



safer roads for everyone

Caewern House, Neath, Swansea, Wales

Section 278 & Section 38 Highway Works

Road Safety Audit Combined Stage 1 & 2

**on behalf of
Neath Port Talbot County Borough Council**

**TMS Client – Spring Design Consultancy
for Jones Brothers (Henllan) Ltd**

TMS Reference No: 19897
Date: 1st May 2026
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1. Project Details

Report Title:	Caewern House, Neath, Swansea, Wales Section 278 & Section 38 Highway Works Road Safety Audit Combined Stage 1 & 2
Author	Vicky Seaton
Document Ref No:	TMS Ref No: 19897
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Neath Port Talbot County Borough Council (Overseeing Organisation)
TMS Client	Spring Design Consultancy for Jones Brothers (Henllan) Ltd

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	VS/NR	01/05/2026	1/05/2026

2. Introduction

2.1 This report describes a combined Stage 1 and 2 Road Safety Audit carried out on the Section 278 and Section 38 highway works associated with a residential development on land off Dwr-Y-Felin Road in Neath, Swansea.

2.2 The audit team members were as follows:

Audit Team Leader

Vicky Seaton – BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Neal Roderick - BEng (Hons), PGCE, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Engineer / Road Safety Auditor, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from James Player, PCC Ltd on behalf of Jones Brothers (Henllan) Ltd.

2.4 The site was visited by the Audit Team on Monday 27th April 2026 between 11.45am to 12.15pm. The weather was sunny and surface conditions were dry. Traffic flows were low. Pedestrian flows were low. Cycle flows were not observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 Scheme Description

The scheme consists of highway works associated with the proposed redevelopment of Caewern House, Dwr Y Felin Road, in Neath. The development would provide 36 affordable apartments.

The Section 278 works comprise a new simple priority junction on Dwr Y Felin Road, providing access to a residential development. The access would be 5.5m wide with 6m kerb radii at the junction. A 2m wide footway would be provided on the western side of the access, separated from the carriageway by a 1m wide grassed verge. The proposals would require the relocation of an existing gully and a lighting column.

The Section 38 works comprise the new access road and footway connections to Heol Illtyd, an existing residential road to the west. Two carriageway narrowings would be provided, incorporating uncontrolled pedestrian crossings. Street lighting would be provided within the development.

The speed limit on Dwr Y Felin Road is 20mph and street lighting is present. A continuous footway is present on the southern side of Dwr Y Felin Road. A footway on the northern side of the carriageway commences at the existing access to Caewern House. An existing uncontrolled crossing is provided approximately 16m to the west of the proposed junction.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

3. Items resulting from the Combined Stage 1 & 2 Road Safety Audit

Section 278 Works – Dwr Y Felin Road

3.1 PROBLEM

Location: Dwr Y Felin Road – service chamber cover

Summary: Risk of loss of control collisions due to reduced surface friction.

There is a metal service chamber inspection cover located within the extents of the proposed junction which has become smoothed, reducing its surface friction. The cover will be in the critical braking and turning area, particularly for users turning left into the development from the west. The location of the smoothed cover increases the risk of loss of control collisions, particularly for powered two-wheelers.



Dwr Y Felin Road looking south, showing smoothed metal service chamber cover

RECOMMENDATION

The service cover should be relocated out of the critical braking area. If it is not possible to relocate, it should be replaced with a cover with a non-slip surface with a similar PSV as the surrounding carriageway.

Section 38 Works – Internal Site Layout

3.2 PROBLEM

Location: S38 works – carriageway narrowings

Summary: Risk of collisions due to reduced awareness of the requirement to give way.

The drawings do not show any carriageway markings or signage to inform drivers which direction has priority at the narrowings. This uncertainty could lead to nose-to-nose collisions or sudden braking, resulting in rear end shunts or loss of control collisions.

RECOMMENDATION

Signage and carriageway markings should be provided on approach to the priority give way features.

3.3 PROBLEM

Location: S38 works – carriageway narrowings

Summary: Risk of collisions due to reduced awareness of build-outs.

Bollards are not shown on the drawings in relation to the build-outs at the carriageway narrowings. The absence of bollards on the build-outs could reduce their conspicuity, particularly during darkness conditions. Reduced awareness of the build-outs could lead to inappropriate approach speeds and kerb strikes, with subsequent loss of control collisions.

Furthermore, the carriageway narrowings are shown to accommodate uncontrolled pedestrian crossings. The absence of bollards could result in vehicles encroaching onto the footway whilst negotiating the features, with a risk of collisions with pedestrians.

RECOMMENDATION

Reflective bollards should be installed on the build-outs associated with the carriageway narrowings.

3.4 PROBLEM

Location: S38 works, footway – kerb heights

Summary: Risk of collisions/ injuries involving pedestrians.

No details have been provided to the Audit Team in relation to kerb heights. Pedestrians crossing the internal road, particularly those with additional accessibility needs, could trip and fall whilst negotiating a full height kerb, leading to injuries or collisions with other road users.

RECOMMENDATION

Appropriate dropped kerbs should be provided at pedestrian crossing points, reducing the potential for injuries due to trips and falls.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Vicky Seaton – BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed	
Date	01/05/2026

Audit Team Member

Neal Roderick - BEng (Hons), PGCE, MCIHT, MSoRSA
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Appendix A

Documents Examined:

- 2609-00(03) – Site Location Plan
- 2609-530-B – Adoption Plan
- 2609-550 – S278 General Arrangement Plan
- 2609-551 – S278 Signage and Markings
- 2609-552 – S278 Surface Finishes Plan
- 2609-553 – S278 Proposed Levels
- 2609-554 – S278 Highway Construction Details
- 2609-556 – S278 Refuse Vehicle Swept Path
- 2609-559 – S278 Legal Plan
- 25-449-1A – 1.1 – Lighting Plan
- 2609-740-D – Road Drainage Details
- 2609-500-I – SuDS Strategy Plan
- 2609-740-3-A – Road Cross Section
- 2609-600-A – Road Longitudinal Sections
- Transport Statement

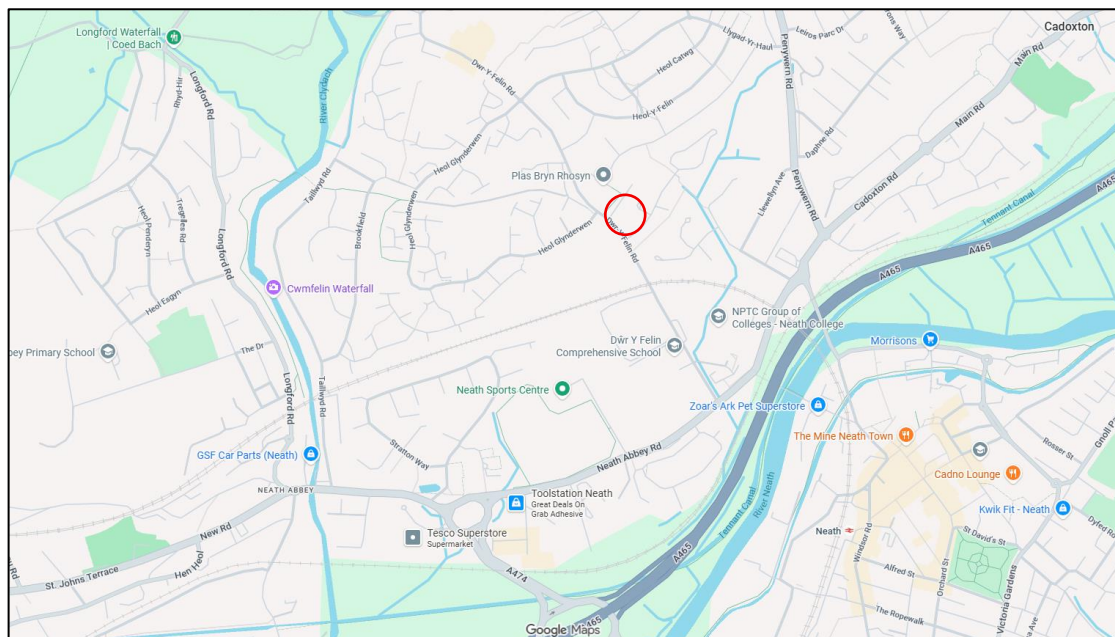
Other Information Provided:

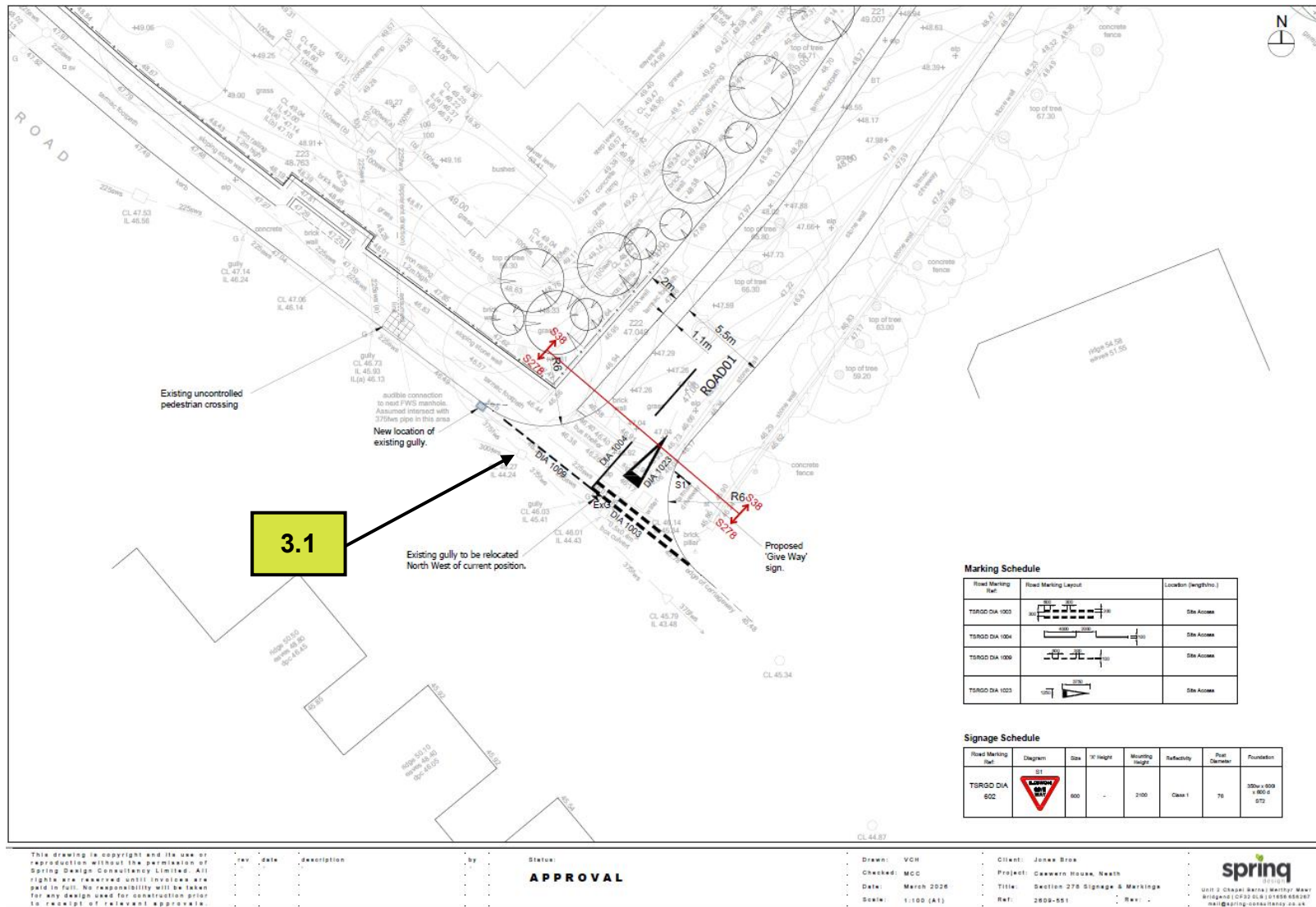
- RSA1&2 Checklist of Information Required

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:





Problem 3.4 refers to footways within S38 works

