

Results of Traffic Survey at 'Valero Junction' Completed by PCC on 11th March 2020

As you know, before lockdown we were in the process of putting together further details for the Community Council regarding the scheme. With this in mind please find attached a copy of the survey carried out. Ideally we would do more to improve the robustness however as the figures are so low, done at a time when everything was "normal", then even a large percentage error would be a small difference so this information can be used to make an assessment.

As a summary of key observations:

AM Peak hour 0700 – 0800: Peak to Valero = 0730 – 0745 being the peak 15 min period with 186 cars, 1 cycle, 2 M/C's & 7 HGV's. i.e. Total 196 vehicle movements from Pembroke to Valero.

During the same period, 0730 – 0745, 4 vehicles travelled east from Angle, suggesting that delays would be minimal and if they did occur would be short lived.

There is a distinct drop in traffic from 0800 AM, 08.00-0900 would be normal network peak;

The highest traffic flow from arm C, Angle, in the AM was recorded between 0830 – 0845 (14 vehicles), when the turning traffic from Pembroke to Valero totalled 24 vehicles. This indicates that if delays occur they would be minor for Angle traffic should the priority of the junction be changed.

The Pm Peak hour is a little bit more extended – starting at 16:30 through to 17:45. The peak 15 min period being between 17:00 – 17:15 with 283 cars, 2 M/C's & 2 cycles. Total 287 vehicles.

During the PM peak 15 minutes from Valero there were 4 vehicles travelling from Angle, again suggesting that delays would be minimal and if they did occur would be short lived.

On the basis of this survey it is clear that the weight of traffic flow favours the reprioritisation of the junction at this location and there is no evidence unacceptable delays would result when travelling from Angle. Whilst seasonal variations are a consideration, these would not impact on the peak hours identified in this survey.

With regard to local concerns for the realignment I have considered the following points:

- The route to Valero/RWE is the primary route with the highest flows;
- Right turning creates conflict in traffic movements therefore the safety of a junction is improved by reducing the number of right turns by applying them to the minor flow, the following was observed during the recent site survey:
 - Witnessed a near miss in the AM - Traffic from Angle travelling at excessive speed
 - Waiting right turning traffic to Valero taking unnecessary risk and crossing in front of traffic from Angle

- Vehicles observed emerging out from the C3101 without giving way to traffic on main road. Main road traffic just overtake emerging traffic - operating like a left turn filter lane.
- Site observations have observed poor driver discipline at the give way which is likely to result from the very low traffic flow from Angle which can make drivers complacent and get into the habit of assuming nothing is coming from the Angle direction;
- As Part of the scheme additional 40/50 speed limits along the road from the plant to the junction and further to the east will be included, subject to speed surveys and consultation;
- Possible traffic calming in the form of white line hatching and double solid white line hatching on the brow of the hill along the “mad mile” and along the Wallaston Road.

In current summary, it is felt that there is sufficient “data” justification to technically support the scheme (as shown above initial data shows that queueing on the Angle arm will be very low and for short periods, if they occur at all). Notwithstanding this, there is likely to be continued concern from the community representatives and if it would be helpful we could attempt to set up a further virtual consultation.

With regard to current progress in developing the scheme I can also update as follows:

We have liaised with the consultant for the scheme and discuss lengthening the scheme to the east to enable the provision of hatching as practical within the land available and amending the “slip lane” to a multi user lane (see attached draft plan). Also we are looking into adding passing bays to the west towards Angle into the scheme to improve capacity to/from Angle along the single track lane which causes some frustration currently.

As a brief summary of measures to develop the scheme and address some of the community concerns:

- We will look at lengthening the scheme to the east to enable the installation of hatching as practical to raise the awareness of the junction/bend.
- We will take forward the introduction of 50mph along the Wallaston Road, up to the plant from the realigned junction, subject to any further survey work, and consider any white line treatment options along this road;
- We will carry out radar speed survey on the B4320 to establish if the 50 mph can be extended to the east;
- We will carry out additional width measurements at various points between the junction and east along the long straight section, approximately 500m to establish if further white line hatching is an option;
- We will locate likely passing bay options to the west.

I hope this information is useful for you and will allow you to provide an update to the Community Council and will address some of the concerns raised. I have also attached the latest draft of the layout for information.

Kind regards,

Stephen Benger
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