

South Wales Trunk Road Agent

Managing and Improving
Motorways and Trunk Roads
through South Wales



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a'r Cefnffyrdd yn Ne
Cymru

9025 - M4 J23a Magor Interchange Temporary Signals

25/SW/CSI/005

Combined Stage 1/2 Road Safety Audit Brief



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Llywodraeth Cymru
Working on behalf of the
Welsh Government

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1 General Details

1.1 Scheme Name

M4 J23a Magor Interchange Temporary Signals

1.2 Type of Scheme

Installation of temporary traffic signals for an estimated period of 18 months.

1.3 Road Safety Audit Stage

Stage	1/2	3	4	Interim
(tick as appropriate)	✓			

1.4 Overseeing Organisation details

[Redacted]
(Area Manager South East
Wales)

Network Management Division
Transport and Digital Connectivity
Economy, Energy & Transport
Welsh Government

1.5 Design Organisation details

WSP
1 Capital Quarter
Tyndall Street
Cardiff
CF10 4BZ

1.6 Police contact details

The Police contact details are: Not required for Stage 1/2 Road Safety Audits only)

1.7 Maintaining Agent

[Redacted]

South Wales Trunk Road Agent,
Y Ceiau / The Quays,
Brunel Way,
Briton Ferry, SA11 2GG



1.8 Road Safety Audit team membership

The proposed RSA (RSA) team membership is as follows:

██████████
(Audit Team Leader)

MCIHT, MSoRSA
WSP (Liveable Places)
Associate

██████████
(Audit Team Member)

MCIHT, MSoRSA
WSP (Liveable Places)
Principal Engineer

A Certificate of Competency in Road Safety Auditing is held by ██████████
and ██████████

1.9 Terms of Reference

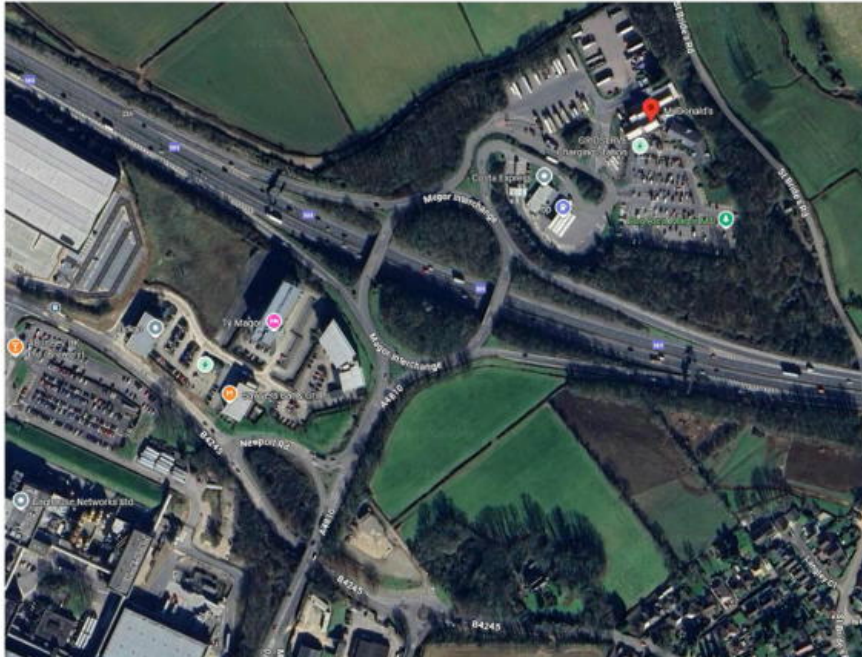
The combined Stage 1/2 RSA is to be undertake fully in accordance with the DMRB Standard GG119 as well as the contents of this RSA Brief.



2 Scheme Description

2.1 General

M4 Junction 23A, Magor in Monmouthshire. OS Grid Ref. 341948, 187832.



Scheme Details

Temporary traffic signals installations are required at locations on and approaching the circulatory carriageway of J23a Magor Interchange. It is envisaged that temporary signal poles will be supported on temporary above-ground foundations and linked with cabling that is run overhead on poles where they cross slip roads and circulatory carriageway. Elsewhere, cabling is likely to be ducted above ground or will continue supported overhead on poles. The power for the temporary signals installation will be taken from existing SWTRA road lighting column or columns.

Temporary Traffic Order Applications have been submitted to reduce the speed limit to 40mph along both eastbound and westbound exit slip roads at the junction, together with the circulatory carriageway of the interchange and the approach section of the A4810. Temporary speed limit signing including terminals and repeaters will be installed throughout.

Proposed road markings will be necessary at locations within the extents of the site to promote lane discipline and for the stop lines at proposed signals. Any existing markings affected shall be removed or painted over.

Vegetation clearance will be required I locations to accommodate poles and their foundations and also to ensure forward visibility for approaching vehicles is achieved.

It is likely that the temporary traffic signals installation shall be in place for a period of approximately 18 months, after which they will be removed and the current give way situation reinstated, unless a permanent signals installation is considered necessary. Any future permanent works other than reinstatement to existing arrangement will be subject to a new Road Safety Audit, so shall not be considered under this current RSA.

There are currently three options being considered, so this RSA is required to assess all three, namely:

- Option 1 – Signalisation of M4 westbound exit slip road junction with the roundabout circulatory carriageway
- Option 2 - Signalisation of M4 westbound exit slip road and the A4810 junctions with the roundabout circulatory carriageway
- Option 3 - Signalisation of A4810 junction with the roundabout circulatory carriageway

The current estimated construction delivery programme should coincide with the coming into force date of the TTRO's required to reduce the speed limit. This is estimated to be early to mid-November 2025.

Scheme background

The following is taken from the client's project scope: *Undertake design of temporary traffic signals at M4 J23a to address potential congestion issues that may arise as a result of weight restriction and diversion route imposed on the M48 old Severn Bridge. All vehicles above 7.5 tonne will have to use J23 as diversion route if they wish to travel in the direction to and from Chepstow and surrounding areas.*

Provide a temporary traffic control solution for managing traffic at the interchange and any joining roads, for a period of up to 18 months (however this could be extended) whilst National Highways undertake repair/remedial works on the M48 Old Severn Bridge.

2.2 Design Standards Applied

The scheme has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), and any Interim Advice Notes (IAN), current at the time the detailed/preliminary design commenced in August 2025.

2.3 Speed Limits

The permanent speed limit for the M4, slip roads and circulatory carriageway at Magor Interchange, and the immediate approach on the A4810 is national speed limit. The A4801 south of the existing speed limit terminal signs is 40mph. A temporary 40mph speed limit will be implemented throughout the site for the duration of installation, maintenance (operation) and removal of the temporary traffic signals

2.4 Existing Traffic Flows

The available Annual Daily Flow (AADF) flow for the route is shown in table 1 below.

SITE	2022		2023		2024	
	AADT	%HGV	AADT	%HGV	AADT	%HGV
A4810 N/B	4421	18.28	5621	16.26	5669	15.91
A4810 S/B	3574	21.57	4944	17.17	4985	16.79
M4 mainline W/B	40283	9.36	41239	8.95	49375	8.16
M4 mainline E/B	44145	9.29	45206	8.89	45847	9.65

Table 1 Available AADF

2.5 Pedestrian, cyclist and equestrian desire lines

The M4 Slip Roads are subject to Motorway Regulations, therefore Pedestrian, etc are prohibited. There are no formal off-highway pedestrian, etc. facilities within the extents of the site.

2.6 Environmental Constraints

No Environmental constraints have been identified.

3 Locality

3.1 General Description

M4 J23a Magor Interchange is a grade separated junction from the M4, providing direct access to a Motorway service station to the north, and the A4810 Steelworks access road to the south. Immediately southwest of the site are two business areas. One containing a hotel, food outlets and a business park, the other comprising of a brewery. These are accessed via the A4810

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and B4245. The B4245 junction with the A4810 for traffic travelling towards Magor Interchange is signal controlled.

The village of Magor, Monmouthshire is located southeast of the interchange.

The A4810 provides access to various industrial areas, warehouses, distribution depots, former steelworks and other areas to the east of Newport. It is also used as an unofficial (or official when signed) diversion route for the M4, linking the Newport Southern Distributor Road onto M4 junction 28 west of Newport. The A4810 is also signed as the recommended route to Newport Docks for westbound traffic travelling from the east along the M4 and M48.

3.2 Factors Affecting Safety

We are not aware of any factors that affect safety however it should be noted that this junction experiences increases in traffic volumes undertaking U turning vehicle movements around the roundabout at times when the M48 Severn Bridge is closed for maintenance or high winds.

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4 **Analysis**

4.1 **Collision data analysis**

Person Injury collision data for the period from 1st January 2020 to 31st December 2024 has been reviewed/examined.

A summary of the collision data is provided in Table 2.1 below.

COLLISIONS	2020	2021	2022	2023	2024	Full Period
Slight	0	2	0	3	1	6
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	0	2	0	3	1	6

Table 2.1 Summary of Collision Data

A summary of the casualty data is provided in Table 2.2 below.

CASUALTIES	2020	2021	2022	2023	2024	Full Period
Slight	0	3	0	6	1	10
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	0	3	0	6	1	10

Table 2.2 Summary of Casualty Data

4.2 **Departures from Standard and Relaxations**

There are currently no agreed departures or relaxations for the scheme.

4.3 **Previous Road Safety Audits**

No previous audits have been recorded.

4.4 **Strategic decisions**

No strategic decisions.

4.5 List of Included documents and drawings

DRAWING NUMBER	REV	DRAWING TITLE
UK0029359.3987-001	P01	Option 1 – Signalise M4 Westbound Off Slip Road
UK0029359.3987-002	P01	Option 2 – Signalise M4 W/B Off Slip A4810
UK0029359.3987-003	P01	Option 2 – Signalise A4810

Table 3 List of Design Drawings (Refer to Appendix A)



5 Overseeing Organisation Approval

This must be signed and returned to the RSA team. (GG 119 requirement 4.3)

In accordance with GG 119 road safety audit I have examined the details of the highways scheme contained in this document.

I approve the RSA brief, the audit team and instruct the audit to take place on behalf of the overseeing organisation.

Name: [REDACTED] Role: Area Manager

Signed: [REDACTED] Organisation: Welsh Government

Date: 22/9/25

6 Checklist

Tick all that are included and provide reasons those that are not included

		Reason if not included
Site location plan	✓	
Scale layout plan	✓	
Traffic signal staging	✓	
Construction / typical details	✓	
Design standards used	✓	
Design speeds / speed limits	✓	
Traffic counts	✓	
Departures and relaxations from standards	✓	
Adjacent land uses	✓	
Walking, cycling and horse riding assessment and reviews (HD42)	✓	
Pedestrian, cyclist and equestrian desire lines and volumes	✓	
Other factors that may impact on road safety	✓	
Road traffic collision plot	✓	
Collision data analysis	✓	
Collision data	✓	
Previous RSA reports	X	No previous reports
Previous RSA response reports and evidence of agreed actions	X	No previous reports

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Appendix A

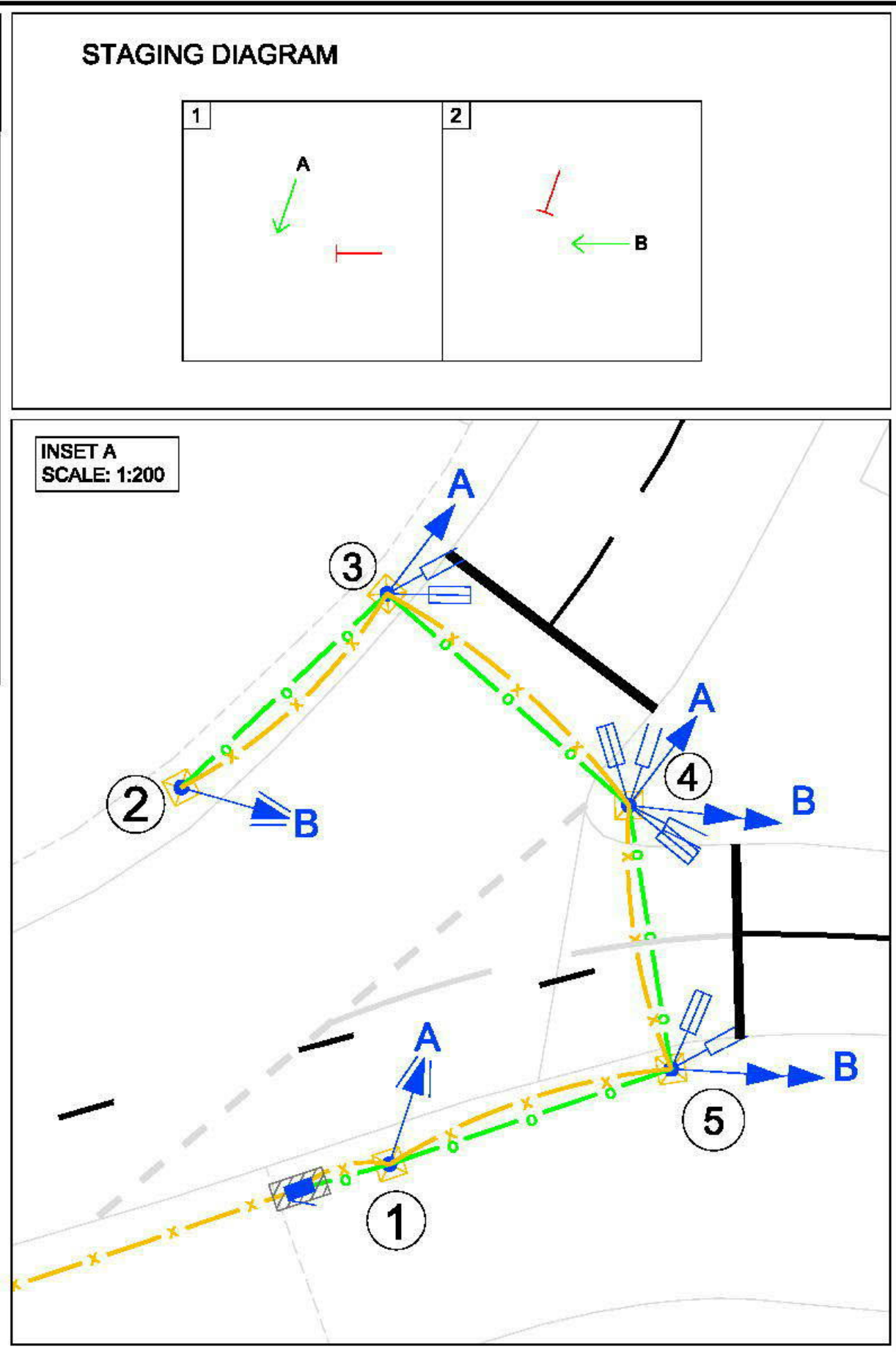
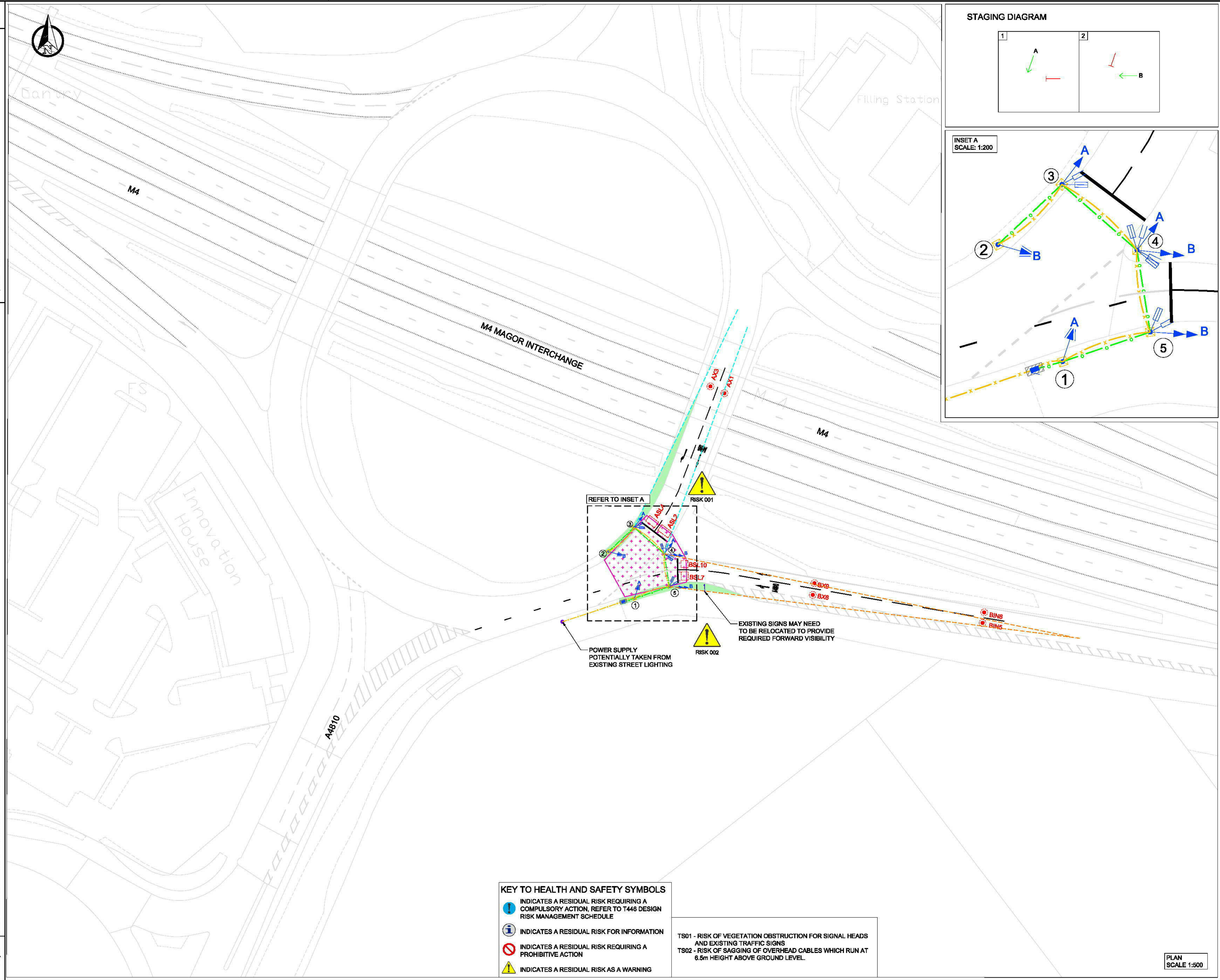
Scheme Drawings

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- | | NOTES | A1 |
|----|--|----|
| 1. | DO NOT SCALE FROM THIS DRAWING. | |
| 2. | THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DOCUMENTS IN THE DESIGN PACKAGING. | |
| 3. | LAYOUT BASED ON URBAN 64 TEMPORARY TRAFFIC SIGNALS. | |
| 4. | ALL CABLES TO BE OVERHEAD AND MINIMUM 6.5 METRES ABOVE GROUND LEVEL. | |
| 5. | POWER SUPPLY TO BE TAKEN FROM STREET LIGHTING APPARATUS (EITHER COLUMN OR FEEDER PILLAR TO BE DETERMINED). | |
| 6. | TEMPORARY BARRIERS TO BE PROVIDED AROUND SIGNAL POLES TO PROTECT EQUIPMENT AND PEDESTRIANS. | |
| 7. | SPEED LIMIT TO BE REDUCED TO 40MPH ON APPROACHES TO TEMPORARY TRAFFIC SIGNALS. | |
| 8. | POSITION OF POLES, CONTROLLERS AND TRAFFIC SIGNS AND ROAD MARKINGS ARE BASED ON THE OS MAP DUE TO THE UNAVAILABILITY OF TOPO SURVEY. | |

- | | |
|---|--|
|  | REQUIRED FORWARD VISIBILITY AS PER DMRB FOR 40mph |
|  | REQUIRED JUNCTION INTERVISIBILITY ZONE AS PER TSM CH6 |
|  | FORWARD VISIBILITY IN CIRCULARY AS PER DMRB CD116 (70m) |
|  | VEGETATION TO BE CLEARED TO PROVIDE REQUIRED VISIBILITY |
|  | TRAFFIC SIGNAL CONTROLLER |
|  | CONCRETE BLOCK 1000mm X 1000mm FOR TRAFFIC SIGNAL POLES AND CONTROLLER |
|  | 6.5m HIGH TRAFFIC SIGNAL POLE |
|  | RAG PRIMARY SIGNAL HEAD |
|  | RAG PRIMARY SIGNAL HEAD HIGH LEVEL REPEATER |
|  | RAG SECONDARY SIGNAL HEAD |
|  | ABOVE GROUND MOVA VEHICLE DETECTOR |
|  | STOP LINE DETECTORS |
|  | ELECTRIC CABLE FOR SIGNALS 6.5m ABOVE THE GROUND LEVEL |
|  | DATA CABLE 6.5M ABOVE THE GROUND LEVEL |
|  | VIRTUAL MOVA DETECTION ZONES |
|  | VIRTUAL STOP LINE DETECTION ZONES |
|  | PROPOSED ROAD MARKINGS |
|  | PROPOSED HARD STANDING AREA |

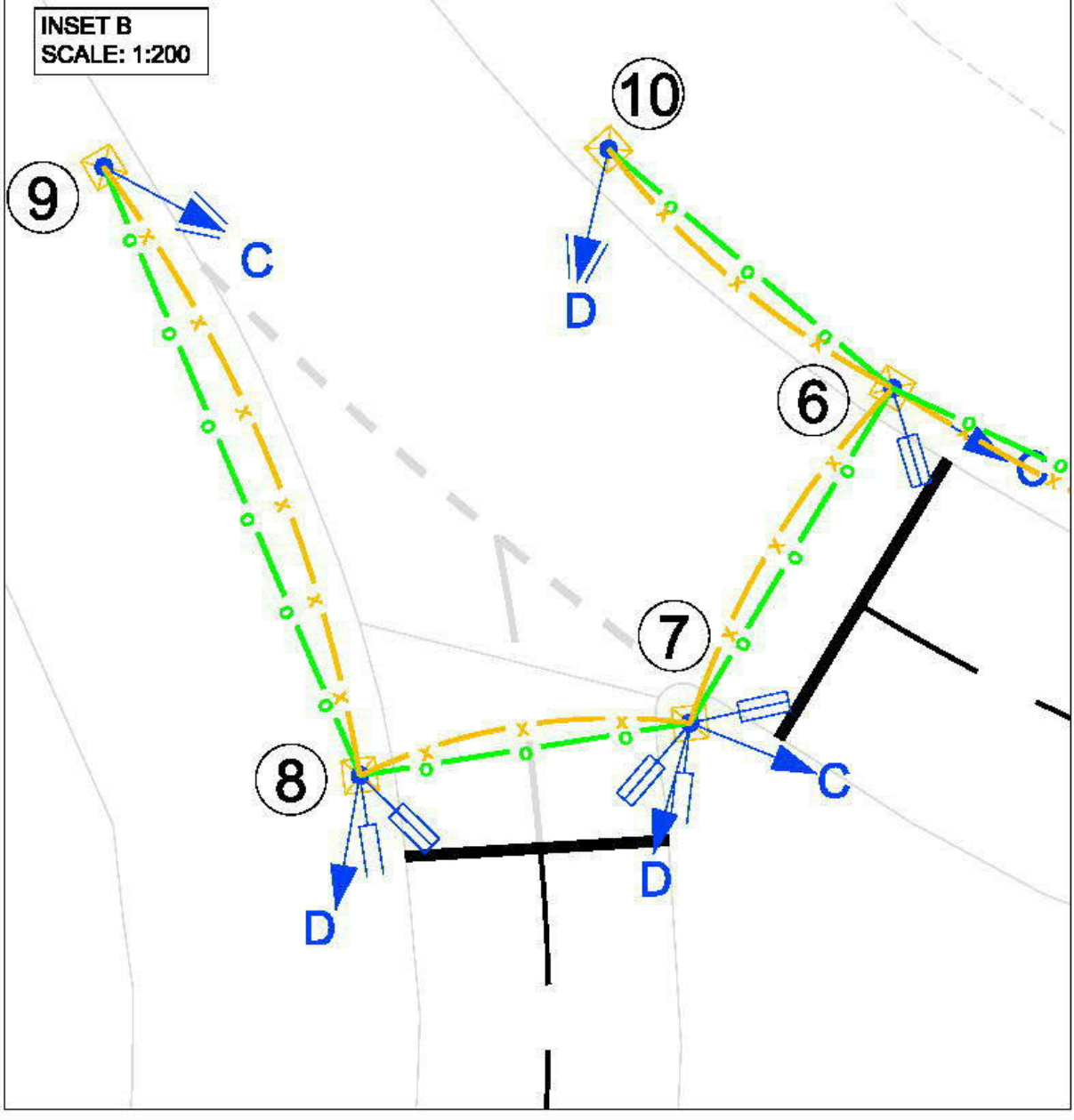
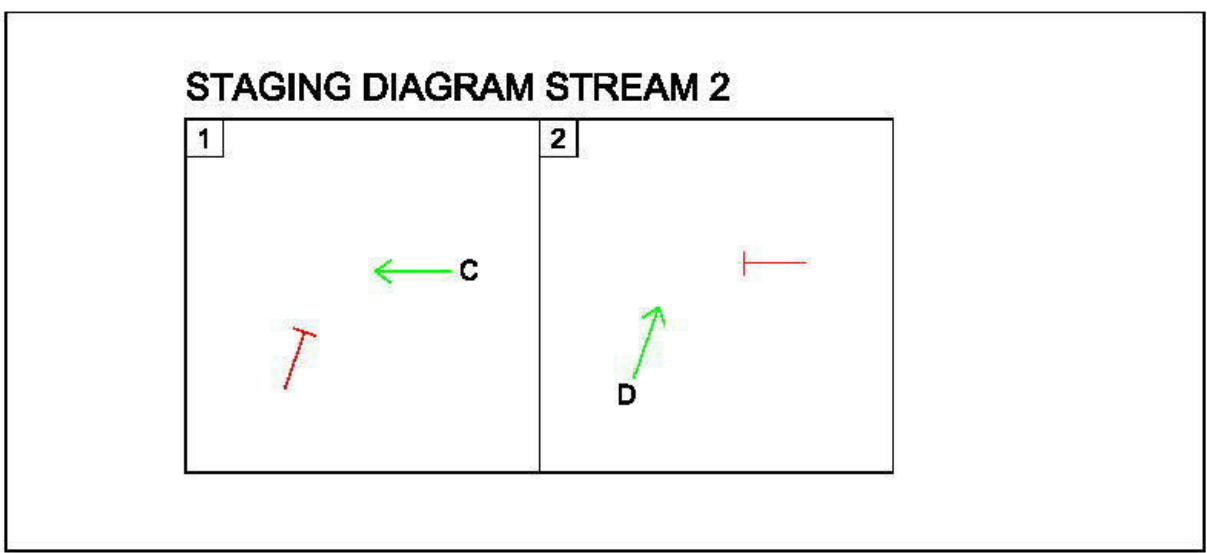
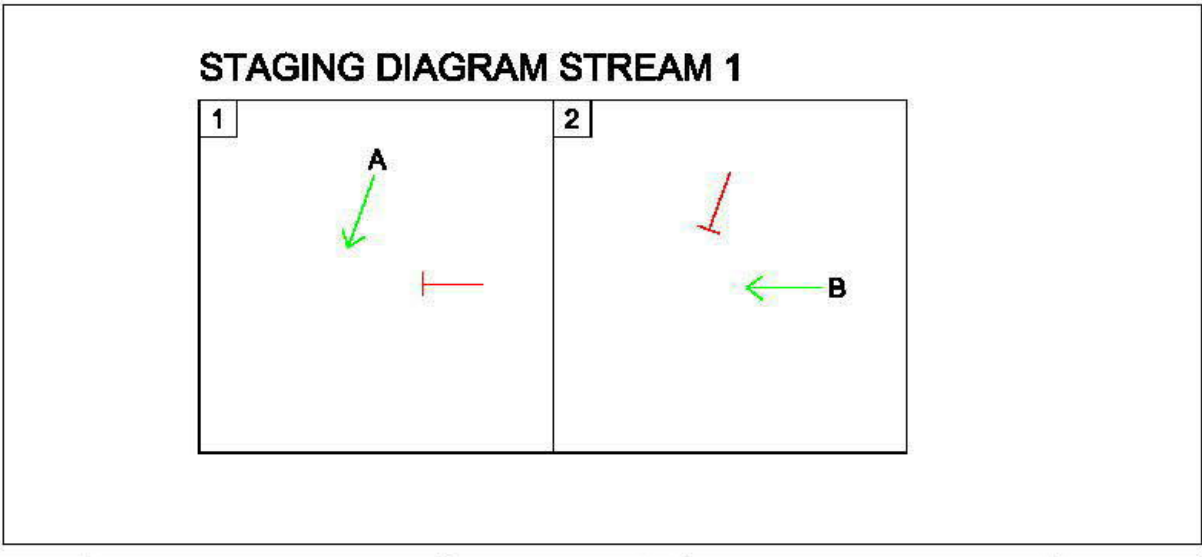
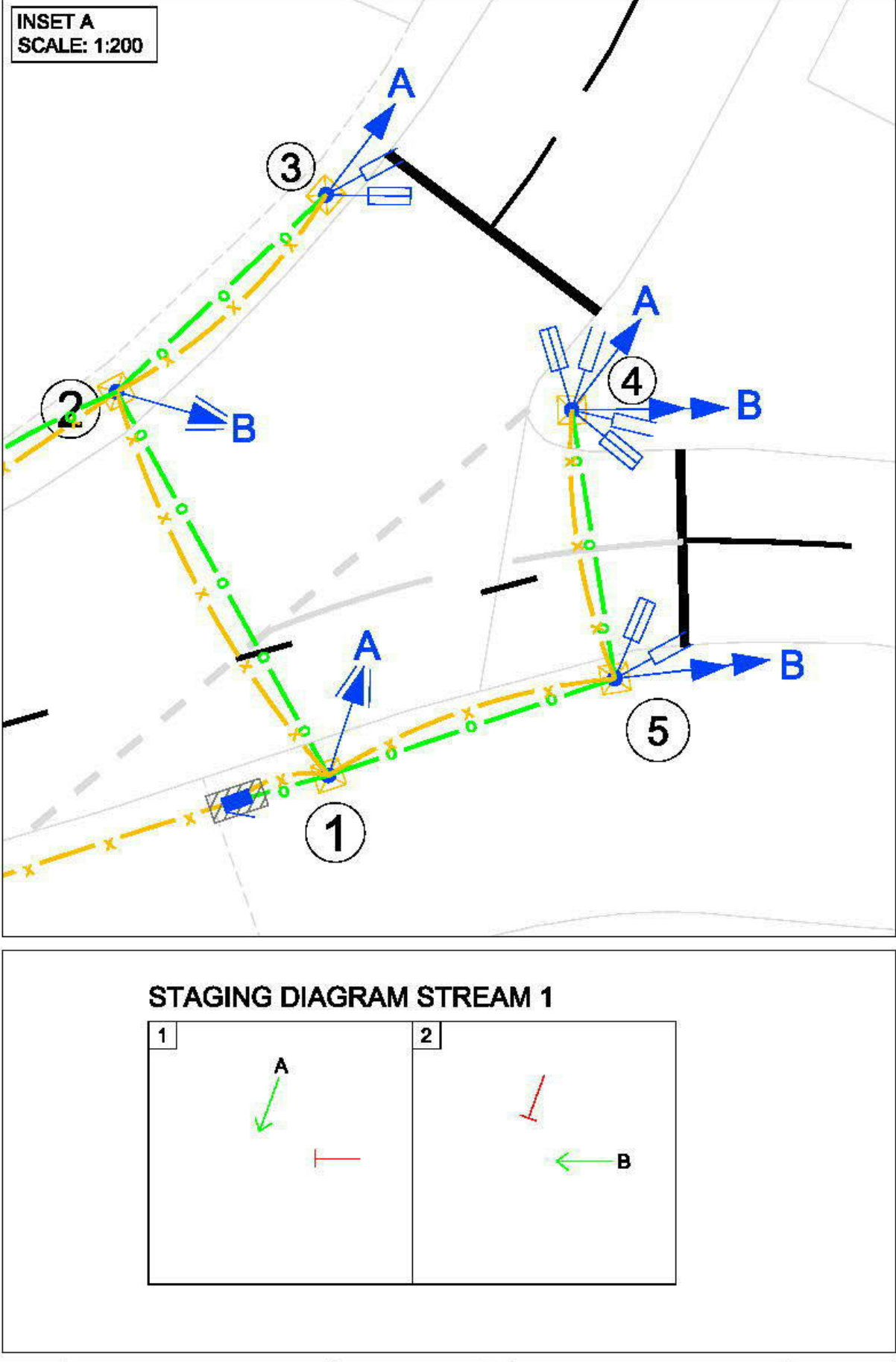
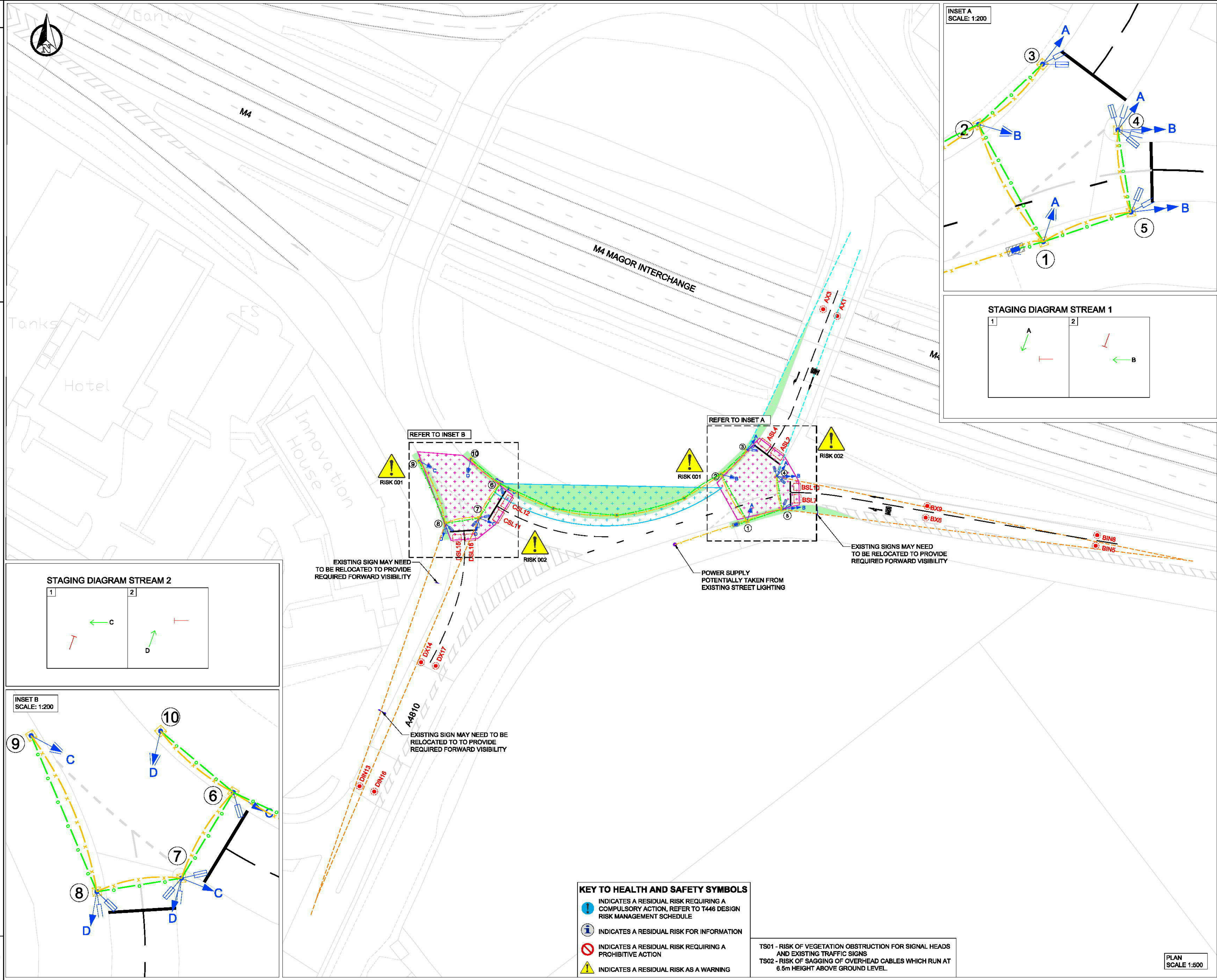
P01	FIRST ISSUE	GV	-	-	10/09/2025
Rev	Details	Dr	Ch	Ap	Date



project

M4 J23A MAGOR INTERCHANGE
TEMPORARY SIGNALS
OPTION 1
SIGNALISE M4 WESTBOUND OFF SLIP ROAD

File No.		Financial Code No. 25/SW/SCI/005			
Drawn	GV	Checked	-	Approved	-
Date	10/09/2025	Date	-	Date	-
Notes	AS SHOWN				
UK0029359.3987-001					P01



- KEY TO HEALTH AND SAFETY SYMBOLS**
- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION, REFER TO T446 DESIGN RISK MANAGEMENT SCHEDULE
 - INDICATES A RESIDUAL RISK FOR INFORMATION
 - INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
 - INDICATES A RESIDUAL RISK AS A WARNING

TS01 - RISK OF VEGETATION OBSTRUCTION FOR SIGNAL HEADS AND EXISTING TRAFFIC SIGNS
TS02 - RISK OF SAGGING OF OVERHEAD CABLES WHICH RUN AT 6.5m HEIGHT ABOVE GROUND LEVEL.

NOTES

- DO NOT SCALE FROM THIS DRAWING.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DOCUMENTS IN THE DESIGN PACKAGE.
- LAYOUT BASED ON URBAN 64 TEMPORARY TRAFFIC SIGNALS.
- ALL CABLES TO BE OVERHEAD AND MINIMUM 6.5 METRES ABOVE GROUND LEVEL.
- POWER SUPPLY TO BE TAKEN FROM STREET LIGHTING APPARATUS (EITHER COLUMN OR FEEDER PILLAR TO BE DETERMINED).
- TEMPORARY BARRIERS TO BE PROVIDED AROUND SIGNAL POLES TO PROTECT EQUIPMENT AND ROAD USERS.
- SPEED LIMIT TO BE REDUCED TO 40MPH ON APPROACHES TO TEMPORARY TRAFFIC SIGNALS.
- POSITION OF POLES, CONTROLLERS AND TRAFFIC SIGNS AND ROAD MARKINGS ARE BASED ON THE OS MAP DUE TO THE UNAVAILABILITY OF TOPO SURVEY.

KEY:

- REQUIRED FORWARD VISIBILITY AS PER DMRB FOR 40mph
- REQUIRED JUNCTION INTERVISIBILITY ZONE AS PER TSM CH6
- FORWARD VISIBILITY IN CIRCULATORY AS PER DMRB CD116 (70m)
- FORWARD VISIBILITY IN CIRCULATORY AS PER DMRB CD116 (70M)
- VEGETATION TO BE CLEARED TO PROVIDE REQUIRED VISIBILITY/ ROOM FOR POLES AND ABOVE GROUND CABLES
- TRAFFIC SIGNAL CONTROLLER
- CONCRETE BLOCK 1000mm X 1000mm FOR TRAFFIC SIGNAL POLES AND CONTROLLER
- 6.5m HIGH TRAFFIC SIGNAL POLE
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- RAG PRIMARY SIGNAL HEAD HIGH LEVEL REPEATER
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- DATA CABLE 6.5M ABOVE THE GROUND LEVEL
- VIRTUAL MOVA DETECTION ZONES
- VIRTUAL STOP LINE DETECTION ZONES
- PROPOSED ROAD MARKINGS
- PROPOSED HARD STANDING AREA

P01	FIRST ISSUE	GV	-	-	10/09/2025
Rev	Details	Dr	Ch	Ap	Date

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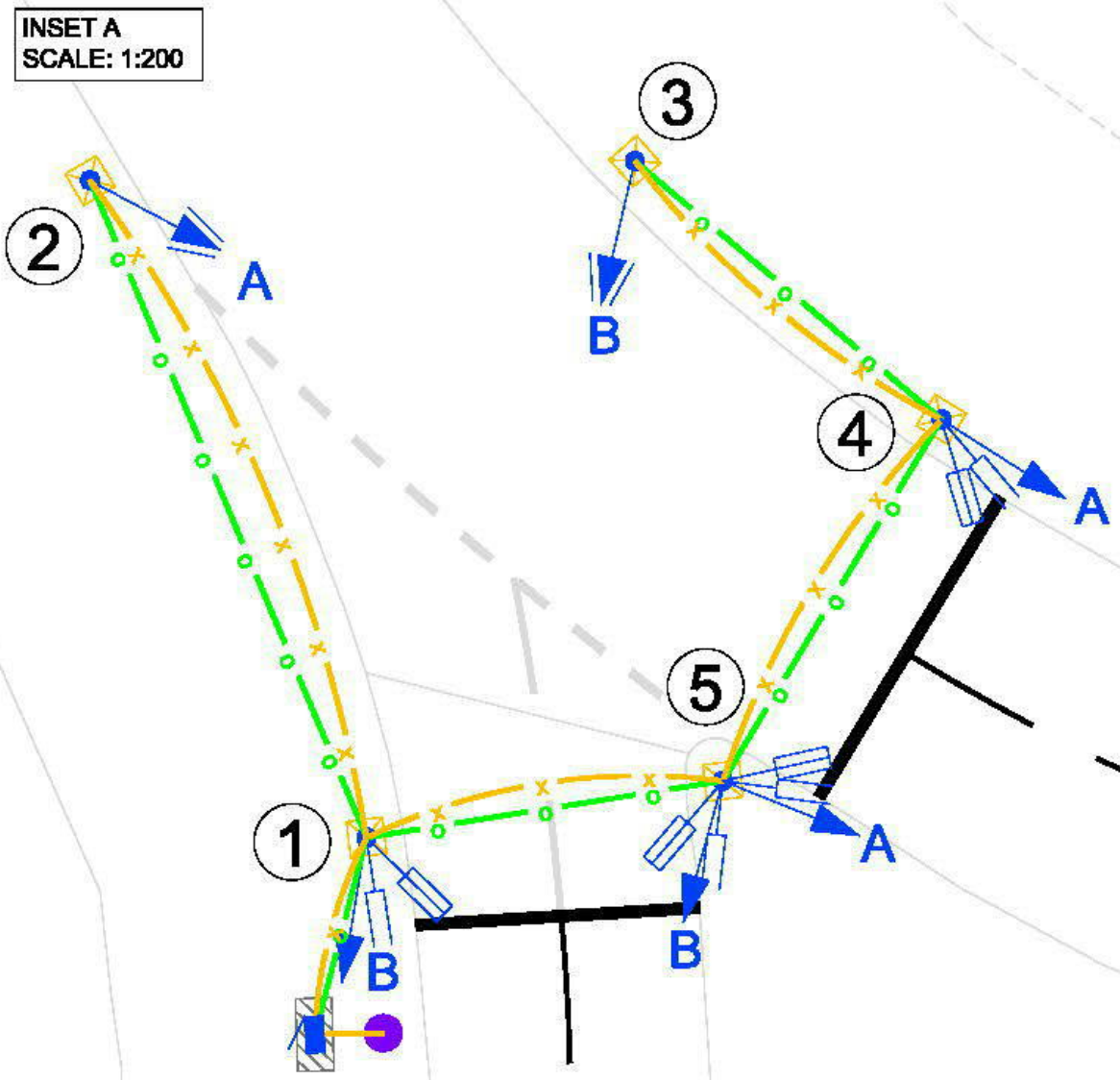
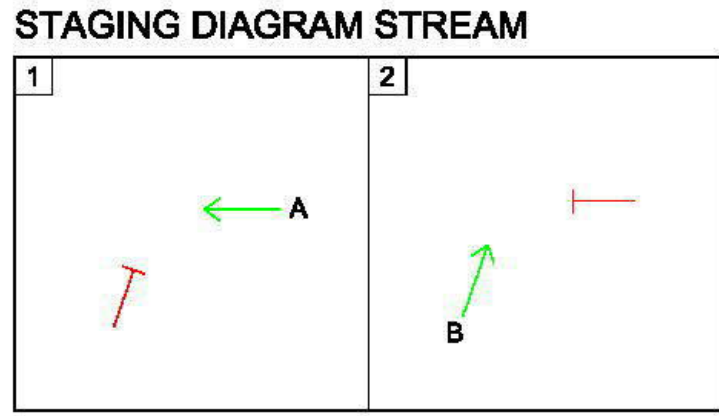
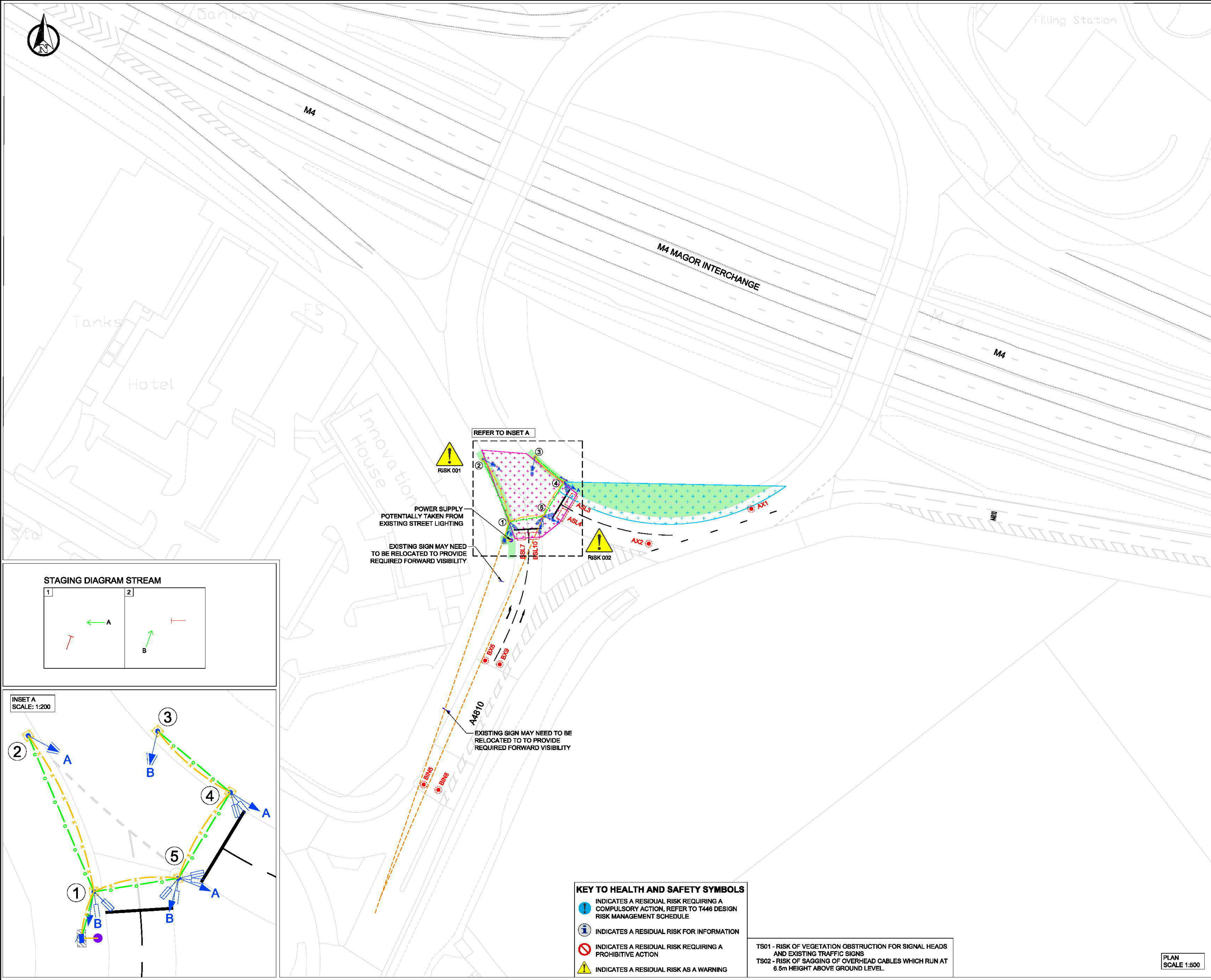
South Wales Trunk Road Agent
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Head of Trunk Road Agent
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Briton Ferry, Neath, SA11 2GG

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Project
M4 J23A MAGOR INTERCHANGE
TEMPORARY SIGNALS
OPTION 2
SIGNALISE M4 W/B OFF SLIP ROAD AND A4810

File No.	Financial Code No.	25/SW/CSW005
Drawn	GV	Created - Approved -
Date	10/09/2025	Date - Date -
Scale	AS SHOWN	
Drawing No.	UK0029359.3987-002	P01



KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION, REFER TO T446 DESIGN RISK MANAGEMENT SCHEDULE
- INDICATES A RESIDUAL RISK FOR INFORMATION
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
- INDICATES A RESIDUAL RISK AS A WARNING

TS01 - RISK OF VEGETATION OBSTRUCTION FOR SIGNAL HEADS AND EXISTING TRAFFIC SIGNS
TS02 - RISK OF SAGGING OF OVERHEAD CABLES WHICH RUN AT 6.5m HEIGHT ABOVE GROUND LEVEL.

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P01	FIRST ISSUE	GV	-	-	10/09/2025
Rev	Details	Dr	Ch	Ap	Date

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South Wales Trunk Road Agent
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Project

M4 J23A MAGOR INTERCHANGE
TEMPORARY SIGNALS
OPTION 3
SIGNALISE A4810

File No.	Financial Code No.	25/SW/CSW005
Drawn	GV	Created - Approved -
Date	10/09/2025	Date - Date -
Scales	AS SHOWN	
Drawing No.	UK0029359.3987-003	P01

25/SW/CSI/005 9025 - M4 J23a Magor Interchange Temporary Signals Combined Stage 1/2 Road Safety Audit Brief	 Yn gweithio ar ran Llywodraeth Cymru Working on behalf of the Welsh Government	
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Appendix B

Personal Injury Collision Plan

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