

ROAD SAFETY AUDIT RESPONSE

1. Project Details:

Report title:	Stage 2 RSA
Date:	6th January 2026
Document reference and revision:	RW-DC-25-4889-RSA2
Prepared by:	Morgan Sindall / Stantec / Asbri Transport Limited & Fenton & Reece Architects
On behalf of:	Neath Port Talbot

2. Authorisation Sheet:

Project:	YGG RHOSAFAN, MARINE DRIVE, PORT TALBOT
Report title:	Stage 2 RSA Response
Prepared by:	
Name:	Patrick O'Connor and Project Design Team
Position:	Managing Director
Signed:	
Organisation	Asbri Transport Limited
Date:	16 th January 2025
Approved by:	
Name:	Insert name
Position:	Insert position
Signed:	Insert signature
Organisation	Insert organisation
Date:	Insert date

3. Introduction:

This report results from a Stage 2 Road Safety Audit (RSA) carried out on the proposed access arrangements and off-site highway works associated with a school development on the site of the existing Ysgol Gynradd Gymraeg Rhosafan Primary school.

The RSA brief states: Construction of proposed replacement school access works to the new Ysgol Rhosafan, Marine Drive, Port Talbot and a relocated informal pedestrian crossing including two points of vehicular access with the easternmost being designated an entrance and the westernmost for exit only.

The informal pedestrian crossing to be re-located approximately 20m north-west of its exiting location.

A Stage 1 RSA for the proposals was completed by the same RSA Team in June 2025.

The Stage 2 RSA was carried out at the request of the Design organisation, Morgan Sindall, Stantec and Asbri Transport Limited.

The Road Safety Audit Brief was supplied by Asbri Transport Limited. The overseeing organisation is Neath Port Talbot Council. The RSA Brief was approved by Joanne Weeks of Neath Port Talbot Council and was accepted by the Audit Team as adequate to complete the RSA.

The Audit was carried out on December 10th 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.

4. Key Personnel

Overseeing Organisation:	Insert details of the personnel from the Overseeing Organisation
RSA Team:	R Westhead & D Crawford
Design Organisation:	Morgan Sindall / Stantec / Asbri Transport Limited & Fenton & Reece Architects

5. Road Safety Audit Decision Log:

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation Responses	Agreed RSA action
3.1 Parking may obscure visibility splays	Ensure that parking within junction and crossing visibility splays is prohibited by either double yellow or school keep clear markings. It is also noted that one of the provided drawings shows visibility splays of 2.4m x 25m. These splays would not be adequate for the speed of traffic indicated by the speed survey data. Visibility splays suitable for the surveyed speed of traffic should be provided clear of obstructions	All School Keep Clear/waiting & Load and bus bay TROs will be modified or new or revised orders introduced as required. The visibility splay has been increased to 2.4m 'x' by 33m 'y' as recommended	Insert the Overseeing Organisation's response	Insert the design organisation's and Overseeing Organisation's agree action to the problem
3.2	It is presumed that the layby	Retained bus lay-by provision meets school's requirements so no	Insert the Overseeing	Insert the design

Capacity of bus parking area.	area on Marine Drive is to be for school buses, similar to the existing arrangement. It is unclear whether the parking is sufficient for the required number of buses who will be using this facility. If it is not large enough to accommodate all buses, then bus parking on street may result in parking which	design changes considered necessary	Organisation's response	organisation's and Overseeing Organisation's agree action to the problem
3.3 Vehicles exiting in two streams	The exit from the school onto Marine Drive looks like it may be wide enough for two streams of traffic to exit simultaneously (i.e. left turning and right turning streams). If vehicles to do this there could be a risk of pedestrians crossing being masked by adjacent vehicles. Vehicle to pedestrian conflicts could occur.	The width of the exit has been reduced.		
3.4 Risk of congestion at access points due to onsite traffic flows	Ensure that the car park access points and circulation arrangement does not lead to congestion on Marine Drive or at the access junctions	It is considered that the provision of on-site parent drop-off/pick up bays will lead to improved conditions for all users of Marine Drive. As a consequence of the stage 2 RSA some further carriageway markings and signs are to be installed within the school car park and parent drop-off area,		
4.1	Extend the double yellow line	These restrictions are to be extended		

Parking may obscure visibility splays	parking restrictions further south.			
4.2 Vehicles exiting in two streams	Alter the junction geometry so that vehicles exit in one lane only. If it is not possible to alter the geometry then road markings, or surface treatments could be used to guide traffic to exit along the centre of the access road, therefore restricting traffic from exiting in two streams.	The exit junction width has been reduced.		
4.3 Misleading road markings.	Omit the transverse bar markings on the crossing and ensure that the crossing design does not mislead any users as to the control or priority.	These markings at the informal crossing have been omitted from the design.		

6. Design organisation and Overseeing Organisation statements:

The following statements should be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

On behalf of the design organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**

Name:	Insert name
Position:	Insert position
Signed:	Insert signature
Organisation	Insert organisation
Date:	Insert date

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:	Insert name
Position:	Insert position
Signed:	Insert signature
Organisation	Insert organisation
Date:	Insert date