

Appendix D: DESIGNER'S RESPONSE

Pewsey Stage 1 Audit

ATSS Ref: 250501

Audit date: 18 June 2025

Response Date: 24 June 2025

Para	Location/Problem	Recommendation	Designer's Response
2.1	<p>Existing direction sign at east end of new footway</p> <p>It is proposed to raise the sign height to provide head clearance, however one of the posts supporting the sign will obstruct the footway</p>	Relocate signposts so they do not obstruct the footway	Agree – the signposts will be relocated/adjusted so that they do not obstruct the footway. The location and design of signposts will be confirmed at detailed design stage, and therefore included in the Stage 2 RSA
2.2	<p>Existing mirror in verge, middle of proposed new footway</p> <p>An existing mirror on a post will likely obstruct the new footway</p>	Relocate the mirror and post so they do not obstruct the footway	This will be discussed with the highway officer at detailed design stage, and therefore will be included in the Stage 2 RSA
2.3	<p>Proposed informal crossing, Wilcot Road eastern end</p> <p>The road width adjacent to the build-out will be 4.1 metres, which is very tight for 2 small vehicles to pass, so increasing the risk of a head-on collision, especially if one or both vehicles is larger than a car</p>	Provide 'road narrows' warning signs on both approaches to the crossing point	Agree – drawing HTP/24143/08/A has been updated to include 'road narrows' warning signs on both approaches to the crossing point. The location of the warning signs will be confirmed at detailed design stage, and therefore included in the Stage 2 RSA
2.4	<p>Proposed informal crossing, Wilcot Road eastern end, proposed build-out</p> <p>The proposed build-out projects into the carriageway, and may not be conspicuous to north-westbound drivers in darkness or conditions of poor visibility</p>	Provide a reflective bollard on the nose of the build-out	Agree – drawing HTP/24143/08/A has been updated to include a reflective bollard on the nose of the build-out

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<p>2.5</p>	<p>New vehicle access</p> <p>The proposal for the 'soft' footway is to carry it across the mouth of the new vehicle access. Pedestrians using this length of 'soft' footway will be at risk of being struck by vehicles turning into, or out of, the access</p>	<p>Provide a short length of footway around the south-east radius of the junction, and an informal crossing of the access road with dropped kerbs and tactile slabs, allowing pedestrians to follow the path arrowed above, and avoid walking across the face of the junction</p>	<p>Disagree – a footway on the southern side of the carriageway cannot be provided due to the impact on existing vegetation</p> <p>It is therefore proposed to continue the soft footway into the site access, around the southern access to connect to the footway on the northern side of the access. This is shown on drawings HTP/24143/02/C and HTP/24143/08/A</p> <p>It should also be noted that the hourly vehicle flows will be low, with around 20 vehicle trips in the AM and PM peak hours, i.e. one vehicle movement every 3 minutes, with fewer vehicles at non-peak times. Furthermore, vehicle speeds at the junction will be very low</p>
<p>2.6</p>	<p>North west end of new footway adjacent to new vehicle access</p> <p>There appears to be an existing pedestrian crossing desire line between the rugby club fields to the south-west and the sports fields to the north-east, so pedestrians using this route may wish to use the proposed new informal crossing. However, there is no proposal to link the new footway to the rugby club access, so pedestrians may walk in the carriageway or on the verge between the two</p>	<p>Extend the proposed footway a short distance to link with the existing hardstanding outside the rugby club gates</p>	<p>Disagree – there is not enough width available in highway land to continue the footway to connect with the hardstanding outside the rugby club gates</p> <p>The pedestrian crossing proposed is considered appropriate.</p>
<p>2.7</p>	<p>Proposed informal crossing, Wilcot Road western end, north-east side</p> <p>The north side footway is obstructed by vegetation both above and on the existing</p>	<p>Remove overhanging vegetation and side out the footway to provide a safe pedestrian route</p>	<p>Agree – vegetation within highway land will be removed/maintained below 0.6 metres and above 2.0 metres to ensure that a safe pedestrian route can be provided</p>

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	footway. Pedestrians are likely to walk in the carriageway to avoid these, increasing the risk that they will be struck by a passing vehicle		
2.8	<p>Proposed 'soft' footway, entire length</p> <p>No pedestrian symbols have been indicated within the 'soft' footway. There is a risk that drivers will not understand what the footway marking is for, especially where it crosses vehicle accesses, increasing the risk of a vehicle striking a pedestrian</p>	<p>Provide regular pedestrian markings along the length of the 'soft' footway, and especially at points where it crosses vehicle accesses</p>	<p>Agree – pedestrian markings have been provided along the length of the 'soft' footway, especially at points where it crosses vehicle accesses. This is shown on drawing HTP/24143/08/A. The exact location of the markings will be confirmed at detailed design stage, and therefore will be included within the Stage 2 RSA</p>
2.9	<p>Proposed pedestrian warning signs</p> <p>The exact position of the signs and mounting heights have not been specified. If they are too close to the carriageway they may be struck by passing vehicles, and if poorly sited the posts may obstruct the footway(s)</p>	<p>Ensure signs are mounted a minimum of 450mm from the carriageway, and do not obstruct footways</p>	<p>Agree, the exact position of the signs and mounting heights will be confirmed at detailed design stage, and therefore will be included within the Stage 2 RSA</p>