

Congresbury Parish Council

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CONGRESBURY NEIGHBOURHOOD DEVELOPMENT PLAN



HIGHWAYS AND TRANSPORT EVIDENCE BASE REPORT

VOLUME 1

Technical Report 19709/1
August 2017

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VOLUME 1

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VOLUME 2

DRAWINGS

19709/100	Village Key Plan
19709/200	A370 Improvements Key Plan
19709/201	A370 / B3133 Smallway Junction Improvements
19709/202	A370 / High Street Improvements
19709/203	A370 Reconfigured Improvements
19709/204	A370 Strawberry Line Interface Improvements
19709/300	B3133 Improvements Key Plan
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19709/302	B3133 Traffic Speed Reduction
19709/303	B3133 Footway Width Improvements
19709/304	B3133 Silver Street Improvements
19709/305	Village Gateway Treatment

APPENDIX

A	Photographs
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1.0 INTRODUCTION

1.1 Preamble

1.1.1 This Highways and Transport Evidence Base Report has been commissioned by Congresbury Parish Council (the Parish Council). This report will form a part of the evidence base and is intended to inform and influence the written policies of the Congresbury Neighbourhood Development Plan (the Neighbourhood Plan).

1.1.2 This report has had input from the Neighbourhood Plan Steering Group (the Steering Group).

1.2 Structure of this Report

1.2.1 This report is structured as follows:

- i) Section 2 considers to set the context for this report, the relevant national planning policy context and the Council's adopted local plan policies,
- ii) Section 3 considers the recent Barratt Homes appeal decision relating to land off Brinsea Road and other recent planning applications within Congresbury that define the local "fall back" position,
- iii) Section 4 considers the existing sustainable infrastructure within the Parish,
- iv) Section 5 considers the existing highway infrastructure within the Parish, and considers the A370, the A370 / B3133 linked junction, and the B3133 High Street / Brinsea Road,
- v) Sections 6 to 10 consider possible local improvements to potentially offset the cumulative residual impacts, and to provide environmental and safety improvements. The section also considers the issue of the safety concerns resulting from the levels of heavy goods vehicles (HGVs) routing through the village. These sections have a common format with description and an analysis of the options to address,
- vi) Section 11 considers whether future levels of development of up to 50 homes or up to 100 homes should be located north of the A370 on the Bristol side, south of Congresbury along the B3133 Brinsea Road, or south of the A370 on the Weston super Mare side, and
- vii) Section 12 presents our conclusions and recommendations.

1.2.2 Drawing 19709/100 appended to this report is a Village Key Plan that shows the various areas of concerns referred to within this report. An appendix of photographs also highlights the various points referred to in this report.

1.3 Scope of the Works for the Commission

1.3.1 The original specification for the commission included the following elements:

- i) Prepare a written report that details all findings and recommendations based on traffic counts, observations and detailed research, which is this report,
- ii) Prepare a plan of the local highway network, which is appended to this report,
- iii) Provide an analysis of the existing public transport services for the parish, which is contained within section 4 of this report,
- iv) Provide an analysis of the existing sustainable transport infrastructure, which is also contained within section 4 of this report,
- v) Assess the operation of local existing traffic conditions specifically the
 - i) A370 / B3133 (Station Road / High Street) signal controlled junction, and
 - ii) A370 / B3133 (Smallway) junction.Carry out manual traffic counts at these junctions together with queue lengths at peak times. Carry out base capacity analysis using data obtained. These assessments are contained within section 7 of this report.
- vi) Provide an assessment of the capacity of the A370 / B3133 linked junctions in the future using 2030 as the projected forecast year, which is contained within section 7 of this report,
- vii) Provide an assessment of the capacity of the linked junctions to assess the potential impact that future development could have on the junctions using the following scenarios;
 - i) 2030 AM and PM
 - ii) 2030 AM and PM with 50 residential properties situated north of junctions (towards Bristol)
 - iii) 2030 AM and PM with 100 residential properties situated north of the junctions (towards Bristol)
 - iv) 2030 AM and PM with 50 residential properties situated south of the junctions i.e. off the B3133
 - v) 2030 AM and PM with 100 residential properties situated south of the junctions i.e. off the B3133
 - vi) 2030 AM and PM with 50 residential properties situated west of the junctions i.e. Weston-super-Mare side of the junction, and
 - vii) 2030 AM and PM with 100 residential properties situated west of the junctions i.e. Weston-super-Mare side of the junction.

These assessments are contained within section 11 of this report,

- viii) Provide an analysis of the data obtained and suggest any possible mitigation measures or recommended transport solutions, which is contained in various sections of this report, and particularly sections 6 to 10 of this report,
 - ix) Provide an opinion on possible traffic calming measures, with the key areas of concern being the B3133 Brinsea Road, which is considered in section 8 of this report,
 - x) Provide an analysis of highways accidents in the Parish, of particular concern is the A370 / B3133 Smallway junction, which is considered in section 5 of this report,
 - xi) The size and number of large goods vehicles travelling through the village is a huge concern to local residents. Provide an analysis of the current size and number of vehicles that are going through the village using the Station Road / High Street junction. Ensure the assessment takes into account the numbers and size of vehicle using the B3133 towards Langford. Provide an opinion on possible mitigation solutions, which is considered in section 9 of this report,
 - xii) Ensure that any recommendations take into account policy documents from North Somerset Council, West of England Joint Local Transport Plan, National Policy and other relevant information.
- 1.3.2 The extent of the commission has been varied as as the commission has progressed there have been planning applications in the intervening period that have altered the various considerations. The specification at paragraph 1.3.1 above was the initial specification that a costed proposal for the commission was based on, and the agreed report / commission was varied to use as far as possible data from any submitted Transport Assessments (TAs) or Transport Statements (TSs) within Congresbury in order to avoid an otherwise extensive data collection that would be disproportionate to the commission, and the level of detail of the report.
- 1.3.3 This report being a technical report forms a part of the detailed evidence base for the Neighbourhood Plan and in particular on highways and transport issues. It will influence the written policies of the Neighbourhood Plan, and inform the Steering Group. It should be read in conjunction with any other reports, and assessments that have been prepared by others in this regard.
- 1.3.4 If there is a conflict between the advice in this report, and any policy or text within either the emerging or the adopted Neighbourhood Plan, the Neighbourhood Plan should take precedence as in approving the Neighbourhood Plan, the Steering Group can be considered to have fully assessed all of the submitted technical data from all appropriate disciplines, and to have formed an overall balanced view.

2.0 PLANNING POLICY CONTEXT

2.1 Introduction

- 2.1.1 This section considers to set the context of this report, the relevant national planning policy context, and the Council's adopted local plan policies.

2.2 National Planning Policy Framework

- 2.2.1 Paragraph 17 of the NPPF sets out 12 core land-use planning principles that should underpin both plan-making and decision-taking.

- 2.2.2 A core planning principle within paragraph 17 is to:

“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

- 2.2.3 Whilst the distances to various facilities including bus services may be within the maximum guideline distances for the whole of Congresbury the Parish will need to take account for each development site proposed of the specific pedestrian desire lines for residents from the various individual sites that may be promoted. Account will need to take account in particular of any deficiencies such as narrow footways in places, and any lack of footways due to land ownership constraints that will compromise the use of corridors by pedestrians hence running counter to the principles of sustainability. Such promoted sites should be expected to address these deficiencies as far as practicable.

- 2.2.4 Paragraph 29 of the NPPF indicates:

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”

- 2.2.5 The relevant planning policy against any current planning application should be considered is set out at national level in the National Planning Policy Framework (NPPF) and in particular paragraph 32 which indicates that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.”*

2.2.6 Paragraph 34 of the NPPF indicates:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.”

2.2.7 In this context any development proposal within the Parish should be sustainable, and should demonstrate appropriate linkages to existing sustainable infrastructure, or to offer improvements to enhance the sustainability credentials of the site.

2.2.8 In addition, any access should have appropriate levels of visibility splays, and appropriate geometric design parameters. The key element for development proposals is the third bullet point namely the improvements to offset any severe residual cumulative impact. The relevance of this is that any development within Congresbury can by definition be expected to have an impact at both of the A370 / B3133 junctions. The level of impact at either of the junctions will vary by the location of such development as considered further in section 11 of this report. These junctions are already considered to be operating at the limits of acceptability, and in particular the recent Barratt Homes appeal decision considered that junction improvements at this location specifically the A370 / B3133 High Street junction were “a necessity.”

2.3 North Somerset Adopted Local Plan

2.3.1 The relevant policies from the Council’s Local Plan are CS10, DM24 and DM25. It is prudent to consider the three relevant policies.

2.3.2 Policy CS10 “Transportation and Movement” indicates:

“Travel management policies and development proposals that encourage an improved and integrated transport network and allow for

a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported.

Transport schemes should:

- enhance the facilities for pedestrians, including those with reduced mobility, and other users such as cyclists;*
- deliver better local bus, rail and rapid transit services in partnership with operators;*
- develop innovative and adaptable approaches to public transport in the rural areas of the district;*
- improve road and personal safety and environmental conditions;*
- reduce the adverse environment impacts of transport and contribute towards carbon reduction;*
- mitigate against increased traffic congestion;*
- improve connectivity within and between major towns both within and beyond North Somerset;*
- support the movement of freight by rail.”*

2.3.3 The policy provides a list of major transport schemes within the West of England that are set out in the Joint Local Transport Plan. There are no major schemes that are likely to significantly alter traffic flows within the study area of this report.

2.3.4 Policy DM24 "Safety, Traffic and Provision of Infrastructure, etc. associated with development" indicates:

“Development will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles.

Development giving rise to a significant number of travel movements will only be refused on transport grounds if it:

- is likely to have a severe residual cumulative impact on traffic congestion or on the character and function of the surrounding area; and or*
- is not accessible by non-car modes or cannot readily be integrated with public transport, cycleway and footpath links, and bridleways where appropriate.*

Development which gives rise to a significant detrimental impact on travel patterns, or exacerbates existing transport problems, will only be permitted where acceptable counter measures or mitigation is possible.”

2.3.5 Policy DM25 "Public rights of way, pedestrian and cycle access" indicates:

“Development that would reduce, sever or adversely affect the use, amenity or safety of public rights of way and other forms of public access, or prejudice the planned development of the network will only be permitted if acceptable provision is made to mitigate those effects, or divert or replace the right of way or other form of access, before the development commences. Any replacement or diversion of existing facilities will be no less convenient, safe or aesthetically attractive and will be of equal or broader legal status to those facilities being replaced. Development should not exacerbate an existing problem and should seek to address existing access issues.

Development will be required to provide, improve, or contribute to providing or improving multi-user infrastructure (to include pedestrian, cycling and equestrian) appropriate to its size and type, taking account of the latest information on and priorities for pedestrian, cycling and where appropriate, equestrian infrastructure.

Where the development lies close to a strategic access route, direct, safe and secure links will be provided between the development and the route. Where necessary improvements cannot be directly provided as part of the development, contributions to the enhancement of the Strategic Access Network will be required to an extent commensurate with the impact of the development. Proposed strategic cycle routes are identified in the schedule accompanying this policy and shown on the Proposals Map. Development will only be permitted if it would not prejudice the implementation and continued use of these routes.

Residential development will be expected to ensure appropriate pedestrian / cycling links to the nearest schools are developed at the required standard.”

2.4 West of England Joint Local Transport Plan 2011 – 2026

- 2.4.1 The West of England Joint LTP has been prepared by four Councils including North Somerset Council. The Council have responsibility for the development and delivery of the LTP as it affects the Council's area.
- 2.4.2 The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non car modes contained within the list of major transport schemes but as indicated at paragraph 2.3.3 of this report there are no major schemes that are likely to significantly alter traffic flows within the local study area of this report.

2.5 MfS Principles

- 2.5.1 For any environmental, safety, or capacity improvements, recourse should be had to the guidance contained within the Manual for Streets (MfS). In the introduction to MfS are a number of aims of the document, paragraph 1.1.4 indicates:

“Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.”

- 2.5.2 In essence, a key part of MfS is the importance placed on the needs of non-vehicular users to encourage the growth in the use of these modes of travel.

- 2.5.3 Paragraph 1.3.1 indicates:

“In the past street design has been dominated by some stakeholders at the expense of others, often resulting in unimaginatively designed streets which tend to favour motorists over other users.”

- 2.5.4 Whilst paragraph 1.3.2 indicates:

“MfS aims to address this by encouraging a more holistic approach to street design, while assigning a higher priority to the needs of pedestrians, cyclists and public transport. The intention is to create streets that encourage greater social interaction and enjoyment whilst still performing successfully as conduits for movement.”

- 2.5.5 Section 2.4 considers the balance between place and movement indicating at paragraph 2.4.4 that:

“Streets should no longer be designed by assuming ‘place’ to be automatically subservient to ‘movement’. Both should be considered in combination, with their relative importance depending on the street’s function within a network. It is only by considering both aspects that the right balance will be achieved. It is seldom appropriate to focus solely on one to the exclusion of the other, even in streets carrying heavier volumes of traffic, such as high streets.”

- 2.5.6 Paragraph 3.6.8 indicates that the designer should follow a user hierarchy of in order pedestrians, cyclists, public transport users, specialist vehicles (e.g. emergency services, waste, etc.) and last other motor traffic. This hierarchical process should be followed in the consideration of the acceptability of any development proposal within the Parish.

- 2.5.7 Paragraph 6.3.1 indicates:

“The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.”

- 2.5.8 For the purposes of MfS there is no narrow definition of pedestrians with paragraph 6.3.2 indicating that all pedestrian users should be taken account of viz:

“Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.”

- 2.5.9 Paragraph 6.3.22 indicates:

“There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum widths is given in Inclusive Mobility.”

2.6 **MfS2**

- 2.6.1 The introduction to MfS2 clearly indicates:

“Manual for Streets 2: Wider Application of the Principles (MfS2) forms a companion guide to Manual for Streets (MfS1). Whilst MfS1 focuses on lightly-trafficked residential streets it also states that, ‘a street is defined as a highway that has important public realm functions beyond the movement of traffic....Most highways in built up areas can therefore be considered as streets.’ MfS1 also stated that, ‘many of its key principles may be applicable to other types of streets, for example high streets and lightly trafficked lanes in rural lanes’.

MfS2 builds on the guidance contained in MfS1, exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design

guidance between MfS1 and the Design Manual for Roads and Bridges (DMRB)."

- 2.6.2 MfS2 does not attempt to rewrite any guidance in MfS1, but rather is a companion guide. In our opinion, the principles of MfS should be applied to all roads including the A370, and B3133 within the Parish.
- 2.6.3 There are locations within Congresbury including along the A370, and particularly the B3133 where the existing footpath widths are of restricted width affecting the perception of the safety of their use, and their propensity for use by all expected pedestrian types. Paragraph 5.2.2 of MfS2 indicates:
- "Where pedestrians are likely to be present in significant numbers footways should normally be provided along both sides of highways, particularly in urban areas. However, streets without conventional footways may be appropriate where traffic speeds are low and the area operates on 'shared space' principles such as in town or village centre."*
- 2.6.4 MfS indicates at figure 6.8 the various widths required for the various pedestrian types indicating:
- i) 0.75m for an adult pedestrian,
 - ii) 0.9m for a wheelchair user,
 - iii) 1.2m for an adult escorting a child, and
 - iv) 1.5m for 2 adults side by side including one pushing a pram.
- 2.6.5 The significance of this will be considered in further section 6 of this report.

3.0 RECENT APPEAL DECISIONS AND PLANNING DECISIONS

3.1 Introduction

- 3.1.1 This section considers the Barratt Homes' appeal decision relating to land off Brinsea Road, the Gladman Developments Limited's appeal decision relating to land off Wrington Lane, and other recent planning applications that define the local "fall back" position.
- 3.1.2 This section considers the sources of data used to provide part of the data base for this report. This includes the data submitted in various recent Transport Statements, and Transport Assessments within Congresbury, and the Council's traffic model of the area. These data sources have been used in order to reduce an otherwise extensive data collection exercise that would be disproportionate to the commission, and the level of detail of the report.

3.2 Barratt Homes Brinsea Road Appeal Decision

- 3.2.1 Appeal reference APP/D0121/W/15/3004788 related to an appeal by BDW Trading (Barratt Homes) against the refusal of consent for residential development of up to 80 dwellings on land off Brinsea Road, Congresbury, the Council's reference 14/P/1901/0. The appeal was dismissed on the 30th November 2015, and it is prudent to consider the appeal decision in so far as it covers issues that have some commonality to any consideration of options for development within Congresbury at least in the short term when the appeal decision can be considered to be a material consideration. Other subsequent appeal decisions may alter appropriate considerations.

- 3.2.2 The Barratt Homes application had been refused planning permission by the Council with three reasons for refusal, but as indicated at paragraph 5 of the decision letter:

"In advance of the Inquiry, the Council confirmed that it would no longer be seeking to defend its third reason for refusal, relating to highway capacity and safety. Nonetheless, the Parish Council and local residents continued to express concerns in these regards in both written representations and at the Inquiry."

- 3.2.3 For complete reference the third reason for refusal had been:

"The existing road network in Congresbury has insufficient capacity to accommodate the increase in traffic likely to be generated by the proposed development, leading to unacceptable queues and delay on a route performing a strategic function. This will be of detriment to both highway operation and safety in this location. In terms of the proposed highway works onto the A370, it has not been satisfactorily demonstrated that the proposed mitigation strategy, required as a result

of the proposed development, will not result in a detrimental effect on pedestrian and cycle-user safety in this location and therefore the development is contrary to policies T/10 and to the objectives of the National Planning Policy Framework paragraphs 29 and 35.”

- 3.2.4 The decision letter indicated that the Inspector considered that there were five main issues as detailed at paragraph 6. The second main issue indicating:

“whether, considering the requirements of local and national planning policy, the appeal site is an appropriate location for the development proposed, with regard to its accessibility to local services and facilities by means other than the private car”

- 3.2.5 Whilst the fourth main issue indicated:

“the effect of the proposed junction works associated with the appeal scheme on highway safety and efficiency”

- 3.2.6 With regards to the A370 junctions, the Inspector’s conclusions at paragraph 88 were:

“The main parties agree that the proposed junction works would mean that the junction would operate more efficiently over a longer period than would be the case without them, which would benefit existing local residents. This, however, is incidental to the primary purpose of the scheme, which is required to mitigate the effects of the appeal proposal on the highway network. As such, the scheme is a necessity rather than a benefit and I give this little weight.”

- 3.2.7 The evidence for that appeal indicated that 89% of that development’s traffic would have travelled through the A370 / B3133 High Street junction, and the overall impact of the Barratt Homes development at this junction was defined in the applicant’s TA as:

A.M. Peak	64 vehicles per hour
P.M. Peak	56 vehicles per hour

- 3.2.8 In our opinion, this set the context for beyond which level that that Inspector accepted that improvements to the junction were a necessity. It could be argued therefore that when the cumulative impact of proposals in the local area reaches that level i.e.: an impact of an additional 64 vehicles per hour in the a.m. peak hour, and an additional 56 vehicles per hour in the p.m. peak hour that improvements to the A370 / B3133 High Street junction are needed with the consequential requirement to consider works at the A370 / B3133 Smallway junctions.

- 3.2.9 That impact level did not however include the Strongvox, the Sunley Estates or the Gladman Developments proposals. Assuming that the Barratt Homes decision is

accepted regarding the impact assessment then the following could be calculated as being the levels of spare capacity for the assessment of the junction:

	AM	PM
Base accepted by Inspector before improvement	+64	+56
Deduct the impact of Strongvox (14 homes)	-11	-10
Deduct the impact of Sunley Estates (38 homes)	-12	-15
Deduct the impact of Gladman Developments	-15	-13
Residual impact level or spare capacity for development	16	16

3.2.10 On this basis, the spare capacity left amounts to a potential additional impact of 16 vehicles per hour in both the a.m. and p.m. peak hours before the flow levels envisaged by the Inspector for the Barratt Homes appeal are realised assuming that all of the consented schemes are subsequently implemented.

3.2.11 For any other development site or sites, it can be opined that work to the A370 junctions at both the Station Road / High Street, and at Smallway require improvement for any subsequent planning application if above that level.

3.3 **Gladman Developments Limited Wrington Lane Appeal Decision**

3.3.1 Appeal reference, PINS reference APP/D0121/W/16/3151600, related to an appeal by Gladman Developments Limited against the non-determination of a planning application for up to 50 dwellings on land off Wrington Lane, the Council's reference 16/P/1521/O. The Council resolved that if they had been able to determine that it would have been approved. The appeal was by a public inquiry held in late March / early April 2017, and the appeal was dismissed on the 14th June 2017.

3.3.2 A second duplicate application was approved by the Council with the decision note being issued on the 23rd March 2017, and a Section 106 Agreement has been signed. This site can now be assumed to be committed development irrespective of the appeal decision.

3.3.3 In order to address the concerns raised for planning application 15/P/0519/0, the approved Gladman Developments' proposal included additional works to Wrington Lane to provide additional pedestrian facilities.

3.3.4 The developer is proposing to provide a footway of varying width along Wrington Lane from the site through to Kent Road. There are some concerns expressed by local residents along and abutting Wrington Lane regarding the relevant land ownership to facilitate a part of this footway scheme, and also concerns regarding the access to various properties, and the improvements to Wrington Lane arrangement where the proposed footway terminates at Kent Road where land ownership constraints lead to a footway discontinuity.

3.4 Analysis of Other Planning Applications

3.4.1 This section provides a brief analysis of recent TSs and TAs submitted within the Parish. The analysis in part informs an understanding of the operation of the highway network through Congresbury that is of concern to the Steering Group.

3.4.2 The main planning applications considered together with their status at the time of preparing this report are as follows:

i) 15/P/0519/O

Sunley Estates

Land off Cobthorn Way for up to 38 dwellings

A planning application for 38 units has been approved, and is regarded as committed development. This was at a reduced density compared to a previous proposal for 54 dwellings. The reduction being due to concerns regarding the impact on Wrington Lane. The proposed development provides a footway along Wrington Lane although the development detailed at (ii) below provides additional works allied to this. There are concerns expressed by adjacent residents regarding land ownership issues to facilitate elements of this approved scheme in both respect of works at the Kent Road / Wrington Lane junction, and along Wrington Lane.

ii) 16/P/1707/O

Strongvox Limited Land off Venus Street for up to 24 dwelling

A previous planning application for 14 units, the Council's reference 15/P/0109/F, has been approved on the 9th March 2016, and can be regarded as committed development.

A further outline planning application for the erection of up to 24 dwellings and construction of vehicular and pedestrian accesses from Brinsea Road with appearance, landscaping, layout and scale reserved for subsequent approval was submitted.

The Council have refused consent for the above development for 24 dwellings for the following reasons:

1. The proposal represents residential development on a site that is in an unsustainable, inappropriate and remote location outside the settlement boundary of Congresbury and fails to have regard to the requirement that residential development needs to be easily accessible to local services and facilities in order to maximise opportunities to reduce the need to travel and encourage active travel modes and public transport.

The proposal is therefore contrary to Policy CS32 of the North Somerset Core Strategy 2017.

2. The proposed erection of up to 24 new dwellings represents a form of development that will be out of keeping with the rural landscape character and quality of the area and will result in harm to the rural setting and edge of the village. The proposal is therefore contrary to policies CS5, CS12 and CS32 of the Core Strategy 2017 and policies DM10 and DM32 of North Somerset Development Management Policies (Part 1) 2016.

iii) 16/P/2982/O

Freemantle Developments

Land to the South of Cadbury Garden Centre Bristol Road for up to 21 dwellings. There is an outline planning application submitted by Freemantle Developments for the erection of up to 21 dwellings with the means of access to be determined with all other matters reserved for subsequent approval

At the time of writing this planning application has not been considered at North Somerset Council Planning and Regulatory Committee. The Parish Council has recommended refusal of this application on the grounds of that the proposed development will increase the risk of accidents along the A370 and at the accident hotspot of the Smallway junction. Also the Parish Council feels that insufficient information has been provided to give reassurance that the development would not increase the possibility of flooding in neighbouring properties.

3.5 The Council's Traffic Model

- 3.5.1 The Council have a traffic model of the area, which has been run for various scenarios of development including in this case other developments that are considered to directly impact upon the A370, and the B3133 through the Parish.
- 3.5.2 That modelling work by the Council in terms of the sites included or excluded by the Council is understood to include all sites allocated within the Local Plan, and includes various development options suggested by the Parish Council. These include a total of 52 dwellings included for Congresbury defined as 38 at Cobthorn Way, and 14 on land off Venus Street. The Council's traffic model includes neither the Gladman Development's scheme nor the Freemantle Development's scheme. There is some concern that the Council's modelled 2026 flows are lower than the observed traffic flows contained within various TAs and TSs. This report uses the surveyed traffic flows

from relevant TAs and TSs, which can as such be considered to be robust but which will not fully account for other consented schemes elsewhere in the wider area.

- 3.5.3 This report has not been specifically required to undertake any further modelling. This report is required to assess the impact of the development scenarios as modelled by the Council, and to then suggest mitigation measures as appropriate.
- 3.5.4 This report has only taken account of those residential proposals in excess of 10 units that are considered either singularly or in aggregate to have an impact. This report has also not taken account of any mixed use or commercial development proposals as it is understood that there are none that impact upon the study area.

4.0 SUSTAINABLE INFRASTRUCTURE

4.1 Introduction

4.1.1 This section considers the existing sustainable infrastructure within the Parish.

4.2 Footpaths

4.2.1 The village has an established network of footpaths along the main roads including the A370, and the B3133 with positive means of crossing them located at:

- i) A370 / Strawberry Line,
- ii) A370 / Village Hall (east of Church Drive),
- iii) The A370 / B3133 High Street traffic signalised junction,
- iv) Brinsea Road has a zebra crossing to the north of Stonewall Lane, and
- v) B3133 Zebra crossing by Belmont House and the Plough Inn.

4.2.2 There are a number of walks accessible from the village including The Strawberry Line, and the 2 Rivers Way. The Strawberry Line (National Cycle Network Route 26) to the west of Congresbury provides a footway / cycleway largely off street running from Cheddar to the south to Yatton to the north. Plate 1 shows a typical view along the Strawberry Line from the south in the vicinity of the link from Silver Street, and plate 2 shows a view from the north looking southwards from the A370. The line provides some opportunity for travel to employment via onward travel by train to Taunton, Weston super Mare, and Bristol, and for recreational / leisure purposes.

4.2.3 The full potential for providing links to railway services from Yatton railway station for employment, and shopping opportunities from Congresbury onto The Strawberry Line is however limited. The limitations being due to the poor connections onto The Strawberry Line along the A370 with typical views along the A370 shown on plates 3 and 4 which presents an intimidation to cycle use, and similarly via The Causeway shown on plates 5 and 6, through the Stonewell estate as shown on plate 7, and via Silver Street as shown on plate 8.

4.2.4 Presently The Strawberry Link meets the A370 to the west of Congresbury where there is a positive means of crossing the A370 at this location using a Toucan crossing as shown on plates 9 to 11. The Toucan crossing also enables public transport users to access The Line encouraging its use by the wider community.

4.3 Public Transport Services

4.3.1 Bus services within the village provide services in a variety of directions:

- i) The main bus services through the village are the X1 and the X2 running between Weston super Mare and Bristol City Centre on a combined relatively frequent basis with up to four services per hour with services running from early

morning to late evening, and operating on all days of the week. The first and last times being:

	Weston super Mare	Bristol City Centre
	From / To	From / To
M-F	04.30 (22.25) / 07.18 (00.54)	06.45 (00.20) / 04.56 (22.49)
Sa	05.10 (22.25) / 07.52 (00.44)	07.20 (00.20) / 05.31 (22.49)
Su	07.40 (21.25) / 09.34 (22.52)	09.00 (22.20) / 08.03 (21.49)

Where the timings are from / to bus stops at The Ship and Castle Public House, and are correct at 21st August 2017.

The services provide links to the west to employment, education, leisure and shopping opportunities in Weston-super-Mare and Worle / Locking, and to the east to Bristol City Centre. Service X2 operates via South Yatton and Claverham on a half hourly basis but with no evening services on the X2 route with the X1 operating along the A370 through Congresbury past the Tesco Express convenience store with a half hourly service. The X2 does not provide a link to Yatton railway station, and the final leg has to be by foot if the X2 is used. The services on the X2 route are also not synchronised with current train service times.

Yatton Station can be accessed using service X7 that runs from Weston super Mare to Bristol City Centre via West Wick, Congresbury, Yatton, Clevedon, Tickenham, Nailsea and Wraxall on an hourly basis Mondays to Saturday during the day only with no evening nor Sunday services.

Typical journey times to selected destinations are:

Destination	Typical Journey Time
Weston super Mare	22 minutes
Worle (Homebase)	11 minutes
Yatton	6 minutes
Backwell	11 minutes
Clevedon	25 minutes
Bristol Bus Station	37 minutes

- ii) Service 88 is a circular bus route which serves Nailsea, Portishead, Clevedon, Yatton and Congresbury. The service calls at both Yatton railway station, and Nailsea & Backwell railway station. The service operates approximately two hourly by direction both clockwise as service 88c, and anti-clockwise as service 88a. The service can be used in either direction to reach any destination though there is a difference in total journey time.

Services run from Congresbury to Yatton railway station at 07.49, 09.48, 11.49, 14.19, and 16.19 with return services at 08.57, 11.04, 13.04, 15.34, and 17.34. Services from Congresbury to Nailsea & Backwell railway station run at 09.03, 11.08, 13.08, 15.08, and 17.38 with return services at 7.36, 09.36, 11.36, 14.06, and 16.06.

Approximate journey times are 6 minutes to Yatton railway station and 12 minutes to Nailsea & Backwell station. No services operate in the evenings, or on Sundays. The timings of the services do not allow for a trip to and from employment at either Weston super Mare, or Bristol City Centre wholly by public transport,

- iii) Service 128 runs from Bishop Sutton to Nailsea, via Langford, Yatton and Clevedon on a Thursday with only one journey per week, and
- iv) Service 135 runs on a Friday from West Harptree to Weston-super-Mare via Ubley, Blagdon, Churchill and Banwell. There is only one journey per week.

4.3.2 The details of bus services periodically change, and in particular the village has recently lost service A2 which used to operate between Yatton and Bristol Airport via Congresbury, Claverham, Backwell and Nailsea on an approximate hourly basis. This service has been replaced by the A3 that runs from Weston super Mare to Bristol Airport via Worle, Congresbury and Cleeve on an hourly basis from 03.26 to 22.26 to the airport, and 04.00 to 23.00 from the airport.

4.4 Rail Services

4.4.1 Yatton Railway Station is accessible via a cycle along The Strawberry Line or a walk along the B3133 Smallway though this may feel intimidating to use to many due to the levels of HGVs, the general volumes of traffic, and the distance involved.

4.4.2 Yatton railway station offers stopping local rail services to Weston-super-Mare, Taunton and Exeter St Davids to the south, and Bristol Temple Meads, Bristol Parkway and Cardiff Central to the north. Some limited services to and from London Paddington also stop at the station.

4.5 Accessibility Guidance

4.5.1 The Institution of Highways and Transportation's "Guidelines for Providing for Journeys on Foot" indicates at paragraph 3.30:

"Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London. The main

factors that influence both walking distance and walking time in a city or town centre appear to be the size of the city or town itself, the shape and the quality of the pedestrianised area, the type of shops and number of activities carried out. An average walking speed of approximately 1.4m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour. The situation of people with mobility difficulties must be kept in mind in applying any specific figures."

4.5.2 Whilst paragraph 3.31 indicates:

"“Acceptable” walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- *An individual’s fitness and physical ability*
- *Encumbrances, eg shopping, pushchair*
- *Availability, cost and convenience of alternatives transport modes*
- *Time savings*
- *Journey purpose*
- *Personal motivation*
- *General deterrents to walking."*

4.5.3 The IHT guidelines at 3.31 acknowledges that the “acceptable” walking distances will vary dependant on a number of factors including general deterrents to walking, and personal motivation. The IHT guidelines indicate at table 2 suggested acceptable walking distances for pedestrians of:

	Within Town Centres	For Community / Schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

4.6 **Local Services and Facilities**

4.6.1 Congresbury is classed as a service centre, and for such a service centre there is expected to be, and there are a range of facilities within the village including:

Congresbury Recreation Club	The Plough Inn
Congresbury Bowls Club	Doctors surgery
Ship and Castle Public House and Mezze Restaurant	
Congresbury Library	St Andrews Church of England
Tesco Express	St Andrews Primary School
Congresbury Post Office	Oldfields Fish and Chip Shop
Hodders Butchers	Cottage Loaf Bakery

Congresbury Village Store

Ticknell Country Store

Day Lewis Pharmacy

Broad Street Hair and Beauty Salon

Church House Design

Robin King Estate Agents

Memorial Hall

Old School Rooms

- 4.6.2 It can be considered that a good range of local services and facilities are available within Congresbury. In order to support the various local businesses, and to seek to reduce increased kilometerage to alternative locations for services, and shopping, locations within the village could be enhanced for potential users by the provision of additional short stay car parking along Broad Street, and by the provision of additional cycle racks. Additional cycle racks may encourage more cyclists to cycle to the services and facilities available within the village as it is acknowledged that the village centre is within the theoretical cycle of all of Congresbury though there are a number of local challenges to cycle use. The provision of additional cycle racks would remove one potential deterrent to cycle use.
- 4.6.3 However, whilst the village is sustainable overall, there are deficiencies in footway provision to access the range of facilities, and to maximise their use by residents. What is needed by the community are safe and appropriately dimensioned footpaths to link the various housing developments within the village with the services and facilities within the village.

5.0 HIGHWAY INFRASTRUCTURE PREAMBLE

- 5.1 This section presents a preamble to the consideration of the existing highway infrastructure within the village, including the A370, the A370 / B3133 linked junctions, the B3133 High Street / Brinsea Road, and the B3133 Smallway.
- 5.2 The A370 is a primary road running locally between Weston super Mare, and the M5 junction 21 to the west, and Backwell, Flax Bourton and Bristol to the east. The A370 through Congresbury generally runs on a west to east alignment with the B3133 running on a north to south alignment. The A370 forms the principal highway link through Congresbury with the B3133 forming the secondary link.
- 5.3 Traffic levels on the A370 are heavily influenced by seasonal factors with significantly higher levels of traffic in the event of problems on the M5 particularly on summer Fridays and Saturdays, but also on any Bank Holiday weekend. When the M5 is closed or is subject to high flow levels or delays the A370 can become very heavily congested as it is the main route and diversion that vehicular traffic follows to reach Bristol, and the M4 via the M32.
- 5.4 The B3133 runs from the M5 junction 20, and Clevedon to the north through Yatton and Congresbury terminating at the A38 at Lower Langford to the south. The B3133 links Congresbury to the nearest railway station at Yatton.
- 5.5 Both roads have a function of carrying a mix of local, and longer distance traffic. The two roads meet at a set of linked traffic signal junctions in the heart of the village. The separate traffic signals of the junctions of the A370 with the B3133 at the High Street, and with the B3133 at Smallway are linked in operation in order to ensure that the overall operation of the junctions is maximised.
- 5.6 The A370 and B3133 are both within the village subject to a 30mph speed limit though local Speed Watch surveys that have been undertaken over a period of time indicate that non-compliance with the speed limit is a significant issue to the local community. Non-compliance raises concerns regarding the safety of all highway users.
- 5.7 Data collected by Speed Watch along the A370 in the vicinity of Holders of Congresbury indicates that only 26% of vehicles recorded by the surveys were travelling at or below the posted 30mph speed limit with 74% above the speed limit. The Speed Watch surveys also identified that the worst time for speeding was between 15.30 to 16.30 coinciding with the afternoon journey from school period when pedestrian flows along the A370 may be at their highest. Speed Watch data for the A370 to the west of Kent Road outside Tesco Express showed a similar profile although only covered the a.m. peak period between 07.30 and 09.00 albeit on a total of 6 occasions. Similarly only 26% of vehicles were recorded at or below the speed

- limit. At both locations, these observed speeds raise concerns as both locations are well within the 30 mph speed limited area indicating that speeding through Congresbury is not just limited to the first entry to the village on any approach.
- 5.8 Sections 6 to 10 of this report consider possible local improvements to offset the impacts of development, and to provide environmental and safety improvements. The issue of the safety concerns resulting from the levels of heavy good vehicles (HGVs) routing through the village are also considered.
- 5.9 Sections 6 to 10 of this report have a common format with a description and analysis of the problems for the sections of the network considered in each of the sections followed by a description and analysis of the possible options to address the various problems. At this stage, the possible options have not been subject to a detailed design process, nor to any detailed public consultation process. They have also not been costed, and they have been produced based on Ordnance Survey topographical data. No consideration is provided of any of the possible options as to any mechanism for securing their funding which may be from CIL contributions, or from contributions achieved from specific planning applications in due course.
- 5.10 Figure 19707/100 appended to this report is the village key plan identifying the areas of concern with regard to junctions of concern, and the areas of the network including specific links of concern. Figure 19709/200 is the key plan of the A370 showing the areas considered within this report for potential improvement. Figure 19709/300 is the key plan of the B3133 showing the areas considered within the report for potential improvement.
- 5.11 Generally on the highway network, the overall capacity of the network is governed or controlled by its junctions rather than by individual links. The TA prepared for the Barratt Homes proposal detailed an assessment of surveyed (2014) traffic flows versus indicative capacity for various links. The assessments used 2014 data collected at the A370 Bristol Road / Smallway, the A370 Station Road / High Street, and the A38 / B3133 junctions.
- 5.12 The value from the 2014 surveys were compared to the theoretical capacity of the links using the Department for Transport's Design Manual for Roads and Bridges (DRMB) TA79/99 "Traffic Capacity of Urban Roads" which concluded that all of the links surveyed operated with a high degree of spare capacity viz:

Link	Capacity (Two Way)	Capacity Used	
		AM	PM
B3133 Brinsea Road	1475	59.9%	54.2%
B3133 High Street	2692	37.3%	37.6%
B3133 Smallway	2700	37.6%	38.4%
A370 Station Road	2781	53.5%	53.8%
A370 Bristol Road (Tesco)	2700	67.3%	68.3%

5.13 Consideration of the personal injury accident data within the study area is analysed by degree or category of accident with the accidents categorised as fatal where one person involved in the collision has been fatally injured, serious where at least one person is seriously injured but there are no fatalities, and a slight injury which is where one person has suffered a slight injury such as sprain, bruise or a cut often only requiring only road side attention. Personal injury accident data does not include damage only accidents which do not need to be reported to the police. The accident data indicates a cluster of accidents at both of the A370 signalised junctions with the accidents primarily being rear end shunt type accidents.

5.14 The 2011 census data for the ward indicates the modal split of travellers as being for travel to work as:

Mode	Percentage
Bus / minibus / coach	2.9%
Motorcycle / scooter / moped	1.1%
Driving a car or van	79.8%
Passenger in a car or van	4.4%
Bicycle	2.0%
Foot	8.7%
Other	1.1%

6.0 THE A370

6.1 The Problem

- 6.1.1 The A370 is the principle road in the village, and as detailed at section 5 carries high levels of traffic. The levels of traffic act as a severance of the community, and presents difficulties for residents crossing the road to access public transport services.
- 6.1.2 Westwards along the A370 on its southern side the existing footway generally measures 1.5m in width but with a narrowing to 1m adjacent to the Premier Convenience Store. A width of 1m does not allow two pedestrians to pass one another.
- 6.1.3 On its northern side the footway measures generally 1m to 1.2m but can narrow to 0.5m to 0.7m due to overhanging vegetation. The overhanging of vegetation being a maintenance issue that the Council could address. There are no designated cycle facilities along the A370 on its western side.
- 6.1.4 To the east of the High Street through to Smallway there is a 1.3m to 1.5m footway on the western side albeit narrowing to 1m opposite the Kent Road junction. On its eastern side the footway is between 1.4m and 1.6m although overhanging vegetation again reduces this to 0.7m and 0.9m in places. This overhanging of vegetation being a maintenance issue that the Council could address. There are no cycle facilities on this section although to the north of the Smallway junction the 2m wide footway is signed for shared footway / cycleway use.
- 6.1.5 The existing A370 from the west through to the High Street junction is configured with centre hatching within an overall road width of the order of 9 to 10m. Plate 12 shows the A370 looking east on the western side with the token degree of traffic calming. The plate shows the existing central hatching. Plate 13 is the reverse of plate 12. The footways in places are constrained as detailed, and there is from the High Street no on street or footway / cycle link to the Strawberry Line.
- 6.1.6 Plates 14 and 15 show views along the A370 from the south and north side respectively showing the central hatching, and the constrained footways. The straight character of the A370 is also considered to do little to constrain vehicular speeds.

6.2 The Options

- 6.2.1 Drawing 19709/200 shows the A370 from the Strawberry Line through to Smallway to the east identifying the main areas of concern together with preliminary designs of potential options to address the concerns shown on drawings 19709/201 to 204. At this stage, those preliminary designs are based on Ordnance Survey base mapping, and have not been informed by any public consultation exercises.
- 6.2.2 There is considered to be adequate road width of the A370 to facilitate a positive means of encouraging cycle use either through a widening of one of the footways to create a

footway / cycleway, or an on street cycle lane. Drawing 19709/203 shows an indication of how such could be achieved. Options for the A370 could see the 2m centre hatching removed and allocated either to provide the north, and / or south side footways, or to provide a shared footway / cycleway. The reduction in overall 9.3m to 10m width of the A370 would allow a 2m potential width of available road space that can be allocated for other purposes. Any option would need to be the subject of appropriate levels of public consultation, and the levels of available funding,

- 6.2.3 The works above could have a consequential impact at the existing toucan crossing to the east of the Strawberry Line, and at the interface between the Strawberry Line, and the A370 south side footway. Drawing 19709/204 shows an indication of how such could be addressed.
- 6.2.4 Vehicular speeds through the village could potentially be assisted in being reduced by village gateway features as shown on drawing 19709/305 along the A370 to the west, and to the east at Rhodyate Hill where there is a footway discontinuity. The 30 mph speed limit should be relocated at this location. The village gateway improvements shown on drawing 19709/305 at all entrances to the village will help to reduce speeds especially from the Weston super Mare direction as the A370 widens as it enters the village by the Esso garage. Along this section of the A370, the existence of the village school coupled with narrow sections of the footway compromise pedestrian and vehicular safety.
- 6.2.5 Once the speeds through the village are established to be constrained to the 30 mph speed limit, there may be benefits in seeking to apply a 20 mph speed limit to all residential roads off both the A370, and the B3133 to improve the environment of Congresbury. Such Home Zones create places where the priority for the use of the highway is on the needs of pedestrians, cyclists and public transport users, and not just vehicular movements. The creation of home zones can also help to create streets that help build communities, and that can be attractive for users by all modes, and not just vehicular derived. Such Home Zones may be usefully reinforced by appropriate traffic calming, and speed reducing measures.

7.0 A370 / B3133 JUNCTIONS

7.1 The Problems

7.1.1 Surveys have been collected both by the community, and on behalf of Barratt Homes. For this assessment within this report, the comprehensive turning movement data as surveyed in January 2014 contained in the Barratt Homes TA is considered which indicates the following turning movements split as light vehicles comprising motorcycles, cars and vans, and all other vehicles comprising all other goods vehicles both medium and heavy goods vehicles plus buses and coaches for:

a) The A370 Bristol Road / High Street junction:

		Morning		Evening	
		Light	Other	Light	Other
A370 Bristol Road	LT	694	25	1016	10
	Str	1296	88	1759	43
B3133 High Street	LT	382	22	368	8
	RT	885	25	796	10
A370 Station Road	Str	1491	82	1217	36
	RT	401	19	370	16

b) The A370 Smallway Junction:

		Morning		Evening	
		Light	Other	Light	Other
A370 Bristol Road From North	LT	4	1	15	0
	Str	1145	79	1689	24
	RT	375	14	351	4
B3133 Smallway	LT	153	14	253	2
	Str	13	0	60	0
	RT	817	33	1036	27
A370 Bristol Road From South	LT	988	48	960	13
	Str	1399	56	1026	31
	RT	0	2	4	0
Smallway	LT	2	1	2	0
	Str	4	1	2	0
	RT	1	0	1	0

Where in both cases the flows are total morning period between 07.00 and 10.00, and total evening period between 16.00 and 19.00.

7.2 The Options

- 7.2.1 It is our understanding that there are no local road improvements, or additional sections of road infrastructure that will provide any significant alteration to traffic flows along the A370 or the B3133 locally within the Neighbourhood Plan period. Furthermore, there are understood to be no improvements to any local bus or rail services that could lead to any significant modal change.
- 7.2.2 As such, if the A370 / B3133 junctions are operating over or close to capacity, and the impact of a development will lead to a material impact then any such development will need to provide some degree of offsetting improvements to the local highway network including at the A370 / B3133 junctions.
- 7.2.3 That improvement could be either through contributions to an improvement scheme to be defined, or to selective improvements that could form part of the improvement scheme directly related to the development proposal as envisaged by the Barratt Homes proposal that was subsequently dismissed at appeal.
- 7.2.4 Improvements to the A370 / Smallway junction are required to facilitate easier pedestrian and cycle crossing of the junction to access facilities, and public transport services. There is no pedestrian stage at the junction and this comprises the safety of pedestrians.
- 7.2.5 For the Barratt Homes proposal, a limited scheme of improvements to the A370 / B3133 High Street junction was developed by FMW Consultancy. There was an argument advanced at that appeal that the scheme offered wider benefits although the Inspector considered it “a necessity”. Plate 16 shows the A370 approach from the west. The scheme provided effectively an increased length of left turn for the manoeuvre from the High Street to the A370 to the west, and provided for enhanced pedestrian crossing of the B3133 High Street. Plate 17 shows the High Street arm of the junction. In so doing, the scheme was close to the Congresbury Cross. Congresbury Cross, shown on plate 18, is a scheduled monument with Grade II* listing and one of a small number of medieval crosses still in their original setting. This raised concerns including those of the Parish Council who own the Cross and are responsible for the protection and maintenance regarding the works affecting the integrity and setting of The Congresbury Cross. Plate 19 shows the juxtaposition of the existing traffic lanes to the monument.
- 7.2.6 Given the constraints in terms of property locally, there appears to be limited opportunity for any scheme to be developed that could offer a significant increase in the capacity of the linked signals. The issues to be addressed are whether capacity and throughput of the junction should be at the expense of pedestrian and vehicular

safety. In other words whether any improvements at either junction should seek to improve pedestrian movements and / or safety at the expense of capacity or throughput which could consequentially lead to increased queuing and delays. No improvements were advocated by FMW Consultancy at the A370 / B3133 Smallway junction where there is a personal injury accident history, and there are no pedestrian stages at the junction to allow pedestrians to cross. There is a Puffin crossing of the A370 approximately 200m to the north of the junction.

- 7.2.7 Improvements to the A370 / High Street junction were advocated by Barratt Homes with as detailed earlier in this report a scheme proposed by FMW Consultancy, and were considered by the Inspector at that appeal. This would have provided improvements to pedestrian access across the High Street arm of the junction. To the immediate south of the junction Broad Street provides the village with a number of shops and services with parking on it for short stay parking. On the approach to the junction the B3133 has a short left turn length of approximately 10m in length with a width of 3.3m. The lane has yellow box markings for entry to Broad Street but in practice vehicles wait over these interrupting the ability of vehicles from the north to turn into Broad Street. An on demand pedestrian crossing of the High Street is available but pedestrians are required to cross the whole width of the High Street in one go. The A370 at the junction on both approaches is three lanes wide. Bristol Road has a long left turn lane to turn into the B3133 High Street of the order of 3m wide, and of the order of 200m in length from the north. The A370 from the west measures 10.3m at the stop line with a short right turn lane into the High Street of 20m and a width of 3m. Observations indicate that a commercial vehicle waiting to turn right blocks both the right turn lane, and the straight ahead lane. A green filter arrow indicates when the A370 south stream is cut off.
- 7.2.8 No pedestrian crossing facilities are available across the Station Road arm of the junction through there is a zebra crossing approximately 100m to the west of the junction adjacent to the Old School Rooms. When the pedestrian stage is called the existing junction has to revert to an “ALL RED” pedestrian stage which reduces the available capacity.
- 7.2.9 A potential redesign was advocated by FMW which included the redesign of the junction with additional islands to allow pedestrian movements to be undertaken in parallel with certain traffic movements. This would enable the existing all red pedestrian stage to be removed with a consequential increase in junction capacity.
- 7.2.10 The revised junction and the revised signal staging would have enabled the stop lines on both Bristol Road, and Station Road to be advanced thereby reducing the distance

across the junction reducing inter-green lines and increasing the capacity of the junction as whole. The increased capacity associated with the revised signal staging would also have meant that the existing gap acceptance of the right turn from Station Road to the High Street could be replaced by an unopposed movement with the overall road safely benefits that this brings.

7.2.11 The only local TA to have assessed the A370 linked signals has been Barratt Homes who modelled the junction using industry standard software, and in particular LINSIG.

7.2.12 The arrangement was also previously assessing using LINSIG and the testing indicated a reduction in capacity used by 4.8% in the a.m. peak and 4.4% in the p.m. peak. The proposed reconfiguration could provide an improvement to the operational capacity. The assessments indicate:

a) Degree of Saturation

	AM Peak	PM Peak
A370 From North at Smallway	54.2% (59.0%)	68.7% (76.2%)
A370 From South at Smallway	82.2% (92.9%)	79.4% (90.9%)
B3133 Smallway	86.3% (93.6%)	85.2% (93.4%)
Smallway	0.8% (0.8%)	0.8% (0.8%)
A370 Bristol Road at High Street	87.4% (85.0%)	87.4% (85.0%)
B3133 High Street	89.3% (91.5%)	87.9% (96.2%)
A370 Station Road at High Street	88.0% (91.7%)	86.6% (92.9)
Overall practical reserve capacity	0.8% (-4.0%)	-0.3% (-4.7%)

b) Queue Lengths

	AM Peak	PM Peak
A370 From North at Smallway	11 (12)	16 (20)
A370 From South at Smallway	11 (24)	22 (24)
B3133 Smallway	16 (20)	18 (24)
Smallway	0 (0)	0 (0)
A370 Bristol Road at High Street	43 (43)	32 (50)
B3133 High Street	20 (24)	17 (21)
A370 Station Road at High Street	23 (21)	19 (17)

7.2.13 The unbracketed values being the operational assessment results for the 2014 base with the bracketed values being the operational assessment results for 2019 plus committed development. The assessments confirm that the existing infrastructure is already operating close to or at capacity with background traffic growth and committed development added. The traffic signals are under strain, and improvements to the junctions are appropriate.

7.2.14 The values indicate that the improvements would barely overcome the additional burden on the traffic signal operation due to the effects of traffic growth, and show that even after improvement that the impact of traffic growth, and the levels of development tested would mean that the junctions would still struggle to cope.

8.0 B3133 HIGH STREET / BRINSEA ROAD

8.1 The Problems

- 8.1.1 Brinsea Road is a local distributor which is generally of the order of 5.8m to 6.5m wide along its length with footway provision of variable width and street lighting. Junctions along Brinsea Road are simple priority junctions that do not have any ghosted right turn provision. The junctions provide accesses to residential development on both sides of the road.
- 8.1.2 To the south of the 30mph speed limit the road loses its footpaths on both sides of the road, and reduces to 6m with grass verges on either side. Although there are no parking restrictions along Brinsea Road, on street parking is generally observed not to take place. The western side footway is continuous from the A370 through to Silver Street. The width generally is between 1.5m and 1.8m wide but locally narrows to 0.5m over 30m of length to the south of the Stonewell Lane / Brinsea Road junction. Narrowing is also evident approximately 90m north of the Yew Tree Park junction where a telegraph pole is situated in the footway causing a localized narrowing to 0.2m. The restrictions in footway width lead to pedestrians having no choice but to step into Brinsea Road. There are no cycle facilities on this or the eastern side of the road.
- 8.1.3 On the eastern side a continuous footway is provided from the A370 to Venus Street which varies between 1.3m and 2.2m. The exception being a section of approximately 120m in length where it terminates near Orchard Close. There are instances where the footway narrows to as little as 0.9m opposite the Stonewell Lane junction and 1m opposite the Tinknell County Store due to lamp posts.
- 8.1.4 Although the speed limit along Brinsea Road within the “build up” area is 30mph, and despite the presence of a speed actuated speed limit sign, there has been observed to be regular speeding by all types of vehicles including motorcycles, commercial vehicles, vans and cars. Speed Watch surveys undertaken over a period of time indicate that non-compliance with the speed limit is a significant issue affecting both the B3133, and the A370.
- 8.1.5 Although Speedwatch have collected speed data within the village, this is only a snapshot of the traffic speeds on the relevant links. A more comprehensive data collection exercise was undertaken of vehicles on the Brinsea Road at the divide between the 30mph and 40mph speed limited areas. The 7 day mean and 85th percentiles speeds being surveyed by direction as:

	Mean	85th Percentile
Northbound	35.4 mph	43.6 mph
Southbound	37.7 mph	43.5 mph

8.1.6 The surveys did not identify any significant difference in the 85th percentile vehicular speeds between the various days of the week viz:

Day	Northbound	Southbound
M	43.4	43.1
T	43.8	43.3
W	43.1	43.6
Th	43.6	43.9
F	43.9	43.2
S	43.6	43.9
Su	43.5	43.7
7 day	43.6	43.5

8.1.7 The same survey data has been used to analyse the levels of commercial vehicles along Brinsea Road which shows a significant difference in quantum between the days of the week, and also by time period. Considering the later element of the surveys indicate for the 7 day average:

	Northbound		Southbound	
	Light vehicles	All other	Light vehicles	All other
07-19	2946	145	3049	152
06-22	3303	157	3462	165
06-24	3388	157	3551	166
00-24	3435	164	3663	171

8.1.8 The surveys indicate that the greatest percentage of commercial vehicles are on the network between 07.00 and 19.00 with outside of these hours only a commercial vehicle or two per hour on average. The data indicates that typically there is a commercial vehicle travelling along Brinsea Road every two to three minutes throughout the days. The daily analysis indicating:

	Northbound		Southbound	
	Light vehicles	All other	Light vehicles	All other
M	3552	191	3757	193
T	3664	200	3834	198
W	3794	200	3933	217
Th	3886	213	4066	242
F	3675	205	3851	225
S	2889	78	3106	67
Su	2587	59	2883	55
Average	3435	164	3663	171

The assessments indicate that the typical weekday levels of commercial vehicles are 202 vehicles northbound per day, and 215 vehicles southbound per day.

- 8.1.9 The size and number of HGVs travelling through the village is understood to be a concern to many local residents. Plate 20 illustrates a typical HGV on Brinsea Lane negotiating the bends in the vicinity of the Plough Inn.
- 8.1.10 There is a perception of a disproportionate impact due to their size both width, height and length. Plate 21 shows a view along Brinsea Road showing the one sided constrained width of footway, and due to the wall to the road on its eastern side the tracking line of HGV being on / over the centre line marking resulting in vehicles having to track close to the footpath. Plate 22 illustrates similar. The ability to address commercial vehicles depends on their needs to access any buildings along the various routes of concern, and essentially whether they are routing through the area or to the area. Plate 23 illustrates the inappropriate position of statutory undertakers plant significantly affecting the ability to safely walk along Brinsea Road.

8.2 The Options

- 8.2.1 The speeds along the B3133 Brinsea Road coupled with the narrow footway in parts particularly on the western side of the road presents an intimidation to pedestrians potentially deterring some pedestrian types from walking in particular those with mobility difficulties, those pushing prams or escorting children to school. The western side footway also suffers in places from inappropriately positioned street furniture.
- 8.2.2 The assessment of traffic calming could have two themes namely those measures necessary to overcome existing identified problems, and those measures that may be reasonably related to the mitigation of any development impact.
- 8.2.3 Drawing 19709/300 shows the B3133 from the A370 to Silver Street to the south identifying the main areas of concern together with preliminary designs of potential options to address the concerns shown on drawings 19709/301 to 305. At this stage, those preliminary designs are based on Ordnance Survey base mapping, and have not been informed by any public consultation exercise has not been done.
- 8.2.4 Associated with the works shown on drawing 19709/202, the Barratt Homes proposal for the junction had an impact at the Congresbury Cross. Currently the Congresbury Cross has traffic flows on all sides of it that increases the risk of the Cross being damaged by traffic and also the possibility to be adversely affecting the integrity of the foundations. Drawing 19709/301 shows a preliminary design that could remove circulating traffic to Broad Street without unduly delaying traffic to Broad Street. The opportunity could be taken to enhance the setting of the Cross with seating or

landscaping to create a focal point for this part of the village and make it more pedestrian friendly.

- 8.2.5 It is acknowledged that traffic speeds along the B3133 throughout its length within the 30mph speed limited area are considerably in excess of the speed limit. Plates 24 to 26 illustrate the varying character of Brinsea Road along its length. The existing village gateway feature is limited to a vehicle activated speed limit sign, but does little due to the length of Brinsea Road to constrain vehicle speeds to the north. The measures to constrain speed could be a combination of the various measures identified below, and could include the works shown on drawing 19709/305 in terms of the village gateway, and 19709/302 in terms of measures to constrain vehicle speeds.
- 8.2.6 There are sections of Brinsea Road where the existing footway particularly along its western side are considerably below the 2.0m regarded as being an appropriate width for new footway construction. An improvement to footway widths on the western side to achieve a minimum of 1.2m width would allow for two ambulant pedestrians to freely pass, and would allow pedestrians to pass existing street furniture. Drawing 19709/303 shows an example of how such could be achieved.
- 8.2.7 The junction of Silver Street, and Venus Street with Brinsea Road suffer from substandard levels of visibility in both directions i.e.: to both the north to the left from Silver Street as illustrated on plate 27, and right from Venus Street as illustrated on plate 28, and to the south looking left from Venus Street as illustrated on plate 29, and looking right from Silver Street as illustrated on plate 30. The issue of visibility splays is linked to reduced speeds but it is unlikely that the measures identified on drawings 19709/302, 19709/303 and 19709/305 would reduce speeds to a level to make the visibility splays adequate, and therefore a more positive means of address this safety concern is required, which could also function as a traffic calming / speeds reduction measure. Drawing 19709/304 shows an indication of how such could be achieved.
- 8.2.8 The village speed limit from the south could be highlighted by a village gateway feature as shown on drawing 19709/305. Plate 31 illustrates the straight nature of the B3133 from the south. At present on the approach to Congresbury from the south drivers view greenfield land, verges, hedgerows, and then almost unannounced the Venus Street / Silver Street junction which despite the presence of the speed activated sign there is not any reduction in speeds. The extension of the speed limit, and the village gateway will alert drivers to the presence of the urban area, and allow drivers to adjust their speeds further to the south.

9.0 B3133 SMALLWAY

9.1 The Problems

9.1 There are concerns in the following regards:

- i) The potential to improve the use of The Strawberry Line in lieu of the B3133 to cycle to Yatton railway station due to the effects of HGVs, and
- ii) The issues of walking along the B3133 due to HGV levels albeit that there are footway links.

9.2 The Options

- 9.2.1 The B3133 Smallway has a speed limit of 30 mph, and there is no specific evidence that speeds are above this level. However that said, the speed surveys of the B3133 Brinsea Road, and the Speed Watch surveys along the A370 both at Holders of Congresbury, and outside the Tesco Express do point to a significant proportion of vehicles exceeding the posted speed limit, and that potentially could be replicated along the B3133 Smallway.
- 9.2.2 Section 6 has considered how the A370 could be reconfigured to the west to provide environmental improvements. The ability to reduce cycle traffic along the B3133 Smallway depends on the origin / destination of such cyclists. If cyclists are travelling from the south to reach the railway station, and currently using Brinsea Road, Bristol Road, and Smallway to reach Yatton railway station then improved linkages to The Strawberry Line detailed at section 10 may lead to reduced cycle flows.
- 9.2.3 Any cycle demand from the east of Congresbury is unlikely to use The Strawberry Line to access the railway station due to the distance and time disadvantages.
- 9.2.4 Figure 19709/305 shows a generic village gateway feature that can be applied to the B3133 Smallway in order to constrain vehicular speeds approaching the A370.

10.0 LINKS TO THE STRAWBERRY LINE

10.1 The Problems

10.1.1 The concerns expressed by the Steering Group are as follows:

- i) That there is no safe route for pedestrians or cyclists off The Strawberry Line to Churchill Comprehensive School,
- ii) There is a need to bolster / improve the linkages to The Strawberry Line from the various housing developments within the village via the A370, and The Causeway or Silver Street. The A370 being a deterrent to use for cyclists due to the volume and speeds of traffic, and
- iii) The use of The Strawberry Line to provide access to Yatton railway station to avoid the use of the B3133 Smallway where the presence of HGVs coupled with road width can act as a deterrent to the use of cycle.

10.2 The Options

10.2.1 Various plates within this report have illustrated the existing situation regarding access to The Strawberry Line.

10.2.2 Plates 1 and 2 show the tranquil nature of The Strawberry Line highlighting the reasons that many cyclists and walkers use it for recreational purposes predominantly, but which could also be used by other purpose types as it provides a link to Yatton railway station for travel by commuters to the station if links onto The Strawberry Line from the village can be improved.

10.2.3 Plate 5 shows the existing capacity of The Causeway link to The Strawberry Line. It is self evident that improvements to the surfacing of this link could be undertaken that would improve connections from the Stonewell Estate onto The Strawberry Line.

10.2.4 Plate 6 illustrates the quality of The Causeway up to the recreation ground, and indicates that the initial links are not inappropriate to use being of a good quality bound surface. Plate 5 furthermore illustrates that despite the existing quality of The Causeway that cyclists are not currently deterred from use.

10.2.4 Plate 7 shows the short link from the Stonewell Estate onto The Causeway to the east of the football club that could be surfaced to provide an improved footway / cycleway link onto The Causeway.

10.2.5 Plate 8 shows the Silver Street link onto The Strawberry Line which indicates its existing character and quality of surfaces as being similar to The Causeway. The Silver Street link is however longer than The Causeway, and likely to be less used than the link from either Stonewell Estate or The Causeway.

10.2.6 As such in priority order, The Causeway link should be upgraded first followed by the link to the Stonewell Estate and then Silver Street. Such improvements from the

western side of Congresbury could be signed also from the B3133 Brinsea Road to further encourage access.

10.2.7 Section 6 has considered the A370, and has separately considered possible options to improve cycle use along that corridor.

11.0 LOCATION OF DEVELOPMENT

11.1 Introduction

11.1.1 This section considers whether potential future levels of residential development of up to 50 homes or up to 100 homes should be located north of the A370 on the Bristol side of the village, south of Congresbury along the B3133 Brinsea Road, or south of the A370 on the Weston super Mare side of the village.

11.2 The Considerations

11.2.1 One aspect of the commission is to provide an assessment of the capacity of the linked junctions to assess the potential impact that future development could have on the junctions using the following scenarios;

- i) 2030 AM and PM,
- ii) 2030 AM and PM with 50 residential properties situated north of junctions (towards Bristol),
- iii) 2030 AM and PM with 100 residential properties situated north of the junctions (towards Bristol),
- iv) 2030 AM and PM with 50 residential properties situated south of the junctions i.e. off the B3133,
- v) 2030 AM and PM with 100 residential properties situated south of the junctions i.e. off the B3133,
- vi) 2030 AM and PM with 50 residential properties situated west of the junctions i.e. Weston-super-Mare side of the junction, and
- vii) 2030 AM and PM with 100 residential properties situated west of the junctions i.e. Weston-super-Mare side of the junction

11.2.2 In addition to the highways issues, there are a number of factors that should be considered in assessing where the appropriate location for future development should be. The considerations include but are not limited to highways / transport issues, flooding issues, landscape, and archaeology. The assessments follow in this section of this report only consider the issues within the highways / transport context.

11.3 Accessibility Considerations

11.3.1 The service centre status of the village means that there are considered by the Council to be a range of services and facilities as detailed within section 4 that are located within the village.

11.3.2 The principle bus services through the village route along the A370 between the western edge of the village to Smallway, but at the B3133 Smallway junction the services to / from Bristol are split between the B3133 Smallway along which the X2 routes to / from the north routing via Claverham, and the A370 Bristol Road along which

the X1 routes past Rhodyate Hill. To provide the maximum access to public transport services, i.e.: to be able to access both services X1 and X2 with a regular quarter hourly service, development should be located within a 400m walk of services that call at either the bus stops near The Ship and Castle Public House at the A370 Station Road / High Street junction, or at any bus stop to the west of the A370 Station Road / High Street junction further along the A370.

11.3.3 In order to provide the shortest links in order to encourage cycle use via The Strawberry Line, development on the western or southern side of Congresbury is to be generally preferred.

11.3.4 There are a range of services and facilities which are located to the east comprising the Tesco Express, and Wyevale Garden Centre, but a much wider range of services and facilities exist along Brinsea Lane, and in proximity to the Station Road / High Street junction. In all locations there are convenience stores, and in the third case the educational and community facilities at the Old School Rooms. In our opinion sites to the west and south of Congresbury are likely to be able to have the shortest distances to the widest range of services and facilities compared to sites that may be identified to the east or to the north of Congresbury.

11.4 Impact Considerations

11.4.1 The location of development within Congresbury is an important determinant of the ultimate distribution of traffic through the main junctions of concern.

11.4.2 The basic distribution of traffic for the various recent developments has been theoretically based on the same census data that indicates by cordon crossing points the following distribution by route from the north clockwise:

Cordon Point	Percentage
B3133 To / from Clevedon	9%
A370 To / from the East	23%
A38 To / from the East (East of B3133)	5%
A38 To / from the West (West of B3133)	5%
A370 To / from West	56%

11.4.3 It could be argued based on the evidence presented for the Barratt Homes development that when the cumulative impact of development proposals reaches an impact of an additional 64 vehicles per hour in the a.m. peak hour, and an additional 56 vehicles per hour in the p.m. peak hour that improvements to the A370 / B3133 High Street junction are required.

11.4.4 Assuming that the Barratt Homes appeal decision is accepted regarding the impact assessment then the following could be calculated for the assessment of the junctions

for the existing committed developments at the A370 Station Road / High Street junction:

	AM	PM
Spare capacity accepted by Inspector before improvement	+64	+56
Deduct the impact of Strongvox (14 homes)	-11	-10
Deduct the impact of Sunley Estates (38 homes)	-12	-15
Deduct the impact of Gladman Developments (50 homes)	-15	-13
Residual impact level	16	16

11.4.5 On this basis, the spare capacity left amounts to a potential additional impact of 16 vehicles per hour in both the a.m. and p.m. peak hours before the flow levels predicted by the Barratt Homes development are realised assuming that all of the consented schemes are subsequently implemented.

11.4.6 For any other development site or sites, it can be opined that work to the A370 junctions at both the Station Road / High Street, and at Smallway may require improvement for any subsequent planning application if above that level.

11.4.7 Using the values from paragraph 11.4.2 above for up to 50 homes, and up to 100 homes and applying the Barratt Homes traffic generation values of 80 units generating a total of 72 two way vehicle trips in the a.m. peak and 63 two way in the p.m. peak could result in the following impacts at the A370 junctions of concern:

a) For up to 50 homes

	A370 / High Street			A370 / Smallway		
	A.M. Peak		P.M. Peak	A.M. Peak		P.M. Peak
North	68%	31	27	91%	41	36
South	89%	40	35	33%	15	13
West	44%	20	17	33%	15	13

b) For up to 100 units (90 / 79)

North	68%	61	54	91%	82	72
South	89%	80	69	33%	30	26
West	44%	40	34	33%	30	26

Where the a.m. peak total traffic generation is 45 vehicles per hour for 50 homes, and 90 vehicles per hour for 100 homes with the p.m. peak traffic generation of 39 vehicles in the a.m. peak for 50 homes, and 79 vehicles per hour for the p.m. peak.

11.4.8 Using the values above for a 50 unit development located to the west of Congresbury the total impact at the A370 Station Road / High Street junction would see levels at or just above the values accepted by the Barratt Homes inspector. Any development above this level, or in any other location apart from to the west would result in an overall

impact at the A370 Station Road / High Street junction in excess of the values accepted where improvements were seen as a necessity.

11.5 **Summary**

11.5.1 In terms of a summary of the locational considerations:

- a) Development to the north for either 50 or 100 homes would not be on the highest frequency bus services, would not be as accessible compared to other locations to services and facilities, and would have a higher impact at the A370 / B3133 junctions compared to other locations,
- b) Development to the south for either 50 or 100 homes would potentially be closer to the highest frequency bus services, and would be more accessible to services, and facilities but would have the highest impact at the A370 Station Road / High Street junction, and
- c) Development to the west would be closest to the highest frequency bus services, would be the most accessible to services and facilities, would be the most accessible to The Strawberry Line, and would have the least impact at the A370 / B3133 junctions. This location is as such to be preferred for development of either 50 or 100 homes.

12.0 CONCLUSIONS AND RECOMMENDATIONS

12.1 The overall recommendations of this report are:

- i) That a series of improvements to assist sustainable transport within the Parish are capable of being developed,
- ii) A series of measures to offset the effects of HGV traffic can similarly be defined together with some offsetting of the residual cumulative impacts of development,
- iii) Selected improvements at the A370 / B3133 junctions at both the Station Road / High Street, and at Smallway could be evolved to assist the crossing of both junctions by pedestrians, and those improvements may result in some capacity improvements, and safety improvements,
- iv) Provision for improvements to the access by residents of the village to The Strawberry Line to encourage the use of cycling along The Strawberry Line, and within Congresbury for a variety of trip purposes could be evolved,
- v) The potential for the removal of the central hatching along the A370 can be evolved from the west, and their removal to facilitate a widening of the adjacent footways on both the north and south sides to provide improved widths to encourage walking to the school, and village hall / library, or the provision of a shared footway / cycleway would assist pedestrians and cyclists. The removal of the central hatching and the consequential widening of footways could further assist in reducing vehicular speeds from the west,
- vi) An improved link to The Strawberry Line from the western part of the village including upgrading of drove roads which links from The Causeway, from the Stonewell Estate, and Silver Street,
- vii) The evolution of improvements to the B3133 particularly to the south along Brinsea Road to increase footway widths, to provide traffic calming to reduce vehicular speeds along the B3133, and measures to mitigate the impact of HGVs acknowledging that the potential to remove any significant numbers of HGVs may be very limited,
- viii) The introduction of village gateway features on all four approaches to Congresbury coupled with a reduction of the speed limits to 30mph could assist in reducing vehicular speeds on all four approaches, with reduced speeds through the village generally having safety and environmental benefits. The village gateways would include additional signage and road markings on the first entry to the village to reinforce the entry to a village environment, and

- ix) Once the speeds through the village are established to be constrained to the 30 mph speed limit, there may be benefits in seeking to apply a 20 mph speed limit to all residential roads off both the A370, and the B3133 to improve the environment of Congresbury. Such Home Zones create places where the priority for the use of the highway is on the needs of pedestrians, cyclists and public transport users, and not just vehicular movements. The creation of home zones can also help to create streets that help build communities, and that can be attractive for users by all modes, and not just vehicular derived. Such Home Zones may be usefully reinforced by appropriate traffic calming, and speed reducing measures.

Congresbury Parish Council

MBC
t r a f f i c
e n g i n e e r s
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t r a n s p o r t
p l a n n e r s

CONGRESBURY NEIGHBOURHOOD DEVELOPMENT PLAN



HIGHWAYS AND TRANSPORT EVIDENCE BASE REPORT

VOLUME 2

Technical Report 19709/1
August 2017

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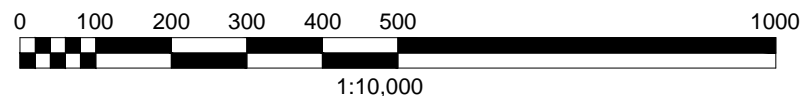
M Baker

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DRAWINGS



STRAWBERRY
LINE NORTH TO
YATTON RAILWAY
STATION

A370 TO
WESTON-SUPER-
MARE AND M5
JUNCTION 21

THE
CAUSEWAY

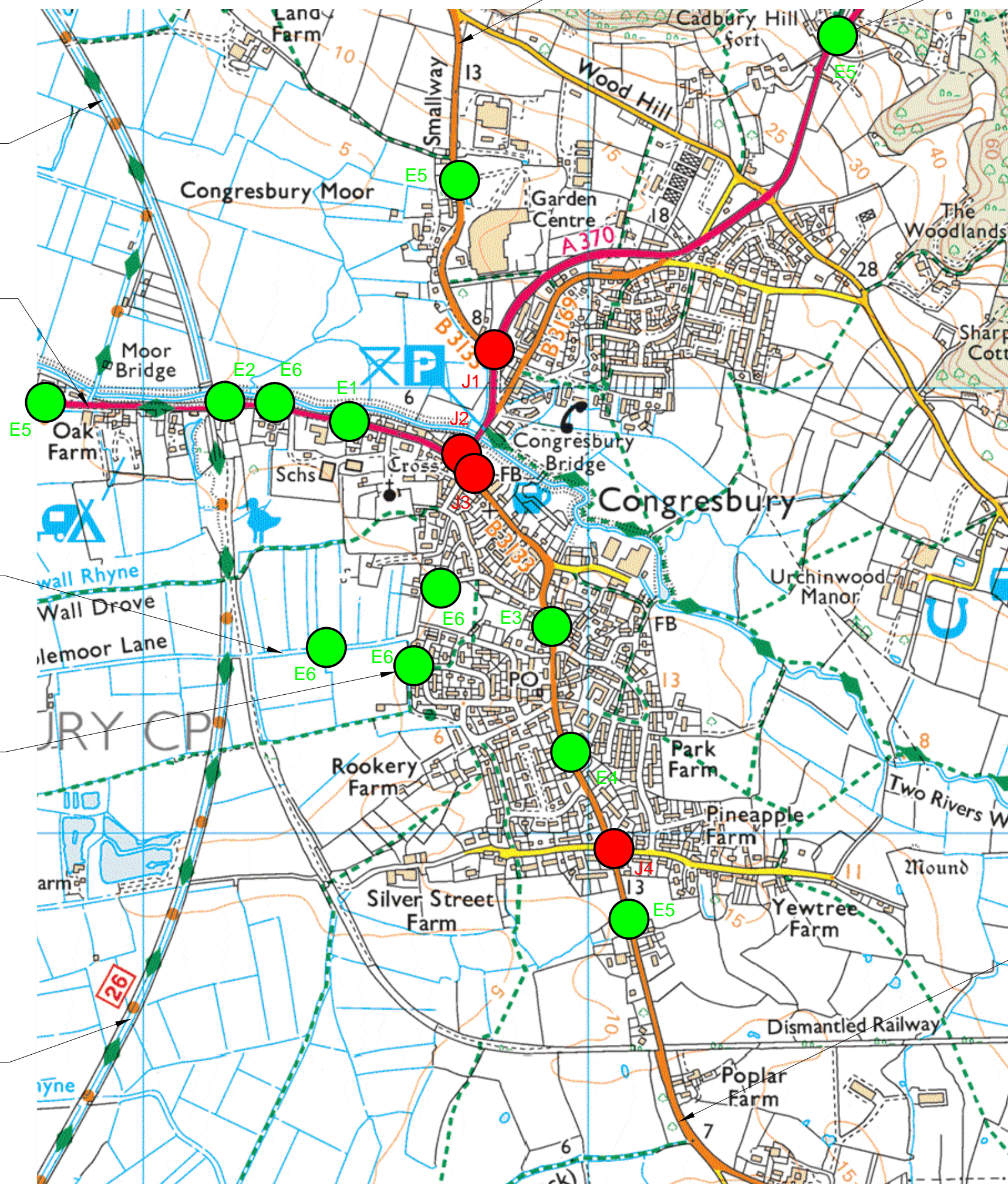
STONEWELL
LINK ONTO THE
STRAWBERRY
LINE VIA THE
CAUSEWAY

STRAWBERRY
LINE SOUTH TO
CHURCHILL &
CHEDDAR

B3133 TO CLEVEDON
AND M5 JUNCTION 20

A370 TO NAILSEA,
BACKWELL AND
BRISTOL

B3133 TO A38 /
CHURCHILL



NOTES

  Areas of concern

- J1 A370 Smallway junction
- J2 A370 High Street junction
- J3 B3133 Congresbury Cross
- J4 B3133 Silver Street
- E1 A370 road widths
- E2 A370 Strawberry Line crossing
- E3 B3133 speeds
- E4 B3133 footway widths
- E5 Village gateway
- E6 Potential enhanced linkages to Strawberry Line

0	Original Issue	AL	MB	03/17
Rev	Revision	Drn	App	Date

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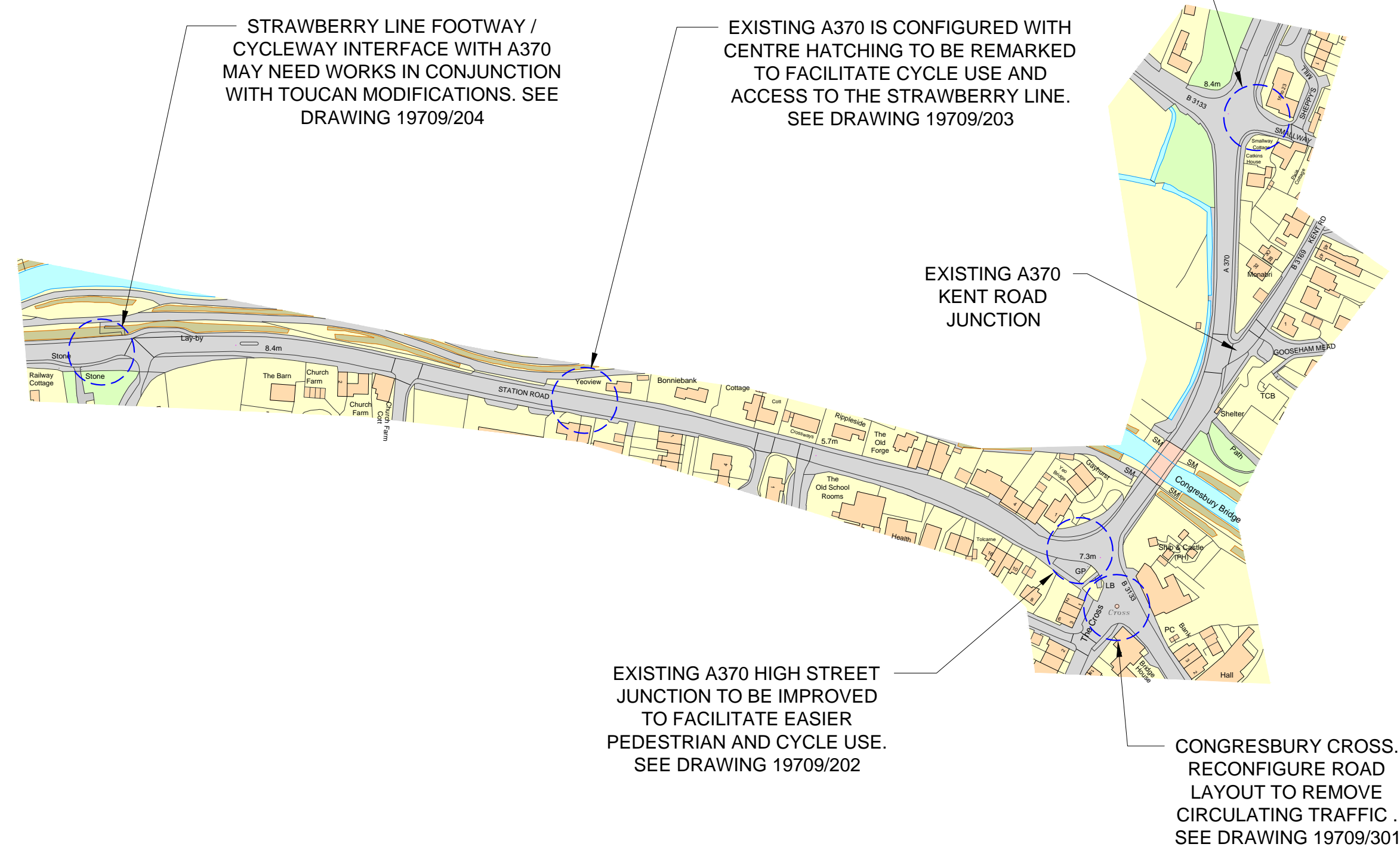
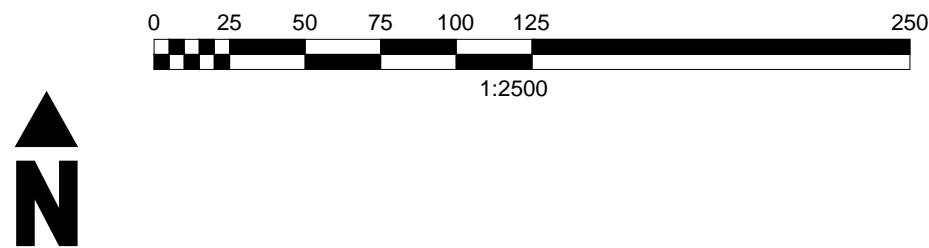
Project
CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
VILLAGE KEY PLAN

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
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Scales
1:10,000 @ A3

CAD Ref	Plot	Drawing No. 19709/100	Rev 0
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- NOTES**
- 1. Based on Ordnance Survey topographical data
 - 2. This drawing should be read in conjunction with drawings 19709/201- 205, and 301
 - 3. Subject to detail design
 - 4. The options shown are a preliminary design of potential improvements that will need to be subject of public consultation and planning application

0	Original Issue	AL	MB	03/17
Rev	Revision	Drn	App	Date



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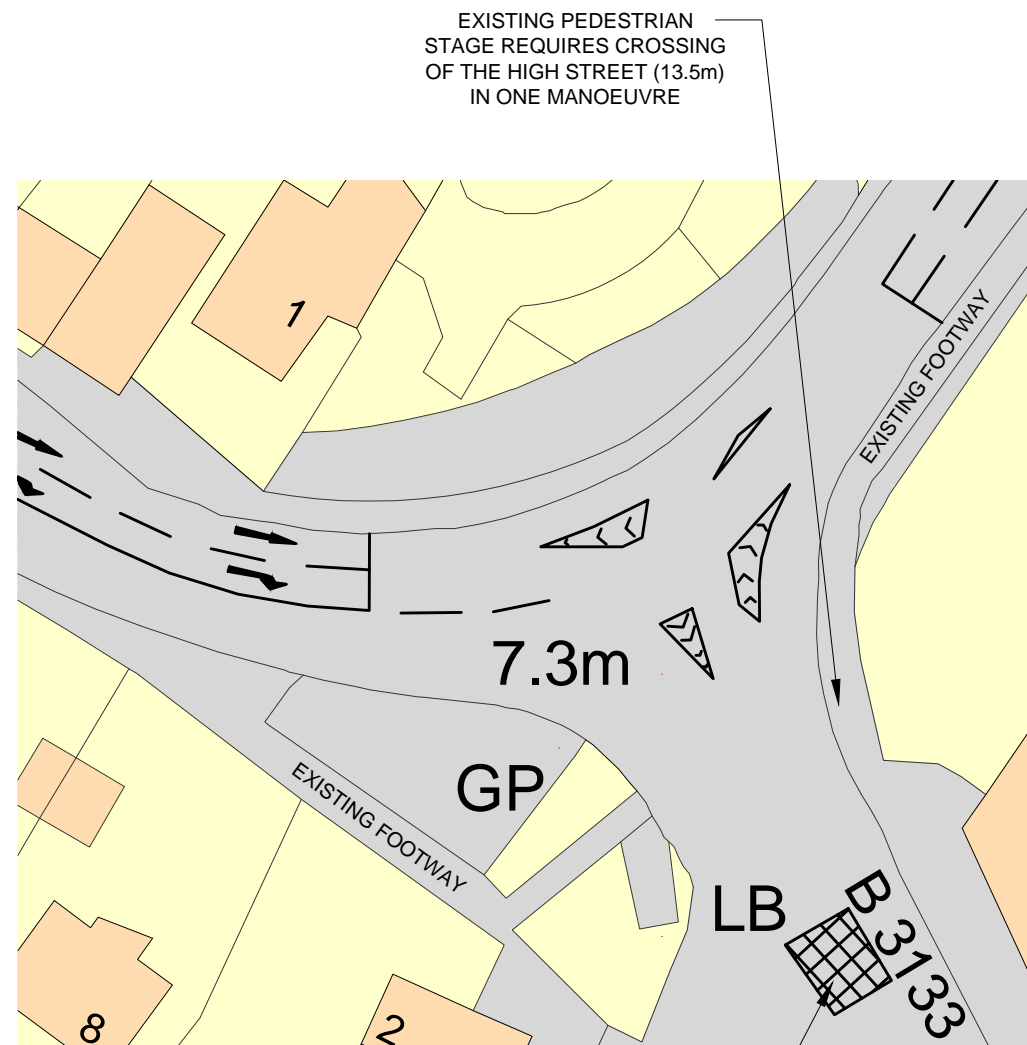
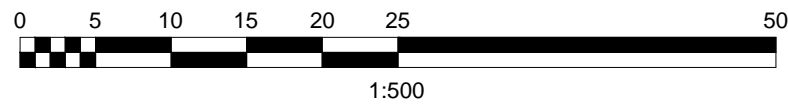
traffic engineers & transport planners

Client
CONGRESBURY PARISH COUNCIL

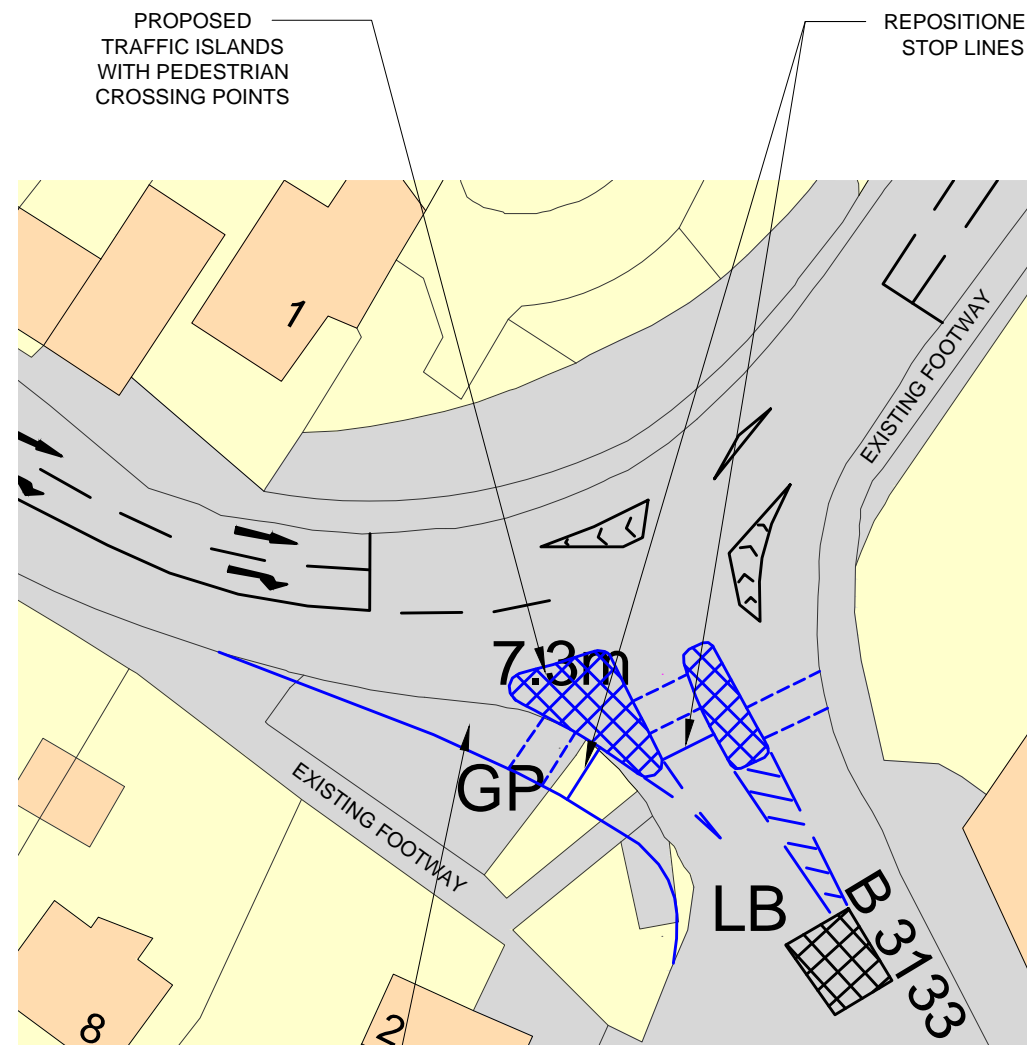
Project
CONGRESBURY NEIGHBOURHOOD DEVELOPMENT PLAN

Title
A370 IMPROVEMENTS KEYPLAN

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
Scale 1:2500 @ A3			
CAD Ref	Plot	Drawing No. 19709/200	Rev 0



EXISTING LAYOUT



POSSIBLE IMPROVEMENT

NOTES

1. Based on Ordnance Survey topographical data
2. This drawing should be read in conjunction with drawing 19709/200
3. Subject to detail design
4. The options shown are a preliminary design of potential improvements that will need to be subject of public consultation and planning application

0	Original Issue	AL	MB	03/17
Rev	Revision	Drn	App	Date

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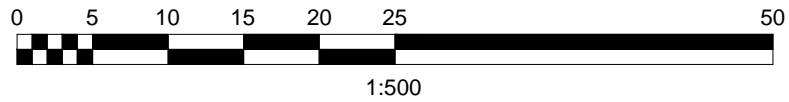
Project
CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
A370 / HIGH STREET
JUNCTION IMPROVEMENTS

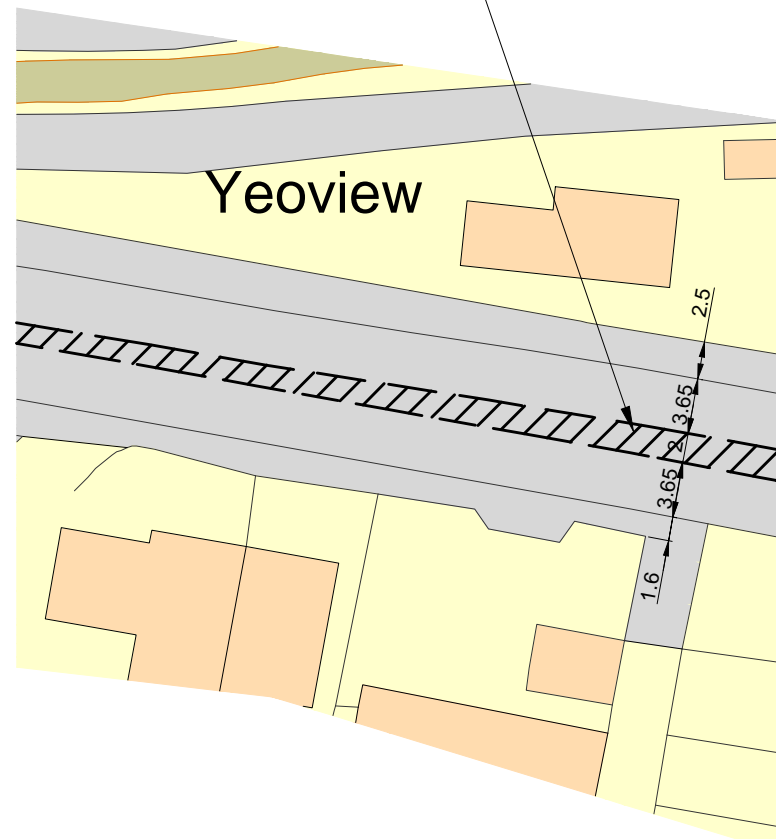
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Scale
1:500 @ A3

CAD Ref	Plot	Drawing No. 19709/202	Rev 0
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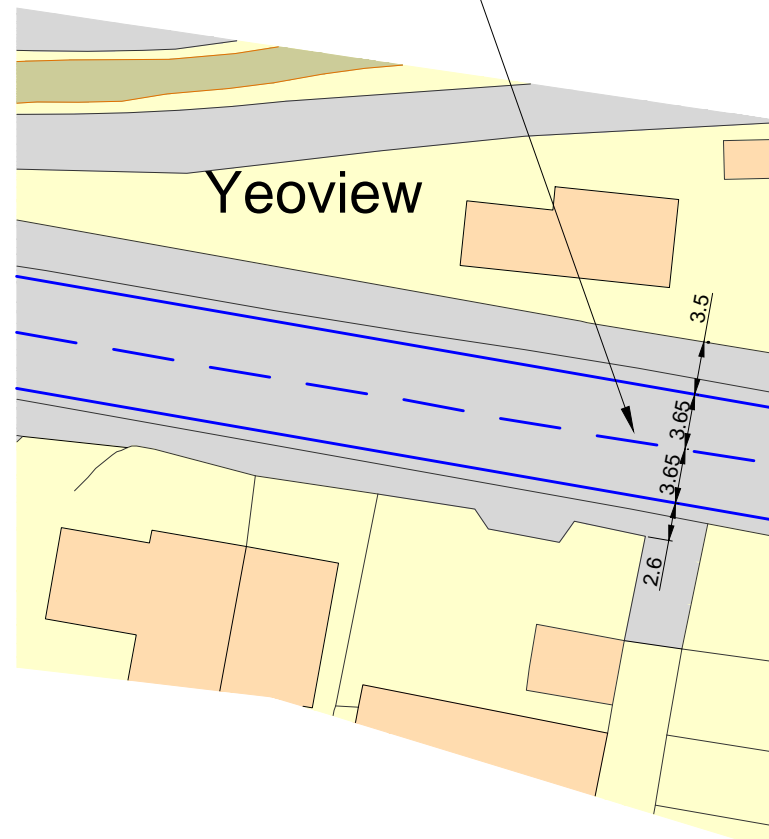


EXISTING A370
CONFIGURED IS 2 x
3.65m LANES WITH 2m
CENTRAL HATCHING



EXISTING LAYOUT

REMOVE CENTRAL HATCHING AND ADD
1m TO EITHER FOOTWAY. POTENTIAL TO
CREATE SHARED FOOTWAY /
CYCLEWAY ON BOTH SIDES



POSSIBLE IMPROVEMENT

NOTES

1. Based on Ordnance Survey topographical data
2. This drawing should be read in conjunction with drawing 19709/200
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Rev	Revision	Drn	App	Date

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Project
CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
A370 RECONFIGURED
IMPROVEMENTS

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
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Scale
1:500 @ A3

CAD Ref	Plot	Drawing No. 19709/203	Rev 0
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NOTES

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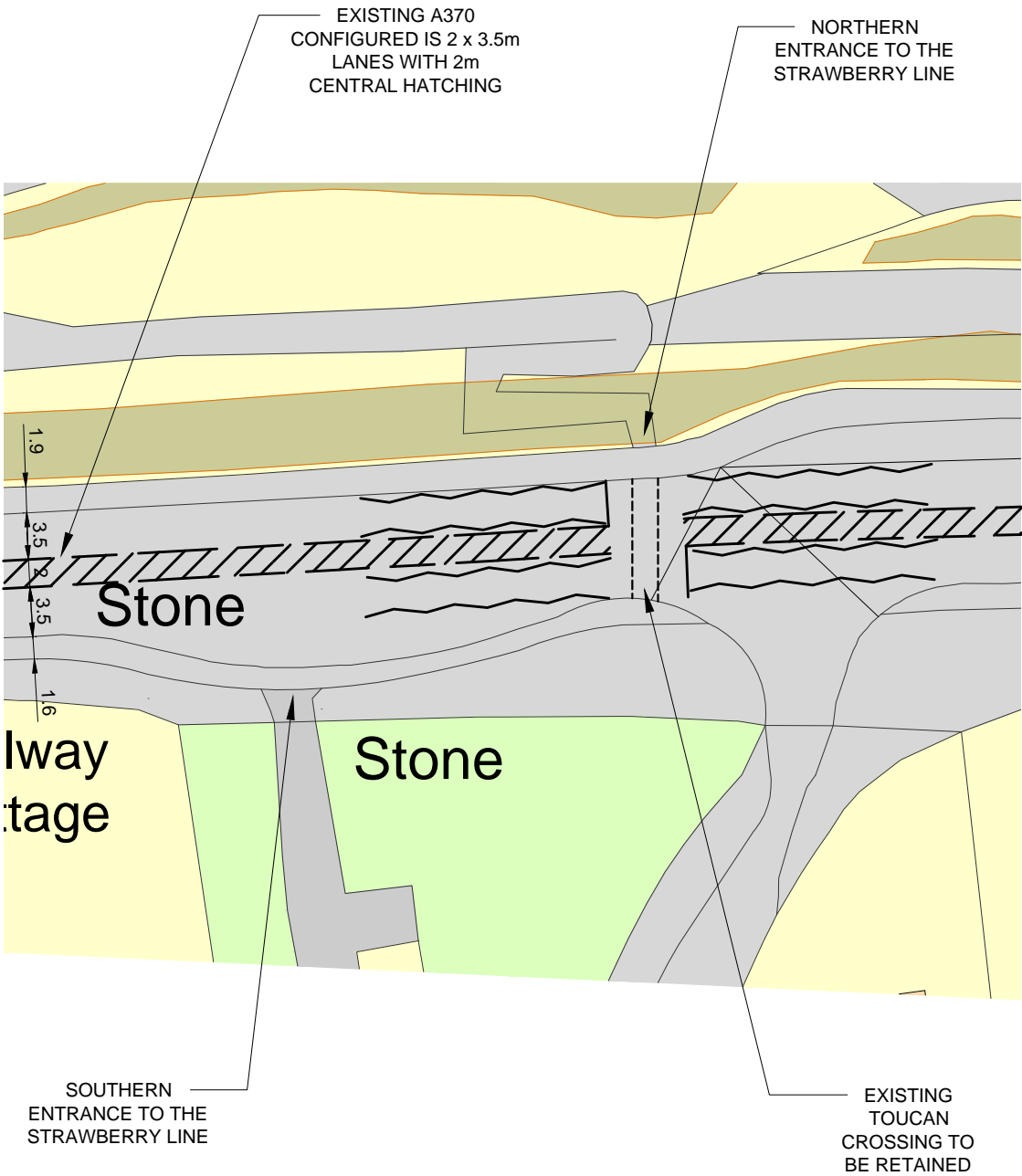
Project
CONGRESBURY NEIGHBOURHOOD DEVELOPMENT PLAN

Title
A370 STRAWBERRY LINE INTERFACE

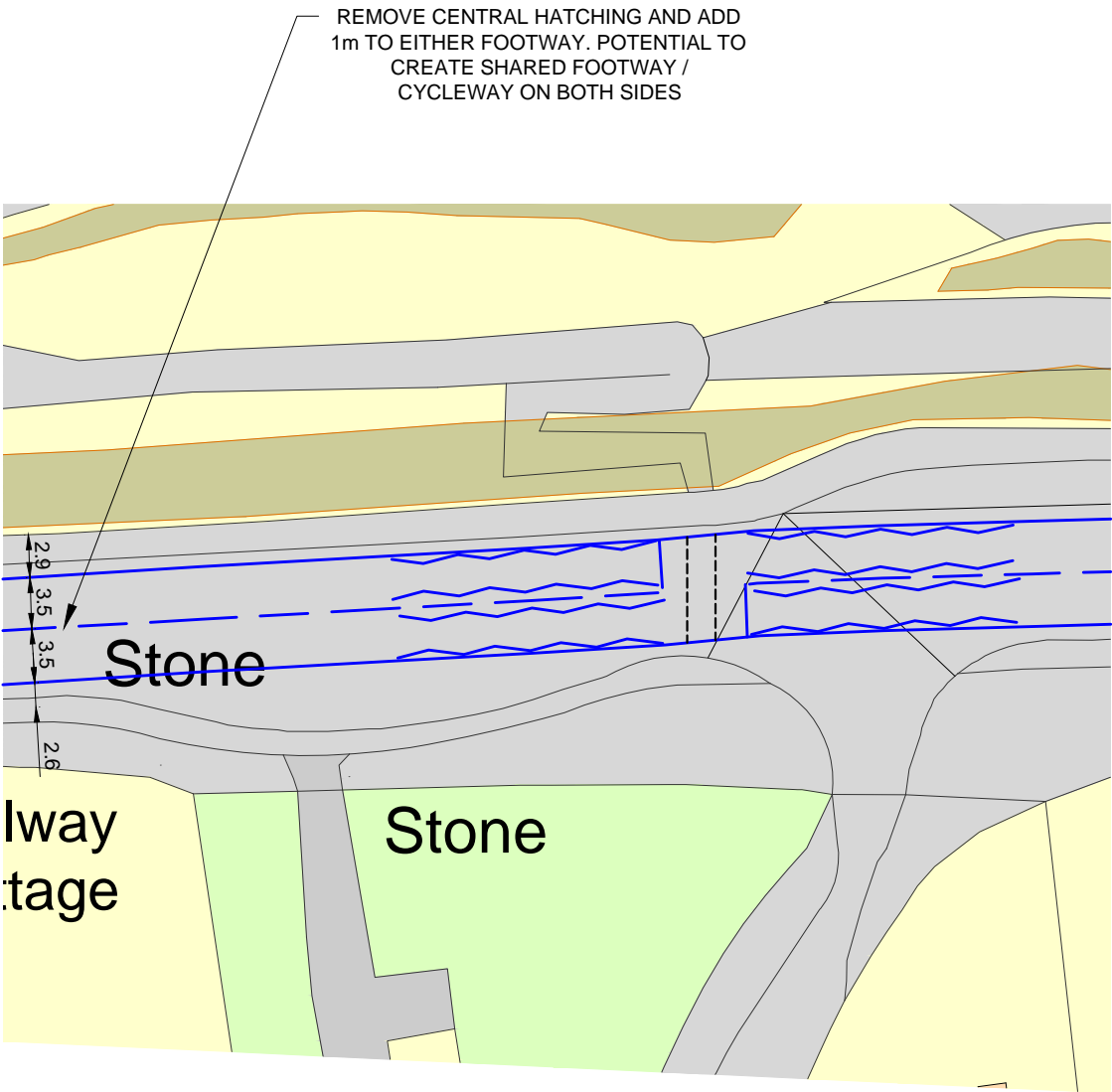
Drawn AL	Checked MB	Approved MB	Date 13/03/2017
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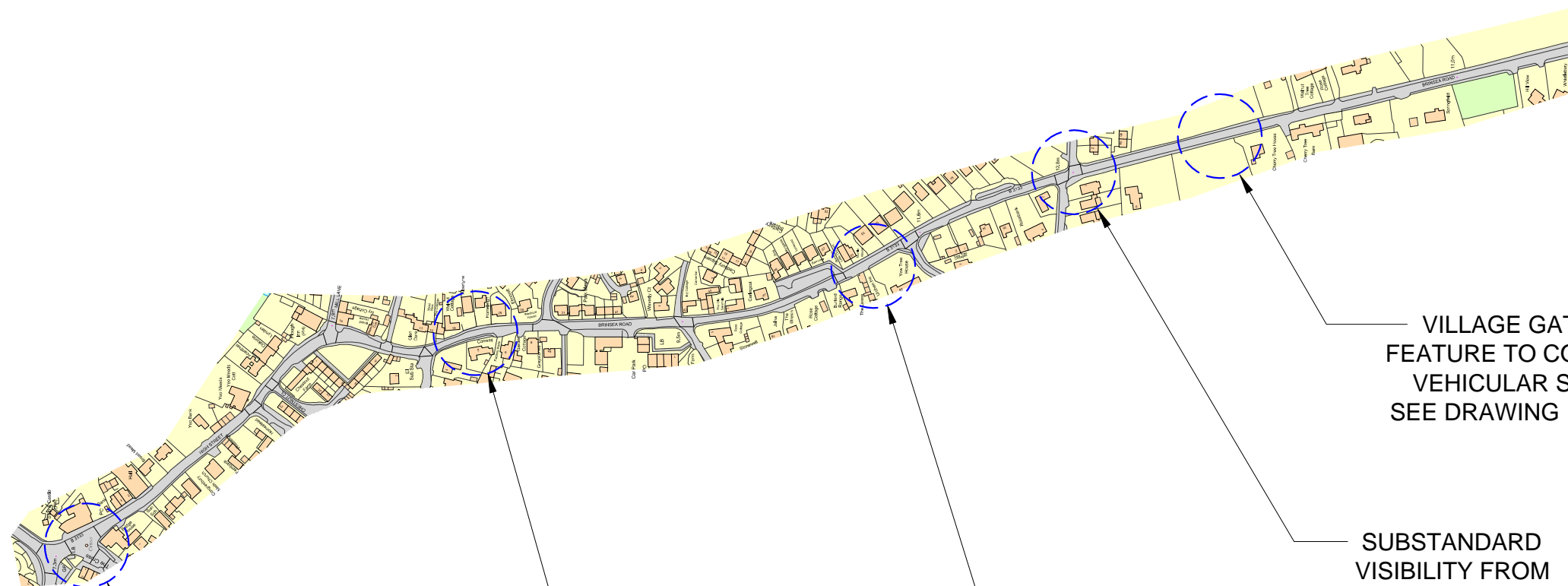
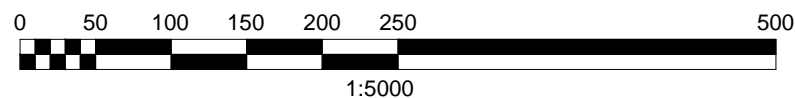
CAD Ref	Plot	Drawing No. 19709/204	Rev 0
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EXISTING LAYOUT



POSSIBLE IMPROVEMENT



CONGRESBURY CROSS.
RECONFIGURE ROAD
LAYOUT TO REMOVE
CIRCULATING TRAFFIC.
SEE DRAWING 19709/301

TRAFFIC SPEEDS
ALONG B3133.
SEE DRAWING
19709/302

FOOTWAY WIDTHS
ALONG B3133.
SEE DRAWING
19709/303

SUBSTANDARD
VISIBILITY FROM
JUNCTION.
SEE DRAWING
19709/304

VILLAGE GATEWAY
FEATURE TO CONSTRAIN
VEHICULAR SPEEDS.
SEE DRAWING 19709/305

NOTES

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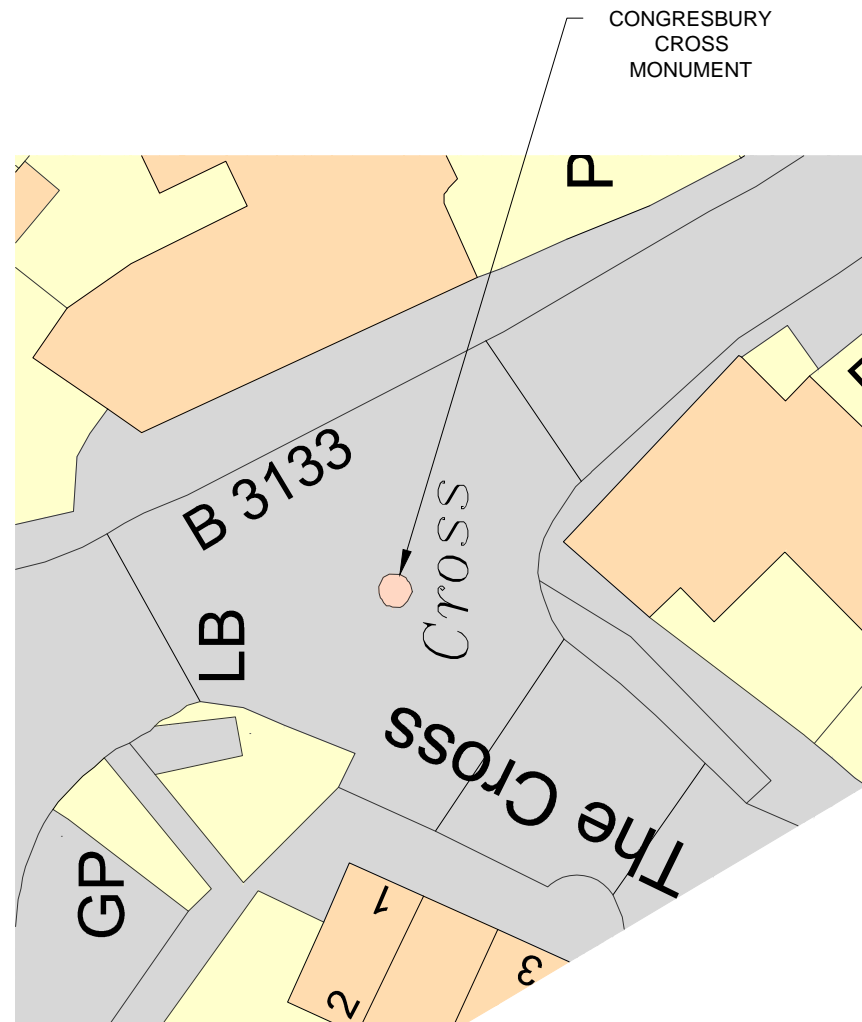
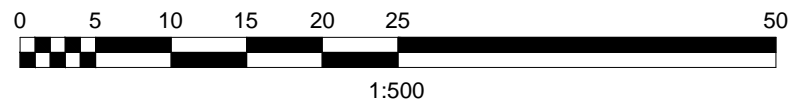
Project
CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
B3133 IMPROVEMENTS
KEYPLAN

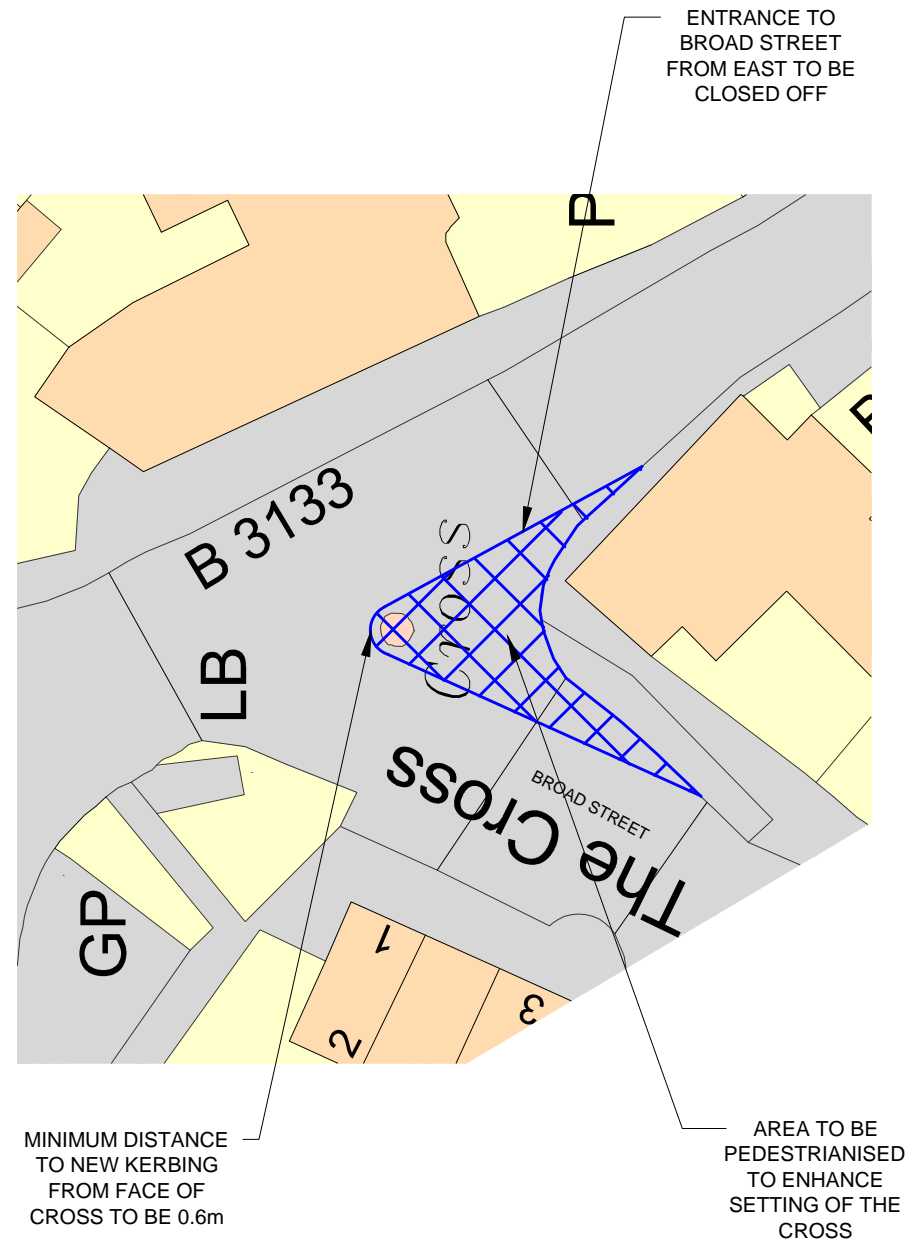
Drawn AL	Checked MB	Approved MB	Date 13/03/2017
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1:5000 @ A3

CAD Ref	Plot	Drawing No. 19709/300	Rev 0
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EXISTING LAYOUT



POSSIBLE IMPROVEMENT

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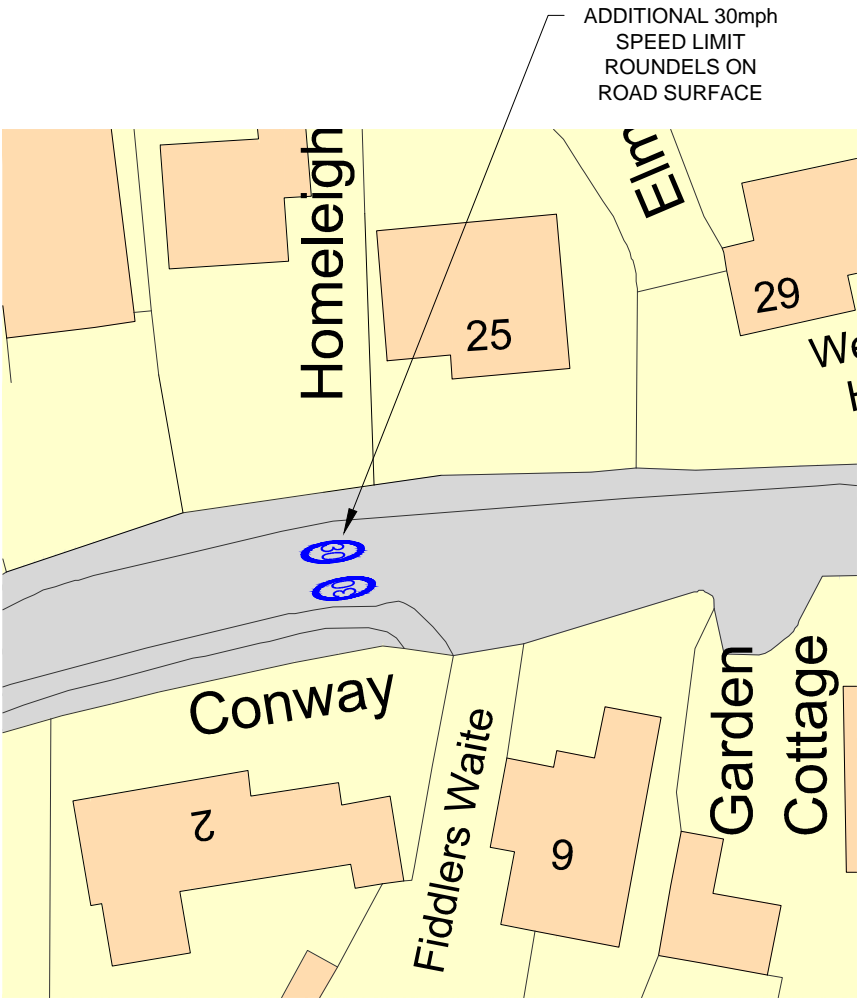
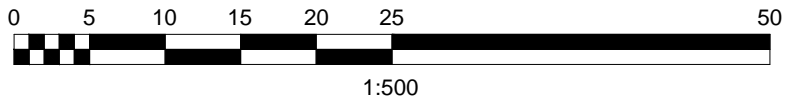
Project
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NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
B3133 CONGRESBURY CROSS
IMPROVEMENTS

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
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Scale
1:500 @ A3

CAD Ref	Plot	Drawing No. 19709/301	Rev 0
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POSSIBLE IMPROVEMENT

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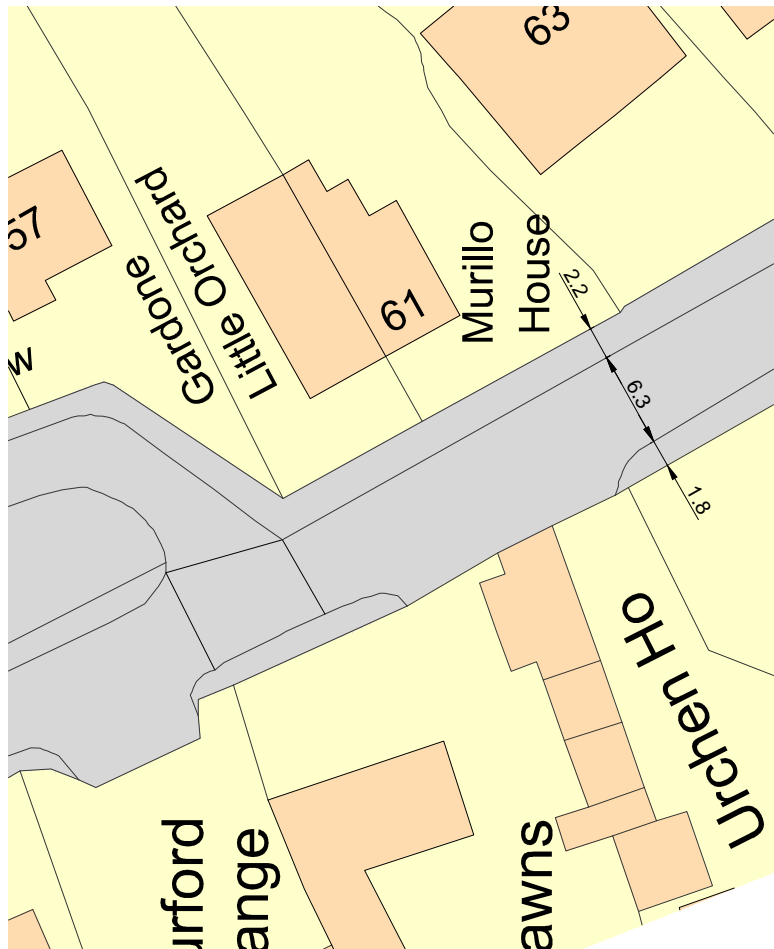
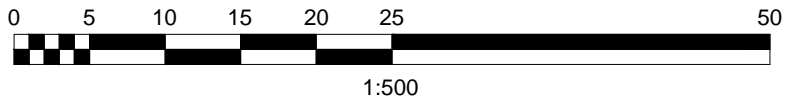
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CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
B3133 TRAFFIC SPEED
REDUCTION

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
Scale 1:500 @ A3			
CAD Ref	Plot	Drawing No. 19709/302	Rev 0



EXISTING LAYOUT



POSSIBLE IMPROVEMENT

NOTES

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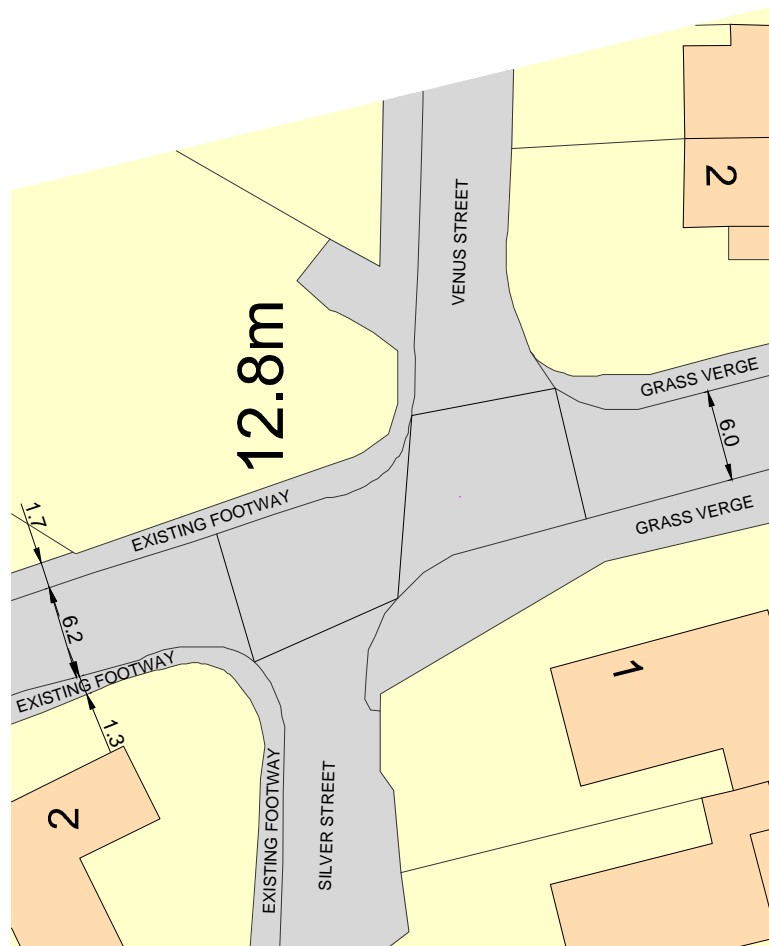
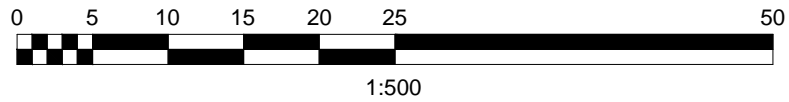
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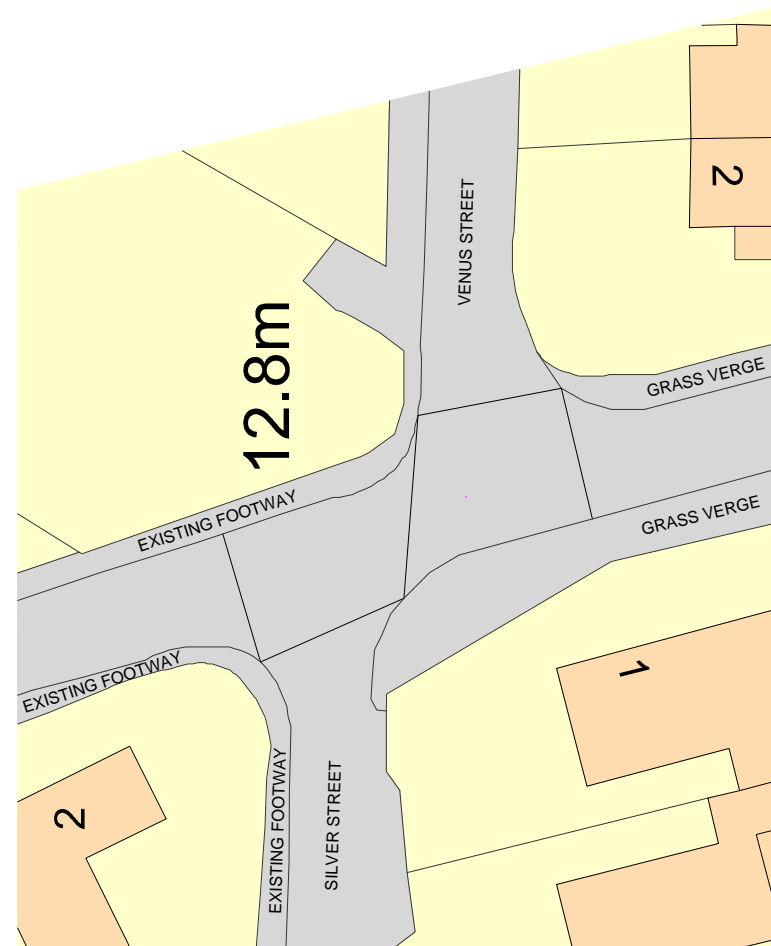
Project
CONGRESBURY NEIGHBOURHOOD DEVELOPMENT PLAN

Title
B3133 FOOTWAY WIDTHS IMPROVEMENTS

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
Scale 1:500 @ A3			
CAD Ref	Plot	Drawing No. 19709/303	Rev 0



EXISTING LAYOUT



POSSIBLE IMPROVEMENT

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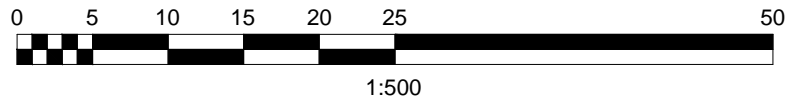
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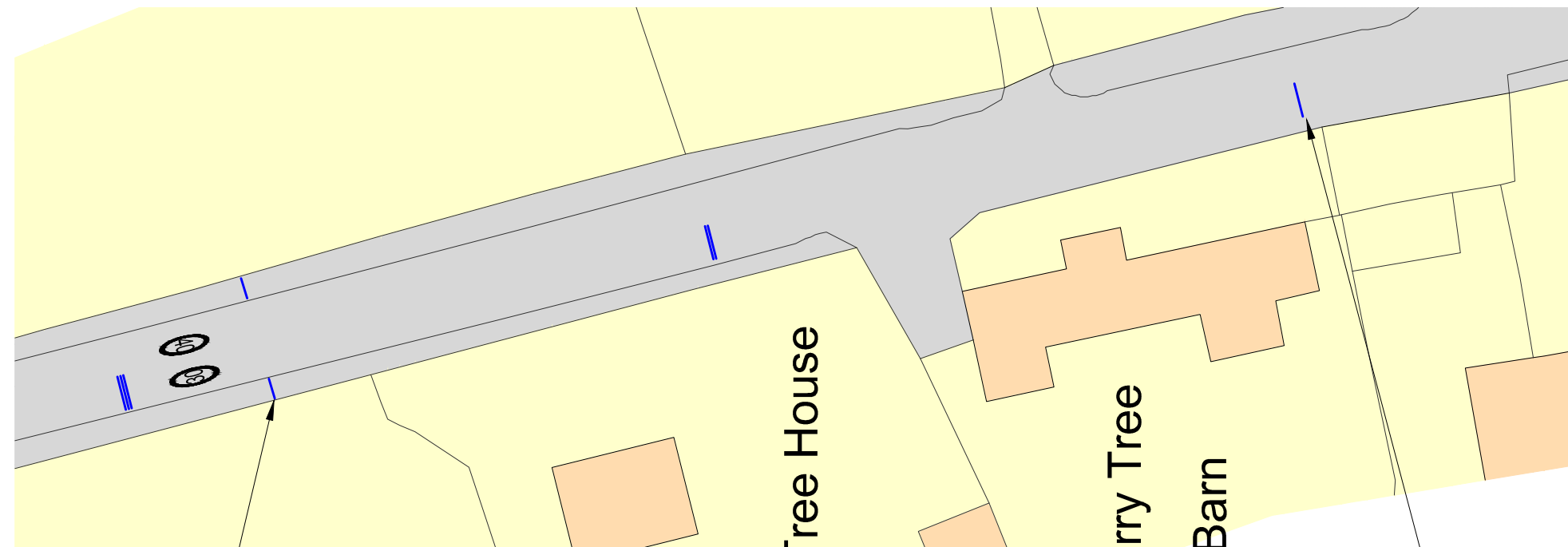
Project
CONGRESBURY
NEIGHBOURHOOD
DEVELOPMENT PLAN

Title
B3133 SILVER STREET
IMPROVEMENTS

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
Scale 1:500 @ A3			
CAD Ref	Plot	Drawing No. 19709/304	Rev 0



EXISTING LAYOUT



POSSIBLE IMPROVEMENT

VILLAGE GATEWAY
FEATURE ON BOTH
SIDES TO REINFORCE
VILLAGE ENTRY

POSSIBLE INTRODUCTION
OF 100m, 200m & 300m
COUNTDOWN MARKINGS
TO 30mph SPEED LIMIT

NOTES

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DEVELOPMENT PLAN

Title
VILLAGE GATEWAY TREATMENT

Drawn AL	Checked MB	Approved MB	Date 13/03/2017
Scale 1:500 @ A3			
CAD Ref	Plot	Drawing No. 19709/305	Rev 0

APPENDICES

Appendix A

PHOTOGRAPHS



Plate 1 The Strawberry Line



Plate 2 The Strawberry Line looking south from the A370



Plate 3 The A370 near The Village Rooms



Plate 4 View along the A370



Plate 5 The Causeway Link to The Strawberry Line



Plate 6 The Causeway



Plate 7 Link to Stonewell Estate



Plate 8 Silver Street Link to The Strawberry Line



Plate 9 A370 / Strawberry Line Toucan Crossing



Plate 10 A370 North of The Strawberry Line showing The Strawberry Line to the left



Plate 11 A370 / Strawberry Line Toucan showing the juxtaposition of public transport services allowing for potential recreational linkages



Plate 12 A370 Existing Traffic Calming from the West



Plate 13 A370 Looking west on the western approach



Plate 14 A370 South Side



Plate 15 A370 North Side



Plate 16 A370 / B3133 High Street junction from the West



Plate 17 A370 / B3133 High Street Junction



Plate 18 Congresbury Cross



Plate 19 Juxtaposition of Traffic Lanes to The Cross



Plate 20 Typical HGV on Brinsea Road



Plate 21 B3133 Brinsea Road



Plate 22 B3133 Brinsea Road



Plate 23 Inappropriately Placed Statutory Undertakers' Plant



Plate 24 Brinsea Road



Plate 25 Brinsea Road



Plate 26 Brinsea Road



Plate 27 Visibility Looking Left from Silver Street



Plate 28 Visibility Looking Right from Venus Street



Plate 29 Visibility Looking Right from Silver Street



Plate 30 Visibility Looking Left from Venus Street



Plate 31 B3133 Approach from the South