

Road Safety Audit Stage 1 / 2 - Designer's Response

McDonalds, Pontardawe



Prepared for:
McDonalds Restaurant Ltd

Date:
31 July 2025

Prepared by:
Will Garrett

Project/File:
15297-STN-XX-XX-RP-D-0005

Document control sheet

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Table of Contents

Document control sheet.....	i
1 Project Details	1
1.1 Audit Details.....	1
1.2 Authorisation Sheet.....	1
1.3 Description.....	2
1.4 Audit Team Key Personnel.....	2
2 Road Safety Audit Decision Log	2
3 Audit Statements	7
3.1 Design Organisation Statement.....	7
3.2 Overseeing Organisation Statement.....	7

List of Tables

Table 1: Road Safety Audit Details	1
Table 2: Report Authorisation Sheet	1
Table 3: Audit Team Key Personnel	2

List of Appendices

Appendix A Road Safety Audit Stage 1 Report



1 Project Details

1.1 Audit Details

Road Safety Audit	
Report Title:	Stage 1/2 Road Safety Audit
Date:	July 2025
Document Reference:	DC-RW-25-4849-RSA12
Prepared by:	Stantec Hydrock Limited
On behalf of:	McDonalds Restaurant Ltd

Table 1: Road Safety Audit Details

1.2 Authorisation Sheet

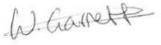
Project Details:	
Project:	McDonalds, Pontardawe
Report Title:	Road Safety Audit Stage 1/2 - Designer's Response
Prepared by:	
Name:	Will Garrett
Position:	Graduate Civil Engineer
Signed:	
Organisation:	Stantec Hydrock Ltd
Date:	31/07/2025
Approved by:	
Name:	Jordan Doe
Position:	Senior Highway Engineer
Signed:	
Organisation:	Stantec Hydrock Ltd
Date:	31/07/2025

Table 2: Report Authorisation Sheet



1.3 Description

A new McDonald's Restaurant with a drive-thru facility on part of the existing Tesco car park in Pontardawe, to the north-east of Swansea.

The site is bound by the River Tawe to the north-west, the A4067 to the south-east, a Tesco Petrol Filling Station to the north-east and Tesco Superstore parking to the south-west.

The access to the site is via an unnamed access road which forms the fourth arm of a roundabout junction with the A4067. The site access road contains footways and street lighting, as well as pedestrian zebra crossings.

1.4 Audit Team Key Personnel

Role	Name	Organisation
Overseeing Organisation		
SAB & Highway Senior Engineer	Dewi Smith	Neath Port Talbot County Borough Council
Road Safety Audit Team		
Team Leader	D Crawford	The Safety Forum Ltd
Team Member	R Westhead	The Safety Forum Ltd
Design Team		
Graduate Civil Engineer	Will Garrett	Stantec Hydrock Ltd
Senior Highway Engineer	Jordan Doe	Stantec Hydrock Ltd

Table 3: Audit Team Key Personnel

2 Road Safety Audit Decision Log

The following list of issues / items were identified during the Stage 1/2 RSA process and will require review and response by the design team.



Road Safety Audit Stage 1 - Designer's Response

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Matters arising from Stage 1/2 Audit.					
3.1	LOCATION: Adjacent to new walls and batter slopes. SUMMARY: Risk of pedestrian falls. It is unclear if the retaining walls and the top of the side slopes are to be protected to reduce the risk of pedestrians and cyclists falling from the proposed path.	Provide suitable protection/fencing at the rear of the path to prevent falls.	NOTED: The new retaining wall will have a handrail affixed to the top in addition to new timber fencing either side. Refer to Scurr Site Layout Plan drawing number 6682-SA-1744-P004 Rev Q.		
3.2	LOCATION: Restaurant car park. SUMMARY: No pedestrian route through restaurant car park. A pedestrian coming from the bridge and crossing the "delivery" access road and needing to get to the Tesco car park (filling station end) will no longer have a defined safe route to the main car	Provide a safe route through or around the edge of the McDonalds car park to accommodate this movement.	NOTED: A safe pedestrian route is provided through the McDonald's site with connectivity from the public highway to Tesco's Car Park. Refer to Scurr Site Layout Plan drawing number 6682-SA-1744-P004 Rev Q.		



Road Safety Audit Stage 1 - Designer's Response

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	park. The new restaurant car park appears to block this route with pedestrians having to walk behind vehicles. It is noted from correspondence that the car park is used informally to collect pupils coming from the northern side bridge. The individuals are at risk of being struck by vehicles using the car park.				
3.3	LOCATION: Ends of shared path. SUMMARY: No connections. It is not clear how cyclists are to join or leave the shared path, or continue their route, and there are no signs to indicate this path is shared use.	Either provide proper signed shared facilities, with connections to links to provide a network, or limit the use of the widened path to pedestrians only.	DISAGREE: The site is served by an existing connection to the National Cycle Network (NCN) Route 43, which runs along the western river bank of the River Tawe on the opposite side to the proposed development site. The route can be reached via a step-free footbridge over the river directly from the Tesco Superstore access road. The existing footpath along the development frontage has been widened into a shared-use route to accommodate pedestrians and cycles. No		



Road Safety Audit Stage 1 - Designer's Response

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			improvements are proposed to the existing paths in the surrounding area in accordance with Planning Decision Ref. P2023/0101. No shared-use cycle signs have been proposed to be consistent with the design philosophy for the existing paths in the local area, i.e. reducing overall street clutter. It is expected that path users will negotiate the space informally.		
3.4	LOCATION: New retaining wall on southern "Tesco access road" route into car park. SUMMARY: Unprotected drop. The drawings show the removal of the existing VRS barrier, and it is not evident that this is to be replaced once construction is completed, and occupants of errant vehicles leaving the carriageway would	Protect the drop with a suitable barrier system, similar to the existing.	NOTED: The drawings do not specify the removal of the existing VRS barrier which is unaffected by the works. We propose the full extent of barrier to be retained.		



Road Safety Audit Stage 1 - Designer's Response

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	suffer more severe injuries if the vehicle were to do so.				



Appendix A

Road Safety Audit Stage 1 /2 Report



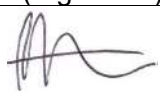
S278 OFFSITE HIGHWAY WORKS, MCDONALDS PONTARDAWE

Stage 1-2 Road Safety Audit

July 2025

DC-RW-25-4849-RSA12

Report title:	S278 Off site works McDonald's Pontardawe Swansea
Date:	24/07/25
Document reference and revision:	DC-RW-25-4849-RSA12
Prepared by:	The Safety Forum
On behalf of:	Stantec UK Limited / NPT Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Crawford	R Westhead		24/07/25
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Stantec UK Limited	The Safety Forum Ltd
Over Court Barns, Over Lane, Almondsbury, Bristol BS32 4DF, United Kingdom	PO Box 831 Godalming Surrey GU7 9HT
Date: 24/07/25	

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1-2 AUDIT.	6
4.0	AUDIT TEAM STATEMENT	8

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1/2 Road Safety Audit (RSA) carried out on the proposed highway alterations for a new fast-food drive through / takeaway.
- 1.2 The scheme primarily involves alterations to footways and some highway supporting retaining walls, on the access to the existing Tesco car park to accommodate a new drive through McDonalds restaurant. The site is within the existing Tesco car park.
- 1.3 The RSA Team are not aware of any previous RSAs for these proposals.
- 1.4 The Stage 1-2 RSA was carried out at the request of the Design organisation, Stantec UK Ltd. This audit only examines the highway works or where the proposals impact exiting usage of the site. The audit has not reviewed the internal layout of the site.
- 1.5 The Road Safety Audit Brief was supplied by Stantec UK Ltd. The overseeing organisation is Neath Port Talbot Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.6 The Audit was carried out between 23rd July and 24th July 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

D Crawford – Team Leader BSc IEng MICE MIHT (Cert of Comp)

R Westhead – Team Member (MSoRSA, RSA Cert Comp)

- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.8 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 23rd July 2025, between 10.15 and 11.00 hours by all members of the Audit Team together. The weather was dry, overcast and the road surface was dry. Traffic conditions were quiet and free flowing to using the shop.
- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.10 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.11 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.12 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
5297-HYD-XX-XX-RP-D-0004		Stage 1-2 Road Safety Audit Brief
15297-HYD-XX-XX-RP-TP-5001-P03_S4 TA Full		Transport Assessment

15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Plan 1 - Location Plan
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Plan 2 - Extent of Works
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Existing Highway Layout
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, General Arrangement
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Swept Path Analysis
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Site Clearance
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Contours & Setting Out
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Retaining Wall Sections, RW01
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Retaining Wall Sections, RW02
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Retaining Wall Sections, RW03
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Retaining Wall Sections, RW04
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Cross Sections Sheet 1
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Cross Sections Sheet 2
					S278 Agreement, Offsite Highway Improvements, Legal Plan
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, TRO Alteration
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Kerbs and Surfacing
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Highway Construction Details
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Road Markings and Traffic Signs
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, Existing Utilities
15297	HYD	XX	XX	DR	S278 Agreement, Offsite Highway Improvements, 3D Strings

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1-2 AUDIT.

3.1 PROBLEM

LOCATION: Adjacent to new walls and batter slopes.

SUMMARY: Risk of pedestrian falls.

It is unclear if the retaining walls and the top of the side slopes are to be protected to reduce the risk of pedestrians and cyclists falling from the proposed path.

RECOMMENDATION

Provide suitable protection/fencing at the rear of the path to prevent falls.

3.2 PROBLEM

LOCATION: Restaurant car park.

SUMMARY: No pedestrian route through restaurant car park.

A pedestrian coming from the bridge and crossing the “delivery” access road and needing to get to the Tesco car park (filling station end) will no longer have a defined safe route to the main car park. The new restaurant car park appears to block this route with pedestrians having to walk behind vehicles. It is noted from correspondence that the car park is used informally to collect pupils coming from the northern side bridge. The individuals are at risk of being struck by vehicles using the car park.

RECOMMENDATION

Provide a safe route through or around the edge of the MacDonalds car park to accommodate this movement.

3.3 PROBLEM

LOCATION: Ends of shared path.

SUMMARY: No connections.

It is not clear how cyclists are to join or leave the shared path, or continue their route, and there are no signs to indicate this path is shared use.

RECOMMENDATION

Either provide proper signed shared facilities, with connections to links to provide a network, or limit the use of the widened path to pedestrians only.

3.4 PROBLEM

LOCATION: New retaining wall on southern “Tesco access road” route into car park.

SUMMARY: Unprotected drop.

The drawings show the removal of the existing VRS barrier, and it is not evident that this is to be replaced once construction is completed, and occupants of errant vehicles leaving the carriageway would suffer more severe injuries if the vehicle were to do so.

RECOMMENDATION

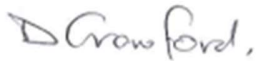
Protect the drop with a suitable barrier system, similar to the existing.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: D Crawford
Position: Road Safety Consultant
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 23/07/25

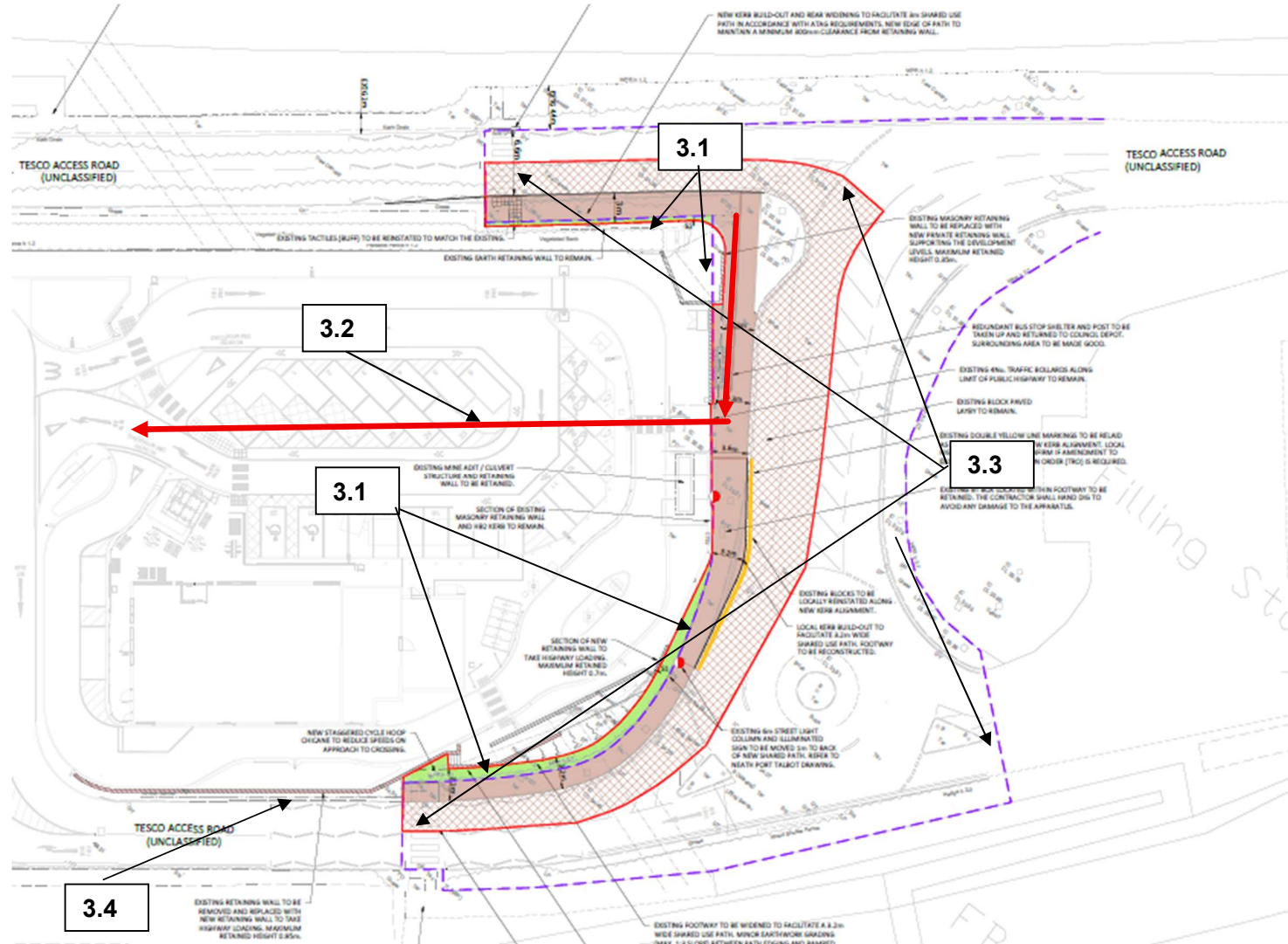
AUDIT TEAM MEMBER

Name: R Westhead
Position: Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 24/07/25

APPENDIX A: LOCATION PLAN



With every community, we redefine what's possible.



Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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