

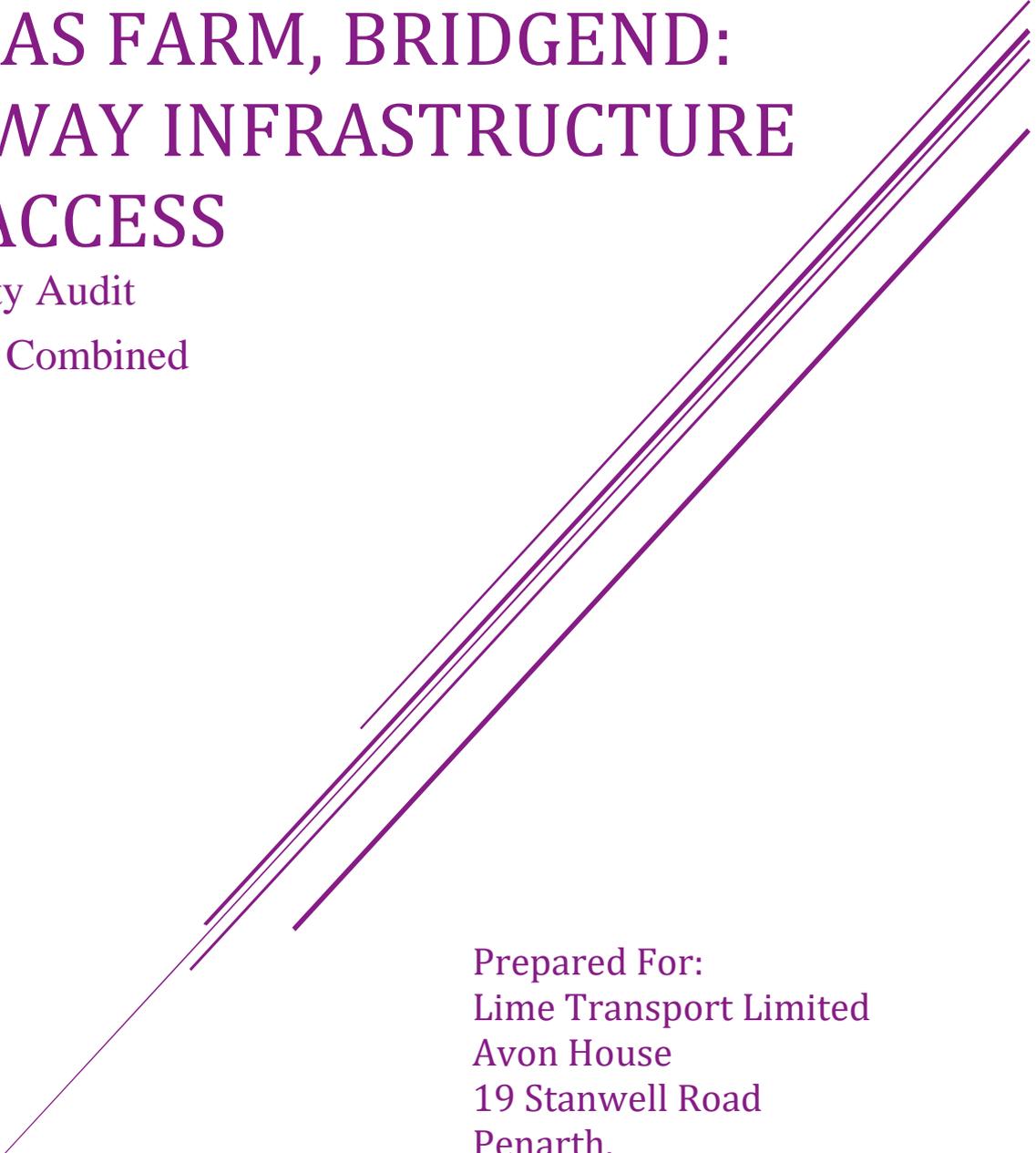
Report Number: Lime/1541
Date: 10th January 2024
Prepared by: Julian Bartlett

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Consulting Ltd
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MARLAS FARM, BRIDGEND: HIGHWAY INFRASTRUCTURE AND ACCESS

Road Safety Audit

Stage 1 / 2 Combined



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Job Number: 1541

Client: Lime Transport Limited

Highway Authority: Bridgend County Borough Council

Project: Marlas Farm, Bridgend: Highway Infrastructure And Access

Report Title: Stage 1 / 2 Combined Road Safety Audit

Date: 10th January 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Chris Kettell	Julian Bartlett	January 2024

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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 Elizabeth Clark of Lime Transport Limited. The Audit was carried out in January 2024.
- 1.2 This Safety Audit considers, “the access (simple priority junction) and off-site highway works (improving the Marlas Road/Unnamed Lane traffic signal-controlled junction) proposed as part of a small residential development (of 24 dwellings) at Marlas Farm, Pyle, Bridgend”.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|-------------------------------|
| Julian Bartlett
BEng FCIHT FSoRSA | Road Safety Audit Team Leader |
| Christopher Kettell
BSc MCIHT | Road Safety Audit Team Member |
- Julian Bartlett holds a National Highways 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
2145-165		Marlas Farm, Pyle: Site Layout Plans
21001.TOPO.104.15		Visibility Splay At The Proposed Site Access
21001.TOPO.104.12		Pedestrian Link Between The Site And Marlas Road To The East
21001.TOPO.103.01		Detailed Amendments To The Existing Traffic Signal Controlled Junction Onto Marlas Road

Documents

21001.2 - Marlas Farm, Bridgend Transport Assessment

Departures,

None identified.

- 1.5 The Audit Team undertook a site visit on 22nd December 2023 during the late morning between 11:30 and 12:15. It was overcast and the road surface was drying following rain. Vehicle movements were limited across the area with two way free flowing movements with no platooning, in all three vehicles were observed during the site visit. No pedestrians, cyclists or motorcyclists were seen.
- 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 version of National Highways 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 CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to the latest versions of appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to
 - 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;
 - Traffic Signs Regulations and General Directions (TSRDG); and
 - Identified Local Highway Authority Design Standards
- 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 GG 119 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 The audit team have reviewed the collision data provided as part of the Transport Assessment and concur that the proposals are unlikely have a detrimental effect on the existing history..
- 1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals presented for this audit.

2 Issues Raised By This Stage 1 / 2 Combined Road Safety Audit

2.1 Problems identified within this report will be reviewed linearly by drawing number as an accepted alternative approach to that identified in GG119.

Drawing 2145-165 Rev -

2.2 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

Drawing 21001.TOPO.104.15 Rev -

2.3 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

Drawing 21001.TOPO.104.12 Rev -

2.4 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

Drawing 21001.TOPO.103.01 Rev -

2.5 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

3 Issues Outside The Scope Of The Road Safety Audit

- 3.1 The swept path movements identified within the transport statement show larger vehicles requiring the vehicle intrusion into both lanes of the main carriageway to access and egress the proposed access. While not ideal not unusual and as such does not give rise to concern in this situation, particularly when the traffic conditions observed during the site visit are taken into account.
- 3.2 No standard highway construction details, drainage, street lighting proposals have been provided to the audit team. It has been assumed that these will either be provided by or agreed with the local highway authority prior to construction.
- 3.3 From the audit teams experience developments of this type experience difficulties in terms of on street parking which can lead to damage to grassed verges and other highway infrastructure. There is evidence across the county to suggest that illegal parking on footways occurs regularly within new development sites and has led to footway failure. The audit team note that without proactive enforcement it is virtually impossible to prevent parking on footways and as such it may be beneficial to ensure that the footway construction can accept vehicle loadings.
- 3.4 Parked vehicles can also impact negatively on junction visibility within the site and pedestrian connectivity, though due to vehicle speeds it is unlikely to lead to personal injury collisions.
- 3.5 Footway parking also has a detrimental effect on pedestrian movements and route choices particularly for the mobility impaired and parents with children. This issue could readily be raised as part of any Stage 3 Road Safety Audit undertaken.
- 3.6 Both surface and foul water chamber covers are likely to be proposed within the carriageway space. While on most occasions these are will be located outside of the wheel path for vehicles in certain situations this may not be the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / heavy braking. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway.
- 3.7 No carriageway or footway dimensions have been provided on the drawings, it has been assumed that these will meet the requirements for the Local highway authority's design guides.

4 Audit Team Statement

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 '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: 15th January 2024

Road Safety Audit Team Member

Name: Christopher Kettell

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 15th January 2024

Contact Details as per record sheet

5 Audit Location Plan

Not required as no issues identified at this stage of audit