

**ABBAY PRIMARY SCHOOL,
HEOL PENLAN NEATH**

Stage 2 Road Safety Audit

March 2022

DC-RDW-20-3061B-RSA2

Report title:	Stage 2 Abbey Primary School, Heol Penlan Neath
Date:	11 th March 2022
Document reference and revision:	DC-RDW-20-3061B-RSA2
Prepared by:	The Safety Forum
On behalf of:	Asbri Transport Ltd

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Crawford	R Westhead		11/03/22
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Asbri Transport Ltd	The Safety Forum Ltd
Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW	PO Box 831 Godalming Surrey GU7 9HT
Date: 11/03/22	

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THE PREVIOUS STAGE 1 AUDIT.	6
4.0	MATTERS ARISING FROM THIS STAGE 2 AUDIT.	12
5.0	OBSERVATIONS DURING THE STAGE 2 RSA.....	13
6.0	AUDITOR STATEMENT	14

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit (RSA) carried out on proposed new school and child assessment centre. The works involve the demolition of an existing school facility, and the construction of a Junior, Infant Schools, and replacement early years assessment centre. The complex will cater for approx. 540 children. 100 of these will be early years/nursey children, being dropped off collected outside the main school hours. There are 52 full time staff planned, and 11 part time and the parking provision levels provided meet this predicted demand. It has been assumed that access to the main school car parks is controlled by a barrier.
- 1.2 The highway proposals include: construction of a new access to the site (close to an existing site access) with the associated internal layout for drop off and pick up, with parking for staff within the site. This audit looks at both the external highway works. The internal layout has not been considered in this audit. Work to construct the school was well underway, and the new access was being used as the site entry.
- 1.3 The Stage 2 RSA was carried out at the request of Katie Williams / Patrick O'Conner of Asbri Transport. The Road Safety Audit Brief was supplied by Katie Williams.
- 1.4 The design organisation is Asbri Transport Ltd. The Overseeing Organisation is Neath Port Talbot Council.
- 1.5 The Audit was carried out between 4th and 8th March 2022 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:

David Crawford – Team Leader BSc IEng MICE MIHT Cert of Comp

Rob Westhead – Team Member (Qualifications, MSoRSA etc)

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on the 4th March 2022 between 12.05 and 12.35 pm by all members of the Audit Team together. The weather was dry and overcast and the road surface was damp. There was very little traffic.

- 1.8 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.

- 1.9 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.
- 1.10 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.
- 1.11 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.
- 1.12 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.

Drawing No.	Rev	Title
Abby-PDA V4 XX DR A 90 2090	P12	THE SITE LAYOUT PLAN
ABBY JUBB V3 ZZ DR C 1200	CO1	HIGHWAY WORKS ROAD MARKINGS
ABBY JUBB V3 ZZ DR C 1100	C01	HIGHWAY WORKS KERBS AND SURFACING
ABBY JUBB V3 ZZ DR C 702		HIGHWAY WORKS PROPOSED CONTOURS AND LEVELS
ABBY JUBB V3 ZZ DR C 710		PROPOSED SETTING OUT ENTERANCE AND DROP OFF AREA
ABBY JUBB V3 ZZ DR C 500		PRPOSED HIGHWAY DRAINAGE
ABBY JUBB V3 ZZ DR C 0112		SETTING OUT
ABBY JUBB V3 ZZ DR C 0100		GENERAL ARRANGEMENT

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

3.0 MATTERS ARISING FROM THE PREVIOUS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Approach roads adjacent to the school.

SUMMARY: High peak parking demand at school arrival/departure times.

Carers are likely to arrive prior to the end of the school day so the children to not have to wait to be collected, or maybe the children will have to be met in the playground so the school “hands over” the child. This will place a high demand on short term parking. Pedestrians will be moving in and out of these parked vehicles and may not be clearly seen and more likely to be struck.

RECOMMENDATION

Consider a wider area management plan to manage short term parking. See Problem 2 below also.

DESIGNERS RESPONSE

Additional parking needs to be considered when the existing Early Years school is demolished as discussed informally at planning.

STAGE 2 COMMENT

Item remains outstanding.

3.2 PROBLEM

LOCATION: Approach roads and adjacent to the school.

SUMMARY: Frustrated drivers caught in congestion.

At the end of the school day (and the start) there will be a peak of vehicles all trying to enter and/or leave the area at the same time. This may lead to congestion and vehicles approaching the school area may take risks. In addition, there are likely to be high numbers of pedestrians walking and crossing the roads, who will be at risk.

RECOMMENDATION

In conjunction with the local highway authority ensure that there is a management plan to enable vehicles to safely enter and leave the area.

DESIGNERS RESPONSE

Additional parking needs to be considered when the existing Early Years school is demolished as discussed informally at planning.

STAGE 2 COMMENT

Outstanding the issue remains a concern.

3.3 PROBLEM

LOCATION: Proposed access.

SUMMARY: Parking may obscure visibility.

Unless parking is prevented, parking will occur in the visibility splay blocking the views from the access.

RECOMMENDATION

Prevent parking in the visibility splay.

DESIGNERS RESPONSE

TROs to be introduced

STAGE 2 COMMENT

School Keep clears are proposed and with the TRO – issue appears resolved.

3.4 PROBLEM

LOCATION: Western side of crossing over proposed access.

SUMMARY: Direct route to school building entrance.

The most direct route for some to the assumed entry point is through the main access, across the smaller staff car park, and up some steps to the play grounds. Some carers may choose to enter via the vehicular entry, and walk across the drop off area, or along the access before joining the path.

RECOMMENDATION

This movement should be accommodated, with a path through the drop off area or not needed/used (eg by keeping the gates on the stepped path closed).

DESIGNERS RESPONSE

This is acceptable through the introduction of a path and gates.

STAGE 2 COMMENT

Not clear from the drawings how this issue will be addressed. Matter remains outstanding.

3.5 PROBLEM

LOCATION: Proposed pedestrian access

SUMMARY: Children run into the road.

Children may run/cycle/scoot down the site into the road inadvertently, especially due the gradients.

RECOMMENDATION

Provide a barrier to prevent children entering the carriageway.

DESIGNERS RESPONSE

Pedestrian guardrails as shown on the plans are acceptable.

STAGE 2 COMMENT

A section of barrier is proposed – issue resolved.

3.6 PROBLEM

LOCATION: Proposed pedestrian access

SUMMARY: Routes to and from the school.

It is likely that large numbers of pedestrians will walk to and from the school via the park/open space into Neath. It would appear that these people need to cross the main access. The pedestrian approaches need to be safe to use and too be able to accommodate the volumes anticipated to prevent people stepping out in traffic, or meeting unexpected traffic on shared lanes.

RECOMMENDATION

Ensure there is a safe route, and conflicts with emerging traffic are control/prevented at peak times.

DESIGNERS RESPONSE

Additional signage/markings should be introduced to highlight vehicular routes only.

STAGE 2 COMMENT

Item not closed, as pedestrians have to cross the vehicular route to continue within the open space area.

3.7 PROBLEM

LOCATION: Internal – Use of “Zebra” markings.

SUMMARY: Zebra marking should not be used to denote a crossing point.

These marking have a specific meaning and should only be used on the highway, and confusion may arise with drivers and pedestrians.

RECOMMENDATION

Denote crossing locations with other measures (if required at all).

DESIGNERS RESPONSE

Zebra crossing markings will be replaced with colour surface dressing.

STAGE 2 COMMENT

No longer within the scope of the audit.

3.8 PROBLEM

LOCATION: Staff car park operation.

SUMMARY: It is not clear how the road to the staff parking will operate, either as a one way or not. Conflict may arise if vehicles turn left at the most southerly end.

RECOMMENDATION

Ensure vehicles can or do not turn in at the southern end.

DESIGNERS RESPONSE

The internal vehicular routes are 6m in width and suitable for two-way traffic. Vehicles exiting the easternmost loop road will have sufficient visibility of traffic that may be using the westernmost access road to the staff car parking.

STAGE 2 COMMENT

No longer within the scope of the audit.

3.9 PROBLEM

LOCATION: Staff car park.

SUMMARY: Parking obscuring pedestrian visibility.

Parking abuts the crossing points in the staff car park, and a high/tall vehicle parked here could obscure someone waiting to cross resulting in a collision.

RECOMMENDATION

Reduce approach speeds to the crossing point, and set parking back from the crossing point.

DESIGNERS RESPONSE

Kerb build outs will be considered at the crossing points within the staff car park to ensure pedestrians are not obstructed by parked vehicles

STAGE 2 COMMENT

No longer within the scope of the audit.

3.10 PROBLEM

LOCATION: Staff Car Park Turning Circle.

SUMMARY: Vehicle encroach onto opposite carriageway.

The swept paths indicate that some vehicles will encroach onto the opposing lane when exiting the turning head, which could result in collisions.

RECOMMENDATION

Provide guidance to drivers to give way to oncoming traffic and ensure speeds are low as the turning circle is used.

DESIGNERS RESPONSE

Give-way markings will be proposed on the approach to the turning circle to instruct vehicles to give-way to oncoming traffic. The turning circle will operate like a mini-roundabout with clock-wise vehicle movement only.

STAGE 2 COMMENT

No longer within the scope of the audit

4.0 MATTERS ARISING FROM THIS STAGE 2 AUDIT.

3.1 PROBLEM

No additional issues were noted at the site visit. Items 3.1, 3.2, 3.4, and 3.6 from the RSA 1 remain to be resolved.

RECOMMENDATION

Address the outstanding issues (items 3.1, 3.2, 3.4, and 3.6) raised at the Stage 1 Audit.

5.0 OBSERVATIONS DURING THE STAGE 2 RSA.

5.1 OBSERVATION

LOCATION: Buff tactile paving by new access.

SUMMARY: Installed tactile does not extend far enough from flush kerb.

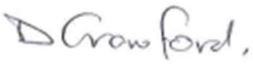
The intention of the newly installed tactile paving is to provide a colour contrast and also a change in surface texture, to highlight to visually impaired people a conflict area. The audit team noted that the tactile paving extended as far as the flush kerbing, and as such could be “stepped over” and missed. The tactile should extend a minimum of 800mm back.

6.0 AUDITOR STATEMENT

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

AUDIT TEAM LEADER

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

Signed: 

Date: 11 March 2022

AUDIT TEAM MEMBER

Name Rob Westhead
Position Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 11 March 2022

APPENDIX A: LOCATION PLAN

