

DRIVE Cornwall

AVERS
JUNCTION



Your GUIDE To **AVERS** ROUNDAABOUT

Portreath
Falmouth

FREE

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About Avers Roundabout

Avers Roundabout, or Avers Junction as it has now become known, is a double roundabout, part of a grade separated junction intersecting the A30 trunk road, the A3047, two local roads as well as a supermarket entrance. For anyone local to the Camborne - Redruth area, especially those learning to drive there, this roundabout has become pretty notorious. People tend to have various different reasons as to why. Most common I hear is that it is poorly designed, confusing, too busy, not well signed to name just a few. To be honest Avers is typical of a lot of roundabouts, and isn't particularly unique in terms of design or layout. Therefore I feel it has gained an unfair reputation. However, as a driver trainer I get to listen to concerns of inexperienced drivers who deal with this roundabout as part of their training, and feel I have gained a good insight into just why this does seem to cause people difficulties. I also find as an experienced driver, there are elements of the design and layout that could be improved, and I'm convinced that without local knowledge of it, many motorists can and do go wrong here! I am hoping this guide will help to clear up some confusion, and help experienced drivers as well as learners to think differently about how they think about and plan for all roundabouts.

History of Avers Roundabout

There has been a roundabout at the site since Redruth was first bypassed in 1939, taking the already congested A30 from the town centre to the west of Redruth. At this point it was a single roundabout with Close Hill and the road to North Country intersecting the new A30 (now A3047.) The road was built as a single carriageway, but would be widened to dual carriageway at a later date. In 1975 Redruth was bypassed again, with a new dual carriageway from Camborne to Scorrier. This added the second, bigger roundabout to the Avers junction, with slip roads onto the new A30. The previous A30 road from Mount Ambrose to Blowinghouse was renamed A3047. The name Avers is derived from the old Avers garage that used to exist just off the roundabout. Minor changes were made to the roundabouts in 2013, adding new road markings, signage and realignment work on the smaller roundabout, preventing two lanes of traffic travelling north on the A3047. The changes were met with a lot of criticism at the time with locals and driver trainers alike, many questioning the benefits of the new changes and potential safety of the junction. At the end of 2016 an ALDI supermarket opened just off the smaller roundabout, adding another exit to the roundabout, increasing traffic on the roundabout, causing some people to question the planning of the scheme.

Why this Guide & Using this Guide

I was originally reluctant to write this guide. This is because I don't believe one junction out of many that exist in the country should be deserving of any special guide. As a driving instructor my job is to prepare learners to be able to deal with any traffic situation that might arise, read any road layout or junction, make safe and well planned decisions and react to hazards in good time - anywhere in the country, familiar or not. So if you have good training or in the process of learning with a good instructor, you shouldn't need a special guide to one roundabout. You are already trained in how to deal with roundabouts so you just need to apply that knowledge and understanding if you come across Avers. That would be a simple way to conclude things, but bear with me, I still feel this guide will serve a good purpose to many. What is important when learning to drive is as well as understanding the theory behind roundabouts is to go out and get that vital firsthand practice and experience of many different types of roundabouts. Mini roundabouts, multi lane roundabouts, spiral roundabouts.

Busy ones, quiet ones. Lots of exits, few exits. Traffic light controlled roundabouts and double roundabouts. If you are not currently doing these with your instructor, have a discussion about incorporating them into your lessons. What you are doing with this practice is continually developing your ability to read and understand a road layout. Remember you don't need to have all the answers straight away - your instructor is there to support you in any way you feel you need it. When you come to practice Avers Roundabout, you will be better prepared to understand it, whether you feel this guide is a help or not. The danger is that in reading this guide and practicing Avers until you have 'learned' how to do it, you are effectively trying to teach yourself to pass a test. By developing your knowledge and understanding of roundabout systems instead, you are far better placed to make those correct decisions in those seemingly more confusing situations. Of course, it does not do any harm to be familiar with the junctions you may encounter on your test, and this guide will help with that. So this is where I want to make a deal with anyone reading this - benefit from the information here but with the understanding that proper understanding of a subject and lots of practice across many areas/examples is far more beneficial in the long term. You can then stop thinking about your driving test and what the examiner is expecting of you, but instead ask yourself what's important to YOU to understand or achieve. If just one person who had a problem with Avers comes away after reading this and realises they already had the skills to deal with this so called notorious roundabout, this guide has been worth it. Have fun with your learning....

Avers Roundabout - An Overview



As you can see from the image, Avers is a double roundabout, consisting of a bigger island serving the A30 westbound and eastbound slip roads as well as a road to North Country, and a smaller one for the intersection of the A3047 (old A30), Close Hill (Local traffic) and ALDI supermarket.

General Points to Remember

- Use your Mirror - Signal - Manoeuvre routine through the roundabout
- Look out for information - i.e signs and / or road markings
- If you are which is the correct exit to take, approach in the right hand lane. This will allow you to correctly take any exit on the roundabout if you complete full orbit of the roundabout
- It may be helpful to count the exit on the roundabout to help ensure you take the correct one

Note

Images of route signs used in this guide are taken from Google Street View. Some are old images and don't show the exit for the Aldi supermarket exit. For the descriptions in this guide we have included the exit.

Approaching From Close Hill



4 HEADING TOWARDS PORTHTOWAN (AHEAD 2ND EXIT, THEN AHEAD 2ND EXIT)

- Approach in Left lane
- Keep left as you approach second roundabout
- Keep left as you proceed through second roundabout and signal Left as you pass the first exit (for Penzance & Camborne.)

1 HEADING TOWARDS PORTREATH (LEFT 1ST EXIT)

- Approach in Left lane
- Take the first exit

2 HEADING TOWARDS SCORRIER (RIGHT 3RD EXIT)

- Approach in Right lane with a right signal
- As you pass the second exit, check your appropriate mirrors and signal Left

3 HEADING TOWARDS PENZANCE (AHEAD 2ND EXIT, THEN LEFT 1ST EXIT)

- Approach in Left lane
- Keep left as you approach second roundabout and signal Left
- Take the first exit

Approaching From A30 East



1 HEADING TOWARDS PORTREATH (LEFT 1ST EXIT)

- Approach in Left lane
- Take the first exit

2 HEADING TOWARDS FALMOUTH (RIGHT 3RD EXIT, THEN LEFT 1ST EXIT)

- Approach in Right lane with a right signal
- As you pass the second exit (signposted Bodmin & Truro), check your appropriate mirrors and signal Left
- Move to Left lane and remain left as you enter next roundabout
- Follow your segregated exit lane around to the left and while taking observations to the right

3 HEADING TOWARDS CLOSE HILL/LOCAL TRAFFIC (RIGHT 3RD EXIT, THEN AHEAD 3RD EXIT)

- Approach in Right lane with a right signal
- As you pass the second exit (signposted Bodmin & Truro), check your appropriate mirrors and signal Left
- Move to the Left lane
- As you approach the next roundabout, observe signs and roadmarkings for Local Traffic, and take position in the Middle lane
- Keep left as you pass through the second roundabout and as you pass the second exit (for Aldi), check your appropriate mirrors and signal Left

4 HEADING TOWARDS REDRUTH (RIGHT 3RD EXIT, THEN RIGHT 3RD EXIT)

- Approach in Right lane
- As you approach the next roundabout, observe signs and roadmarkings for Redruth and maintain your position in the Right lane and apply a Right signal as you enter the third exit
- Keep right as you proceed through the second roundabout and as you pass the third exit (for Close Hill, unsigned), check your appropriate mirrors and signal Left
- Move to Left and take the exit. Sometimes it may be appropriate to exit in the overtaking lane if traffic on the roundabout makes it difficult to move across

Approaching From North Country



1 HEADING TOWARDS FALMOUTH (AHEAD 2ND EXIT, THEN LEFT 1ST EXIT)

- Approach in Left lane
- Keep left as you proceed through the roundabout and signal left as you pass the first exit (for Bodmin)
- Keep left as you approach the second roundabout and follow the segregated turn lane to the left

2 HEADING TOWARDS CLOSE HILL/LOCAL TRAFFIC (AHEAD 2ND EXIT, THEN AHEAD 3RD EXIT)

- Approach in Left lane
- Keep left as you approach second roundabout and take up position in the middle lane
- Keep left as you proceed through second roundabout and as you pass 2nd exit (for Aldi) signal Left

3 HEADING TOWARDS REDRUTH (AHEAD 2ND EXIT, THEN RIGHT 4TH EXIT)

- Approach in the Right Lane
- Keep right and take up position in Right lane as you approach second roundabout
- Apply Right signal
- As you pass 3rd exit check appropriate mirrors and signal Left.
- Move Left. Sometimes it may be appropriate to exit in the overtaking lane if traffic makes it difficult to move across

4 HEADING TOWARDS PENZANCE (RIGHT 3RD EXIT)

- Approach in Right lane and signal Right
- Keep right and as you pass the 2nd exit signal Left

Approaching From Treleigh / Scorrier



3 HEADING TOWARDS PENZANCE (RIGHT 3RD EXIT, THEN LEFT 1ST EXIT)

- Approach in Right lane
- As you pass the third exit (for Pool), check your appropriate mirrors and signal Left.
- Move Left and take the exit
- Take the first exit on the second roundabout, remembering to give way to traffic on the right

1 HEADING TOWARDS CLOSE HILL - UNSIGNED (LEFT 2ND EXIT)

- Approach in Left Lane
- As you pass first exit (for Aldi) signal Left
- Take the exit

2 HEADING TOWARDS POOL (AHEAD 3RD EXIT)

- Approach in Left Lane
- As you pass the second exit (for Close Hill) signal Left
- Take the exit

Approaching From Tolgus (Redruth School)



1 HEADING TOWARDS PENZANCE (LEFT 1ST EXIT, THEN LEFT 1ST EXIT)

- Approach in Left lane
- Signal Left and take the first exit
- Take the first exit on the second roundabout, remembering to give way to traffic coming from the right

2 HEADING TOWARDS PORTHTOWAN (LEFT 1ST EXIT THEN AHEAD 2ND EXIT)

- Approach in Left lane
- Signal Left and take the first exit
- Cancel signal straight away as you approach second roundabout, remembering to give way to traffic coming from the right
- Keep left and as you pass the first exit signal Left
- Take the exit

3 HEADING TOWARDS BODMIN (LEFT 1ST EXIT, THEN RIGHT 3RD EXIT)

- Approach in Left lane
- Take the first exit, and take up position in the Right lane straight away as you approach the second roundabout. Signal Right
- As you pass the second exit (for Portreath), check your appropriate mirrors and signal Left
- Move Left and take the exit

4 HEADING TOWARDS FALMOUTH (AHEAD 2ND EXIT)

- Approach in Right lane as roadmarkings dictate this
- As you pass the first exit (for A30), signal Left
- Take the exit

5 HEADING TOWARDS CLOSE HILL - UNSIGNED (RIGHT 4TH EXIT)

- Approach in Right lane
- As you pass the third exit (for Aldi), check your appropriate mirrors and signal Left
- Move left and take the exit



About the Author

I'm James Hankins. Driver Trainer and outdoor fanatic (It's nice to get out of the car every so often.) I have been a fully qualified DVSA Approved Driving Instructor since 2011 and set up DRiVE Cornwall in 2012, a small school I run which offers lessons, Under 17s driving experiences and driving instructor training. I specialise in teaching those with Special Educational Needs. What drives me is my determination to drastically change driver education. Traditionally driving lessons have been to serve two main purposes - to learn to control a car and to deal safely with road and traffic situations. The problem is this is just a small part of driving. It has far more to do with peoples beliefs and attitudes towards driving, their behaviours and influences - including social, cultural and technological. Fortunately I'm an instructor with often too much time on my hands, so my passion to continue to make the roads safer for everyone is never ending, as is all my walking that takes me all over this beautiful island.