

**Keynsham High Street Summary Note
Provided by the Regeneration Team, B&NES**

A stage 3 Road Safety Audit (RSA) was undertaken following completion of construction work. Data on trips and falls, along with the Personal Injury Collision (PIC) data collected by the police, was assessed by the auditor as part of the audit.

The following recommendations are currently being considered for implementation by both the design team and the Council (including the Highways Authority):

- The installation of additional physical measures to prevent vehicle overrun on the eastern footway and ensure clearway is enforced
- Ensure adequate drainage at the rear access at no.69
- Swap out gully covers to new covers with smaller slots
- Change tactiles at Bath Hill crossing from red to buff and replace lifting tactiles in the central refuge¹
- Repair and upgrade the utility covers within the tail of the zebra crossing to include tactiles²
- Treat utilities cover in cycle lane with anti-skid material²
- Install corduroy paving at bus stop³
- Revise map included in the traffic signage at the junction of Charlton Road
- Install missing look right sign at uncontrolled crossing

1. *Central refuge outside of scheme boundary*
2. *Utilities covers must be of standard construction and comply with ESQCR regulations*
3. *Guidance changed in December 2021 after the bus stop had been constructed. Before this corduroy paving was not recommended at raised bus stops.*

Following a design review, the following additional enhancements have proposed by the design team, in addition to the RSA recommendations.

- Install colour (red) tarmac through the length of cycle lane to enhance demarcation
- Reduce the width of the solid white line marking the edge of the cycle lane, in line with DfT standards
- Increase number of cycle symbol markings along the cycle lane
- Install additional planters to prevent vehicle overrun and further encourage use of 3x pedestrian crossings
- Reinstate dashed white line at Charlton Road junction