

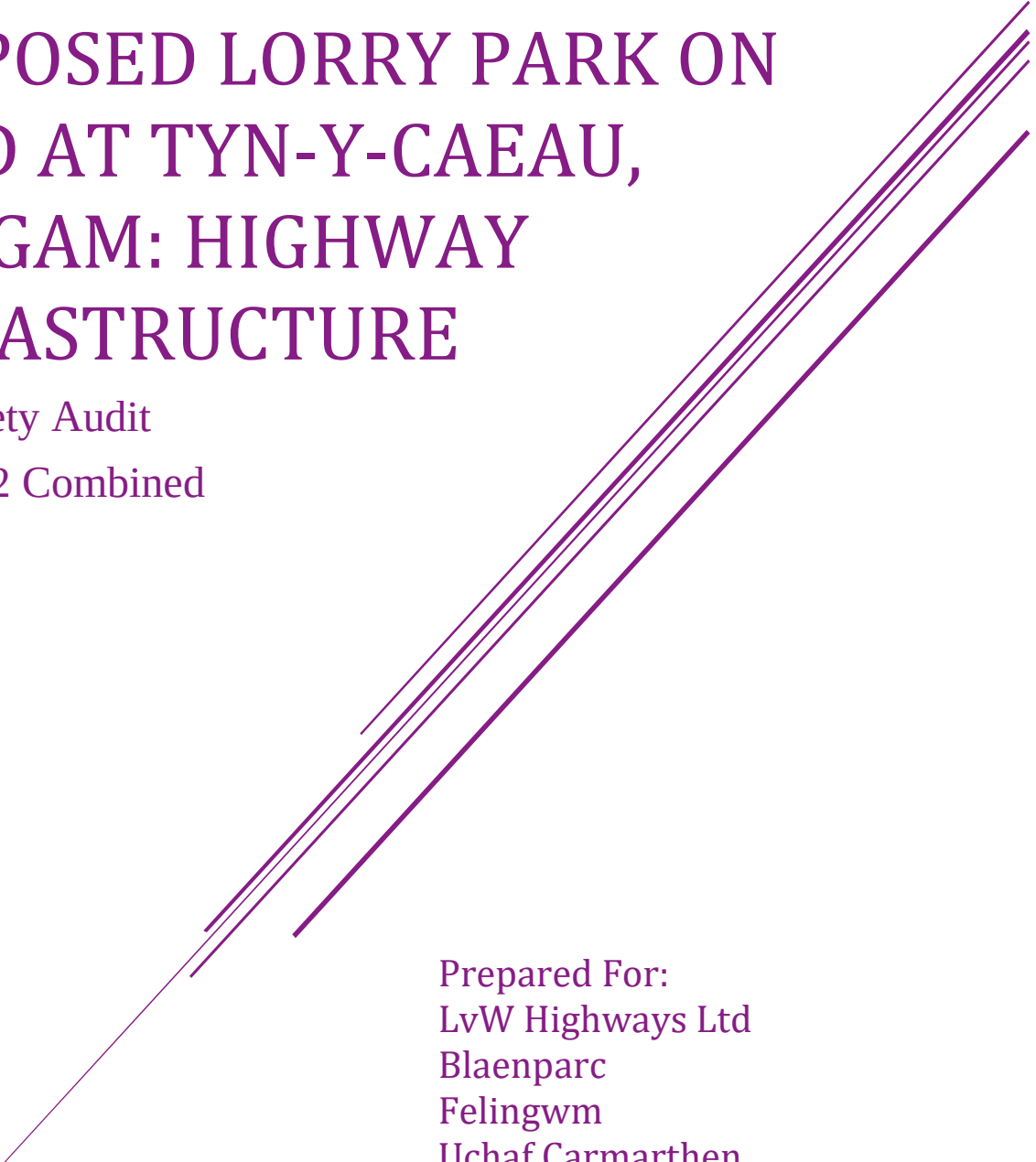
Report Number: LvW Hway/1433
Date: 24th February 2023
Prepared by: Julian Bartlett



PROPOSED LORRY PARK ON LAND AT TYN-Y-CAEAU, MARGAM: HIGHWAY INFRASTRUCTURE

Road Safety Audit

Stage 1 / 2 Combined

A decorative graphic consisting of several parallel lines in shades of blue and grey, representing a road or highway, extending diagonally from the bottom left towards the top right of the page.

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Job Number: 1421

Client: LwW Highways Ltd

Highway Authority Neath Port Talbot County Borough Council

Project: Proposed Lorry Park On Land at Tyn-y-Caeau, Margam: Highway Works

Document Title: Stage 1 / 2 Combined Road Safety Audit

Date: 24th February 2023

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Chris Kettell	Julian Bartlett	February 2023

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 / 2 Combined Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Karl von Weber of LwW Highways Ltd. The Audit was carried out during February 2023
- 1.2 This Safety Audit considers modification of the existing access to Tyn-Y-Caeau to accommodate articulated lorries. The specific improvements consist of creating an improved left in - left out junction by increasing the junction radii, the introduction of a splitter island and an acceleration merge lane.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|-------------------------------|
| Julian Bartlett
BEng MCIHT FSoRSA | Road Safety Audit Team Leader |
| Lyn Jones
HNC MCIHT MSoRSA | Road Safety Audit Team Member |
- Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.
- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
2020-547 SK04	B	General Arrangement with merge taper

Documents;

- Road Safety Audit Brief dated 01/02/23
- Proposed truckstop on land at Tyn-y-Caeau, Margam Road, Margam, Port Talbot Transport Assessment
- Proposed truckstop on land at Tyn-y-Caeau, Margam Road, Margam, Port Talbot Transport Assessment Appendices E, F, G, H

Departures

Extract RSA Brief:

- None that we are aware of.
- The original junction design had a diverging auxiliary lane but the Council pointed out that DMRB CD123 Rev2 at para 5.17 states:-
Nearside diverging tapers and auxiliary lanes shall not be provided:

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

- 1) at simple junctions;
- 2) where the design speed of the major road is less than 85 kph, and/or,
- 3) at all other priority junctions that are on the inside of curves.

NOTE Where the minor road is on the inside of a curve, the diverging lane can adversely affect visibility for drivers emerging from the minor road. They considered that the junction location is situated on the inside of a curve therefore, it was removed from the design.

- 1.5 The Audit Team undertook a site visit on 24th February 2023 during the morning between 10:30 and 11:30. It was overcast during the site visit and the road surface was dry. Vehicle movements were as expected with vehicles travelling at or near the speed limit using both available lanes. An expected mix of lorries, vans and cars were seen. No cycle or motorcycle movements were seen with three pedestrians viewed using the footway / cycleway across the proposed access.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of Highways England Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of:
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG).
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to

indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals presented for this stage of audit.

2 ISSUES RAISED BY THIS STAGE 1 / 2 COMBINED ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG 119.

Drg: 2020-547 SK04 Rev B

- 2.2 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information provided for this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 Limited information has been provided to the audit team with no details of the following being provided;
- Highway drainage, gully and chamber locations;
 - Street Lighting;
 - Carriageway markings and signing;
 - Standard highway construction details;
 - Kerbing types and carriageway construction details;
 - Crossing location and types; and
 - Swept path movements for vehicles to and from the site.
- 3.2 Lane destination carriageway markings and route identification has been indicated at the location of the proposed link into the site. While unlikely to result in personal injury collisions it could lead to driver confusion and inappropriate movements into the site rather than following the actual route. It would be beneficial to relocate the markings such that they are located opposite the proposed splitter island.
- 3.3 Limited information has been provided about pedestrian routing within the site and in particular how the building is accessed.

DESIGNERS RESPONSE

- 3.1 We acknowledge that for a RSA stage 2 the above information identified in 3.1 above will be provided.
- 3.2 We have amended the lane destination carriageway markings and relocate the markings such that they are located opposite the proposed splitter island, as recommended. See drawing 2020-547-SK04-revG and 2020-547-AP01-revG.
- 3.3 The active travel route continues into the site up to the building on the northern side of the access. On the southern side, the route crosses the large central landscaped island towards the building. From there pedestrians will cross the circulation carriageway to the building. Additional routes have been provided. See drawing 2020-547-SK04 and 2020-547-AP01.

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4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the Highways England standard GG119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 26th February 2023

Road Safety Audit Team Member

Name: Christopher Kettell

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 26th February 2023

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues were identified.