Mini roundabouts work best when the traffic flows on all arms are balanced. Unfortunately this is not the case at Cabstand; traffic flows in one direction dominates resulting in queues and delays on the other approaches. Therefore we are trialling an arrangement where there is no traffic priority and we are asking drivers to take turns in using the junction.

To facilitate this we are installing additional speed cushions to encourage low speeds, and in some instances to provide an informal pedestrian crossing point. Also the existing zebra crossing on Cabstand is being moved back slightly so that a car can wait to use the junction in front of the zebra and therefore not block it.

Please email cabstand@n-somerset.gov.uk to make any suggestions or comments.
What are the proposed changes and why are we making them?

The mini roundabout is working reasonably efficiently and therefore the changes are to enhance how it operates and make better provision for pedestrians. U turns from/to Station Road will be banned and the existing 20mph speed limit is highlighted by better signing.

On Wyndham Way the continued importance of this pedestrian route is recognised by the installation of formal crossing points.

Due to the 2 lane approach into town a signal controlled crossing is required for safety but will be installed far enough away from the mini roundabout so as not to confuse drivers. However on the single lane exit from the mini roundabout only a zebra crossing is required.

Please email cabstand@n-somerset.gov.uk to make any suggestions or comments.

In the early 00s work began to redevelop the old docks site which has now become the marina area. The Cabstand area was identified as a focal point for pedestrians traveling between the older High Street and the newer marina area. It became apparent that the current road system (History Photo 2) would not be fit for purpose to manage both pedestrian and vehicle movements.

A scheme was drawn up to redesign the whole junction to accommodate the additional pedestrian movements, which consisted of traffic lights at the two junctions of High Street and Wyndham Way, and Cabstand/Station Road and Wyndham Way.

Because of the unusual road layout the traffic lights introduced delays to traffic even at off-peak times. When these traffic lights failed on certain occasions members of the community commented that the whole junction was much easier and quicker to negotiate, prompting Portishead Town Council to request that a trial be carried out to switch off the lights.

This suggestion was supported by the leader of the council, the executive member for highways as well as local councillors, leading North Somerset Council to begin a trial of switching off the traffic lights for the whole junction in 2009.

Monitoring and consultation indicated that the trial was broadly successful; however some safety concerns were highlighted. North Somerset Council responded by implemented measures to address the issues raised, resulting in the junction we see today. There seemed little point in carrying out additional changes to the junction until the construction work in Portishead was complete. The majority of the building work is nearing completion and so now is the right time to look at what we can do to improve traffic flow further in the area.

History timeline:

History photo 3