



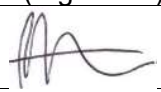
BRIDGEND TOWN CENTRE ACCESS ENHANCEMENTS

Stage 1 Road Safety Audit

October 2024

RW-JL-24-4549-RSA1

Report title:	Bridgend Town Centre Access Enhancements. RSA 1
Date:	17 October 2024
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Prepared by:	The Safety Forum
On behalf of:	Bridgend County Borough Council / Link Transport Planning

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	J Lowe		17/10/27
Designer's Response				
Authority's Response				
Audit Response				

Client:	
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	Date: 17/10/24

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1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed town centre enhancements in Bridgend.
- 1.2 The highway proposals include: *The proposal is to amend the existing town centre traffic regulation orders to allow cycling within Bridgend Town Centre, through all existing pedestrianised areas, at all times. The proposal also includes an associated proposal to extend the hours during which loading vehicles may access these pedestrianised zones. **

*Option 1 – Reduce pedestrianisation hours from the current arrangement of 10am to 6pm to a shorter time period from 11am to 5pm. Retain access for deliveries / collections only outside of this period. ***

*The specific improvements consist of amended traffic regulation orders. No physical carriageway works are currently proposed. **

It is noted from the design drawings that proposals are made to allow movements of pedal cycles in the pedestrianized zone. Also the designation of some taxi, loading and parking areas are proposed to be changed or created.

*From RSA Brief. **From Bridgend Town Centre Access Study.

- 1.3 The RSA Team have not been made aware of any other RSA having been undertaken on these proposals.
- 1.4 The Stage 1 RSA was carried out at the request of the Sustrans.
- 1.5 The Road Safety Audit Brief was supplied by Sustrans. The overseeing organisation is Bridgend County Borough Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.6 The Audit was carried out between 8th and 17th October 2024 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

R Westhead – Team Leader (BSc (Hons), MSoRSA, RSA Certificate of Competency)

J Lowe – Team Member (BSc (Hons), MSc, MCIHT, MSoRSA etc)

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- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.8 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 9th October 2024, between 11:10 and 12:15 hours by all members of the Audit Team together. The weather was dry and sunny, and the road surface was dry. The area was moderately busy with pedestrian movements. Some vehicles powered two wheelers and pedal cycles were observed within the town centre pedestrianized area.
- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.10 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.11 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.12 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
DR CH 000006	P01.1	TOWN CENTRE AMENDMENTS
5221498-RP01-v4.1	4.1	BRIDGEND TOWN CENTRE ACCESS STUDY

2.2 No departure from standards or other information was submitted to the Audit Team.

2.3 Some limited collision data was provided with the brief. This did not provide any detailed information or exact locations. The information within the brief is provided in full below:

Bridgend County Borough Council has provided the latest available accident data from WG between 01/04/2019 – 31/03/2024 as follows:

- 1 – Slight 2019 – Quarella road junction with A4061.
- 2 – Slight 2019. – Bus station road, Approx Junction with Quarella Road.
- 3 – Slight 2019. – Bus station road, Approx Junction with Quarella Road.
- 4 – Slight 2020. – York Street.
- 5 – Slight 2022. – Caroline Street, East of Adare Street.
- 6 – Slight 2021. – Nolton Street Junction with The Rhiv.

2.4 No data has been provided regarding existing or proposed traffic / pedestrian / cycle movements.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Area wide within pedestrianised area.

SUMMARY: Possible increase in risk of conflicts between cycles and pedestrians.

It is recognised that despite the existing prohibition of cycle use in the pedestrianised area there is an existing level of pedal cycle activity ongoing, and indeed there is cycle infrastructure within the pedestrian area in the form of cycle stands.

However, permitting cycles to pass through the pedestrianised area may encourage further numbers and there is a concern that this could increase the level of risk of cycles colliding with pedestrians. This is likely to be of greater concern on some streets where pedestrians are more likely to be using the full width of streets. These may include Wyndham Street and Adare Street which are both dense in volume of retail units, and have more uniform surface character, unlike streets such as Market Street or Dunraven Place which have less retail frontage and have more distinct footway/carriageway definition.

It should be noted that there is no data presented to the RSA Team of existing history of cycle to pedestrian conflicts. Nor is there any data provided for existing or forecast cycle volumes in the pedestrian area. It is therefore difficult to quantify this risk.

RECOMMENDATION

Additional assessment should be made, based on survey data to establish the baseline current levels and forecast levels of cycle traffic and pedestrian flows, to ascertain what the change in level of risk of pedal cycle to pedestrian conflict might be by permitting cycle movements.

Use of an experimental TRO to allow cycling on a temporary basis (for say 6-12 months) may be useful to understand how the vehicle restricted area performs with cycling permitted.

Cycle traffic could be permitted only on those streets where pedestrian activity is less dense, i.e. those streets such as Market Street or Dunraven Place which have less retail frontage and have more distinct footway/carriageway definition.

Signs should be installed to indicate the shared use nature of streets in the pedestrianised area which allow cycle traffic.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: R Westhead
Position: Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed:

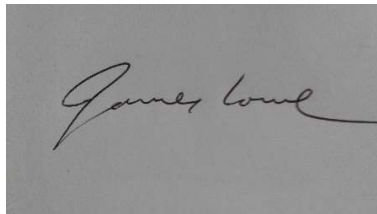


Date: 17 October 2024

AUDIT TEAM MEMBER

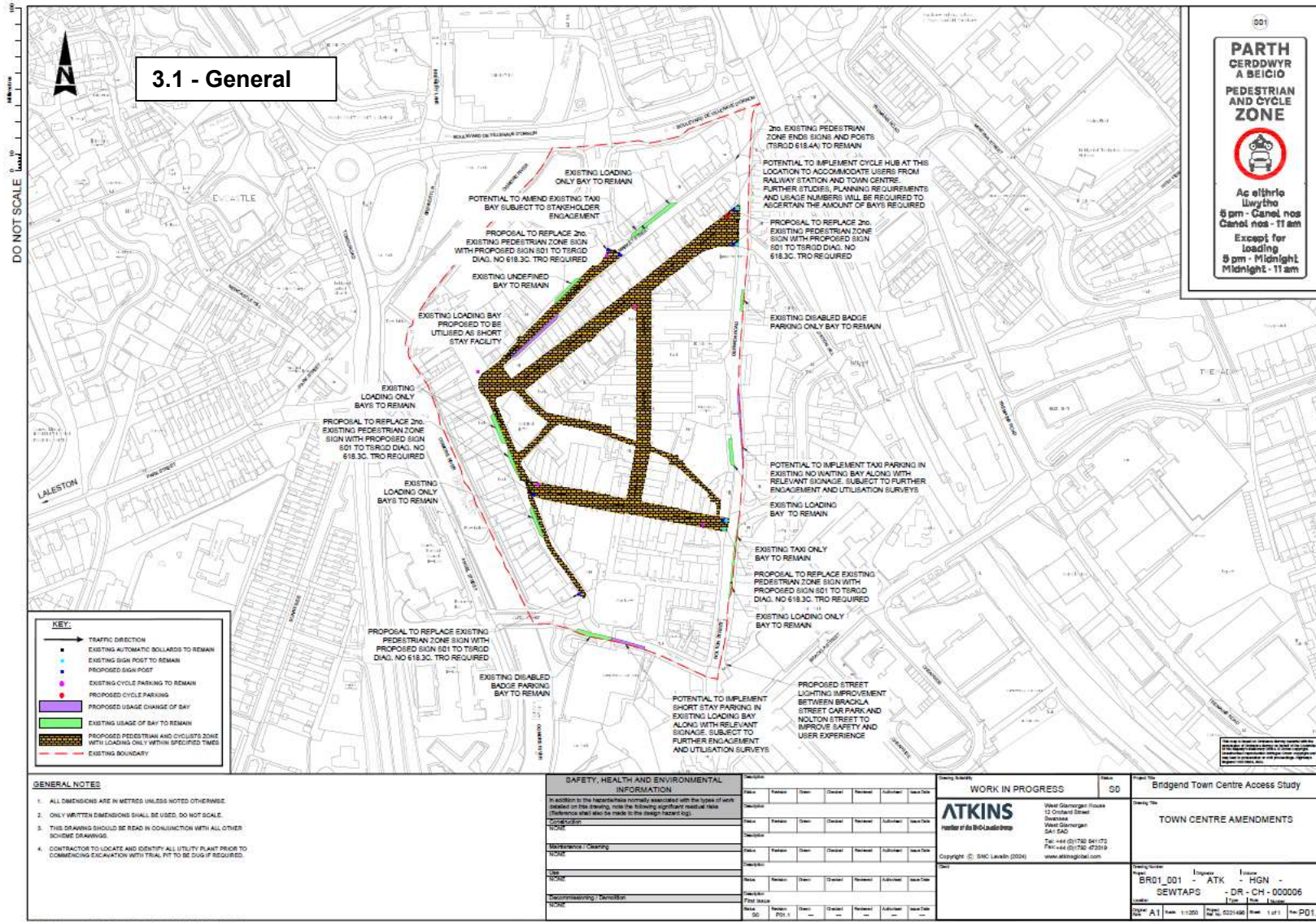
Name: J Lowe
Position: Senior Engineer
Sustrans

Signed:



Date: 17 October 2024

APPENDIX A: LOCATION PLAN



3.1 - General

KEY:

- TRAFFIC DIRECTION
- EXISTING AUTOMATIC BOLLARDS TO REMAIN
- EXISTING SIGN POST TO REMAIN
- PROPOSED SIGN POST
- EXISTING CYCLE PARKING TO REMAIN
- PROPOSED CYCLE PARKING
- PROPOSED USAGE CHANGE OF BAY
- EXISTING USAGE OF BAY TO REMAIN
- PROPOSED PEDESTRIAN AND CYCLISTS ZONE WITH LOADINGS ONLY WITHIN SPECIFIED TIMES
- EXISTING BOUNDARY

- GENERAL NOTES**
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS.
 - CONTRACTORS TO LOCATE AND IDENTIFY ALL UTILITY PLANT PRIOR TO COMMENCING EXCAVATION WITH TRIAL PIT TO BE DUG IF REQUIRED.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
Asbestos	None
Contaminated Land	None
Cruciform	None
Electricity	None
Flammable	None
Gas	None
Lead	None
Oil	None
Overhead Power Lines	None
Structural	None
Tree Retention	None
Water	None
Waste	None

WORK IN PROGRESS

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Project No.	Bridgend Town Centre Access Study
Project Title	TOWN CENTRE AMENDMENTS
Drawing No.	BR01_001 - ATK - HGN -
Issue	SEWTAPS - DR - CH - 000006
Scale	1:200
Sheet No.	02 of 02
Date	1/11/2020
Author	1/11/2020
Check	1/11/2020
Drawn	1/11/2020
Scale	1:200
Sheet No.	02 of 02
Date	1/11/2020