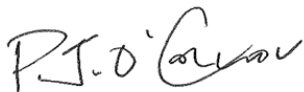


ROAD SAFETY AUDIT RESPONSE

1. Project Details:

Report title:	Abbey Primary School, Heol Penlan, Neath
Date:	08/12/19
Document reference and revision:	DC-RDW-19-2073-RSA1
Prepared by:	Asbri Transport
On behalf of:	BAM Construction Ltd

2. Authorisation Sheet:

Project:	T19.138 - Abbey Primary School
Report title:	Stage 1 Road Safety Audit
Prepared by:	
Name:	Katie Watkins
Position:	Transport Planner
Signed:	K R Watkins
Organisation	Asbri Transport
Date:	10/12/19
Approved by:	
Name:	Patrick O'Connor
Position:	Director
Signed:	
Organisation	Asbri Transport
Date:	11/1/22

3. Introduction:

It is proposed to develop the former Lower Dwr y Felin Comprehensive School to create a new 2-form entry primary school, nursery, early year's assessment centre and additional childcare facility to accommodate a total of up to 520 pupils.

There are 52 full time staff planned, and 11 part time and the parking provision levels provided meet this predicted demand.

The highway proposals include the construction of a new priority junction to access the site.

A stage 1 RSA was carried out on 08/12/19 to audit both the external highway works along with the internal highway layout with regard to footpaths and parking spaces.

4. Key Personnel

Overseeing Organisation:	NPT Highways
RSA Team:	D Crawford, R Westhead
Design Organisation:	Jubb Engineering, Asbri Transport Limited & Powell Dobson Architects

5. Road Safety Audit Decision Log:

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation Responses	Agreed RSA action
3.1 Approach roads adjacent to school; High peak parking demand at school arrival/departure times	Consider a wider area management plan to manage short term parking.	A car parking management plan will address pick up/drop off arrangements	Additional parking needs to be considered when the existing Early Years school is demolished as discussed informally at planning.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.2 Approach roads and adjacent to the school; Frustrated drivers caught in congestion	In conjunction with the local highway authority ensure that there is a management plan to enable vehicles to safely enter and leave the area.	As above	Additional parking needs to be considered when the existing Early Years school is demolished as discussed informally at planning.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.3 Proposed access; Parking may obscure visibility	Prevent parking in the visibility splay of the proposed junction and that of surrounding junctions.	'School Keep Clear' markings and appropriate signage are proposed within the vicinity of the site access which will prevent vehicles from parking within the visibility splays and blocking views from the site access.	TROs to be introduced.	Insert the design organisation's and Overseeing Organisation's agree action to the problem

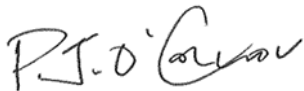
		The markings will be accompanied by a Traffic Regulation Order.		
3.4 Western side of crossing over proposed access; Direct route to school building entrance	This movement should be accommodated, with a path through the drop off area or not needed/used (e.g. by keeping the gates on the stepped path closed).	Footpath from site entrance to points of entry allows a safe pedestrian route.	This is acceptable through the introduction of a path and gates.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.5 Proposed pedestrian access; Children run into the road.	Provide a barrier to prevent children entering the carriageway	Guard railing will be provided between the footway and edge of carriageway to prevent children from entering the carriageway. The guard railing will be indicated on the access drawings.	Pedestrian guardrails as shown on the plans are acceptable.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.6 Proposed pedestrian access; Routes to and from the school.	Ensure there is a safe route on the likely main pedestrian routes, and conflicts with emerging traffic are control/prevented at peak times.	Footpath present on existing road, connecting to proposed footpath within site.	Additional signage/markings should be introduced to highlight vehicular routes only.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.7 Internal – Use of “Zebra” markings; Zebra marking should not be used to denote a crossing point.	Denote crossing locations with other measures (if required at all).	Zebra crossing markings will be replaced with colour surface dressing.	Agreed. Pedestrian crossing should be changed to red carpet.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.8 Staff car park operation;	Ensure vehicles can or do not turn	The internal vehicular	The staff car parking needs to	Insert the design

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.	in at the southern end.	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.	be addressed. A one way system should be considered with revised markings.	organisation's and Overseeing Organisation's agree action to the problem
3.9 Staff car park; Parking obscuring pedestrian visibility	Reduce approach speeds to the crossing point, and set parking back from the crossing point	Kerb build outs will be considered at the crossing points within the staff car park to ensure pedestrians are not obstructed by parked vehicles	This needs to be addressed and shown on plan.	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.10 Staff car park turning circle; Vehicles encroach onto opposite carriageway.	Ensure that all movements can be accommodated safely. Provide guidance to drivers to give way to oncoming traffic and ensure speeds are low as the turning circle is used.	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.	This needs to be addressed and shown on plan.	Insert the design organisation's and Overseeing Organisation's agree action to the problem

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:	P O'Connor
Position:	Director
Signed:	
Organisation	Asbri Transport Limited
Date:	28 th February 2022

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	
Date:	Insert date