

RCT School Walking Routes Assessment

Blaencwm and Blaenrhondda to Treorchy
Comprehensive School

March 2025





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1. Introduction

- 1.1 Redstart has been commissioned by Rhondda Cynon Taf County Borough Council (RCT) to undertake an assessment to determine the availability of the walked route between the following locations:
- **Main Route** – Hendrewen Public House, Blaencwm and Treorchy Comprehensive School, Treorchy.
 - **Sub Route** - Blaenrhondda Bus Terminus to St Alban's Terrace (joins the Main Route).
- 1.2 A route is considered to be available and safe for a learner to walk alone or, if appropriate for the age of the learner, accompanied by an adult. In determining the comparative safety of a walking route, an assessment of the risks that escorting parents/guardians and learners might encounter along the route between home and school needs to be made.
- 1.3 Such assessments will follow the Welsh Government Statutory Provisions on the Risk Assessment of Walked Routes to School, as laid down within the Learner Travel Statutory Provision and Operational Guidance 2014.

2. Policy Alignment

- 2.1 The Learner Travel (Wales) Measure 2008 sets out the legal framework within which travel provisions are made for learners travelling from home to school. In June 2014 the Welsh Government published the Learner Travel Statutory Provision and Operational Guidance to aid local authorities in the implementation of the Measure.
- 2.2 Local authorities are under a legal duty to assess the travel needs of learners who walk to school. The Learner Travel Statutory Provision and Operational Guidance enables local authorities to determine whether a route to school is 'available' (safe) to walk or is deemed 'unavailable' (unsafe) and the safeguards that could be put in place to ensure that the route is or can become 'available' (safe) to walk.
- 2.3 The Welsh Government document requires the following issues to be considered in assessing a route;

For a route to be classed as available (safe) the route needs to be;

- A continuous adequate footway on roads which carry medium to heavy traffic; **or**
- "Step offs" on roads which have low traffic flow but adequate sight lines to provide sufficient advance warning to drivers and pedestrians; **or**
- On roads with very low traffic flow, no "step offs", but sufficient good sight lines to provide adequate advance warning.

If there is a need to cross roads it is recommended that there should be one of the following safety measures:

- Pedestrian refuge; **or**
- Visibility – it should be good enough to allow vehicles to stop safely (given the 85th percentile speed rule, vehicle stopping distances are as those set out in the Highway Code); **or**
- Sufficient gaps in the traffic flow and sight line to allow enough opportunities to cross safely; **or**
- Sufficient crossing facilities (for example, zebra, pelican crossings); **or**
- Sufficient pedestrian phases at traffic lights (including necessary refuges); **or**
- Sufficient School Crossing Patrols (lollipop people).

- 2.4 The following information should be considered as detailed in the Learner Travel document and summarised below:
- a) Speed limits around or near schools;
 - b) Two-way traffic flows recorded in Passenger Car Units (PCUs) - low traffic flow is determined below 400 vehicles in a 1 hour period, medium traffic flows between 400 to 840 and heavy traffic flows over 840 vehicles per hour. Below 240 vehicles per hour is assessed as safe to cross, equivalent to 1 vehicle every 15 seconds;
 - c) An analysis of gaps in traffic during 5 consecutive minutes is required. 4 gaps within such a 5 minute period is considered acceptable. At a walking speed of 1 metre per second most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds whilst others may need a larger gap of around 10 to 12 seconds;
 - d) A minimum of previous collision history for 3 years;
 - e) Footpath / footway width, condition, and visibility. On roads of low traffic flow a verge that can be stepped on by a child and accompanying parent when traffic is passing can normally be assumed to provide an available route;
 - f) Where roads need to be crossed, it is recommended that the availability of crossing facilities such as central refuges, pedestrian crossings or traffic signals be taken into consideration;
 - g) Potential flooding and, if necessary, safety features including signing, lighting, safety barriers should be considered;
 - h) Any planned changes to the area that may have an impact on pedestrian routes;
 - i) Level crossings;
 - j) Social danger caused by any potential anti-social behaviour;
 - k) Any changes to the characteristics of the people walking the route.
- 2.5 Social Danger is open to different interpretations and is subjective. In terms of quantifying social danger, the existence of any such dangers should be supported by evidence.
- 2.6 In conducting risk assessments, it is recommended that local authorities work in partnership with organisations/agencies which have expertise in (including responsibility for) tackling and quantifying social danger. The Police or Police Community Support Officers have responsibility for crime, disorder, and anti-social behaviour, whilst the Local Safeguarding Children Boards have responsibility for safeguarding/child protection matters.
- 2.7 Their involvement includes the exchange of information, assessment, and management of any such risks. Therefore, Redstart have not been commissioned to identify issues of social dangers caused by anti-social behaviour.

3. Procedures

3.1 Site Visit

- 3.1.1 A walking site assessment was undertaken to investigate the route and to identify hazards / possible remedial works required in order to provide a safe walking route. The route was walked at times to capture typical traffic conditions during the time that school children were walking the route.
- 3.1.2 Listed below are examples of typical site hazards that will be considered as a result of the walking assessment:
- Inter-visibility between drivers and pedestrians, both along the route and at minor junctions;
 - Potentially high volumes of traffic at crossing points and types of vehicles using the route;
 - Condition of footway surface, usable width, and connectivity between adjacent footways;
 - Any overgrown foliage hindering pedestrian movements/narrowing the usable width;
 - Vehicles parking on the footway causing an obstruction/narrowing the usable width.

3.2 Information to be provided

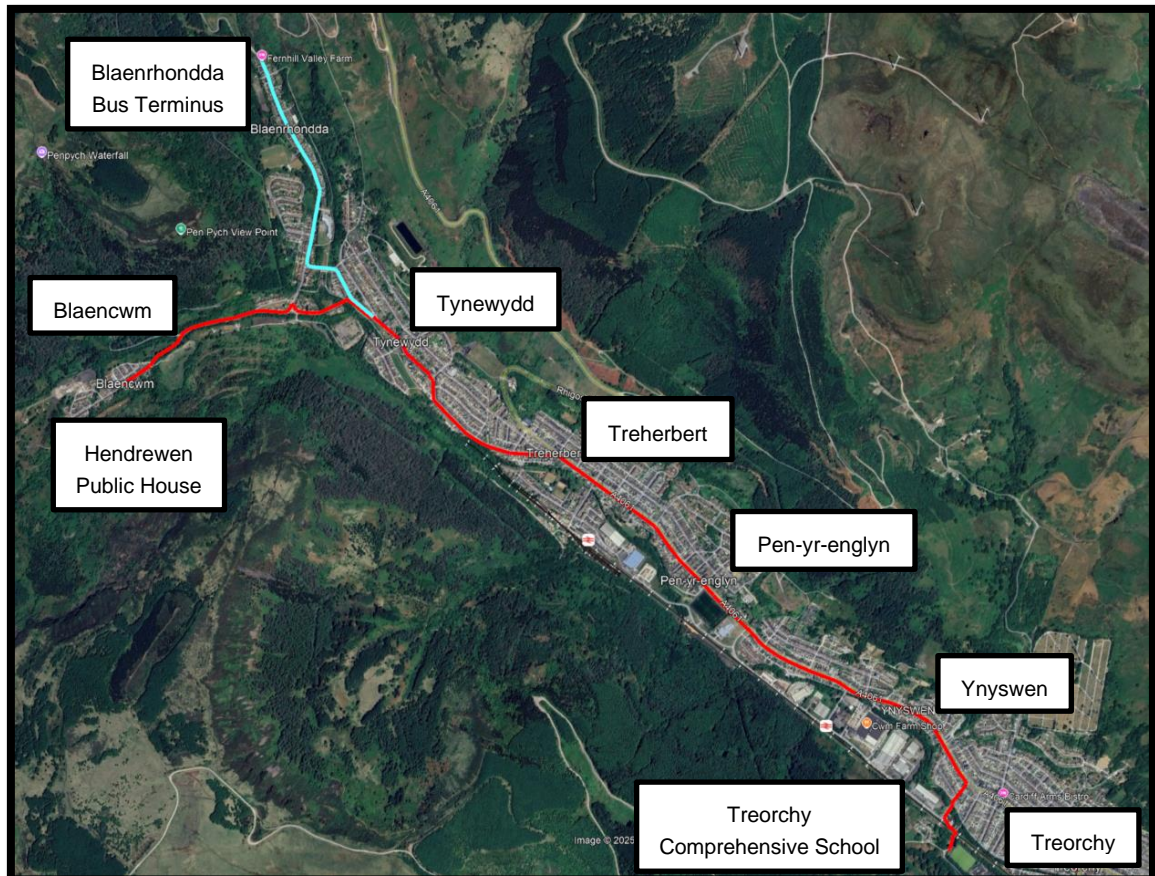
- 3.2.1 The following information is to be provided as part of the assessment:
- a) A plan showing the routes assessed;
 - b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

4. Site Location & Walking Route

4.1 Route Overview (Main Route and adjoining Sub Route)

- 4.1.1 The **Main Route** is from Hendrewen Public House, Hendrewen Road, Blaencwm CF42 5DR to Treorchy Comprehensive School rear gate. A further **Sub Route** has also been assessed as part of the report and is shown in **Image 4.1** below.

Image 4.1 – Route 15 – Main and Sub Route to Treorchy Comprehensive School (Image ©2024 Airbus)



- **Main Route** – Hendrewen Public House (PH) to Treorchy Comprehensive School via, Blaen-Y-Cwm Road, St Albans Terrace, Wyndham Street, Gwendoline Street, Dunraven Street, A4061 Bute Street, A4061 Baglan Street, A4061 Ynyswen Road, A4061 Bute Street, Crichton Street into Ynyswen Estate and the railway over bridge to Treorchy Comprehensive School.
- **Sub Route** – Blaenrhondda Bus Terminus to St Alban's Terrace (joins the Main Route) via Brook Street, Blaenrhondda Road, St Albans Road and St Alban's Terrace.

4.2 **Main Route** – Hendrewen Public House (PH) to Treorchy Comprehensive School

- 4.2.1 Footways along the route are sufficiently wide, allowing pedestrians to pass one-other without issue. Where footways end, pedestrians can continue their journey by crossing to the other side of the road. Secondary Pupils are already walking from Wyndham Hotel and the routes from here are already available and in daily use. Links to / from Primary Schools at Pen-Pych Primary, Penyreglyn and Ynyswen are already available and in daily use.
- 4.2.2 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.2.3 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length.
- 4.2.4 Connectivity between footways for the most part is provided by zebra, signal control, and other defined uncontrolled crossing points. However, it is noted there are a number of minor junctions along the route where no defined crossing points are present.
- 4.2.5 The route lies within a 30/20mph speed limits, with vehicle flows observed to be low to moderate during the time of the assessment and pedestrian volumes were low.
- 4.2.6 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians.
- 4.2.7 Photographs 4.1 to 4.16 were taken along the **Main Route** from Hendrewen Public House (PH), Hendrewen Road, Blaen-Y-Cwm Road, St Albans Terrace, Wyndham Street, Gwendoline Street, Dunraven Street, A4061 Bute Street, A4061 Baglan Street, A4061 Ynyswen Road, A4061 Bute Street, Crichton Street into Ynyswen Estate and the railway over bridge to Treorchy Comprehensive School rear gate.

Photograph 4.1 – Northern footway along B4522 Blaen-Y-Cwm Road



Photograph 4.2 – No pedestrian crossing provisions/potential visibility issues at the wide junction of B4522 Blaen Rhondda Rd and Blaen-Y-Cwm Road



Photograph 4.3 – Uncontrolled crossing on St Albans Terrace near the junction with B4522 Blaen-Y-Cwm Road



**Photograph 4.4 – Uncontrolled crossing on St Albans Terrace near the junction with
Halifax Terrace**



Photograph 4.5 – Zebra crossing outside The Wyndham on Wyndham Road



Photograph 4.6 – Signal controlled crossing outside Premier Store on the A4061 Bute Street



Photograph 4.7 – Uncontrolled crossing outside no.129 Bute Street on the A4061



Photograph 4.8 – Zebra crossing opposite the carpark at gateway to Treherbert on the A4061



Photographs 4.9 – Wide uncontrolled crossing at the junction of Ynyswen Estate with the A4061 Baglan Street near Penyreglyn Primary School



Photograph 4.10 – Zebra crossing near the junction of Ynyswen Estate Road with the A4061 Ynyswen Road



Photograph 4.11 – Parking on footways along Crichton Street into Ynyswen Estate



Photograph 4.12 – School bus parking along Ynyswen Estate



Photograph 4.13 – New footway at the housing development in Ynyswen Estate



Photograph 4.14 – Footpath from Ynyswen Estate to Tylacoch footbridge over the railway



Photograph 4.15 – Tylacoch footbridge approach to rear gate entrance to Treorchy Comprehensive School



Photograph 4.16 – Overhanging trees on the back lane approach to rear gate entrance to Treorchy Comprehensive School



4.3 **Sub Route** – Blaenrhondda Bus Terminus to St Albans Terrace (joins the **Main Route**)

- 4.3.1 Footways along the route are sufficiently wide, allowing pedestrians to pass one-other without issue. Where footways end, pedestrians can continue their journey by crossing to the other side of the road. Secondary Pupils are already walking from Wyndham Hotel and the routes from here are already available and in daily use. Links to / from Primary Schools at Pen-Pych Primary, Penyreglyn and Ynyswen are already available and in daily use.
- 4.3.2 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.3.3 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length. However, it is noted that the existing footway ends abruptly at the river bridge on Brook Street on the approach to Pen Pych Community Primary School.
- 4.3.4 Connectivity between footways for the most part is provided by zebra, signal control, and other defined uncontrolled crossing points. However, it is noted there are a number of minor junctions along the route where no defined crossing points are present.
- 4.3.5 The route lies within a 30/20mph speed limits, with vehicle flows observed to be low to moderate during the time of the assessment and pedestrian volumes were low.
- 4.3.6 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians.
- 4.3.7 Photographs 4.17 to 4.25 were taken along the **Sub Route** from Blaenrhondda Bus Terminus to St Alban's Terrace via Brook Street, Blaenrhondda Road, St Albans Road and St Alban's Terrace (joins the Main Route).

Photograph 4.17 – Vehicles parking on footways along Brook Street



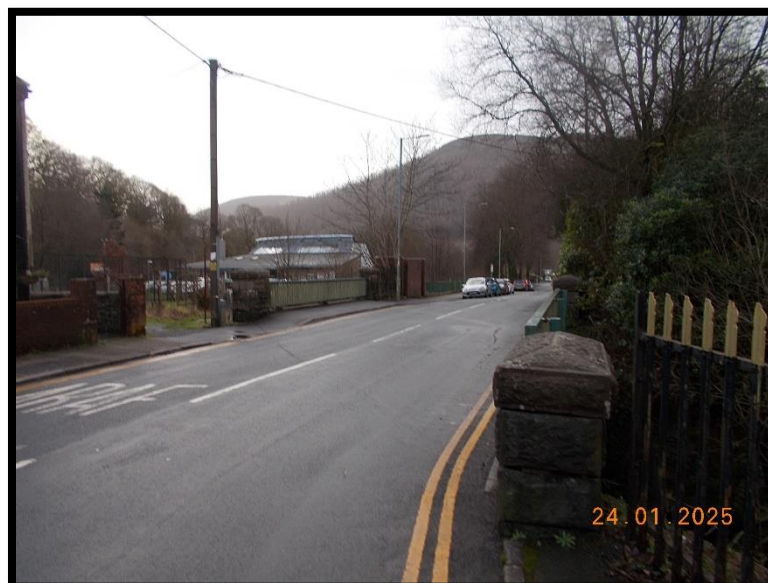
Photograph 4.18 – Vehicles parking on footways along Brook Street



Photograph 4.19 – Abrupt end to the existing footway with restricted forward visibility for vehicles approaching the potential uncontrolled crossing point



Photograph 4.20 - Restricted forward visibility for vehicles approaching the potential uncontrolled crossing point



Photograph 4.21 – Uncontrolled crossing point at the entrance to Pen-Pych Primary School



Photograph 4.22 – Uncontrolled crossing point with pedestrian refuge island at the junction of St Alban's Road with Blaenrhondda Road at the river bridge



Photographs 4.23 & 4.24 – Uncontrolled crossing point obstructed by on street parking at the junction of Upper St Alban's Road with St Alban's Road



Photograph 4.25 – Surface water ponding in the footway on St Alban's Terrace



5. Pedestrian / Traffic Surveys

- 5.1 Learner Travel Guidance states: Where roads need to be crossed, it is recommended that the availability of crossing facilities such as central refuges, pedestrian crossings or traffic signals be taken into consideration. Where there are no crossing facilities, the route's risk assessment ought to consider each required road crossing, bearing in mind traffic speed and flows, sight lines etc.
- 5.2 If there is a need to cross roads there ought to be:
- Sufficient gaps in the traffic flow and sight lines to allow enough opportunities to cross safely. The gap time analysis should be used where necessary **or**
 - Pedestrian refuges **or**
 - Crossing facilities (e.g. zebra, pelican, puffin crossing etc.) **or**
 - Pedestrian phase at traffic lights **or**
 - School Crossing Patrol.
- 5.3 If a road needs to be crossed the visibility at the location should allow a vehicle to stop, given the 85th percentile speed (the speed at which 85% of the vehicles travel below) of the traffic flow. Vehicle stopping distances should be taken as those given in the Highway Code. In many rural areas, the exercise of continuous judgement is likely to be required. No criteria can provide all the guidance or answers to every situation that may be encountered.
- 5.4 If roads have to be crossed to use a footway or to improve sight lines, it may be necessary to advise on safe crossing places. On some country roads the footway may not be continuous.
- 5.5 An informed judgement will have to be made about the availability of "step off" points.
- 5.6 The difficulty of crossing at a site can be assessed by considering the number of gaps in the traffic flow that are acceptable to pedestrians. Free flowing traffic may provide gaps randomly and fairly frequently, but speeds tend to be higher, and gaps would need to be longer in order to cross the road safely.
- 5.7 An acceptable gap to cross from kerb to kerb varies with each person. Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Others may need larger gaps of around 10 to 12 seconds.
- 5.8 It is recommended that the survey records the number of gaps in each 5-minute period that are longer than the road crossing time, using one metre per second as the walking speed. Four gaps in each 5-minute period indicate a road that can be crossed without too much delay. Longer gaps could be classified as multiple gaps rather than as just one gap.
- 5.9 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.9.1 Low Traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1-hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.

- 5.9.2 Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Four such gaps within a 5-minute period are considered acceptable. For this report, we have used 6 seconds and where the gap is more than or equal to 12 seconds this has been counted as 2 or more gaps.
- 5.10 With the above criteria in mind, traffic surveys were undertaken to establish flows, 85th%tile speeds and crossing gaps at the following locations:
- 5.10.1 The Ynyswen Estate access road outside Penyreglyn Primary School – Pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.

Photograph 5.1 – Uncontrolled crossing point outside Penyreglyn Primary School



- 5.11 RCT Transport Officers undertook traffic counts on Ynyswen Estate access road, as the road was noted to get busier from estate traffic and drop-offs to Penyreglyn Primary School.
- 5.12 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.12.1 Low Traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1-hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.
- 5.12.2 Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Four such gaps within a 5-minute period are considered acceptable. For this report, we have used 6 seconds and where the gap is more than or equal to 12 seconds this has been counted as 2 or more gaps.

5.13 Traffic counts were undertaken at one location as detailed below, with counts carried out between 08:00 and 09:00 and 15:00 and 16:00. In accordance with Learner Travel Guidance the period that recorded the highest traffic volumes has been “revisited” to confirm reliability of data:

5.13.1 **Location 1 – Ynyswen Estate access road outside Penyreglyn Primary School – 22/10/2024**

- ❖ **AM:** 323 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 16 to 31, with a total of 315 gaps over the 1-hour period.
- ❖ **PM:** 360 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 9 to 32, with a total of 231 gaps over the 1-hour period.

5.13.2 **Location 1 – Ynyswen Estate access road outside Penyreglyn Primary School – 25/10/2024**

- ❖ **PM:** 364 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 13 to 34, with a total of 270 gaps over the hour period.

The traffic flow and gaps at this location for both AM and PM meet the criteria outlined in the Learner Travel Guidance.

6. Social Issues

- 6.1 There is a section of footway circa 450m long between Blaen-Y-Cwm Road play area and Graig-Y-Ddelw, **photograph 6.1**, which has no overlooking buildings or natural surveillance, other than by passing traffic or other pedestrians. There is also a rear lane access to Treorchy Comprehensive School, **photograph 6.2**, which again has no overlooking buildings or natural surveillance, other than by other pedestrians. Both routes are available and in daily use by parents and pupils walking locally to / from Pen-Pych Primary and Treorchy Comprehensive Schools. These areas would benefit from vegetation clearance / cutting back of overhanging tree branches to improve pedestrian comfort and lighting levels.

Photograph 6.1 – Blaen-Y-Cwm Rd footway between the play area and Graig-Y-Ddelw



Photograph 6.2 – Back lane approach to the rear entrance of Treorchy Comprehensive School



- 6.1.1 There may be other issues that are not obvious from a walked assessment, which may be identified by other user groups. The local authority would need to consider these aspects with the Police and other safeguarding agencies.

7. Collision Data

- 7.1 Pedestrian collision data for the 5 years from 2020 to 2024 (verified) have been investigated through Crashmap.co.uk and Police Recorded Road Collision data. Note that the Learner Travel Statutory Provision and Operational Guidance requires assessors to incorporate 3 years of collision history into the assessment of a route.
- 7.2 The collision data has been investigated during the times that school children would be walking the route to capture typical traffic conditions during the time. These times have been set at 07:00 – 09:30 for the AM journey, and 14:30 – 17:00 for the PM journey.
- 7.3 There were no collisions that involved pedestrians along the sub route during the period assessed.
- 7.4 The following collision occurred on the **Main Route** during the period assessed:
- 1 serious on A4061 Baglan Street. The casualty of this collision was a child pedestrian. Date 28/03/2023.

8. Route Overview

8.1 **Main Route** – Hendrewen Public House to Treorchy Comprehensive School

- 8.1.1 The route lies within 20/30mph speed limits.
- 8.1.2 There are continuous footways present in reasonable condition along the route.
- 8.1.3 Trees were observed to be overhanging the footway at the following locations:
- Along the northern footway of Blaen-Y-Cwm Road
 - Discreet sections of footway along the Ynyswen Estate road
 - The lane access to the rear entrance to Treorchy Comprehensive School
- 8.1.4 There are potential visibility issues/wide crossings at the following locations:
- Potential visibility issues at the junction of Blaen-Y-Cwm Road and Blaenrhondda Road (near Graig-Y-Ddelw), though the crossing can be made more safely further into Blaenrhondda Road at its narrowest point, where visibility of vehicles from Blaen-Y-Cwm Road is noted to be improved.
 - Wide crossing distance (circa 25m measured at the give way line) at the junction of Ynyswen Estate Road and the A4061 Baglan Street (near Penyreglyn Primary School), though the crossing can be made more safely further into Ynyswen Road, where crossing distances are shorter.
- 8.1.5 Street lighting is present throughout the route.
- 8.1.6 Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 1 collisions occurred during the period analysed resulting in 1 slight pedestrian casualty.
- 8.1.7 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.1.8 There are controlled crossing facilities at the following locations:
- Zebra Crossing – Outside the Wyndham Public House on Wyndham Street.
 - Signalised Crossing – Outside the pharmacy on the A4061 Bute Street.
 - Signalised Crossing – Outside the Premier store on the A4061 Bute Street.
 - Zebra Crossing – Outside no.3 Eleanor Street parking on the A4061 Baglan Street.
 - Zebra Crossing – Outside no.144 on the A4061 Ynyswen Road.
- 8.1.9 Two sections along the route are not overlooked by residential or commercial properties, but are noted to be well used by pedestrians and /or overlooked by passing vehicles:
- The section of footway circa 450m long between Blaen-Y-Cwm Road play area and Graig-Y-Ddelw.
 - The lane access to the rear entrance of Treorchy Comprehensive School.

8.2 Sub Route – Blaenrhondda Bus Terminus to Treorchy St Alban's Terrace (joins the Main Route)

8.2.1 The route lies within 20/30mph speed limits.

8.2.2 There are continuous footways present in reasonable condition along the route. However, the western footway along Brook Street ends abruptly at the bridge on the approach to Pen-Pych Primary School. There is potential for uncontrolled crossing at this location, where it is noted forward visibility to northbound vehicles approaching along Brook Street is limited. However, visibility is improved before reaching this point, with traffic levels noted to be low and adequate gaps in traffic observed to cross the road. See **paragraph 8.2.3** below.

8.2.3 There are potential visibility issues/wide crossings at the following locations:

- Potential visibility issues at the uncontrolled crossing where the footway ends abruptly (see paragraph 8.2.2 above), which has limited forward visibility to northbound vehicles approaching along Brook Street. It is noted however, the crossing can be made more safely before this point is reached, where visibility to approaching vehicles is improved.
- Wide crossing distance (circa 12m measured either side of the pedestrian refuge island) at the junction of St Alban's Road and Brook Street (near the river bridge). It is noted however, the crossing can be made more safely towards the centre of the bridge, where crossing distances are shorter and visibility to approaching vehicles is improved.

8.2.4 Street lighting is present throughout the route.

8.2.5 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.

8.2.6 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.

8.2.7 There are no controlled crossing facilities along this Sub Route.

8.2.8 There are no areas that raised concerns for anti-social behaviour during the site walkover visit along the Sub Route.

9. Conclusions and Recommendations

9.1 **Main Route** – Hendrewen Public House to Treorchy Comprehensive School

9.1.1 The route meets the criteria and is considered available to walk in line with the Learner Travel guidelines. However, further enhancements to the walked route **could be considered** to improve conditions for route users. These include the following:

- Monitor the condition of overhanging trees and foliage. Where trees and/or foliage overhang or encroach into footways, these areas should be cut back to improve the usable width, sight lines and natural surveillance. In addition to this leaf debris should be removed from footways when required.
- Monitor footway obstructions. Where footways widths continue to be restricted by parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

9.2 **Sub Route** – Blaenrhondda Bus Terminus to St Alban's Terrace (joins the Main Route)

9.2.1 The route meets the criteria and is considered available to walk in line with the Learner Travel guidelines. However, further enhancements to the walked route **should be considered** to improve conditions for route users. These include the following:

- Monitor footway uncontrolled crossing points. Where uncontrolled footway crossing points continue to be blocked/obstructed by parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.
- Investigate the provision of a new uncontrolled crossing point (tactile paving and drop kerbs) on Brook Street before the point where the footway ends abruptly. This will guide pedestrian to a safer location and improve pedestrian crossing facilities between the eastern and western footways.

9.2.2 The route meets the criteria and is considered available to walk in line with the Learner Travel guidelines. However, further enhancements to the walked route **could be considered** to improve conditions for route users. These include the following:

- Monitor footway obstructions. Where footways widths continue to be restricted by parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.
- Investigate the cause of the surface water ponding in the footway on St Alban's Terrace and provide remedial measures to ensure positive drainage is achieved.

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