

# B4114 Coleshill, Blythe Bridge

## Casualty Reduction Scheme Overview.

### Site Description

The priority major B-Road subject to this Scheme is the B4114 Blythe Road on the bend near Blythe Bridge.

The B4114 Blythe Road is a single carriageway, two-way road running from south-west to north-east. The road is subject to the national speed limit, and there is a solid white line within the vicinity of the bend on the south-western approach due to a series of bends restricting forward visibility. The B4114 is a rural clearway. There is an access to one private property which opens out on the bend of the B4114.



## **COLLISION DATA**

A total of 7 Persona Injury Collisions (PICs) have been recorded in the last 5 years resulting in 21 casualties.

All of these collisions are due to loss of control (uncertainty if speed was a factor)

3 x collisions for vehicles travelling South Bound.

4 x collisions for vehicles travelling North West Bound.

## **Works to be implanted as part of the scheme.**

The scheme will be a general improvement of the location, by upgrading the signing, including the installation of 4 x new Vehicle Activated Signs (VAS), lining, kerbing (Drainage), new Vehicle Restraint System (VRS) and resurfacing of the carriageway.

## **BEFORE IMAGES**

North-East bound approach



Before the improvement works had been carried out, there were only 2 x bend warning signs with Reduce Speed Now plates on yellow backing boards to give the motorists advance warning of the approaching sweeping left hand bend. Which were accompanied by SLOW markings on the carriageway along with a further SLOW carriageway markings closure to the bridge.

## IMAGES OF COMPLETED WORKS

North-East bound approach.



The works within the scheme gives the motorist an improved advance warning approaching the location. This has been achieved by installing 2x bend warning signs on either side of the carriageway further in advance of the bend with a supplementary distance plate, these are backed up by 2 x VAS's that are illuminated when the motorist are approaching at a high speed with the bend warning signs, "REDUCE SPEED NOW" TEXT and flashing amber lights for extra warning.

The final set of 2 x bend warning signs are located approx. 50metres from the bend with a supplementary MAX SPEED 30 sign to accompany the signs to help the motorist reduce their approach speed if necessary.

The VAS's and the MAX SPEED signs are accompanied by carriageway SLOW markings that are on section of the carriageway with red screed to enhance the carriageway markings.

## **BEFORE IMAGES**

South-West bound approach



Before the improvement works had been carried out, there was only 1 x bend warning signs with reduce speed now plates on yellow backing boards to give the motorists advance warning of the approaching sweeping left hand bend. Which were accompanied by SLOW markings on the carriageway along with a further SLOW carriageway markings closure to the bridge.

## IMAGES OF COMPLETED WORKS

South West bound approach.



The works within the scheme gives the motorist an improved advance warning approaching the location. This has been achieved by installing 2 x bend warning signs on either side of the carriageway further in advance of the bend with a supplementary distance plate, these are backed up by 2 x VAS's that are illuminated when the motorist are approaching at a high speed with the bend warning signs, "REDUCE SPEED NOW" TEXT and flashing amber lights for extra warning.

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## **IMPROVEMENTS ON THE BEND**

### **BEFORE IMAGE**



### **IMAGE OF COMPLETED WORKS**



The improvement works on the bend included renewing of the worn and damaged chevron signs and updating the Vehicle Restraint System from the ramp ended style to the P4 terminals that work to absorb the vehicle and reduce the speed in a safe manner as these are designed with a crumple zone within the terminals.

## **IMPROVEMENTS OF DRAINAGE ON EITHER APPROACH TO THE BEND.**

### **BEFORE IMAGE**



The improvement works for the drainage on both approaches where to remove the stand gully frames within the carriageway and to install a length drainage kerbs to improve and increase the amount of surface water that can be removed off the carriageway in inclement weather conditions.

## **IMAGE OF COMPLETED WORKS**



## **RESULTS**

With these improvements on the approaches and at the bend the Transport Planning & Road Safety Team envisage that these will reduce the number of collisions and casualties at the location as the driver have a better and clearer understanding of the road layout and should reduce their speed appropriately before entering the bend which will allow them to negotiate this section of carriageway in a safe manner.