

ROAD SAFETY AUDIT RESPONSE

1. Project Details:

Report title:	Margam Stage 3 RSA
Date:	November 2019
Document reference and revision:	RDW-DC-1399-RSA3
Prepared by:	The Safety Forum
On behalf of:	Bouygues UK

2. Authorisation Sheet:

Project:	Ysgol Newydd Margam
Report title:	Margam Stage 3 RSA
Prepared by:	
Name:	Callum Parker
Position:	Infrastructure Associate
Signed:	CP
Organisation	Cambria Consulting Ltd
Date:	January 2020
Approved by:	
Name:	Geoff Carter
Position:	Senior Associate
Signed:	GC
Organisation	Cambria Consulting
Date:	January 2020

3. Introduction:

New educational development and associated external and S278 works. Stage 3 RSA report ref: RDW-DC-19-1399-RSA3 dated November 2019.

This RSA response report has been prepared and approved by Callum Parker and Geoff Carter of Cambria Consulting Ltd.

4. Key Personnel

Overseeing Organisation:	Terry Davies NPT Council Lyn Jones Swansea Council
RSA Team:	Terry Davies NPT Council Lyn Jones Swansea Council Paul Daniels Police Rob Westhead The Safety Forum David Crawford the Safety Forum Ben Fields Ysgol Cwm Bromptil
Design Organisation:	Callum Parker Cambria Consulting Geoff Carter Cambria Consulting

5. Road Safety Audit Decision Log:

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation Responses	Agreed RSA action
5.1 Parked vehicles may obscure visibility between traffic and pedestrians.	Ensure that sightlines are clear, bearing in mind that pedestrians may be small children who are more readily obscured. This may involve the loss of some of the parking bays.	The pedestrian sight line from the crossing has been checked and a distance of 40m is visible from the crossing point west along Bertha road. NPT to monitor situation.		NPT to monitor situation.
5.2 The kerb build out associated with an uncontrolled pedestrian crossing is being used as a vehicular access haulway. It is understood that this haulway is improvised and unapproved and that it has been created since the highway works were installed.	Prevent access across the kerb build-out and footway in this location.	NPT to manage situation.		NPT to manage situation.
5.3 Vehicles parked on the hatched area ahead of the kerb build-out may obscure visibility. If the sightline is obstructed then	Prevent parking in this area; either by provision of a double yellow line or by placing a suitable physical item in that area (i.e. an item that	Provide double yellow lining in this area.		Provide double yellow lining in this area. NPT to manage situation.

there is an increased risk of vehicles colliding with pedestrians crossing at this point.	prevents parking but does not obstruct the sightline).			
5.4 Cars parked near the junction restrict sightlines resulting in increased risk of collisions between traffic and pedestrians. It was noted that the majority of pedestrian movements pass through the northern access point from the school with this crossing point being well used, thus increasing risk of conflicts.	It is recommended that waiting restrictions are provided in order to maintain clear sightlines.	Implement vehicle waiting restrictions in peak school arrival/departure times.		Implement vehicle waiting restrictions in peak school arrival/departure times. NPT to monitor situation.
5.5 Buildout may be difficult to see.	Install a reflective marker or similar on the guardrail taper facing approaching traffic.	Install reflective marker/bollard	Install reflective marker/bollard	Install reflective marker/bollard
5.6 Vehicles travelling in wrong direction along Bertha Road.	Install 'no-entry' worded markings on Bertha Road at the junction with College Green / Beechwood. Along the length of Bertha Road	No entry signage and directional signage are already installed along Bertha Road and at the junctions with College Green		Install physical measures (alligator teeth) to prevent vehicle entrance movements at the school egress. NPT to

	install directional arrows to emphasise the one-way working. It is assumed that some drivers, who are entering the school via the egress are doing this wilfully in contravention, and are aware of, the one-way working. It is recommended that measures are installed to physically prevent these movements through the school egress, such as by using devices to force one-way operation. Further no-entry signs may also be beneficial.	and Beechwood. Install physical measures (alligator teeth) to prevent vehicle entrance movements at the school egress.		monitor situation.
5.7 Cars parked on footway here obscure visibility for vehicles leaving the school egress. This could increase risk of emerging conflicts.	Install measures to prevent parking on the footway such as bollards.	There are already parking prevention measures in the area. Install bollards to prevent vehicles mounting the kerb and parking on the footway.		Install bollards to prevent vehicles mounting the kerb and parking on the footway.
5.8 Lanterns over traffic signs not operational.	Make these lantern units operational.	Make these lantern units operational.		Make these lantern units operational. NPT to manage situation.

6. Design organisation and Overseeing Organisation statements:

The following statements should be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Callum Parker
Position:	Infrastructure Associate
Signed:	CP
Organisation	Cambria Consulting
Date:	January 2020

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	Insert name
Position:	Insert position
Signed:	Insert signature
Organisation	Insert organisation
Date:	Insert date