



LLANGATWG COMMUNITY COMPREHENSIVE SCHOOL

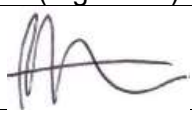
PROPOSED SCHOOL REDEVELOPMENT

Stage 1/2 Road Safety Audit

September 2025

RW-AA-25-4913-RSA12

Report title:	Llangatwg Community Comprehensive School. RSA 1/2
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Prepared by:	The Safety Forum
On behalf of:	Curtins / Morgan Sindall Construction / Neath Port Talbot Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	A Ashfield		30/09/25
Designer's Response				
Authority's Response				
Audit Response				

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	Date: 30/09/25

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1.0 INTRODUCTION

1.1 This report results from a Stage 1/2 Road Safety Audit (RSA) carried out on the proposed access arrangements for a redevelopment of the Llangatwg Community school in Aberdulais, Neath.

1.2 The S278 highway proposals subject to the RSA include:

2 No. new vehicular crossovers off Penscynor:

First Crossover is a double width to allow separate access to substation for maintenance and the delivery yard for the new school

Second Crossover is for Emergency vehicle access to the central courtyard

An additional crossover is to be provided as a temporary access to the existing car park from Penscynor.

1.3 The RSA Team are not aware of any previous RSA 1 for the proposed works.

1.4 The Stage 1/2 RSA was carried out at the request of the Curtins on behalf of Morgan Sindall Construction.

1.5 The Road Safety Audit Brief was supplied by Curtins. 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 on 29th September 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:

R Westhead – Team Leader MSoRSA, RSA Certificate of Competency

A Ashfield - Team Member, FIHE, FCIHT, MSoRSA, NH Certificate of Competency

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 29th September 2025, between 11:30 and 12:00 hours by all members of the

Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions were quiet. A small number of pedestrians were seen on site.

- 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
26CC07-CUR-54-XX-T-C-9501-P01_Road Safety Audit Brief	-	Road Safety Audit Brief
26CC07-CUR-54-XX-D-C-0005-Highway Works Location Plan 26CC07-CUR-54-XX-D-C-0006-Highway Works General Arrangement 26CC07-CUR-54-XX-D-C-0008-Highway Works Proposed Levels 26CC07-CUR-54-XX-D-C-0010-Highway Works Swept Path Analysis Sheet 1		

- 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: At new access points.

SUMMARY: Swept paths of vehicles using accesses.

There are no proposed waiting or parking restrictions and the RSA Team are concerned that the path of vehicles using the proposed access points could be obstructed by parked vehicles on the carriageway. This could result in vehicles using the access junctions being forced to overrun footways or make unsafe manoeuvres to pass.

RECOMMENDATION

Provide parking / waiting restrictions around the new access points to ensure that they can be used safely as required.

3.2 PROBLEM

LOCATION: At proposed emergency access.

SUMMARY: Vehicle activated sign at risk of being struck.

The existing vehicle activated sign will be on the edge of where the proposed emergency access is to be located. Due to the dimensions of the sign, it could be at risk of being struck by any vehicle using the access leading to possible injuries.

RECOMMENDATION

Relocate the sign away from the emergency access point.

3.4 PROBLEM

LOCATION: Proposed construction access.

SUMMARY: Junction visibility.

Visibility to the left for vehicles exiting via the temporary construction access will be limited by vegetation growing on the site boundary to the immediate east. This could result in drivers emerging into the path of traffic on Penscynor travelling west.

RECOMMENDATION

Remove all vegetation from the visibility splay for the temporary access.

3.5 PROBLEM

LOCATION: Proposed temporary construction access and main school egress.

SUMMARY: Junction visibility splays overlap.

Visibility splays for the proposed temporary construction access and main school egress overlap when the visibility splays are measured to 45m, which would be required for vehicles speeds of 30mph. No surveys or vehicles speeds have been provided. Nor have details of whether the temporary access will operate whilst the school is operational. The RSA Team would be concerned that should the construction access be used at the same time as normal school operations, then vehicles exiting either access could do so into the path of traffic on Penscynor.

RECOMMENDATION

Ensure that available visibility splays are sufficient for the speed of traffic on Penscynor. If both accesses are to be used at the same time, then the construction management plan should make provision to avoid vehicles movements from the construction access during periods of peak movements from the school egress, i.e. during the start and end of the school day.

4.0 AUDIT TEAM STATEMENT

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

AUDIT TEAM LEADER

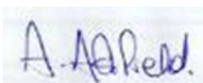
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APPENDIX A: LOCATION PLAN

