

Scheme designs

1. A38 at Barrow Gurney

Description

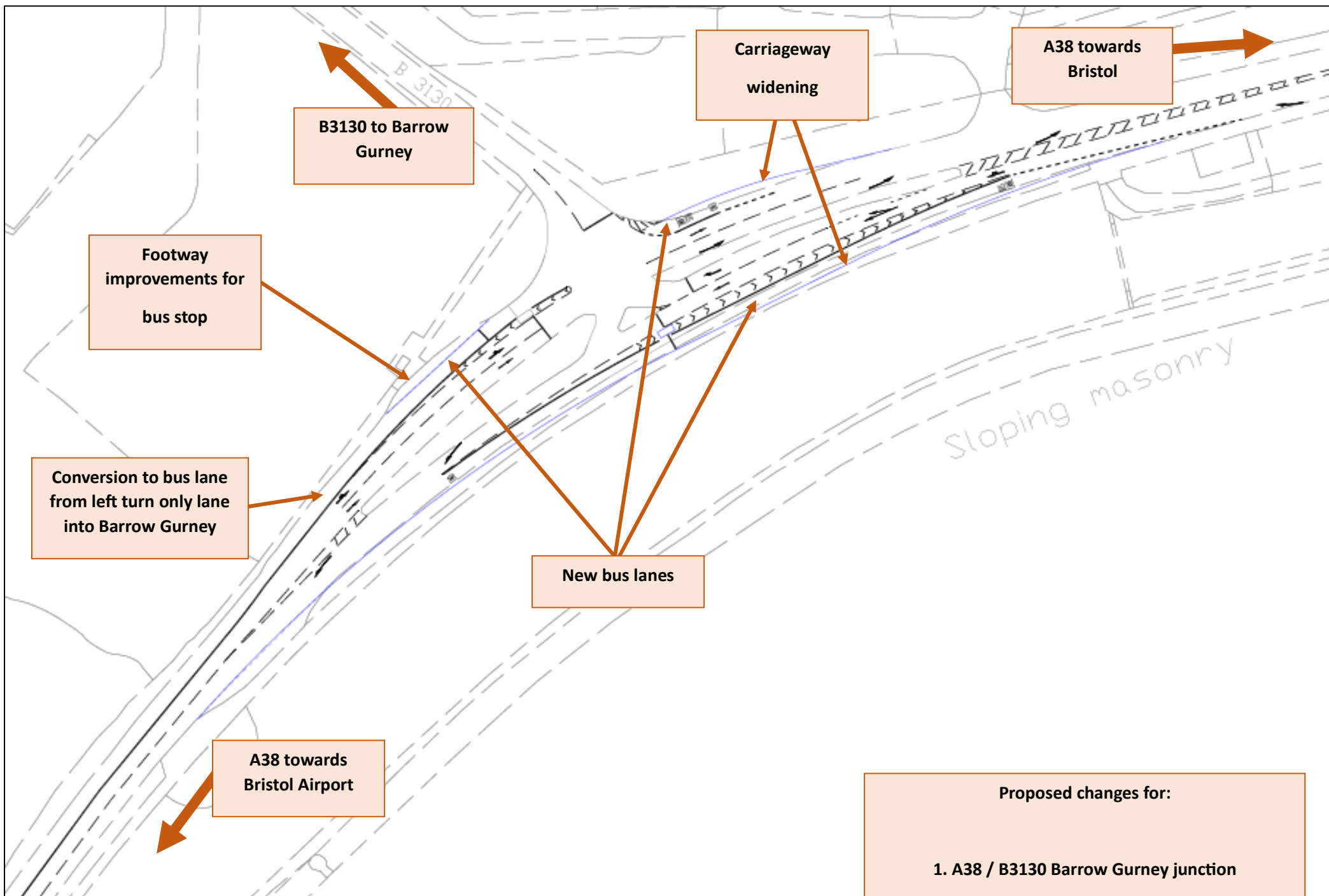
The original layout of the A38 at the B3130 to Barrow Gurney was to accommodate significant volumes of traffic using the junction. The opening of the South Bristol Link Road has resulted in fewer vehicles needing to turn at this junction, therefore road space is proposed to be reallocated for bus use only.

Proposed changes

- For Bristol bound traffic, the existing left turn lane into Barrow Gurney will be converted to a bus lane with bus gate and enforcement measures.
- For Bristol bound traffic, the existing nearside ahead-only lane will be converted to an ahead and left turn for all vehicles.
- For Airport bound traffic, the nearside lane will be converted from an all vehicle lane to a bus only lane with enforcement measures.
- Reconfiguration of traffic lights to give buses priority.

Benefits

- New 24-hour bus lanes in either direction with bus gates, meaning buses can bypass any queues at the traffic lights in their own dedicated nearside lanes.
- Reconfiguration of lights will give priority to buses allowing them to travel through the junction with minimum waiting time.
- Footway improvements installed at the Bristol-bound bus stop.



2. A370 Long Ashton Bypass

Description

The Long Ashton bypass consists of a high occupancy vehicles only (HOV / 2+) lane towards Bristol from the B3130 junction for Barrow Gurney/Long Ashton for the majority of the dual carriageway section. It becomes two lanes for all traffic for a short section before reducing to one lane as the dual carriageway ends. It then remains a single lane until the junction with the South Bristol Link Road at the Gurney Roundabout where it widens and becomes two lanes again. From the Gurney Roundabout there are two lanes for all Bristol traffic until after the offslip for the B3128 when a nearside bus lane is provided.

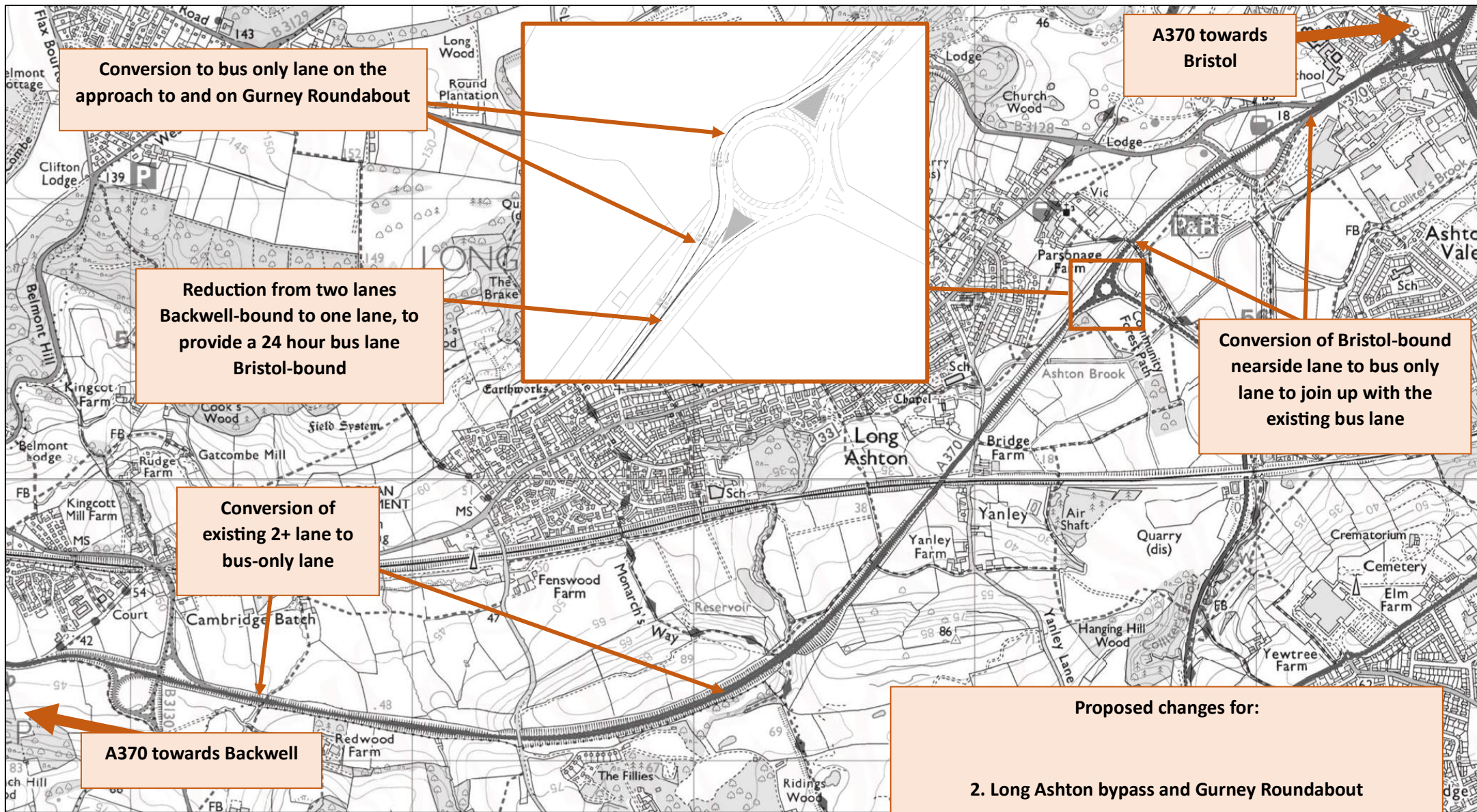
Backwell bound traffic has two lanes for all vehicles from the Gurney Roundabout for the majority of the dual carriageway section.

Proposed changes

- Existing HOV (2+) lane towards Bristol will be converted to a bus lane with enforcement measures.
- Conversion of one of the Backwell bound lanes on the approach to the Gurney Roundabout to provide a bus-only lane towards Bristol, resulting in two lanes towards Bristol (one bus-only and one for all vehicles) and one westbound towards Backwell.
- Conversion of a lane for all vehicles towards Bristol to bus only on the Gurney Roundabout to connect to the existing bus lane east of the B3128 offslip. This will have a short gap to enable vehicles to exit onto the offslip for the B3128.

Benefits

- New 24-hour bus lane will enable buses to bypass traffic for a long stretch of the A370 from the start of the dual carriageway section through the Gurney Roundabout to the B3128 onslip.



3. A370 at Brockley Combe

Description

The A370 at Brockley Combe is a key junction as traffic from Bristol Airport meets the main arterial route between Bristol and Weston-super-Mare. This causes delays for buses heading from the airport and in both directions on the A370.

Proposed changes

- New bus lane with enforcement measures from Brockley Combe (from Bristol Airport) to A370 Congresbury-bound.
- New bus lanes and bus gates with enforcement measures in each direction on A370.
- Changes to the A370 Congresbury-bound lane to ahead and right turn (previously ahead only).

Benefits

- New 24-hour bus lanes in either direction with bus gates mean buses can bypass any queues at the traffic lights in their own dedicated offside lanes.
- Buses heading from Bristol Airport have their own dedicated Congresbury-bound (left turn) lane, bypassing any queuing traffic.

Proposed changes for:

3. A370 Brockley Combe junction

**Brockley Lane towards
Chelvey**

**A370 towards
Bristol**

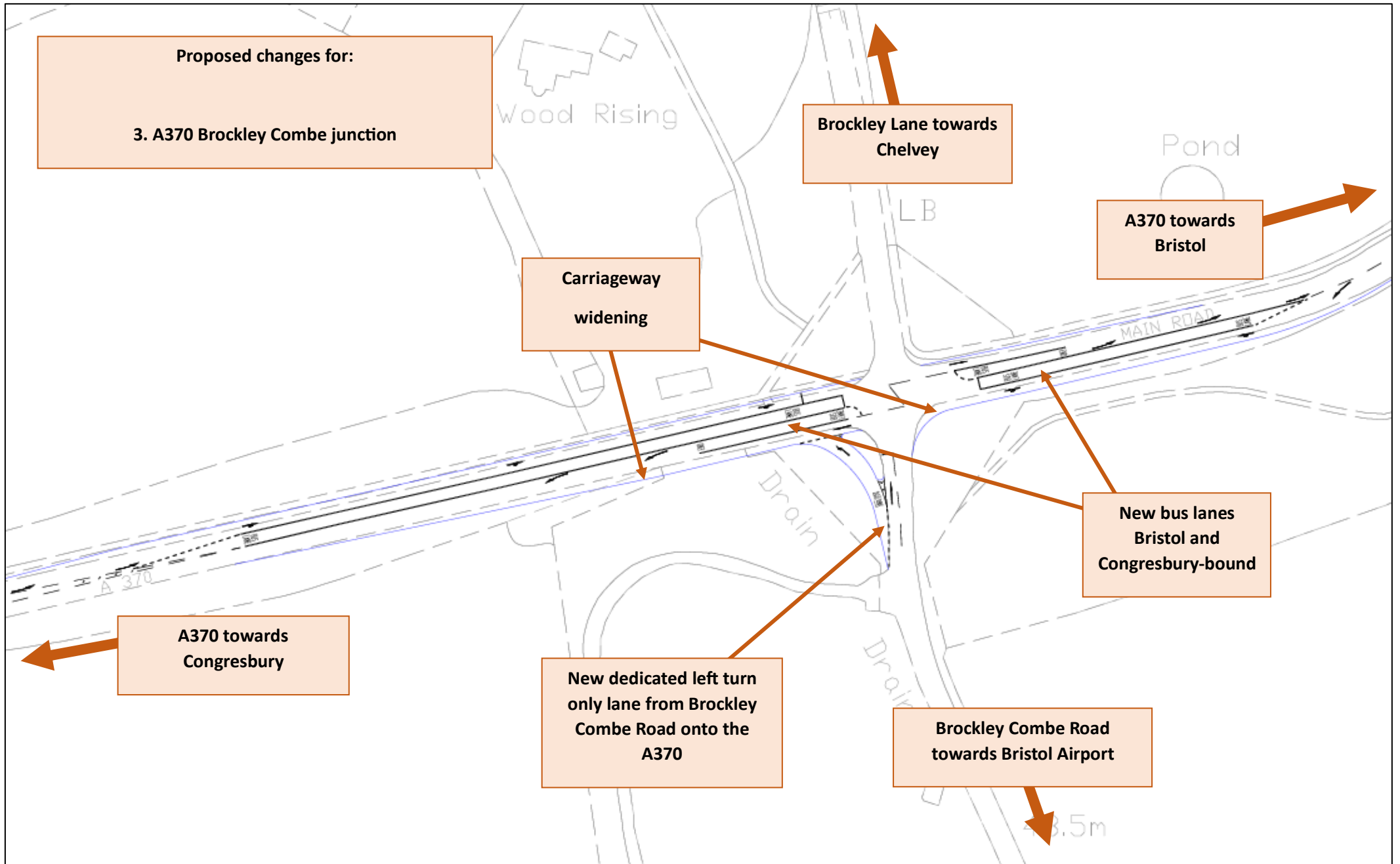
**Carriageway
widening**

**New bus lanes
Bristol and
Congresbury-bound**

**A370 towards
Congresbury**

**New dedicated left turn
only lane from Brockley
Combe Road onto the
A370**

**Brockley Combe Road
towards Bristol Airport**



4. A370 at Wood Hill

Description

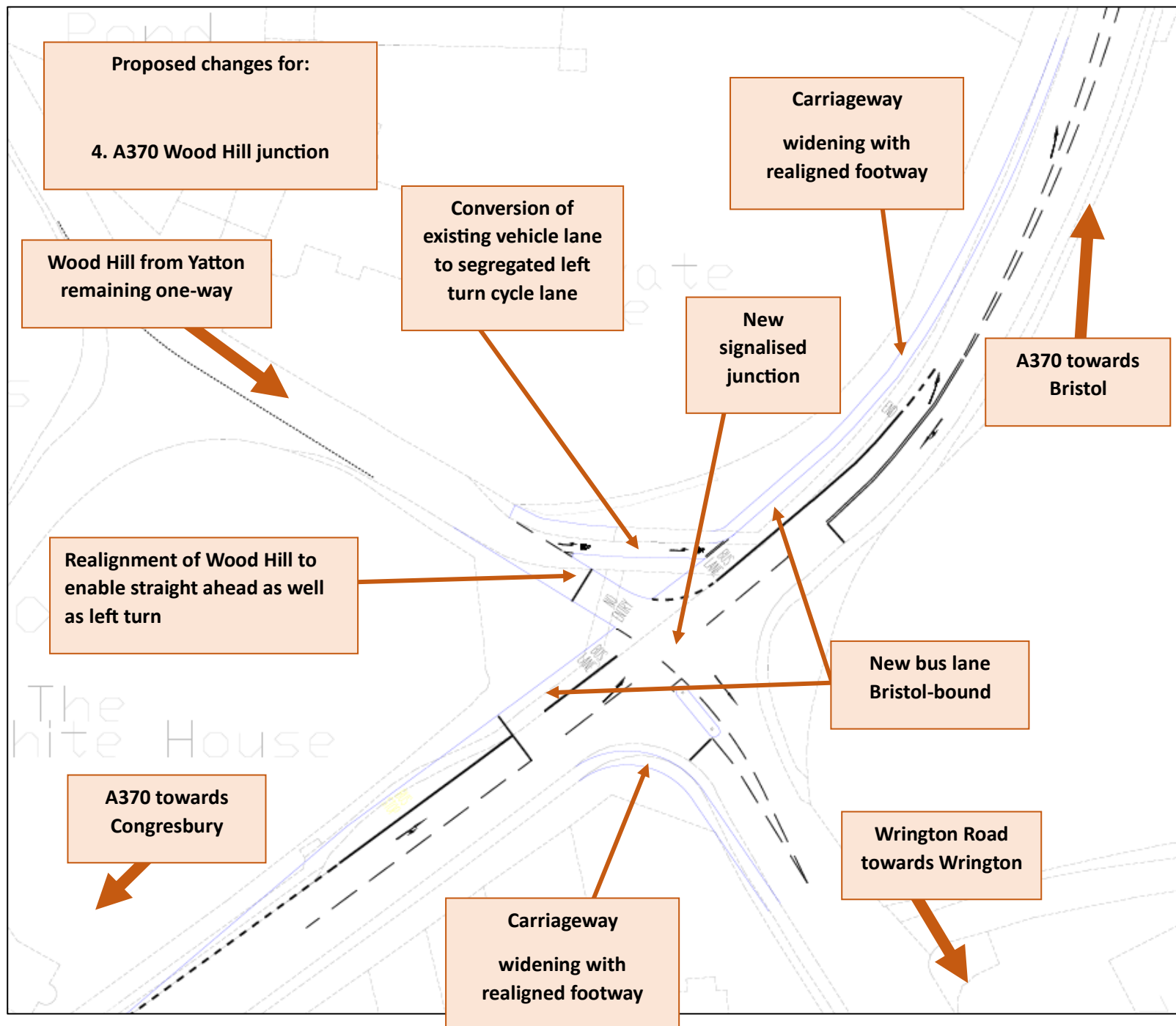
Wood Hill and Wrington Road join the A370 in close proximity to each other. Wood Hill runs one-way southbound from Yatton onto the A370 Bristol-bound only, Wrington Road is two-way. Both roads queue to get onto the A370 at peak times and there can be delays joining the A370. As a result, some drivers avoid exiting onto the A370 from Wood Hill and use Smallway junction further west instead.

Proposed changes

- Install new signalised junction.
- Realignment of Wood Hill at the A370 junction to enable a new straight-ahead movement onto Wrington Road, as well as maintaining a left hand turn onto the A370.
- Conversion of the old left hand turn lane to a segregated cycle lane.
- New bus lane with enforcement measures on A370 Bristol-bound.
- Provision of crossing points across A370 both east and west of junction and on both Wood Hill and Wrington Road.

Benefits

- New traffic light junction installed to allow vehicles to enter and exit all arms with greater ease.
- New signalised junction will reduce traffic speeds on the A370.
- New 24-hour bus lane Bristol-bound will enable buses to bypass any queue at the traffic lights.
- Vehicles from Wood Hill will be able to make a new straight-ahead movement to access Wrington Road, as well as continue to turn left and head towards Bristol.
- The provision of traffic lights will make the junction more attractive to exit Wood Hill and therefore encourage people to turn left, away from the Smallway Junction, helping reduce congestion there.
- Reduces speed, particularly coming from Bristol.
- New segregated cycle lane from Wood Hill onto the A370 Bristol-bound.



5. A370 at Congresbury Smallway junction – this scheme has been moved until the end of the project and will not take place in 2023/24.

Description

The A370 at Smallway junction in Congresbury is a key interchange for traffic to and from Yatton. It regularly queues from most directions at the traffic light junction, and has a bus lane westbound on the approach to the traffic lights, but none eastbound. Traffic from Yatton can be heavy as drivers tend to use Smallway to head onto the A370 eastbound from Yatton, rather than Wood Hill which is currently not signalised.

Proposed changes

- New bus lane from A370 Bristol-bound towards Smallway.
- New left turn lane from A370 Bristol-bound to Smallway West, removing the footway and redirecting pedestrians onto the other side of the A370.
- Extending the existing bus lane Weston-super-Mare-bound towards the traffic lights.
- Closing Smallway East to create a large active travel crossing point, re-routing traffic onto Kent Road.
- Crossing points across A370 both north and south of junction and Smallway West will be considered.

Benefits

- Provision of a new bus lane towards Bristol, and extension of the existing bus lane towards Weston-super-Mare will enable buses to travel through the junction more quickly.
- Closure of access to and from Smallway East will create a wide, active travel crossing point, providing a betterment for pedestrians and cyclists.
- Introduction of crossing points across the A370 will be an improvement for pedestrians and cyclists.

6. A369 at Beggar Bush Lane junction

Description

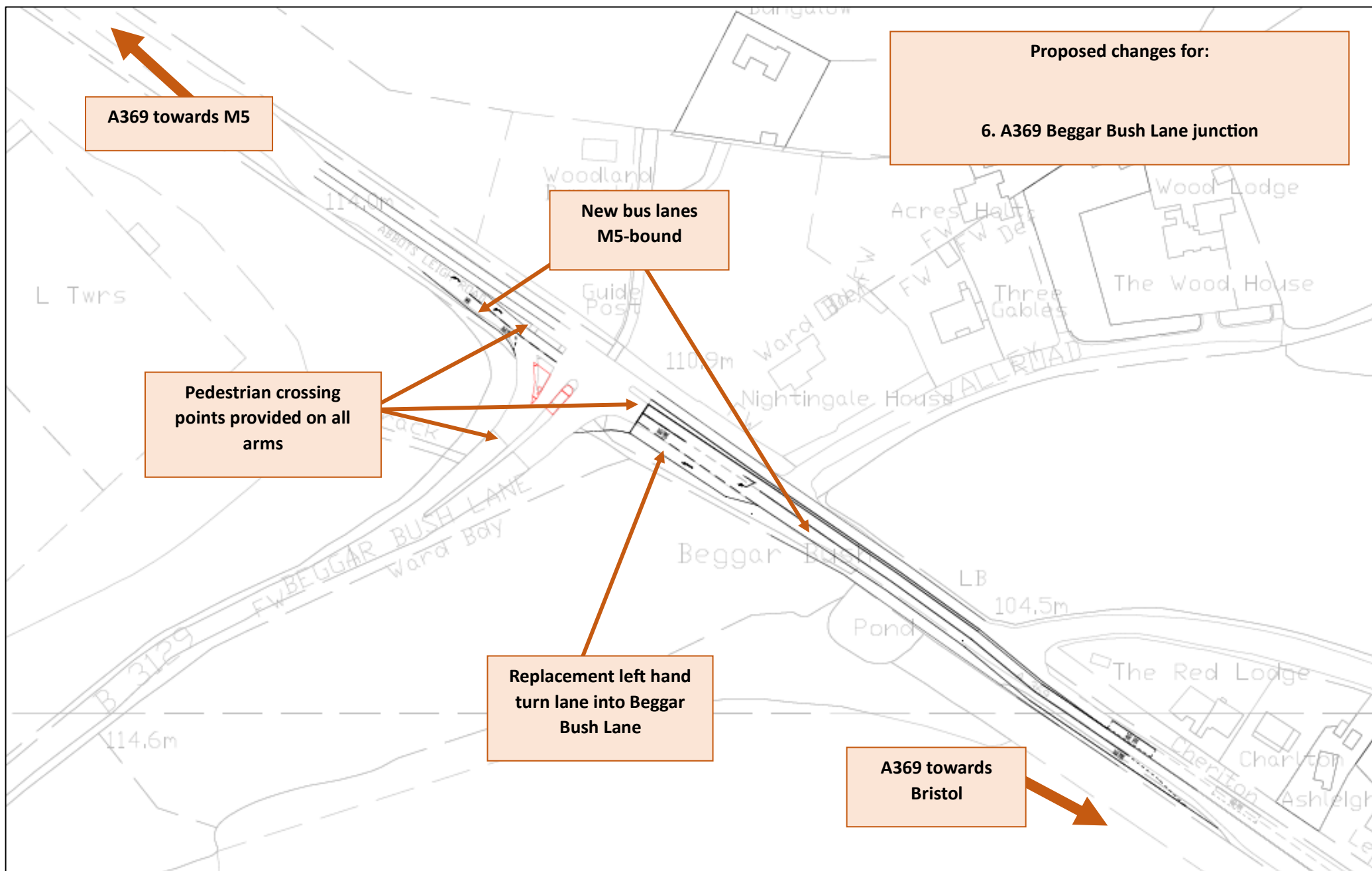
The A369 is a key route between Bristol and the M5. Traffic queues at peak times at the traffic light junction with Beggar Bush Lane.

Proposed changes

- Conversion of the M5-bound left turn lane from the A369 onto Beggar Bush Lane into a new bus lane with enforcement measures.
- New left turn alignment from the A369 into Beggar Bush Lane.
- Crossing points across A369 east and west of the junction, and across Beggar Bush Lane.

Benefits

- Provision of a bus lane M5-bound will enable buses to travel through the junction more quickly.
- Provision of a replacement left hand turn will still enable vehicles to turn without queueing in traffic heading away from Bristol.
- Provision of crossing points on all arms will be an improvement for pedestrians and cyclists.



7. A369 Martcombe Road south of the M5 J19

Description

The A369 is a key route between Bristol and Portishead. A high occupancy vehicles only (HOV / 2+) lane is in place towards the M5, away from Bristol. Traffic regularly queues at peak times heading from Bristol towards the M5 at the traffic light junction for Portbury village and at the M5 J19 roundabout.

Proposed changes

- Existing HOV (2+) lane westbound will be converted to a bus lane with enforcement measures.
- Provision of a new bus lane on the A369 from the traffic light junction for Portbury to M5.

Benefits

- New 24-hour bus lane will enable buses to bypass queuing traffic towards the Portbury traffic lights and M5 J19.

Proposed changes for:

7. A369 Martcombe Road

New bus lane
northbound from the
traffic lights to the M5

New bus lane
northbound from the
traffic lights to the
M5

Conversion of
existing 2+ lane to
bus only lane

High Street
to
Portbury
village

A369 towards M5
and Portishead

A369 towards
Bristol

