

Imperial Road / St Leonards Road and Winkfield Road / Clewer Hill Road

Between October and December 2015 a consultation was carried out on possible changes at the junctions of Imperial Road / St Leonards Road and Winkfield Road / Clewer Hill Road.

A significant amount of feedback was received and a paper went to Cabinet in February 2016, for recommended actions to be considered and decisions made on the approved next steps.

Update on actions in response to the consultation

Following Cabinet in February, the Council has been working to develop the most appropriate actions for the management of the junctions, taking into account the views of residents. A summary of the current position on each action is provided below:

Operational changes to the traffic signals at both junctions

Following detailed independent reviews of the operation of the traffic signals at the junctions, an initial set of adjustments were made at both sites in April 2016 with further changes implemented in mid-July. The operational review and amendments to the signals are the most substantial alteration to the way these signals operate since their installation in 2009. The various changes to the datasets and other interventions are minor in isolation, although the combined effect has achieved improvements in the overall operation of the two junctions.

The Bluetooth equipment from the Borough's traffic monitoring equipment on the route from Royal Windsor Way, via Imperial Road and then Winkfield Road (near Woodland Avenue) can be used to track the movement of individual vehicles, providing journey time information between the counter sites.

Taking a sample of four weekend dates from June/July 2014 and from June/July 2016, comparisons are possible between summer 2016 and summer 2014. *Data from 2015 is incomplete due to traffic counter faults.*

Whilst direct comparisons are not straightforward due to the various influencing factors on traffic composition and volumes, the data do point towards the same pattern (albeit not statistically significant) of reduced journey times through the two junctions since modifications to the signals were made:

- For traffic travelling from Royal Windsor Way to Winkfield Road, the average journey time in the peak (10am to 11am) hour have improved from 11 mins 56 sec in 2014 to 09 mins 55 sec in 2016 (An improvement of approx. 17%)
- For traffic travelling northwards from Winkfield Road to Royal Windsor Way, the average journey time between 4pm and 5pm improved from 5 mins 58 sec in 2014 to 4mins 27 sec in 2016 (An improvement of approx. 25%)
- For traffic travelling northwards, the average journey time between 6pm and 7pm improved from 6 min 01 sec in 2014 to 5 mins 19 sec in 2016 (An improvement of approx. 12%)

Additional information on journey times will continue to be collected, to provide further evidence of any reductions or increases in journey time when compared with historic data.

Bus stops

It had been determined at Cabinet in February that options for relocating a bus stop in Winkfield Road would be explored. Due to limitations in the width of the public highway it has been concluded that there is insufficient space to accommodate the bus stop in a location where traffic would be able to pass a stationary bus simultaneously in both directions. As the existing bus stop is used relatively infrequently it has been concluded that no changes to the location of the bus stop will be progressed at this time.

Right turn into Imperial Road

The option to introduce a banned right turn into Imperial Road during the school summer holidays had been proposed as a possible method of reducing the number of conflicting movements at the junction in order to free up more time for the other movements at the junction. In view of the other modifications made to the traffic signals in Spring and early Summer, it was considered to be of greater benefit to test the new operational changes to the signals without introducing the additional banned right turn restriction.

Draft designs for roundabout at Imperial Road

Cabinet agreed that a potential scheme to introduce a roundabout at the Imperial Road / St Leonards Road junction would be further explored. The reduced journey times through the junction following changes to the traffic signals, coupled with a lack of overall consensus from residents about the removal of the signals at either of the junctions, led to the recommendation that the signals at Imperial Road / St Leonards Road should remain in place.

A roundabout remains as a possible option for future consideration at the junction, with an outline design feasibility indicating that a roundabout can be physically accommodated at the junction within the limits of the public highway.