



# MetroWest+

## Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

9.34.1 ExA.CWR.D5.V1 – Appendix 1 to Applicant's response to Deadline 4 submission of ETM Contractors Ltd and Manheim Auctions Ltd (REP4-050)

Author: Jacobs

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## Steven Penaluna

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**From:** Darren Lovell  
**Sent:** 11 February 2021 08:46  
**To:** James Willcock  
**Cc:** Steve Thorne  
**Subject:** Ashton Vale Road/Winterstoke Road Turning Count

*Dear James*

*I recall the full turning count that I arranged for the project in 2017 and have looked through my records to provide the following information regarding concerns as to the suitability of data given the roadworks that were in place at the time.*

*The north bound left turn only lane from Winterstoke Road into Ashton Vale Road was closed due to the MetroBus works for the construction of the overbridge.*

- I observed the junction before the turning count was undertaken and confirm that while the north bound left turn only lane was closed, the left turn into Ashton Vale Road was permitted by the road works by temporarily using the nearside straight ahead only lane (A370 nbd / A4) for both straight ahead and left turn manoeuvres. The off-side straight ahead lane (A370 sbd / A369) was operating as normal.*
- The effect of the closure of the left turn lane on the operation of the junction was limited to a minor reduction in stacking capacity north bound on Winterstoke Road, however given the very short length of the left turn lane such that it accommodates space for only 3 or 4 cars, the consequence of the closure of the left turn lane was limited to a very slightly longer queue length northbound on Winterstoke Road.*
- The Winterstoke Road / Ashton Vale Road junction is the only means of access into and out of the industrial estate. Consequently, there was no opportunity for road users to use any alternative route into or out of the industrial estate while the MetroBus works were taking place. This means the turning count I undertook was representative of the normal level of traffic demand for Ashton Vale Rd.*
- The turning count was undertaken using CCTV cameras on all arms of the junction. The CCTV recorded footage was then enumerated into a Manual Classified Count (MCC), by my team of experienced enumerators. This method of using CCTV cameras for an MCC achieves exceptionally high levels of accuracy in comparison to locating enumerators on site, because it provides an enhanced view of the junction (high vantage points) and allows enumerators to pause or rewind the CCTV footage, for whatever the reason. It also allows us to review periods of footage for validation counts and provides the opportunity of post survey analysis if required.*
- Therefore, I confirm I was satisfied from my observations that the junction was functioning at or close to normal conditions, prior to the turning count being undertaken. Furthermore, I also surveyed journey times during this period using floating car methods with vehicle mounted forward facing Video, timestamped for accurate geo-temporal analysis. I was one of the floating vehicle drivers and the junction works appeared to have minimal impact on traffic flows.*

- *In summary I confirm the turning count was undertaken in accordance with best practice and the results are representative of the normal level of traffic demand through all arms of the junction.*
- *I have had considerable experience with this area of the network during the period 2014-2019 having personally managed all of the MetroWest survey needs. Below is a list of the surveys that I managed at this junction which cover this period. We have collected extensive data from hundreds of hours of video surveys at this junction which have enabled us to gain a thorough understanding of junction demands, operational capacity and congestion. This has enabled us to produce a robust assessment of the junction for modelling and validation purposes.*
- Jan 2014 – Queue length and turning count video surveys on Winterstoke Rd left turn lane + Ashton Rd Junction (07:00-19:00) weekdays, 1 week. *No network issues or Road works in vicinity of junction.*

March 2016 – Queue Length Video Surveys on Winterstoke Rd and Ashton Rd (07:00-19:00), weekdays, 2 weeks, with multiple camera locations providing coverage extending downstream from the stop lines. *No network issues or Road works in vicinity of junction.*

May 2017 – Full Junction turning count video survey (2 cameras) 07:00-19:00. *Construction of the Metrobus bridge resulting in removal of the dedicated left turn lane (see video snapshot), junction signal control operating as normal with all movements facilitated.*





May 2017-Journey Time Surveys (AM, Inter-peak, PM): Floating Car with vehicle mounted CCTV. Construction of the Metrobus bridge resulting in removal of the dedicated left turn lane junction signal control operating as normal with all movements facilitated.

March 2018 – Full Junction Turning Count (24hrs/14 days) enumerated from Video. No known network issues affecting traffic flows.

- *I am North Somerset Council's Traffic Data Unit Manager and have over 15 years' experience leading on traffic data collection and analysis for the Highways Service. I sit on the West of England Joint Officers Modelling Group and provide advice on survey methodology, data analysis and model validation. I have worked closely with our Consultant Traffic Modelers to ensure high quality data inputs and robust validation of model outputs against an extensive dataset of network traffic data and local knowledge. I managed DfT Manual Classified Counts (West of England Area) for 6 years and am responsible for the compiling and reporting the 'South West Transport Data Group' Traffic Surveys contracts quality compliance.*

Regards

Darren

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