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Road Safety Audit Stage 1 (Feasibility)

Location: Aldi Store Neath Abbey Road,
Neath (Updated 14/2/20)
(Designers response)

Produced for Entran

Date 14th February 2020



Prepared by

Peter Ronald, I.Eng, AMICE, MCIHT, MSoRSA (HA RSA CofC)
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DOCUMENT CONTROL SHEET

Project Name: Aldi Neath Abbey Road, Neath

Report Title: Stage 1 Road Safety Audit
Proposed S278 highway works (Updated Plan SK12 with ghost right turn lane)

Date: 14th February 2020

Client: Entran

Audit Team			
	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	14/2/2020
Audit Team Member:	Wing Lee	Road Safety Auditor	14/2/2020
Approved By:	Peter Ronald	Director	14/2/2020

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
A	14/2/2020	Final	PR	WL	PR
B	17/02/2020	Auditor response added	PR		

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1. Executive Summary

This scheme is promoted by Aldi Foodstores. This Stage 1 Road Safety Audit is provided under the provisions of the Safety Audit request dated 10th February 2020

2. Introduction

This report results from a Stage 1 Road Safety Audit request for a proposal to construct a new Aldi Foodstore with new improved side road junction onto the A474 Neath Abbey Road , Neath, with ghost right turn lane . On land in front of CSN Precision Engineering.

The Audit Team consisted of:

Peter Ronald, I.Eng, AMICE, MCIHT, MSoRSA, HA RSA Cert of Comp
Wing Lee B.Eng(hons), PGCert, MCIHT, MIHE

A site visit was made to the site on Wednesday 10th July 2019, between 11.00am and 11.30am. Traffic flows were low and no pedestrian / cycle movements were observed. Traffic speeds were perceived to be within the posted 30mph speed limit. The weather was sunny and dry.

The Audit comprised an examination of the drawings provided by Entran and any additional support documents completed by the Audit Team as listed in the Appendices.

The terms of reference of the audit are based on "Guidelines for the Safety Audit of Highway Schemes" published by the Institution of Highways and Transportation, other guidance references and the Traffic Signs Regulations and General Directions 2016, and HD 19/15 Design Manual for Roads & Bridges and GG119.

The Auditors have examined and reported only on the road safety implications of the detailed design, as presented in the supplied drawings.

All safety issues are with reference to the specific design details shown on the drawings.

Each of the auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious, but worthy of consideration by the designer and/or by the overseeing organisation.

Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide, to assist the client in determining the priority of the issues raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	**** Problem**** (Urgent)				
Critical		*** Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

3. Historical Summary

The site is currently open space in front of CSN Precision Engineering.

4. Existing Environment

A474 Neath Abbey Road is a single carriageway classified road that links north from the large roundabout junction with the A4230 to Cadoxton Road to Cadoxton and Rhyddings.

It has footway only along its southern side in the vicinity of the new store and has a system of street lighting that introduces a 30mph speed limit.

The speed limit reduces to 20mph to the east of the proposed store access then continues to the east.

5. Accident / Collision History

No information provided

6. Survey Information

No information provided .

7. Project

To construct a new Aldi foodstore with improved side road junction with localised widening and ghost right turn lane

8. Stage 1 - Audit Assessment

The table below summarises the findings from this audit, which are described in detail on following pages.

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage		Not detailed
A1.5	Landscaping	Problems	(8.1) Vegetation opposite new access junction reduces through traffic lane carriageway width (8.2) Vegetation reduces footway width and obstructs visibility at new access. Will be significant given new reduced width footway proposed
A1.6	Public Utilities/Services Apparatus	Problem	(8.3) Utility equipment in new carriageway access
A1.7	Lay-bys		
A1.8	Access	Problem	(8.4) No vehicle swept path analysis produced
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles		
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout		
A3.2	Visibility		
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problems	(8.5) No pedestrian crossing point across access road junction (8.6) No pedestrians crossing point across access into store from private road
A4.3	Facilities adequate		
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		

A4.7	Junctions		
A4.8	Routes clear of obstruction		
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings And Lighting		
A5.1	Signs		
A5.2	Lighting	Problem	(8.7) Existing lamp column affected by new kerb alignment /footway
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (item A1.5)

Location: Neath Abbey Road opposite new access



Summary: Vegetation overhangs carriageway reducing available carriageway width on through traffic lane

Description: There is vegetation that overhangs the carriageway opposite the new access. This will reduce the available width to enable vehicles to use the through traffic lane. Remove vegetation to prevent continuing problems

Type of conflict/collision: Reduced width of carriageway causing collisions

Recommendation: Remove vegetation on nearside of road

8.2 *Problem* (item A1.5)

Location: Neath Abbey Road Western side of new access



Summary: Vegetation reduces width of footway and obstructs visibility for vehicles exiting the site

Description: There is vegetation that overhangs the footway obstructing the existing footway and obstructs visibility for vehicles exiting the new access. This will cause a significant problem with the reduced width footway as proposed. The adjacent vegetation needs to be removed rather than cut back to ensure that the proposed reduced width footway is always available

Type of conflict/collision: Collisions due to reduced visibility and problems with reduced width footway

Recommendation: Remove vegetation

8.3 *Problem* (item A1.6)

Location: Neath Abbey Road New access

Summary: Utility manhole in middle of new junction will require non slip cover

Description: There is a BT manhole that will be in the new carriageway in the path of turning vehicles into the site . This will cause loss of stability for turning two wheeled vehicles. Change manhole cover to include non slip cover

Type of conflict/collision: Collisions due to turning two wheeled vehicles loss of control

Recommendation: Change manhole cover to include non slip cover

8.4 *Problem* (item A1.8)

Location: Neath Abbey Road New access

Summary: Reduced kerb radii on access

Description: There is reduced kerb radii detailed on the proposed access. This will cause problems for large vehicles turning into the site to service both the new store and the existing engineering works. Carry out vehicle swept path analysis to show large vehicles can turn safely at the junction without encroaching onto the opposing exit lane.

Type of conflict/collision: Collisions due to inadequate kerb radii

Recommendation: Carry out vehicle swept path analysis and amend design as required

8.5 *Problem* (item A4.2)

Location: Neath Abbey Road New access

Summary: No dropped kerb / tactile paving crossing point detailed across the new access junction

Description: A new side road junction is detailed onto Neath Abbey Road without any pedestrian crossing point across the junction. Provide dropped kerb / tactile paved crossing point across the new access.

Type of conflict/collision: Visually impaired pedestrians unable to cross over junction safely

Recommendation: Provide dropped kerb crossing point across access

8.6 *Problem* (item A4.2)

Location: Store access from private road

Summary: No dropped kerb / tactile paving crossing point detailed across the new store access junction between footway to CSN

Description: A new side road junction is detailed from the private road into the store without any pedestrian crossing point across the junction. Provide dropped kerb / tactile paved crossing point across the new access to enable pedestrians to access CSN.

Type of conflict/collision: Visually impaired pedestrians unable to cross over junction safely

Recommendation: Provide dropped kerb crossing point across access

8.7 *Problem* (item A5.2)

Location: Neath Abbey Road .



Summary: Lamp column affected by new kerb alignment

Description: A new side road junction is detailed with new set back kerblines that will affect the existing lamp column resulting in it being in the middle of the new footway . This lamp column will need to be relocated

Type of conflict/collision: Pedestrians walking into lamp column

Recommendation: Relocate lamp column

9. Nil response/Comments

No comments

10. Non-Motorised User Report

This report identifies problems that will need to be resolved affecting NMU's

11. Auditors' Statement

Auditors Statement

We certify that we have examined the drawings listed in Appendix A and that the site has been inspected. The examination has been carried out with the sole purpose of identifying those features the design that can be modified in order to improve the safety of the scheme.

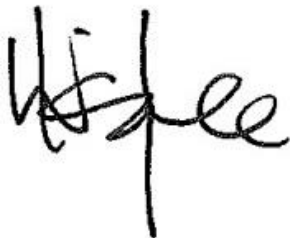
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

We can confirm that we have not been involved with the scheme design.



Peter Ronald
Senior Safety Auditor (Team Leader)

Date 14th February 2020



Wing Lee
Safety Auditor (Team Member)

Date 14th February 2020

Stage Road Safety Audit SAFETY AUDIT EXCEPTION RESPONSE		
Scheme Name: Aldi Neath Abbey Road (Amended layout with ghost right turn)		
The issues categorised in the safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in the report are made for the benefit of the designer, and are not referred to below.		
Paragraph	Summary of Problem	Designer's response
8.1	Vegetation overhangs carriageway reducing available carriageway width on through traffic lane	Agreed. Vegetation to be cleared within the extent of the highway boundary.
8.2	Vegetation reduces width of footway and obstructs visibility for vehicles exiting the site	Agreed. Vegetation to be cleared within the extent of the highway boundary.
8.3	Utility manhole in middle of new junction will require non slip cover	Agreed. Manhole cover to be non slip.
8.4	Reduced kerb radii on access	New access design shows a minimum of an 8m radii. Therefore, addressed.
8.5	No dropped kerb / tactile paving crossing point detailed across the new access junction	Agreed. Tactile paving to be provided.
8.6	No dropped kerb / tactile paving crossing point detailed across the new store access junction between footway to CSN	Agreed. Tactile paving to be provided.
8.7	Lamp column affected by new kerb alignment	Agreed. Lamp column to be relocated as necessary.

Please complete Designer's response and return to Traffic Management Consultants Ltd.

Audit Team Comments

- 8.1 Agreed
- 8.2 Agreed
- 8.3 Agreed
- 8.4 Agreed
- 8.5 Agreed
- 8.6 Agreed
- 8.7 Agreed

Appendix A

Drawing Numbers:

SK12 Rev A Proposed access arrangement with ghost right turn facility

RSA 1 Plan

