

Project: LEGOLAND, Windsor
 Prepared by: NP
 Approved by: SP
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232 High Street
 Guildford
 Surrey
 GU1 3JF

Tel: 01483 531300
 www.motion-uk.co.uk

1.0 Executive Summary

- I. Following discussions between LEGOLAND, RBWM, Bracknell Forest Council, Surrey County Council and the Highways Agency, who in September 2013 formed a multi-agency working group, it was agreed that trials should be undertaken to examine whether alternative routes may ease traffic flows to and from LEGOLAND. It is recognised that LEGOLAND is in the context of a town and sub region that attracts and generates many vehicle movements. LEGOLAND traffic is a very modest percentage of the total movements, but if any improvements can be achieved this is welcomed especially to the A322 Imperial Road/Winkfield Road. Alternative route signage was trialled on three peak holiday periods in April and May, covering both weekday and weekend periods.
- II. The alternative signage trial utilised the motorway network routes from the M25 junction 13, the M3 junction 3 and junctions 6 and 8/9 on the M4. Traffic exiting M4 junction 6 were routed along Goslar Way, Sheet Street Road, Mounts Hill Road and entered LEGOLAND from Winkfield Road (south entrance).
- III. The results show that prior to the trial 64% of vehicles traveling to LEGOLAND arrived from Imperial Road/Winkfield Road and 36% arrived from Winkfield Road (south). During the trial the north/south split altered, with 46% of vehicles traveling to LEGOLAND from Imperial Road/Winkfield Road and 54% arriving from Winkfield Road (south). Data shows that 414 fewer vehicles arrived at LEGOLAND from the Imperial Road/Winkfield Road.
- IV. The analysis of the traffic count data has shown that the trial achieved its aim of reducing traffic arriving from the northern side of LEGOLAND through the Imperial Road corridor, thereby reducing localised traffic impacts.
- V. It is concluded that the signing trials have been successful in reducing localised congestion within Windsor. The trial to redistribute traffic has achieved its aim by making use of roads with more capacity to accommodate the flows. It is therefore recommended that the signage strategy be implemented.

Counter Location	Baseline	Trial
Imperial Road	2155	1837
Winkfield Road, north of LEGOLAND entrance	3067	2653*
Goslar Way	1918	2620
Straight Road	1952	2077
Sheet Street Road	1346	1937
Mounts Hill	1775	2291
Drift Road	563	546
Winkfield Road, south of LEGOLAND entrance	2003	2443**

Table 2.7 – Average ATC results for all Trial Periods

*-414 vehicles using Winkfield Road, north of LEGOLAND entrance

** +440 vehicles entering Winkfield Road, south of LEGOLAND entrance

Junction	Maximum time	Minimum time
Junction 8/9 of the M4	23 minutes	15 minutes
Junction 13 of the M25	42 minutes	17 ½ minutes
Junction 6 of the M4 (via Goslar Way)	43 minutes	13 minutes
Junction 6 of the M4 (via Imperial Road)	12 ½ minutes	6 minutes

Table 2.8 – Average journey time results

Survey Period	Northbound (All Traffic)	Northbound (LEGOLAND Traffic)	Southbound (All Traffic)	Southbound (LEGOLAND Traffic)
LEGOLAND Open, Combined Baseline	2003	1464 (36%)	3067	2605 (64%)
LEGOLAND Open, Combined Trial	3067	2528 (54%)	2653	2191 (46%)

Table 2.9 Vehicle movements on Winkfield Road.

2.0 Introduction

- 2.1 Following discussions between LEGOLAND, RBWM, Bracknell Forest Council, Surrey County Council and the Highways Agency, who in September 2013 formed a multi-agency working group, it was agreed that trials should be undertaken to examine whether alternative routes may ease traffic flows to and from LEGOLAND. It is recognised that this is in the context of a town and sub region that attracts and generates many vehicle movements; LEGOLAND traffic is a very modest percentage but if any improvements can be achieved, this is to be welcomed especially to the A322 Imperial Road/Winkfield Road. Background on the signing trials is presented in the document *Technical Note 02 'Signage Strategy - January 2014'*, which outlines the existing travel patterns to LEGOLAND and proposes an alternative signage strategy to mitigate the transport effects on the local highway.
- 2.2 The purpose of the signage trials – funded by LEGOLAND – was to explore whether signing a variety of routes to/from LEGOLAND would result in redistributing visitor traffic flows to roads with greater capacity than Imperial Road/Winkfield Road (north of LEGOLAND entrance) without causing unacceptable impact elsewhere. Whilst in strict highway terms the highway network can accommodate traffic flows to/from LEGOLAND, it is acknowledged that at peak hours on peak visitor days, there is localised disruption and it is in the interests of all to seek to identify alternative options to improve the position.
- 2.3 The signing trials were implemented on three separate occasions (details set out below). Monitoring of the effect the trials had on traffic flows was undertaken by the Royal Borough of Windsor & Maidenhead (RBWM) and the Highways Agency (Motorway and Trunk Roads).
- 2.4 The signed routes for the trial are shown by drawing 80709-06b in **Appendix A**. Table 1.1 below outlines the existing signed routes to LEGOLAND and the alternative routes that formed the basis of the signing trial.

Direction From	Existing	Proposed
North	Exit the M25 at junction 15 onto the M4 westbound. Exit the M4 at junction 6 onto the A332, approaching LEGOLAND from the north via A332 & Imperial Road.	Exit M25 at junction 13 onto the A308 then via the A332 and access LEGOLAND from the south via Sheet Street / Mounts Hill.
East	Exit the M4 at junction 6 onto the A332, approaching LEGOLAND from the north via A332 & Imperial Road.	Exit the M4 at junction 6 onto the A332 via Goslar Way and approach LEGOLAND from the south via Sheet Street and Mounts Hill.
South	Exit the M25 at junction 12 onto the M3 westbound. Exit the M3 at junction 3 onto the A332, approaching LEGOLAND from the south via Mounts Hill.	Same as existing.
West	Exit the M4 at junction 6 onto the A332, approaching LEGOLAND from the north via A332 & Imperial Road.	Exit the M4 at junction 8/9 onto the A308, then via the B3024, Fifield Lane, and Drift Road approaching LEGOLAND from the south.
North / West (local signage)	Via A308 (from junction 8/9 of the M4) approaching LEGOLAND from the north via Imperial Road.	Via A308, then via the B3024, Fifield Lane and Drift Road approaching LEGOLAND from the south.
South / East (local signage)	Via A308 (from junction 13 of the M25) approaching LEGOLAND from the north via Imperial Road.	Via A308 (from junction 13 of the M25) then via the A332 and access LEGOLAND from the south via Sheet Street / Mounts Hill.

Table 1.1 – Existing and proposed signage to LEGOLAND

- 2.5 In order to assess the traffic impact of the signage trial strategy on the local road network, a series of permanent and temporary Automatic Traffic Counters (ATC's) were installed. All these counters have been installed and monitored by the RBWM, with the temporary counters becoming operational on the 10th of April 2014. Table 1.2 and drawing number 80709-28 in **Appendix B** show the counter types and locations:

Counter Type	Location
Permanent	Imperial Road
Permanent	Winkfield Road (north of the LEGOLAND entrance)
Permanent	Goslar Way
Permanent	Straight Road
Temporary	Sheet Street Road
Temporary	Mounts Hill
Temporary	Drift Road
Temporary	Winkfield Road (south of the LEGOLAND entrance)

Table 1.2 – Counter types and location

- 2.6 ATC's record the volume, speed and classification of vehicles on a road and are linked to a road side recorder box. This report assesses the data from the ATC's and then concludes on the outcomes of the signage trial strategy.

3.0 Data Analysis

Background

- 3.1 The signage trial was in operation on three occasions during April and May 2014:
- ▶ Trial One – Friday 18th April - Monday 21st April
 - ▶ Trial Two – Saturday 3rd May - Monday 5th May
 - ▶ Trial Three – Monday 26th May - Saturday 31st May
- 3.2 Traffic data from the ATC's outside of the trial periods has been used to quantify baseline traffic flows. In order to select the most robust dates, LEGOLAND visitor numbers have been analysed to find comparable days and the selected dates for the baseline data were agreed with RBWM.
- 3.3 In addition to the traffic counters, vehicle journey time surveys have been recorded as the routes were driven periodically throughout the trial periods to understand how the traffic was flowing. These report on the maximum and minimum journey times from the following junctions to the LEGOLAND entrance on Winkfield Road:
- ▶ Junction 8/9 of the M4
 - ▶ Junction 13 of the M25
 - ▶ Junction 6 of the M4 (via Goslar Way)
 - ▶ Junction 6 of the M4 (via Imperial Road)

Trial One

- 3.4 Table 2.1 shows the synthesised traffic count results taken from Saturday 19th April 2014 between 9am and 12pm. The baseline results for the permanent counter sites are from the same times on Sunday 18th August 2013; baseline results for the temporary counter sites are from Saturday 12th April 2014.

- 3.5 The counter site shows that traffic volumes on Imperial Road (southbound) and Winkfield Road (north of the LEGOLAND entrance, southbound) have decreased. All other roads with the exception of Drift Road have an increase in traffic volumes. Traffic volumes on Drift Road have remained consistent. The results show a shift in traffic arriving at LEGOLAND from the north (via Imperial Road and Winkfield Road) to the south (via Sheet Street Road, Drift Road, Mounts Hill and Winkfield Road).

Counter Location	Baseline	Trial
Imperial Road	2222	1879
Winkfield Road, north of LEGOLAND entrance	3113	2837*
Goslar Way	1791	2624
Straight Road	1681	2150
Sheet Street Road	1454	2141
Mounts Hill	2121	2758
Drift Road	493	497
Winkfield Road, south of LEGOLAND entrance	2483	2846**

Table 2.1 – ATC results from Trial One

*-276 vehicles using Winkfield Road, north of LEGOLAND entrance

** +363 vehicles entering Winkfield Road, south of LEGOLAND entrance

- 3.6 The journey time surveys outlined in Table 2.2 were recorded on Friday 18th April 2014. The results show that Imperial Road traffic has been reduced. This provides a further indication that the trial has successfully shifted traffic to the less congested routes directing traffic to LLW from the south.

Junction	Maximum time	Minimum time
Junction 8/9 of the M4	22 minutes	15 minutes
Junction 13 of the M25	30 minutes	18 minutes
Junction 6 of the M4 (via Goslar Way)	30 minutes	13 minutes
Junction 6 of the M4 (via Imperial Road)	12 minutes	6 ½ minutes

Table 2.2 – Journey times during Trial One

Trial Two

- 3.7 Table 2.3 shows the synthesised traffic count results. The data for this trial is taken from Saturday 3rd May 2014 between 9am and 12pm. The baseline results for the permanent counter sites from the same times on Saturday 15th June 2013; baseline results for the temporary counter sites are from Saturday 17th May 2014.
- 3.8 The counter site results during trial two show a very similar pattern to trial one, with an overall shift in local traffic movements from the north to the south side of LEGOLAND. Baseline data for Goslar Way is unavailable due to a fault with the counter. Whilst no baseline data is available, the count data for Goslar Way during the trial is almost identical to the results shown in trial one. As such it is likely that similar increases would have occurred to that experienced during trial one.

Counter Location	Baseline	Trial
Imperial Road	2150	1791
Winkfield Road, north of LEGOLAND entrance	3068	2597*
Goslar Way	Counter Fault	2644
Straight Road	2077	2177
Sheet Street Road	1232	1957
Mounts Hill	2022	2690
Drift Road	605	595
Winkfield Road, south of LEGOLAND entrance	2318	2981**

Table 2.3 – ATC results from Trial Two (Bank Holiday weekend)

*-471 vehicles using Winkfield Road, north of LEGOLAND entrance

** +663 vehicles entering Winkfield Road, south of LEGOLAND entrance

- 3.9 The journey time surveys shown by Table 2.4 were recorded on Sunday 4th May 2014 (Bank Holiday weekend). When comparing trial 2 with trial 1; similar times are shown for the route via Imperial Road however maximum times via the trial routes are greater from the M25 and the M4 via Goslar Way, which may be attributed to higher visitor numbers over the May Day Bank Holiday weekend.

Junction	Maximum time	Minimum time
Junction 8/9 of the M4	24 minutes	15 minutes
Junction 13 of the M25	54 minutes	17 minutes
Junction 6 of the M4 (via Goslar Way)	56 minutes	13 minutes
Junction 6 of the M4 (via Imperial Road)	13 minutes	6 minutes

Table 2.4 – Journey times during Trial Two

Trial Three – Weekend

- 3.10 Table 2.5 shows the synthesised traffic count results. The data for this trial is taken from Saturday 31st May 2014 between 9am and 12pm. The baseline results for the permanent counter sites are from the same times on Sunday 26th May 2013; baseline results for the temporary counter sites are from Saturday 17th May 2014.
- 3.11 The counter site results during trial three show a very similar pattern to trials one and two, with an overall shift in local traffic movements from the north to south side of LEGOLAND. Data from Drift Road is unavailable due to a fault with the counter during the trial.

Counter Location	Baseline	Trial
Imperial Road	2138	1875
Winkfield Road, north of LEGOLAND entrance	3169	2611*
Goslar Way	1764	2582
Straight Road	2282	2262
Sheet Street Road	1232	1892
Mounts Hill	2022	2767
Drift Road	605	Counter Fault
Winkfield Road, south of LEGOLAND entrance	2318	3029**

Table 2.5 – ATC results from Trial Three (Whitsun half term weekend)

- ***-558** vehicles using Winkfield Road, north of LEGOLAND entrance
- ** +711** vehicles entering Winkfield Road, south of LEGOLAND entrance

Trial Three - Weekday

- 3.12 Table 2.6 shows the synthesised traffic count results. The data for this trial is taken from Thursday 29th May 2014 between 9am till 12pm. The baseline results for the permanent counter sites are from the same times on Friday 2nd August 2013; baseline results for the temporary counter sites are from Wednesday 9th April 2014.
- 3.13 The counter site results for trial three show similar decreases in traffic on Imperial Road and Winkfield Road (north of the LEGOLAND entrance). Whilst the weekend signage trials show traffic increases on the southern section of Winkfield Road and Mounts Hill of over 700 vehicles, the results from the weekday trial show a significantly lower increase. This is likely to be due to weekday local traffic flows associated with commuters and additional family days out to other Windsor attractions during the Whitsun half term school holiday, rather than a shift in LEGOLAND traffic. Data from Drift Road is unavailable due to a fault with the counter during the trial.

Counter Location	Baseline	Trial	Net Change
Imperial Road	2108	1801	-15%
Winkfield Road, north of LEGOLAND entrance	2919	2567*	-12% -352 vehicles
Goslar Way	2199	2631	+20%
Straight Road	1769	1717	-3%
Sheet Street Road	1467	1759	+20%
Mounts Hill	936	948	+1%
Drift Road	550	Counter Fault	-
Winkfield Road, south of LEGOLAND entrance	892	914**	+2% +22 vehicles

Table 2.6 – ATC results for Trial Three (Whitsun half term weekday)

*-352 vehicles using Winkfield Road, north of LEGOLAND entrance

** +22 vehicles entering Winkfield Road, south of LEGOLAND entrance

Combined Results (all 3 trials)

3.14 Table 2.7 shows the average traffic count results for all trials.

- The net change on Imperial Road (southbound) and Winkfield Road (north of the LEGOLAND entrance, southbound) has been a decrease of 318 and 414 vehicles respectively (this is around -15%).
- As planned, the average traffic flows on the alternative routes show a general increase on roads used to access LEGOLAND from the south.
- The table shows all vehicular movements south and east of Windsor town centre, not just those travelling to LEGOLAND.
- The table shows that the trials led to an average increase of traffic northbound on the Winkfield Road of +440 vehicles and a resultant average decrease in traffic southbound on the Winkfield Road of -414 vehicles.

Counter Location	Baseline	Trial
Imperial Road	2155	1837
Winkfield Road, north of LEGOLAND entrance	3067	2653*
Goslar Way	1918	2620
Straight Road	1952	2077
Sheet Street Road	1346	1937
Mounts Hill	1775	2291
Drift Road	563	546
Winkfield Road, south of LEGOLAND entrance	2003	2443**

Table 2.7 – Average ATC results for all Trial Periods

*-414 vehicles using Winkfield Road, north of LEGOLAND entrance

** +440 vehicles entering Winkfield Road, south of LEGOLAND entrance

- 3.15 The average maximum and minimum journey times are shown by Table 2.8. The results show that congestion levels on Imperial Road have decreased. The trials demonstrate that alternative routes with more capacity can be utilised successfully by visitors travelling to/from LEGOLAND. Localised traffic impacts have improved which will result in improved traffic flows for local residents.

Junction	Maximum time	Minimum time
Junction 8/9 of the M4	23 minutes	15 minutes
Junction 13 of the M25	42 minutes	17 ½ minutes
Junction 6 of the M4 (via Goslar Way)	43 minutes	13 minutes
Junction 6 of the M4 (via Imperial Road)	12 ½ minutes	6 minutes

Table 2.8 – Average journey time results

- 3.16 The results shown by Table 2.9 are consistent with the results from Table 2.7. This shows that prior to the signage trial 64% of vehicles arriving at LEGOLAND arrived from Winkfield Road (north) and 36% arrived from Winkfield Road (south). During the trial the north/south split altered, with 46% of vehicles arriving at LEGOLAND from Winkfield Road (north) and 54% arriving from Winkfield Road (south).

Survey Period	Northbound (All Traffic)	Northbound (LEGOLAND Traffic)	Southbound (All Traffic)	Southbound (LEGOLAND Traffic)
LEGOLAND Open, Combined Baseline	2003	1464 (36%)	3067	2605 (64%)
LEGOLAND Open, Combined Trial	3067	2528 (54%)	2653	2191 (46%)

Table 2.9 Vehicle movements on Winkfield Road.

4.0 Conclusions

- 4.1 The objective of the trials was to explore whether signing a variety of routes to/from LEGOLAND would result in redistributing visitor traffic flows to roads with greater capacity than Imperial Road/Winkfield Road (north of LEGOLAND entrance) without causing unacceptable impact elsewhere. The trials were undertaken by LEGOLAND, RBWM, Bracknell Forest Council, Surrey County Council and the Highways Agency, who in September 2013 formed a multi-agency working group, which has met regularly to develop, monitor and review the results of the trials.
- 4.2 The trials considered alternative routes to LEGOLAND from the north, east and west, aiming to disperse traffic away from the Royal Windsor Way / Imperial Road approach to LEGOLAND. These routes are summarised in Table 1.1.
- 4.3 Prior to the trials the north/south split for vehicles arriving at LEGOLAND has been assessed as 64% arriving from the north and 36% arriving from the south. During the trials this split shifted to 46% arriving from the north and 54% arriving from the south. This result is an 18% swing which equates to over 1,000 vehicles.
- 4.4 The 18% swing shows that the trial achieved its objective of reducing traffic arriving from the northern side of LEGOLAND through the Imperial Road corridor thereby reducing localised traffic congestion.
- 4.5 The increased traffic flows experienced on roads from the south have not resulted in any reported incidences and junctions operated within capacity throughout the trials. Live traffic snapshots from Google Maps, taken during the trials are shown in [Appendix D](#).
- 4.6 The results from traffic counters on local roads during and prior to the trials demonstrate a clear shift in traffic movement has occurred. Imperial Road and Winkfield Road, north of the LEGOLAND entrance both show a drop in traffic levels of approximately 15%. In comparison, Goslar Way, Sheet Street Road, Mounts Hill and Winkfield Road south of the entrance have seen an increase in traffic of between 22% - 44%.
- 4.7 **Having carried out a comprehensive review of the traffic data it is concluded that the signing trials have been successful in reducing localised traffic impacts within Windsor.**
- 4.8 It is recommended that the signage strategy should be implemented in two phases:
- ▶ Phase One - Implement the route from junction 6 of the M4 along Goslar Way, approaching LEGOLAND from the south side of Winkfield Road, see drawing number 80709-29 in [Appendix C](#).
 - ▶ Phase Two – Implement the wider signage strategy as per drawing number 80709-30 in [Appendix C](#), following agreement from Bracknell Forest Council and Surrey County Council.
 - ▶ Council.



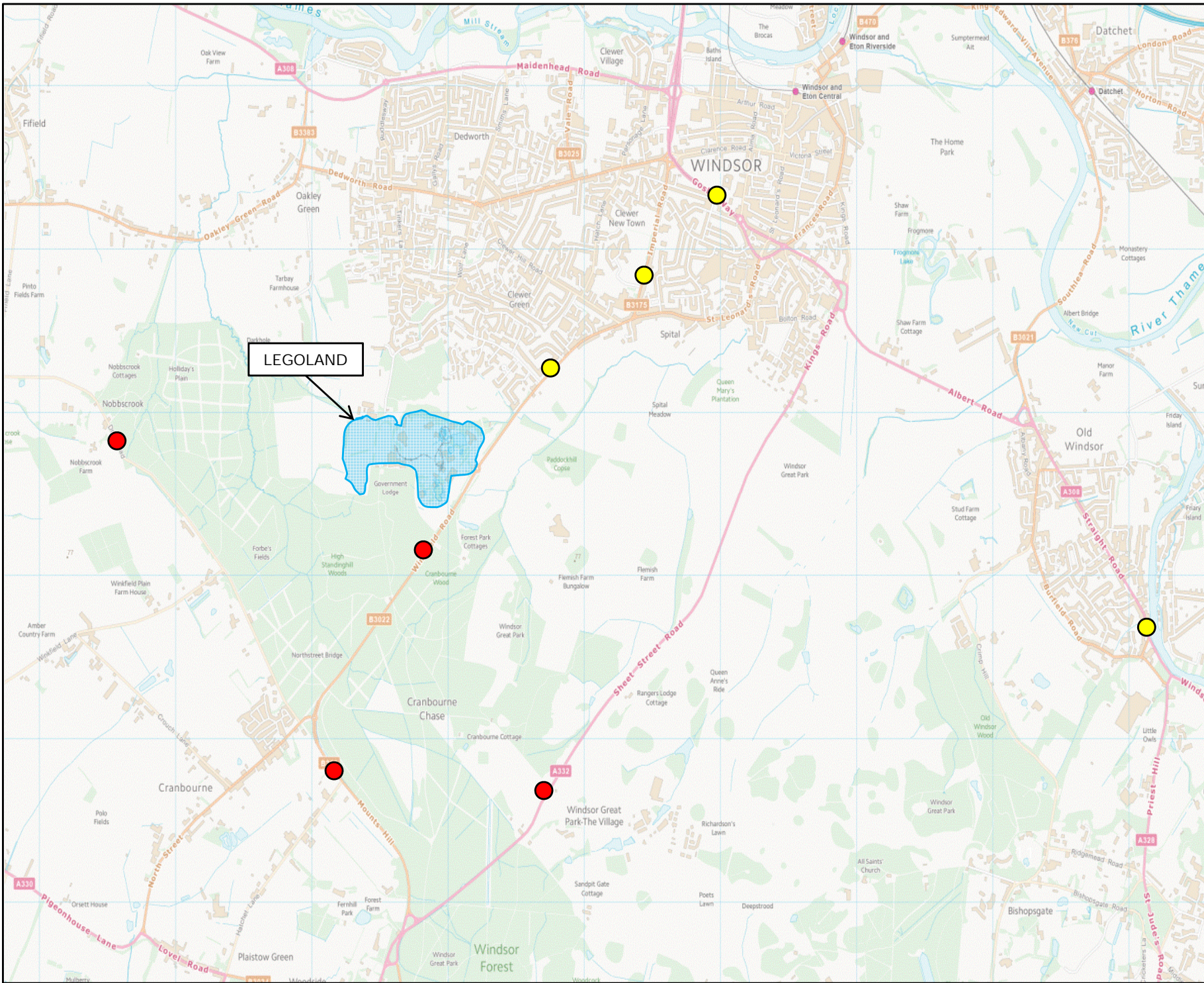
Appendix A

Drawing 80709-06b



Appendix B

Drawing 80709-28



LEGOLAND



- Temporary Counters
- Permanent Counters

LEGOLAND, Windsor
 Traffic Counter Locations
 80709-28

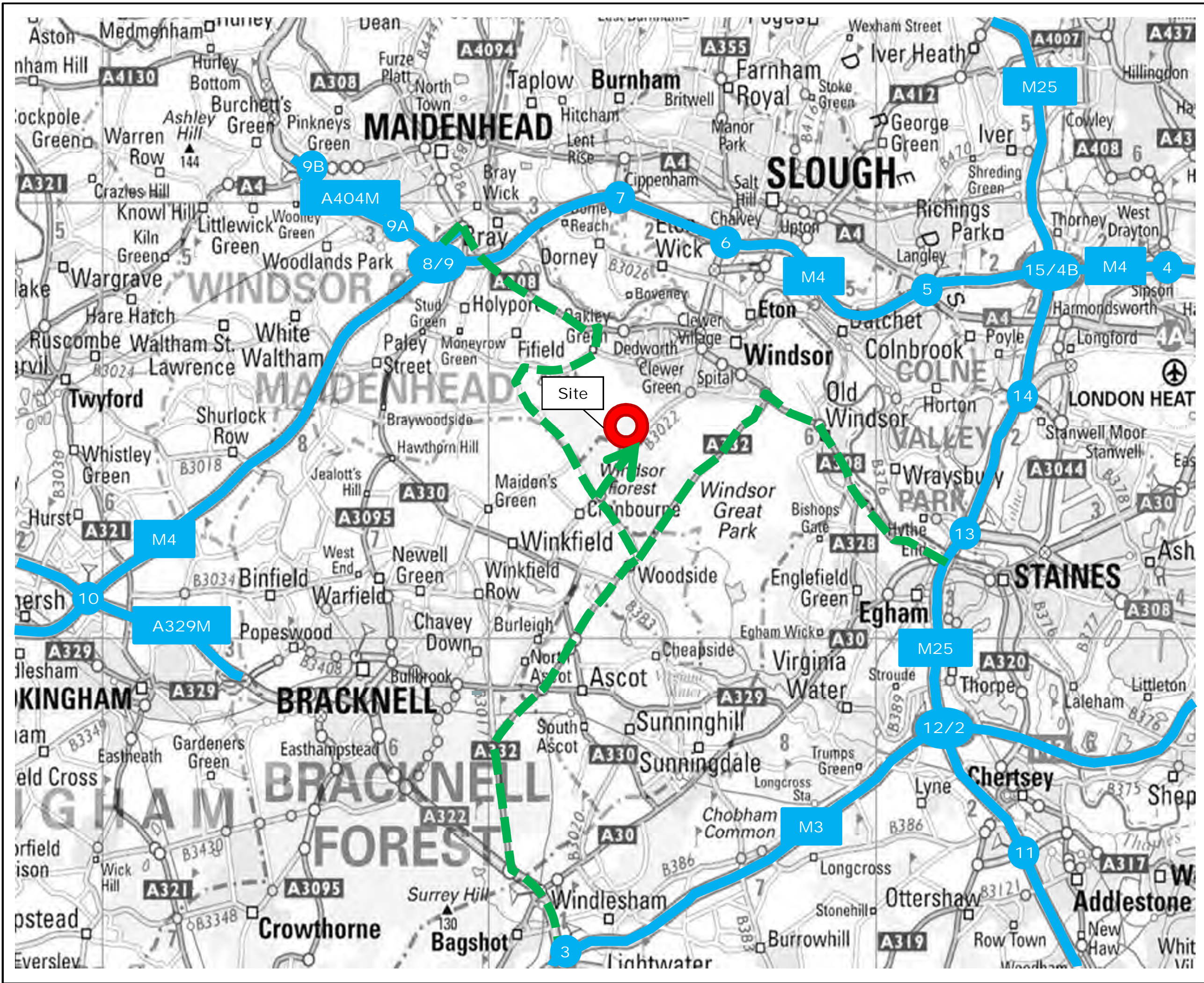




Appendix C

Drawing 80709-29

Drawing 80709-30



Legend

Route for Local signing Improvements (Phase 2)

LEGOLAND, Windsor
 Signage Strategy (Phase 2)
 80709-30

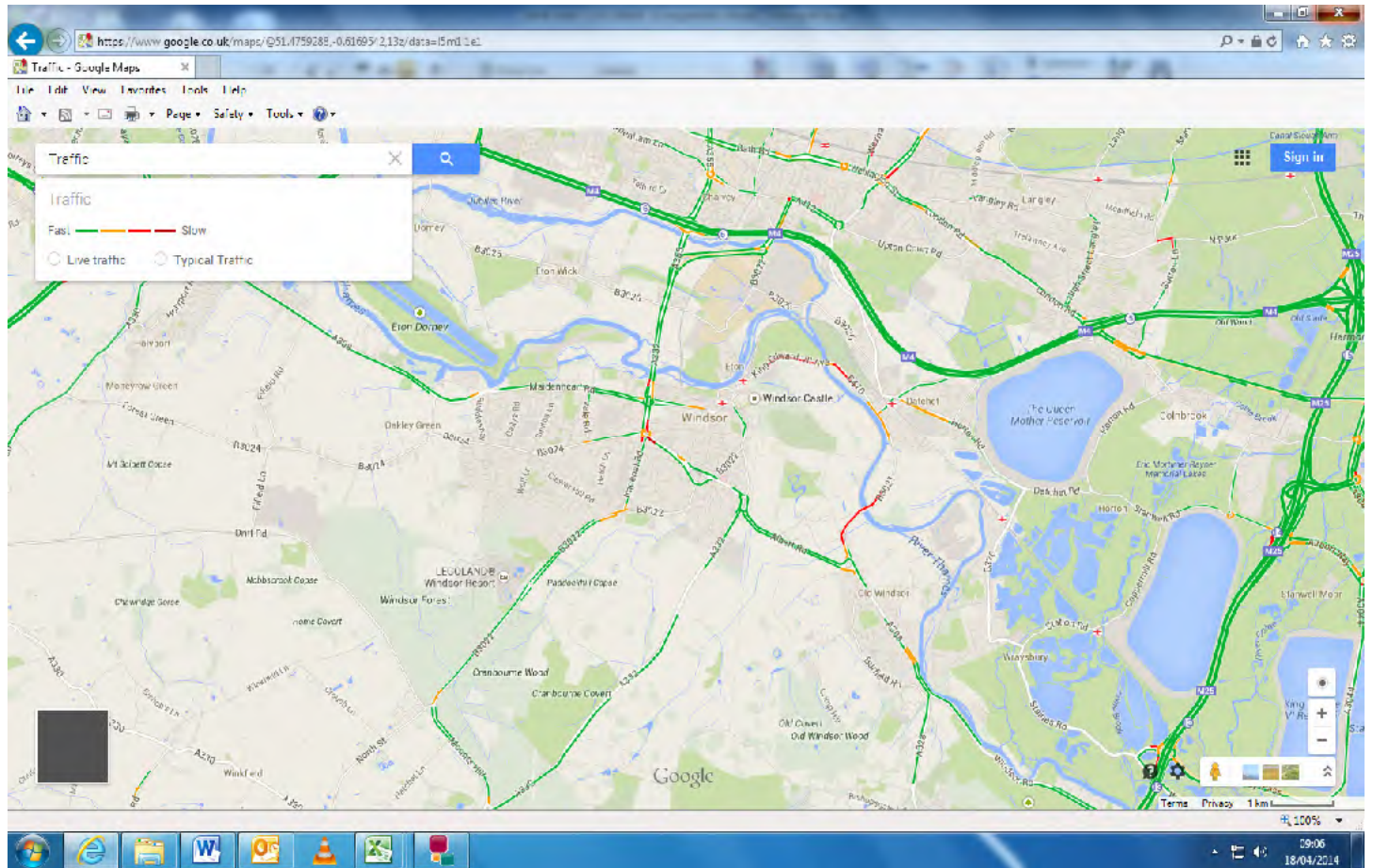


Appendix D

Traffic Snapshots

Google traffic screenshots

18th April 2014 (trial one)



0906:

M4: No local slow moving traffic

M25: No local slow moving traffic

Windsor town centre: Slow around castle

Relief Road: Clear moving

Goslar Way roundabout: Busy but not backing up

Imperial Road: Free flowing

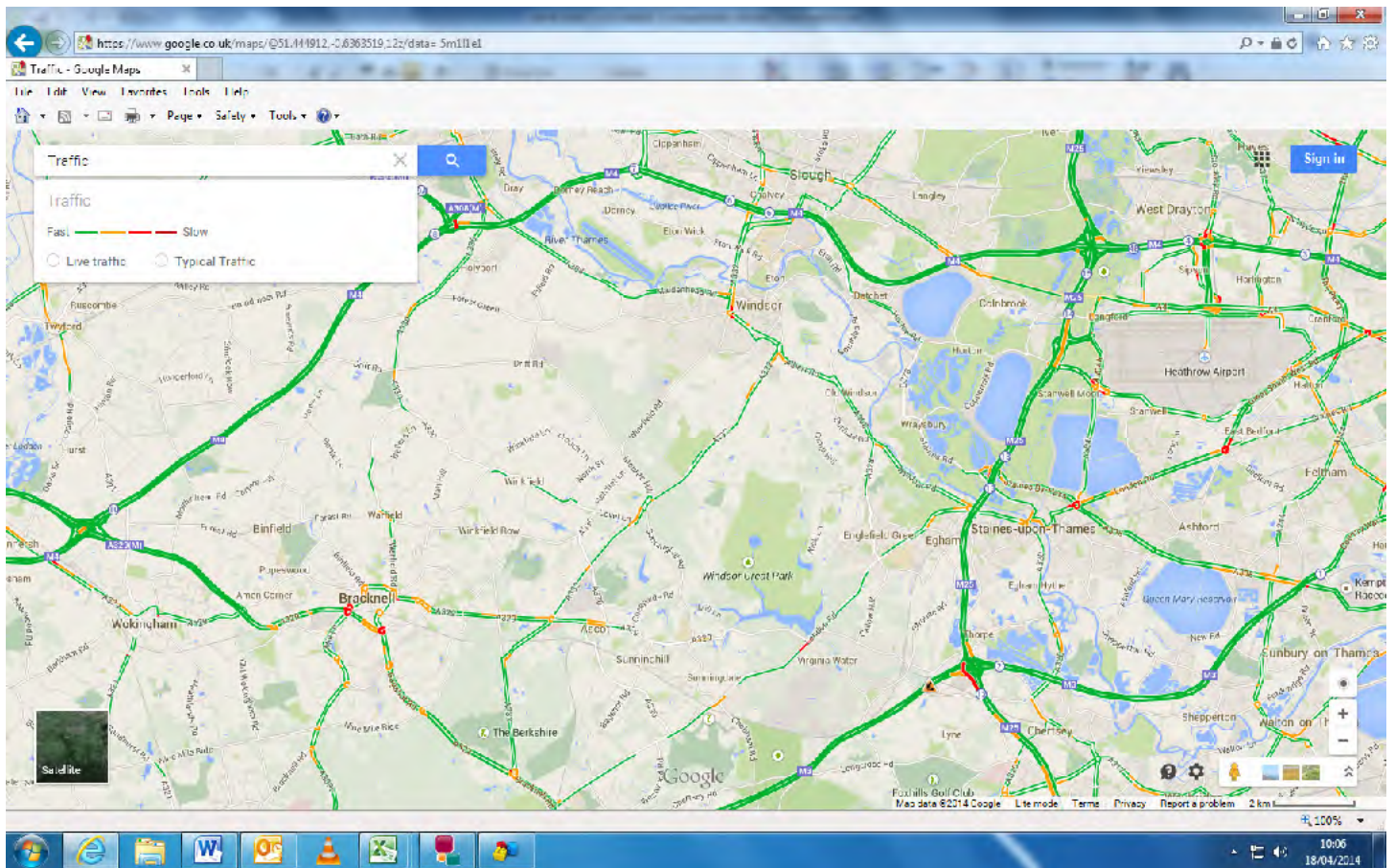
Winkfield Road: Free flowing

Drift Road: Free flowing

Fifield / OakleyGreen: Route clear and free flowing from J8/9

Great Park: Clear

A332 (from Ascot direction): Clear to peanut roundabout



10:06

M4: Free flowing traffic

M25: Clear with slight hold ups around J12 roadworks

Windsor town centre: Clear

Relief Road: Free flowing traffic

Goslar Way roundabout: slight back up from relief road for approx 100m

Imperial Road: Free flowing

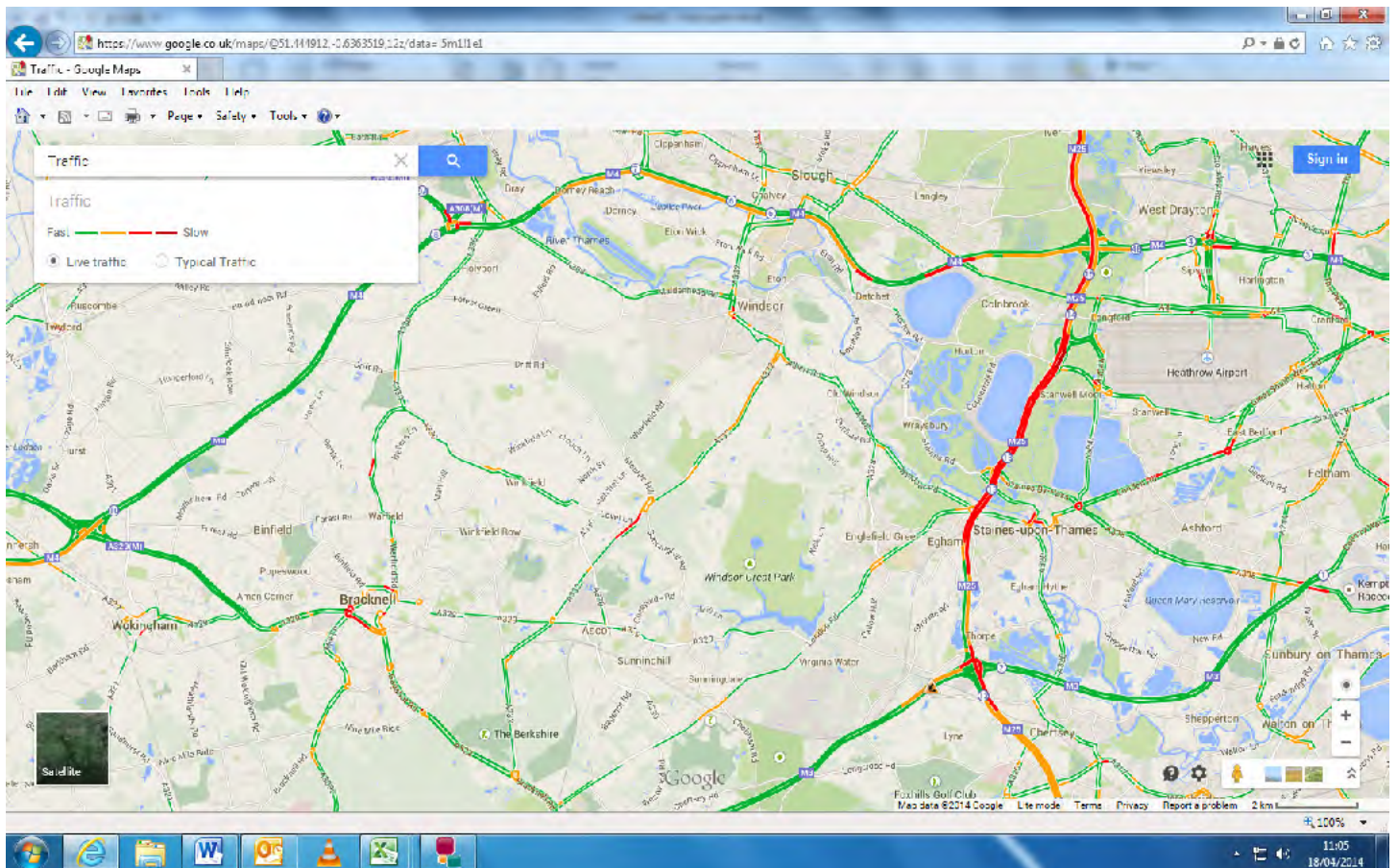
Winkfield Road: Clear

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Slight build up from Albert Road traffic lights. Great Park itself clear

A332 (from Ascot direction): slight build up on the northern approach of the Peanut roundabout. Roundabout free flowing.



M4: build up to slow moving traffic from J5 to J8/9

M25: Slow moving from J12 to J15 and build up of traffic from M3 roadworks Nr M25 (J12)

Windsor town centre: Free flowing

Relief Road: Free flowing

Goslar Way roundabout: slightly heavier flow off roundabout towards signed route of A332

Imperial Road: Clear

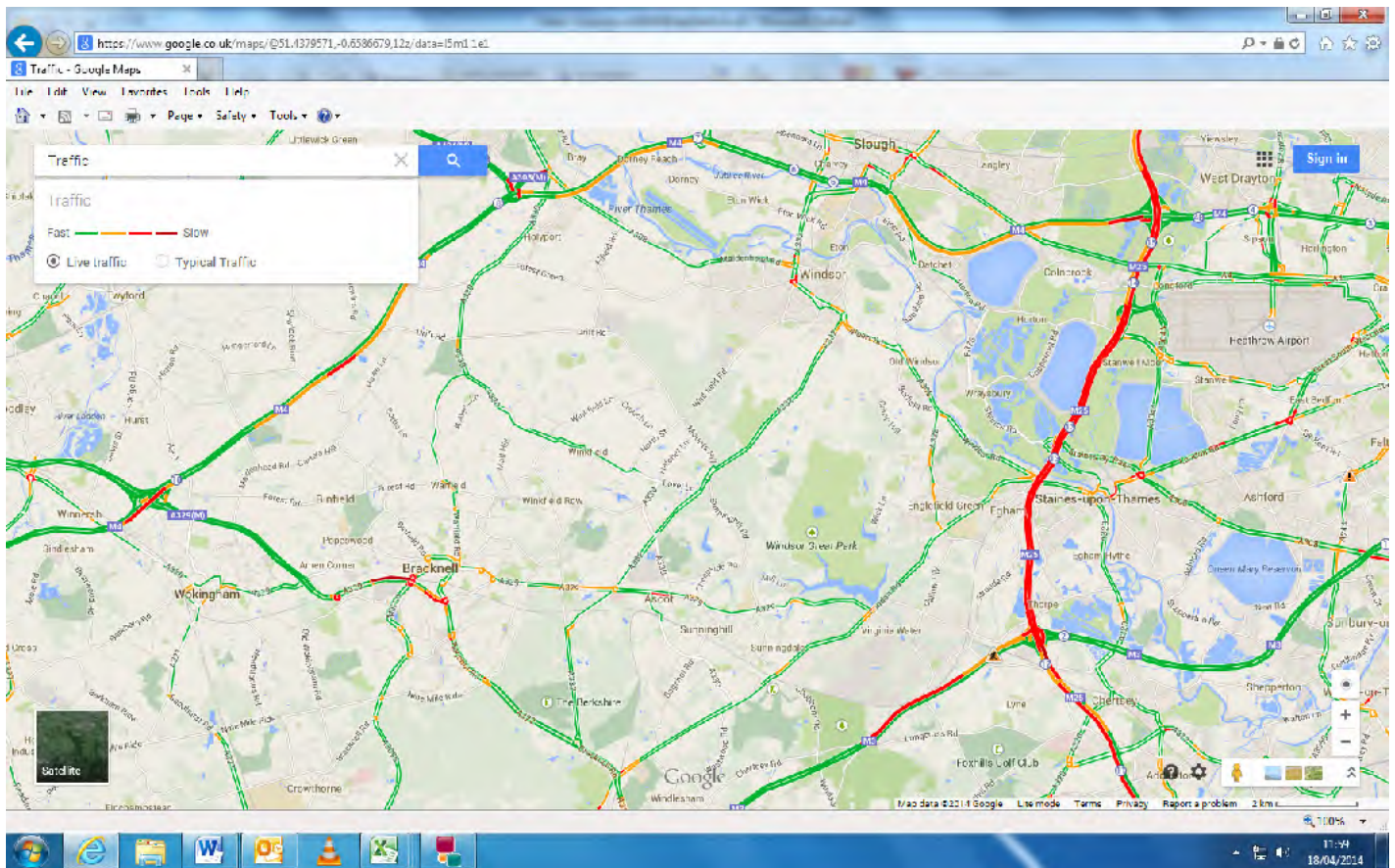
Winkfield Road: Clear

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Build up of traffic from the Albert Road and trial signage from the relief road. Build up of traffic for over half the length of the park. Clears before peanut roundabout.

A332 (from Ascot direction): Slow moving traffic on the approach to the peanut roundabout. Peanut roundabout slow moving as is Mounts Hill towards the Winkfield Road



M4: J6 clear although building traffic from M25 towards J6. Slow moving traffic at J10

M25: Slow moving throughout all local area

Windsor town centre: Clear

Relief Road: Free moving

Goslar Way roundabout: Slow moving but not backing up

Imperial Road: Free moving

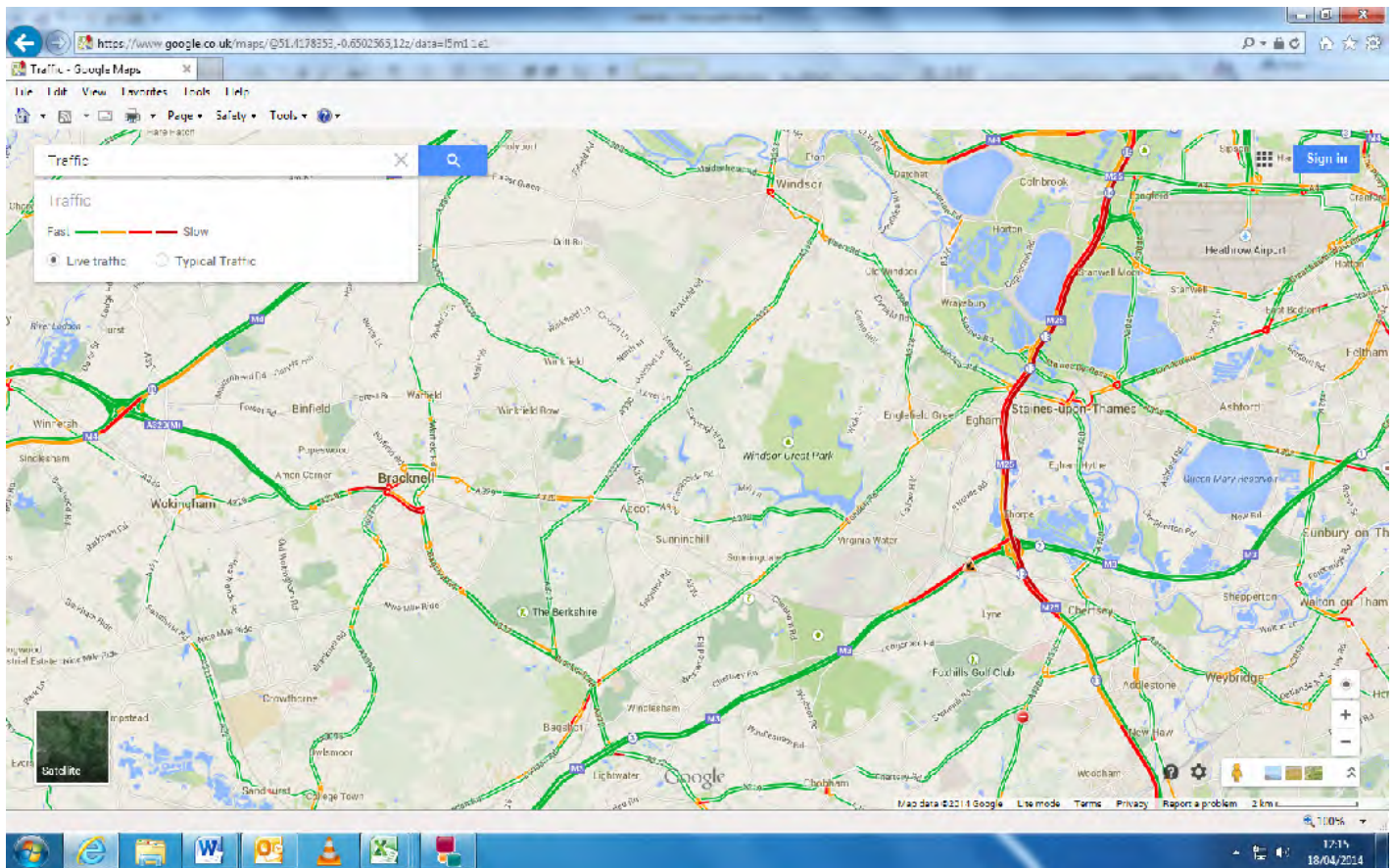
Winkfield Road: Free moving

Drift Road: Free moving

Fifield / OakleyGreen: Free moving

Great Park: Small build up from Albert Road towards Great Park

A332 (from Ascot direction): Free moving from Ascot to Winkfield Road



M4: Build up to slow moving from M25 Junction

M25: Still slow moving from J12 to J15

Windsor town centre: Free moving

Relief Road: Clear to Goslar Way roundabout

Goslar Way roundabout: Busy but not backing up

Imperial Road: Free moving

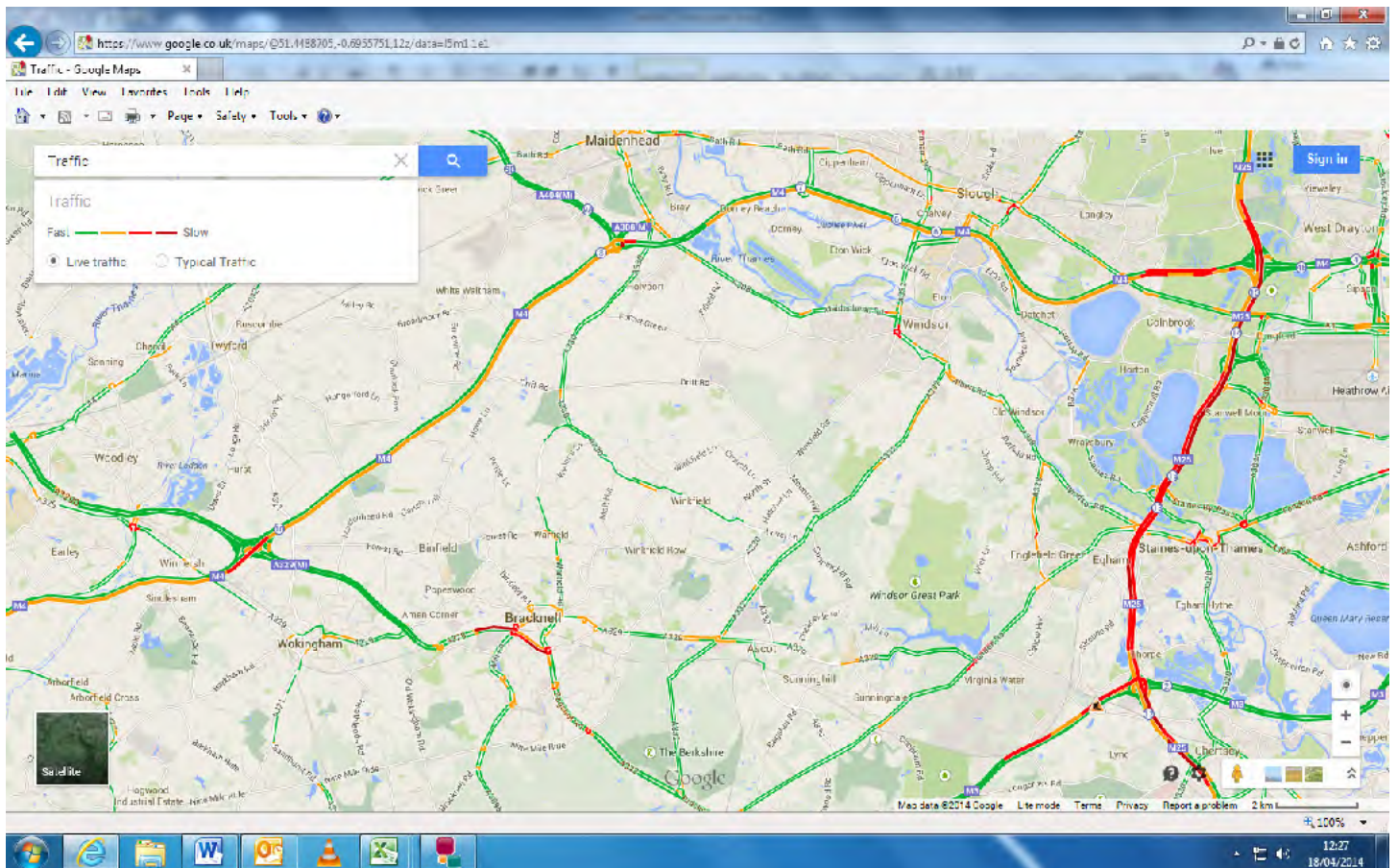
Winkfield Road: Free moving

Drift Road: Free moving

Fifield / OakleyGreen: Free moving

Great Park: Still with small build up around Albert Road junction onto Great Park

A332 (from Ascot direction): No build up on roads affected by trial



M4: Still with build up throughout however easing from earlier in the day

M25: Still slow moving throughout local area

Windsor town centre: No major build up issues

Relief Road: Free moving

Goslar Way roundabout: Build up but not backing up

Imperial Road: Still clear between Goslar Way roundabout through to Clewer Hill Road junction

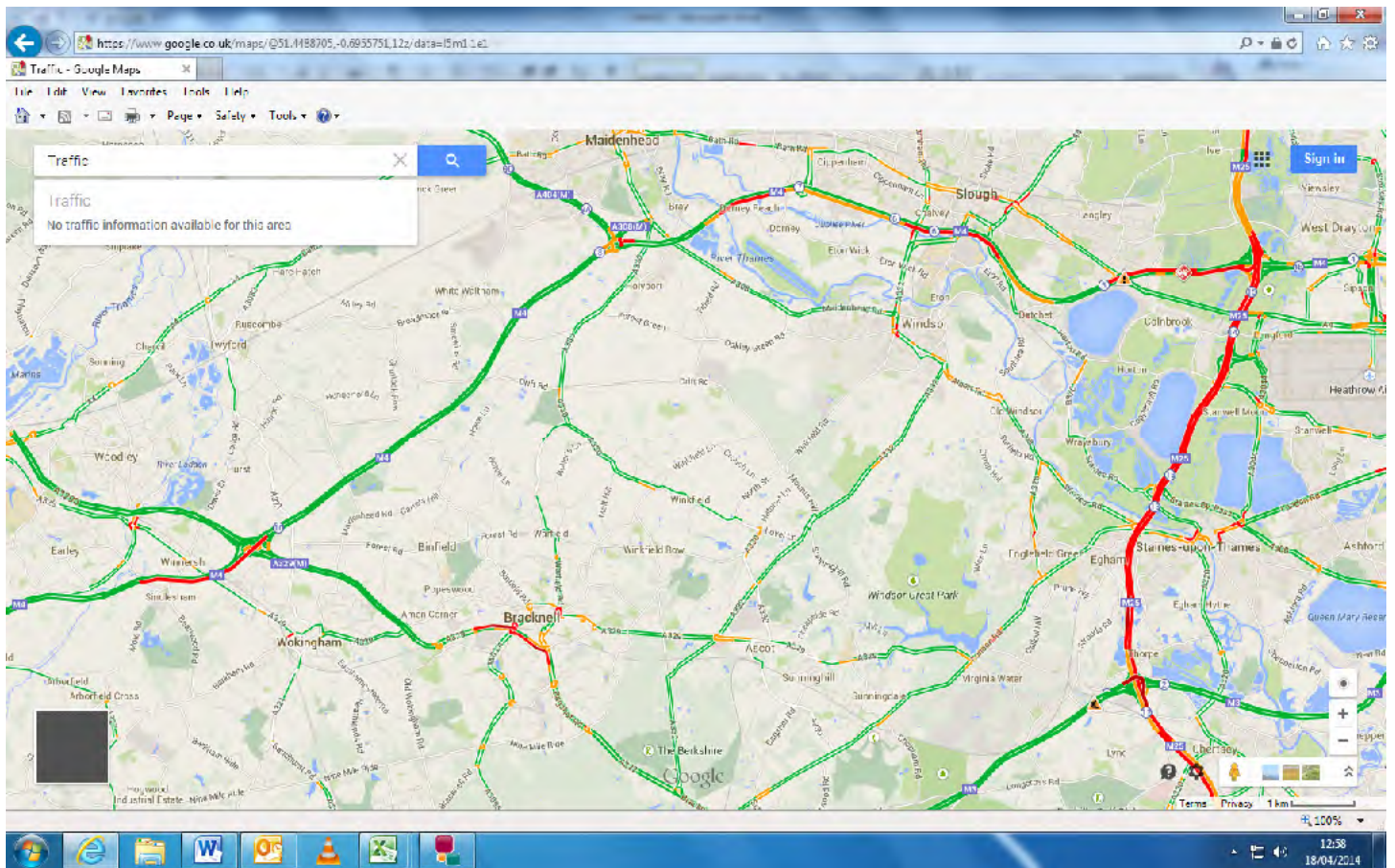
Winkfield Road: Free moving

Drift Road: Free moving

Fifield / OakleyGreen: Free moving

Great Park: Still with small build up around Albert Road junction onto Great Park backing up slightly on A308

A332 (from Ascot direction): No hold ups on roads affected by trials



M4: Accident near J5 seems to have slowed traffic from earlier. Slow moving traffic at J6

M3: Now clearer around roadworks

M25: Still slow moving throughout local area.

Windsor town centre: No major issues in slow moving traffic

Relief Road: Clear to Goslar Way roundabout.

Goslar Way roundabout: Slow moving and backing up slightly from A308

Imperial Road: Free moving

Winkfield Road: Free moving

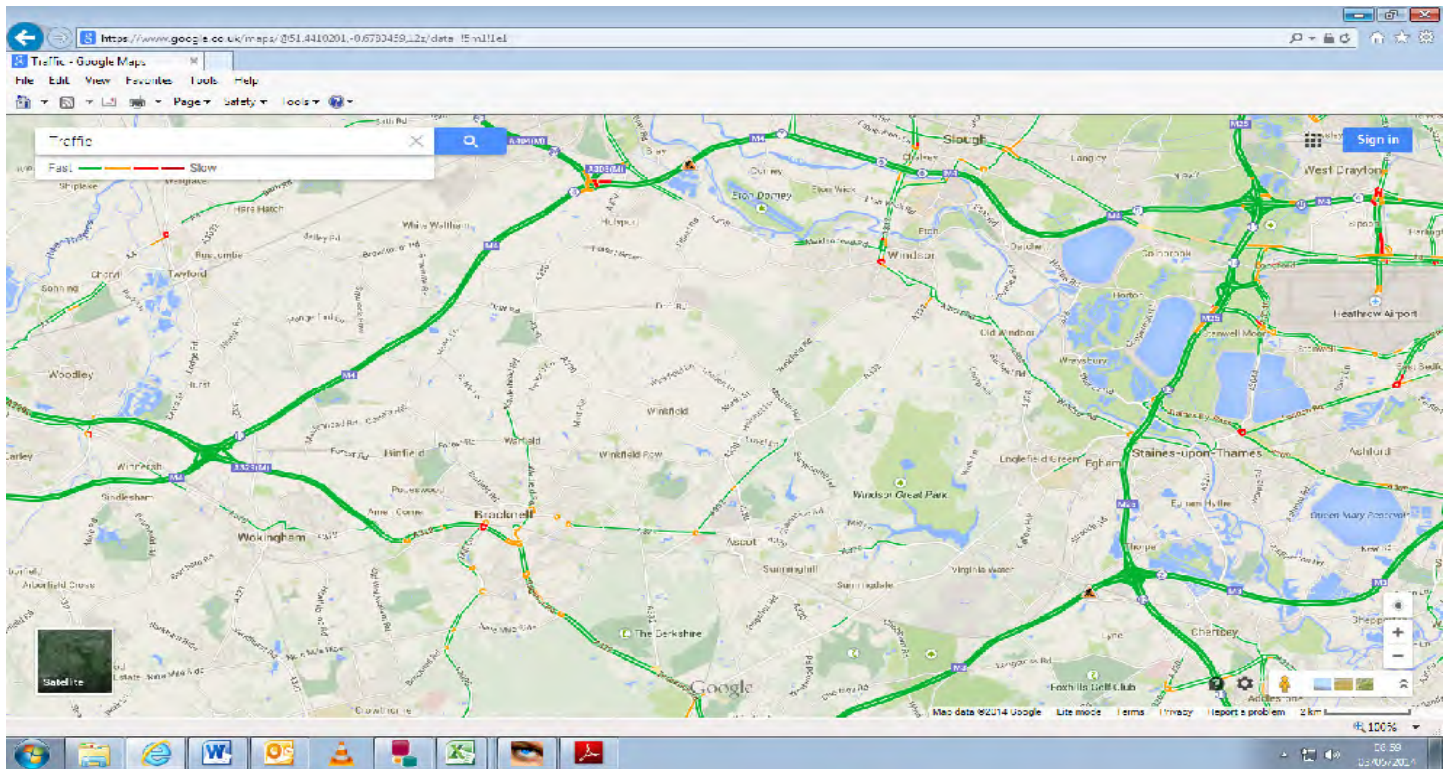
Drift Road: Free moving

Fifield / OakleyGreen: Free moving

Great Park: Still build up from Albert Road junction but free moving through majority of Great Park but then clear to A308 Windsor Road

A332 (from Ascot direction): No build ups on roads affected by trials

3rd May 2014 (trial two)



M4: Clear at Relief Road

M25: J13 clear to A308

Windsor town centre: Relatively free moving

Relief Road: Free moving

Goslar Way roundabout: Small amount of slow moving traffic from B3024 eastbound

Imperial Road: Free moving

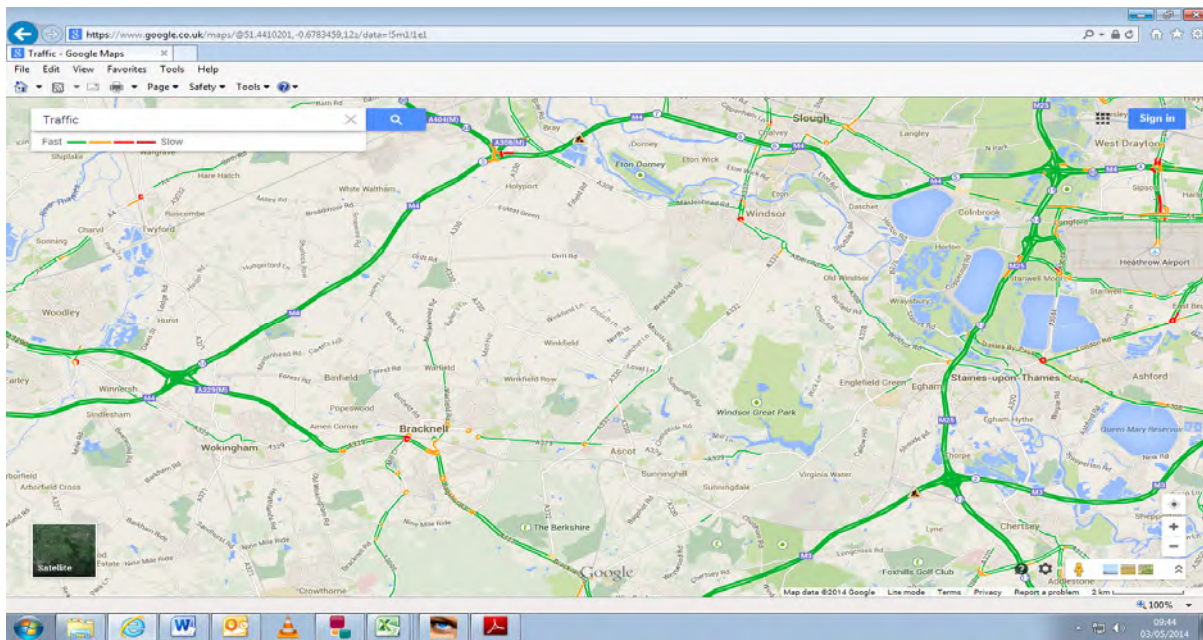
Winkfield Road: Free moving

Drift Road: Clear

Fifield / OakleyGreen: Free moving

Great Park: Free moving.

A332 (from Ascot direction): Free moving



M4: Free moving

M25: J13 clear to A308

Windsor town centre: Build up around Castle and town centre

Relief Road: Free moving to Goslar Way roundabout (where slows)

Goslar Way roundabout: Slow moving

Imperial Road: Free moving

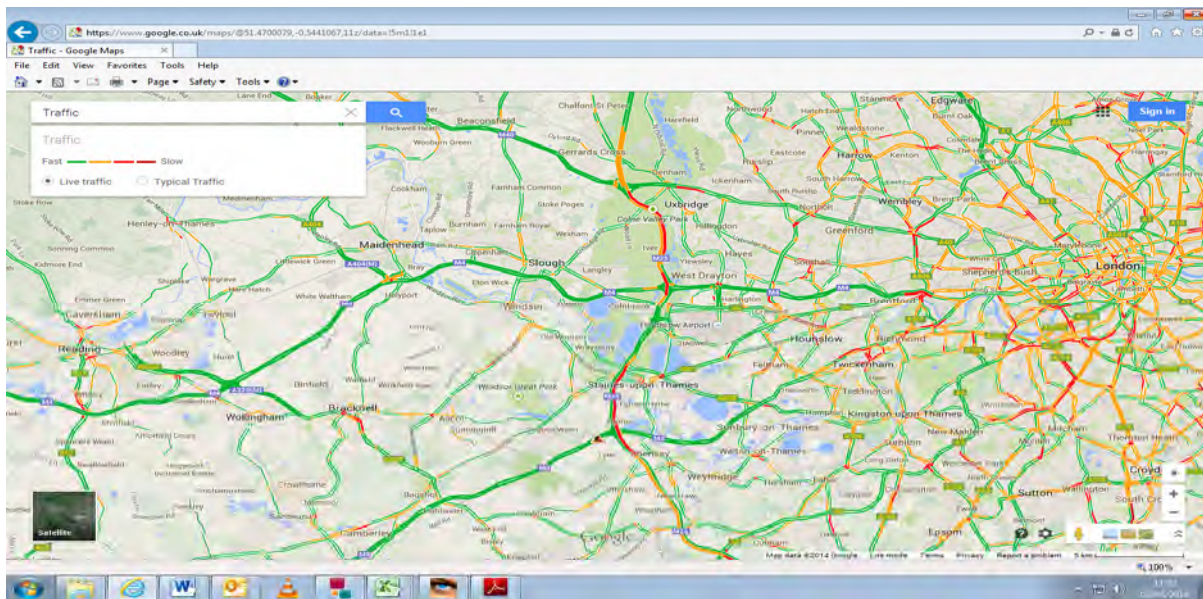
Winkfield Road: Free moving southbound but build up to slow moving traffic northbound to the LEGOLAND Windsor Resort entrance.

Drift Road: Free moving

Fifield / OakleyGreen: Slight build up through Oakley Green and along the Fifield Road

Great Park: A308 to Albert road build up to slow moving reaching the Great Park junction. Great park free moving until peanut roundabout.

A332 (from Ascot direction): Slow moving at the peanut roundabout to Mounts Lane where slow moving to Winkfield Road



M4: Free moving

M25: Traffic delays between Junction 11 and 13 on M25. A308 free moving until Windsor road when it slows.

Windsor town centre: Slow moving and build up throughout

Relief Road: Clear until Goslar Road roundabout.

Goslar Way roundabout: Slow moving and building up from all approaches

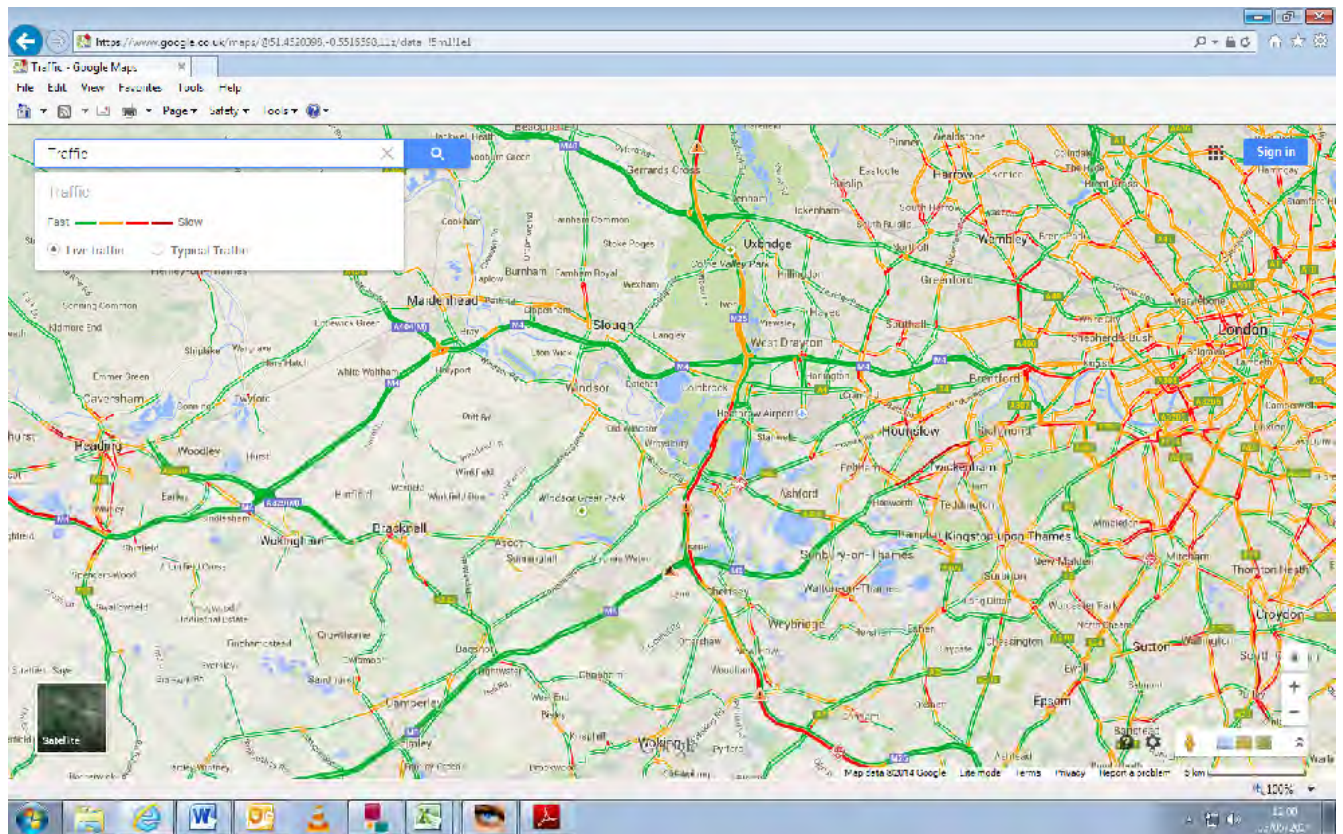
Imperial Road: Slow moving to build up

Winkfield Road: Free flowing southbound until LLWR entrance where slow moving. Northbound slow moving to peanut roundabout (and slightly past)

Drift Road: Very little build up

Fifield / OakleyGreen: Fifield Lane junctions still with slight build up.

Great Park: A308 Westbound near to Albert Road junction still slow moving with build up. Great Park free moving until peanut roundabout.



M25: Slow moving at J13

Windsor town centre: Still slow moving throughout

Relief Road: Slow moving to Goslar Way roundabout

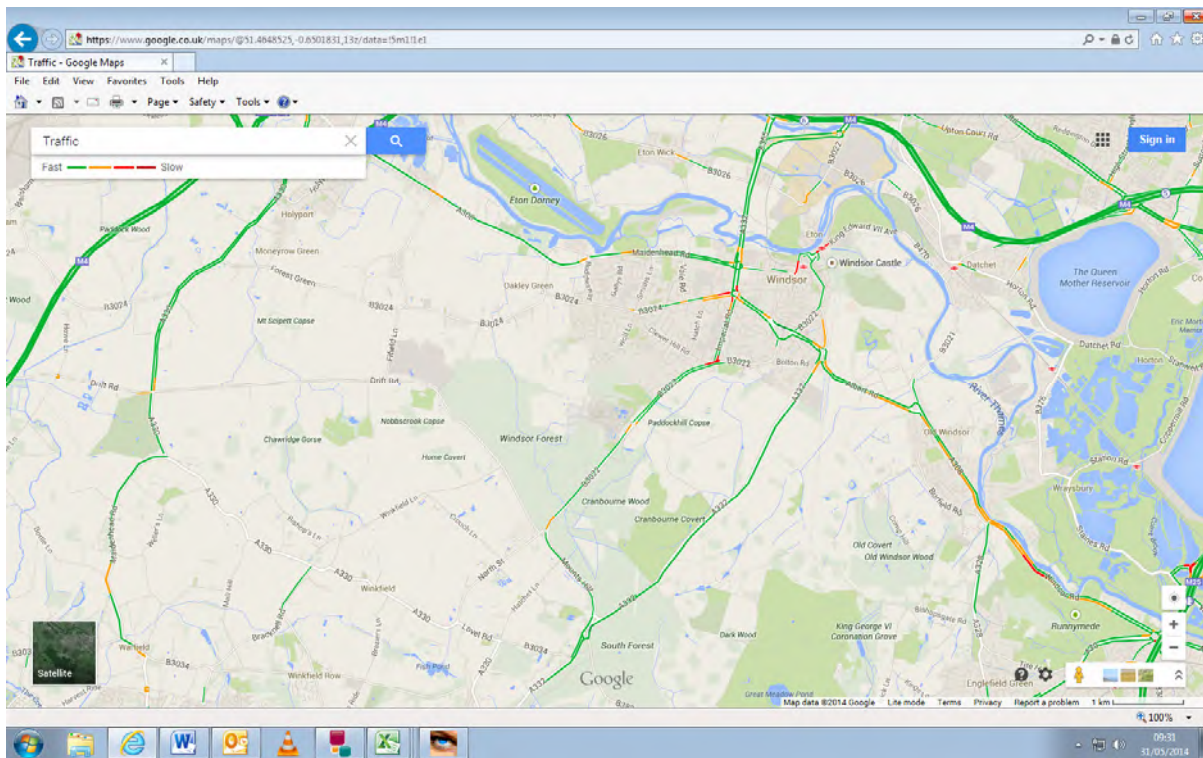
Imperial Road: Now clear and free moving to junctions

Winkfield Road: Southbound now clear and free moving. Northbound still slow moving however now clear at Mounts Hill

Great Park: Easing up from earlier however still build up throughout

A332 (from Ascot direction): Now clear from peanut roundabout

31st May 2014 (trial three)



Windsor town centre: build up around town centre

Relief Road: Clear to Goslar Way roundabout

Goslar Way roundabout: slow traffic on all approaches

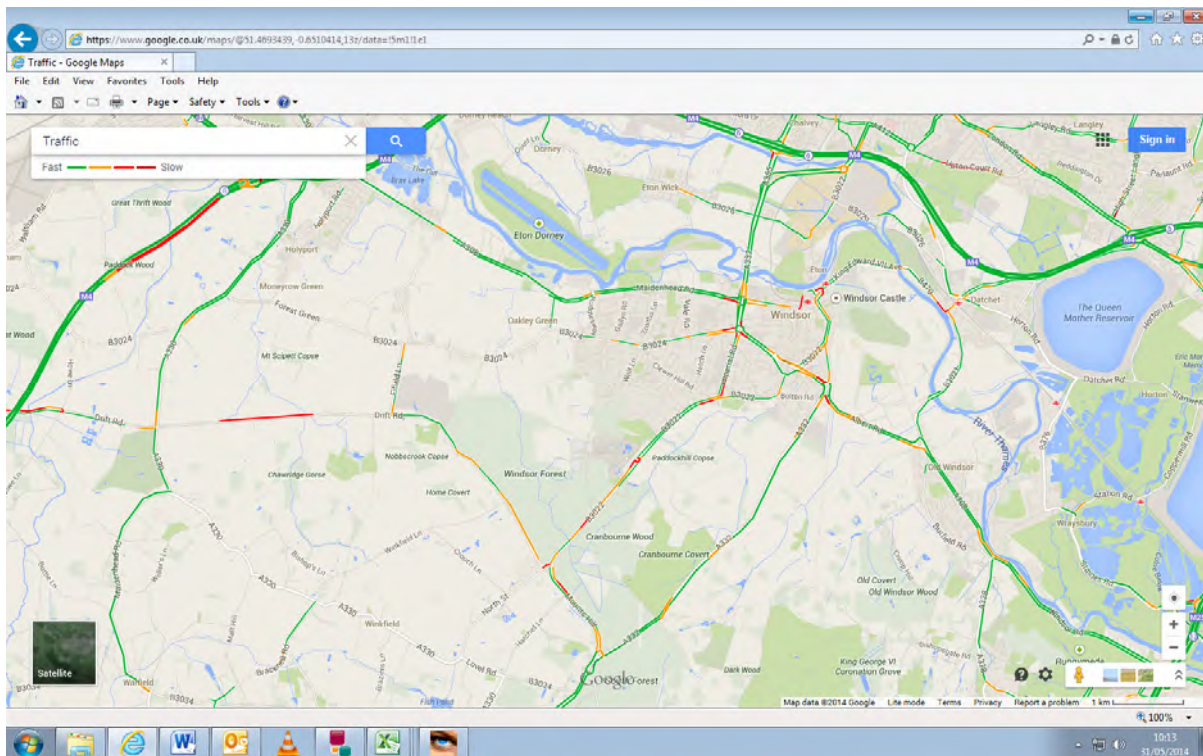
Imperial Road: Clear and free moving before and after the Clewer Hill Road junction

Winkfield Road: clear in both directions

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Clear



Windsor town centre: build up around town centre

Relief Road: Clear to Goslar Way roundabout

Goslar Way roundabout: solid traffic around at the junction

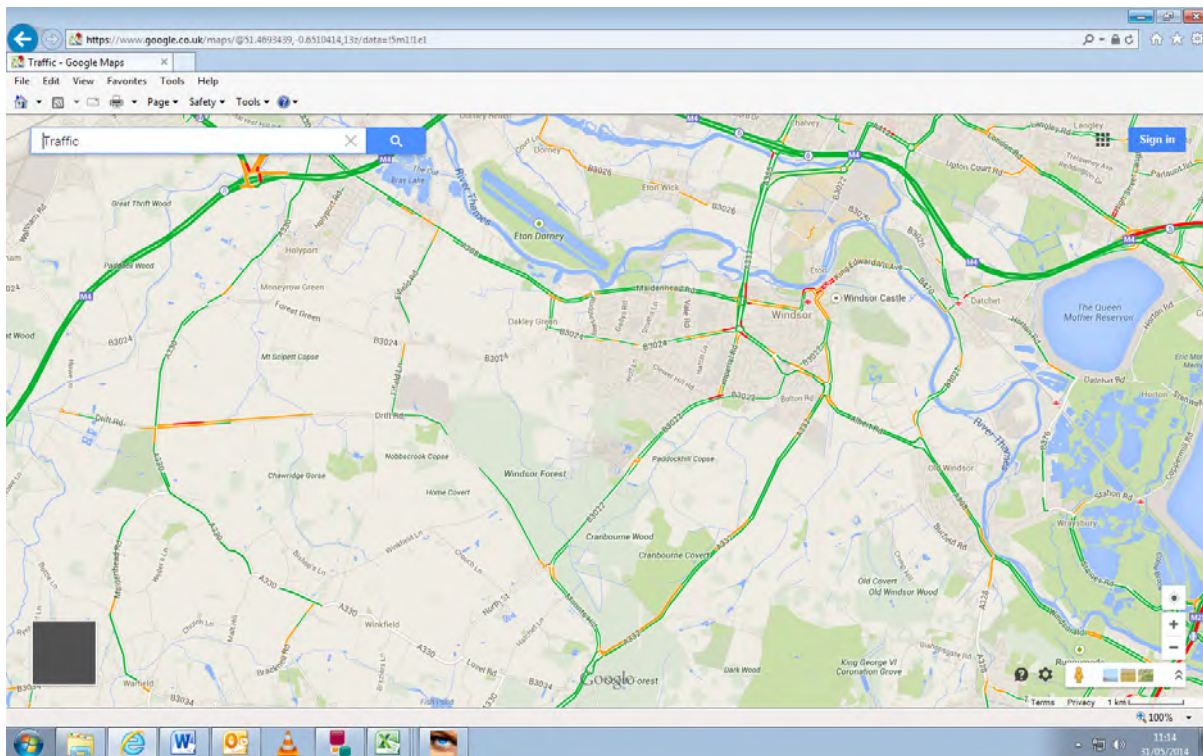
Imperial Road: Very slow traffic between the roundabout and three sets of traffic lights

Winkfield Road: Southbound approach to the LLWR clear with small amounts of build up on the northbound approach.

Drift Road: Clear

Fife Road / OakleyGreen: Free moving

Great Park: Sheet Street free moving



M4: Free moving between all junctions

Windsor town centre: Build up around the town and solid traffic around train stations

Relief Road: Free moving apart from at town centre junction

Goslar Way roundabout: Eastbound build up on B3024 approach only

Imperial Road: Slow moving until Clewer Hill Road traffic light junction

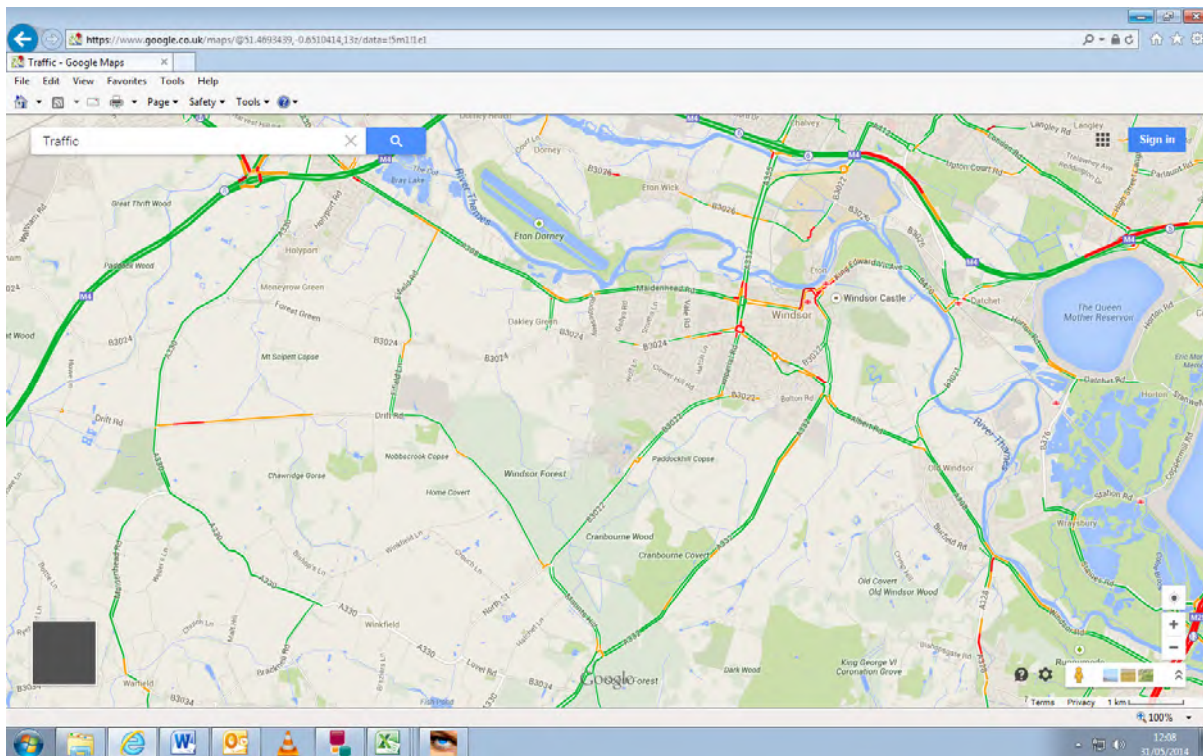
Winkfield Road: Free moving

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Free moving although slow around peanut roundabout

A332 (from Ascot direction): Free moving although slow around peanut roundabout



M4: Free moving at J6

M25: Only J13 shown (slow moving)

Windsor town centre: Only slow moving in town centre. No back up congestion

Relief Road: Free Moving

Goslar Way roundabout: No major concerns

Imperial Road: Free moving

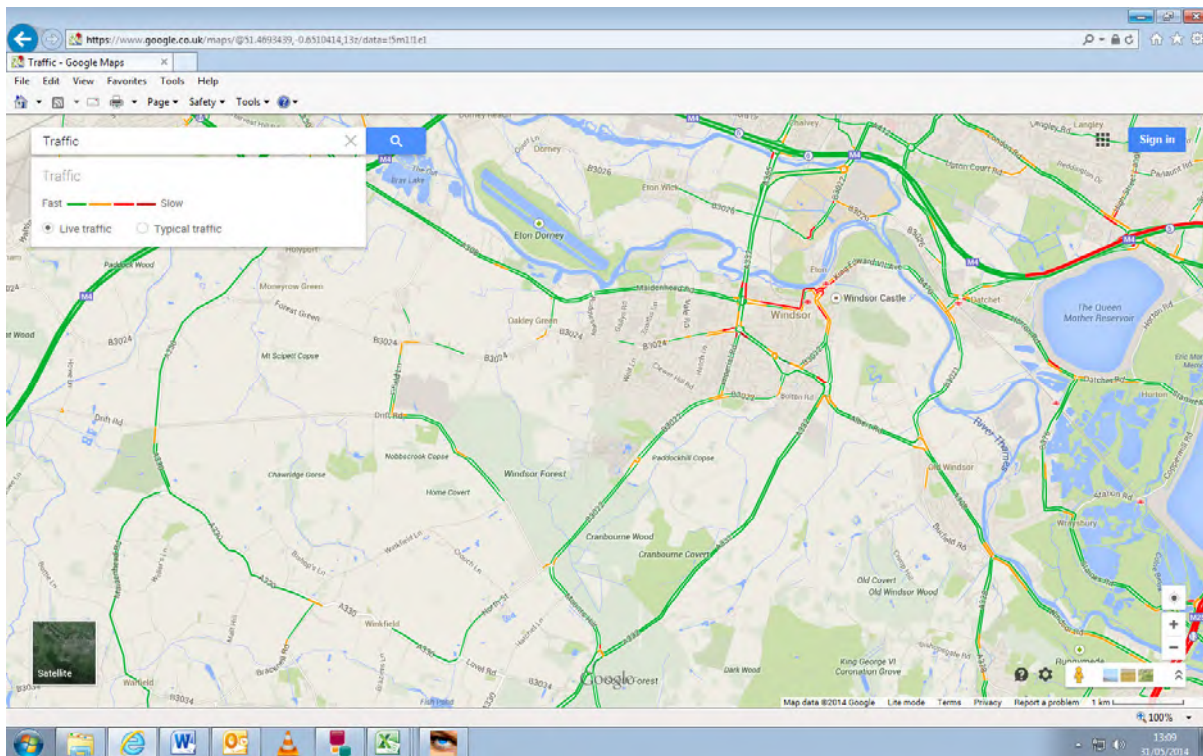
Winkfield Road: Free moving

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Clear throughout A308 to Albert road to Sheet Street

A332 (from Ascot direction): Clear where shown



M4: Free flowing to J6

M25: Only J13 shown (slow moving)

Windsor town centre: Slow moving around stations only

Relief Road: Free moving

Goslar Way roundabout: No major back up

Imperial Road: Free moving

Winkfield Road: Free moving

Drift Road: Clear

Fifield / OakleyGreen: Clear

Great Park: Free moving

A332 (from Ascot direction): Free moving