

ROAD SAFETY AUDIT RESPONSE

1. Project Details:

Report title:	Tank Farm Road, Skewen. RSA2
Date:	15 th July 2020
Document reference and revision:	RW-DC-20-3145-RSA2
Prepared by:	The Safety Forum
On behalf of:	Jehu Group

2. Authorisation Sheet:

Project:	Coed Darcy Phase 2
Report title:	Designer's Response to RSA2
Prepared by:	
Name:	Richard John
Position:	Associate/Principal Engineer
Signed:	
Organisation	Spring Design
Date:	28 th July 2020
Approved by:	
Name:	Max Collis
Position:	Director of Engineering
Signed:	
Organisation	Spring Design
Date:	28 th July 2020

3. Introduction:

This Designer's Response provides a response to the problems raised in The Safety Forum's Stage 2 Road Safety Audit ref: RW-DC-20-3145-RSA2 (dated 15th July 2020) in relation to improvements to Tank Farm Road and Prettyman Drive, Llandarcy – to provide access to a new residential development at Phase 2, Coed Darcy.

The Designer's Response was prepared by Richard John – Associate/Principal Engineer at Spring Design. Richard has over 20 years design experience within the residential sector.

4. Key Personnel

Overseeing Organisation:	Neath Port Talbot Highway Development Control – Delyth Thomas/Justin Griffiths
RSA Team:	The Safety Forum – R Westhead
Design Organisation:	Spring Design – Richard John

5. Road Safety Audit Decision Log:

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation Responses	Agreed RSA action
4.1 – Raised humps on Tank Farm Road – Lack of signing for humps.	Ensure that speed limits are clearly posted and warning signs for road humps installed if required.	It is understood that the Llandarcy 20mph zone commences at the Village Access Road prior to the Academy of Sport Access – as designated by 20mph zone gateway signage (see Fig.1 below). Notwithstanding this, 'road hump' signage to diag. 557.1 is now proposed on the approach to the raised junction – see drawing 2432-550 Rev.B		
4.2 – Around Road Narrowing on Tank Farm Road – Lack of information on proposed signs.	Ensure that signs are mounted at appropriate heights and with adequate clearance from the carriageway	A signage schedule has now been added to drawing 2432-500 Rev.B incorporating mounting heights. Notes added specifying 450mm minimum clearance to the edge of the carriageway.		
4.3 – Prettyman Drive junction with Llandarcy – Unclear how pedestrian route connects	Ensure that a coherent pedestrian link is provided that services a pedestrian	The proposed elevated footpath link will connect to the existing elevated		

	desire line. Should there be an interim period (i.e. during construction, or between phases of development) where this link is incomplete then a safe and attractive alternative temporary route should be provided until this link is complete.	footpath constructed under the Phase 1 Heritage Gate development (see Fig. 2 below). A temporary footpath link has been created between Prettyman Drive/Tank Farm Road junction and Crown Way (see Fig.3 below)		
4.4 – Tank Farm Road at junction with development access – Risk of fall to steep slope opposite junction give way point.	Further investigation may be required to ascertain whether any form of vehicle containment /restraint system is required here. Should ne such system be required or suitable then the junction may benefit from landscaping such as planting on the verge opposite the give-way to further highlight the give way and help manage speeds on the junction approach. The Audit Team do however acknowledge the proposed speed management measures	As acknowledged by the Audit Team, speed management measures have been introduced at the junction in question by way of a raised junction. The proposed estate road access (RD2) has also been designed with a maximum longitudinal gradient of 4% over the initial 15m. Notwithstanding the above, additional hazard marker posts are now proposed opposite the junction to further raise awareness (see drawing 2432-550 Rev.B)		

	(raised junction) indicated on the design drawings.			
4.5 – Tank Farm Road at junction with development access, and at junctions with Prettyman Road – Manhole cover in turning area pose skid hazards.	Either relocate these covers or use covers with surface friction similar to the surrounding carriageway surface.	In areas where vehicles are turning, manhole covers shall have a polished skid resistance value of 60 or above. A note specifying this has been added to drawing 2543-550 Rev.B)		

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:	Richard John
Position:	Associate/Principal Engineer
Signed:	Richard John
Organisation	Spring Design
Date:	27 th July 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:	
Position:	
Signed:	
Organisation	
Date:	

Fig.1 – 20mph zone gateway signage at Llandarcy Village Access Road



Fig.2 – Existing elevated footpath constructed under Phase 1 Heritage Gate Development



Fig.3 – Extract of topo survey (June 2020) showing temporary footpath link

