

Appendix 6 - Journey Time Survey Analysis

Journey time data was collected by identifying a number of key routes and destinations in the Burnham area and recording the time taken to travel between set points along this route and how long to complete the route as a whole. This was undertaken for a number of days before any scheme took place, after the closure of Station Road (phase 1) and during the northbound scheme (phase 2), in the AM peak (07.30-09.30) and the PM Peak (16.00-19.00). Some of the main journeys have been analysed below:

Station Road / A4 junction to Five Points Junction

Station Road / A4 to Five Points

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
10:06	13:03	12:07	14:39	11:22	11:50	02:01	01:36	01:16	-1:13
						20%	12%	13%	-9%

Five Points to Station Road / A4

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
09:20	10:59	14:57	15:21	15:13	19:28	05:37	04:22	05:53	08:29
						60%	40%	63%	77%

**Journey times expressed and minutes and seconds*

As can be seen from the above tables when comparing the route before any scheme to that during phase 1 (full closure) there was an increase in journey times. This varies from an additional 01:36 minutes in the PM peak travelling from the Station Road / A4 junction to Five points, to an additional 05:37 minutes in the AM peak when travelling from 5 points to the Station Road / A4 junction.

When comparing the before data to that of phase 2 (northbound opening) it can be again be seen that generally there is an increase in journey times with the exception of the Station Road to Five Points route in the PM, where journey times on average fell by 9%. Journey times were significantly longer in both the AM and PM peak in the opposite direction.

Huntercombe Roundabout to Burnham Station

Burnham Station to Huntercombe Roundabout (via Dover Road (phase 1) or Burnham Lane (phase 2))

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:38	08:28	14:50	15:09	08:43	08:08	07:12	06:41	01:05	-0:20
						94%	79%	14%	-4%

Huntercombe Roundabout to Burnham Station (via Dover Road (phase 1) or Station Road (phase 2))

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
05:38	06:04	12:12	11:06	07:17	04:04	06:34	05:02	01:39	-02:00
						117%	83%	29%	-33%

Burnham Station to Huntercombe Roundabout (via Huntercombe Lane)

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:38	08:28	10:36	10:53	15:10	10:00	02:58	02:25	07:32	01:32
						39%	29%	99%	18%

Huntercombe Roundabout to Burnham Station (via Huntercombe Lane)

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
05:38	06:04	10:32	10:14	14:12	10:34	04:54	04:10	08:34	04:30
						87%	69%	152%	74%

*Journey times expressed in minutes and seconds

For the Burnham Station to Huntercombe Roundabout route, there was only one possible route before the closure of Station Road, but two possible routes after the closure (during phase 1). One of these was via Dover Road and one was via Huntercombe Lane North. Therefore, journey times for both of these possible routes have been recorded and compared against the before route.

As can be seen from the above tables during phase 1 there was an increase in journey times in both the AM and PM peaks, in both directions and using both routes. The largest increase in journey times has occurred in the Station to roundabout direction, in the AM peak when using the after route via Dover Road- an additional 07:12 minutes has been recorded. The smallest increases were observed in the station to roundabout direction using the after route via Huntercombe Lane, here only an additional 2-3 minutes were observed.

For phase 2 Station Road was opened northbound which opened up another option to motorists travelling from Huntercombe roundabout to Burnham Station. This has therefore been considered in the journey time analysis. During this phase there has been an increase in journey times along the majority of routes in both directions in the AM and PM peak, in particular Huntercombe Roundabout to the Station via Huntercombe Lane in the AM peak, where journey times increased by 155%. Only the route from Huntercombe Roundabout to the Station via Station Road saw a decrease in times as would be expected with the decrease in distance.

Dover Road / A4 junction to Burnham Station

Burnham Station to Dover Road / A4

Before		Phase 1		Phase 2		Difference (phase 1-before)		Difference (phase 2-before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:16	07:46	10:31	08:32	06:50	09:55	03:15	00:46	-00:26	02:09
						45%	10%	-6%	28%

Dover Road / A4 to Burnham Station

Before		Phase 1		Phase 2		Difference (phase 1-before)		Difference (phase 2-before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
06:34	07:14	09:40	09:04	06:27	08:40	03:06	01:50	-00:07	01:26
						47%	25%	-2%	20%

**Journey times expressed and minutes and seconds*

There has been an increase in journey times between the Dover Road / A4 junction and Burnham Station since the closure of Station Road (phase 1). Increases vary from 03:15 minutes in the AM peak in the station to junction direction, to only 45 seconds in the PM in this direction. For this route the larger increases in journey time take place in the AM peak.

During phase 2 (northbound scheme) the increases in journey times have on average been less than that in phase 1, and in the station to Dover Road direction, in the AM peak there was a drop in average journey times of 4%. The largest increase in times was along that route in the PM peak with an average increase of 02:09 minutes.

Slough Trading Estate to Burnham Station

Burnham Station to Trading Estate

Before		Phase 1		Phase 2		Difference (phase 1-before)		Difference (phase 2-before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
03:36	08:33		06:04	06:05			-2:29	02:29	
							-29%	69%	

Trading Estate to Burnham Station

Before		Phase 1		Phase 2		Difference (phase 1-before)		Difference (phase 2-before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
08:10	10:30		06:15	06:35			-4:15	-1:35	
							-40%	-19%	

**Journey times expressed and minutes and seconds*

During phase 1 a decrease in the journey times between the trading estate and the station was observed. As just PM data was collected after the road closure only this time can be compared. A decrease of -2:29 minutes has been recorded in the station to trading estate direction, and a larger decrease of -4:15 minutes was recorded in the opposite direction.

Only AM data was collected during phase 2, this has shown an increase in journey times in the station to Trading Estate direction but a decrease in times in the opposite direction.

Five Points Junction to O2 Building (A4 Bath Road)

Five Points to O2 Building

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
08:40	11:51	10:00	12:51	13:00	12:42	01:20	01:00	04:20	00:51
						15%	8%	50%	7%

O2 Building to Five Points

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:53	10:40	14:00	08:07	10:20	13:22	06:07	-2:33	02:27	02:42
						78%	-24%	31%	25%

*Journey times expressed and minutes and seconds

In general there was an increase in journey times along this route during the closure of Station Road (phase 1). This increase has occurred in the AM and PM peak in a Five Points to O2 direction and in the AM peak of the opposite direction, the largest increase (6.07 minutes) occurred in the AM peak of the O2 to Five Points direction. However a decrease in journey time of -2:33 minutes has been recorded in the PM peak in the O2 to Five Points direction.

During phase 2 there has been an increase in journey times across this route in both direction in the AM and PM peaks. The largest increase is in the Five Points to O2 direction in the AM where times increased on average by 04:20 minutes or 50%. The smallest increase was in this direction in the PM peak.

Huntercombe Spur to Dover Road / A4 Junction

Dover Road / A4 to Huntercombe Spur

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:22	06:22	08:35	10:24	04:22	08:21	01:13	04:02	-03:00	01:59
						17%	63%	-41%	31%

Huntercombe Spur to Dover Road / A4

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
07:26	06:05	09:03	07:24	09:20	08:01	01:37	01:19	01:54	01:56
						22%	22%	26%	32%

*Journey times expressed and minutes and seconds

As can be seen from the above tables, during phase 1 there was an increase in journey times in both the AM and PM peaks, in both directions along this route since the closure of

Station Road. Generally the increase is in the region of 1 minute, however, in the PM peak in the Dover Road / A4 to Motorway direction the increase reached 4.02 minutes.

During phase 2 (northbound opening), with the exception of the AM peak in the Dover Road to Huntercombe Spur direction where there was a decrease in journey times of 3 minutes, there is again an increase in journey times, these are slightly higher than the increases observed during phase 1.

Slough Trading Estate to Huntercombe Spur roundabout

Trading Estate to Huntercombe Spur

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
13:52	13:48		13:08	06:46			-0.40	-7.06	
							-5%	-51%	

Huntercombe Spur to Trading Estate

Before		Phase 1		Phase 2		Difference (phase 1- before)		Difference (phase 2- before)	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	18:54		13:20	13:21			-5.34		
							-29%		

**Journey times expressed in minutes and seconds*

As just PM data was collected for this route during phase 1 only this time can be analysed and compared. From the results a decrease in journey time can be seen. This is only very slight at 40 seconds in the trading estate to Motorway direction, however in the opposite direction it is more significant at 5.34 minutes.

During phase 2 only data for the AM peak was collected. In the Trading Estate to Huntercombe Spur direction a significant decrease in journey times can be seen. For the opposite direction no AM data was available from the time before any scheme was introduced therefore there is nothing to compare the phase 2 data to.

Summary

The below table summarises the results for each route in each direction for phase 1 and phase 2.

Origin and destination	AM or PM	Phase 1		Phase 2	
		Time increase / decrease	Journey time difference before & after scheme (%)	Time increase / decrease	Journey time difference before & after scheme (%)
Station Road / A4 junction to Five Points	AM	+2.01	+20%	+1.16	13%
	PM	+1.36	+12%	-1.13	-9%
Five Points to Station Road / A4 junction	AM	+5.37	+60%	+5:53	+63%
	PM	+4.22	+40%	+8:29	+77%

Burnham station to Huntercombe Spur roundabout (via Dover Road)	AM	+7.12	+94%	+1:03	+14%
	PM	+6.41	+79%	-0:20	-4%
Huntercombe Spur roundabout to Burnham Station (via Dover Road)	AM	+6.34	+117%	+1:39	+29%
	PM	+5.02	+83%	-2:00	-33%
Burnham station to Huntercombe Spur roundabout (via Huntercombe Lane North)	AM	+2.58	+39%	+07:32	+99%
	PM	+2.25	+29%	+01:32	+18%
Huntercombe Spur roundabout to Burnham Station (via Huntercombe Lane North)	AM	+4.54	+87%	+08:34	+152%
	PM	+4.10	+69%	+04:30	+74%
Burnham station to Dover Road / A4 junction	AM	+3.15	+45%	-00:26	-6%
	PM	+0.46	+10%	+02:09	+28%
Dover Road / A4 junction to Burnham station	AM	+3.06	+47%	-00:07	-2%
	PM	+1.50	+25%	+01:25	+20%
Burnham station to Slough Trading Estate (Edinburgh Avenue)	AM			+02:29	+69%
	PM	-2.29	-29%		
Slough Trading Estate (Edinburgh Avenue) to Burnham station	AM			-1.35	-19%
	PM	-4.15	-40%		
Five Points to A4 Bath Road (O2 building)	AM	+1.20	+15%	+04:20	+50%
	PM	+1.00	+8%	+00:51	+7%
A4 Bath Road (O2 building) to Five Points	AM	+6.07	+78%	+02:27	31%
	PM	-2.33	-24%	+02:42	25%
Dover Road / A4 junction to Huntercombe Spur roundabout	AM	+1.12	+17%	-03:00	-41%
	PM	+4.02	+63%	+01:59	+31%
Huntercombe Spur roundabout to Dover Road / A4 junction	AM	+1.37	+22%	+01:54	+26%
	PM	+1.19	+22%	+01:55	+32%
Slough Trading Estate (Edinburgh Avenue) to Huntercombe Spur roundabout	AM			-7:06	-51%
	PM	-0.40	-5%		
Huntercombe Spur roundabout to Slough Trading Estate (Edinburgh Avenue)	PM	-5.34	-29%		

*Journey times expressed in minutes and seconds