

Castle Green Homes

Road Safety Audit Stage 2

Mold Road, Gwersyllt

260443

SEPTEMBER 2026



SCP GENERAL NOTES

Project No.: 260443-TA (0.0)

Title: Road Safety Audit Stage 2, Mold Road, Gwersyllt

Client: Castle Green Homes

Date: 07 September 2026

Office: Edinburgh

Author	<u>Eduardo Martin-Moral</u>	Reviewer	<u>Nicco Conti</u>
Date:	<u>26/08/2026</u>	Date:	<u>04/09/2026</u>

Revision	Date	Status	Prepared by	Approved by
A	07/09/2026	FIRST ISSUE	EMM	NC

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	1
2	ROAD SAFETY AUDIT STAGE 2 DECISION LOG	3
	ITEM 2-1	3
	ITEM 2-2	4
	ITEM 2-3	5
	ITEM 2-4	6
	ITEM 2-5	8
	ITEM 2-6	10
	ITEM 2-7	12
	ITEM 2-8	14
	ITEM 2-9	16
	ITEM 2-10	17
	Road Safety Audit Decision Log.....	10

1 INTRODUCTION

This report has been prepared in response to a request to undertake a Stage 2 Road Safety Audit, by Green Castle Homes. The development is located on land to the east of Mold Road and is situated in the northwestern suburbs of the city approximately 3km from Wrexham city centre. It borders the nearby villages of Llay, Cefn-y-Bedd, Brynteg, and Pentre Broughton.

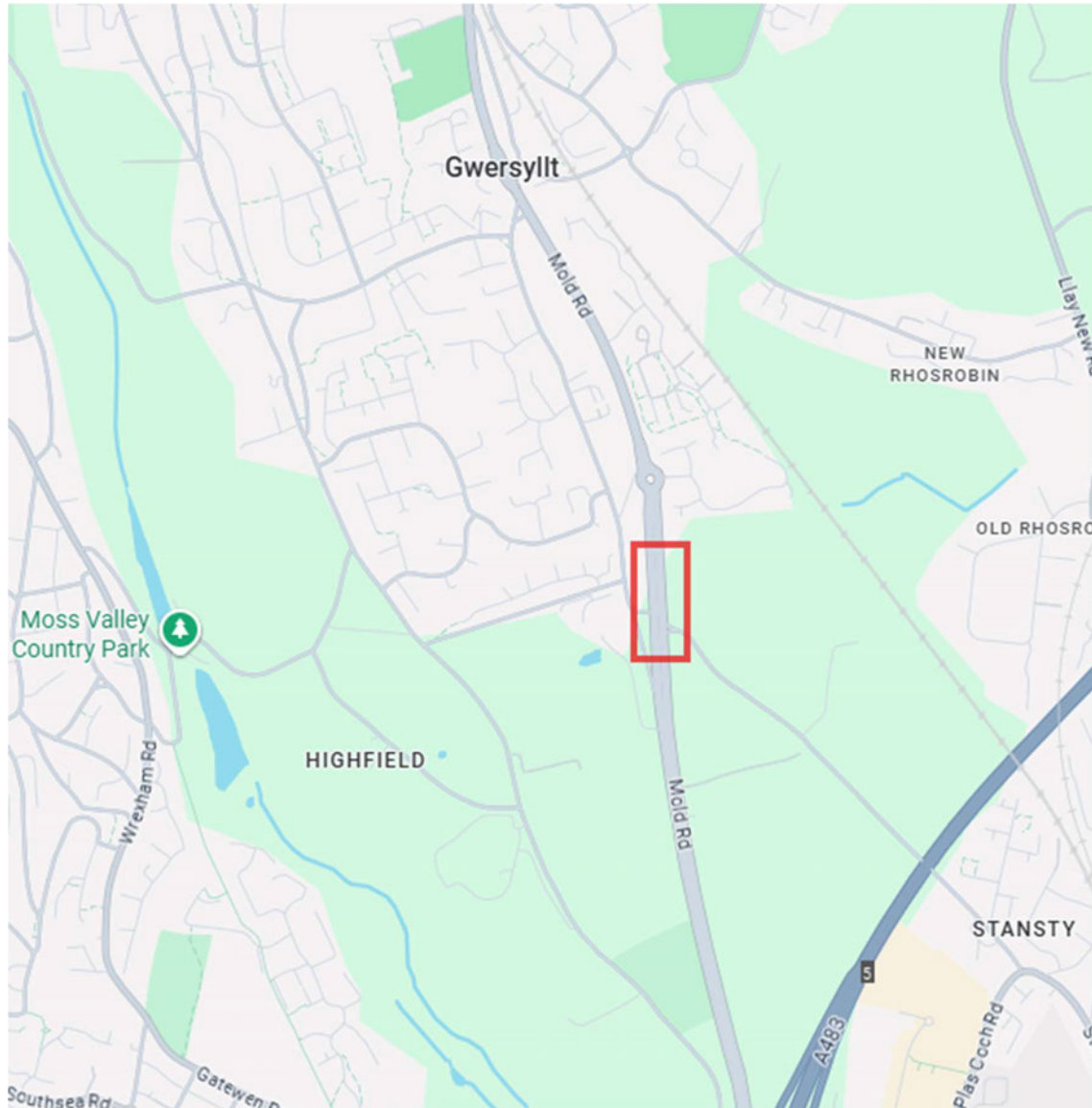


Figure 1 – Site Location

The audit comprised an examination of documents forming the detailed design package listed below and an examination of the site.

Castle Green Homes

- 260443-SCP-HGN-ZZ-DR-C-0000-001 - General Arrangement (Sheet 1 of 2)
- 260443-SCP-HGN-ZZ-DR-C-0000-002 - General Arrangement (Sheet 2 of 2)
- 260443-SCP-HGN-ZZ-DR-C-0200-001 - Site Clearance (Sheet 1 of 2)
- 260443-SCP-HGN-ZZ-DR-C-0200-002 - Site Clearance (Sheet 2 of 2)
- 260443-SCP-HGN-ZZ-DR-C-1100-001 - Kerbs, Footways & Paved Areas (Sheet 1 of 2)
- 260443-SCP-HGN-ZZ-DR-C-1100-002 - Kerbs, Footways & Paved Areas (Sheet 2 of 2)
- 260443-SCP-HGN-ZZ-DR-C-1200-001 - Signs & Road Markings (Sheet 1 of 2)
- 260443-SCP-HGN-ZZ-DR-C-1200-002 - Signs & Road Markings (Sheet 2 of 2)
- 260443-SCP-HGN-ZZ-DR-C-1200-002 - Signing + Lining Schedule
- 260443-SCP-HGN-ZZ-DR-C-4000-002 - Standard Details

2 ROAD SAFETY AUDIT STAGE 2 DECISION LOG

ITEM 2-1

Location: General to the scheme.

Summary:

Increase in collisions during darkness or low light conditions

Problem

Mold Road is currently street lit. Details of alterations to the street lighting were not provided as part of the RSA information. Some of the existing lighting will be affected by the proposed works. A proposed junction and new controlled crossings introduce areas of potential conflict, which if not lit sufficiently during the hours of darkness or low light conditions, could result in an increase in collisions associated with vehicle movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they approach or use the crossing over the site access and the new crossings over Mold Road. Resulting in an increase in collisions.

Auditor's Recommendation:

Review the street lighting in the vicinity of the proposed junction and controlled crossings over Mold Road to ensure sufficient lighting levels are achieved. Provide additional lighting as required.

Design Organisation Response:

Partially Accepted

SCP – R2-1 – The completion of lighting assessment and lighting design is outside SCP' scope. It is understood that this will be completed by the LHA. The LHA as part of this process will be asked to confirm whether they will be completing any lighting assessment/design or whether they would prefer for the developer to complete.

ITEM 2-2

Location: General to the scheme

Summary:

Increase in collisions resulting from ineffective surface water drainage

Problem

No details of any proposed highway drainage works have been provided as part of the RSA information. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.

Auditor's Recommendation:

Review the highway drainage and ensure that it is sufficient to ensure effective surface water drainage in light of the additional impermeable area. Provide additional / amended highway drainage as required.

Design Organisation Response:

Rejected

SCP – R2-2 – Off-site highway drainage: No additional impermeable area is to be introduced as part of the off-site works. Furthermore, no changes to existing road channels (albeit proposed opening to central reservation) are proposed. Thus, no changes to introduce additional gullies to the existing drainage network along Mold Rd.

Access highways drainage: surface water associated with the proposed access is proposed to be drained towards the internal site and captured by road gullies part of the internal site drainage networks associated with the scheme' S38 (design by others).

ITEM 2-3

Location: Controlled crossings

Summary:

Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions

Problem

No information has been provided on the existing carriageway condition, and no carriageway resurfacing will be undertaken as part of the signalisation works on Mold Road and Stansty Chain Road. Any approach to a signalised stop line where heavy braking is expected to take place requires a minimum PSV of 68+ and this should be laid for a distance based on the surveyed approach speeds. A lack of suitable skidding resistance on the approach to the controlled crossings can result in an increased risk of pedestrian/vehicle as well as shunt type collisions.

Auditor's Recommendation:

Based on the surveyed approach speeds provide a suitable length of surfacing material that achieves a minimum PSV of at least 68+.

Design Organisation Response:

Accepted

SCP – R2-3 – SCP proposes to include the milling of the existing surface course and replacement with a surface course with PSV of 68+ for a section of 50m in advance of each controlled crossing measured from the give-way line.

ITEM 2-4

Location: General to the scheme

Summary:

Drivers could become confused if old road markings are not fully removed before the new markings are implemented

Problem

The scheme will introduce a large number of changes to the carriageway and the associated carriageway markings. If the new carriageway markings are laid on top of the old carriageway without fully removing the old ones, drivers could become confused as to where they should be positioned with the carriageway or where they should stop or give way. This could result in drivers making inappropriate manoeuvres and/or failing to stop or give way resulting in collisions with other vehicles or pedestrians/cyclists.

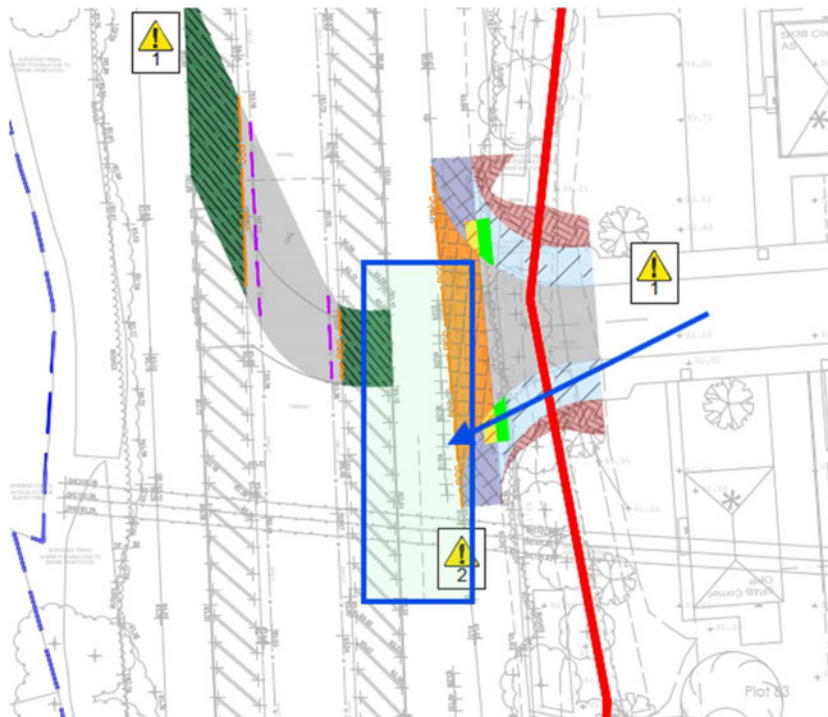
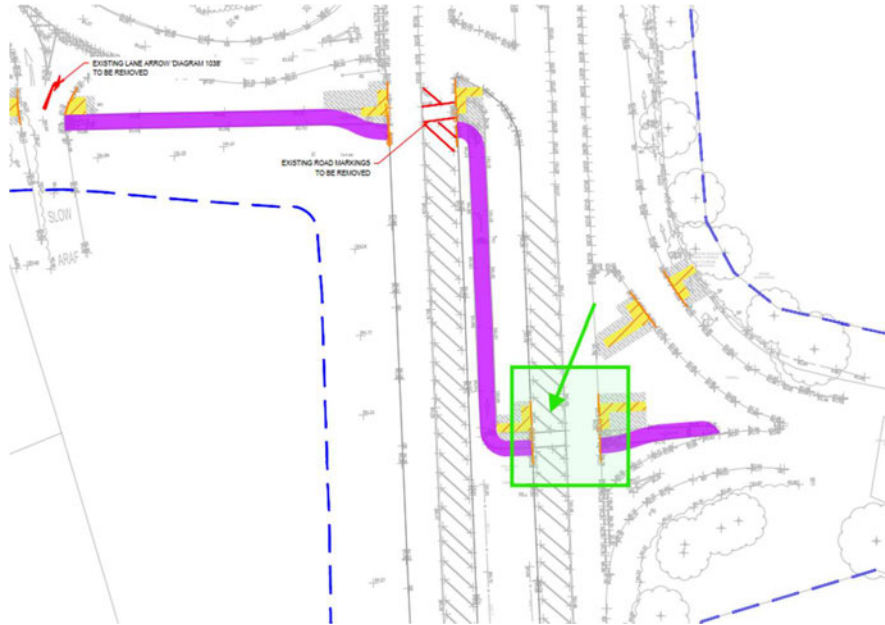
Auditor's Recommendation:

Ensure the existing carriageway markings are fully removed or that the carriageway is resurfaced.

Design Organisation Response:

Partially accepted

SCP – R2-4 – Site clearance drawings includes details of the existing carriageway markings that are to be removed as part of the interventions. It is acknowledged further removal of road markings at the proposed signalised crossing (southbound – Mold Road – see below in green) and length of redundant intermittent road marking associated with the taper south of the proposed access and associated diverge arrow (see below in blue) will be required and these will be included upon agreement of actions with the LHA.



Castle Green Homes

ITEM 2-5

Location: Central reservation Mold Road

Summary:

A lack of clear separation between the new footway and carriageway will increase the risk of vehicles striking pedestrians on the new footway increasing the risk of injury

Problem

This problem is carried forward to the RSA 2 as it has not been addressed.

It is proposed to provide a footway between Old Mold Road and Stansty Chain Road following the route of the existing cycle facilities. Where the footway crosses the central reservation, it is noted that the footway and tactile paving will be very close to the right turn (central reservation crossing) for vehicles exiting Old Mold Road. A lack of clear separation between the new footway and carriageway will increase the risk of vehicles striking pedestrians on the new footway increasing the risk of injury.

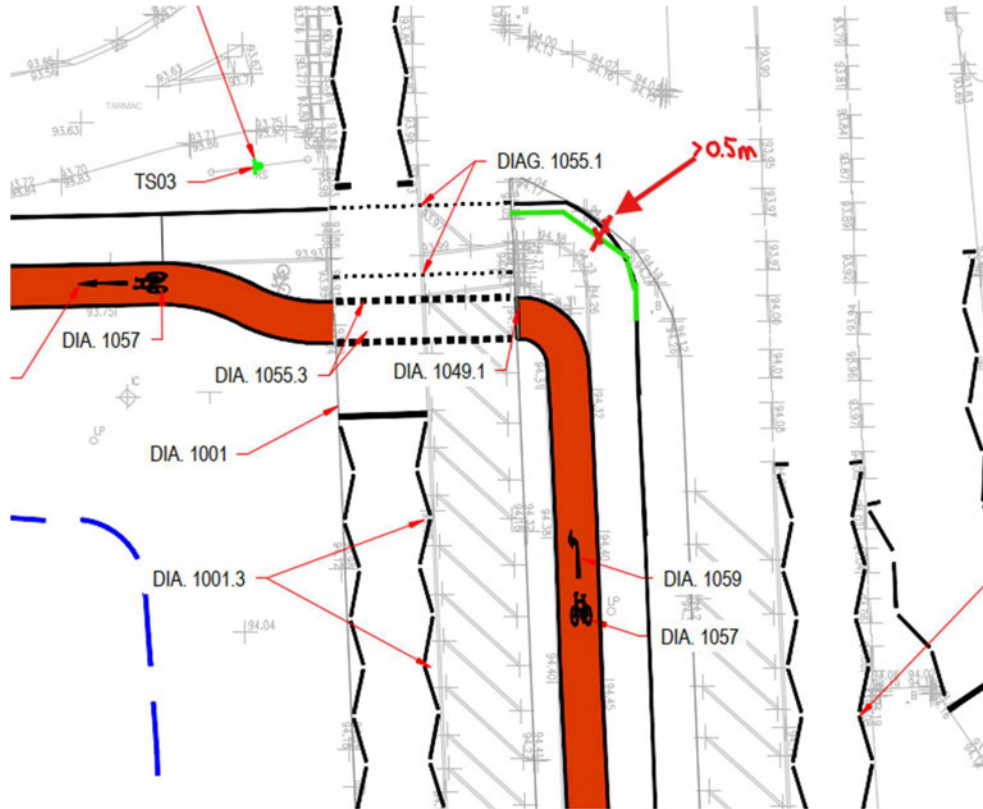
Auditor's Recommendation:

It is recommended that as a minimum at least 500mm is provided between the edge of the footway and the carriageway to create an area of separation.

Design Organisation Response:

Accepted

SCP – R2-5 – The location of the proposed pedestrian crossing and associated crossing facilities will be shifted south (both sides of the crossing) to provide a minimum 500mm buffer from the central reservation kerbline



Castle Green Homes

ITEM 2-6

Location: New site access

Summary:

Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions

Problem

Vehicle tracking details were not submitted as part of the RSA information. It is important that all vehicles which are expected to use the access, can safely negotiate the junction. If vehicles cannot safely turn into or out of the access without overrunning the kerbed areas around the junction mouth, there is a risk conflicts between vehicles using the access, and on-going maintenance issues.

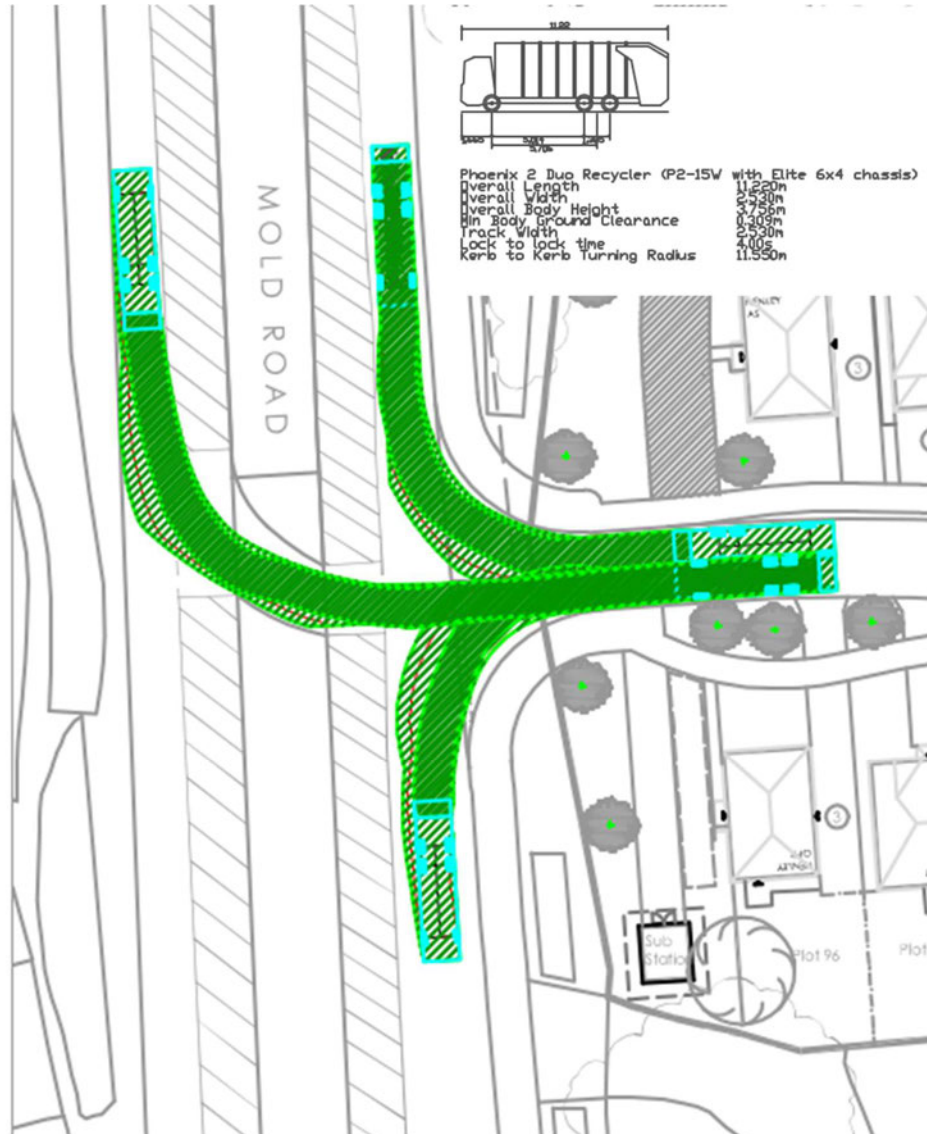
Auditor's Recommendation:

Ensure that all vehicles that are expected to turn into and out of the access, can do so safely without impacting on other junction users.

Design Organisation Response:

Rejected

SCP – R2-6 – Vehicle tracking was completed as part of the planning process and liaison with the highways officer (drawing SCP_220743_ATR01 – extract below) which shows how vehicle negotiate the junction with no kerb overrun.



Castle Green Homes

ITEM 2-7

Location: Route of new footway

Summary:

A lack of edging kerbs and pedestrian guard railing will increase the risk of injury to visually impaired pedestrians

Problem

This problem is carried forward to the RSA 2 as it has not been addressed. New footway is to be created across Mold Road. It is unclear how visually impaired pedestrians will be accommodated over the various islands as there is limited guidance, particularly for visually impaired users, to ensure that the various crossing points can be safely located and that the 90-degree bends currently proposed can be negotiated by cyclists. A lack of edging kerbs and pedestrian guard railing will increase the risk of injury to visually impaired pedestrians.

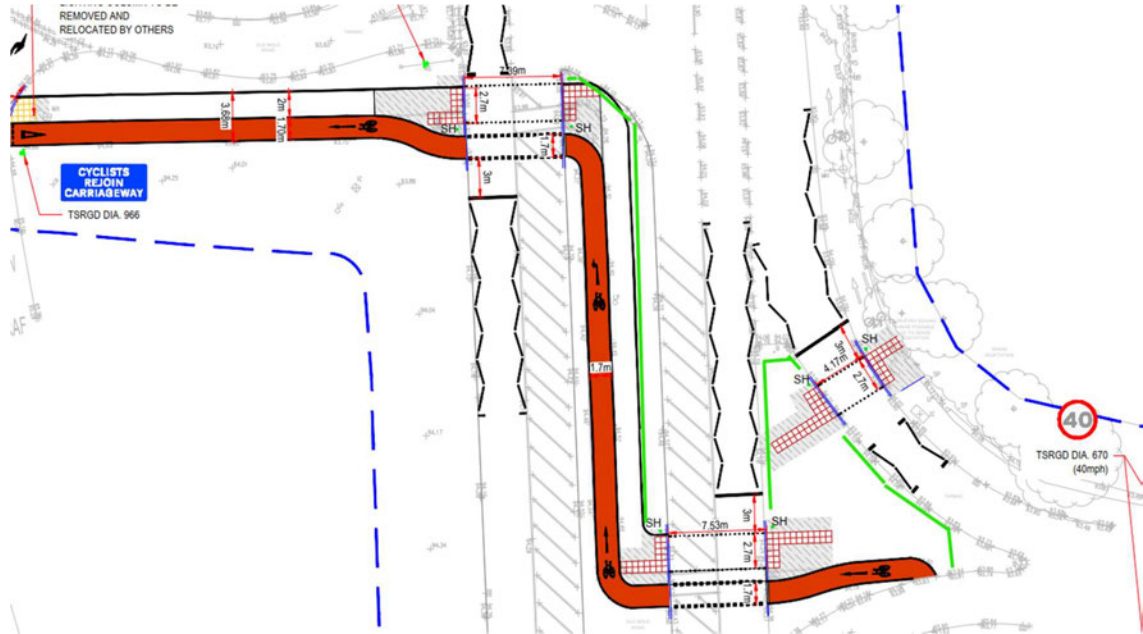
Auditor's Recommendation:

Consider how the visually impaired will be accommodated along the new footpath and how they will be guided between the controlled crossings by considering the introduction of pedestrian guardrail at various key locations around the junction. Also ensure that the layout is compliant with LTN 1/20

Design Organisation Response:

Accepted

SCP – R2-7 – SCP proposes the introduction of pedestrian guardrail as shown below in green to be agreed with the LHA.



Castle Green Homes

ITEM 2-8

Location: Site access and diverge to Stansty Chain Road

Summary:

Closely located junctions can increase the risk of drivers failing to give way

Problem

It is proposed to construct a new priority junction that allows left in, left out and right out turning movements. No vehicles will be able to turn right from Mold Road into the site but must travel north and use the St Giles Park roundabout to undertake a U-turn manoeuvre to access the development.

The Audit Team did consider that there was a risk of drivers travelling to Stansty Chain Road indicating to pull left from Mold Road prior to the site access junction. This could be confusing to drivers pulling out of the proposed access in error into the path of an approaching southbound vehicle. It is considered that this is exacerbated by the close proximity of the site junction and the diverge.

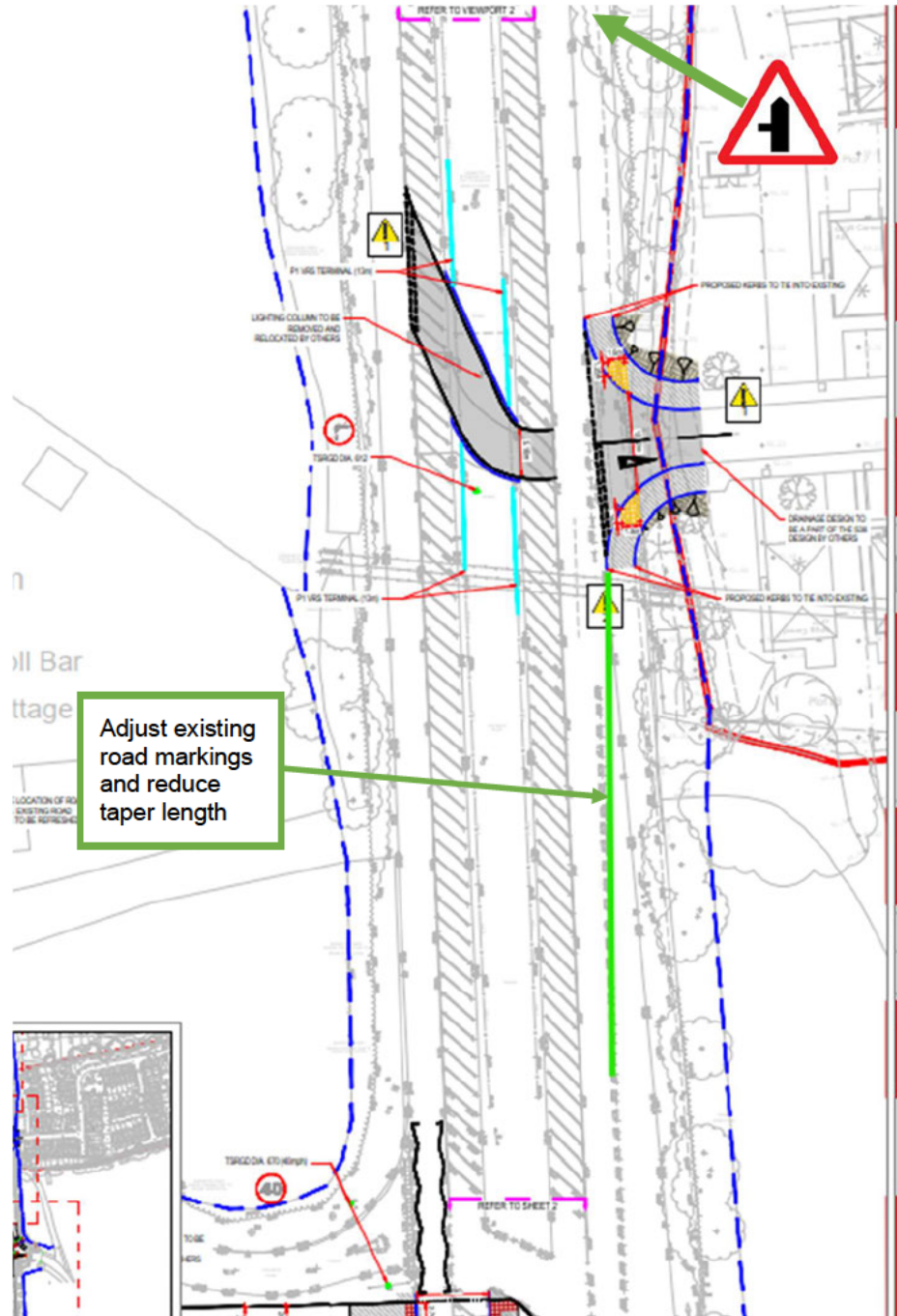
Auditor's Recommendation:

It is recommended that the taper diverge is reduced in length so that the diverge point which is very close to the site access junction is moved south and that a level of separation is created. This should be achievable as the design speed of Mold Road will be reduced by the relocation of the speed limit. It is also recommended that signing is introduced to help delineate between the new junction and Stansty Chain Road junction.

Design Organisation Response:

Partially Accepted

SCP – R2-8 – The existing taper will be proposed to be reduced by adjusting the existing road markings for a reduction in the taper so it starts immediately south of the site access. Furthermore, the introduction of a warning sign to TSRGD diagramme 506.1 advising the presence of a side road ahead will help to mitigate the above problem.



Castle Green Homes

ITEM 2-9

Location: Old Mold Road

Summary:

A lack of suitable uncontrolled crossings will increase the risk of collisions.

Problem

It is noted that the existing crossing of Old Mold Road located on the slip from Mold Road will be upgraded and provided with tactile paving. The footway terminates roughly 15m north of the upgraded route over Old Mold Road (slip from Mold Road). This results in pedestrians then crossing Old Mold Road to gain access to the footway along the eastern side of the road to continue their journey. This uncontrolled crossing does not have tactile paving. Which will lead to confusion for visually impaired pedestrians.

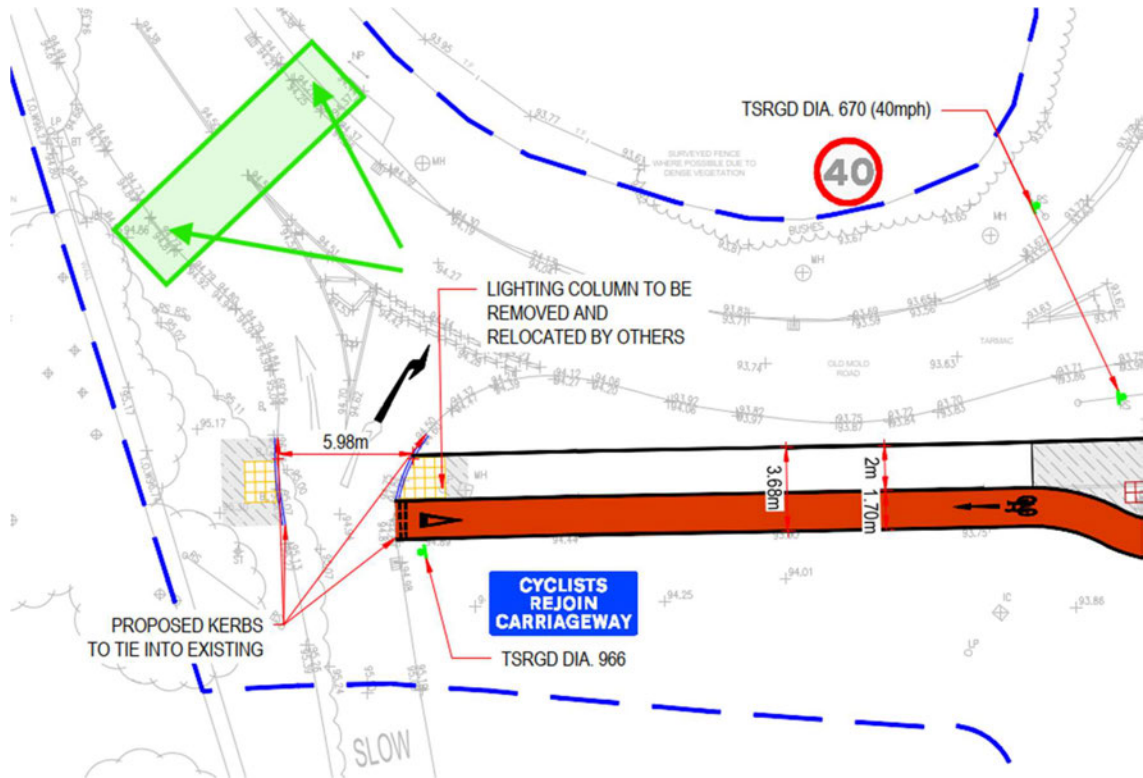
Auditor's Recommendation:

Tactile paving needs to be provided at the existing dropped crossing over Old Mold Road

Design Organisation Response:

Accepted

SCP – R2-9 – SCP agrees with the auditor and, though the inclusion of tactile paving was not part of the original approved layout, their inclusion as shown below in green is deemed beneficial.



ITEM 2-10

Location: Old Mold Road

Summary:

A lack of suitable uncontrolled crossings will increase the risk of collisions.

Problem

The Audit Team noted that the existing uncontrolled crossings of Old Mold Road do not correspond to the desire line observed by the Audit Team. Well-worn path in the verge indicates that pedestrians are not following the proposed route over Old Mold

Road (slip road). Instead, they are crossing Old Mold Road and walking along the verge.



The photos clearly show that this is a well walked route which would indicate that this is the preferred pedestrian desire line. The new development may well increase footfall and as such formalisation of this route should be considered by the designers. The current route is likely to be underutilised as it is convoluted and lengthy.

Auditor's Recommendation:

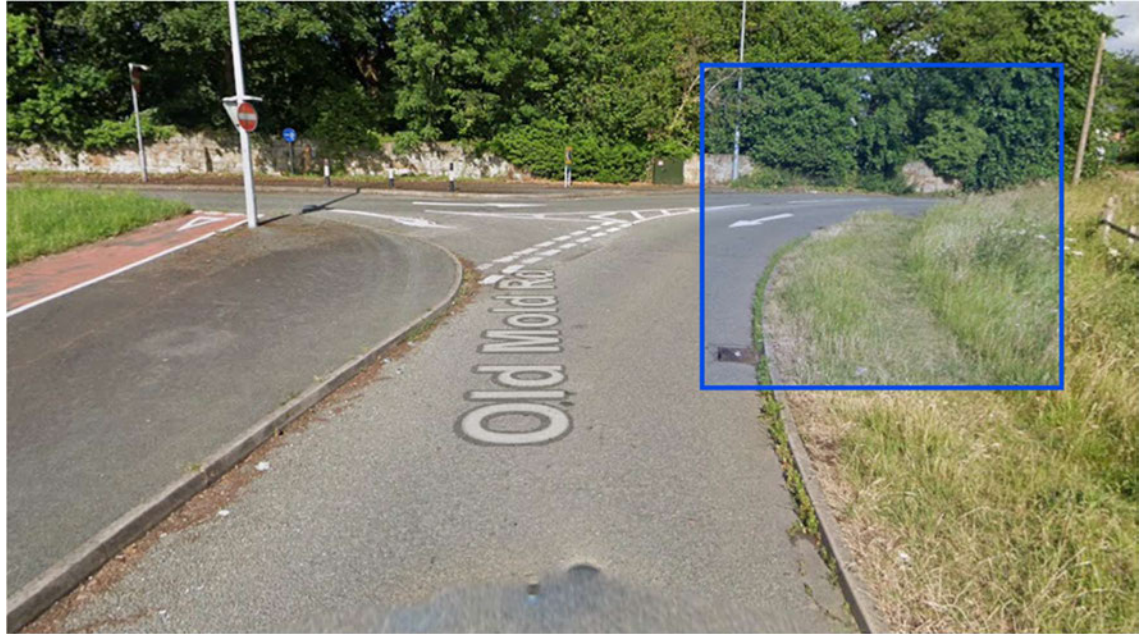
Formalisation of the established desire line that is shown in the photos should be considered as part of the design or introduce pedestrian route signing.

Design Organisation Response:

Rejected

SCP – R2-10 – It is understood the desire line shown on the pictures is the result of the lack of crossing facilities on Old Mold Road (northbound) which are proposed as part of these interventions. Furthermore, as raised in Item 2-9 the inclusion of an additional set of tactile paving will contribute towards formalising this arrangement. The introduction of a pedestrian crossing at the end of the desire line is not deemed safe as it would be located on a bend where visibility from the crossing to the right may be limited (see below in blue).

Castle Green Homes



Castle Green Homes

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 2-1 Mold Road is currently street lit. Details of alterations to the street lighting were not provided as part of the RSA information. Some of the existing lighting will be affected by the proposed works. A proposed junction and new controlled crossings introduce areas of potential conflict, which if not lit sufficiently during the hours of darkness or low light conditions, could result in an increase in collisions associated with vehicle movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they approach of use the crossing over the site access and the new crossings over Mold Road. Resulting in an increase in collisions.	Review the street lighting in the vicinity of the proposed junction and controlled crossings over Mold Road to ensure sufficient lighting levels are achieved. Provide additional lighting as required.	Partially Accepted - The completion of lighting assessment and lighting design is outside SCP' scope. It is understood that this will be completed by the LHA. The LHA as part of this process will be asked to confirm whether they will be completing any lighting assessment/design or whether they would prefer for the developer to complete. <i>CGH to speak with the LHA to ensure they are happy with the lighting assessments & design. CL/AC/AF – to review streetlighting designs.</i>	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>
Problem 2-2 No details of any proposed highway drainage works have been provided as part of the RSA information. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.	Review the highway drainage and ensure that it is sufficient to ensure effective surface water drainage in light of the additional impermeable area. Provide additional / amended highway drainage as required.	Rejected - Off-site highway drainage: No additional impermeable area is to be introduced as part of the off-site works. Furthermore, no changes to existing road channels (albeit proposed opening to central reservation) are proposed. Thus, no changes to introduce additional gullies to the existing drainage network along Mold Rd. Access highways drainage: surface water associated with the proposed access is proposed to be drained towards the internal site and captured by road gullies part of the drainage networks associated with the scheme' S38 (design by others). <i>CGH to review levels to ensure no ponding or pooling will occur and ensure any surface water from the highway is captured within the S38 design.</i>	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>

Problem 2-3 Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions No information has been provided on the existing carriageway condition, and no carriageway resurfacing will be undertaken as part of the signalisation works on Mold Road and Stansty Chain Road. Any approach to a signalised stop line where heavy braking is expected to take place requires a minimum PSV of 68+ and this should be laid for a distance based on the surveyed approach speeds. A lack of suitable skidding resistance on the approach to the controlled crossings can result in an increased risk of pedestrian/vehicle as well as shunt type collisions.	Based on the surveyed approach speeds provide a suitable length of surfacing material that achieves a minimum PSV of at least 68+.	Accepted SCP proposes to include the milling of the existing surface course and replacement with a surface course with PSV of 68+ for a section of 50m in advance of each controlled crossing measured from the give-way line.	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>
Problem 2-4 Drivers could become confused if old road markings are not fully removed before the new markings are implemented The scheme will introduce a large number of changes to the carriageway and the associated carriageway markings. If the new carriageway markings are laid on top of the old carriageway without fully removing the old ones, drivers could become confused as to where they should be positioned with the carriageway or where they should stop or give way. This could result in drivers making inappropriate manoeuvres and/or failing to stop or give way resulting in collisions with other vehicles or pedestrians/cyclists.	Ensure the existing carriageway markings are fully removed or that the carriageway is resurfaced. Design Organisation Response:	Partially accepted - Site clearance drawings includes details of the existing carriageway markings that are to be removed as part of the interventions. It is acknowledged further removal of road markings at the proposed signalised crossing (southbound – Mold Road) and length of redundant intermittent road marking associated with the taper south of the proposed access and associated diverge arrow will be required and these will be included upon agreement of actions with the LHA.	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>

Problem 2-5 A lack of clear separation between the new footway and carriageway will increase the risk of vehicles striking pedestrians on the new footway increasing the risk of injury This problem is carried forward to the RSA 2 as it has not been addressed. It is proposed to provide a footway between Old Mold Road and Stansty Chain Road following the route of the existing cycle facilities. Where the footway crosses the central reservation, it is noted that the footway and tactile paving will be very close to the right turn (central reservation crossing) for vehicles exiting Old Mold Road. A lack of clear separation between the new footway and carriageway will increase the risk of vehicles striking pedestrians on the new footway increasing the risk of injury.	It is recommended that as a minimum at least 500mm is provided between the edge of the footway and the carriageway to create an area of separation.	Accepted - The location of the proposed pedestrian crossing and associated crossing facilities will be shifted south (both sides of the crossing) to provide a minimum 500mm buffer from the central reservation kerblane	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>
Problem 2-6 Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions Vehicle tracking details were not submitted as part of the RSA information. It is important that all vehicles which are expected to use the access, can safely negotiate the junction. If vehicles cannot safely turn into or out of the access without overrunning the kerbed areas around the junction mouth, there is a risk conflicts between vehicles using the	Ensure that all vehicles that are expected to turn into and out of the access, can do so safely without impacting on other junction users.	Rejected – Vehicle tracking was completed as part of the planning process and liaison with the highways officer (drawing SCP_220743_ATR01 – extract above within Designers response) which shows how vehicle negotiate the junction with no kerb overrun.	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>

access, and on-going maintenance issues.				
Problem 2-7 A lack of edging kerbs and pedestrian guard railing will increase the risk of injury to visually impaired pedestrians This problem is carried forward to the RSA 2 as it has not been addressed. New footway is to be created across Mold Road. It is unclear how visually impaired pedestrians will be accommodated over the various islands as there is limited guidance, particularly for visually impaired users, to ensure that the various crossing points can be safely located and that the 90-degree bends currently proposed can be negotiated by cyclists. A lack of edging kerbs and pedestrian guard railing will increase the risk of injury to visually impaired pedestrians.	Consider how the visually impaired will be accommodated along the new footpath and how they will be guided between the controlled crossings by considering the introduction of pedestrian guardrail at various key locations around the junction. Also ensure that the layout is compliant with LTN 1/20	Accepted – SCP proposes the introduction of pedestrian guardrail as shown above in green to be agreed with the LHA.	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>
Problem 2-8 Closely located junctions can increase the risk of drivers failing to give way It is proposed to construct a new priority junction that allows left in, left out and right out turning movements. No vehicles will be able to turn right from Mold Road into the site but must travel north and use the St Giles Park roundabout to undertake a U-turn manoeuvre to access the development. The Audit Team did consider that there was a risk of drivers travelling to Stansty Chain Road indicating to pull left from Mold Road prior to the site access junction. This could be confusing to	It is recommended that the taper diverge is reduced in length so that the diverge point which is very close to the site access junction is moved south and that a level of separation is created. This should be achievable as the design speed of Mold Road will be reduced by the relocation of the speed limit. It is also recommended that signing is introduced to help delineate between the new junction and Stansty Chain Road junction.	Partially Accepted – The existing taper will be proposed to be reduced by adjusting the existing road markings for a reduction in the taper so it starts immediately south of the site access. Furthermore, the introduction of a warning sign to TSRGD diagramme 506.1 advising the presence of a side road ahead will help to mitigate the above problem. <i>New road layout ahead signs will also be installed to warn road users of the change of layout.</i>	<i>Insert the Overseeing Organisation's Response</i>	<i>Insert the design organisation and the Overseeing Organisation's agreed action to the problem</i>

drivers pulling out of the proposed access in error into the path of an approaching southbound vehicle. It is considered that this is exacerbated by the close proximity of the site junction and the diverge.				
Problem 2-9 A lack of suitable uncontrolled crossings will increase the risk of collisions. It is noted that the existing crossing of Old Mold Road located on the slip from Mold Road will be upgraded and provided with tactile paving. The footway terminates roughly 15m north of the upgraded route over Old Mold Road (slip from Mold Road) This results in pedestrians then crossing Old Mold Road to gain access to the footway along the eastern side of the road to continue their journey. This uncontrolled crossing does not have tactile paving. Which will lead to confusion for visually impaired pedestrians. :	Tactile paving needs to be provided at the existing dropped crossing over Old Mold Road	Accepted – SCP agrees with the auditor and, though the inclusion of tactile paving was not part of the original approved layout, their inclusion is deemed beneficial.	Insert the Overseeing Organisation's Response	Insert the design organisation and the Overseeing Organisation's agreed action to the problem
Problem 2-10 A lack of suitable uncontrolled crossings will increase the risk of collisions. The Audit Team noted that the existing uncontrolled crossings of Old Mold Road do not correspond to the desire line observed by the Audit Team. Well-worn path in the verge indicates that pedestrians are not following the proposed route over Old Mold Road (slip	Formalisation of the established desire line that is shown in the photos should be considered as part of the design or introduce pedestrian route signing.	Rejected – It is understood the desire line shown on the pictures is the result of the lack of crossing facilities on Old Mold Road (northbound) which are proposed as part of these interventions. Furthermore, as raised in Item 2-9 the inclusion of an additional set of tactile paving will contribute towards formalising this arrangement. The introduction of a pedestrian crossing at the end of the desire line is not deemed safe as it would be located on a bend where visibility from the crossing to the right may be limited (see below in blue).	Insert the Overseeing Organisation's Response	Insert the design organisation and the Overseeing Organisation's agreed action to the problem

road). Instead, they are crossing Old Mold Road and walking along the verge. The photos clearly show that this is a well walked route which would indicate that this is the preferred pedestrian desire line. The new development may well increase footfall and as such formalisation of this route should be considered by the designers. The current route is likely to be underutilised as it is convoluted and lengthy.				
--	--	--	--	--

Overseeing Organisation response

Table 1 – Design Organisation statement

On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	<i>Eduardo Martin-Moral</i>
Signed	
Position	Associate Director
Organisation	SCP
Date	07/09/2026

Table 2 – Overseeing Organisation statement

On behalf of the overseeing organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	OO to input
Signed	OO to input
Position	OO to input
Organisation	OO to input
Date	OO to input