

TANK FARM ROAD, SKEWEN

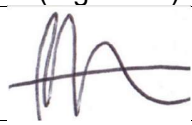
PROPOSED RESIDENTIAL DEVELOPMENT ACCESS ARRANGEMENTS

Stage 2 Road Safety Audit

July 2020

RW-DC-20-3145-RSA2

Report title:	TANK FARM ROAD, SKEWEN. PROPOSED RESIDENTIAL DEVELOPMENT ACCESS ARRANGEMENTS. RSA 2
Date:	15 July 2020
Document reference and revision:	RW-DC-20-3145-RSA2
Prepared by:	The Safety Forum
On behalf of:	Neath Port Talbot Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	D Crawford		15 July 2020
Designer's Response				
Authority's Response				
Audit Response				

Client:	
JEHU Group	The Safety Forum Ltd
Number One Waterton Park Bridgend CF31 3PH	PO Box 831 Godalming Surrey GU7 9HT
	Date: 15 July 2020

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1.0 INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit (RSA) carried out on the proposed access arrangements and highway improvements associated with phase 2 of the Coed Darcy residential development. The RSA 2 examines only works on Tank Farm Road and Pretymen Drive and includes the access junctions but not the internal development site highway works.
- 1.2 The highway proposals include: The specific improvements consist of the upgrading of Tank Farm Road, with informal narrowing, give way markings, a raised plateau adjacent to plots A11 & A33, a new access junctions from Tank Farm Road to the development site; new footways on Tank Farm Road, including a section of raised footway at the eastern end of Pretymen Drive, vehicle crossovers to residential driveways, a new dropped kerb crossing over the junction of Tank Farm Road and Pretymen Drive.
- 1.3 The Audit Team are not aware of any previous Road Safety Audits having been completed for proposals at this location.
- 1.4 The Stage 2 RSA was carried out at the request of the JEHU Group.
- 1.5 The Road Safety Audit Brief was supplied by JEHU Group. The overseeing organisation is Neath Port Talbot Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.6 The Audit was carried out on the 10th July 2020 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Rob Westhead – Team Leader (MSoRSA Cert Comp)

David Crawford – Team Member (BSc IEng MICE MIHT Cert of Comp)

- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.8 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 10th July 2020, between 17:30 and 18:30 hours by all members of the Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions were quiet.

- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.10 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.11 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.12 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.13 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

- Road Safety Audit Brief.



Engineering Drawing & Report Issue Register

Project: Coed Darcy Phase 2 – Waterstone Homes

Job No: 2432

Originator: RMJ

Sheet No: 1

	Issue Date	Day	13	24	27	10	23	24	24	06	07	18	19	22				
		Month	02	02	02	03	03	03	03	04	04	04	05	05				
		Year	20	20	20	20	20	20	20	20	20	20	20	20	20			
Document Title	Document No.	Revisions																
Impermeable Areas Plan	2432-501				A													
Engineering Layout – Sheet 1 of 3	2432-520-01	*	A			B	C											
Engineering Layout-0 Sheet 2 of 3	2432-520-02	*	A			B	C			D								
Engineering Layout – Sheet 3 of 3	2432-520-03	*	A			B				C								
Proposed Drainage Layout – Phase 2 – 1 of 2	2432-525-1												*					
Proposed Drainage Layout – Phase 2 – 2 of 2	2432-525-2												*					
Junction Visibility – Sheet 1 of 2	2432-555-01	*	A											A				
Junction Visibility – Sheet 2 of 2	2432-555-02	*	A											A				
Forward Visibility	2432-556	*	A											A				
Roads & Sewers – Long. Sections – Sheet 1 of 2	2432-600-1	*	A	A	A	A	A	A	B					C				
Roads & Sewers – Long. Sections – Sheet 2 of 2	2432-600-2	*	*	*	*	*	*	*	A			A		B				
Elevated Footway – Plan & Section	2432-601		A	A								B		B				
Refuse Vehicle Swept Path Assessment	2432-650-01	*	A											A				
Fire Appliance Swept Path Assessment	2432-650-02	*	A											A				
Section 38 Agreement Plan	2432-530				*									A				
Tank Farm Road Works	2432-550											A		A				
Tank Farm Road Construction Details	2432-551				*							*		*				
Section 104 Agreement Plan – 1 to 500	2432-560		*	A	B	B												
Section 104 Agreement Plan – Sheet 1 of 3	2432-560-01		*	A	B	B		B										
Section 104 Agreement Plan – Sheet 2 of 3	2432-560-02		*	A	B	B												
Section 104 Agreement Plan – Sheet 3 of 3	2432-560-03		*	A	B	B			C									
Section 104 Location Plan	2432-561		*			A	A											
Drainage Construction Details	2432-700		*	*	*	*	*	A		A				A				
Foul & Storm Water Manhole Schedule	2432-710		*	*	*	*	*	A		A				B				
Highway Construction Details	2432-730				*									A				
Distribution		No. of Copies / Type																
Client: Waterstone Homes – Jon Dobbs		*	*	*	*	*	*	*	*	*	*	*	*	*				
Architect: Roberts Limbrick – Magdalena Caban		*	*															
Planning Consultant: Asbri – Phil Baxter		*	*									*	*					
Welsh Water – Nick Tombs						*	*	*										
Highway: NPT – Justin Griffiths/Delyth Thomas												*	*	*				

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM PREVIOUS STAGE 1 AUDIT.

No previous Stage 1 RSA has been completed.

4.0 MATTERS ARISING FROM THIS STAGE 2 AUDIT.

4.1 PROBLEM

LOCATION: Raised humps on Tank Farm Road.

SUMMARY: Lack of signing for humps.

It is unclear whether traffic signs are required for the proposed raised road humps on Tank Farm Road. Whilst there is an existing 20mph repeater speed limit sign on Tank Farm Road it is unclear as to whether the posted speed limit on the surrounding road network is also 20mph, therefore negating the need for humps warning signs. Should traffic approach road humps from 30mph areas through the development site and not be expecting raised speed management features then drivers may approach at inappropriate speeds leading to possible sudden braking or loss of control.

RECOMMENDATION

Ensure that speed limits are clearly posted and warning signs for road humps installed if required.

4.2 PROBLEM

LOCATION: Around road narrowing on Tank Farm Road.

SUMMARY: Lack of information on proposed signs.

There is limited information provided for the road narrowing / priority traffic signs on Tank Farm Road. Should these signs over the footway be mounted too low they could be a hazard for pedestrian. It is unclear how much clearance from the carriageway the signs on the verge has. This could be at risk of being struck by passing traffic. Also, signs that incorrectly specified (size / reflectivity etc) could be difficult to see and conflicts could occur as a result.

RECOMMENDATION

Ensure that signs are mounted at appropriate heights and with adequate clearance from the carriageway.

4.3 PROBLEM

LOCATION: Pretymen Drive junction with Llandarcy

SUMMARY: Unclear how pedestrian route connects.

It is unclear from the supplied design drawings where the new footway link at the eastern end of Pretymann Drive connects to. Should this not serve a pedestrian desire line then pedestrians may walk in the carriageway from Pretymann Drive into Llandarcy.

RECOMMENDATION

Ensure that a coherent pedestrian link is provided that services a pedestrian 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.

4.4 PROBLEM

LOCATION: Tank Farm Road at junction with development access.

SUMMARY: Risk of fall to steep slope opposite junction give way point.

On Tank Farm Road opposite the give-way from Road 2 of the development site there is a steep slope to the rear of the carriageway. There is a risk that a vehicle approaching the junction from the development could leave the carriageway and fall down the slope if they failed to stop. The Audit Team however acknowledge that traffic approaching this junction will do so towards a raised junction, and the downward gradient on the approach to the junction (on Road 2) is reduced over the final approximately 25-30m.

RECOMMENDATION

Further investigation may be required to ascertain whether any form of vehicle containment / restraint system is required here (such as Road Restraint Risk Assessment Process). Should no such systems 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 (raised junction) indicated on the design drawings.

4.5 PROBLEM

LOCATION: Tank Farm Road at junction with development access, and at junction with Pretymann Road.

SUMMARY: Manhole cover in turning area pose skid hazards.

Manhole covers are proposed in areas where vehicles will be turning. These pose potential skid hazards for powered two wheelers.

RECOMMENDATION

Either relocate these covers or use covers with surface friction similar to the surrounding carriageway surface.

5.0 AUDIT TEAM STATEMENT

5.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: R Westhead
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 15 July 2020

AUDIT TEAM MEMBER

Name: D Crawford
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 14 July 2020

APPENDIX A: LOCATION PLAN

