

Road Safety Audit Brief

1.0 General Details								
1.1 Highways Scheme		Mayals Road Active Travel Route						
Road Name and Number								
1.2 Type of Scheme		Active Travel scheme						
1.3 Road Audit Stage		1	2	1&2	3	Interim	4 (12mths)	4 (36mths)
					x			

1.4 Client Details		1.5 Design Details	
Swansea Council		Head of Service Highways & Transportation, Swansea Council	
Contact Details:	Stuart Davies Head of Highways and Transportation 01792 636844	Design Contact Details:	Alan Ferris Road Safety Manager 01792 636579

1.6 RSA Team Membership

The Audit team is made up of the following members:

Audit Team Leader: Mr Lyn Henry Jones,
Traffic Management and Road Safety
01792 636166

Audit Team Member: Mr Mike Pinske

South Wales Police – Mr P. Daniells, Mr A.Carter

1.7 Terms of Reference

The Stage 3 Road Safety Audit (RSA) is to be undertaken fully in accordance with the DMRB Standard GG119 - Road Safety Audit.

2.0 Scheme Description / Objective (provide a brief description of the scheme and its objective)

2.1 General

This link will provide a new active travel route linking Clyne Common with the foreshore via Mayals Road.

The intention of the route is to benefit all non-motorised users which includes walkers of all ages, wheelchair users, people with disabilities and cyclists. It intends to aid Active Travel for all non-motorised users to access work, schools, shops, leisure facilities and public transport without using a car.

The scheme comprises the construction of a shared use path linking the foreshore with the eastern end of Mayals Road. An existing signalised junction with shared use facilities supports crossing Mumbles Road for vulnerable users.

The construction on Mayals Road consists of shared use paths (SUP) at the western and eastern ends of Mayals Road with a central section of stepped cycle track on each side of the carriageway.

The sections of SUP and stepped cycle way are linked with Toucan crossing facilities to create a continuous link for pedestrians and cyclists along the length. The SUP has been constructed at a 3m width with the stepped cycle track being built with a 1.5m width separated from the running carriageway with a 125mm herb.

Signing has been introduced in accordance with the requirements of the TSRGD and coloured surfacing has been used to create contrast and highlight positions where interaction between different road users is more likely.

2.2 Design Standards Applied to the Scheme Design

The scheme has been designed in accordance with the Welsh Government Active Travel Act Design Guidance. Road Marking and signs are designed to TSRGD 2016.

Some additional elements have been designed to principles set out in Manual for Streets, relevant Traffic Advisory Leaflets, with specific elements designed in accordance with the Design Manual for Roads and Bridges (DMRB).

2.3 Design Speeds

The original design speed of the adjacent existing highway network is not known. However, the existing carriageway width has been reduced and it is anticipated that this will reduce the speed of motorised vehicles on Mayals Road.

2.4 Speed Limits (state whether mandatory or advisory)

Both Mumbles Road and Mayals Road have restricted status and currently operate with a 30mph speed limit.

2.5 Existing Traffic Flows / Queues

The Annual Average daily flow (two-way) for all motor vehicles on Mayals Road has been estimated at 7648 recorded in October 2018.

2.6 Forecast Traffic Flows

Forecast traffic flows are not currently unavailable for the proposed link.

2.7 Non-Motorised User (NMU) Desire Lines

Key desire lines for NMU users exist along the proposed route. Improvements at junctions will be designed in accordance with Welsh Government Active Travel Act Design Guidance.

2.8 Environmental Constraints

The project has been designed with the objective of retaining the tree-lined characteristic of the road. The works have been developed to ensure that no healthy trees are felled as a consequence of the introduction of the works.

3.0 Description of the Locality (provide details of any relevant factors which may affect road safety)

3.1 General Description

The route extends along Mayals Road, the B4436 for a length of approximately 1.5km before crossing the A4067 and linking to the existing NCN4 route running along the foreshore.

The new facility is constructed as a shared use path, 4.0m wide between the foreshore and Mumbles Road, before continuing up the northern side of Mayals Road for a distance of approximately 300m. At this point, a uni-directional stepped cycle facility is introduced on both sides of the carriageway extending approximately 900m. The final section of the route is a section of Shared Use Path on the southern side of the carriageway with a width of 3.0m extending through to the start of Clyne Common.

The shared use path at the western end of the route crosses Fairwood Road on a constructed plateau. The other junctions along the route are at grade with the carriageway, however priority is given to cyclists over vehicular traffic.

The scheme is located within the residential areas of Mayals. The western end of the route has a number of detached properties on both sides of the carriageway with access to the road via private drives. There are significantly fewer private accesses at the eastern end of the route, although this section does include access to the car park for Mumbles Bay Court.

Mayals Primary School sits to the south of the route with pupils and parents crossing Mayals Road in their commute. Mayals Road also benefits from bus stops in both directions with pupils from local comprehensive schools using these facilities. On both the shared use path and the stepped cycle route, the bus shelter is located kerbside of the cycle facility with tactile paving, markings and coloured surfacing being used to highlight the route.

3.2 Relevant Factors which may affect Road Safety

The following factors are considered to affect road safety:

- The schemes proximity to local amenities including parks and schools,
- Immediately adjacent properties with accesses and driveways directly onto Mayals Road,
- Adjacent residential homes and elderly users,
- Narrowing of the carriageway to 6m and it's impact on access from side roads and driveways,
- The interaction between different user groups at potential points of conflict, i.e. junctions and bus stops.

4.0 Personal Injury Collision Analysis (provide personal injury collision data covering both the extent of the scheme and the adjoining sections of highway)

4.1 Personal Injury Collision Details

A total of seven collisions were recorded within the area surrounding the scheme in the period from 1 July 2017 to 30/6/2020. Three of these were classed as serious and four as slight. No Fatal collisions were recorded. A summary of the accidents is given below:

The serious collisions were as follows

Police ref 1800154 - 4th February 2018 – A4067 Mumbles Road.

The driver of V1 suffered a medical episode veering onto the wrong side of the carriageway and colliding with vehicle 2. The event occurred in daylight, with a dry road surface and in fine conditions.

Police ref 1800397 - 23rd April 2018 – Mayals Road junction with Owls Lodge Lane.

Travelling eastbound, the driver suffered a loss of control, veered off the carriageway and hit a tree. Reports indicated that causation factors were vcareless/reckless/in a hurry and impaired by alcohol. The collision occurred in darkness but with street lights present and lit. The road surface was dry and the weather fine.

Police ref 1800543 - 27th May 2018 – Mayals Road junction with Green Close.

The driver was distracted by a pedestrian at the bus stop, failed to observe slowing traffic then sweved to avoid it causing a head on collision with a vehicle in the oncoming lane. The weather was fine but the road surface damp. The collision occurred during the day.

The four slight accidents recorded during the period are summarised in the table below:

Police Ref.	Time/Weather/ Road Surface	Vehicle Type/Casualty	Causation Factors
1801464	<ul style="list-style-type: none"> ○ Day ○ Dry 	<ul style="list-style-type: none"> ○ Car & Pedal Cycle ○ Rider 	<ul style="list-style-type: none"> ○ No causation factors provided
1900143	<ul style="list-style-type: none"> ○ Day ○ Dry ○ Fine without high winds 	<ul style="list-style-type: none"> ○ Car & Pedal Cycle ○ Rider 	<ul style="list-style-type: none"> ○ Failed to look properly, ○ Poor turn or manoeuvre
1900159	<ul style="list-style-type: none"> ○ Darkness, street lights present lit ○ Frost/Ice 	<ul style="list-style-type: none"> ○ Car and two 3.5t Goods Vehicles ○ Two drivers 	<ul style="list-style-type: none"> ○ Slippery road (due to weather) ○ Travelling too fast for conditions
1900531	<ul style="list-style-type: none"> ○ Raining without high winds ○ Dry ○ Daylight 	<ul style="list-style-type: none"> ○ Car and pedestrian ○ Pedestrian 	<ul style="list-style-type: none"> ○ Crossed road masked by parked vehicle ○ Careless/Reckless /In a hurry ○ Failed to look properly

5.0 Departures and Relaxations from Standards (including details of their status – approved or pending). Plus and Design Strategy Records produced for improvements to existing motorways and trunk roads

5.1 General

The Audit Team have been informed of a site specific, disability led Departures from Standard for the scheme, regarding the tactile layout at Bus Stops on Mayals Rd.

6.0 Previous Road Safety Audit Reports, Road Safety Audit Response Reports and Exception Reports

6.1 Stage 1/2

A Road Safety Audit was undertaken on the developed design in October 2020. A copy of this report including responses from the designer is appended to this report.

6.2 Exception Reports

None

7.0 Strategic Decisions – Items outside the scope of this Road Safety Audit

7.1 General

This scheme forms a part of a package of active travel schemes which will provide links into and around Swansea City Centre. The main urban area of Swansea is served well by strategic cycle infrastructure. Whilst this infrastructure provides a superb resource for Active Travel, the Gower area is poorly served in this regard. This link will assist in developing the network, leading to future initiatives to connect Active Travel infrastructure across Clyne Common leading into the Gower area.

8.0 List of included documents and drawings

8.1 Documents

Reference	Title	Date
Collison Data	Details of Personal Accidents for Period 01/07/21 to 30/6/20.	Oct 2021
Road Safety Audit	Mayals Road, Hybrid cycle route Road Safety Audit Stage 2	Oct 2020

8.2 Drawings

Reference	Title	Date
T/19/ACT/03/03B	Active Travel 2020-21 Mayals Road Cycle Provision Phase 1 General Arrangement	Nov 2020
T/19/ACT/03/04A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 2 General Arrangement	Nov 2020
T/19/ACT/03/05A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3A General Arrangement	Nov 2020
T/19/ACT/03/06A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3B General Arrangement	Nov 2020
T/19/ACT/03/07A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3C General Arrangement	Nov 2020

T/19/ACT/03/08A	Active Travel 2020-21 Mayals Road Cycle Provision Mayals Road/ Westport Avenue Junction Realignment General Arrangement	Nov 2020
T/19/ACT/03/20A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 1 Drainage	Nov 2020
T/19/ACT/03/21A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 2 Drainage	Nov 2020
T/19/ACT/03/22A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3A Drainage	Nov 2020
T/19/ACT/03/23A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3B Drainage	Nov 2020
T/19/ACT/03/24A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3C Drainage	Nov 2020
T/19/ACT/03/25A	Active Travel 2020-21 Mayals Road Cycle Provision Mayals Road/ Westport Avenue Junction Realignment Drainage	Nov 2020
T/19/ACT/03/40A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 1 Roadworks and Earthworks	Nov 2020
T/19/ACT/03/41A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 2 Roadworks and Earthworks	Nov 2020
T/19/ACT/03/42A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3A Roadworks and Earthworks	Nov 2020
T/19/ACT/03/43A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3B Roadworks and Earthworks	Nov 2020
T/19/ACT/03/44A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3C Roadworks and Earthworks	Nov 2020
T/19/ACT/03/45A	Active Travel 2020-21 Mayals Road Cycle Provision Mayals Road/ Westport Avenue Junction Realignment Roadworks and Earthworks	Nov 2020
T/19/ACT/03/50A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 1 Signs and Road Markings	Nov 2020
T/19/ACT/03/51A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 2 Signs and Road Markings	Nov 2020
T/19/ACT/03/52A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3A Signs and Road Markings	Nov 2020
T/19/ACT/03/53A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3B Signs and Road Markings	Nov 2020
T/19/ACT/03/54A	Active Travel 2020-21 Mayals Road Cycle Provision Phase 3C Signs and Road Markings	Nov 2020
T/19/ACT/03/55A	Active Travel 2020-21 Mayals Road Cycle Provision Mayals Road/ Westport Avenue Junction Realignment Signs and Road Markings	Nov 2020
T/19/ACT/03/62	Active Travel 2020-21 Mayals Road Cycle Provision Bus Stop Bypass Detail	Jul 2021
T/19/ACT/03/93	Active Travel 2020-21 Mayals Road Cycle Provision Traffic Regulation Orders	Dec 2020
Sketch -	Amended section chainage 1150 - 1210	
Sketch	Mumbles Bay Court Option 2	

9.0 Checklist (tick all that are included and provide reasons for those that are not included)

9.1	Road Safety Audit Brief including description of scheme objectives	✓	9.2	Site Location Plan	✓
9.3	Scale layout plans	✓	9.4	Construction / typical details	✓
9.5	Previous Road Safety Audit Reports	✓	9.6	Previous Road Safety Audit Response Reports	✓
9.7	Road Safety Audit Exception Reports	N/A	9.8	Departures and Relaxations from Standards	✓
9.9	Traffic Signal staging	N/A (No signals proposed)	9.10	Personal Injury Collision data	✓
9.11	Personal Injury Collision plot	✓	9.12	Traffic counts	✓
9.13	Speed surveys	✓	9.14	NMU desire lines and volumes	None available
9.15	NMU Context and Audit Report	None available	9.16	Items outside the scope of the RSA / Strategic decisions	✓
9.17	Other factors that may impact on road safety	✓	9.18	Design speeds / speed limits	✓
9.19	Design Standards used	✓	9.20	Adjacent land uses	✓

Road Safety Audit Brief Approved By:-

Name: Alan Ferris
Position: Road Safety Manager

Signed: Alan Ferris
Date: 4/11/21