



**TRANSPORT ASSESSMENT  
FOR  
PROPOSED RESIDENTIAL DEVELOPMENT  
LAND TO THE SOUTH OF WARREN LANE, LONG ASHTON  
ON BEHALF OF  
LONG ASHTON LAND COMPANY LIMITED**

**OCTOBER 2021**

**[ISSUE 4]**

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## 1.0 INTRODUCTION

1.1 Cole Easdon Consultants Limited (CEC) has been instructed by the Long Ashton Land Company Limited to prepare a *Transport Assessment (TA)* in support of an outline planning application for the proposed construction of up to 35 residential dwellings on land to the south of Warren Lane, Long Ashton. The location of the site is shown on CEC Plan 3454/201 [*Location & Accessibility Plan*] within Appendix 1.

1.2 The *TA* considers all of the relevant transport and highway implications of the proposed development. A previous planning application (reference: 20/P/1547/OUT) for 35 new homes on the site was refused permission in December 2020, one reason for which related to the design of the access arrangement. As well as having been generally updated, this *TA* also seeks to address the previous reason for refusal.

### Structure of the Report

1.3 The *Transport Assessment* is structured as follows:

- Section 2.0 describes the site and surrounding highway network;
- Section 3.0 provides details of National and Local Policy;
- Section 4.0 provides an appraisal of the site's accessibility by sustainable modes of transport;
- Section 5.0 outlines the redevelopment proposals;
- Section 6.0 considers the predicted person and vehicular trip generation of the proposed development;
- Section 7.0 provides an analysis of personal injury accident data for the local area; and
- Section 8.0 summarises and concludes the Report.

## 2.0 SITE LOCATION AND EXISTING CONDITIONS

### Site Location

- 2.1 The site is located on the western edge of Long Ashton, and presently comprises of open agricultural land. Refer to CEC Plan 3454/201 [*Location & Accessibility Plan*] in Appendix 1. It is bounded to the west and north by open agricultural land, to the south by Weston Road and to the east by existing residential development.
- 2.2 Long Ashton village centre is located some 800 metres to the east along Weston Road, Bristol City Centre is some 7.2 kilometres to the northeast through Long Ashton and utilising the A370 and A3029, whilst Nailsea is approximately 7.5 kilometres to the west via the B3130. The A370 which links Bristol with Weston-super-Mare passes some 800 metres to the south of the site.
- 2.3 The Long Ashton Park and Ride site is located approximately 3.4 kilometres to the northeast.

### Existing Highway Conditions

- 2.4 The site is bounded by two public highways, these being Weston Road (to the south), and Warren Lane (to the east).
- 2.5 Weston Road is a good standard single carriageway road with a typical carriageway width ranging between 8.4 and 9.5 metres. For some 197 metres along the site frontage from the site's eastern edge, Weston Road is subject to a 30mph speed limit, whilst west of this point it changes to 50mph. A 1.1 to 1.7-metre wide footway is provided along the north side of the road facilitating pedestrian access between the site and Long Ashton village centre, whilst a circa 3.0-metre wide shared foot/cycleway is provided along its southern side. The existing priority T-junction vehicular access to Gatcombe Farm Shop is located approximately 120 metres west of the southwest corner of the site.
- 2.6 Weston Road is oriented in a broadly east-west direction and connects with the B3128 Ashton Road at its eastern end via a priority T-junction, and with the B3130/Clevedon Road/Old Weston Road at its western end via a double mini roundabout junction. The B3128 and the B3130 then provide access to the A370, which links Bristol with Weston-super-Mare.

- 2.7 In the vicinity of the southeast corner of the site, Weston Road forms a ghost island priority junction with Wild Country Lane, with a pedestrian refuge island and associated tactile paving being provided on Weston Road as part of this junction arrangement.
- 2.8 Views of Weston Road looking east and west in the vicinity of the site are shown within Photographs 2.1 and 2.2 below.



*Photograph 2.1: Weston Road looking west along site frontage*



*Photograph 2.2: Weston Road looking east along site frontage*

- 2.9 Warren Lane bounds the site (in part) to the east and is a single carriageway road providing access to a number of residential dwellings. It is also designated as a public footpath providing access to Longwood (refer to Photograph 2.3).



*Photograph 2.3: Public Footpath Sign on Warren Lane*



2.10 A view of Warren Lane looking north is shown within Photograph 2.4.



*Photograph 2.4: Warren Lane looking north*

2.11 The site is considered to offer good access to the wider highway network, offering easy access to the A370, which facilitates access to Bristol and to Weston-super-Mare, as well as Nailsea and Backwell, and the M5 corridor.



### 3.0 NATIONAL AND LOCAL POLICY

3.1 This Section provides a summary of relevant local and national transport policy.

#### **National Planning Policy Framework**

3.2 The National Planning Policy Framework (NPPF) was revised in July 2021. The NPPF makes clear that there is a presumption in favour of sustainable development, stating plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change'.

3.3 With regard to transport, it states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places'.*

3.4 The NPPF states that *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'.*

#### **National Planning Practice Guidance**

3.5 *National Planning Practice Guidance (NPPG)* was published in March 2014 and includes guidance on the need for and scope of *Transport Assessments* and *Travel Plans*.

3.6 The *NPPG* requires the need for a *Travel Plan*, *Transport Statement* or *Transport Assessment* where a development will generate a significant amount of movements. The *NPPG* adds that Local Planning Authorities must make a judgement as to whether a

development proposal would generate a significant number of movements based on local context.

#### **North Somerset Core Strategy 2012**

- 3.7 Policy CS11 Parking states that *'adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.'*

*New developments must seek to maximise off street provision, assess where on-street provision may be appropriate, demonstrate that buses, service and emergency vehicles are not restricted, and ensure that the road network is safe for all users.*

*Detailed parking policy guidance for all forms of development will be provided as part of the Sites and Policies Development Plan Document'.*

#### **North Somerset Development Management Policies 2016**

- 3.8 The *North Somerset Development Management Plan* was adopted in 2016. It provides detailed development plan policies which complement the strategic context set out in the Core Strategy.

- 3.9 Policy DM24 states that *'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; 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.*

*Where a proposal would be acceptable apart from deficiencies in highways and transport infrastructure and services, which may be off-site, planning permission may, in accordance*

*with Core Strategy Policy CS34, be granted subject to the applicant entering into an appropriate legal agreement to fund the improvements sought’.*

**Long Ashton Neighbourhood Plan**

- 3.10 The *Long Ashton Neighbourhood Plan* was adopted in 2015 and forms part of the development plan for Long Ashton.
- 3.11 Policy T1 encourages more sustainable modes of transport and seeks to encourage residents of Long Ashton to utilise more sustainable methods of transport *by providing links to public transport as and when opportunities arise.*
- 3.12 Policy T3 states that any development which leads to significantly increased traffic flows within Long Ashton will be required to provide proportionate mitigation measures within the village.
- 3.13 Policy VES1 states that *‘any new development where a transport assessment demonstrates a significantly increased traffic impact on Long Ashton/Weston Road will contribute to implementing enhancements to the road in accordance with the principles of the Enhancement Scheme where these enhancements are demonstrated as being appropriate to mitigate the effects of the development’.*



#### 4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

4.1 Both national and local planning policy stress the need for new development to be provided in locations with good accessibility by non-car modes of transport. This accessibility is a central feature influencing the overall sustainability of a site, and its potential impacts on the surrounding transport networks. This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location. Refer also to CEC Plan 3454/201 [*Location & Accessibility Plan*], located within Appendix 1.

##### Access to Facilities

4.2 Long Ashton Village Centre provides a number of everyday services and facilities including a convenience store, primary school, dentist and GP surgery. These facilities are accessible within a 10 minute walk of the site. Good opportunities exist for trips to be made on foot to these day-to-day services and facilities. Table 4.1 provides summary details of the nearest local facilities to the site. Refer also to CEC Plan 3454/201 [*Location & Accessibility Plan*], included within Appendix 1.

**Table 4.1: Distance to Local Facilities**

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	700m	700m	The Co-operative, BS41 9AA
Primary School	1.1km	1.1km	Birdwell Primary School, BS41 9AZ
Supermarket	4.7km	N/A	The Food Warehouse, BS3 2LQ
	5.5km	N/A	Sainsbury's, BS3 2NS
Pharmacy	850m	850m	Cohens, BS41 9AA
Dentist	600m	600m	Chestnuts Dental Practice, BS41 9AH
Doctors/GP	750m	750m	Long Ashton Surgery, BS41 9DY
Bus Stop	N/A	Opp/Adj site	Warren Lane
Park & Ride	3.7km	3.7km	Long Ashton Park and Ride



### **Access to Schools**

- 4.3 There are two primary schools in Long Ashton - Birdwell School, located at Hollis Close, approximately 1.1 kilometres to the east, and Northleaze Church of England Primary School, located at Brook Close approximately 2.0 kilometres to the east. Both of these schools are considered to be within an acceptable walking distance, and are accessible via footways along Weston Road. The walking routes to these schools from the site are shown on CEC Plan 3454/201 [*Location & Accessibility Plan*], included within Appendix 1. There are existing pedestrian crossing facilities provided along the route to facilitate safe pedestrian movement between the site and the primary schools.
- 4.4 The nearest secondary school to the site is located within the administrative boundary of Bristol City and is known as Ashton Park School. It is approximately 4.1 kilometres from the site on Blackmoors Lane just off the A370 Ashton Road. It can be easily accessed by public transport from bus stops immediately adjacent the site with a journey time of approximately 15 minutes.
- 4.5 The nearest secondary school to the site (within North Somerset) is located in Backwell (Backwell Secondary School) approximately 4.7 kilometres to the west. Backwell School is situated just off the A370, close to the 'Backwell Crossroads' bus stops, and can be easily accessed by public transport from bus stops immediately adjacent the site with a journey time of approximately 15 minutes.

### **Walking Accessibility**

- 4.6 The site is considered to offer good accessibility on foot, with footway links providing connectivity between the site and Long Ashton village centre, and to the local primary schools. Pedestrian refuge islands are provided on Weston Road either side of Wild Country Lane (refer to Photograph 4.1). Zebra crossings are located on Weston Road to the east of Perry Road, and adjacent the Bird in Hand public house, as indicated on CEC Plan 3454/201 [*Location & Accessibility Plan*] enclosed within Appendix 1. Future residents would therefore be able to comfortably access the existing facilities within Long Ashton village on foot.





*Photograph 4.1: Pedestrian refuge island on Weston Road*

#### **Public Transport**

- 4.7 East and westbound bus stops are located on Weston Road along the site frontage, and are therefore within comfortable walking distance of the site. The nearest bus stops are located adjacent to the Weston Road / Wild Country Lane junction, adjacent the site's southeast corner. The westbound bus stop comprises of a lay-by with a shelter and timetable information (refer to Photograph 4.2) whilst the eastbound bus stop comprises of bus cage markings with a shelter and timetable information (refer to Photograph 4.3).



*Photograph 4.2: Westbound bus stop - Weston Road / Wild Country Lane*



*Photograph 4.3: Eastbound bus stop - Weston Road / Wild Country Lane*

4.8 During the daytime, there are typically four buses per hour to Bristol bus station. Hourly services are also provided to Weston-super-Mare and Clevedon. The site is therefore considered to offer good access by public transport, with linkages provided to key employment areas. A summary of the available bus services from Weston Road is provided within Table 4.2 below.





**Table 4.2: Bus services along Weston Road**

Service No.	Route		Typical Frequency
X2	Eastbound	Weston-super-Mare - Bristol	Mon-Sat: Approximate hourly service
	Westbound	Bristol - Weston-super-Mare	Mon - Sat: Approximate hourly service
X7	Eastbound	Clevedon - Nailsea - Bristol	Mon-Sun: Approximate hourly service
	Westbound	Bristol - Nailsea - Clevedon	Mon-Sun: Approximate hourly service
X9	Eastbound	Nailsea - Bristol	Mon-Sat: Approximate half hourly service Sun: Approximate hourly service
	Westbound	Bristol - Nailsea	Mon-Sat: Approximate half hourly service Sun: Approximate hourly service

4.9 In addition to the above bus services, the site is located within reasonably close proximity of the Long Ashton Park and Ride facility situated off the A370. This offers 1,500 car parking spaces and is served by the Bristol Metrobus M2 service to Bristol City Centre Monday to Saturday and the 505 service to Southmead Hospital via Hotwells, Clifton and Redland.

4.10 The Park and Ride is located approximately 3.4 kilometres to the northeast of the site, and is therefore within comfortable cycling distance and would also be a convenient facility for future residents to drive (or cycle) to as part of a longer journey to Bristol by public transport. National Cycle Route 33 passes the site along Weston Road, and passes within approximately 150 metres of the Park and Ride. The bus journey time from the Park and Ride site to Bristol city centre is approximately 15 minutes.

### Cycling

4.11 The site offers excellent accessibility by bicycle, with Weston Road forming part of National Cycle Routes 33 (known as the 'Festival Way') and 334, which provide high quality, attractive, largely traffic-free linkages to Nailsea, Flax Bourton, Bristol, Clifton, and other neighbouring areas. Route 33 in particular is considered to be an important sustainable transport link, providing a largely traffic-free route between Long Ashton and Bristol City Centre, a major destination for employment trips from Long Ashton (refer to Photograph 4.4).



*Photograph 4.4: National Cycle Route 33 along Weston Road*

- 4.12 Route 33 extends along the southern side of Weston Road and also passes very close to Birdwell Primary School and the Long Ashton Park and Ride site off the A370, offering potential for cycling to form part of a longer journey by public transport into Bristol. There are existing crossing facilities on Weston Road in the vicinity of the site (adjacent to the Wild Country Lane bus stops) to enable people to safely access the cycle route from the site.
- 4.13 The proximity of these cycle routes offers potential for a significant proportion of trips from the site to be made by bicycle, and these routes undoubtedly enhance the accessibility credentials of the proposed development. The cycle routes through Long Ashton are well sign posted providing good legibility as shown in Photograph 4.5.



**Photograph 4.5: Existing cycle route signage on Weston Road**

#### **Summary**

- 4.14 This Section has demonstrated clearly that the site offers very good accessibility by sustainable modes of transport. Future residents of the site will have genuine travel mode choice, being located along a key bus corridor linking Long Ashton and various other North Somerset towns and villages with Bristol city centre. The proximity of the Festival Way Cycle Route is also considered to offer significant benefit to future residents, offering a sustainable and attractive cycle link between the site, Bristol city centre and Nailsea. Furthermore, there are many important services and facilities within Long Ashton village itself that would be accessible for future residents of the site on foot. Such facilities include a primary school, Co-Operative foodstore, medical facilities, hairdressers, off licence, and a pizzeria.
- 4.15 Accordingly, CEC considers that there is potential for a significant number of journeys to and from the site to be made by sustainable modes of transport.

## 5.0 DEVELOPMENT PROPOSALS

### The Proposals

- 5.1 This planning application seeks outline permission with all matters reserved except access for the construction of 35 residential dwellings on land at Gatcombe Farm, Long Ashton.
- 5.2 The proposed residential development seeks to address affordable housing needs in Long Ashton and will therefore comprise 100% affordable housing in a range of dwelling types and sizes. The illustrative masterplan (Drawing No. 18071\_NP\_XX\_DR\_A\_1003(3) [*Illustrative Site Plan*]) prepared by Nash Partnership is included within Appendix 2 of this Report.

### Vehicular Access

- 5.3 The proposed vehicular access to the site is shown on CEC Plan 3454/SK101(H) [*Site Access Layout*] in Appendix 1.
- 5.4 In order to inform the junction design, CEC commissioned two 7-day Automatic Traffic Counts (ATCs) along Weston Road during September 2019, where the results are enclosed in Appendix 4. Vehicle flows and speeds were recorded at locations to the east and west of the proposed access location so as to obtain comprehensive speed survey information to inform the required junction visibility. The ATCs were installed at the following locations, corresponding to approximately 43m either side of the access, being commensurate with the visibility required for a 30mph speed limit road:
- ATC 1 West site: 51.42542, -2.67517
  - ATC 2 East site: 51.42587, -2.67382
- 5.5 The existing surveyed traffic flows and 85<sup>th</sup> percentile speeds along Weston Road are summarised within Table 5.1 below, whilst the full survey data is included within Appendix 4.



**Table 5.1: Existing Traffic Flows and Speeds along Weston Road (Sept 2019)**

Direction	AM Peak 0800-0900	PM Peak 1700-1800	Daily (5-day Avg.)	85 <sup>th</sup> %ile Speed
Eastbound	200vph	194vph	2,065	37mph (derived from western ATC Data)
Westbound	217vph	272vph	2,334	34mph (derived from eastern ATC Data)
Two-Way	417vph	466vph	4,399	-

- 5.6 Having regard to the formula contained within *Manual for Streets 2 (MfS2)* for calculating junction visibility splays, CEC has calculated the required visibility splays as 2.4m x 59m, which is appropriate for the higher eastbound speed of 37mph.
- 5.7 CEC Plan 3454/SK101(H) [*Site Access Layout*], included within Appendix 1 illustrates the proposed site access arrangement and demonstrates that the required visibility splays can be achieved. A Stage 1/2 Road Safety Audit (including a Designer’s Response) of the proposed access is included within Appendix 6 of this Report.
- 5.8 At the request of NSC, the access design has been updated from the proposal submitted with the previous planning application (ref: 20/P/1547/OUT) to incorporate widened connecting paths (3.0m) to provide improved cyclist connectivity to the Festival Way cycle route.
- 5.9 It is understood that NSC wishes for a *low level* of traffic calming to be introduced on Weston Road to reduce vehicle speeds. CEC considers that any traffic calming features could be incorporated into the detailed design of the junction as part of the S278 technical approval process and does not need to be agreed at the application stage since it is not necessary in relation to junction visibility or any other safety matter. The requisite visibility has been demonstrated according to the measured vehicle speeds.
- 5.10 Notwithstanding, the presence of the new junction and its associated right turn lane will, of itself, introduce an element of traffic calming and it is noted that Weston Road in the vicinity of the site is already subject to a 30mph speed limit with vehicle activated signage installed. Any further minor measures could easily be considered and designed at the S278 stage.



- 5.11 The Stage 1/2 Road Safety Audit of the access design does not raise any issues in relation to traffic speeds or junction visibility, reinforcing that the access design as submitted is appropriate.

#### **Car Parking**

- 5.12 The level of car parking proposed on the submitted Site Layout Plan accords with the parking standards set out in North Somerset Council's adopted Parking Standards *Supplementary Planning Document (SPD)*. This document identifies the following minimum provision:
- 1 bedroom- 1.5 spaces per unit;
  - 2 and 3 bedroom - 2 spaces per unit; and
  - 4+ bedroom - 3 spaces per unit.

#### **Cycle Parking**

- 5.13 Cycle parking will be provided in accordance with the minimum standards set out in the abovementioned *SPD* as follows:
- 1 bedroom- 1 space per unit
  - 2 and 3 bedroom - 2 spaces per unit; and
  - 4+ bedroom - 2 spaces per unit.
- 5.14 The details relating to cycle parking will be dealt with at the reserved matters stage.

#### **Pedestrian / Cycle Access**

- 5.15 It is proposed to incorporate a dedicated pedestrian / cycle access into both the southeast and southwest corners of the site from Weston Road. In addition, pedestrians and cyclists will also be able to access the site via the proposed junction arrangement off Weston Road.

#### **Servicing**

- 5.16 The refuse collection strategy will be addressed in detail as part of a reserved matters application, which will include the submission of swept path analysis plans to confirm that a refuse vehicle is able to satisfactorily service all parts of the site. However, at this stage it is envisaged that the illustrative layout submitted as part of this outline application will be capable of achieving a satisfactory refuse collection strategy, through a combination of traditional kerbside collection, communal bin stores, and provision of refuse collection points.



## 6.0 MULTI-MODAL TRIP GENERATION

- 6.1 This Section of the Report considers the multi-modal trip generation associated with the proposed development. CEC obtained trip rates from the TRICS database for ‘Houses Privately Owned’.
- 6.2 All TRICS sites within Greater London and Ireland were excluded from the assessment, as well as sites in Scotland. In terms of location, all ‘town centre’ and ‘edge of town centre’ sites were excluded from the assessment.
- 6.3 The Residential TRICS data was filtered according to public transport provision, where a range of between 5 and 120 two-way services was selected, where approximately 90 buses (two-way) pass the site along Weston Road between 0700 and 1900 Monday to Friday. A further filter was applied to limit the number of dwellings to between 6 and 100 units.
- 6.4 The derived trip rates are summarised within Table 6.1 below, whilst the resultant trip generation is displayed within Table 6.2.

**Table 6.1: Residential Multi-Modal Trip Rates / Dwelling**

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total People	0.261	0.816	0.580	0.264	4.013	4.155
Vehicle Trips	0.156	0.380	0.327	0.149	2.319	2.387

**Table 6.2: Residential Trip Generation (35 units)**

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total People	9	29	20	9	140	145
Vehicle Trips	5	13	11	5	81	84

- 6.5 Table 6.2 indicates that the proposed 35 residential units is predicted to generate 18 two-way vehicles trips in the AM peak and 16 two-way vehicle trips in the PM peak. A total of 165 vehicular trips are predicted between 0700 and 1900. 38 person trips are predicted during the AM peak, with 29 two-way trips during the PM peak.



- 6.6 The increase in vehicular trips in the AM and PM peaks is equivalent to approximately 1 additional vehicular movement every 3-4 minutes, which is considered will have a negligible impact on the local highway network. In light of the above, no further consideration has been given to the vehicular impact of the proposed development.



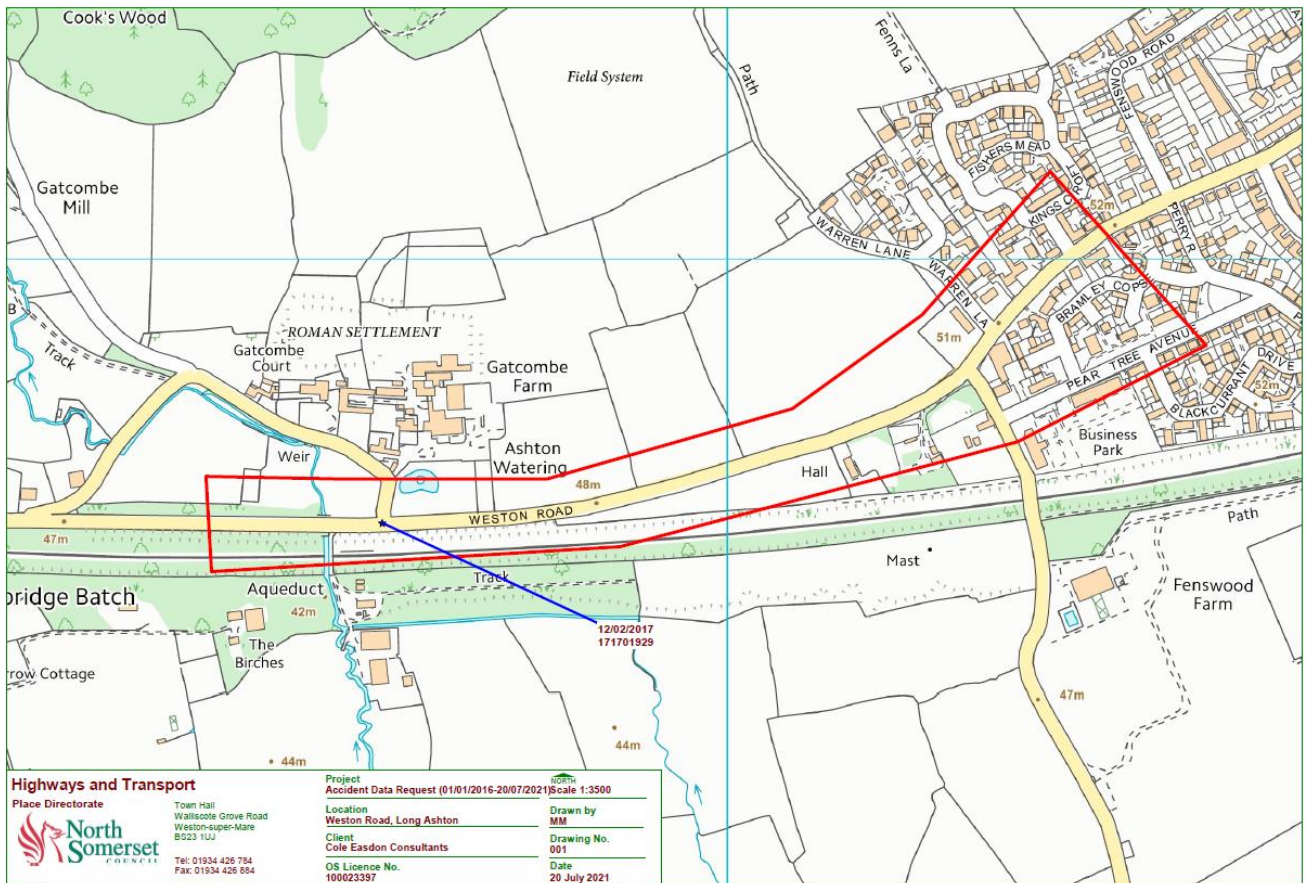


## 7.0 PERSONAL INJURY ACCIDENT DATA

7.1 CEC has obtained Personal Injury Accident Data for the most recent five-year period from North Somerset Council. The accident study area comprises a significant length of Weston Road including the entire site frontage and the junctions with Gatcombe Farm, Wild Country Lane, Warren Lane, Kings Croft and Fenswood Road.

7.2 The accident data shows that only one slight accident has occurred within the study area in the last 5 years. Refer to Figure 7.1 below.

Figure 7.1: Accident Locations



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## 8.0 SUMMARY AND CONCLUSIONS

8.1 This *Transport Assessment (TA)* has been prepared in support of an outline planning application for the proposed construction of up to 35 residential dwellings on land to the south of Warren Lane, Long Ashton.

8.2 The *TA* has provided a thorough and exhaustive analysis of the transportation and highway implications associated with the proposed development, and mitigation measures have been discussed and identified where appropriate.

### Conclusions

8.3 The conclusions of this *TA* are as follows:

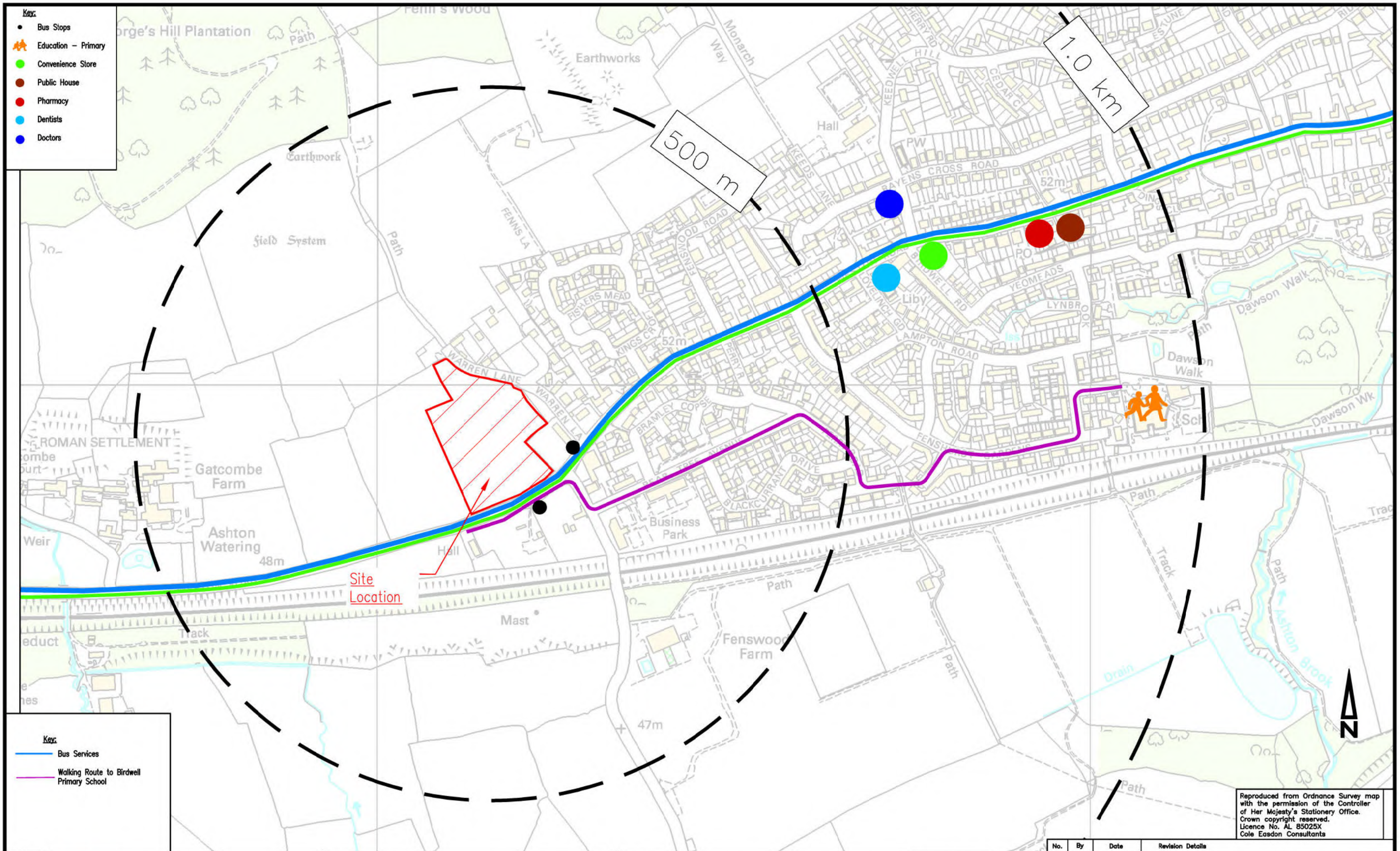
- The site offers good access to the local highway network, with Weston Road facilitating connections to the A370 which links Bristol with Weston-super-Mare;
- The proposals comply with national and local policy with regard to ensuring that new development is situated where there is good accessibility by public transport, walking, and cycling;
- The site is accessible by sustainable modes of transport, with typically 3 buses per hour to Bristol and Nailsea, and with hourly services to Weston-super-Mare, Clevedon and Portishead;
- There are a number of day-to-day services and facilities within walking distance of the site, including primary education, convenience store, GP surgery, pharmacy, and dental surgery;
- The site offers excellent access to the Festival Way cycle route and future residents will therefore have easy access to a high-quality traffic-free cycle route to Bristol and other neighbouring towns;
- The site can achieve a suitable vehicular access off Weston Road in the form of a priority junction arrangement;
- The site can accommodate appropriate levels of vehicular and cycle parking to serve the proposed development; and
- A review of Personal Injury Accident data for the local area has confirmed that there are no particular safety concerns that would require mitigation works.

8.4 CEC considers that there are no highway or transport reasons to preclude the development of this site as proposed.

Cole Easdon Consultants Limited  
October 2021

# Appendix 1





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**COLE EASDON CONSULTANTS**

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Job Title:

**Proposed Residential Development  
Land to the South of Warren Lane,  
Long Ashton**

Drawing Title:

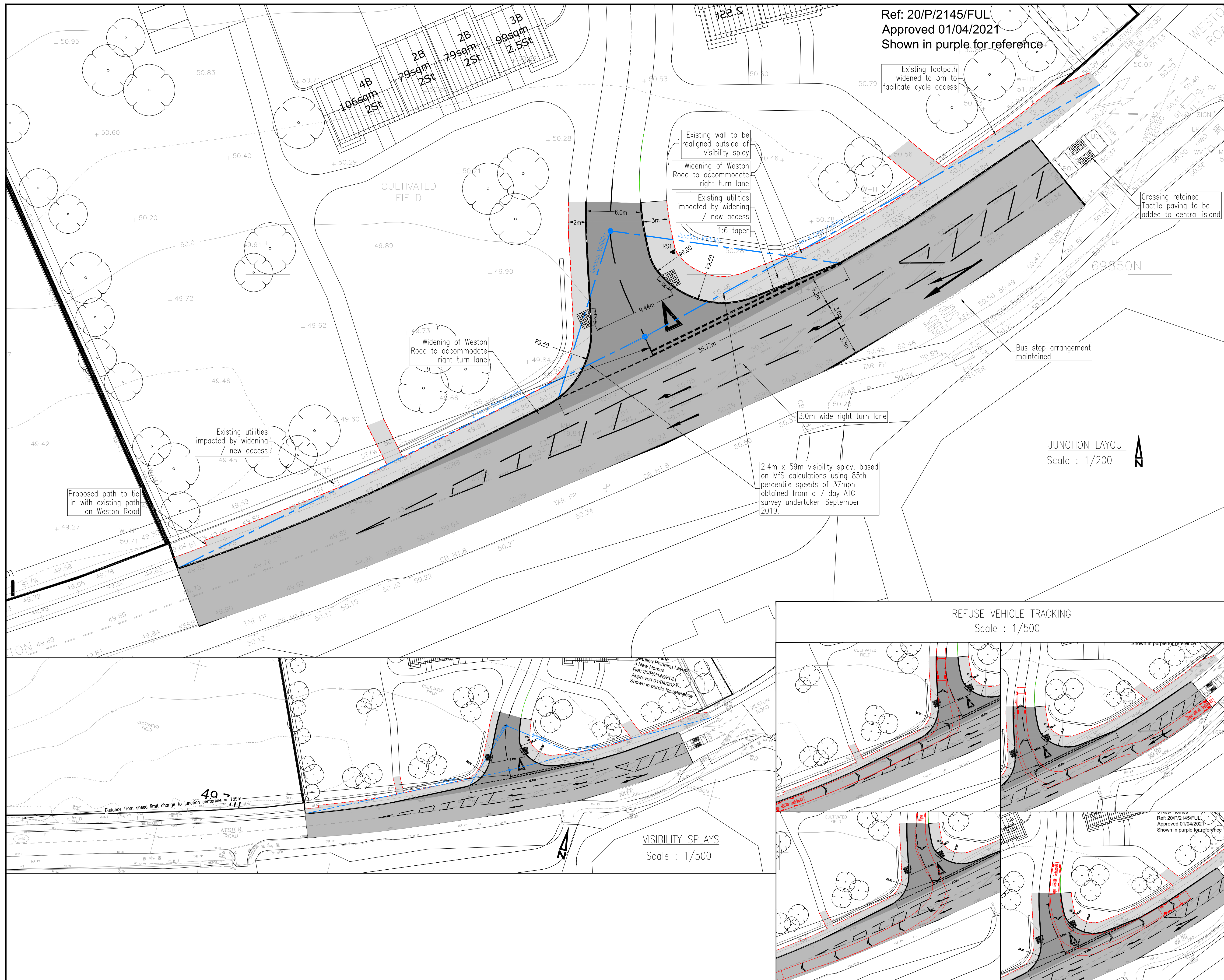
**Location & Accessibility Plan**

Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT
	FOR PLANNING
	FOR TENDER
	FOR APPROVAL
	FOR CONSTRUCTION
	AS BUILT

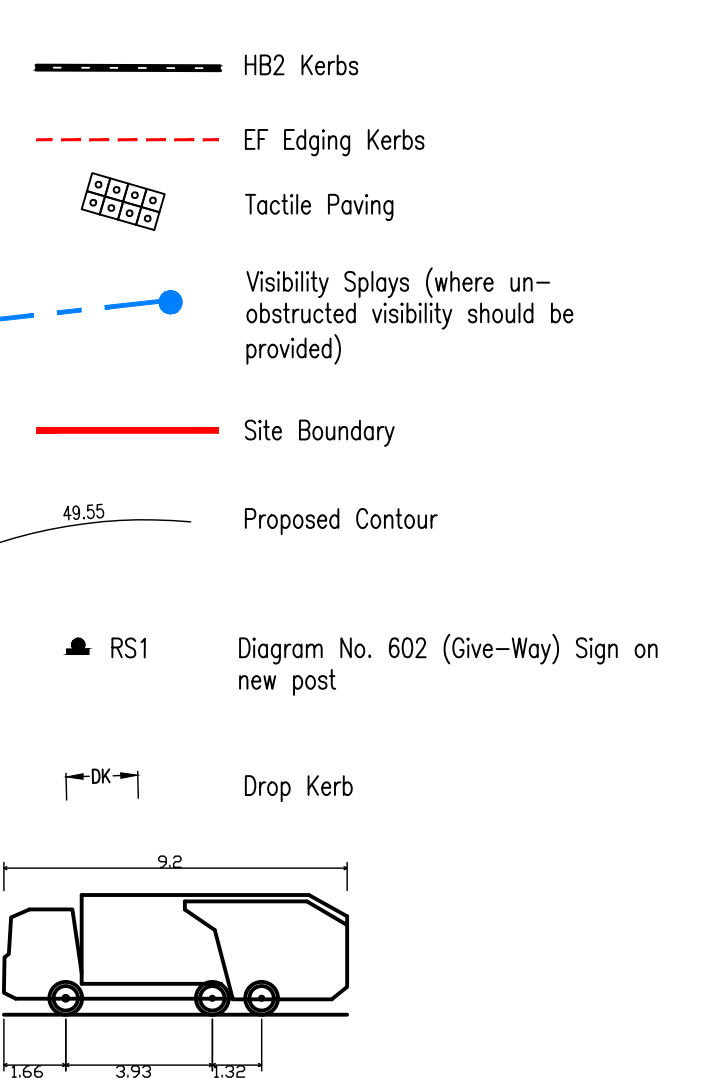
No.	By	Date	Revision Details
Client: <b>Long Ashton Land Company Ltd.</b>			
Drawn By BS	Date Drawn Nov 2019	Scale 1:5,000 @ A3	
Checked By DH	Drawing No. Plan 3454/201	Revision	



Ref: 20/P/2145/FUL  
 Approved 01/04/2021  
 Shown in purple for reference



- KEY:**
- New full depth road construction to Access Road and Road Widening
  - Existing carriageway Re-surfacing (approx extents)
  - New Footpath Construction
  - HB2 Kerbs
  - EF Edging Kerbs
  - Tactile Paving
  - Visibility Splays (where un-obstructed visibility should be provided)
  - Site Boundary
  - Proposed Contour
  - RS1 Diagram No. 602 (Give-Way) Sign on new post
  - Drop Kerb



No.	By	Date	Revision Details
H	AD	22.10.21	Site layout updated
G	AD	04.08.21	Site layout updated
F	AD	29.07.21	Updated to suit revised site layout
E	SB	20.07.21	Cycleway widened to 3.0m
D	AD	07.10.20	Junction widened to accommodate refuse veh. Tactiles added to existing crossing
C	AD	04.03.20	RTL extended & sign/lining revised to suit Road Safety Audit comments
B	AD	14.11.19	Road width & junction geometry revised to N.Somerset Council comments
A	AD	03.10.19	Visibility splays updated to suit speed survey

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**CEC**

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Client  
**Long Ashton Land Company Ltd**

Job Title  
**Proposed Residential Development  
 Gatcombe Farm, Long Ashton**

Drawing Title  
**Site Access Layout**

Drawing Status				
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION AS BUILT
**CONSTRUCTION AT CLIENT / CONTRACTOR RISK**				
Designed by: <b>AD</b>	Drawn by: <b>AD</b>	Checked by: <b>DH</b>	Scale <b>As Shown @ A1</b>	
Date <b>Sept 2019</b>				
Dwg No. <b>3454/SK101</b>				Rev. <b>H</b>



# Appendix 2

Responsibility is not accepted for errors made by others in scaling from this drawing. Contractors must check all dimensions on site. Discrepancies must be reported immediately to the architect before proceeding. This drawing is copyright ©2018 Nash Partnership. All rights reserved.

Rev.	Date	Notes	Init.
3	01.11.21	Planning Issue	PM

CDM Regulations

Drawing Scale 1:1250 @ A3

**nash partnership**

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File name: 21077\_NP\_XX\_DR\_A\_1003

**PLANNING ISSUE**

Job Number	Originator	Zone	Level
21077	NP	XX	XX

Type	Role	Drawing Number	Revision
DR	A	1003	3

Project  
Land South of Warren Lane, Long Ashton

Title  
Illustrative Site Plan

Drawn by	Project Manager	Scale
PM	PM	1:1250 @ A3



- Application boundary
- Development with Planning/PIP Approval layout shown in purple for information (not yet constructed) details as follows
- 1** Address: 1 Warren Lane  
Type: Full Planning approval on 01/04/2021  
Amount: 3 New Homes  
Ref: 20/P/2145/FUL
- 2** Address: Builder's Yard, Weston Road  
Type: Permission in Principle approved at appeal on 24/02/2021  
Amount: 2-5 New Homes  
Ref: 20/P/0640/PIP

# Appendix 3



Calculation Reference: AUDIT-228601-210723-0715

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	2 days
	SM SOMERSET	3 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	3 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 8 to 99 (units: )  
Range Selected by User: 6 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1900  
Include days where PT not known: Yes  
Range: 5 to 120

Date Range: 01/01/13 to 19/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	7 days
Thursday	10 days
Friday	4 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	7

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	24
Village	6
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3	31 days
----	---------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	10 days
10,001 to 15,000	5 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	26 days
1.6 to 2.0	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	6 days
No	25 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI -DETACHED & TERRACED	CESHIRE	<i>Survey Type: MANUAL</i>
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM  Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI -DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
5	DV-03-A-01 BRONSHILL ROAD TORQUAY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>	TERRACED HOUSES	DEVON	<i>Survey Type: MANUAL</i>
6	DV-03-A-03 LOWER BRAND LANE HONITON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED	DEVON	<i>Survey Type: MANUAL</i>
7	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
	<i>Survey Type: MANUAL</i>		
9	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
	<i>Survey Type: MANUAL</i>		
10	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
	<i>Survey Type: MANUAL</i>		
11	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
12	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
	<i>Survey Type: MANUAL</i>		
13	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		
	<i>Survey Type: MANUAL</i>		
14	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>		
	<i>Survey Type: MANUAL</i>		
15	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

16	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD RIPON	
		Edge of Town No Sub Category Total No of Dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>	<i>Survey Type: MANUAL</i>
17	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
		HORSEFAIR BOROUGHBRIDGE	
		Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	<i>Survey Type: MANUAL</i>
18	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
		CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	<i>Survey Type: MANUAL</i>
19	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
		GUNROG ROAD WELSHPOOL	
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>	<i>Survey Type: MANUAL</i>
20	SC-03-A-04	DETACHED & TERRACED	SURREY
		HIGH ROAD BYFLEET	
		Edge of Town Residential Zone Total No of Dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>	<i>Survey Type: MANUAL</i>
21	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
		BURY ROAD KENTFORD	
		Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>	<i>Survey Type: MANUAL</i>
22	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
		SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>	<i>Survey Type: MANUAL</i>
23	SH-03-A-06	BUNGALOWS	SHROPSHIRE
		ELLESMERE ROAD SHREWSBURY	
		Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & SEMI      33 24/09/15	SOMERSET        <i>Survey Type: MANUAL</i>
25	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      42 25/09/18	SOMERSET        <i>Survey Type: MANUAL</i>
26	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      41 25/09/18	SOMERSET        <i>Survey Type: MANUAL</i>
27	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS      17 17/10/13	WARWICKSHIRE        <i>Survey Type: MANUAL</i>
28	WK-03-A-04 DALEHOUSE LANE KENILWORTH  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES      49 27/09/19	WARWICKSHIRE        <i>Survey Type: MANUAL</i>
29	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      39 21/11/16	WEST MIDLANDS        <i>Survey Type: MANUAL</i>
30	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS      57 19/10/17	WEST SUSSEX        <i>Survey Type: MANUAL</i>
31	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      79 07/11/18	WEST SUSSEX        <i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	46	0.081	31	46	0.327	31	46	0.408
08:00 - 09:00	31	46	0.156	31	46	0.380	31	46	0.536
09:00 - 10:00	31	46	0.156	31	46	0.186	31	46	0.342
10:00 - 11:00	31	46	0.132	31	46	0.176	31	46	0.308
11:00 - 12:00	31	46	0.147	31	46	0.162	31	46	0.309
12:00 - 13:00	31	46	0.167	31	46	0.163	31	46	0.330
13:00 - 14:00	31	46	0.172	31	46	0.171	31	46	0.343
14:00 - 15:00	31	46	0.172	31	46	0.186	31	46	0.358
15:00 - 16:00	31	46	0.265	31	46	0.175	31	46	0.440
16:00 - 17:00	31	46	0.297	31	46	0.167	31	46	0.464
17:00 - 18:00	31	46	0.327	31	46	0.149	31	46	0.476
18:00 - 19:00	31	46	0.247	31	46	0.145	31	46	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.319			2.387			4.706

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	8 - 99 (units: )
Survey date range:	01/01/13 - 19/11/19
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	46	0.124	31	46	0.556	31	46	0.680
08:00 - 09:00	31	46	0.261	31	46	0.816	31	46	1.077
09:00 - 10:00	31	46	0.259	31	46	0.322	31	46	0.581
10:00 - 11:00	31	46	0.200	31	46	0.292	31	46	0.492
11:00 - 12:00	31	46	0.233	31	46	0.238	31	46	0.471
12:00 - 13:00	31	46	0.269	31	46	0.258	31	46	0.527
13:00 - 14:00	31	46	0.269	31	46	0.260	31	46	0.529
14:00 - 15:00	31	46	0.272	31	46	0.273	31	46	0.545
15:00 - 16:00	31	46	0.599	31	46	0.349	31	46	0.948
16:00 - 17:00	31	46	0.537	31	46	0.290	31	46	0.827
17:00 - 18:00	31	46	0.580	31	46	0.264	31	46	0.844
18:00 - 19:00	31	46	0.410	31	46	0.237	31	46	0.647
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.013</b>			<b>4.155</b>			<b>8.168</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

# Appendix 4

**PCC** Weston Road, Long Ashton (West Site)

Site No. 503501

Site Ref. 502501

Weston Road (West)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	2327	40	35	6	0	5	73	120	203	748	818	257	74	23	3	0	3
Thu 19 Sep	2257	41	35	6	1	9	73	83	179	724	776	303	76	23	3	4	3
Fri 20 Sep	2279	42	35	6	0	8	47	91	191	720	776	327	84	22	7	3	3
Sat 21 Sep	1986	42	35	7	1	9	44	84	158	628	631	298	98	19	10	4	2
Sun 22 Sep	1262	43	36	7	0	5	18	22	110	366	429	218	67	19	7	0	1
Mon 23 Sep	1958	41	35	6	3	9	59	59	160	677	661	252	58	17	2	1	0
Tue 24 Sep	1428	41	35	6	0	7	50	70	140	438	467	198	43	12	1	2	0
5 Day Ave.	2050	41	35	6	1	8	60	85	175	661	700	267	67	19	3	2	2
7 Day Ave.	1928	41	35	6	1	7	52	76	163	614	651	265	71	19	5	2	2

PCC Traffic Information Consultancy Ltd.

Site No. 503501

Site Ref. 502501

Weston Road (West)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	2278	36	30	7	1	88	147	149	846	622	299	86	26	11	1	0	2
Thu 19 Sep	2191	37	30	7	3	83	127	157	814	558	299	108	26	6	8	2	0
Fri 20 Sep	2204	36	30	7	1	89	120	130	821	627	294	97	16	7	1	0	1
Sat 21 Sep	1947	37	30	7	5	80	84	101	745	525	262	105	32	5	3	0	0
Sun 22 Sep	1293	38	31	7	0	17	38	62	495	318	249	79	23	9	2	1	0
Mon 23 Sep	2124	35	29	6	6	43	83	200	919	559	233	64	12	3	2	0	0
Tue 24 Sep	1527	36	30	6	6	18	50	182	597	418	179	59	11	6	1	0	0
5 Day Ave.	2065	36	30	7	3	64	105	164	799	557	261	83	18	7	3	0	1
7 Day Ave.	1938	37	30	7	3	60	93	140	748	518	259	85	21	7	3	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 503501

Site Ref. 502501

Weston Road (West)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	4605	39	32	7	1	93	220	269	1049	1370	1117	343	100	34	4	0	5
Thu 19 Sep	4448	40	32	7	4	92	200	240	993	1282	1075	411	102	29	11	6	3
Fri 20 Sep	4483	40	33	7	1	97	167	221	1012	1347	1070	424	100	29	8	3	4
Sat 21 Sep	3933	40	33	7	6	89	128	185	903	1153	893	403	130	24	13	4	2
Sun 22 Sep	2555	41	34	7	0	22	56	84	605	684	678	297	90	28	9	1	1
Mon 23 Sep	4082	39	32	7	9	52	142	259	1079	1236	894	316	70	20	4	1	0
Tue 24 Sep	2955	39	32	7	6	25	100	252	737	856	646	257	54	18	2	2	0
5 Day Ave.	4115	39	32	7	4	72	166	248	974	1218	960	350	85	26	6	2	2
7 Day Ave.	3866	40	33	7	4	67	145	216	911	1133	910	350	92	26	7	2	2

PCC Traffic Information Consultancy Ltd.



# Weston Road, Long Ashton (East Site)

Site No. 503502

Site Ref. 503502

Weston Road (East)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	2414	33	26	8	19	303	259	335	753	575	132	32	4	1	1	0	0
Thu 19 Sep	2350	34	26	8	12	311	247	283	707	584	165	33	6	2	0	0	0
Fri 20 Sep	2378	34	27	7	11	269	224	267	718	642	198	38	8	3	0	0	0
Sat 21 Sep	2003	35	28	7	7	190	144	162	524	664	251	46	11	3	0	0	1
Sun 22 Sep	1269	35	28	7	10	144	74	68	344	427	155	37	9	1	0	0	0
Mon 23 Sep	2311	34	26	8	16	308	226	198	715	637	183	26	2	0	0	0	0
Tue 24 Sep	2215	34	27	8	11	308	171	202	666	633	188	32	3	1	0	0	0
5 Day Ave.	2334	34	26	8	14	300	225	257	712	614	173	32	5	1	0	0	0
7 Day Ave.	2134	34	27	7	12	262	192	216	632	595	182	35	6	2	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 503502

Site Ref. 503502

Weston Road (East)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	2003	32	26	6	16	90	268	363	805	334	101	20	5	0	1	0	0
Thu 19 Sep	1963	33	26	7	10	105	264	328	796	321	105	26	6	2	0	0	0
Fri 20 Sep	1984	32	26	6	5	76	274	325	844	337	102	17	3	0	1	0	0
Sat 21 Sep	1772	33	27	6	9	46	178	291	748	358	103	33	4	1	1	0	0
Sun 22 Sep	1223	34	27	6	1	33	138	170	511	256	84	22	7	1	0	0	0
Mon 23 Sep	2033	31	25	6	8	101	273	405	874	299	61	10	2	0	0	0	0
Tue 24 Sep	1966	32	26	6	12	84	264	354	797	351	86	14	4	0	0	0	0
5 Day Ave.	1990	32	26	6	10	91	269	355	823	328	91	17	4	0	0	0	0
7 Day Ave.	1849	33	26	6	9	76	237	319	768	322	92	20	4	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 503502

Site Ref. 503502

Weston Road (East)

Speed Report (Speed Limit 30 Mph)

Week Begin: 18 September 2019

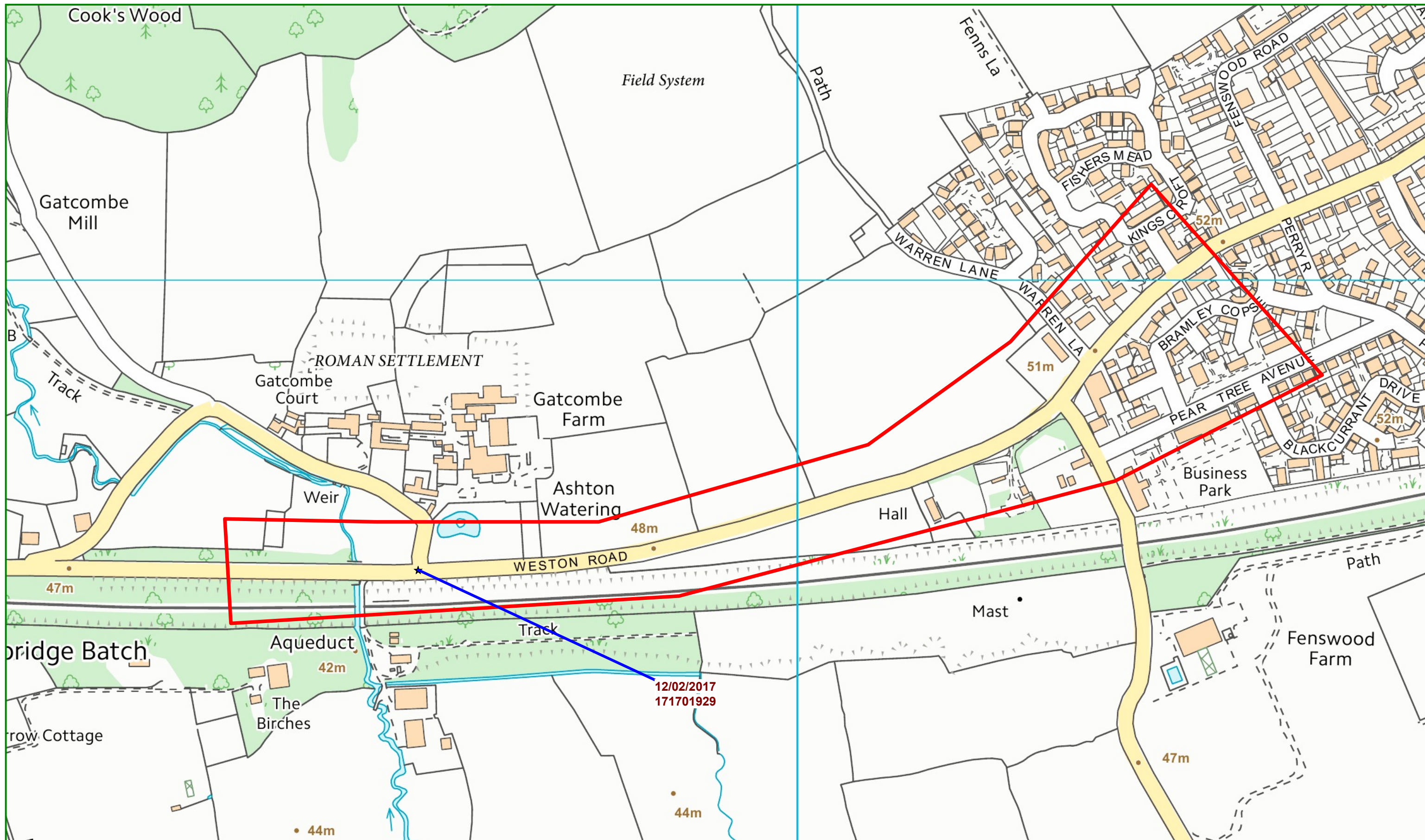
Channel: Total Flow



	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 18 Sep	4417	33	26	7	35	393	527	698	1558	909	233	52	9	1	2	0	0
Thu 19 Sep	4313	33	26	7	22	416	511	611	1503	905	270	59	12	4	0	0	0
Fri 20 Sep	4362	34	26	7	16	345	498	592	1562	979	300	55	11	3	1	0	0
Sat 21 Sep	3775	34	28	7	16	236	322	453	1272	1022	354	79	15	4	1	0	1
Sun 22 Sep	2492	35	28	7	11	177	212	238	855	683	239	59	16	2	0	0	0
Mon 23 Sep	4344	33	26	7	24	409	499	603	1589	936	244	36	4	0	0	0	0
Tue 24 Sep	4181	33	26	7	23	392	435	556	1463	984	274	46	7	1	0	0	0
5 Day Ave.	4323	33	26	7	24	391	494	612	1535	943	264	50	9	2	1	0	0
7 Day Ave.	3983	34	27	7	21	338	429	536	1400	917	273	55	11	2	1	0	0

PCC Traffic Information Consultancy Ltd.

# Appendix 5





<b>Highways and Transport</b> Place Directorate  Town Hall Walliscote Grove Road Weston-super-Mare BS23 1UJ Tel: 01934 426 784 Fax: 01934 426 884	<b>Project</b> Accident Data Request (01/01/2016-20/07/2021)	 Scale 1:3500
	<b>Location</b> Weston Road, Long Ashton	<b>Drawn by</b> MM
	<b>Client</b> Cole Easdon Consultants	<b>Drawing No.</b> 001
	<b>OS Licence No.</b> 100023397	<b>Date</b> 20 July 2021



## AccsMap - Accident Analysis System

Accidents between dates 01/01/2016 and 28/02/2021 (62) months

## Selection:

## Notes:

Selected using Pre-defined Query :

171701929 12/02/2017 Sunday Time 1340 Vehicles 2 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single carriageway

V1 HAS BEEN INDICATING RIGHT &amp; STARTED TO TURN. V2 HAS BEEN OVERTAKING &amp; HIT THE OFFSIDE FRONT WHEEL &amp; BUCKET OF V1 - UNKNOWN REG V1 BUT IS A CAR (FORD)

Occurred on WESTON ROAD, LONG ASHTON

Vehicle Reference 1 Car

Not in restricted lane

First point of impact Offside

Vehicle direction E to N

FRV Not foreign registered vehicle

Left hand drive No

Turning right

No skidding, jack-knifing or overturning

Age of Driver 45 Breath test Negative

Driver Postcode BS419BS

Journey Unknown

Vehicle Reference 2 Car

Not in restricted lane

First point of impact Nearside

Vehicle direction E to W

FRV Not foreign registered vehicle

Left hand drive No

Overtaking moving vehicle on its offside

No skidding, jack-knifing or overturning

Age of Driver 47 Breath test Negative

Driver Postcode SN105FQ

Journey Unknown

Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight

## Accidents involving:

## Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

# Appendix 6

[Trafficmanagementconsultants@hotmail.co.uk](mailto:Trafficmanagementconsultants@hotmail.co.uk)



Unit 2  
71A Hamilton Road  
READING  
RG1 5RA  
07771 557382

14 Aintree Lane  
Liverpool  
L10 2JL

**Combined Stage 1/2 (Feasibly/Detailed Design)  
Road Safety Audit Report  
(Designers response)**

**Location: Gatcombe Farm, Weston Road, Long Ashton,  
North Somerset**

**Proposed Residential Development  
Section 278 Highway works**

**Produced for: Cole Easdon Consultants**

**Date: 20<sup>th</sup> February 2020**



Prepared by:

Peter Ronald: I.Eng, AMICE, MCIHT, MSoRSA, (HE RSA CofC)  
Steve Sully: I.Eng, FIHE, (HE RSA CofC), RegRSA(IHE)

## **Contents**

<b>1</b>	<b>Executive Summary</b>
<b>2</b>	<b>Introduction</b>
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<b>4</b>	<b>Existing Environment</b>
<b>5</b>	<b>Accident/Collision History</b>
<b>6</b>	<b>Survey Information</b>
<b>7</b>	<b>Project</b>
<b>8</b>	<b>Departures from Standards</b>
<b>9</b>	<b>Safety Audit Assessment</b>
<b>10</b>	<b>Nil Response/Comments</b>
<b>11</b>	<b>Non-Motorised User Report</b>
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<b>Appendix</b>	<b>Road Safety Audit Response Auditors' Comments</b>
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## DOCUMENT CONTROL SHEET

**Project Name:** Proposed Residential Development, Gatcombe Farm, Weston Road, North Somerset

**Report Title:** Combined Stage 1/2 (Feasibility/Detailed Design) Road Safety Audit  
Section 278 Highway Works

**Date:** 20<sup>th</sup> February 2020

**Client:** Cole Easdon Consultants

Audit Team			
	Name	Position	Date
<b>Audit Team Leader:</b>	Peter Ronald	Director	20/02/2020
<b>Audit Team Member:</b>	Steve Sully	Road Safety Auditor	20/02/2020
<b>Approved By:</b>	Peter Ronald	Director	20/02/2020

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
A	20/02/2020	Final	PR	SS	PR
B	6/3/2020	Auditor response added	PR		

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## 1. Executive Summary

This scheme is promoted by Long Ashton Land Company. This combined Stage 1/2 (Feasibility/Detailed Design) Road Safety Audit Report is provided under the provisions of the Safety Audit request dated 15<sup>th</sup> November 2019.

## 2. Introduction

Traffic Management Consultants have been commissioned by Cole Easdon Consultants, to carry out a combined Stage 1/2 (Feasibility/Detailed Design) Road Safety Audit, associated with a residential development that is proposed to be constructed on land off the northern side of Weston Road, Long Ashton in North Somerset.

The Audit Team consisted of:

Peter Ronald: IEng, AMICE, MCIHT, MSoRSA, HA RSA Cert of Comp  
Steve Sully: IEng, FIHE, HA RSA Cert of Comp, RegRSA(IHE)

A daytime site visit was made on 18<sup>th</sup> February 2020 between the hours of 2.00pm and 2.30pm Traffic flows were observed to be low. The Audit Team observed numbers of pedal cyclists riding both on and off carriageway along Weston Road. There were a few pedestrians observed. The weather conditions were cloudy and dry. Traffic speeds were perceived to be within the posted 30mph speed limit along Weston Road.

The Audit comprised an examination of the drawings provided by Cole Easdon Consultants and any additional support documents completed by the Audit Team as listed in the Appendices.

The terms of reference of the audit are based on "Guidelines for the Safety Audit of Highway Schemes" published by the Institution of Highways and Transportation, other guidance references, the Traffic Signs Regulations and General Directions 2016 (as amended), and the Highways England Standard GG 119 – Road Safety Audits.

The Audit Team have examined and reported only on the road safety implications, i.e. road safety matters, of the design as presented in the supplied drawings.

All safety issues are with reference to the specific design details shown on the drawings.

Each of the Audit Team's responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious, but worthy of consideration by the Designer and/or by the Overseeing Organisation.

Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Road Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the issues raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	**** Problem**** (Urgent)				
Critical		*** Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

### 3. Historical Summary

The land on which the proposed residential development site is to be constructed is currently a rural field.

### 4. Existing Environment

Weston Road is a distributor road linking Long Ashton to the north east and onward to Bristol, and Weston Super Mare/M5 Motorway via the A370 to the south west.

Weston Road in the immediate vicinity of the proposed residential development site currently has a footway along its north side, and an off-carriageway shared-use footway/cycleway route along its southern side. A system of highway lighting exists along Weston Road and is subject to a posted 30mph speed limit.

Bus stop facilities exist on both sides of Weston Road in close proximity to the proposed residential development site.

### 5. Accident / Collision History

No personal injury collision data has been provided to the Audit Team for consideration.

### 6. Survey Information

No traffic survey data has been provided to the Audit Team for consideration.

### 7. Project

To construct a new residential development on land off the north side of Weston Road. The means of access taking the form of a simple give-way major/minor priority-controlled junction incorporating the construction of a ghost-island with dedicated right turn lane on Weston Road.

## 8. Departures from Standards

The Audit Team have not been advised about any Departures from Standards agreed between the Design Organisation and the Overseeing Organisation relating to the highway infrastructure changes proposed in support of the proposed residential development.

## 9. Stage 1/2 - Audit Assessment

The table below summarises the findings from this audit which are described in detail on following pages.

	Item	Comments	Notes
<b>A1</b>	<b>General</b>		
A1.1	Departures from Standards		
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage		(9.5) Risk of slip hazards presented to pedestrians using the proposed crossing point due to potential water ponding problems and formation of ice during freezing weather conditions.
A1.5	Landscaping		
A1.6	Public Utilities / Services Apparatus		
A1.7	Lay-bys		
A1.8	Access		
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles		
<b>A2</b>	<b>Local Alignment</b>		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
<b>A3</b>	<b>Junctions</b>		
A3.1	Layout		(9.4) Risk of rear-end-shunt vehicle collisions occurring due to insufficient deceleration length of the proposed right turn lane and vehicles obstructing westbound vehicles on Weston Road.
A3.2	Visibility		
<b>A4</b>	<b>Non-Motorised User Provision</b>		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided		
A4.3	Facilities adequate		
A4.4	Separation from carriageway		



A4.5	Special requirements elderly/young infirm/mobility/visually impaired		(9.3) Risk of trip/slip/fall hazards presented to mobility and visually impaired pedestrians due to absence of dropped kerbs at the proposed uncontrolled pedestrian crossing point.
A4.6	Tactile paving/guardrails		
A4.7	Junctions		
A4.8	Routes clear of obstruction		
A4.9	Equestrians		
<b>A5</b>	<b>Road Signs, Carriageway Markings And Lighting</b>		
A5.1	Signs		(9.2) Risk of side-impact collisions occurring between motor vehicles exiting the proposed development access with other vehicles travelling along Weston Road due to failure to stop and give way.
A5.2	Lighting	Problem	(9.1) Risk of collisions occurring between motor vehicles, pedal cyclists and pedestrians during the hours of darkness conditions due to inadequate levels of highway lighting.
A5.3	Poles and Columns		
A5.4	Road Markings		(9.2) Risk of side-impact collisions occurring between motor vehicles exiting the proposed development access with other vehicles travelling along Weston Road due to failure to stop and give way.

## 9.1 **\*\*Problem\*\*** (item A5.2)

**Location:** Weston Road, proposed development access.

**Summary:** Risk of collisions occurring between motor vehicles, pedal cyclists and pedestrians during the hours of darkness conditions due to inadequate levels of highway lighting.

**Description:** Observation was made that highway lighting does exist along the south side of Weston Road in the immediate vicinity of the proposed residential development access. However, the existing highway lighting provision may not be suitable and sufficient to ensure that hazardous conditions are not presented to road users on the approaches to, and at, the proposed residential development access during the hours of darkness.

**Type of conflict/collision:** Risk of side-impact and rear-end-shunt motor vehicle, and non-motorised road user collisions occurring due to potentially inadequate levels of highway lighting provision during the hours of darkness.

**Recommendation:** It is recommended that suitable and sufficient highway lighting should be provided.

## 9.2 \*Problem\* (item A5.1 & A5.4)

**Location:** Weston Road, proposed development access.

**Summary:** Risk of side-impact collisions occurring between motor vehicles exiting the proposed development access with other vehicles travelling along Weston Road due to failure to stop and give way.

**Description:** It is proposed to introduce the minimum standard of give-way road markings at the intersection of the proposed development access with Weston Road. Given the volume of traffic, numbers of pedal cyclists, and the characteristics of the layout of Weston Road, it may not be obvious that motorists must stop and give way to priority movements of vehicles travelling along Weston Road.

The Audit Team consider that the introduction of additional regulatory signing and road markings could reduce the risk of collisions occurring at the proposed development access with Weston Road due to road users failing to stop and give way.

**Type of conflict/collision:** Risk of side-impact collisions occurring between motor vehicles exiting the proposed development access with other vehicles travelling along Weston Road due to failure to stop and give way.

**Recommendation:** It is recommended that an upright regulatory give-way sign and a triangular give-way road marking should be introduced at the proposed development access with Weston Road.

## 9.3 \*Problem\* (item A4.5)

**Location:** Uncontrolled pedestrian crossing point at proposed residential development access.

**Summary:** Risk of trip/slip/fall hazards presented to mobility and visually impaired pedestrians due to absence of dropped kerbs at the proposed uncontrolled pedestrian crossing point.

**Description:** The drawing indicates that full height HB2 kerbs are to be introduced to form the outer extents of the proposed development access at its junction with Weston Road. The introduction of full height HB2 kerbs at the location of the proposed uncontrolled pedestrian crossing point will exclude access for use by any mobility impaired pedestrians from using the crossing. In addition, HB2 kerbs could present trip/slip/fall hazards to any visually impaired pedestrians attempting to use the crossing point having detected the tactile paving areas.

**Type of conflict/collision:** Risk of trip/slip/fall hazards presented to mobility and visually impaired pedestrians due to absence of dropped kerbs at the proposed uncontrolled pedestrian crossing point.

**Recommendation:** It is recommended that dropped kerbing should be introduced at the proposed uncontrolled pedestrian crossing point on both sides of the proposed development access road.

## 9.4 \*Problem\* (item A3.1)

**Location:** Weston Road, proposed ghost-island with right turn lane associated with development access.

**Summary:** Risk of rear-end-shunt vehicle collisions occurring due to insufficient deceleration length of the proposed right turn lane and vehicles obstructing westbound vehicles on Weston Road.

**Description:** The drawing indicates a right turn lane Deceleration Length of approximately 20m (includes a 5 Direct Taper) after deducting the required 10m Turning Length distance from the centreline of the proposed development access. DMRB Standard CD 123 recommends a minimum Deceleration Length of 25m, Table 5.22 based on a 50kph (30mph) Design Speed.

**Type of conflict/collision:** Risk of rear-end-shunt vehicle collisions occurring due to insufficient deceleration length of the proposed right turn lane and vehicles obstructing westbound vehicles on Weston Road.

**Recommendation:** It is recommended that the Deceleration Length of the proposed right turn lane should be increased to accord with established design standards, suitable for the operational 85<sup>th</sup> percentile approach speed of vehicles travelling along Weston Road.

## 9.5 \*Problem\* (item A1.4)

**Location:** Uncontrolled pedestrian crossing point at proposed residential development access.

**Summary:** Risk of slip hazards presented to pedestrians using the proposed crossing point due to potential water ponding problems and formation of ice during freezing weather conditions.

**Description:** The drawing does not indicate any proposed drainage facilities at the proposed development access with Weston Road. There appears to be no drainage facilities near the proposed uncontrolled pedestrian crossing point of the development access road.

The absence of suitable and sufficient drainage facilities could result in ponding of surface water congregating on the carriageway at the proposed crossing point, presenting potential slip hazards for pedestrians especially if ice were to form during freezing weather conditions.

**Type of conflict/collision:** Risk of slip hazards presented to pedestrians using the proposed crossing point due to potential water ponding problems and formation of ice during freezing weather conditions.

**Recommendation:** It is recommended that suitable and sufficient drainage facilities should be provided on the immediate upstream side of the proposed uncontrolled pedestrian crossing point.

## **10. Nil response/Comments**

10.1 The drawing shows a Bifurcation arrow road marking that is considered to be located too far east of the start of the Direct Taper associated with the ghost-island lead-in taper road markings.

10.2 The drawing is missing an Ahead-Only arrow road marking that should be located in the Weston Road westbound through traffic lane.

## **11. Non-Motorised User Report**

This report indicates problems that the Audit Team believes need consideration affecting NMU's.

## 12. Auditors' Statement

We certify that we have examined the drawings listed in **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying those features relating to the design that can be modified in order to improve the safety of the scheme.

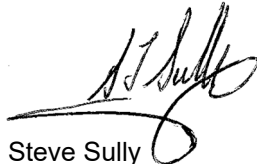
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

We can confirm that we have not been involved with the design of this scheme.



Peter Ronald  
**(Audit Team Leader)**

Date: 20<sup>th</sup> February 2020



Steve Sully  
**(Audit Team Member)**

Date: 20<sup>th</sup> February 2020

**Stage 1/2 (Feasibility/Detailed Design) Road Safety Audit**  
**ROAD SAFETY AUDIT RESPONSE**

Scheme Name. Proposed Residential Development, Gatcombe Farm, Weston Road, North Somerset

The issues categorised in this Road Safety Audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in the report are made for the benefit of the Designer and are not referred to below.

<b>Paragraph</b>	<b>Summary of Problem</b>	<b>Designer's response</b>
9.1	Risk of collisions occurring between motor vehicles, pedal cyclists and pedestrians during the hours of darkness conditions due to inadequate levels of highway lighting.	Lighting design will be provided at detailed design stage.
9.2	Risk of side-impact collisions occurring between motor vehicles exiting the proposed development access with other vehicles travelling along Weston Road due to failure to stop and give way.	Additional signage added
9.3	Risk of trip/slip/fall hazards presented to mobility and visually impaired pedestrians due to absence of dropped kerbs at the proposed uncontrolled pedestrian crossing point.	Dropped kerb note added to proposed crossing points
9.4	Risk of rear-end-shunt vehicle collisions occurring due to insufficient deceleration length of the proposed right turn lane and vehicles obstructing westbound vehicles on Weston Road.	Right turn lane extended to 35m
9.5	Risk of slip hazards presented to pedestrians using the proposed crossing point due to potential water ponding problems and formation of ice during freezing weather conditions.	Drainage will be addressed at detailed design stage. Road gullies 'up stream' of crossing to be provided.

Please complete the Designer's response and return to Traffic Management Consultants Ltd.

**Audit Team Comments**

- 9.1 Agreed
- 9.2 Agreed
- 9.3 Agreed
- 9.4 Agreed
- 9.5 Agreed

## Appendix A

Drawing Numbers:

Plan 3454/201 – Site Location Plan  
 3454/SK101 (Revision B) – Site Access Layout

### Road Safety Audit Issues Plan

