

**A38 Junctions around Cross
Review 2007/8**

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10 Potential Solutions

10.1 Top of Shute Shelve

A roundabout would in our view improve the safety of this junction. To achieve one of adequate size and to be able to accommodate large vehicles it would probably require the acquisition of sufficient land to provide the necessary radii and careful positioning of the roundabout. For large vehicles this requires sufficient room for concentric circles of 12.5 metres and 5.3 metres and leave space for further vehicles waiting Northbound. If it is decided to leave the junction as a "Tee" some means should be found to improve the turning circle radius for vehicles both turning into the bypass and turning to the South from it at the junction. It will also be necessary to accommodate the full length of an articulated vehicle of at least 16.5 metres overall length, whilst it is waiting for Southbound traffic and before entering the bypass.

10.2 Shute Shelve Islands

The wide islands are a hazard and take out of service a whole valuable lane, which if dedicated to northbound traffic would improve traffic flow considerably. The provision of a 5-metre clearance pedestrian bridge to connect the "Strawberry line" path across the A38 would enable such an improvement and still retain the access to the bus stop lay-by. White lining could be used to protect traffic into and exiting Wavering Down Rise, which in any case is of low volume, servicing just 12 houses. We noted that Sustrans has available funds amounting to £50 million and that the Quarry companies make grants for such developments.

10.3 Old Coach Road / Cross Lane

Here three practical possibilities are envisaged and anyone of which, we consider would improve the safety of this junction for users. The provision in Cross Lane of a proper pavement on the south side is seen as a need, at least up to the footpath entrance.

10.3.1 Roundabout

There would have to be land acquisition on the south and eastern corner to produce sufficient space for a roundabout. This would necessitate the re-alignment of the feeding roads. Whilst this maybe a costly solution, looking to the longer term and the steady increase in traffic volumes it deserves serious consideration and if undertaken may preclude the need for the amendment of the junction with the Axbridge By-Pass (10.1) for the time being. Suitable facilities for pedestrians to cross will need to made.

10.3.2 "Mandatory signing" Appendix No. 8

This proposal has been promoted before and is a relatively ("Low-cost") solution that could provide relief and achieve a reduction in the causes of accidents. Again it deserves consideration as it provides improvement and involves little physical change other than the provision of "No right turn" signs as follows:

Exiting Old Coach Road traffic	"No right turn"
Exiting from Cross Lane	"No right turn" except for buses
Northbound A38 traffic	"No right turn" into Cross Lane
Northbound traffic A38 traffic	"No left turn" entering Old Coach Road

This may require the re-routing of number 869 Wednesday 10 o'clock bus.

10.3.3 Turning traffic

For Southbound A38 traffic turning right into Old Coach Road it is noted that access to Old Coach Road may become more difficult due to faster traffic flows northbound up Shute Shelve. Given that this is adopted the Southern Old Coach Road junction will need to be improved, widened, so that it can accommodate traffic waiting to turn right particularly where larger vehicles and caravans are involved. If Northbound A38 traffic turning into Cross Lane is to be routed via Shute Shelve, this will involve 7/10th of a mile greater distance travel. The benefits are seen as:

- Turning the junction into a simple crossroads
- Reducing the level of commercial eastbound traffic in Cross Lane
- Reduce head-on confrontation for traffic turning into Old Coach Road
- Produce sufficient space for a central pedestrian refuge

10.3.4 Filter lane

With the acquisition of a parcel of the land mentioned in 10.3.1 it should be possible to considerably improve the exit from Cross Lane through the provision of a better filter lane onto the main carriageway heading South.

10.3.5 Traffic Lights

This solution has many advantages and would bring practical control to traffic at the junction. It is a costly solution, but in our view not as expensive as that proposed by the County (£500,000) and our suggested costing was indicated in a letter dated 7th February, 2007 to County Councillor Alan Ham where a figure of £227,000 was suggested. The detail is set out in **Appendix No. 9**. Also it would probably be cheaper than the modifications proposed in 10.1 and 10.3.1. The downside of such an installation, which may not find favour with all the residents and particularly those living at the East end of Old Coach Road are noted as:

- Noise from backed up traffic at the crossroads with constant stopping and starting
- Pollution and fumes for the reasons above
- The effect on “Traffic flow” prior to the gradient

There have been examples during this year where the M5 has been closed or blocked and northbound traffic diverted on to the A38. This has created local congestion. All of the above effects were experienced at those times.

10.3.6 Any change in the bus route would affect the route timings.

10.3.7 Footpath requirement

The Parish Council receives complaints by pedestrians regularly, the latest being today 3.01.08 about the dangers of walking along Old Coach Road and this combined with the inability to cross the A38 safely is a potential serious accident situation due to the lack of mode separation. At times the school bus disgorges schoolchildren by the New Inn, Cross and they are subjected to the same hazard. The Council's Advisory Group recently submitted some observations on this situation and proposed that consideration should be given to a co-ordinated tarmac footpath connecting Springfield Close and Axbridge including the crossing of the A38 (Report entitled "Pedestrians in Cross" dated November 2007). It is suggested that those comments be read in conjunction with this report. Residents are expected to take the view that any Zebra, Toucan or staggered Pelican or Puffin Crossing would be an improvement.

10.3.8 Accident costs

We consider it important to take into account the cost that has been identified as a result of those accidents, which have been formally reported and which are shown in Appendix No. 1. We understand that the cost of each accident incurs potential costs as follows:

Fatal £1,400,000; **Serious** £160,000 and **Slight** £12,370

On this basis the accidents along the stretch of road from Shute Shelve to Notting Hill Way have generated an accident cost of:

Accident Type	£s Thousands				
	Shute Shelve Cost £	Old Coach Road Cost £	Old Coach Road South end £	Notting Hill Way Cost £	Total all Junctions Cost £
Fatal	0	0	0	0	0
Serious	160	160	160		480
Slight	74.22	111.33		24.74	210.29
Sub total cost £	234.22	271.33	160	24.74	690.29
Plus 2 slight accidents near Old Coach Road South end		24.74			24.74
Grand total £	234.22	296.07	160	24.74	715.03

This estimated £715,030 is a considerable sum and if such a sum can be reduced through infrastructure improvement over the next five years and current investment that is ample justification for introducing acceptable changes.

10.3.9 Priority scheme

Regrettably the East end of Old Coach Road is narrow and has the minimum width of 6 metres for two-way traffic. It has been noted that many residents and visitors to the two public houses park their cars along it creating a hazard. It has been suggested that either the formation of a traffic light controlled or a voluntary visual "Priority" traffic scheme with traffic from the East, which crosses the A38 having the priority, be applied to this stretch of the road for around 50 metres from Bowyer House towards the West. Such an arrangement would have the following benefits: