

26CC07 Llangatwg Highways Tracker - RSA 1/2

Name: 26CC07-CUR-54-XX-T-C-9500 Revision: P01 Issue Date: 30.09.2025

Issue	Ref	Location	Summary	Comment	Recommendation	Designer's response (Curtins)	Client Comment
3	3.1	At new access points	Swept paths of vehicles using accesses	There are no proposed waiting or parking restrictions and the RSA Team are concerned that the path of vehicles using the proposed access points could be obstructed by parked vehicles on the carriageway.	Provide parking / waiting restrictions around the new access points to ensure that they can be used safely as required.	NWAAT double yellow lines to be installed across all permanent accesses	
	3.2	At proposed emergency access	Vehicle activated sign at risk of being struck	The existing vehicle activated sign will be on the edge of where the proposed emergency access is to be located. Due to the dimensions of the sign, it could be at risk of being struck by any vehicle using the access leading to possible injuries.	Relocate the sign away from the emergency access point.	This is an emergency access only, therefore there are limited vehicles using this access. Curtins tracking (see 26CC07-CUR-54-XX-C-0010-Highway Works Swept Analysis) identifies that there is little risk of the road sign being struck, even by a larger fire tender. However, this can be relocated subject to NPT requirement.	
	3.4	Proposed construction access	Junction visibility	Visibility to the left for vehicles exiting via the temporary construction access will be limited by vegetation growing on the site boundary to the immediate east. This could result in drivers emerging into the path of traffic on Penscynor travelling west.	Remove all vegetation from the visibility splay for the temporary access.	According to the tree survey, the vegetation in the site boundary is an Ash tree marked as optional for retention by the tree survey, however is marked within the construction exclusion zone. As the tree extends fall only minimally within the visibility splay, trimming of the tree where it extends into the visibility splay should solve this issue for the temporary access	
3.5	Proposed temporary construction access and main school egress	Junction visibility splays overlap		Visibility splays for the proposed temporary construction access and main school egress overlap when the visibility splays are measured to 45m, which would be required for vehicles speeds of 30mph. No surveys or vehicles speeds have been provided. Nor have details for whether the temporary access will operate whilst the school is operational. The RSA Team would be concerned that should the construction access be used at the same time as normal school operations, then vehicles exiting either access could do so into the path of traffic on Penscynor.	Ensure that available visibility splays are sufficient for the speed of traffic on Penscynor. If both access are to be used at the same time, then the construction management plan should make provision to avoid vehicles movements from the construction access during periods of peak movements from the school egress, i.e. during the start and end of the school day.	The existing road speed is 20mph, however planning have stated a requirement for a 45m visibility splay. Throughout the construction period this will be managed access (with barriers). Where the construction period and school operations overlap, access timings would generally be staggered. School begins at 8.35am, and ends at 2.55pm. The Construction Management Plan should address this, with consideration for any after school clubs.	