

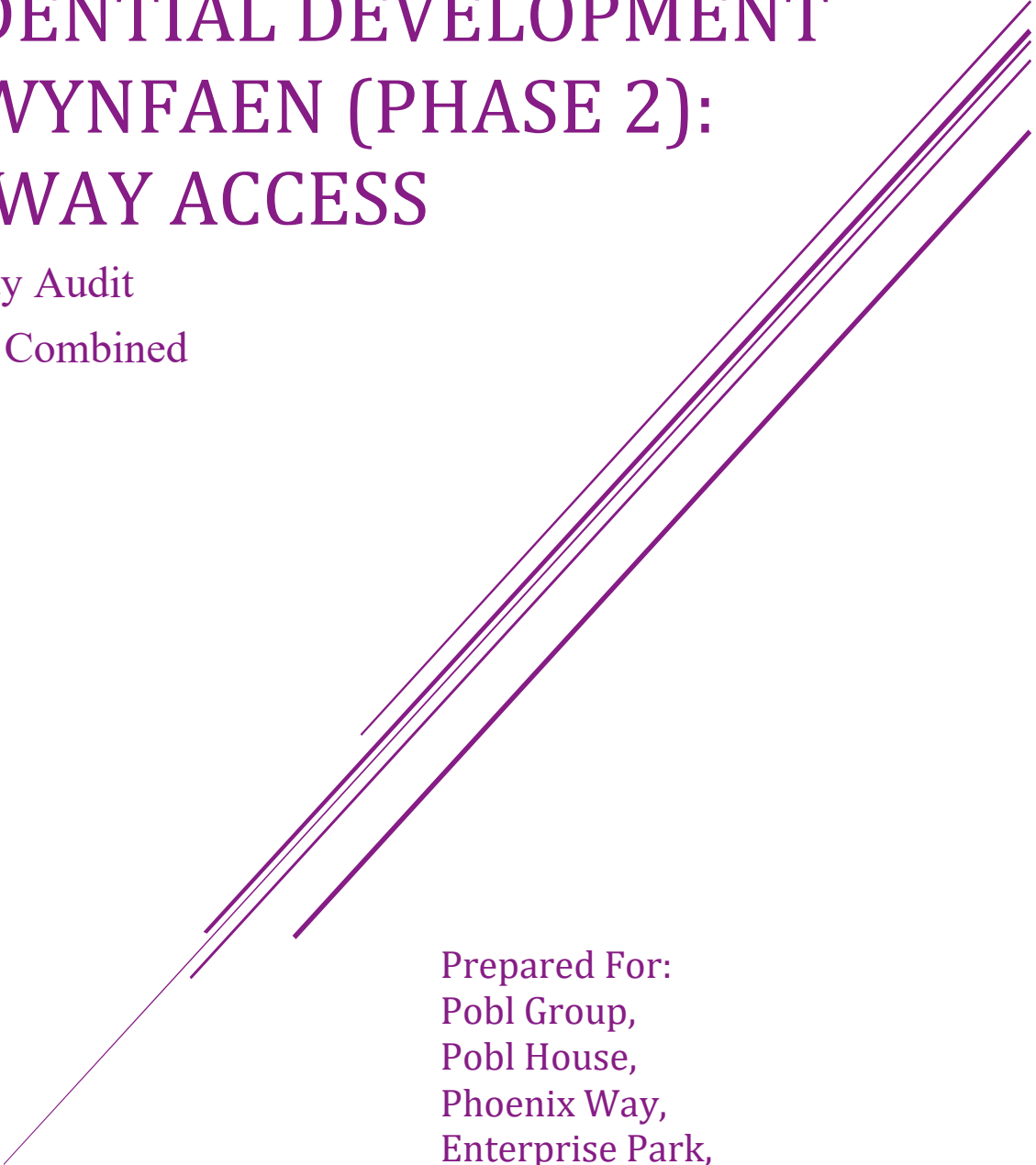
Report Number: Pobl/1611
Date: 14th July 2024
Prepared by: Julian Bartlett



RESIDENTIAL DEVELOPMENT AT GWYNFAEN (PHASE 2): HIGHWAY ACCESS

Road Safety Audit

Stage 1 / 2 Combined

A decorative graphic consisting of several parallel lines in shades of purple and blue, arranged to suggest a road or highway perspective, extending from the bottom left towards the top right of the page.

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Job Number: 1611

Client: Hydrock / Pobl Group

Highway Authority: Swansea Council

Project: Residential Development At Gwynfaen (Phase 2) Highway Access

Report Title: Stage 1 / 2 Combined Road Safety Audit

Date: 12th July 2024

| Issue | Purpose / Status | Prepared By | Checked | Approved | Date |
|-------|------------------|-----------------|---------------|-----------------|-----------|
| D1 | Draft | Julian Bartlett | Chris Kettell | Julian Bartlett | July 2024 |
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21883-HYD-XX-XX-DR- P01 LONG SECTIONS SHEET 1
C-2201

21883-HYD-XX-XX-DR- P01 LONG SECTIONS SHEET 2
C-2202

Documents

None Provided

Departures,

None Notified.

- 1.5 A site visit was undertaken 15th July 2024 during the afternoon outside of peak traffic flow periods. It was fine but overcast during the site visit and the road surface was dry. No vehicles were seen moving on the direct approach to the site with limited movements across the wider area. No pedestrian, cycle or vehicle movements were seen, near to the proposed development. The construction of phase 1 buildings was well underway, but the highway infrastructure had not been progressed. The site was bounded by hoarding which prevented the audit team accessing the location of the Phase 2 development access. It is noted that the lack of direct access did not impact on the effectiveness of the audit process on site.
- 1.6 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.
- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in line with the latest version of the CIHT 'Road Safety Guidelines' Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

-
- Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG)
 - Any relevant local authority design standards as provided.
- 1.9 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, 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.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 As far as the Audit Team are aware no previous stages of road safety audit have been undertaken on the proposals.

2 ISSUES RAISED BY THIS STAGE 1 / 2 COMBINED ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 21883-HYD-XX-XX-DR-C-0100 Rev P01.

2.2 The drawing shows the extent of the site and its location in relation to the wider highway network and as such has no direct impact on the findings of this audit.

Drg: 21883-HYD-XX-XX-DR-C-0200 Rev P01.

2.3 The drawing shows the existing topography of the site and as such has little impact on the findings of this report.

Drg: 21883-HYD-XX-XX-DR-C-0500 Rev P04.

2.4 The drawing shows the easements and required rights of way across the site and as such has little direct impact on the findings of this audit.

Drg: 21883-HYD-XX-XX-DR-C-1000 Rev P00.1.

2.5 Problem 1

Location: Extent of the internal and connecting highway links

Summary: No carriageway crossing points have been identified

No pedestrian crossing point have been identified across the network to be constructed. The provision of dropped crossings with associated tactile paving allow for the safer movements of vulnerable road users particularly those with disabilities, the elderly and parents with young children. Lack of facilities can make crossing movements difficult increasing the potential for collisions with passing vehicles and / or slips trips and falls

Recommendation

It is recommended that appropriate crossing facilities are provided at junction bellmouths and also on any identified desire lines.

Drg: 21883-HYD-XX-XX-DR-C-1301 Rev P01.

2.6 The drawing shows swept path movements for a refuse vehicle accessing the site. All movements are contained within the available road space all be it at several locations both sides of the carriageway are partially required. This is not an unusual situation within this type of environment and as such does not leads to concern in terms of road safety

Drg: 21883-HYD-XX-XX-DR-C-2101 Rev P01.

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- 2.7 The drawing shows standard highway cross sections and infrastructure specifications. The audit team have assumed that these have been agreed with and / or provided by the Local Highway Authority and as such do not give rise to concern.

Drg: 21883-HYD-XX-XX-DR-C-2201 Rev P01.

- 2.8 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to highway road safety associated with the information provided on this drawing for this Stage of Road Safety Audit.

Drg: 21883-HYD-XX-XX-DR-C-2202 Rev P02.

- 2.9 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to highway road safety associated with the information provided on this drawing for this Stage of Road Safety Audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 From the audit teams experience developments of this type experience difficulties in terms of on street parking which can lead to damage to grassed verges and other highway infrastructure, as well as making pedestrian movements unnecessarily difficult. There is evidence across the county to suggest that illegal parking on footways occurs regularly within new development sites and has led to footway failure. The audit team note that without proactive enforcement it is virtually impossible to prevent parking on footways and as such it may be beneficial to ensure that the footway construction can accept vehicle loadings.
- 3.2 Parked vehicles can also impact negatively on junction visibility within the site and pedestrian connectivity, though due to vehicle speeds it is unlikely to lead to personal injury collisions. This issue could readily be raised as part of any Stage 3 Road Safety Audit undertaken
- 3.3 Both surface and foul water chamber covers are proposed within the carriageway space. While in the majority of occasions these are located outside of the wheel path for vehicles in certain situations this is not the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / or turning movements. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway to aid vehicle movements particularly when the road surface is wet
- 3.4 No standard highway construction, street lighting, carriageway markings and signing information has been provided, it has been assumed that these will be agreed with the local highway authority prior to commencement of the construction phase.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the Highways Agency standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2008 Edition.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 19th July 2024

Road Safety Audit Team Member

Name: Chris Kettell

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 19th July 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Problem 1 is site wide in terms of crossing locations and as such an audit location plan would serve no benefit