses have been reviewed and subjective views taken into account to develop recommended actions for changes at the junctions.

- 2.9 There were responses from 233 different respondents, with some of those respondents sending in multiple emails on the consultation. Opinions were varied, though there were many common themes and issues identified. A summary of the comments received relating to possible changes at the junction is included as Appendix E to this report.
- 2.10 The interpretation of the consultation feedback is focussed on ensuring that those concepts which met with strong opposition are not pursued, whilst aiming to provide recommendations that are considered to take forward those elements from the draft options that were generally well received.
- 2.11 There is a perception amongst many respondents, including from some of those in favour of retaining the signals, that the existing traffic signals are not 'intelligent' and that they do not operate as effectively as they can do. Although not physically linked, the junctions do 'see' the traffic leaving the other junction and operate to manage traffic based on approaching vehicles. Queue detection equipment also exists to pick up on blocking of the critical link between the junctions and each set of signals responds to such queuing to move to the appropriate stage in order to minimise delays. This means that the green times given to individual stages at each junction continually vary in response to traffic conditions.
- 2.12 It is considered that investing resources on optimising the performance of the signals would ensure that the signals operate as effectively as possible during the Spring and Summer of 2016, whilst more significant alterations are developed aimed at responding positively to the consultation responses and in keeping with the Manifesto commitment relating to traffic signals.

In addition it is considered that it would be beneficial to implement a prohibited right turn from St Leonards Road into Imperial Road during the school Summer holidays and moving the westbound bus stop in Winkfield Road away from its current location just west of the Clewer Hill Road junction. These proposals would be aimed at minimising delays on the network during the peak tourist season in 2016, in order to manage the demands on the network as effectively as possible. This is considered to be to the benefit of residents who have made representations about the queuing that occurs during the summer months under the current arrangements. Clearly the banned right turn will be inconvenient to some road users, though on balance it is considered to be a reasonable course of action for the duration of the summer holiday period.

- 2.13 The low level of support for Option B appears to primarily be driven by opposition to the idea of a banned right turn from Clewer Hill Road and due to concerns about speeding, reduced pedestrian provision and marginalising local traffic.
- 2.14 Although there was some opposition to the concept of removing signals at the Imperial Road junction, where such concerns were raised, there remains scope to address those concerns through additional measures even if the signals were removed. The majority of concerns related to reduced pedestrian facilities as shown on the consultation drawings, whilst some concerns were expressed about the Imperial Road traffic dominating if signals are not present, and causing queues on the eastern arm. This can be tested by micro-simulation modelling of alternative arrangements.

2.15 At Clewer Hill Road, the more common consensus was that the signals offer a safer and easier way to access St Leonards Road / Winkfield Road than under the previous mini-roundabout arrangements and that the pedestrian facilities in their current locations are very important.

2.16 It is considered that developing an alternative option, which would involve retaining signals at Clewer Hill Road and introducing a roundabout at Imperial Road, along with enhanced pedestrian provision from the arrangements shown on the consultation drawings, would offer a balanced response to the consultation feedback. It is recommended that such a scheme be subject to micro-simulation modelling and compared with the existing arrangements prior to committing to delivering changes on the ground.

| Option | Comments |
|--|--|
| 1. Do Nothing: retain the current traffic arrangements at both junctions | This option is not recommended as it does not fully respond to the outcome of the consultation |
| 2. Implement Option A from the consultation | This option is not recommended as it would not offer a reasonable response to the outcome of the consultation. |
| 3. Implement Option B from the consultation | This option is not recommended as it would not offer a reasonable response to the outcome of the consultation. |
| 4. Implement short term operational improvements to the existing signals for Summer 2016 and subsequently develop, model and implement a scheme which involves retaining signals at the Clewer Hill Road junction and installing a roundabout at Imperial Road / St Leonards Road in combination with pedestrian facilities to be delivered by February 2017. | This is the recommended option as it responds positively to the responses received, by retaining traffic signals at Clewer Hill Road to address local opinion, whilst the recommended changes at Imperial Road would deliver against the Manifesto commitment to reduce traffic signals and respond to the consultation feedback by ensuring that the junction retained controlled pedestrian facilities. This option would be consistent with 'Residents First' and Manifesto delivery |
| 5. To deliver improvements to the existing traffic signals to improve their efficiency, reduce avoidable delays and make physical modifications to reduce street clutter and the number of signal heads at the junctions | This option is not recommended as it does not deliver against the Manifesto and there was no majority support from the consultation responses to justify retaining signals at both junctions. |
| 6. Implement a scheme involving roundabouts at both junctions | This option is not recommended as the recommended option is considered to offer a solution that more directly reflects the consultation responses. There is a high level of concern amongst residents about the implications for safety and journey time for local traffic if the signals were removed at Clewer Hill Road. |

3. KEY IMPLICATIONS

- 3.1 The defined outcomes will be measured using journey time surveys and speed data derived from traffic counter equipment, against baseline information prior to any alterations.

| Defined Outcomes | Unmet | Met | Exceeded | Significantly Exceeded | Date they should be delivered by |
|---|-------|------|----------|------------------------|----------------------------------|
| Reduction in journey times through the junctions during peak periods (10.30am to 11.30am & 5pm – 8pm in school summer holidays) | <1% | 1-3% | 4-5% | > 5% | 31 August 2017 |
| Improvement in air quality | <1% | 1-3% | 4-5% | > 5% | 31 August 2017 |

Note: baseline data to be collected in August 2016

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 There is no capital funding currently approved to deliver the recommendations of this report. However a capital funding bid has been submitted for 2016/17 to deliver any agreed outcomes from the consultation
- 4.2 The report recommends removing traffic signals at the junction of Imperial Road and St Leonards Road. This action will lead to reduced annual revenue costs associated with maintaining existing equipment as well as maintenance of railing sections, which have been prone to occasional vehicle strikes from HGVs

| | 2015/16 | 2016/17 | 2017/18 |
|-----------|------------------|------------------|------------------|
| | Revenue £'000 | Revenue £'000 | Revenue £'000 |
| Addition | Nil | Nil | Nil |
| Reduction | £0 | 1 | 2 |

| | 2015/16 | 2016/17 | 2017/18 |
|----------|------------------|------------------|------------------|
| | Capital £'000 | Capital £'000 | Capital £'000 |
| Addition | £0 | 150 | £0 |

| | 2015/16 | 2016/17 | 2017/18 |
|-----------|---------|---------|---------|
| Reduction | Nil | Nil | Nil |

5. LEGAL IMPLICATIONS

- 5.1 The recommended improvements will be delivered in accordance with legislation and guidance issued by the Department for Transport (DfT).
- 5.2 Any physical changes to the road layout would be subject to a road safety audit process.

6. VALUE FOR MONEY

- 6.1 If the recommended actions are endorsed this would result in delivering improvements identified in response to the consultation results, thereby offering value for money for residents by allocating funding in response to the main consultation feedback.
- 6.2 Works would be carried out by term contractors appointed under competitive tendering processes, ensuring value for money.
- 6.3 The recommended improvements will deliver revenue savings in future maintenance of highway furniture and equipment, thereby reducing annual expenditure.

7. SUSTAINABILITY IMPACT APPRAISAL

Reducing congestion and queuing traffic will reduce pollution and improve air quality in localised areas which is a positive sustainability impact.

8. RISK MANAGEMENT

| Risks | Uncontrolled Risk | Controls | Controlled Risk |
|--|-------------------|---|-----------------|
| Modifications may result in an increase in the speed of traffic through the junctions leading to reduced safety for all road users number and severity of casualties | MEDIUM | Signals include speed discrimination equipment to avoid risks of pedestrian signals turning green at a time when a fast moving vehicle may be approaching close to the end of vehicular green period Road Safety Audit to be carried out on any physical alterations The police can be asked to consider enforcement if | LOW |

| Risks | Uncontrolled Risk | Controls | Controlled Risk |
|---|--------------------------|--|------------------------|
| | | speeding is evidenced as a problem | |
| Adjustment to datasets or timing plans of traffic signals may result in additional congestion or excessive delays on particular roads | MEDIUM | Existing datasets and timing plans can be kept as alternatives and reintroduced if required. Timing plans to ensure that the more local roads are not negatively impacted at the expense of through traffic. The possibility of extending the right turn lane to Clewer Hill Road will also be explored. | LOW |
| Installation of a roundabout and alterations to pedestrian facilities at Imperial Road will affect where pedestrians cross the roads potentially making walking less attractive | MEDIUM | Any alterations to pedestrian facilities would include reference to term time pedestrian survey data and would also be independently safety audited. Designs to ensure that circuitous walking routes are not created as a side effect of changes and that controlled facilities to promote pedestrian priority are included. | LOW |

9. LINKS TO STRATEGIC OBJECTIVES

9.1 The recommended option would be in line with all the four of the council's strategic priorities: Residents First; Value for Money; Delivering Together and Equipping Ourselves for the Future.

9.2 The strongest links are:

Residents First

- Improve the Environment, Economy and Transport

Value for Money

- Deliver Economic Services
- Improve the use of technology

Delivering Together

- Deliver Effective Services

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

An initial Equality Impact Assessment (EQIA) screening has been completed and there are no impacts requiring a full EQIA.

A copy of the screening assessment is available as Appendix D

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

None

12. PROPERTY AND ASSETS

The recommended actions would result in alterations to highway assets with all works contained in the public highway

13. ANY OTHER IMPLICATIONS

None

14. CONSULTATION

14.1 The public consultation on options for changes at the junctions ran from 15 October to 20 December 2015.

14.2 The documents included in the consultation were circulated to all Windsor Councillors for comment prior to the consultation starting. The consultation was also included on the Windsor Town Forum and the Visitor Management Forum as an agenda item in advance of the consultation starting.

14.3 The consultation allowed for respondents to comment by email or by post and background information was provided on the Royal Borough website. The consultation included letters circulated to properties within close proximity of the two junctions, whilst Ward Councillors also carried out additional letter drops and publicity of the consultation. Two well attended drop-in sessions were held to enable residents to speak with officers and Councillors, ask questions and put forward their views.

14.4 Additional publicity of the consultation was provided through press releases as well temporary signs being positioned on all approaches to the junction to make people aware of the consultation. Where requested, consultation information could be emailed or posted to interested parties.

14.5 The documentation provided on the website included background information to the consultation, option drawings, turning count survey data, pedestrian survey information and a list of frequently asked questions and responses

14.6 It had been mentioned at the outset of the consultation that a provisional timescale for implementation of agreed measures would be early 2016. In view of

the extensive and varied responses received the decision was made that it would not be in the best interests of residents to make an early decision and that it would be appropriate to refer the matter to Cabinet for a decision.

15. TIMETABLE FOR IMPLEMENTATION

| Date | Details |
|------------------|---|
| 30 June 2016 | Implement changes to the operation of the existing traffic signals at both junctions to enhance efficiency |
| 28 February 2017 | Implement a scheme to replace the traffic signals at the Imperial Road / St Leonards Road junction with a roundabout in combination with pedestrian crossings on at least two of the three arms of the junction |

16. APPENDICES

- 16.1 Appendix A - Option A drawing (document from the consultation)
- 16.2 Appendix B – Option B drawing (document from the consultation)
- 16.3 Appendix C - Existing layout drawing
- 16.4 Appendix D- EQIA Screening form
- 16.5 Appendix E – Summary of consultation feedback

17. BACKGROUND INFORMATION

- 17.1 Changes were made at these junctions in early 2009, which involved replacing the mini-roundabout with traffic lights at the junction of Clewer Hill Road with Winkfield Road. Alterations to the traffic lights were also made at the Imperial Road junction with St Leonards Road to the same timescale.
- 17.2 Complaints are received about traffic flow at these junctions and such complaints were also received prior to the works in 2009; such concerns about traffic congestion are not unusual at busy urban junctions in the vicinity of town centres and other key trip generating destinations. These closely sited junctions have limited physical capacity to carry very high volumes of traffic with a diverse range of varying peak periods.
- 17.3 It is a common public perception that the signals at the two junctions do not operate effectively together either due to not being 'linked' or due to the equipment being made by different companies. The fact that the equipment is manufactured by different companies is not a factor directly impacting on how the two junctions work in tandem and this has been verified independently.
- 17.4 The junctions have been independently reviewed in previous years and the Royal Borough's signal engineers have made modifications over time to endeavour to optimise the performance of the current set up.

18. CONSULTATION (MANDATORY)

| Name of consultee | Post held and Department | Date sent | Date received | See comments in paragraph: |
|--------------------|---|-----------|----------------------|---|
| Internal | | | | |
| Cllr Rayner | Lead Member for Highways & Transport | 22/01/16 | 27/01/16 01-02-16 | Recommendations amended following Ward Cllr meetings. |
| Cllr David Burbage | Leader of the Council | 27/01/16 | 03-02-16 | No changes |
| Simon Fletcher | Strategic Director of Operations | 22/01/16 | | |
| Michael Llewelyn | Cabinet Policy Office | 22/01/16 | 26/01/16 | Suggested changes to recommended action |
| Catherine Woodward | Shared Legal Solutions / Monitoring Officer | 22/01/16 | Response awaited | |
| Mark Lampard | Finance Partner | 22/01/16 | 27/01/16 | Minor amendments to (4) Financial Details |
| External | | | | |
| None | | | | |

REPORT HISTORY

| Decision type: | Urgency item? |
|--|---------------|
| Non-key decision (entered onto Forward Plan – Cabinet (January 2016)) | No |

| Full name of report author | Job title | Full contact no: |
|----------------------------|------------------------------|------------------|
| Ben Smith | Head of Highways & Transport | 01628 796147 |

Imperial Rd / St Leonards Rd
Winkfield Rd / Clewer Hill Rd,
Windsor

DRAFT layouts for alternative
junction arrangements
OPTION A

| | | | |
|--|----------------------|-------------------|---------------|
| Drg No. PN-1910-D-06 | | Rev A | |
| Date 07-10-15 | Scale nts | Size A3 | |
| Drawn By rmb | CAD By rmb | Checked By | Signed Off By |
| Drawing Path: Y:\CO1\CAD\Projects-PN\PN-1900-1999\PN-1910.. | | | |
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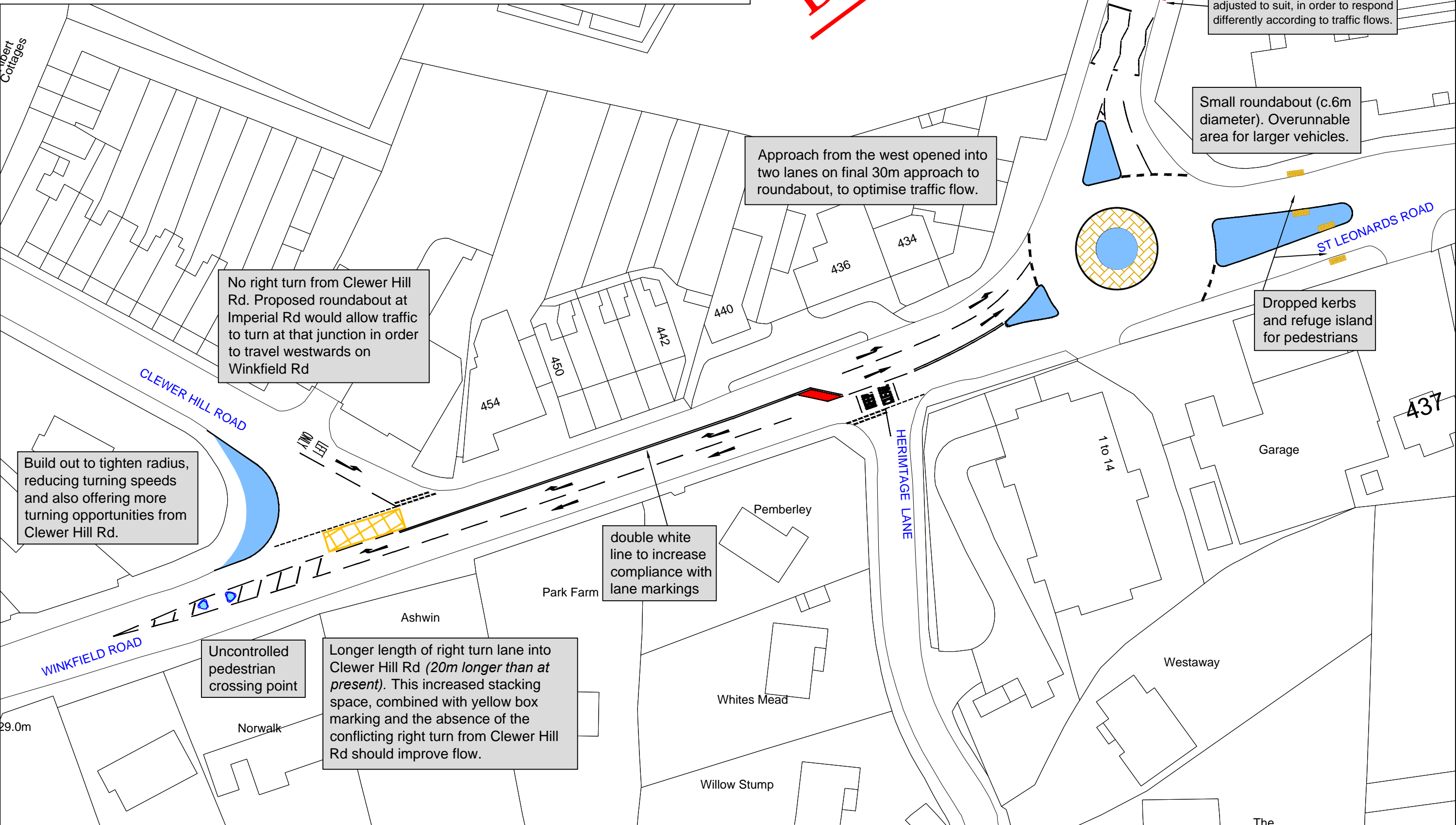
Operations Directorate
Highways, Engineering & Transport
Town Hall, St. Ives Road,
Maidenhead, Berks,
SL6 1RF.

Tel: 01628 683800
Fax: 01628 796774
<http://www.rbwm.gov.uk>



| Rev | Date | Amendments |
|-----|------|------------|
| | | |

DRAFT



Imperial Rd / St Leonards Rd
Winkfield Rd / Clewer Hill Rd,
Windsor

DRAFT layouts for alternative
junction arrangements
OPTION B

| | | |
|--|----------------------|--------------------------|
| Drg No. PN-1910-D-07 | | Rev A |
| Date 07-10-15 | Scale nts | Size A3 |
| Drawn By rmb | CAD By rmb | Checked By rmb |
| Signed Off By rmb | | |
| Drawing Path. Y:\CO1\CAD\Projects-PN\PN-1900-1999\PN-1910.. | | |
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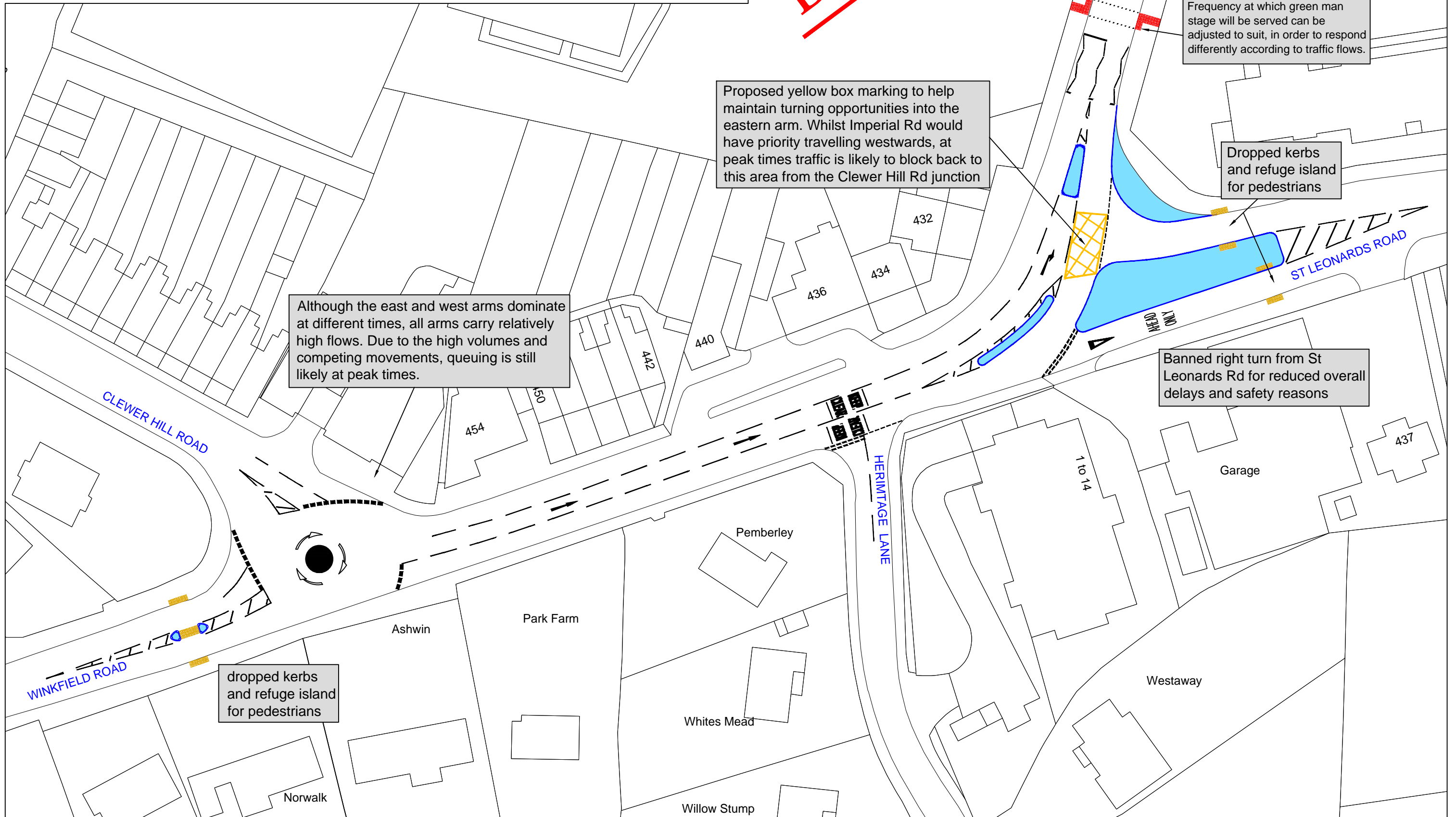
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Maidenhead, Berks,
SL6 1RF.



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Fax: 01628 796774
<http://www.rbwm.gov.uk>

| Rev | Date | Amendments |
|-----|------|------------|
| | | |

DRAFT



Although the east and west arms dominate at different times, all arms carry relatively high flows. Due to the high volumes and competing movements, queuing is still likely at peak times.

Proposed yellow box marking to help maintain turning opportunities into the eastern arm. Whilst Imperial Rd would have priority travelling westwards, at peak times traffic is likely to block back to this area from the Clewer Hill Rd junction

Signalised crossing to serve main pedestrian movement. Frequency at which green man stage will be served can be adjusted to suit, in order to respond differently according to traffic flows.

Dropped kerbs and refuge island for pedestrians

Banned right turn from St Leonards Rd for reduced overall delays and safety reasons

dropped kerbs and refuge island for pedestrians

NORTH

Imperial Rd / St Leonards Rd
Winkfield Rd / Clewer Hill Rd,
Windsor

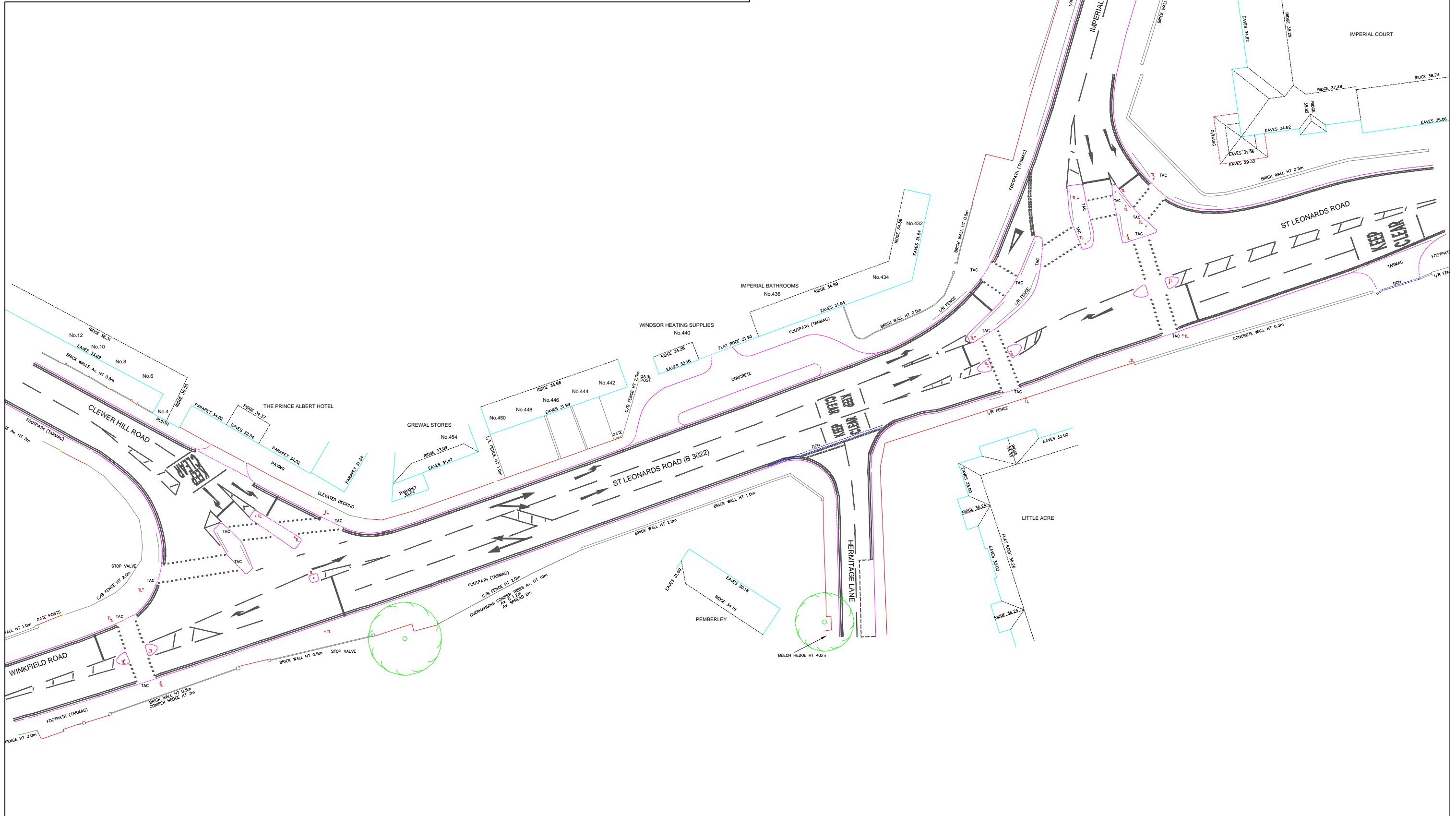
| | | | |
|--|-------------------------|-------------------|---------------|
| Drg No. PN-1910-D-10 | | Rev B | |
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| Drawn By RSG/RB | CAD By RSG/RB | Checked By | Signed Off By |
| Drawing Path. Y:\CO1\CAD\Projects-PN\PN-1900-1999\PN-1910.. | | | |
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| Rev | Date | Amendments |
|-----|------|------------|
| | | |



Royal Borough of Windsor and Maidenhead Equality Impact Assessment Form

Section one – Screening

Name of strategy, policy or project (please write):

Imperial Road / Clewer Hill Road / Winkfield Road, Windsor – Junction Improvements

Officer completing assessment (please write):

Russell Bell

Telephone (please write):

01628 796102

1. What is the main purpose of the strategy / project / policy? (Please write):

To implement alterations to the operation of the traffic signals at the junction of Imperial Road / St Leonards Road and Winkfield Road / Clewer Hill Road, in order to reduce delays, improve the appearance of the area and contribute towards improved air quality.

2. List the main activities of the project / policy? (For strategies list the main policy areas) (Please write):

Alterations to the timing plans, datasets and vehicle detection at the traffic signals

Temporary banned right turn into Imperial Road during school summer holidays of 2016.

Trial the repositioning of the westbound bus stop on Winkfield Road, currently located just west of Clewer Hill Road junction

Remove traffic lights at the Imperial Road / St Leonards Road junction between December 2016 and February 2017 to replace with a roundabout and zebra crossings for pedestrians.

3. Who will be the main beneficiaries of the strategy / project / policy? (Please write):

All road users through intended improved traffic flows and reduced delays and an enhanced street scene through reduced street clutter. In particular residents who responded favourably to this action as part of a consultation are considered to benefit most.

4. Use the table overleaf to tick:

- a. where you think that the strategy / project / policy could have a negative impact on any of the equality target groups i.e. it could disadvantage them.

- b. where you think that the strategy / project / policy could have a positive impact on any of the groups or contribute to promoting equality, equal opportunities or improving relations within equality target groups**

Please mark the appropriate boxes with an X.

| | | Positive impact – it could benefit | Negative impact – it could disadvantage | Nil impact | Reason |
|--------|--|------------------------------------|---|------------|--------------------------------|
| gender | Women | | | X | Gender irrelevant |
| | Men | | | X | Gender irrelevant |
| race | Asian or Asian British people | | | X | Race Irrelevant |
| | Black or black British people | | | X | Race Irrelevant |
| | Chinese people and other people | | | X | Race Irrelevant |
| | People of mixed race | | | X | Race Irrelevant |
| | White people (including Irish people) | | | X | Race Irrelevant |
| | Disabled people | | | X | Disability Irrelevant |
| | Lesbians, gay men and bisexuals | | | X | Sexual orientation irrelevant |
| age | Older people (60+) | | | X | Age irrelevant |
| | Younger people (17-25) and children | | | X | Age Irrelevant |
| | Faith groups | | | X | Faith Irrelevant |
| | Equal opportunities and / or improved relations / access | | | X | Equal Opportunities irrelevant |

Notes:

Faith groups cover a wide range of groupings, the most common of which are Muslims, Buddhists, Jews, Christians, Sikhs and Hindus. Consider faith categories individually and collectively when considering positive and negative impacts.

The categories used in the Race section are those used in the 2001 census. Consideration should be given to the needs of specific communities within the broad categories such as Bangladeshi people and to the needs of other communities such as Turkish / Turkish Cypriot, Greek / Greek Cypriot, Italian and Polish that do not appear as separate categories in the census.

5. If you have indicated there is a negative impact on any group, is that impact:

a. legal (i.e. it is not discriminatory under anti-discriminatory legislation)? Please write yes or no:

n/a

b. intended? Please write yes or no:

n/a

c. what is the level of impact? Please write high or low:

n/a

If the negative impact is possibly discriminatory and not intended and / or of high impact you must complete section two of this form. If not, complete the rest of section one below and consider if completing section two would be helpful in making a thorough assessment.

6. Could you:

a. minimise or remove any negative impact that is of low significance? Please write yes or no and, if yes, write how:

n/a

b. improve the strategy, project or policy's positive impact? Please write yes or no and, if yes, write how:

n/a

(you may wish to use the action plan for this)

7. If there is no evidence that the strategy, policy or project promotes equality, equal opportunities or improved relations – could it be adapted so that it does? Please write yes or no and, if yes, write how:

n/a

Please sign and date this form, keep one copy in the project file and publish within the EQIA folder on hyperwave under your Directorate. If you are using 'work together' you should publish a copy in your 'set up docs' folder.

It is good practice to highlight the outcomes of the assessment with management such as DMT or the project board.

Signed:

Please print name: Russell Bell

Date: 29-01-16

Summary of comments received relating to possible changes at the two junctions

- Any solution that restricts people's access directly to their intended direction of travel will be unpopular
- Removal of lights will cause pedestrians problems crossing the roads.
- For both options there is no way for pedestrians to cross Clewer Hill Road in safety.
- Interests of cyclists, public transport and pedestrians appear to have been disregarded.
- Pedestrian crossing facilities inadequate for the elderly and disabled.
- Neither option is pedestrian-friendly or safe for school children.
- There is no pedestrian provision for those walking to and from the park
- A survey during school term time would be a better indicator of pedestrian use.
- Both options have their merits and both will greatly improve upon the current situation
- The free-flowing junctions and mini-roundabouts would be much more dangerous for cyclists.
- Yellow box markings at junctions would be ignored and do not work
- Make any changes on a temporary basis by trialling roundabouts and covering over the signals
- U-turns on roundabouts will cause accidents.
- The proposed roundabout at the end of Imperial Road will be permanently gridlocked.
- I have long thought a roundabout would improve the flow at Imperial Road
- Whatever scheme is implemented, queues will still occur making the expense hard to justify
- The no right turns will cause additional traffic on the middle section of St Leonards Road
- In Option B the mini-roundabout will involve a tight turning circle and could cause accidents and delays
- Motorists are less likely to chance a red light than their perception of right of way on a roundabout
- Previous roundabout at the Clewer Hill Road junction was the cause of numerous collisions
- The previous change away from a mini roundabout to traffic lights was an improvement
- Is it worth making the green times longer and retaining the existing traffic lights? This would mean less time is lost in the amber and red phases of the lights.
- Everything works well, don't change it.
- Without traffic lights to regulate, we foresee queues building up on St Leonards Road east.

- If there are no traffic lights, drivers will speed even more than at present.
- Morning queues to exit Clewer Hill Road before the lights were installed were dreadful.
- Winkfield Road will become a non-stop flow of traffic with even less opportunity for residents to feed in. At least with the existing traffic lights there are short lulls in the flow.
- Traffic lights at Clewer Hill Road have been a great success.
- Removing lights will reduce the degree of priority given to local residents to enter their town
- Easier to join main road with traffic lights than with roundabout which existed previously at Clewer Hill Road
- How can we comment without specifics about queues that would occur under the different options?
- A roundabout at Imperial Road should work well to control the flow of traffic at that junction
- Priority is being given to visitors over local residents.
- The proposals benefit external commuters but will result in even more inconvenience for local residents
- All in all the changes are to benefit through traffic and not the local residents.
- Locals should not be inconvenienced just to increase the traffic flow for Legoland visitors
- Make sure lights are intelligent and link properly to avoid delays
- Hold traffic back from the junctions with additional signals to control traffic arrivals and keep junctions clear
- Banned right turn from Clewer Hill Road does not make any sense
- Banned right turns will lead to extra traffic through residential areas
- Being unable to turn right out of Clewer Hill Road back onto Winkfield Road would add to the amount of traffic in the congested section between the two junctions
- Banned right turn into Imperial Road is an excellent idea and few vehicles make this movement
- Using alternative routes will add extra danger to pedestrians and additional congestion on residential roads.
- The bus stop on Winkfield Road must be moved
- Can the option of two roundabouts be considered?
- Maintain the existing signals at Clewer Hill Road and replace the Imperial Road junction with a roundabout
- Would prefer to see a roundabout at Clewer Hill Rd and keep the traffic lights at Imperial Road

Additional comments were also received on a range of other issues. This included comments on traffic conditions more generally in Windsor, planning matters, park and ride provision, signed routes to Legoland, suggestions of new roads and suggestions of installing signals in other nearby locations.