

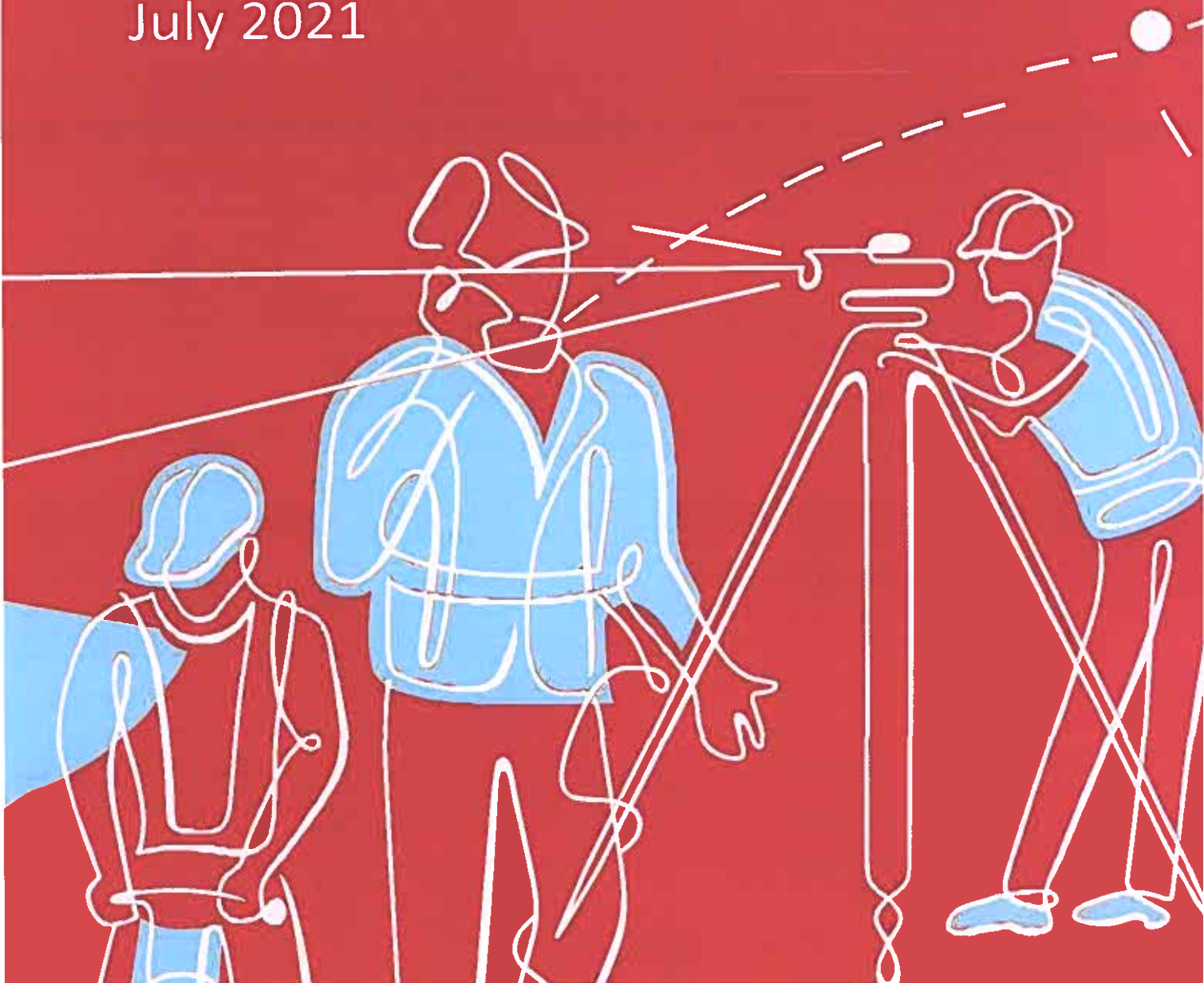
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Pontycapel Road, Cefn Coed, Merthyr - Feasibility Study.

Stage 1 Road Safety Audit

July 2021



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Report Title: Road Safety Audit Stage 1

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Appendices

Appendix A
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1. Introduction

1.1 Terms of Commission

Redstart has been commissioned to undertake a Stage 1 Road Safety Audit for the Pontycapel Road, Merthyr Tydfil scheme. The scheme proposes to provide a new one-way system along part of Pontycapel Road, with a widened footway and new pedestrian zebra crossing.

Details of the information provided by the client for this audit are included in Appendix A.

The audit team have not been made aware of any strategic decisions.

The audit was commissioned by the design delivery team Redstart on behalf of the client, Merthyr Tydfil County Borough Council in an electronic message dated 10th June 2021.

GG119 defines a Road Safety Audit as the review of highway schemes at the completion of preliminary design, completion of detailed design, the completion of construction and as a post opening monitoring exercise. The aim is to identify relevant road safety matters and communicate these in the form of road safety audit problems and recommendations.

The objective of the road safety audit process is to provide an effective, independent review of the road safety implications of engineering interventions for all road users and to suggest modifications that could improve road safety. The main procedural and practice features recommended in the document include the following:

- The road safety audit shall only be concerned with road safety matters;
- It is not a technical check that the design conforms to standards and/or best practice guidance or that the scheme has been constructed in accordance with the design;
- A road safety audit does not consider structural safety and neither does it cover health and safety issues concerning road workers during the construction, maintenance and operation of the road;
- Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of a road safety audit;
- The needs of all road users shall be assessed when undertaking the road safety audit;
- Road Safety Audits should be undertaken at pre-set times in a schemes planning and implementation;
- Road Safety Audits should be performed by a team which is independent of the design team; and
- The Road Safety Audit is undertaken by staff with experience of collision data analysis, road safety engineering experience and a reasonable understanding of highway design principles such as design, requirements and best practice.

In view of the above points, no responsibility for the design or construction of the scheme can be accepted by the Auditors.

1.2 Site Visit Details

The site was visited by the audit team on Tuesday 22nd June between 09.50 and 10.45. Traffic movements were low and infrequent pedestrian movements were observed. The weather was clear, and the road surface was dry.

2. Road Safety Audit Team

2.1 Audit Team Leader:

Huw Kear MCIHT, MSoRSA (Cert Comp)
Principal Road Safety Engineer
Capita

2.2 Audit Team Member:

Katerina Ermilova BSc(Hons), MSc, CEng, MCIHT, MSoRSA (Cert Comp)
Associate (Road Safety Engineering)
Capita

2.3 Others Involved in the Audit:

None

3. Items Raised At Previous Road Safety Audits

The Audit Team is not aware of any previous Road Safety Audits undertaken on this scheme.

4. Items Raised At this Road Safety Audit

Refer to Appendix B for the Problem Location Plan.

4.1 Problem A

LOCATION – Pontycapel Road.

SUMMARY

Inappropriate speeds along Pontycapel Road.

DESCRIPTION

The introduction of the one-way system along Pontycapel Road may lead to vehicles travelling through this section of Pontycapel Road at inappropriate speeds due to the lack of opposing vehicles. As a consequence, there is an increased risk of vehicle/pedestrian collisions, particularly involving younger vulnerable pedestrians in the vicinity of the school.

Recommendation

It is recommended to provide a series of single speed cushions along Pontycapel Road to control vehicle speeds.

Designers Response: Agree, One Way element of the scheme will be omitted from the Proposals due to Safety and Resident Consultation concerns.

4.2 Problem B

LOCATION – Zebra crossing on Pontycapel Road.

SUMMARY

Incorrect tactile paving layout.

DESCRIPTION

At the location of the proposed zebra crossing on Pontycapel Road outside the school the tactile paving layout is incorrect. Blind or partially sighted users rely on the correct layout to assist pedestrians when crossing. This layout may be confusing to vulnerable users leading to vehicle/pedestrian collisions.

Recommendation

It is recommended to provide the tactile paving in accordance with the guidance on the use of tactile paving at controlled crossings.

Designers Response: Agree, Tactile Paving has now been shown correctly on the construction drawings

4.3 Problem C

LOCATION – Uncontrolled pedestrian crossing point on side road.

SUMMARY

Uncontrolled pedestrian crossing point not aligned.

DESCRIPTION

The tactile paving layout on the uncontrolled pedestrian crossing point adjacent to the changing rooms on the side road off Pontycapel Road is not lined up. This may result in pedestrians, particularly blind or partially sighted users, crossing the road and tripping over full height kerbs or high transition kerbs.

Recommendation

It is recommended to align the drop kerb and associated tactile paving

Designers Response: Agree, Tactile Paving has now been shown & aligned correctly on the construction drawings

4.4 Problem D

LOCATION – Side road.

SUMMARY

Lack of 2-way traffic sign.

DESCRIPTION

Vehicles entering the side road off the one-way section on Pontycapel Road may not be aware that they are entering a two-way road. In the worst case, they may position themselves centrally within the road in conflict with other vehicles.

Recommendation

It is recommended to provide a two-way traffic sign on the side road as vehicles leave the one-way system on Pontycapel Road.

Designers Response: Agree, One Way element of the scheme will be omitted from the Proposals due to Safety and Resident Consultation concerns.

4.5 Problem E

LOCATION – Godre'r Coed Road /Pontycapel Road.

SUMMARY

Lack of information for emerging vehicles.

DESCRIPTION

Vehicles not familiar with the area emerging from the Godre'r Coed Road may not be aware of the one-way section on Pontycapel Road, particularly if visibility to the turn left sign is obscured by vehicles. Lack of visibility to the turn left sign may result in vehicles turning against the one way in conflict with other vehicles.

Recommendation

It is recommended to provide turn left carriageway markings on the side road for emerging vehicles from the side road.

Designers Response: Agree, One Way element of the scheme will be omitted from the Proposals due to Safety and Resident Consultation concerns.

4.6 Problem F

LOCATION – Pontycapel Road and Godre'r Coed Road.

SUMMARY

Vehicles failing to recognise pedestrians on the crossing.

DESCRIPTION

The proposed zebra crossing at the school entrance is located adjacent to the priority junction between Pontycapel Road and Godre'r Coed Road. Drivers turning left out of the junction will focus to their right potentially failing to recognise pedestrians on the crossing, particularly school children, leading to potential collisions. In addition, the new zebra crossing is located in line with the steps leading from the school entrance. Children in particular could run down the steps towards and across the zebra crossing not paying attention to the traffic, leading to potential vehicle/pedestrian collisions.

Recommendation

It is recommended to relocate the crossing further west further away from the junction and staggered with the step's alignment.

Designers Response: Disagree, Zebra crossing has been proposed at the desirable distance of 5.0m from the junction of Godre'r Coed Road. It has been proposed on the anticipated desire line. Unable to relocate the Zebra Crossing further west wards due to Private driveways.

Problem G

LOCATION – Godre'r Coed Road.

SUMMARY

Lack of width for larger vehicles.

DESCRIPTION

Godre'r Coed Road serves as an access to the sports fields. If a longer school bus brings children to the sport fields it may have difficulties manoeuvring out of this road onto Pontycapel Road, resulting in overrunning the kerbs and mounting the footway in conflict with pedestrians.

Recommendation

It is recommended to check vehicle swept paths for a longer school bus.

Designers Response: Agree, One Way element of the scheme will be omitted from the Proposals. The widened footway/ narrowed carriageway leading westwards away from the Proposed Zebra Crossing will also be omitted from the scheme, due to Safety and Resident Consultation concerns.

4.8 Problem H

LOCATION – Pontycapel Road and Godre'r Coed Road.

SUMMARY

Lack of information for vehicles emerging from driveways.

DESCRIPTION

There are several residential vehicular accesses adjoining to Pontycapel Road between junctions with Holford Street and Godre'r Coed Road. Some vehicles could mistakenly turn out of these accesses against the new one-way system, leading to head on collisions with oncoming westbound traffic.

Recommendation

It is recommended to provide one-way arrow road markings at corresponding locations to reinforce the one-way arrangement.

Designers Response: Agree, One Way element of the scheme will be omitted from the Proposals. The widened footway/ narrowed carriageway leading westwards away from the Proposed Zebra Crossing will also be omitted from the scheme, due to Safety and Resident Consultation concerns.

5. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG119 standard.

Audit Team Leader:

Huw Kear MCIHT, MSoRSA
Principal Road Safety Engineer
Capita
St David's House,
Pascal Close,
St Mellons,
Cardiff,
CF3 0LW

Signed:



Date: 05/07/2021

Audit Team Member:

Katerina Ermilova BSc(Hons), MSc, CEng, MCIHT,
MSoRSA
Associate Road Safety Engineering
Capita
St David's House,
Pascal Close,
St Mellons,
Cardiff,
CF3 0LW

Signed:



Date: 05/07/2021

Appendix A

Information Provided for the Road Safety Audit

Designer	Redstart
Design Standards	Not Declared
Design Speed	Not Declared
Existing / Proposed Speed Limit	30 mph/30 mph
ATC Data	Not Provided
Forecast Traffic Flows	Not Applicable
Pedestrian, cyclist desire lines	Not provided
Environmental Constraints	Not provided
Declared relevant factor that could affect the RSA (eg. near a school / special events etc)	Not provided
Collision Data Analysis	Not requested
Departure from Standard	Not Provided

Drawings

GC-RED-76-XX-DR-C-0003 (P02) Pontycapel Road, Cefn Coed, Merthyr Tydfil Feasibility Study Option 1
- Footway Improvement Works with East to West One-Way System & New Puffin Crossing May 2021

Appendix B

Problem Location Plan

