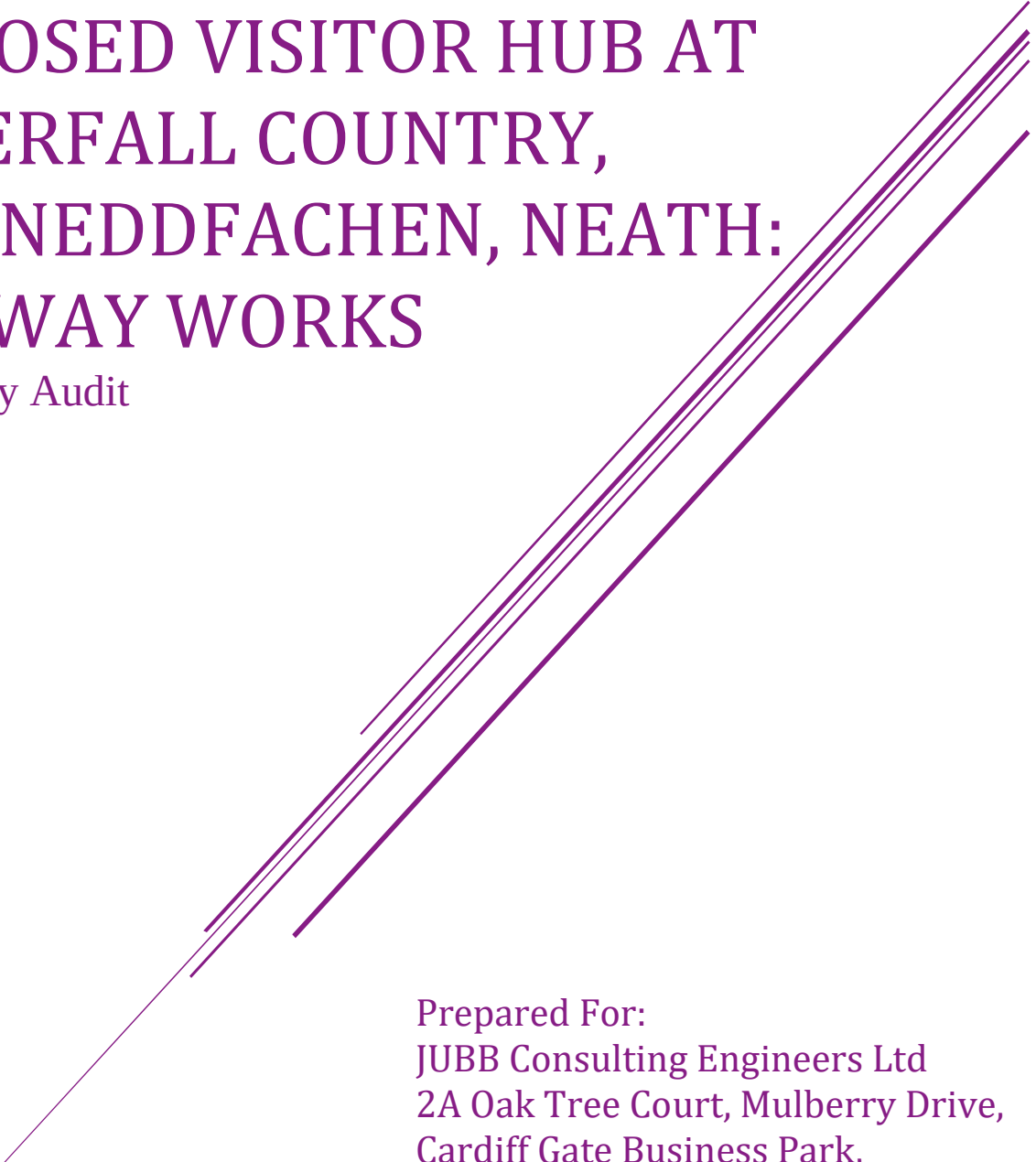


Report Number: JUBB/1648
Date: 23rd June 2025
Prepared by: Julian Bartlett



PROPOSED VISITOR HUB AT WATERFALL COUNTRY, PONTNEDDFACHEN, NEATH: HIGHWAY WORKS

Road Safety Audit
Stage 2

A decorative graphic consisting of several parallel lines in shades of blue and grey, representing a road or highway, extending diagonally from the bottom left towards the top right of the page.

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Highway Authority Neath Port Talbot Council

Project: Proposed Visitor Hub At Waterfall Country, Pontneddfachen, Neath:
Highway Works

Document Title: Stage 2 Road Safety Audit

Date: 23rd June 2025

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Chris Kettell	Julian Bartlett	October 2024
D2	Updated Design	Julian Bartlett	Chris Kettell	Julian Bartlett	June 2025
D3	Clarification	Julian Bartlett	Chris Kettell	Julian Bartlett	June 2025

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Area 4

2081-04-JUB-C-DR-00100	P06	Area 04 - Car Park - General Arrangement
2081-04-JUB-C-DR-00110	P03	Area 04 - Car Park - Contours & Levels Plan
2081-04-JUB-C-DR-00111	P02	Area 04 - Car Park - Site Sections - Sheet 1 of 2
2081-04-JUB-C-DR-00112	P02	Area 04 - Car Park - Site Sections - Sheet 2 of 2
2081-04-JUB-C-DR-00150	P04	Area 04 - Car Park - Swept Path Analysis - Coaches
2081-04-JUB-C-DR-00151	P04	Area 04 - Car Park - Swept Path Analysis - Mini Bus and Estate Cars
2081-04-JUB-C-DR-00152	P04	Area 04 - Car Park - Swept Path Analysis - Delivery and Refuse Vehicles
2081-04-JUB-C-DR-00500	P09	Area 04 - Car Park - Drainage Layout
2081-04-JUB-C-DR-00550	P02	Area 04 - Car Park - Drainage Standard Details - Sheet 1
2081-04-JUB-C-DR-00551	P03	Area 04 - Car Park - Drainage Standard Details - Sheet 2
2081-04-JUB-C-DR-00552	P02	Area 04 - Car Park - Drainage Standard Details - Sheet 3
2081-04-JUB-C-DR-00700	P03	Area 04 - Car Park - External Works Layout
2081-04-JUB-C-DR-00720	P03	Area 04 - Car Park - External Works Standard Details
2081-04-JUB-C-DR-00730	P02	Area 04 - Car Park - Access Track External Works

Area 5

2081-04-JUB-C-DR-00100	P07	Area 05 - Highway Works - General Arrangement
2081-04-JUB-CDR-00105	P01	Area 05 - Highway Works - Contours & Levels Plan - Sheet 1 of 2
2081-04-JUB-CDR-00106	P01	Area 05 - Highway Works - Contours & Levels Plan - Sheet 2 of 2

2081-04-JUB-CDR-00150	P04	Area 05 - Highway Works- Swept Path Analysis - MPV and Estate Cars
2081-04-JUB-CDR-00151	P04	Area 05 - Highway Works - Swept Path Analysis - Delivery Vehicles
2081-04-JUB-CDR-00152	P04	Area 05 - Highway Works - Swept Path Analysis - Refuse & Recycle Vehicles
2081-04-JUB-C-DR-00153	P04	Area 05 - Highway Works - Swept Path Analysis - Tractor & Trailer
2081-04-JUB-C-DR-00154	P01	Area 05 - Highway Works - Swept Path Analysis - Coaches
2081-04-JUB-C-DR-00540	P06	Area 05 - Highway Works - Existing & Proposed Drainage Layout
2081-05-JUB-C-DR-00750	P01	Area 05 - Highway Works - External Works Layout
2081-05-JUB-C-DR-00760	P02	Area 05 - Highway Works - External Works Construction Details

Documents

None Provided

Departures

None Notified.

- 1.5 The Audit Team undertook a site visit on 25th October 2024 during the morning between 11:30 and 12:00. It was fine at the time of the site visit and the road surface was dry. Vehicle movements were limited across the area with free flowing two way movement of three cars. Two pedestrians but no cyclists or motorcyclists were seen travelling within the area of the proposals. On street parking was relatively heavy with most available space closer to the public house being taken. In the order of 20 cars were seen parking on street as well as approximately 10 cars being parked in the pub car park. Due to the nature of the design changes the audit team decided that a further site visit was not required.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any

audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG); and
 - Local Highway Authority Design Guide (if available).
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of personal injury collisions occurring, these have been included for completeness under Section 3 of this report. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 A previous road safety audit was undertaken on an earlier design iteration of the proposals by the same audit team.

2 ISSUES RAISED BY THIS STAGE 2 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG119. problems are identified as they arise for the first time only. See also comments under Section 3 below

Drawing 2081 00 HIR A DR 00200 S2 Rev P15

- 2.2 The drawing shows the extent of the area subject to the development and its relation to the wider highway network. As such the information has no direct impact on the findings of this audit.

Drawing 2081 00 HIR A DR 01310 S2 Rev P13

- 2.3 The drawing shows the first floor of the proposed building and as such has no direct impact on the findings of this audit.

Drawing 2081-05-JUB-C-SK-0100 Rev P02

- 2.4 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit

Area 4

Drawing 2081-04-JUB-C-DR-00100 Rev P06

- 2.5 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00110 Rev P03

- 2.6 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00111 Rev P02

- 2.7 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00112 Rev P02

- 2.8 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00150 Rev P04

- 2.9 The drawing shows swept path movements for a coach accessing the car parking area and the designated spaces. All car movements are achievable within the available vehicle space and as such do not give rise to concern in terms of this audit.

Drawing 2081-04-JUB-C-DR-00151 Rev P04

- 2.10 The drawing shows swept path movements for a car and a minibus accessing the car parking area and the designated spaces. All car movements are achievable within the available vehicle space and as such do not give rise to concern in terms of this audit. The southern most minibus movement requires the movement to cross into the opposite parking bay to turn successfully. This is unlikely to lead to collisions resulting in personal injury but could lead to vehicle damage.

Drawing 2081-04-JUB-C-DR-00152 Rev P04

- 2.11 The drawing shows swept path movements for a refuse vehicle and a delivery vehicle accessing the car parking area. All movements are achievable within the available vehicle space and as such do not give rise to concern in terms of this audit.

Drawing 2081-04-JUB-C-DR-00500 Rev P09

- 2.12 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00550 Rev P02

- 2.13 The drawing shows standard details for the drainage provision. It is presumed that these have been provided by or agreed with the local highway authority and as such give no concerns in terms of this road safety audit.

Drawing 2081-04-JUB-C-DR-00551 Rev P03

- 2.14 The drawing shows standard details for the drainage provision. It is presumed that these have been provided by or agreed with the local highway authority and as such give no concerns in terms of this road safety audit.

Drawing 2081-04-JUB-C-DR-00552 Rev P02

- 2.15 The drawing shows standard details for the drainage provision including chamber construction etc. It is presumed that these have been provided by or agreed with

the local highway authority and as such give no concerns in terms of this road safety audit.

Drawing 2081-04-JUB-C-DR-00700 Rev P03

2.16 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-C-DR-00720 Rev P03

2.17 The drawing standard highway construction details which have presumably been provided by or agreed with the local highway authority and as such give no concerns in terms of this road safety audit.

Drawing 2081-04-JUB-C-DR-00730 Rev P02

2.18 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit

Area 5

Drawing 2081-04-JUB-C-DR-00100 Rev P07

2.19 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-CDR-00105 Rev P01

2.20 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-CDR-00106 Rev P01

2.21 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-04-JUB-CDR-00150 Rev P04

2.22 The drawing shows the swept path movement for a car and minibus turning to and from the proposed access from all directions. All movements are contained within

the available carriageway space and as such do not give rise to concern in terms of this report.

Drawing 2081-04-JUB-CDR-00151 Rev P04

2.23 The drawing shows the swept path movement for a delivery lorry turning to and from the proposed access from all directions. A number of the movements show the vehicle using the full width of the carriageway as well as part of the opposing carriageway in order to undertake the turns. This is not unusual for this class of vehicle and as such does not give rise to concern.

Drawing 2081-04-JUB-CDR-00152 Rev P04

2.24 The drawing shows the swept path movement for a refuse vehicle turning to and from the proposed access from all directions. A number of the movements show the vehicle using the full width of the carriageway as well as part of the opposing carriageway in order to undertake the turns. This is not unusual for this class of vehicle and as such does not give rise to concern.

Drawing 2081-04-JUB-C-DR-00153 Rev P04

2.25 The drawing shows the swept path movement for a 18m tractor and trailer turning right in and left out of the agricultural access turning to and from the proposed access from all directions. All movements are contained within the available carriageway space and as such do not give rise to concern in terms of this report.

Drawing 2081-04-JUB-C-DR-00154 Rev P01

2.26 The drawing shows the swept path movement for a 12m public service vehicle turning to and from the proposed access from all directions. A number of the movements show the vehicle using the full width of the carriageway as well as part of the opposing carriageway in order to undertake the turns. This is not unusual for this class of vehicle and as such does not give rise to concern.

Drawing 2081-04-JUB-C-DR-00540 Rev P06

2.27 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-05-JUB-C-DR-00750 Rev P01

2.28 After due and careful consideration the audit team have been unable to identify any areas of concern associated with the information portrayed on this drawing for this stage of audit.

Drawing 2081-05-JUB-C-DR-00760 Rev P02

2.29 The drawing includes a series of various standard construction details from the South East Wales Framework 2018 Standard Details. These have been provided by the local highway authority and as such do not give rise to concern in terms of this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 Several signs are identified as being relocated as part of the works. Care should be taken in the relocation of these signs to ensure they do not impact on driver visibility
- 3.2 Visibility right from the agricultural access may be at least partially obscured by the existing highway trees, however in the opinion of the audit team the risks associated with reduced driver visibility is extremely low. The access is similar to many field accesses across the UK which do not result in personal injury collisions due to the restricted access nature of the field entry and its sole use by the land owner and their agents.

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4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:

Position: Director

Organisation J Bartlett Consulting Ltd

Date: 23rd June 2025

Road Safety Audit Team Member

Name: Christopher Kettell

Signed:

Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 23rd June 2025

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required