Dear Mr Harris

Re: Application 20171386 Land East of the Memorial Hall, Brundall.

Further to receipt of your email dated 13th July 2018 from Mr Ian Roberts of Bellamy Roberts, I can confirm that we observed the infrastructure and traffic conditions at the Cucumber Lane, Yarmouth Road roundabout junction with the A47 for a 90-minute period, commencing at 12:20pm on Friday 16th March 2018.

The site visit was undertaken in accordance with the Approved Audit Brief which suggested at item h) that, there was no requirement for the site to be visited at any particular time of the day.

We invariably consider the time of the day for our site visits and chose to visit the site around midday to early afternoon and not during the general peak hours as traffic conditions are lighter and more free flowing. It was therefore considered, that the observations would be more consistent with how drivers interact within the local highway network throughout the week. As fully competent auditors, we are trained to scrutinise and examine proposals, considering all conditions be it when the highway network is congested or free flowing, the weather is sun, rain or snow, as well as all combinations of highway users and do not exclusively rely on the conditions observed during the site visit.

In any case, prior to committing to the time of the site visit, the Audit Team reviewed the Audit Brief and Personal Injury Accident (PIA) data that was included. The data showed that 65% of the road traffic incidents that resulted in personal injury and were attended to by the Local Constabulary, took place during off-peak hours to include one that resulted in serious injuries and another in a fatality. In terms of the detailed review, of the 8 incidents that were recorded to have taken place during the peak periods; 37.5% were the result of rear shunts, 37.5% took place when a driver / rider lost control and 25% occurred as a vehicle turned right across the path of another on the roundabout. The type and location of the incidents noted above, were consistent with the incidents that occurred during off-peak hours albeit there was a slightly higher percentage of incidents occurring as a result of a vehicle turning right across the path of another on the roundabout during off-peak hours.

It was therefore felt that, observations during off-peak hours would be sufficient to undertake the Stage 1 Road Safety Audit which assessed the road safety implications of the proposed widening of the Cucumber Lane and Yarmouth Road approach as well as the provision of circulatory road markings.

I trust that this confirmation is helpful and satisfies the validity of the Stage 1 Road Safety Audit, which was undertaken in full accordance with National Standards detailed in HD19/15.

Yours sincerely

Jamie Fenning
For and on behalf of Fenley