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**Land at Pineapple Farm,  
Mulberry Road,  
Congresbury**

**Designers Response Report**

Report prepared for  
M7 Planning Ltd  
January 2023

Report Reference 1814/3/A



**ASHLEY HELME**  
ASSOCIATES



# Designers Response Report

## Land at Pineapple Farm, Mulberry Road, Congresbury

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Client: M7 Planning Ltd

Report Ref: 1814/3/A

Status: Final

Date: January 2023

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# Designers Response Report

## Land at Pineapple Farm, Mulberry Road, Congresbury

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# 1 Introduction

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1.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Designer's Response Report to the Stage 1 Road Safety Audit (RSA) that has been undertaken for the proposed residential access junction and associated off-site highway works for a development in Congresbury.

## 1.2 Scheme Details

1.2.1 This Stage 1 Road Safety Audit Response Report has been prepared following an independent Stage 1 Road Safety Audit (RSA) of the works proposed on the following plans:

- Drg No 1814/01/B,
- Drg No 1814/04.

1.2.2 The scheme consists of a new vehicular access on Mulberry Road and a new zebra crossing on Brinsea Road.

## 1.3 Key Personnel

1.3.1 The key personnel associated with this RSA are set out below.

- Overseeing Organisation: James Wigmore, North Somerset Council (NSC),
- RSA Team: Jon Preston and Tristan Brooks,
- Design Organisation: Ben Jackson, Ashley Helme Associates (AHA).

## 1.4 Stage 1 Road Safety Audit

1.4.1 The audit visit was carried out on 14 November 2022 at 2pm by the following members of the Audit Team:

Jon Preston - MCIHT, MSoRSA,  
Road Safety Audit Team Leader

Tristan Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA  
Holder of Highways England Certificate of Competency  
Road Safety Audit Team Member

1.4.2 The audit was undertaken in accordance with the DfT publication GG 119.



- 1.4.3 A copy of the Stage 1 Road Safety Audit Report is included in Appendix A of this report. AHA has carefully considered the problems and recommendations of the Stage 1 RSA. Chapter 2 of this report includes all of the problems and recommendations raised by the Audit Team, as well as the AHA's response to these issues.
- 1.4.4 The summary and conclusions of the report are presented in Chapter 3. The RSA Decision Log and the Design Organisation and Overseeing Organisation statement is included in Appendix C of the report.



## 2 Identified Issues and Designers Response

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### 2.1 **PROBLEM 1.1**

2.1.1 Location: Proposed junction on Mulberry Road.

2.1.2 Summary: Existing gully within the proposed junction increasing the risk of loss of control collisions.

2.1.3 It was observed on site that there is an existing gully within the proposed junction on Mulberry Road. The location of the gully results in vehicles driving over the gully grate, which may result in the gully grate to become loose, rock or sink. This may increase the risk of loss of control collisions for those vehicles turning into/out of the new access who may encounter the gully. This issue is especially apparent for cyclists and motorcyclists.

### 2.1.4 **Recommendation**

2.1.4.1 It is recommended that the gully should be relocated outside the extents of the proposed junction.

### 2.1.5 **Designer's Response**

2.1.5.1 Agreed. This issue can be dealt with at the detailed design stage and a suitable location determined for the relocation of the gully.

### 2.2 **PROBLEM 2.2**

2.2.1 Location: Proposed junction on Mulberry Road.

2.2.2 Summary: Inconsistency in the proposed type of pedestrian crossing across the new access may increase the risk of pedestrian/vehicular collisions.

2.2.3 The drawings provided for audit show that the proposed pedestrian crossing at the new junction on Mulberry Road will be a type where pedestrians have priority over vehicular traffic. It was noted during the site visit that all other pedestrian crossings across the junctions local to the proposed scheme have vehicular traffic priority over pedestrians. An inconsistent approach to pedestrian crossings in the locality may increase the risk of pedestrian/vehicular collisions, as drivers/pedestrian may fail to appreciate who has priority at the different types of pedestrian crossings.



## 2.2.5 **Recommendation**

2.2.5.1 It is recommended that a consistent approach to the type of pedestrian crossings in the locality of the proposed scheme is adopted.

## 2.2.6 **Designer's Response**

2.2.6.1 It is acknowledged that the other junctions in the vicinity of the Site do not have pedestrian 'crossovers', but this is due to the historic nature of these junctions. It is considered that, provided distinct materials and signage is provided as part of the access proposals, there is no reason to believe that the access proposals will lead to confusion for either pedestrians or vehicles that could result in a highway safety issue.

## 2.3 **PROBLEM 2.3**

2.3.1 Location: Western side of the proposed zebra crossing on Brinsea Road.

2.3.2 Summary: Pedestrian/driver intervisibility obscured by adjacent hedge/wall increasing the risk of pedestrian/vehicular collisions.

2.3.3 It was observed during the site visit that the intervisibility between pedestrians crossing Brinsea Road from west to east at the proposed zebra crossing and drivers turning left out of Silver Street would be obscured by the adjacent hedge/wall of the corner property. A reduction of pedestrian/driver intervisibility may increase the risk of pedestrian/vehicular collisions as drivers approaching the crossing from Silver Street could fail to sufficiently appreciate crossing pedestrians and vice versa.

## 2.3.4 **Recommendation**

2.3.4.1 It is recommended that sufficient pedestrian/driver intervisibility splays should be provided at the proposed zebra crossing.

## 2.3.5 **Designer's Response**

2.3.5.1 The hedge should be maintained so that it is not overhanging the adopted highway. Notwithstanding this, in addition to cutting back the hedge, there are probably two options for further improve driver and pedestrian inter-visibility. Firstly, the proposed crossing could be relocated north, so that there is a reasonable distance between Silver Street and the proposed crossing. This would then allow the vehicle to make the turn before determining whether there are any pedestrians waiting to cross. One potential drawback with this solution is that it could



divert some pedestrians away from their desire line (ie those crossing from Silver Street to Venus Street and vice versa).

- 2.3.5.2 An alternative approach is to actually relocate the crossing nearer to Silver Street. Drg No 1814/01/A shows the crossing moved slightly closer to Silver Street and the inter-visibility between a car and the crossing. Provided the hedge is kept reasonably trimmed back, nearly all of the footway on the west side of Brinsea Road at the crossing point should be visible for a vehicle turning left into Brinsea Road from Silver Street. This should ensure that a pedestrian waiting to cross from the west side of the road should be visibility to a driver turning left out of Silver Street.
- 2.3.5.3 The issue of intervisibility between a vehicle turning left out of Silver Street and a pedestrian waiting to cross from the west side of Brinsea Road is acknowledged. It is considered that this issue can be addressed by either moving the crossing northwards or closer to Silver Street as shown on Drg No 1814/01/A. The exact location of the crossing can be determined at the detailed design stage. The details of the proposed NSC traffic calming measures along Brinsea Road may also influence the decision regarding the location of the pedestrian crossing and these should be known at the detailed design stage.

## 2.4 **PROBLEM 2.4**

- 2.4.1 Location: Proposed zebra crossing on Brinsea Road.
- 2.4.2 Summary: Possible excessive vehicle approach speeds may increase the risk of pedestrian/vehicular collisions.
- 2.4.3 The proposed zebra crossing on Brinsea Road is located approximately 100m from the speed limit terminal point where the speed limit changes from 40mph to 30mph. There is a risk that vehicle approach speeds towards the zebra crossing may be excessive, especially on the northbound approach where drivers may not have sufficiently adjusted their speed. Excessive approach speeds towards the zebra crossing may result in it being difficult for crossing pedestrians to establish precedence over approaching vehicles, which may increase the risk of pedestrian/vehicular collisions. It is noted that the guidance set out in Local Transport Note 1/95 The Assessment of Pedestrian crossings, states that "Zebra crossings should not be installed on roads with an 85th percentile speed of 35mph or above".

### 2.4.4 **Recommendation**

- 2.4.4.1 It is recommended that the vehicle speeds on the approach to the zebra crossing are investigated and if found to be excessive, appropriate amendments made to the proposed design of the crossing be undertaken.





## 2.4.5 **Designer's Response**

2.4.5.1 The Audit Team are probably unaware that NSC are currently looking at the options for the introduction of a traffic calming scheme on Brinsea Road. Therefore, it is likely that speeds on Brinsea Road will be reduced as a result of the traffic calming scheme. Notwithstanding this, a note has been added to Drg No 1814/01/A to state:

*“Introduce Zebra crossing of Puffin crossing, subject to review of existing speeds or the speeds following the implementation of a NSC traffic calming scheme.”*

2.4.5.2 This should provide some flexibility in the pedestrian crossing design, so that even if the NSC traffic scheme did not go ahead or was significantly delayed, a suitable pedestrian crossing could be installed that does not rely on reducing existing speeds if necessary (ie they are greater than 35mph).



### 3 Summary & Conclusions

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- 3.1 This Stage 1 Road Safety Audit Designers Response Report has been prepared following an independent Stage 1 Road Safety Audit (RSA) of the works proposed on the following plans:
- Drg No 1814/01/B,
  - Drg No 1814/04.
- 3.2 The RSA identified a number of problems and provided recommendations to address these issues.
- 3.3 AHA has carefully considered the problems and recommendations of the Stage 1 Safety Audit Report and provided a response to each of these issues. Drg No 1814/04 has also been revised and a copy of Drg No 1814/04/A is included in Appendix B.
- 3.4 The Designer's response column of the RSA decision log has been completed by the Design Organisation. The Overseeing Organisation (NSC) has also completed their part of the log and the future actions are agreed. The RSA decision log is included in Appendix C.
- 3.5 It is considered that the issues and recommendations identified by the Audit Team can be addressed at the detailed design stage.



## **MULBERRY ROAD, CONGRESBURY PROPOSED S278 HIGHWAY WORKS**

### **STAGE 1 ROAD SAFETY AUDIT**

610/2022/158/01 Rev 1

15 November 2022

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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 15 November 2022	Tristan Brooks 15 November 2022	
1	FINAL	Jon Preston 15 November 2022	Tristan Brooks 15 November 2022	Jon Preston 15 November 2022

<b>Report Title:</b>	Mulberry Road, Congresbury Proposed S278 Highway Works Stage 1 Road Safety Audit
<b>Date:</b>	15 November 2022
<b>Document Reference &amp; Revision:</b>	610/2022/158/01 Rev 1
<b>Prepared by:</b>	Six Ten Highways & Traffic Ltd
<b>On behalf of:</b>	Ashley Helme Associates

#### **Disclaimer note**

*The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.*

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## 1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed S278 highway works at Mulberry Road and Brinsea Road, Congresbury, at the request of Ashley Helme Associates who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The audit team was approved by the Overseeing Organisation North Somerset Council.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA  
Audit Team Leader
- Tristan Brooks\* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp  
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 9 November 2022 and 15 November 2022. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the morning of Monday 14 November 2022 between 11:15hrs and 11:45hrs. During the site visit the weather was overcast and the carriageway surface was dry. At the time of the site visit traffic movements on Mulberry Road were very low and on Brinsea Road were moderate. No pedestrian or cyclist movements were observed.
- 1.6 Mulberry Road and Brinsea Road are currently subject to 30mph speed limit and are street lit.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.8 The proposed highway works are associated with the construction of a new residential development and in summary includes:
- Provision of a major/minor priority T-junction on the northern side of Mulberry Road; and
  - Provision of a zebra crossing on Brinsea Road to the north of Silver Street.
- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.

- 1.10 Personal injury collision data has been obtained from the online [crashmap.co.uk](http://crashmap.co.uk) database which shows there has been no personal injury collisions in the vicinity of the proposed highway works during the five-year period up to June 2021.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.



## **2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT**

### **2.1 General**

2.1.1 No road safety issues identified at this stage.

### **2.2 Local Alignment**

2.2.1 No road safety issues identified at this stage.

### **2.3 Junctions**

#### **2.3.1 Location: Proposed junction on Mulberry Road**

##### **Problem**

**Summary: Existing gully within the proposed junction increasing the risk of loss of control collisions**

It was observed on site that there is an existing gully within the proposed junction on Mulberry Road. The location of the gully results in vehicles driving over the gully grate, which may result in the gully grate to become loose, rock or sink. This may increase the risk of loss of control collisions for those vehicles turning into/out of the new access who may encounter the gully. This issue is especially apparent for cyclists and motorcyclists.

##### **Recommendation**

It is recommended that the gully should be relocated outside the extents of the proposed junction.

### **2.4 Walking, Cycling and Horse Riding**

#### **2.4.1 Location: Proposed junction on Mulberry Road**

##### **Problem**

**Summary: Inconsistency in the proposed type of pedestrian crossing across the new access may increase the risk of pedestrian/vehicular collisions**

The drawings provided for audit show that the proposed pedestrian crossing at the new junction on Mulberry Road will be a type where pedestrians have priority over vehicular traffic. It was noted during the site visit that all other pedestrian crossings across the junctions local to the proposed scheme have vehicular traffic priority over pedestrians. An inconsistent approach to pedestrian crossings in the locality may increase the risk of pedestrian/vehicular collisions, as drivers/pedestrian may fail to appreciate who has priority at the different types of pedestrian crossings.

##### **Recommendation**

It is recommended that a consistent approach to the type of pedestrian crossings in the locality of the proposed scheme is adopted.

## 2.4.2 Location: Western side of the proposed zebra crossing on Brinsea Road

### Problem

**Summary: Pedestrian/driver intervisibility obscured by adjacent hedge/wall increasing the risk of pedestrian/vehicular collisions**

It was observed during the site visit that the intervisibility between pedestrians crossing Brinsea Road from west to east at the proposed zebra crossing and drivers turning left out of Silver Street would be obscured by the adjacent hedge/wall of the corner property. A reduction of pedestrian/driver intervisibility may increase the risk of pedestrian/vehicular collisions as drivers approaching the crossing from Silver Street could fail to sufficiently appreciate crossing pedestrians and vice versa.

### Recommendation

It is recommended that sufficient pedestrian/driver intervisibility splays should be provided at the proposed zebra crossing.

## 2.4.3 Location: Proposed zebra crossing on Brinsea Road

### Problem

**Summary: Possible excessive vehicle approach speeds may increase the risk of pedestrian/vehicular collisions**

The proposed zebra crossing on Brinsea Road is located approximately 100m from the speed limit terminal point where the speed limit changes from 40mph to 30mph. There is a risk that vehicle approach speeds towards the zebra crossing may be excessive, especially on the northbound approach where drivers may not have sufficiently adjusted their speed. Excessive approach speeds towards the zebra crossing may result in it being difficult for crossing pedestrians to establish precedence over approaching vehicles, which may increase the risk of pedestrian/vehicular collisions. It is noted that the guidance set out in Local Transport Note 1/95 The Assessment of Pedestrian crossings, states that "Zebra crossings should not be installed on roads with an 85<sup>th</sup> percentile speed of 35mph or above".

### Recommendation

It is recommended that the vehicle speeds on the approach to the zebra crossing are investigated and if found to be excessive, appropriate amendments made to the proposed design of the crossing be undertaken.

## 2.5 Traffic Signs, Carriageway Markings and Lighting

### 2.5.1 No road safety issues identified at this stage.

### 3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

#### AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 November 2022

#### AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 November 2022

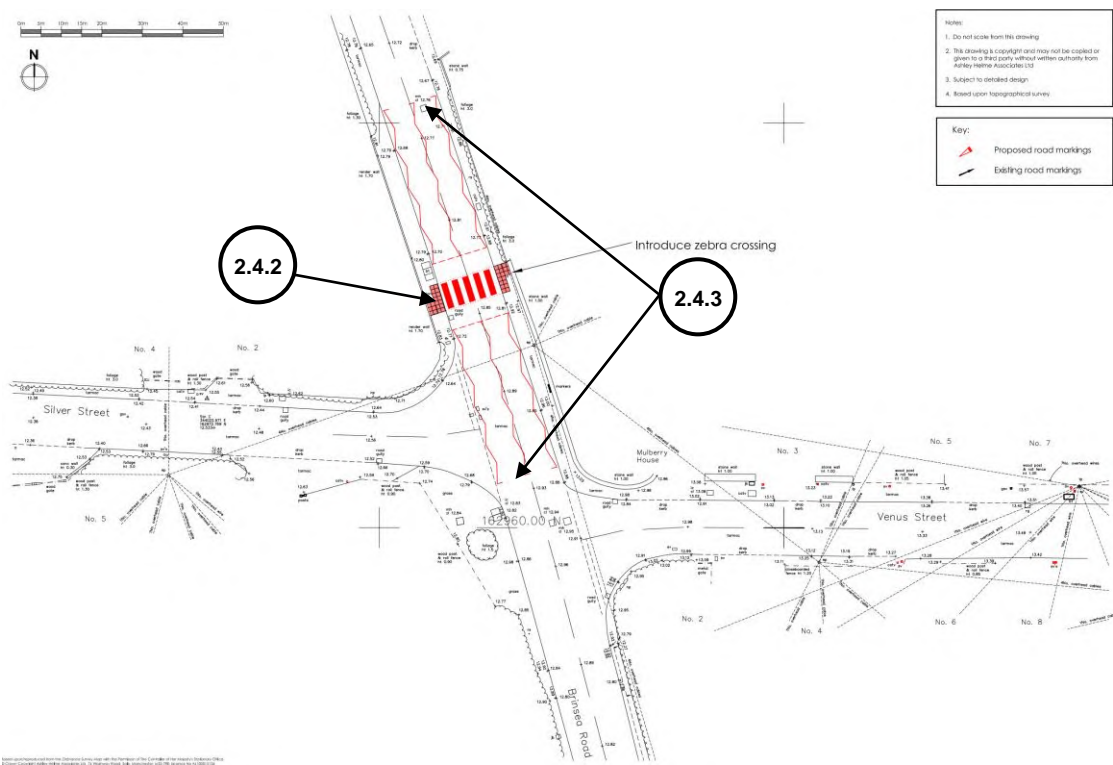
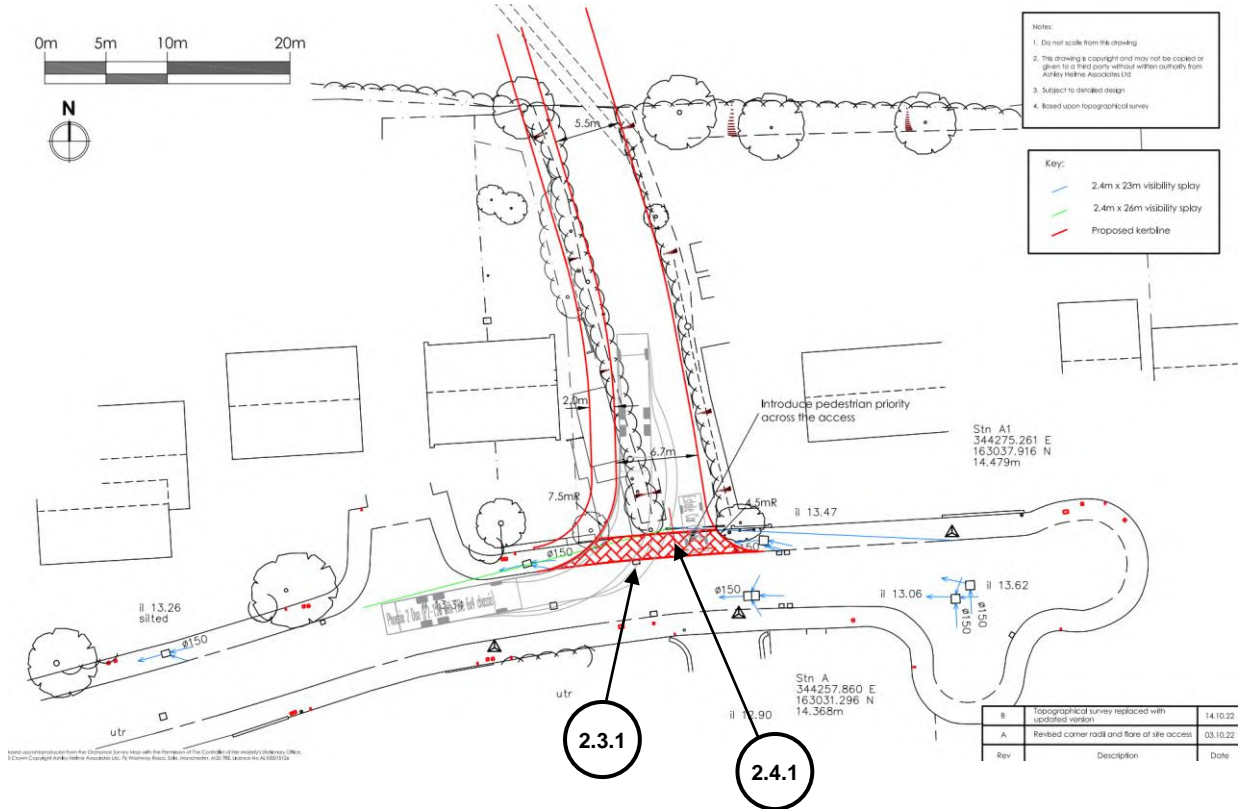
## **APPENDIX ONE**

### **4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION**

- 1814/01 B Proposed Access Arrangements Mulberry Road
- 1814/04 Indicative Crossing Arrangements Brinsea Road
- 5 year (up to June 2021) Personal Collision Data from [crashmap.co.uk](http://crashmap.co.uk)

## APPENDIX TWO

### 5.0 PROBLEM LOCATION PLAN





**APPENDIX THREE**

**6.0 PHOTOGRAPHS**



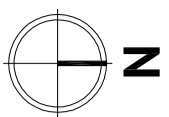
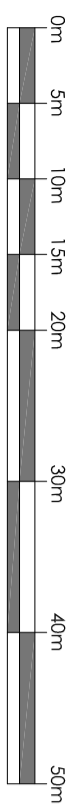
6.1 General view looking west on Mulberry Road



6.2 General view looking south on Brinsea Road

B Drg No 1814/04/A

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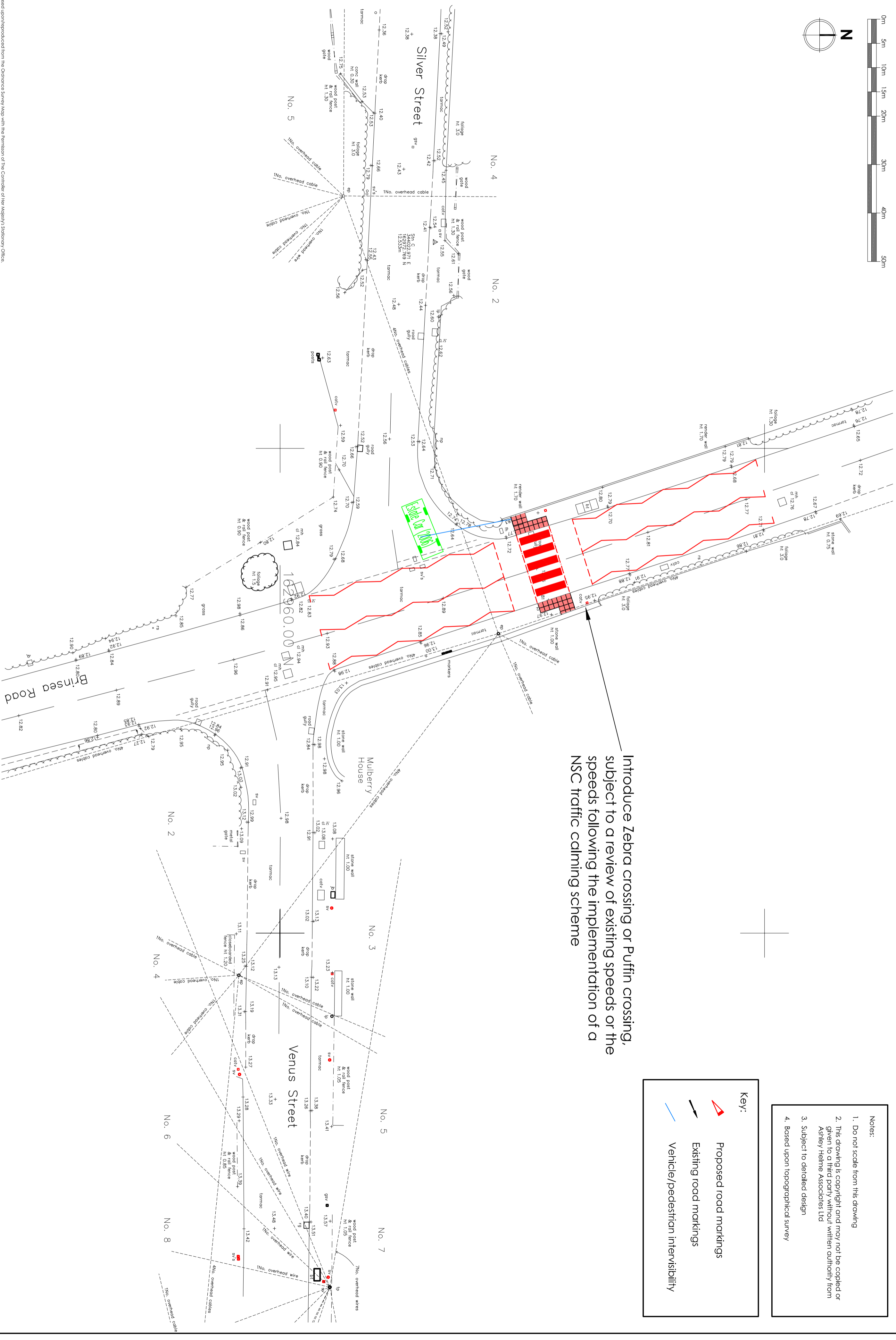


- Notes:**
1. Do not scale from this drawing
  2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
  3. Subject to detailed design
  4. Based upon topographical survey

**Key:**

- Proposed road markings
- Existing road markings
- Vehicle/pedestrian intervisibility

Introduce Zebra crossing or Puffin crossing, subject to a review of existing speeds or the speeds following the implementation of a NSC traffic calming scheme



Project <b>MULBERRY ROAD, CONGRESBURY</b>		Title <b>INDICATIVE CROSSING ARRANGEMENT: BRINSEA ROAD</b>	
Client <b>M7 PLANNING</b>		Dwg No <b>1814/04</b>	Rev <b>A</b>
		Date <b>SEPTEMBER 2022</b>	Scale <b>1:200@A2</b>
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C      RSA Decision Log and Statements

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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>It was observed on site that there is an existing gully within the proposed junction on Mulberry Road. The location of the gully results in vehicles driving over the gully grate, which may result in the gully grate to become loose, rock or sink. This may increase the risk of loss of control collisions for those vehicles turning into/out of the new access who may encounter the gully. This issue is especially apparent for cyclists and motorcyclists.</p>	<p>It is recommended that the gully should be relocated outside the extents of the proposed junction.</p>	<p>Agreed. This issue can be dealt with at the detailed design stage and a suitable location determined for the relocation of the gully.</p>	<p>Agreed.</p>	<p>Agreed. Relocate gully.</p>
<p>The drawings provided for audit show that the proposed pedestrian crossing at the new junction on Mulberry Road will be a type where pedestrians have priority over vehicular traffic. It was noted during the site visit that all other pedestrian crossings across the junctions local to the proposed scheme have vehicular traffic priority over pedestrians. An inconsistent approach to pedestrian crossings in the locality may increase the risk of pedestrian/vehicular collisions, as drivers/pedestrian may fail to appreciate who has priority at the different types of pedestrian crossings.</p>	<p>It is recommended that a consistent approach to the type of pedestrian crossings in the locality of the proposed scheme is adopted.</p>	<p>It is acknowledged that the other junctions in the vicinity of the Site do not have pedestrian 'crossovers', but this is due to the historic nature of these junctions. It is considered that, provided distinct materials and signage is provided as part of the access proposals, there is no reason to believe that the access proposals will lead to confusion for either pedestrians or vehicles that could result in a highway safety issue.</p>	<p>Auditors comments are acknowledged and discussions had between Road safety colleagues and Policy team. A step change towards active travel first and prioritising pedestrians inline with the recent Highway Code changes must take precedence on new developments and at existing interfaces.</p>	<p>Agreed. As long as distinctive materials and signage is prescribed, and visibility requirements are met the proposals will alter drivers behaviour, slow speeds and benefit more vulnerable road users.</p>

<p>It was observed during the site visit that the intervisibility between pedestrians crossing Brinsea Road from west to east at the proposed zebra crossing and drivers turning left out of Silver Street would be obscured by the adjacent hedge/wall of the corner property. A reduction of pedestrian/driver intervisibility may increase the risk of pedestrian/vehicular collisions as drivers approaching the crossing from Silver Street could fail to sufficiently appreciate crossing pedestrians and vice versa.</p>	<p>It is recommended that sufficient pedestrian/driver intervisibility splays should be provided at the proposed zebra crossing.</p>	<p>The hedge should be maintained so that it is not overhanging the adopted highway. Notwithstanding this, in addition to cutting back the hedge, there are probably two options for further improve driver and pedestrian inter-visibility. Firstly, the proposed crossing could be relocated north, so that there is a reasonable distance between Silver Street and the proposed crossing. This would then allow the vehicle to make the turn before determining whether there are any pedestrians waiting to cross. One potential drawback with this solution is that it could divert some pedestrians away from their desire line (ie those crossing from Silver Street to Venus Street and vice versa).</p> <p>An alternative approach is to actually relocate the crossing nearer to Silver Street. Drg No 1814/01/A shows the crossing moved slightly closer to Silver Street and the inter-visibility between a car and the crossing. Provided the hedge is kept reasonably trimmed back, nearly all of the footway on the west side of Brinsea Road at the crossing point should be visible for a vehicle turning left into Brinsea Road from Silver Street. This should ensure that a pedestrian waiting to cross from the west side of the road should be visibility to a driver turning left out of Silver Street.</p> <p>The issue of intervisibility between a vehicle turning left out of Silver Street and a pedestrian waiting to cross from the west side of Brinsea Road is acknowledged. It is considered that this issue can be addressed by either moving the crossing northwards or closer to Silver Street as shown on Drg</p>	<p>Agreed.</p>	<p>Agreed. Relocating the crossing too far away from the junction (off of the desire line) may cause users to cross over the junction unexpectedly. Consideration needs to be made on the most suitable location based on vehicle speeds and visibility, and may be determined by the outcome of any proposed traffic calming works carried out by NSC.</p>
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		<p>No 1814/01/A. The exact location of the crossing can be determined at the detailed design stage. The details of the proposed NSC traffic calming measures along Brinsea Road may also influence the decision regarding the location of the pedestrian crossing and these should be known at the detailed design stage.</p>		
<p>The proposed zebra crossing on Brinsea Road is located approximately 100m from the speed limit terminal point where the speed limit changes from 40mph to 30mph. There is a risk that vehicle approach speeds towards the zebra crossing may be excessive, especially on the northbound approach where drivers may not have sufficiently adjusted their speed. Excessive approach speeds towards the zebra crossing may result in it being difficult for crossing pedestrians to establish precedence over approaching vehicles, which may increase the risk of pedestrian/vehicular collisions. It is noted that the guidance set out in Local Transport Note 1/95 The Assessment of Pedestrian crossings, states that "Zebra crossings should not be installed on roads with an 85th percentile speed of 35mph or above".</p>	<p>It is recommended that the vehicle speeds on the approach to the zebra crossing are investigated and if found to be excessive, appropriate amendments made to the proposed design of the crossing be undertaken.</p>	<p>The Audit Team are probably unaware that NSC are currently looking at the options for the introduction of a traffic calming scheme on Brinsea Road. Therefore, it is likely that speeds on Brinsea Road will be reduced as a result of the traffic calming scheme. Notwithstanding this, a note has been added to Drg No 1814/01/A to state:</p> <p><i>"Introduce Zebra crossing of Puffin crossing, subject to review of existing speeds or the speeds following the implementation of a NSC traffic calming scheme."</i></p> <p>This should provide some flexibility in the pedestrian crossing design, so that even if the NSC traffic scheme did not go ahead or was significantly delayed, a suitable pedestrian crossing could be installed that does not rely on reducing existing speeds if necessary (ie they are greater than 35mph).</p>	<p>Agreed.</p>	<p>Agreed. It is understood the worse of the available recorded 85%ile speeds is 36.5mph (southbound). As per TSM Chapter 6, traffic calming is necessary for a zebra crossing where 85%iles are above 35mph. The designation of a controlled pedestrian crossing point needs to meet NSC guidelines. An under used controlled crossing may be contrary to road safety. Consideration must be given to an uncontrolled mobility drop kerb as an alternative following investigation.</p>

On behalf of the Design Organisation I certify that:

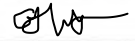
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Ben Jackson
Signed:	
Position:	Director
Organisation:	Ashley Helme Associates Ltd
Date:	09/01/23

On behalf of the Overseeing Organisation I certify that:

1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; and

2. the agreed RSA actions will be progressed.

Name:	James Wigmore
Signed:	
Position:	Lead Transport Planner Development Management
Organisation:	North Somerset Council
Date:	09/01/2023