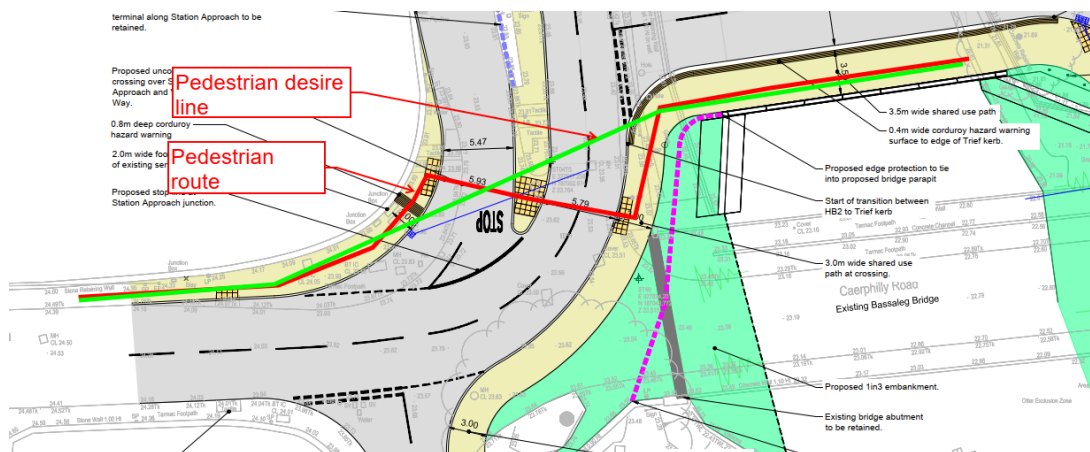


1. PEDESTRIANS

The radius and width of the entry into Station Approach have been altered which has potential to encourage higher entry speeds. As a result, there is a loss of footway width and the crossing points (for pedestrian movement between Caerphilly and Viaduct or Forge Mews) have been relocated. The submitted pedestrian visibility splays show that intervisibility between pedestrians and drivers is reduced dramatically (to 12.9 leading and 8.6 secondary direction). This is not considered adequate for the likely speeds. This raises an objection on safety grounds.

The scheme is located within a 20mph area which restricts speeds vehicles will be travelling at.

The approach to Station Approach and the pedestrian crossing of Viaduct Way has been realigned to provide a single crossing alignment over Station Approach and Viaduct Way for the shortest distance possible. This removed the excessively wide (approx. 15m) crossing of Viaduct Way. The position of the crossing has moved south to ensure the eastern end of the crossing is outside the length of trief kerbs, whilst providing a crossing as closely aligned to the pedestrian desire line as possible, see image below.



In order to provide a crossing at this location, the kerblines at the western end of the crossing on Station Approach is required to be moved west so that sufficient width remains available for the vehicle entrance to Station Approach. The narrowing also allows the central island to be curved, clarifying to drivers that Caerphilly Road to Viaduct Way is the main through route.

To increase the visibility to 25m, the cemetery wall would need to be removed and/ or the Shared Use Path on the eastern side removed or reduced in width. Both options were not considered feasible as a result of heritage constraints and maintaining pedestrian connectivity from Churchmead. Removal of the crossing from this location would risk pedestrians not following a longer route to the south and encourages unsafe crossing behaviour.

Providing the full 25m visibility for the crossing of Viaduct Way has been prioritised as the majority of vehicles will take this route, as opposed from Station Approach, which is a private road which provides access solely for a restaurant, church hall and 5 residential properties. It is not a through road.

We also note that the crossing width on Station Approach is slightly increased (+1m) meaning pedestrians are at risk slightly longer. In addition, the pedestrian route for those heading towards the new bridge is now indirect. Whilst it is better protected, than the existing arrangement (which crossed four lanes without any refuge) there is a concern that pedestrians will not follow the route putting themselves at greater risk. Similarly, pedestrians approaching from Forge Mews must cross the road before they get to the bridge and cross again to use the bridge. They may be tempted to walk on the wrong side and cross Viaduct Way without the benefit of any footways and crossing

points. There should be footway provision on both sides or measures to discourage unsafe practices as a minimum.

Increasing the crossing width on Station Approach is part of providing a more legible pedestrian route between Caerphilly Road and Forge Mews, including the proposed bridge alignment. The existing arrangement, noted to require a crossing of four trafficked lanes with no refuge, is not currently compliant with the Active Travel Act Guidance. Refer to response above regarding pedestrian desire lines from Caerphilly Road.

The majority of pedestrians are expected to head west from Forge Mews along Caerphilly Road, hence this desire line had been prioritised. Deterrent paving or bollards could be used on the north side to further deter pedestrians, please advise.

It is noted that the application has received a letter of support from Newport City Council's Active Travel Officer for its consideration of pedestrian movement. This emphasises how the proposed Scheme delivers an improved environment for pedestrians.

2. VEHICULAR TRAFFIC

The plans do not set out the relevant radii but do show carriageway widths, which are not sufficient for the movements expected in places. It is noted that Station approach is wider than the main through route. This raises legibility issues. The least trafficked link (new bridge) is the widest with a carriageway width of 7.5m which would be suitable for relatively high concentrations of HGVs and or a bus routes. It is similar to Caerphilly Road which supports through traffic and parking. We note that the designer considers this is needed to accommodate HGVs, however this is really only a minor residential road, which we would not expect to be more than 5.5m wide (plus footways) as Forge Mews is for most of its length. The width and loss of footway is a result of the inappropriate location and narrowness of Viaduct Way. The route is effectively a chicane that wider vehicles cannot safely negotiate.

Station Approach is only wider at the crossing location due to the bell mouth out the junction. Narrowing or changes to Station Approach beyond the junction is beyond the scope of the scheme.

The radii have added to a revised General Arrangement drawing, provided to support this technical response.

The width of the carriageway on the bridge is 7.5m to facilitate access for refuse and emergency vehicles whilst also providing a 3.5m active travel shared use path (see drawing 100119581-MMD-XX-XX-SK-HW-0004 for swept path of 12m rigid vehicle, and drawing 100119581-MMD-XX-XX-SK-HW-0002 for swept path of a refuse vehicle.). A 12m rigid vehicle is the maximum permitted as set out in regulation 7 of the Construction and Use Regulations. 7.5m is the minimum width needed for the swept path of these vehicles, the carriageway is bounded by trief kerbs which means large vehicles cannot use the verges to navigate the bend. Trief kerbs are required to protect utilities in the verge and to prevent vehicular impacts on the parapets. We do not see any advantage to narrowing the carriageway on the bridge.

Viaduct Way's minimum width in the scheme extents is 5.79 as shown. The scheme is effectively sandwiched between the existing walls of the cemetery on the west and the existing bridge abutment and river on the east. Increasing the carriageway width through the curve would require the reduction in the shared use path width to below ATAG guidance. The swept paths of large vehicles require roads to be widened on curved sections (if/where they constitute a significant proportion of the traffic). In this case the narrowest part of Caerphilly Road and Viaduct Way is the bend. The extent of widening depends on traffic mix and radius. In this case, the submitted swept paths

The submission does not include any swept path assessments for vehicles leaving Station Approach in either direction. It appears unlikely that commercial vehicles can

turn left. In any event they approach the major road at an unacceptable angle and cannot effectively observe traffic approaching from Viaduct Way. Proper observations would be very difficult for car drivers and impossible for commercial vehicle drivers. DMRB also observes that where skew junctions are formed there is greater risk of drivers being confused about the priorities and any gradient increases risks further. Despite the shortcomings of the existing highway arrangement, users can currently make appropriate observations before emerging from Station Approach or Viaduct Way. Highways do not consider the skew junction appropriate or as safe as the existing arrangement. It therefore raises further objections on grounds of highway safety

The existing arrangement does not allow for commercial vehicles to turn left as the Viaduct Road and Station Approach are parallel. In addition, the existing arrangement does not clearly give one route priority and vehicles arriving at the junction from Station Approach and Viaduct Way at the same time is likely to cause confusion over priority. As such, the existing arrangement represents a 'free for all' for vehicles, which is clearly unsafe.

The proposed scheme addresses this by clearly assigning priority to the Caerphilly Road and Viaduct Way route, simplifying the arrangement. As the minor private road, Station Approach is required to give way which is highlighted with a STOP marker. The STOP marker has been introduced as visibility looking left up Viaduct Way at the junction is reduced. The layout is constrained by the existing Station Approach, Viaduct Way alignment and the proximity of the river.

The widening of the bell mouth at Station approach allows vehicles extra space to approach the junction at an angle to increase the visibility looking left along Viaduct Way which is expected to offer betterment over the existing scenario.

It is considered highly unlikely that vehicles would be required to turn left at the bottom of Station Approach. Viaduct Way, Station Approach and Forge Mews are all roads to residential properties with no through route. In the highly unlikely event that vehicles did need to turn left at the bottom of Station Approach this could be facilitated by using the turning circle at the end of Churchmead, or by using the roundabout at the junction of Forge Road and Caerphilly Road. If vehicles attempting the left turn is of concern a no left turn sign could be installed. Please advise.

Whilst we understand that an online solution potentially brings additional delays and that positioning away from the proposed location is dependent on other factors including characteristics of the ground and the river, we are unable to support any solution that is less safe and legible than the existing arrangement.

The justification for the proposed offline solution has been clearly set out in the Planning, Design and Access Statement. The offline solution has long been supported by Newport City Council based on the Options Appraisal Report and Weltag assessment presented to Cabinet in October 2023. Newport Council's Cabinet subsequently voted to pursue the offline bridge replacement on 18th October 2023. Moreover, at the time of producing the Transport Statement, this scheme was identified as a resilience priority in the draft South East Wales Regional Transport Plan (RTP). The draft RTP referred to ensuring the ongoing use of a link to Forge Mews, as well as improving active travel facilities. Both aims, as identified in the draft RTP, are advanced by the proposed offline replacement scheme.

The planning application has been prepared on this basis. An online solution simply is not workable owing to the need to maintain pedestrian access to Forge Mews while construction is ongoing.

It is noted that the existing arrangement comprises of a bridge which has been closed for vehicular use for over 4 years. This application seeks to improve the existing highway environment by re-providing access to Forge Mews from Viaduct Way. As demonstrated above, the proposed development works within the existing constraints and

legislation/guidance to provide a more legible highway layout for vehicles and pedestrians alike.