



Goetre Primary School – Signalised Junction

Signalised Junction Road Safety Audit Stage 1 & 2 – Designers Response

Client: Morgan Sindall Construction Ltd. / Merthyr Tydfil County Borough Council

Project Ref: 26CB01

Report Revision: P01

CAMBRIA

Report Control Sheet

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Project	Goetre Primary School – Signalised Junction
Project ref	26CB01
Document title	Signalised Junction Road Safety Audit Stage 1 & 2 – Designers Response
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Prepared by	G Turpitt
Reviewed and authorised by	R Jones

Document naming protocol

Project Ref.	Originator	Vol.	Level	Type	Role	Number
26CB01	CAM	10	XX	T	C	0006

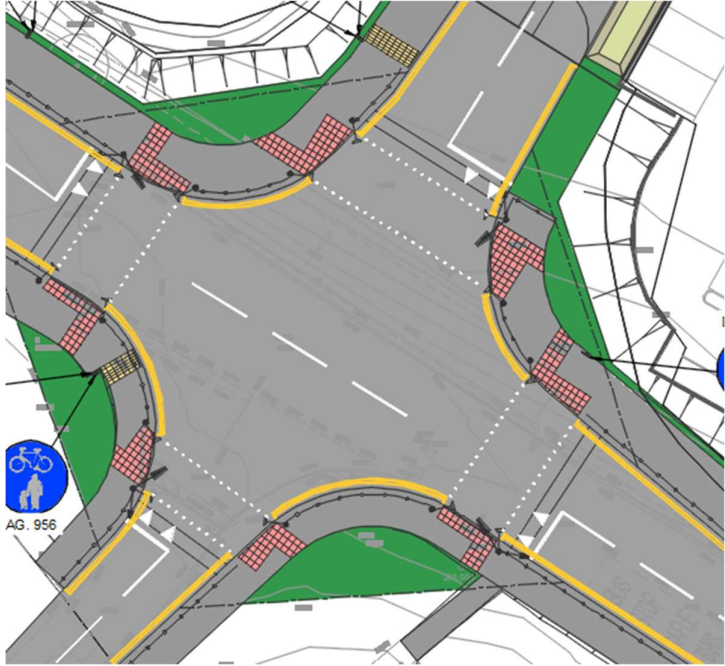
Current issue

Revision	Status	Date	Description	Prepared by	Authorised by
P01	S4	22/07/25	First issue	G Turpitt	R Jones

RSA problem	PROBLEM 1 LOCATION: Various locations - Start /end of shared use route(s). SUMMARY: Omission of suitable transition arrangements where the shared use route starts/ terminates may result in an increased risk cyclist/pedestrian collisions or hazards to cyclists. 2.1 It is unclear how it is intended cyclists will access or leave the shared use route where it starts/terminates at various locations throughout the scheme including but not limited to the following examples; if travelling southwest bound on the site access arm of the junction, if entering the school where the shared use route terminates on the north-western side of the site access arm and if travelling on bike from Fir Tree Close or Magnolia Close. 2.2 The audit team also note the proposed use of 'cyclist dismount' signs at a number of locations although would note that typically cyclists do not adhere to this instruction and the use of the signs is not considered to be good practice. 2.3 Omission of suitable transition arrangements for cyclists at the start/end of the shared use route could result in cyclists having to negotiate full height kerbs increasing the risk of fall hazards or injudicious entry manoeuvres into the carriageway at unsuitable locations increasing the risk of cyclist/vehicle collisions.
RSA recommendation (Rr)	RECOMMENDATIONS 2.4 It is recommended that appropriate transition arrangements e.g. cycle on/off slips be provided to allow cyclists to enter/leave the carriageway where the shared use route terminates and include advisory carriageway markings to advise cyclists/drivers where the cycle on/off slips are located. 2.5 It is also recommended that the scheme include provision for cyclists to access the shared use route from Fir Tree Close or Magnolia Close

Design Organisation Response (DOR)	Regarding cycle access to and from the school on the main vehicular entrance (northern arm of the junction), cyclists will not be permitted to enter or exit at this point. Gates will be installed on both the access road and the footway. Cyclists will be able to cross at the Toucan crossing and make their way to the pedestrian access along the east side of the junction. The footway and shared cycleway / footway arrangements along Goitre Lane have been previously agreed with Merthyr Tydfil CBC, with the shared facility being provided only on the school side of the road. In addition, two small sections have been included on the opposite side in the locations of the Toucan crossings. Anyone wishing to access the shared facility from the Fir Tree Close or Magnolia Close will need to use the crossings. We appreciate that some cyclists may not adhere to the “Cyclist Dismount” signs but feel that their inclusion here is justified where the shared surface joins the footway as an additional safety precaution for pedestrians. Dropped kerbs have been provided at suitable locations to allow access to and egress from the sections of the shared cycleway / footway. Following the Auditor’s recommendation road markings have been added at these locations and can be seen on the following revised drawings: “26CB01-CAM-50-XX-D-C-0730-S4-P02 - Offsite Highway Works Signalised Junction GA” “26CB01-CAM-50-XX-D-C-0841-S4-P02 - Offsite Highway Works (Junction) Traffic Signs and Road Markings”
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation’s response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.

RSA problem	PROBLEM 2 LOCATION: General. SUMMARY: No details provided with regard to the maintenance arrangements of the signals and may increase the risk of injuries to maintenance personnel. 2.6 No details have been provided with regard to the maintenance arrangements for the proposed signals. A lack of suitable maintenance facilities/area may increase the risk of injuries to maintenance personnel such as being struck by passing vehicles or slip/ trip falls if carrying or using equipment on uneven ground.
RSA recommendation (Rr)	RECOMMENDATION 2.7 It is recommended that suitable parking/layby provision should be provided for signals maintenance personnel.
Design Organisation Response (DOR)	The provision of laybys for maintenance access would increase land take and developments costs and would likely be used as potentially unsafe drop off points for parents in a hurry. We believe that there will be sufficient locations for occasional maintenance vehicles at the school entrance or within the side roads on the south side of Goitre Lane.
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.
RSA problem	PROBLEM 3 LOCATION: Centre of the signalised junction. SUMMARY: Omission of lane guidance carriageway markings may increase the risk of head-on type collisions. 2.8 The scheme drawings do not indicate any lane carriageway markings to advise drivers turning right from both the Goitre Road arms of the junction where to position their vehicle if held up in the centre of the junction by opposing vehicle movements. Omission of advisory carriageway markings could potentially increase the risk of head-on type collisions.

RSA recommendation (Rr)	RECOMMENDATION 2.9 It is recommended that appropriate lane guidance carriageway markings be provided to address this problem.
Design Organisation Response (DOR)	As pointed out by the Auditor there are currently no road markings in the centre of the junction, which we believe is standard for this type of arrangement. DMRB states in CD123 Section 7 that <i>“The use of lane markings within the junction intervisibility zone, can be beneficial to direct streams and reduce conflict where entry- and exit-lane widths vary or the alignment through the junction is not a direct path”</i> which is not the case here. However, a short section of white lining to Diagram 1004 could be provided as shown below if Merthyr Tydfil CBC Highways deem it suitable. 
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.

Agreed Action (ARA) RSA	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.
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