



**A38/B4061, Whitfield
Casualty Reduction Scheme
Proposed traffic island and road marking amendments
Feedback Report
February 2015**

Purpose of the report

This report is to feedback the results from the recent consultation on the proposal to amend the existing traffic island at the junction of A38/B4061 to remove the left turn merge lane and to amend the road markings on the A38. The report has the following sections:

- Background
- Feedback from the consultation
- Future programme

Background

Funding has been allocated for a casualty reduction scheme at the junction of A38/B4061, Whitfield.

In the three years between January 2011 and December 2013 there were 3 personal injury accidents at the A38/B4061 junction, Whitfield. Two of these accidents occurred at the end of the left turn slip road and involved vehicles either joining or waiting to join the A38.

The proposed scheme involves removing the left turn slip road on to the A38 by increasing the size of the junction island, amending the signing on the approach to this junction and replacing the existing posts with 'passively safe' posts, reducing the carriageway to one lane on both sides of the A38 through this junction, introducing cycle lanes and introducing dedicated turning lanes at the junction of the A38/Iron Hogg Lane.

The purpose of the scheme is to reduce the potential for and seriousness of accidents in this location and improve conditions for cyclists.

Feedback from consultation

A consultation letter was forwarded to all frontages potentially affected by the proposals directing them to further information on the consultation website. An information sign was also erected close to the junction to make passing drivers aware that there was a proposed traffic scheme in this area. A total of 16 responses were received that are detailed in Appendix A along with Officer comments.

Future Programme

Following this consultation it has been decided to proceed with the proposed scheme with a few modifications detailed below and shown in drawing T412-206-02 Rev A.

- The new traffic island at the junction of A38/B4061 will be moved further east to make it easier for large vehicles entering the B4061 from the A38 to pass vehicles waiting to exit onto the A38. The exit lane onto the A38 will remain only wide enough though for one vehicle so that vehicles turning right onto the A38 do not obscure visibility for vehicles waiting to turn left.
- The bifurcation arrow on the A38 on its west bound approach to the new turning lane at the Iron Hogg Lane junction will be removed so as to avoid any confusion for drivers thinking this is the turn into the B4061.
- The designated right turn lane on the southbound A38 will be extended to provide more room for vehicles waiting to turn right into the B4061.

The next stage will be to raise a works order and programme the works to take place before the end of March 2015. Letters will be sent to all frontages again prior to the work starting.

APPENDIX A

Comments received at initial consultation stage	Officer comments
<p>The scheme looks to meet cyclists expectations.</p>	<p>Suggest that the scheme is implemented.</p>
<p>I live next to this junction and strongly support the improvements proposed at the A38/B4061. I have a few minor suggestions for improvement/modification to an otherwise excellent scheme.</p> <p>Suggestion 1: 'slide' right (eastwards), the proposed junction island to improve ease of entry onto B4061 Old Gloucester Road from the A38, especially for buses and other long vehicles which have a tendency to cross into the path of oncoming traffic on this sharp, left-hand bend.</p> <p>Suggestion 2: specify white rumble strip hatching over this area as a high-speed overtaking deterrent, accepting that low-speed overtaking will probably continue.</p> <p>Suggestion 3: Do not add arrows to indicate dedicated right-turn into Jay Barn due to the risk of misdirecting traffic intending to turn right onto B4061 Old Gloucester Road and the risk of encouraging overtaking into the path of traffic proceeding to make right-turn into Iron Hogg Lane.</p>	<p>Suggestion to be taken on board and proposed junction island to be moved eastwards to improve ease of entry onto B4061.</p> <p>Rumble strip markings will not be added to the proposal as they can be a potential hazard for motorcyclists who may have to enter them to pass roadworks or an obstruction in the road and they are a source of noise nuisance to local residents as well as being a future maintenance liability.</p> <p>Suggestion to be taken on board and bifurcation arrow on south-bound carriageway to be removed from proposed scheme.</p>

<p>Having reviewed the consultation for the changes to the road layout at Whitfield, First as a major public transport provider would formally support the scheme and can see the improvements it would bring to the safe operation of this junction. We would however like to note that the junction should remain suitable to large vehicles to turn in and out of as we currently operate our local registered bus service 87 along the B4061 before turning and continuing north along the A38.</p>	<p>Suggest that the scheme is implemented – additional amendments to the proposed junction island detailed above will improve access to B4061 for large vehicles.</p>
<p>Could you please tell me the width of the cycle lanes.</p> <p>It would be useful if such details could be included on the plans, and I have made this point several times before, but such details are still not included.</p>	<p>Details of the proposed lane widths were provided on request but to ensure that drawings do not become too confusing during the public consultation, these were left off the original consultation drawings.</p>
<p>I wish to OBJECT to the above proposal as I believe it is unnecessary and therefore a complete waste of money.</p> <p>I believe the current layout which was agreed/implemented following extensive public Consultation well serves road users.</p> <p>To my knowledge this is about the third or fourth attempt by Highway Engineers employed by Gloucestershire County Council, Avon Council and now South Gloucestershire to resolve alleged problems at this junction and each time the public has been informed that the proposal being presented is the best possible solution.</p> <p>The current proposal seems extremely poorly thought through and takes the road user back to the situation that existed forty odd years ago when the A38/B4061 was just a “T” junction. It would appear this is what is being proposed now yet there is more traffic using this road. During this time a least three quarters of a million pounds has been spent and now seems wasted on so called A38/B4061 junction improvements.</p>	<p>The funding that has been allocated for this scheme is as a result of accidents at the existing left merge lane.</p>

<p>The most recent improvement being a junction widening scheme to the motorway slip road about 6 Years ago.</p> <p>In the current proposals no mention has been made of the importance of this junction when motorway closures are in place on both the South bound and North bound lanes. To restrict this junction in the method proposed defies logic and would be a transportation disaster with no guarantees that following the works no further collisions will occur.</p> <p>I believe the only work required at this junction is for the road markings to be refreshed and statutory “No Entry” signs affixed to the exit on the A38/B4061 slip road and on the exit of the A38 straight ahead road (facing the B4061) You may recall that a continental lorry driver entered one of these roads a few years ago resulting in a major head-on accident yet nothing was done to rectify the poor signage at this junction. Perhaps this incident is being included in the collision count for this scheme.</p> <p>Please stop tinkering and making expensive transportation experiments at this junction as it is not necessary or required by road users.</p> <p>Please would you let me know of the outcome including if the matter is to be referred to the Severn Vale Residents Forum for a decision.</p>	<p>The road markings will be refreshed as part of the proposed scheme and removing the left merge lane will prevent any future confusion with regard to entering the B4061.</p> <p>This consultation feedback report will be forwarded to the Local Members for this area to decide whether or not the scheme is to progress.</p>
<p>I travel this route north about 4 times weekly, of which perhaps once I am coming from Thornbury and 3 times I travel up the A38, and I recognise that the junction can be tricky/dangerous.</p> <p>I support the plans.</p> <p>I note that this avoids having a lights-controlled junction, such as that a mile south at the Tytherington junction, which is a dreadful solution. I commend you for avoiding a repetition of this debacle.</p> <p>Another possible safety improvement would be to make the junction left-turn</p>	

<p>only, as turning right is difficult, would be rare and can be accommodated.</p> <p>Another note I would add is that keeping the bushes trimmed at Meridian Cottage corner would be beneficial, and replacement to the central isle of the sign which partially obscures the view south along the A38 from the present (also people have the habit of hanging signs from existing signs e.g. 'garden fete', Jane's 50th birthday, etc., which can hinder the view).</p> <p>I note the designated turning lane into Iron Hogg Lane and consider this to be a good idea.</p>	<p>The bushes in this area will be trimmed and removed as far as possible as part of the proposed scheme. The positioning of the traffic sign will also be assessed as requested.</p>
<p>First of all I think this is great idea and well done to the council for coming up with this sensible plan.</p> <p>I use the junction regularly and would suggest that when turning right from the A38 on to the B4061 to Thornbury that the number of vehicles accommodated on the A38 be sufficient for at least 4 cars otherwise I can see that there may be traffic queues occurring and potential accidents with traffic on the through lane at the junction</p>	<p>The dedicated right turn lane will be extended as suggested. Details of this are shown in drawing T412-206-02 Rev A.</p>
<p>I use this junction regularly and have done for many years. I offer the following comments for your consideration.</p> <ol style="list-style-type: none"> 1. Removal of B4061 / A38 slip road and making the junction a clear Left Turn from the B4061 I fully agree with. It will improve safety for those who don't know the junction. I would suggest that the B4061 should terminate in dedicated left and right turn lanes. 2. I have never noticed an issue with vehicles turning from the A38 into Iron Hogg Lane so offer no comment. 3. Restriction of the A38 to single lane and provision of a dedicated cycle lane is in my view unnecessary, I have never observed an issue regarding cyclists safety, or a safety issue caused by the dual carriageway. 	<p>Reducing the A38 to a single lane past its junction with the B4061 will help improve safety of junction movements by removing overtaking along this length of road. This also provides the opportunity to install a cycle lane to improve</p>

	conditions for cyclists.
<p>I travel through this junction both ways each working day.</p> <p>1) No details of the accidents which have occurred is given, so it is not clear how the changes will address the issues.</p> <p>2) I suspect that the addition of cycle lanes is actually for the purpose of reducing the carriageway width and not because there is a real need for cycle lanes due to the volume of cycles.</p> <p>3) When coming from Thornbury onto the A38 north the slip road is being removed. This means that all traffic has to stop at a T junction. It will then pull out onto a single lane of what is often fast traffic. If there is an issue with the existing slip road and visibility why not reduce the A38 north to a single lane but allow the slip road to come out onto what is currently the left lane (with A38 traffic out in the right lane).</p> <p>4) For the A38 southbound what is the benefit of reducing to a single lane? The existing right turn lane at the junction is quite short and traffic has to slow before entering it. With only a single lane on the A38 south this will slow the straight on traffic. Or could you lengthen the right turn lane?</p> <p>5) For the right turn lane from A38 south, in dark wet condition it is quite hard to see the start of the lane. Any way to make it more visible?</p>	<p>The proposed scheme is as a result of accidents at the existing left turn merge lane. Leaving this in place would most not reduce this kind of accident.</p> <p>The dedicated right turn lane will be extended as suggested. Details of this are shown in drawing T412-206-02 Rev A.</p> <p>Road markings will be refreshed as part of the proposed scheme which should help improve visibility of the turn lane.</p>

I am not opposed to the left slip of B4061 onto the A38 northbound being closed.

However when coming southbound down the A38 and approaching the junction, I think the existing dedicated right turning lane into the B4061 needs to be extended back further along the A38 to allow for more cars to come off the main A38 carriageway, whilst waiting to turn.

My reasons for this are:

If the A38 is going to be single lane traffic on both sides of the road, there will be more traffic travelling through at a slower rate. Whilst this makes it arguably safer and more comfortable for cycle users, it does mean that vehicles turning right from A38 southbound into B4061 will have a longer wait to turn in the dedicated turning lane, whilst single file A38 traffic heading northbound passes. If there are a greater number of vehicles turning into B4061 than the turning lane can cope with, the A38 will become blocked.

I would ask that computer modelling is undertaken to see what kind of affect this has before committing to this scheme - especially when taking into consideration the 300 new dwellings planned by Bloor Homes on Morton Way, and 500 dwellings at Park Farm by Barratt Developments. This junction will become much busier when all these dwelling car movements are factored in over the next 5+ years while the properties are constructed and gradually occupied.

I use the junction for my daily commute at peak times, and you can often be sat quite a while waiting to turn right. By singling the lanes, means less flow and more queuing, and the B4061 turning lane southbound should be of paramount consideration over dedicated turning lanes for Iron Hogg Lane when usage and capacity is considered.

The dedicated right turn lane will be extended as suggested. Details of this are shown in drawing T412-206-02 Rev A.

<p>I believe the scheme in question will greatly assist the safety of road users around the junction in question but would also like to suggest that the speed limit approaching the junction along the B4061 is reduced as this is a national speed limit just prior to the junction and as such goes from a 40 mph zone leading out of Thornbury to a short distance of national speed limit before suddenly then stopping at the new junction with the A38</p> <p>Many of the previous incidents have been caused by individuals not being able to reduce their speed from the national limit of 60 in time to merge with the A38</p> <p>A reduced and constant speed of 40 MPH all the way along the B4061 leading out of Thornbury would reduce this risk in my view</p>	<p>The budget available for this scheme and the time scale involved mean that an amendment to the speed limit cannot be considered as part of this proposal.</p> <p>The request for a 40mph speed limit has been forwarded to the Assess & Decide team to investigate.</p>
<p>Please could you consider reducing the speed limit to 40 mph in this section particularly on the B4061 from the A38 until it meets the existing 40 mph limit into thornbury. This will help prevent accidents as there have been a number of near misses with vehicles exceeding the national speed limit making it extremely difficult to pull out of houses located along this stretch of road.</p>	<p>The budget available for this scheme and the time scale involved mean that an amendment to the speed limit cannot be considered as part of this proposal.</p> <p>The request for a 40mph speed limit has been forwarded to the Assess & Decide team to investigate.</p>
<p>The proposed changes to the road junction appear sensible improvements and I look forward to them being implemented shortly.</p> <p>There is a small gap in the central island on both the existing and proposed plans at the bottom of the hill which appears to indicate a pedestrian crossing refuge point. This does not actually exist at present. I am therefore uncertain whether these proposals intend to implement this or not. Nevertheless, it would be a good idea for provision to be made for a small pedestrian refuge within one of the central islands to make it easier for pedestrians to cross from the southbound A38 footpath to the westbound B4061 footpath. At present</p>	<p>There are no plans within this scheme to introduce a pedestrian refuge point in this area and the limited budget for the scheme would not allow it at this time.</p> <p>The request for this refuge has been forwarded to the Assess & Decide team though to investigate.</p>

<p>these routes do not connect easily forcing pedestrians, including local schoolchildren using their local school bus stop, to either walk in the busy road at the junction or clamber through often overgrown central islands and verges. If this does not form part of these current proposals for budget reasons, then it would be appreciated if improvements to the pedestrian connection between the A38 and the B4061 to make it easier and safer to use could be considered at a later date.</p> <p>Hopefully the narrowing of the A38 car lane by incorporating cycle lanes will also encourage vehicles to slow down, as speeding is a problem through this stretch of road at all hours. Ideally, I would like to see the speed limit reduced to 40mph through the residential part of Whitfield. This is the general highways approach adopted along the length of the A38 from the county boundary near Stone right into Central Bristol where there are dwellings and their access in close proximity to the main road. I don't know why a lower speed limit has not already been applied through the residential part of Whitfield as it has in other similar areas. I do however realise that adjustment to the speed limit is beyond the scope of this particular consultation but thought that I would mention it anyway, whilst our area is under consideration, should an opportunity to review the limit arise at a future date.</p>	<p>The budget available for this scheme and the time scale involved mean that an amendment to the speed limit cannot be considered as part of this proposal.</p> <p>The request for a 40mph speed limit has been forwarded to the Assess & Decide team to investigate.</p>
<p>Falfield Parish Council supports the Proposed Casualty Reduction Scheme along with the following suggestions from a local resident.</p> <ul style="list-style-type: none"> • moving the B4061 exit from the A38 to the left to enable the entry to the B4061 from the A38 to be widened. This will enable large vehicles to turn without encroaching on the other side of the road. This will also ensure that vehicles exiting in both directions onto the A38 from 	<p>Suggestion to be taken on board and proposed junction island to be moved eastwards to improve ease of entry onto B4061.</p>

<p>the B4061 can wait safely at the junction.</p> <ul style="list-style-type: none"> • using white rumble strip road markings which will deter people from overtaking. • removing the right turn arrows directing vehicles into the site of the 2 barn conversions from the scheme. These arrows could cause confusion and misled vehicles into thinking it is the turning onto the B4061. Also if these arrows are left in the scheme it will set a precedent for other properties along the A38 to request their own designated turning lane and arrows. <p>The Parish Council also requests:</p> <ul style="list-style-type: none"> • That when the new Cycle Lane is installed the other parts of the Cycle Lane in the parish are repainted as they have faded in a number of areas. • Reflective Cats Eyes are installed at the junction to highlight it as there are no streetlights in the area. • A temporary “New Junction Layout” sign is installed to ensure local parishioners are made aware that there have been changes to the junction. • The vegetation at the junction of A38/B4061 is removed as far as possible as it hinders visibility when turning onto the A38 especially in the summer months. 	<p>Rumble strip markings will not be added to the proposal as they can be a potential hazard for motorcyclists who may have to enter them to pass roadworks or an obstruction in the road and they are a source of noise nuisance to local residents as well as being a future maintenance liability.</p> <p>Suggestion to be taken on board and bifurcation arrow on south-bound carriageway to be removed from proposed scheme.</p> <p>The budget available for this scheme will only allow for the proposed road marking amendments as shown on the consultation plans. The request for existing road markings to be refreshed will be forwarded to the maintenance team to assess.</p> <p>Amendments to existing cats eyes and any additional requirements will be included in the proposed scheme.</p> <p>Temporary signs will be installed on the approaches to the junction as suggested.</p> <p>The vegetation in this area will be removed as far as possible as part of the scheme.</p>
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<p>I feel that it would be worth considering reducing the speed limit along the B4061.</p> <p>From leaving Thornbury heading out along the B4061 the speed limit is 40 and then for about half a mile it becomes national speed limit which then leads to the proposed junction, I feel that reducing this bit of road to 40 and as it approaches the said junction would also help to reduce accidents.</p>	<p>The budget available for this scheme and the time scale involved mean that an amendment to the speed limit cannot be considered as part of this proposal.</p> <p>The request for a 40mph speed limit has been forwarded to the Assess & Decide team to investigate.</p>
<p>We think that the proposed amendments to the junction would be detrimental to the flow of traffic and will cause much larger queues than there are at present.</p> <p>This is because in the proposed situation, in order to emerge out onto the A38, much larger gaps will be necessary in the traffic from the south due to the need for a tighter turn to get on to the A38, into the correct road position and accelerate up to speed. This will have a detrimental effect on the flow of traffic as well as create a potential hazard in cars driving at national speed limit around the bend approaching the junction where there would potentially be long queues backing up closer to the bend.</p> <p>There will also potentially be 500 new homes around Thornbury in the near future creating additional traffic to this area due to the nature of being a commuter town. This will cause additional build up and if anything this part of the A38 should be widened with a filter lane at this junction for the traffic to merge further along.</p> <p>The money allocated to this project would be better spent at a location where there are currently traffic problems. At the A38 junction with the B4509 (for J14 of the M5) there are considerable queues at the Falfield traffic lights due to the traffic management in this area. This has progressively worsened and can now often take well over 10 minutes to get from the traffic lights at Falfield to the</p>	<p>The A38 currently merges into a single lane shortly past the junction with the B4061. Making traffic merge earlier before the junction should therefore not have a significant detrimental effect on the flow of traffic and removing the left merge lane, which is the site of a number of accidents, should help to improve road safety in this location. Temporary signs will be installed on the B4061 on the approach to this junction to make drivers aware of the amendments.</p> <p>When considering approval for new developments, traffic issues are taken into account and funds can be secured for carrying out improvements to the highway network.</p> <p>The funding that has been allocated for this scheme is as a result of accidents at the existing left merge lane.</p>

<p>motorway slip road north (a distance of less than 500m)at peak times. The number of cars in the turn right lane at the traffic lights backs up to the main carriageway, restricting drivers heading north on the A38. We have often seen drivers driving dangerously to get around this queue to go straight ahead. This area is in much more need of funding than the A38/B4061 junction.</p>	
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