

Neath,
Castle Bingo



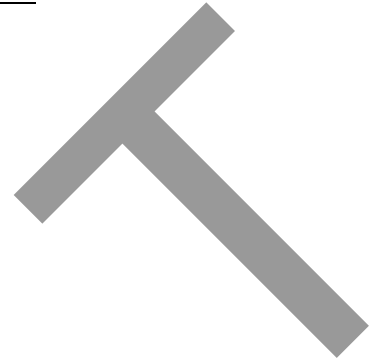
Road Safety Audit - Stage 1

Castle Leisure

MAY
2026

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Report title	Neath, Castle Leisure
Date	18 May 2026
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On behalf of	Castle Leisure



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1 Introduction

1.1 Background

- 1.1.1 This report has been prepared by Lime Transport and sets out the results of a Stage 1 Road Safety Audit, requested by Castle Leisure, of proposals to provide a static LED illuminated panel on the south-eastern façade of their Castle Bingo facility adjacent to the A474, Neath.
- 1.1.2 The Audit Team comprised:
- A Roberts BEng (Hons) MCIHT MSoRSA FFB
 - M Davies BSc (Hons) MSoRSA
- 1.1.3 A Stage 1 Road Safety Audit Brief (**Appendix 1**) was issued to and accepted by the Audit Team. No members of the Audit Team were involved in either the preliminary or detailed design of the scheme, and there were no additional members who attended the site visit or undertook a concurrent audit.
- 1.1.4 The audit took place on site, during the hours of darkness, on Wednesday 15th April 2026, when the road surface was dry and the weather was fine, and also by examination of the plans and drawings (as listed in **Appendix 2**).
- 1.1.5 The terms of reference of the audit are as described in GG119, and this Safety Audit examines the safety implications of the proposed scheme. It presents observations and recommendations only where there are identified deficiencies in the safety of the scheme. This Audit report does not verify compliance of the scheme with any other standard or criteria. This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 2 of this report as they fall outside the remit of Road Safety Audit in general.
- 1.1.6 It should be noted that this Audit Report does not identify problems within the wider highway network. An absence of comments relating to specific road users/modes in section 2 of this report does not imply that they have not been considered; instead, the Audit Team feels they are not adversely affected by the proposed changes.
- 1.1.7 There were no reported departures from standards and no additional documents supplied to the Audit Team.

2 Issues raised at this Stage I Road Safety Audit

2.1 Main issues

2.1.1 The main issue raised in the Audit Brief states:

‘By virtue of their size, prominent roadside location and illuminated nature, would the proposed LED signs:

- i. *Conflict with the existing traffic signal-heads on the approaches to the A474/School Road junction; or,*
- ii. *Cause undue distraction and confusion to drivers and have a detrimental effect on highway and public safety.’*

2.2 Conflict with traffic signal-heads

A474 northbound approach to the A474/School Road junction

2.2.1 During the time of the site visit, there was a hoarding erected around the Lidl store (to the south of the Castle Bingo site), that obscured the forward visibility towards existing building/existing illuminated site (on the south-eastern façade of the building). However, outlined below are a series of screenshots (from Google Earth) along the A474 northbound approach to the A474/School Road junction.



Diagram 1 - 50m south of the northbound stop-line



Diagram 2 - 30m south of the northbound stop-line; and,



Diagram 3 - 10m south of the northbound stop-line.

- 2.2.2 It can be seen from **Diagram 1** above that the proposed sign, which lines up with the eastern edge of the existing illuminated sign, ends to the left and lightly below the primary signal-head on the nearside edge of the carriageway and, therefore, does not conflict with the signal-head. It can also be seen that the proposed LED sign will not conflict with either the primary or secondary signal-heads (within the central median island).
- 2.2.3 It can be seen from **Diagram 2** that the eastern end of the proposed LED sign is set back from the nearside primary signal-head and is partially obstructed by the large Lidl flag-type sign (and opening hours), and that the primary and secondary signal-heads will be unaffected by the proposed LED sign.
- 2.2.4 It can be seen from **Diagram 3** that the proposed LED sign is set back some distance from the nearside primary signal-head, is partially hidden by the existing, mature specimen tree, and does not conflict with either primary sign-heads or secondary signal-head.

School Road approach to the A474/School Road junction

- 2.2.5 Outlined below are two photographs taken during the site visit, with one photograph (**Photo 1**) taken along School Road (looking towards the junction and the Castle Bingo building) at the stop-line, and the second photograph (**Photo 2**) taken approximately 20m east of the stop-line.

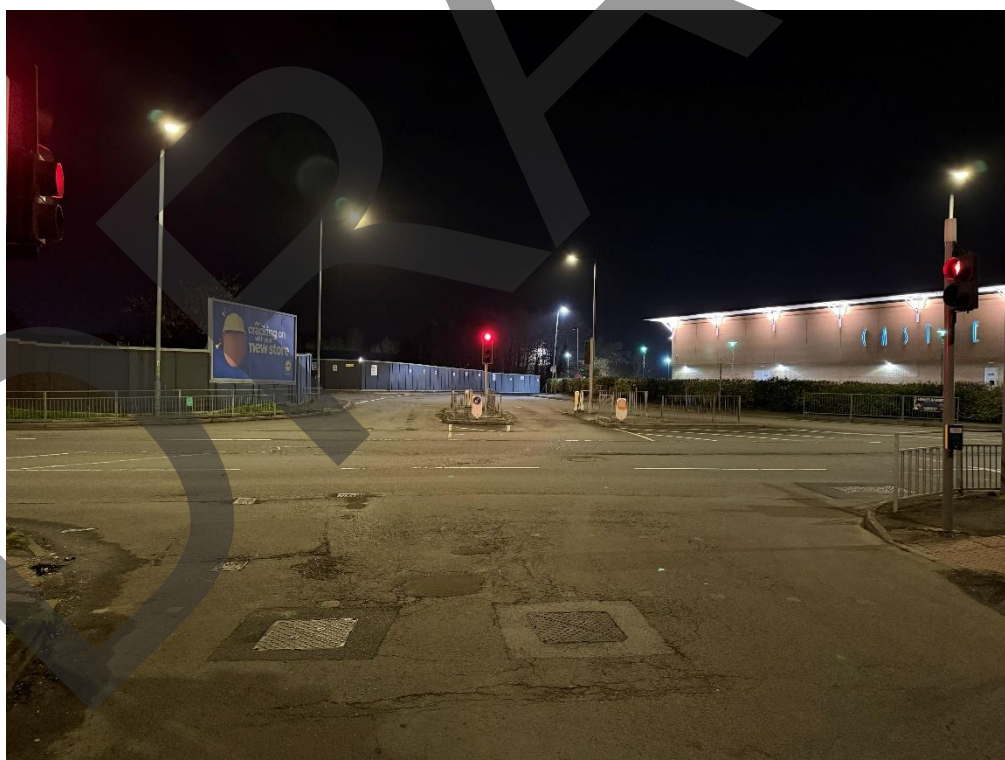


Photo 1 - School Road approach to the A474/School Road junction – at the stop-line

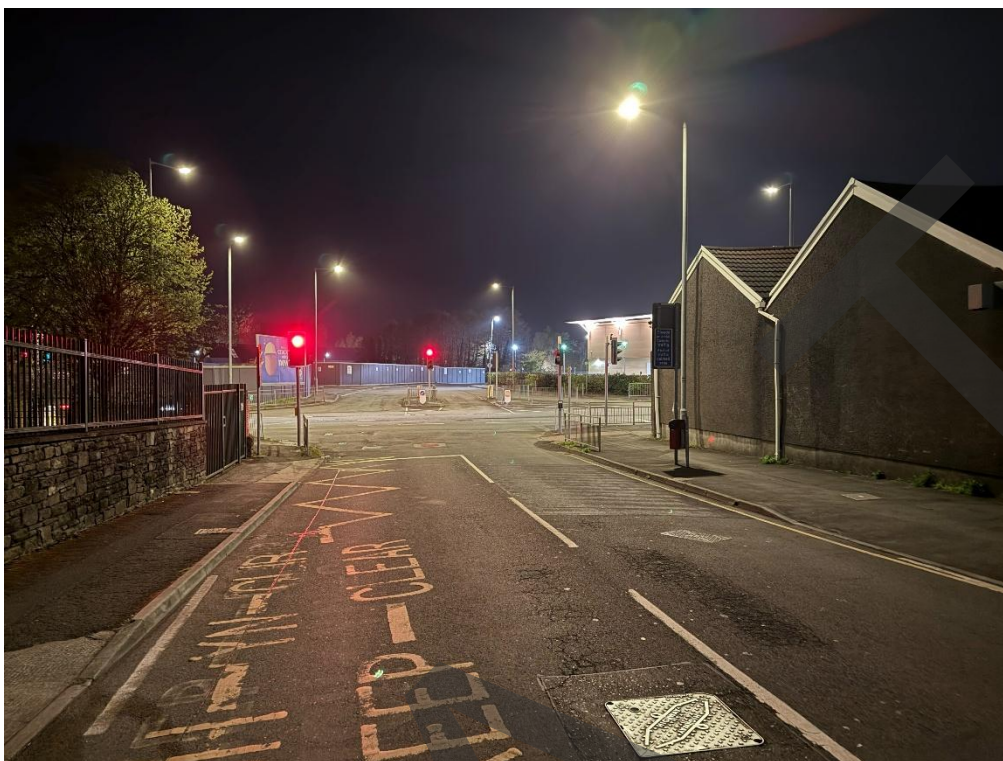


Photo 2 – School Road approach to the A474/School Road junction – approx. 20m east of the stop-line

- 2.2.6 It can be seen from Photo 1 (at the stop-line) that the proposed LED sign does not conflict with either the primary signal-head (at the left-hand edge of the photograph) or the secondary signal-head (within the centre of the photograph).
- 2.2.7 It can be seen from Photo 2 (which was taken approximately 20m east of the stop-line) that the proposed LED sign is not even visible to drivers approaching the junction.

Summary

- 2.2.8 It is, therefore, considered that the LED sign will not conflict with the existing traffic signal-heads on either the A474 northbound approach or School Road approach to the A474/School Road junction, and will not, have a detrimental impact on road safety.

2.3 Distraction/confusion

- 2.3.1 The Audit Team do not consider that the proposed LED illuminated Panel would cause undue distraction and confusion to drivers, particularly when considering:
- the ambient lighting levels along the highway within the vicinity of the proposed LED illuminated panel;
 - the ambient lighting levels along the building's façade; and,
 - the restricted sightlines from the surrounding highway, including the A474 northbound and School Road westbound approaches to the junction.

- 2.3.2 LED illuminated signs, including signs that are far larger than the ones proposed here, are used alongside major arterial roads around the country, most of which display intermittent messages. There is no evidence that these signs *'cause undue distraction and confusion to drivers'* or *'have a detrimental effect on highway and public safety'*.
- 2.3.3 Many of the illuminated signs are not animated (i.e. display video messages), however, they do change on rotation, whereas the proposed signs are for a single fixed message per day, which poses significantly less risk of distraction.
- 2.3.4 Notwithstanding the above, it is also considered that the Planning Authority could impose a planning condition that would require the luminance levels to be reduced during the hours of darkness, which would address any perceived concerns regarding driver distraction.

3 Audit Team statement

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

Audit Team leader

Name: [REDACTED]
Position: Director
Organisation: Lime Transport
Address: Avon House, Stanwell Road
Penarth, CF64 2EZ

Signed: [REDACTED]
Date: 18th May 2026

Audit Team member

Name: [REDACTED]
Position: Senior Transport Planner
Organisation: Lime Transport

Signed: [REDACTED]
Date: 18th May 2026

Appendix 1 Safety Audit brief

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Table 3.1 Project Summary									
Document reference:	26030								
Prepared by:	[REDACTED]								
Signed:	[REDACTED]								
Organisation:	Lime Transport Limited								
Date:	13th April 2026								
Authorisation sheet									
Project:	Neath, Castle Leisure								
Report title:	Road Safety Audit Stage 1								
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:									
Name:									
Signed:									
Organisation:	Neath Port Talbot CBC								
Date:									
Table 3.2 General Details									
General Details									
Highway scheme name and road name:	Neath, Castle Leisure								
Type of scheme:	Stage 1 Road Safety Audit of proposals to provide a static LED illuminated panel, displaying regulatory compliant messaging associated with the use of the building, on the south-east facade (facing both the A474 northbound and School Road approaches to the A474/School Road junction.								
RSA stage (tick as appropriate)	1	☒	2	☐	3	☐	4	☐	
	Stage 1								
Overseeing organisation details		Design organisation details							
Neath Port Talbot County Borough Council		Bingham Hall Partnership Ltd 5 Ty Nant Court Morganstown Cardiff CF15 8LW							
T: [REDACTED]		T: [REDACTED]							
Police contact details		Maintaining agent contact details							
N/A		N/A							
RSA team membership									
[REDACTED]									
[REDACTED]									

Terms of Reference
The terms of reference of this Audit are DMRB Volume 5, Section 2: GG 119
Table 3.3 Scheme details
Scheme description/objective
General
Stage 1 Road Safety Audit of proposals to provide a static LED illuminated panel, displaying regulatory compliant messaging associated with the use of the building, on the south-east facade (facing both the A474 northbound and School Road approaches to the A474/School Road junction).
Design standards applied to the scheme design
n/a
Design speeds
n/a
Speed limits
30mph reducing to 20mph approximately 80m south of the Main Road/St David's Close junction
Existing traffic flows/queues
None supplied
Forecast traffic flows
It is not anticipated that the proposals to provide two LED signs at the corner of the existing building will generate additional traffic.
Pedestrian, cyclist and equestrian desire lines
These will be unaffected by the proposals to provide two LED signs at the corner of the existing building.
Environmental constraints
Is the scheme located adjacent to an unlit stretch of carriageway or junction that would be unduly affected by the proposals to replace the existing Neon sign with a Static LED illuminated sign.
Table 3.4 Locality
Description of locality
The existing building is located on the western side of the A474 that runs between Briton Ferry and Neath Town Centres, and the proposed sign is located on the south-eastern facade of the building (adjacent to the A474/School Road traffic signal-controlled junction), with the sign facing both the A474 northbound and School Road approaches to the junction. The road/junction is extremely well-lit, and the view of the building/proposed signs is restricted by existing flag type advertising sign/panel and a mature specimen tree on the western edge of the carriageway.
General description
Stage 1 Road Safety Audit of proposals to provide a static LED illuminated panel, displaying regulatory compliant messaging associated with the use of the building, on the south-east facade (facing both the A474 northbound and School Road approaches to the A474/School Road junction).
Relevant factors which may affect road safety
By virtue of its size, prominent roadside location and illuminated nature, would the proposed Static LED sign (i) conflict with the existing traffic signal-heads on the approaches to the A474/School Road junction, or (ii) cause undue distraction and confusion to drivers and have a detrimental effect on highway and public safety.

Table 3.5 Analysis			
Collision data analysis			
None supplied			
Departures from standards			
None reported			
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions			
n/a			
Strategic decisions			
n/a			
List of included documents and drawings			
Documents			
None supplied			
Drawings			
Drawing No.		Drawing title	
25.101.530D		Existing and Proposed Elevation	
Table 3.6 Checklist			
Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	n/a
Departures and relaxations from standards	n/a	Construction/typical details	n/a
Previous RSA reports	n/a	Previous RSA response reports and evidence of agreed actions	n/a
Collision data and collision data analysis	n/a	Road traffic collision plot	n/a
Traffic signal staging	n/a	Traffic counts	n/a
Speed surveys	X	Pedestrian, cyclist and horse riding desire lines and volumes	X
Walking, cycling and horse riding assessment and reviews	X	Items outside the scope of the RSA/Strategic decisions	n/a
Other factors that may affect impact on road safety	X	Design speeds/speed limits	✓
Design standards used	n/a	Adjacent land uses	X

Appendix 2

Drawings supplied with Audit brief

Ref no.	Title	Prepared by
25.101.530D	Existing and proposed elevations	Design Management Partnership