A4 Bath Road junction with A312 The Parkway

Consultation Summary

We recently consulted on proposals to improve road safety at the junction of A4 Bath Road with A312 The Parkway, Waggoners Roundabout. These proposals are aimed at improving road safety at the junction and improving cycling and pedestrian facilities;

- Installation of sight screens on the A312 approaches to the roundabout
- Improvement of road markings on the roundabout
- Improvement to the facilities in the subway
- Usage of pavement on south eastern corner changed to shared use.

We received 29 responses to the consultation. There were 24 responses from members of the public and five responses from stakeholders. We asked four specific questions regarding each proposal and one further question asking for any other comments regarding the scheme. Of the public responses, 46% supported installation of the sight screens on the A312 approaches. Of the public responses, 75% supported the improvements to both the road markings on the roundabout and the facilities to the subway. Of the public responses, 58% supported the usage of the pavement on the south eastern corner to shared use. The responses, to the four specific questions, from the stakeholders generally supported all of the proposals.

We received a number of other comments to the scheme from both the public and stakeholders. Just under half of the responses mentioned that the installation of traffic lights at the roundabout would help motorists by giving easier and safer access to roundabout from the A4 approaches. Other suggestions included reducing the approach lanes from three to two lanes to slow traffic down, reducing the speed limit, providing protected left turn only lanes or building either an underpass or bridge for either the A312 or A4 traffic. Our responses to these issues are set out below.

After carefully considering all responses, we have made a decision.

The proposed improvements have been designed to reduce collisions within the junction and improve facilities for both pedestrians and cyclists. The design was developed after analysis of the collision statistics and review of the road layout and markings. Before and after studies have shown visibility screens are successful in reducing approach speeds at junctions and thereby reducing the severity of collisions. Therefore, we have considered the feedback from the consultation and have decided to proceed with the scheme.

We have programmed the work to start in February 2015 and we will co-ordinate the works with resurfacing the junction to avoid further disruption in the future. We will write to local residents and stakeholders with details of construction work nearer the time.
TfL Response to Issues Raised

Our responses to the most commonly raised issues are provided below.

Please install traffic lights at this roundabout.
We, alongside the London Borough of Hounslow, have looked extensively at options to signalise Waggoner's Roundabout. The latest study carried out by us was an area based study of the A4 Bath Road, A312 The Parkway and the A30 Great South West Road and their associated junctions. This was aimed at improving journey times and considered a number of options to improve traffic flow. One of the options considered was the signalisation of Waggoner's Roundabout. The model indicated that journey times would significantly increase queues in the area so this option was not progressed.

If you reduce the lanes from three to two on the approaches to the roundabout it would make it safer.
Reducing lanes on the approaches to the roundabout will severely reduce capacity. This could lead to driver frustration and drivers taking a higher level of risk to join the roundabout. In addition lane three, the offside lane, is for the right turn manoeuvre. There are two straight ahead lanes on the circulatory leading to a two lane exit arm.

Reducing the speed limit and installing safety cameras will improve safety.
There is criteria which we use to install safety cameras. This is "4 or more collisions which result in killed or serious injuries, two of which must be speed related". Waggoner's Roundabout does not meet the criteria to install safety cameras. Reducing the speed limit without enforcement is unlikely to reduce speeds.

Please provide protected left turn lanes.
Protected left turn lanes require one lane on the exit to be designated to the left turn flow. This will reduce the flow of vehicles leaving the roundabout to one lane and will significantly reduce capacity at the roundabout and result in longer queue lengths on all approaches.

A simple solution would be to build an underpass at the roundabout.
There have been studies over the years including a flyover/underpass for both the A4 Bath Road east/west and A312 north/south. The A312 north/south being the preferred option. The A4 east/west was not taken further as it does not address the large A312 north/south movement against the right turn from the A4 to the A312 northbound. In addition, a significant amount of land would be required to accommodate the portal and slip roads for a flyover/underpass.

A major project at Waggoner's roundabout is included in our 10-year business plan. Unfortunately it is currently unfunded. As with all proposals it must compete against our other business priorities to obtain funding.
Traffic stuck on A4 Bath Road at the roundabout do not get the chance to exit as there is continuous traffic flow on A312.

Slowing A312 The Parkway approach speeds and the installation of "keep clear" markings on the circulatory carriageway at the A4 Bath Road approaches should create larger gaps in the A312 traffic flow. This should also give more opportunity for vehicles from A4 Bath Road to join the circulatory.

Does blocking motorists view actually slow them down or will they just carry on and have more collisions?

When there is excessive visibility at roundabouts and drivers are distracted by views to their right they do not focus on the road ahead and make their decisions to far in advance of the give way line. When a level of uncertainty is introduced drivers proceed with caution, which in turn encourages slower approach speeds. Before and after data has been analysed from comparative sites where the screens have proved effective in reducing collisions by approximately 30%.

Collisions are due to gap seeking
As a result of the collision analysis a higher number of collisions occurred on the A312 approach arms and resulted in nose to tail shunts. A higher number of these collisions occurred out of peak hours when drivers would be seeking gaps in traffic. Drivers were observed being distracted by views of traffic to their right as they approached the roundabout and not focusing on the road ahead or adjusting their speeds accordingly. We identified that restricting visibility on the approaches could prove an effective countermeasure.

Install keep clear markings
There are plans to install keep clear markings on the A4 Bath Road circulatory approaches. These are on our preliminary design drawings but were unfortunately missed off of the consultation so as not to overcomplicate the plans provided.

Widening footways and subway tunnel
We are permitting cyclists to use the south east corner of the footway to reflect the behaviour of cyclists onsite. Installing shared use signs will create an awareness that cyclists are using the footway. In some places throughout the junction the footway widths are narrow. However, there are very low pedestrian and cycle numbers at and adequate room to share without risk of cycle pedestrian conflict.

Crossings on the exits should be brought closer to the roundabout
The pedestrian facilities are located to suit the exiting pedestrian desire lines. The dropped kerbs are kept towards the end of the flared carriageway exit to keep the crossing point shorter. They are located away from the give way lines to ensure that exiting vehicles have room to stop safely without infringing into the circulatory carriageway.
The entry/exit on the south-east subway needs reviewing and opening up as the angles are too tight for safe passage. We are intending to install cycle barriers within the subway that will force cyclists and pedestrians away from the corners at the entry/exit points and into each other site lines.

The subway is dangerous to use in the night time
We have checked with the Metropolitan Police and neither the Police nor the London Borough of Hounslow are aware of any safety issues of people using the subway. We would hope that by improving the appearance of the underpass we will create a more pleasant environment for pedestrians and cyclists to use.