

Gwynfaen Phase 02 – Stage 1/2 Road Safety Audit Decision Log

RSA problem (Rp)	RSA recommendation (Rr)	Design Organisation Response (DOR)
<p>No pedestrian crossing points 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</p>	<p>It is recommended that appropriate crossing facilities are provided at junction bellmouths and also on any identified desire lines</p>	<p>Pedestrian crossing points have been added across the site (in the vicinity of all junctions and appropriate locations on Road 02).</p>
<p>Issues outside the scope of this road safety audit</p>		
<p>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.</p> <p>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.</p>	<p>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.</p> <p>This issue could readily be raised as part of any Stage 3 Road Safety Audit undertaken</p>	<p>The design has been developed to remove the necessity for illegal parking on footways. Road 02 has road side rain gardens minimising potential areas for illegal parking. Vehicular movement of refuse vehicles have been demonstrated to pass a parked car. Off road dedicated visitor parking was considered but not implemented due to quantum of potential on carriageway parking locations.</p>

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<p>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.</p>	<p>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.</p>	<p>Consideration will be made to the location and type of manhole covers at detailed design stage.</p>

	Name	Signature	Date
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Design Organisation Response approved by	Mark Lewis	ML	10/09/24