

**CITY AND COUNTY OF
SWANSEA**

DINAS A SIR ABERTAWE

**TRANSPORTATION
TRAFFIC SECTION**

**Mayals Road, Hybrid cycle route
Road Safety Audit Stage 2**

October 2020

Reference No; 000246

Issue document

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-	Issue Stage 2	22/10/2020	LHJ	MST	SD

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INTRODUCTION

This report describes a Stage 2 Road Safety Audit carried out for the proposed hybrid cycle route along Mayals Road, Mumbles which would link the proposed route to the existing foreshore cycle path to the south of Mayals Road and finish at the northern end toward the common. The hybrid route is a combination of shared and segregated cycle infrastructure.

Swansea Council has received funding from Welsh Government Active Travel Plan to draft a design for this stage of the Audit process.

The Road Safety Audit brief was provided by Mr. Neil Holland Senior Traffic Engineer, with the approval of Mr. Alan Ferris Traffic Team Leader, who also approved the Audit Team.

The Audit was carried out at the request of the Traffic Management Team, City & County of Swansea.

The Audit took place during a number of site visits on 5th of October 2020 between 10.00 am and 13.00 pm the weather was fine and the road surface dry during the site visits.

The attendees during the site visit were;

Mr Lyn Henry Jones, Audit Team Leader

Mr Paul Daniells, South Wales Police, Roads Policing Unit.

The Audit was undertaken and comprised an examination of the scheme as presented, and further information as listed in Appendix A of this report. No departures from standard have been indicated. Personal injury accident data has been sourced from the Traffic Management section.

The Audit was carried out in accordance with the Welsh Governments requirements for Road Safety Audits as set out in GG 119.

The Audit Team have not been made aware of a previous Stage 1 Road Safety Audit being carried out.

2. KEY PERSONNEL

2.1 Overseeing Organisation

Project Director Mark Thomas City & County of Swansea

Project Sponsor Stuart Davies City & County of Swansea

2.2 The Audit was carried out by:

LH Jones MCIHT, MSoRSA, RSA Cert.Comp (Team Leader)

Road Safety Engineer,
City & County of Swansea, Highways & Transportation

Paul Daniells (Team Member)

South Wales Police

Roads Policing Unit

2.3 Design Organisation

Design Team Leader Alan Ferris City & County of Swansea

ISSUES RAISED IN THIS STAGE 2 ROAD SAFETY AUDIT

3.1 GENERAL

3.2 Problem 1

Location: Throughout the scheme.

Summary: Lack of directional markings along the route.

Considering the extent of the scheme in either direction the layout provided did not show a consideration for route symbols throughout the scheme to reinforce the type of route and intended direction of use.

The proposed scheme is being aimed at encouraging less experienced cyclists and as such an increase in directional and route layout information could assist in these users from making incorrect choices leading to conflict with other users.

Recommendation: It is recommended that additional positive markings and signing is provided.

3.3 Problem 2

Location: Bus shelters.

Summary: Bus shelters provided should not block visibility.

Along the route a number of bus shelters are shown to be relocated. The points of relocation should not block forward visibility to users of the hybrid routes to observe oncoming users, and also not to block forward visibility of drivers exiting driveways onto the highway which could lead to side impact collisions.

Recommendation: It is recommended that the Designer locate and orientate the shelters in a position that does not obscure or block visibility for all users.

Provide glass shelters if necessary.

3.4 THE ALIGNMENT

3.5 Problem 3

Location: Carriageway adjacent to retaining wall just north of Clyne Chapel.

Summary: Large vehicles observed crossing existing centre line.

Large delivery type vehicles were observed crossing the existing centre line of Mayals Road when heading in a northerly direction along Mayals Road. This appeared to be due to the overhanging trees located at the top of the exiting retaining wall.

High sided vehicles in particular appeared to deem the position of the trees sufficient to warrant moving across the centre line in order to avoid conflict with the near side of their vehicles which could lead to head on type collisions with vehicles heading south along Mayals Road.

Recommendation: It is recommended that the trees are cut back substantially or removed completely to allow for the existing north bound lane to be utilised correctly and remove the need to cross the centre line when heading North by large vehicles.

3.6 Problem 4

Location: Throughout the scheme.

Summary: Cycle track dropped kerbs at junctions.

When following the line of the nearside radius exiting the junctions it was observed that the radius exited directly onto the dropped section of kerb segregating the cycle route from the running carriageway. This could lead to exiting vehicles clipping the kerblines and leading to loss of control type incidents.

Recommendation: It is recommended that the segregating kerb line is relocated further back past the tangent point of the nearside exiting radius.

3.7 THE JUNCTIONS

3.8 Problem 5

Location: Throughout the Scheme.

Summary: Set back give way lines, visibility.

The existing junctions are shown to have their give way markings set back to accommodate the cycle route passing in front of them. Due to the relocation of markings does the proposed visibility splay for exiting vehicles comply with standards for the speed limit on Mayals Road.

There is concern that exiting vehicles could have their visibility envelope compromised when exiting which could lead to side impact type collisions.

Recommendation: It is recommended that visibility splays are provided to show that visibility for exiting vehicles front the junction are not compromised.

3.9 Problem 6

Location: Throughout the Scheme.

Summary: Set back give way lines, visibility.

The Audit Team are aware that numerous trees are being removed as part of the scheme but new trees will also be planted as part of the proposals.

The proposed trees should be set back from the visibility plays sufficiently as to not obstruct the visibility plays for exiting vehicles as this could lead to further issues when the trees become mature in obstructing visibility splays leading to collision when exiting junctions.

Recommendation: It is recommended that the proposed trees are located well outside other visibility splays.

3.10 NON MOTORISED USER PROVISION

3.11 Problem 7

Location: Throughout the site.

Summary: Control of direction of flow.

The direction of flow for both cyclists and pedestrians is being shown as moving with the standard direction of moving traffic on the carriageway.

On both sides of the proposed route this could be open to abuse which could lead to conflict with users and lead to collisions between pedestrians and cyclists.

Recommendation: It is recommended that additional directional arrows are placed on the route to encourage directional use and, if necessary, further measures are explored to enforce directional flow.

3.12 Problem 8

Location: Throughout the site.

Summary: Emerging vehicle conflict.

Throughout the site there are driveways that emerge onto the footway. Although this is an existing feature the proposed nature of this footway will widen in most part to accommodate a facility for cyclists to utilise the route alongside pedestrians.

Although motorists exiting driveways will need to utilise the same degree of caution as they did previously with regard to pedestrians, there is a concern with regard to potential conflict with cyclists, particularly if cyclists are doing so at speed and lead to collision.

Recommendation: It is recommended that slow markings be placed in advance of sections of housing and be supplemented with signage.

3.13 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

3.14 Problem 9

Location: Throughout the scheme.

Summary: Directional information on cycle route.

The drawings provided show the hybrid nature of the scheme however it was observed when examining the drawings that there is a lack of directional signing where the route splits from shared to segregate and returns.

Inexperienced cyclists could inadvertently take the incorrect which could lead to confusion and potential conflict with other users if not directed properly along the route in either direction.

Recommendation: It is recommended that the Designer increase the number of directional signs and markings at the separation and joining points along the route to provide cyclists and pedestrians with more robust, positive directional information.

AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with GG 119

AUDIT TEAM LEADER

**LH Jones MCIHT MSoRSA
RSA Cert. Comp**

Principal Team Engineer
Traffic Section
Highways & Transportation
City & County of Swansea
Guildhall
Swansea
SA4 9GH

Signed:



Date: 15/10/20

AUDIT TEAM MEMBER

Signed:

P. Daniells

Roads Policing Unit
South Wales Police

Date:

APPENDIX A

List of Documents Reviewed

Drawings

<u>Drawing Number</u>	<u>Rev</u>	<u>Title</u>
T.19.ACT.03.08	A	General Arrangement
T.19.ACT.03.03	B	Phase 1 General Arrangement
T.19.ACT.03.04	A	Phase 2 General Arrangement
T.19.ACT.03.05	A	Phase 3A General Arrangement
T.19.ACT.03.06	A	Phase 3B General Arrangement
T.19.ACT.03.07	A	Phase 3C General Arrangement

Documents

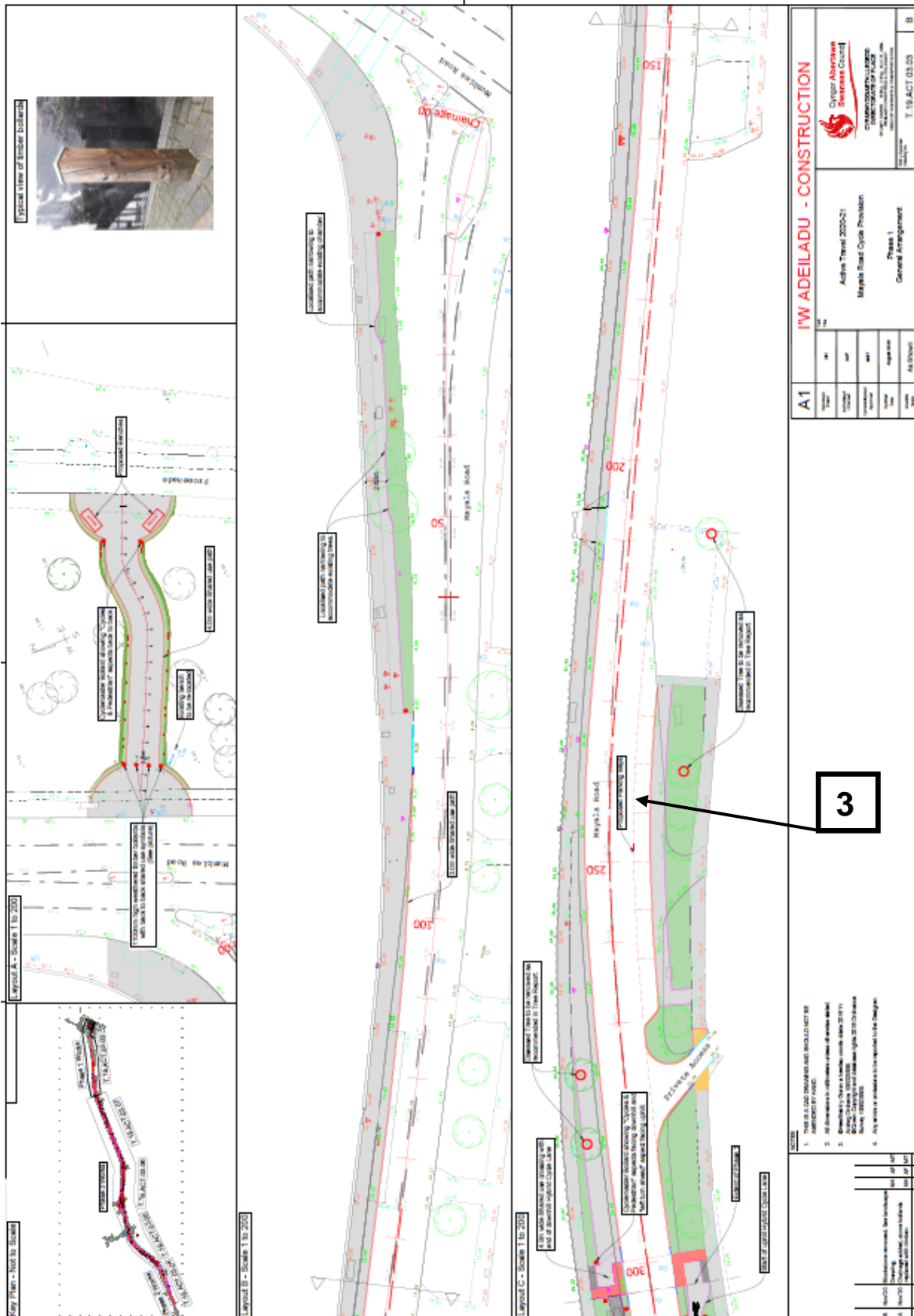
None Provided

Departures

None Notified

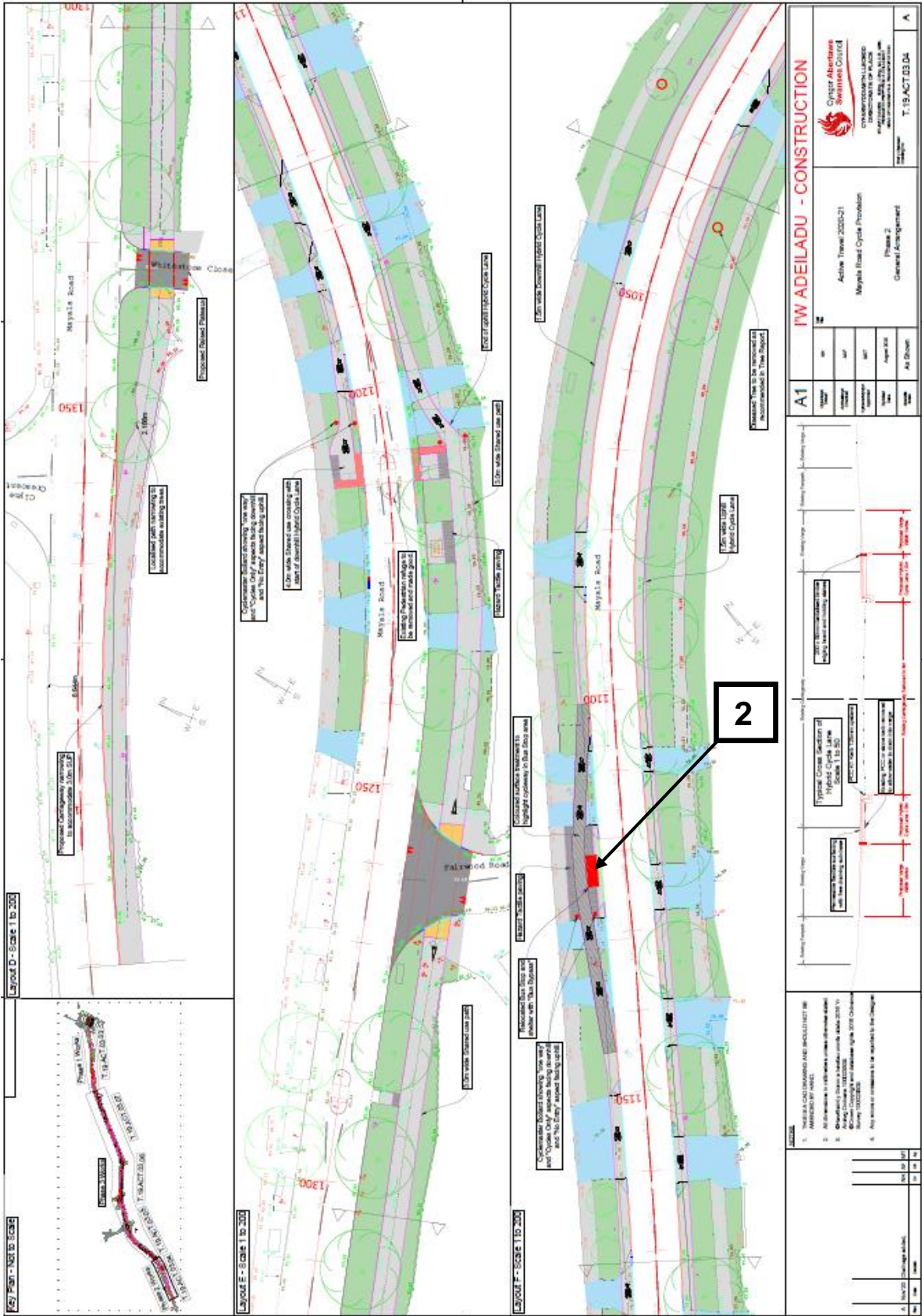
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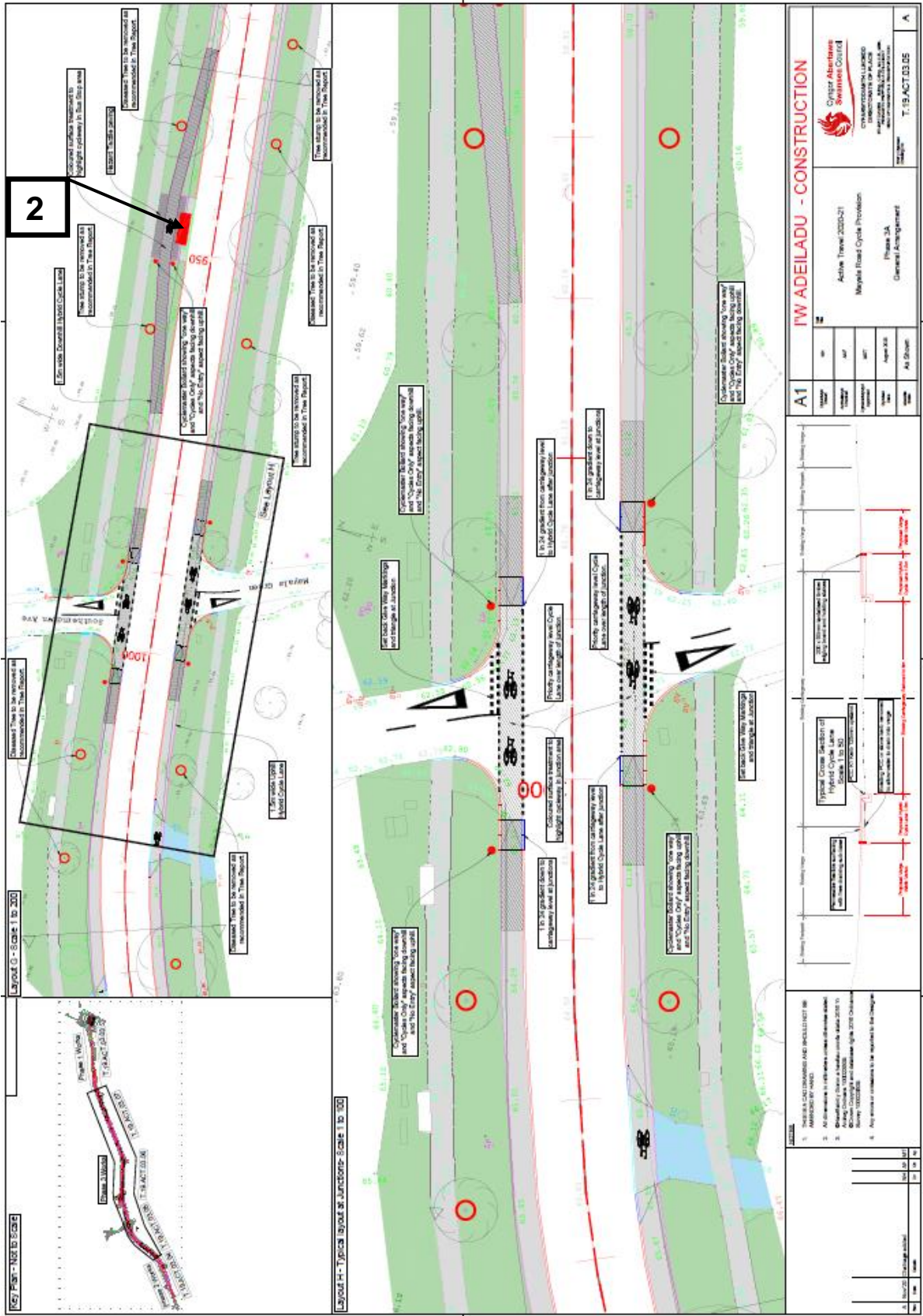
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