

RCT School Walking Route Assessment

Gilfach Goch to Tonyrefail Community
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 Cwm Gwyrdd Medical Centre and Tonyrefail Community School, Tonyrefail.
- 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

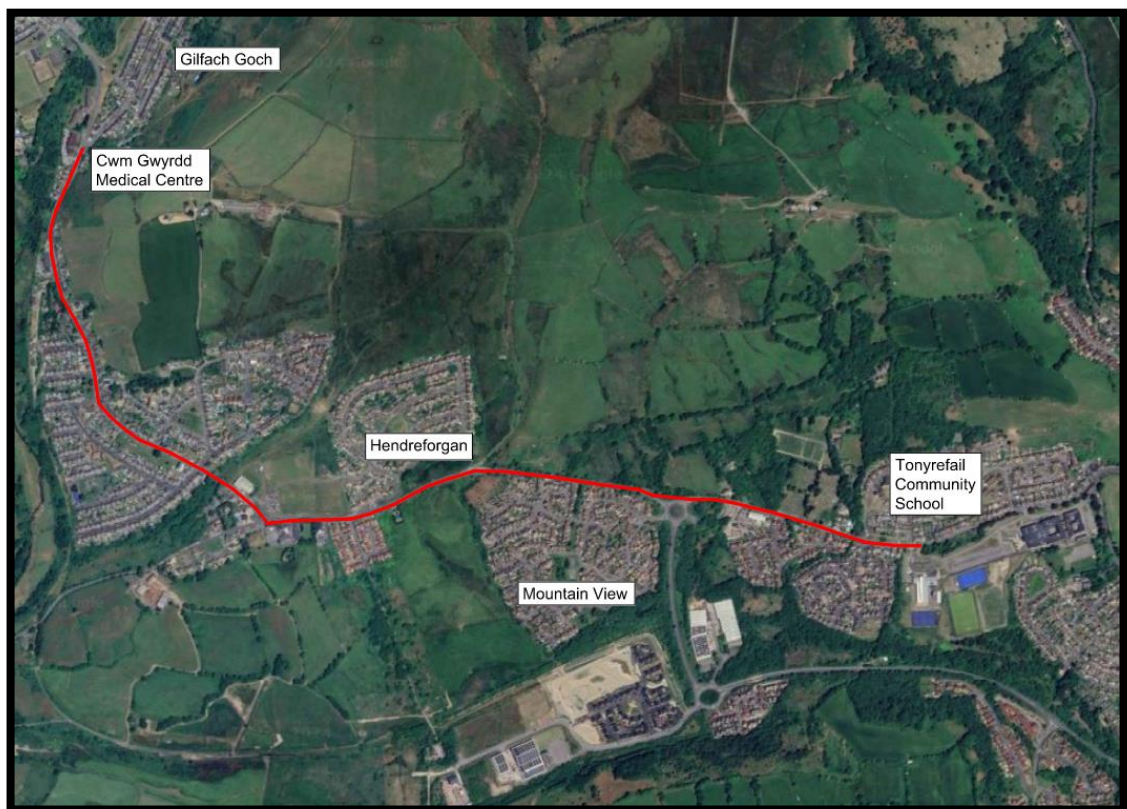
- 3.2.1 The following information is to be provided as part of the assessment:
- a) A plan showing the routes assessed;
 - b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

4. Site Location & Walking Route

4.1 Route Overview

- 4.1.1 The route commences at Cwm Gwyrdd Medical Centre, CF39 8TJ which is situated on the B4564 Tonyrefail. The route proceeds southwards along the following roads, Gelli Arael Road, Cambrian Avenue, A4093, Gilfach Road, Tonyrefail Community School CF39 8HG, as shown in **Image 4.1** below. There are continuous lengths of footway, with crossing opportunities and street lighting present along its length.

Image 4.1 – Cwm Gwyrdd Medical Centre to Tonyrefail Community School (Image © 2024 Airbus)



- 4.1.2 Generally, footways along the route are sufficiently wide, allowing pedestrians to pass each other without issue. This reduces for some short sections with the requirement for pedestrians to either give way to each other or cross to the other side of the road. Pupils already walk this route from Hendreforgan and the route from here is already available and in daily use. Links to / from the Primary Schools at Gilfach and Mountain View to Hendreforgan are already available and in daily use.
- 4.1.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.

- 4.1.4 Connectivity between footways is provided throughout by zebra, signal control, central refuge, and other defined uncontrolled crossing points.
- 4.1.5 A 20mph speed limit is in place along most of the route, where vehicle flows were moderate.
- 4.1.6 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians.
- 4.1.7 Photographs 4.1 to 4.30 taken along the walking route are shown below.

Photograph 4.1 – Signalised crossing north of Medical Centre



Photograph 4.2 – Short section of footway narrowing along the eastern footway B4564



Photograph 4.3 – Overhanging chain-link fence western footway B4564



Photograph 4.4 – Parking issues and footway narrowing on eastern footway opposite house no. 3 Gelli Arael Road



Photograph 4.5 – Vegetation narrowing along the western footway south of the Barber Room



Photograph 4.6 – Parking issues narrowing the usable width on eastern footway opposite no. 57 Gelli Arael Road



Photograph 4.7 – Grade separated footway north of Wood Street



Photograph 4.8 – Uncontrolled crossing point opposite Gilfach Goch Scout Group



Photograph 4.9 – Informal crossing point opposite Family Shopper Cambrian Avenue



Photograph 4.10 – Wide crossing point with safer crossing further into Thomas Street



Photograph 4.11 – Wide crossing point with safer crossing further into Alfred Street



Photograph 4.12 – Zebra Crossing north of Thomas Street



Photograph 4.13 – Short section of footway narrowing and start of pedestrian footbridge north of Thomas Street



Photograph 4.14 – On footway parking issues at the uncontrolled crossing point opposite Gilfach Goch Community Association



Photograph 4.15 – Wide junction crossing between eastern and western footways at the junction of the B4564 Cambrian Avenue with the A4093



Photograph 4.16 – Signal controlled crossing opposite Hendreforgan Primary School



Photograph 4.17– Uncontrolled Crossing at Trem Y Griffin



Photograph 4.18 – End of western footway at Heol Y Mynydd



Photograph 4.19 – Need for uncontrolled pedestrian crossing between bus stops on A4093



Photograph 4.20 – Eastern footway narrowing on A4093 (40mph)



Photograph 4.21 - Eastern footway flush kerbs on A4093 (40mph) and footway narrowing to circa 1.0m



Photograph 4.22 - Uncontrolled crossing point between A4093 and B4278



Photograph 4.23 - Localised footway narrowing with vegetation encroachment on the B4278



Photograph 4.24 – Reduced visibility issues at uncontrolled crossing point on the junction of the fencing supplier's unit and Gilfach Road, it is noted however that traffic flows are very low entering the unit



Photograph 4.25 - Narrow footway with verge opposite Trax Tyres



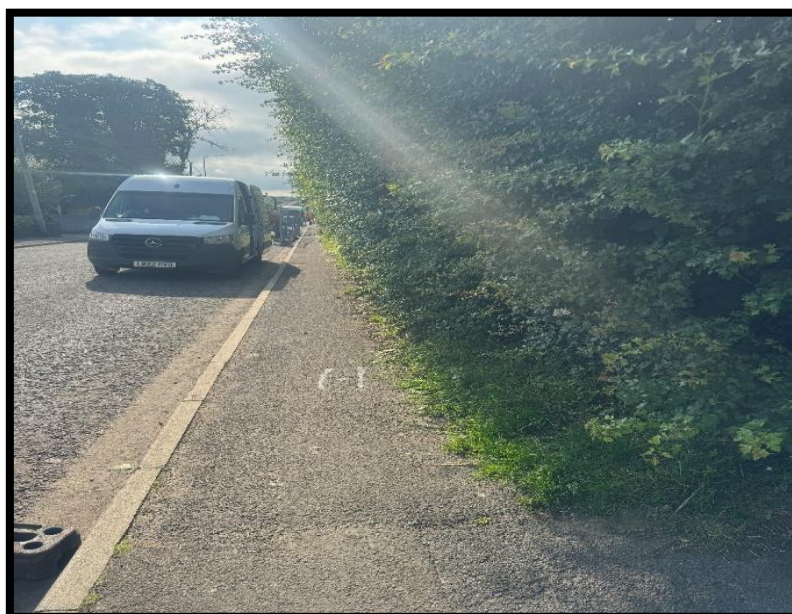
Photograph 4.26 – Uncontrolled crossing between northern and southern footway



Photograph 4.27 - Narrow footway with overgrown vegetation and a failing fence line along back of the southern footway opposite Trane Cemetery



Photograph 4.28 - Narrow footway and overgrown vegetation restricting the usable width on the southern footway north of Dan Y Fron



Photograph 4.29 – Signalised crossings between Worcester Court and Bryngolau



Photograph 4.30 – Footway leading to Tonyrefail Community School



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 With the above criteria in mind, traffic surveys were undertaken to establish flows, 85th%tile speeds and crossing gaps at the following locations:

- 5.9.1 Footway in advance of no.3 Gelli Arael Road requires pedestrians to step into or cross the road in advance of the footway narrowing. There are sufficient crossing gaps for pedestrians to cross at this location to achieve connectivity between adjacent footways.



- 5.9.2 West of Heol Y Mynydd. There are sufficient crossing gaps for pedestrians to cross at this location to achieve connectivity between adjacent footways.



- 5.9.3 On the A4093 40mph section, the footway narrows down in width, with no adjacent footway. This is currently managed by pedestrians giving way to pass one another.



- 5.10 RCT Transport Officers undertook traffic counts at the above locations.
- 5.11 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.11.1 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.
- 5.11.2 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.
- 5.12 Traffic counts were undertaken at 4 different locations on 2 different days, with counts carried out between 07:45 and 08:45 and 14:45 and 15:45. In accordance with Learner Travel Guidance the period that recorded the highest traffic volumes has been “revisited” to confirm the data consistency.
- 5.13 In addition to this, and in light of the conditions noted along the 40mph section of the A4093, a further 7-day speed survey was undertaken to establish 85thtile speeds along the section at the footway narrowing **.
- 5.13.1 **Location 1 – B4564 in advance of 3 Gelli Ariel Road - 01/10/2024**
- ❖ **AM:** 472 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 13 to 29, with a total of 203 gaps over the 1-hour period.
 - ❖ **PM:** 418 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 11 to 29, with a total of 247 gaps over the 1-hour period.
- 5.13.2 **Revisit Location 1 – B4564 in advance of 3 Gelli Ariel Road - 02/10/2024**
- ❖ **PM:** 398 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 12 to 26, with a total of 236 gaps over the 1-hour period.
- The traffic flow and gaps at this location for both AM and PM meet the criteria outlined in the Learner Travel Guidance.**
- 5.13.3 **Location 2 – A4093 West of Heol Y Mynydd - 18/09/2024**
- ❖ **AM:** 1,077 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 4 to 16, with a total of 97 gaps over the 1-hour period.
 - ❖ **PM:** 982 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 6 to 14, with a total of 125 gaps over the 1-hour period.
- 5.13.4 **Revisit Location 2 – A4093 West of Heol Y Mynydd - 24/09/2024**
- ❖ **AM:** 1,129 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 5 to 12, with a total of 95 gaps over the 1-hour period.

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

5.13.5 Location 3 – A4093 North of Cedarwood Drive - 18/09/2024

- ❖ **AM:** 566 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 5 to 28, with a total of 196 gaps over the 1-hour period.
- ❖ **PM:** 551 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 8 to 28, with a total of 231 gaps over the 1-hour period.

5.13.6 Revisit Location 3 – A4093 North of Cedarwood Drive - 24/09/2024

- ❖ **AM:** 531 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 12 to 28, with a total of 223 gaps over the 1-hour period.

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

5.13.7 ** Revisit Location 3 – A4093 North of Cedarwood Drive for 7-day 85th%tile Speed Survey between 12/12/2024 to 18/12/2024

- ❖ **Eastbound:** 85th%ile speeds recorded at 41.6 mph with 5 day average flows of 6670.
- ❖ **Westbound:** 85th%ile speeds recorded at 39.7 mph with 5 day average flows of 6836.
- ❖ **Two-way Flows:** 85th%ile speeds recorded at 41 mph with 5 day average flows of 13506.

The traffic flows were noted to be in the Medium range at this location for both AM and PM periods, with 85th%tile speeds at or around the posted 40 mph limit.

5.13.8 Location 4 – B4278 Gilfach Road into industrial estate - 13/09/2024

- ❖ **AM:** 67 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 15 to 50, with a total of 380 gaps over the 1-hour period.
- ❖ **PM:** 34 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 39 to 50, with a total of 519 gaps over the 1-hour period.

5.13.9 Revisit Location 4 – B4278 Gilfach Road into industrial estate - 16/09/2024

- ❖ **AM:** 76 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 19 to 44, with a total of 392 gaps over the 1-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 The section of footway along the 40 mph section of the A4093 between Heol Y Mynydd and Gilfach Road has no overlooking buildings (the adjacent properties are blocked by the rear boundary fences) or natural surveillance for circa 500m, other than by passing traffic or other pedestrians, see **photograph 6.1** below.

Photograph 6.1 – Limited natural surveillance along the 40mph section of the A4093 between Heol-Y-Mynydd and Gilfach Road



- 6.2 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 route during the period assessed.

8. Route Overview

- 8.1 The route lies within 40/30/20mph speed limits.
- 8.2 There are continuous footways present in reasonable condition along the route.
- 8.3 There are discrete sections of less than 1m wide footways along the B4564 Gelli Arael Road on the eastern side of the carriageway adjacent to the properties. Pedestrians are required to cross the road and use the western footway as vehicles were observed to park on the narrow footway. Whilst visibility at this location was restricted by parked vehicles at the time of the assessment and is restricted by the geometry of the road, the crossing can be made more safely in advance of the location where the visibility of vehicles in both directions meets the criteria of the Learner Travel guidance. The local neighbourhood policing teams are also working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.4 There are uncontrolled crossing points between the eastern and western footway of Cambrian Avenue where vehicles were observed to park on the footway. Whilst visibility here appears to be restricted by parked vehicles and the geometry of the road, the crossing can be made safely in advance of the location where the visibility of vehicles in both directions is meets the criteria of the Learner Travel guidance. The local neighbourhood policing teams are also working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.5 There is a localised section of footway on the A4093 (40mph section) where the majority of the footway measures at circa 1.1m to 1.4m width, with a 300-400mm grassed verge between the back of footway and the property boundary close boarded fence. A suitable width footway was available (with step-offs to the rear) for the most part of the route. However, over two sub-sections of approximately 10m long (downhill section) and 50m long (uphill section) respectively within this length of route, the footway width reduces to circa less than 1.0m. A property boundary fence is located at the back of footway in these areas which prevented pedestrians from stepping into the verge. This is currently managed by pedestrians giving way to pass one another.
- 8.6 Surveys show 85%tile vehicle speeds were at/around the posted 40 mph speed limit. Whilst vehicle flows are medium, ranging from between 531 and 566 vehicles per hour, there is adequate visibility to and for approaching vehicles and favourable gaps in traffic allowing pedestrians to step into the carriageway to pass if required (see 5.12.5 and 5.12.6). Vehicle positions within the westbound (uphill) lane were also observed to be towards the middle/centreline of the road away from the kerb line. Street lighting is present along the route, although ongoing tree maintenance is required to ensure that lighting levels are not compromised. There were no recorded collisions along this length of the A4093 in the 5 year period (from 2018 to 2022).
- 8.7 The uncontrolled crossing point across Gilfach Road Junction (entrance to Tyre Trax) is approximately 30m wide, with limited visibility but very low use. This is currently managed by pedestrians proceeding with caution across the junction. Vehicle flows are very low, ranging between 34 and 76 vehicles per hour, with between 380 and 519 gaps of 6 seconds per hour.
- 8.8 The southern footway link from the entrance into Tyre Trax and up to the Worcester Court junction is approximately 900mm in some locations, which may require pedestrians to cross to the other side of the road to avoid the narrow footway.
- 8.9 Trees and vegetation were observed to be overhanging sections of the footway throughout the route as identified in Section 4. Opposite Trane Cemetery, the existing fence had failed in places, exposing pedestrians potentially to a level difference hidden by vegetation. It would be prudent to repair the fence line to address the hazard and mitigate the risk.
- 8.10 Street lighting is present throughout the route although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.

- 8.11 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed
- 8.12 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. There are controlled crossing facilities at the following locations:
- Signalised Crossing – B4564 North of Cwm Gwyrdd Medical Centre.
 - Zebra Crossing – Cambrian Avenue east of Thomas Street.
 - Signalised Crossing – A4093 North of Ysgol Gynradd Hendreforgan Primary School.
 - Signalised Crossing – junction of Bryngolau and Worcester Court
- 8.13 One section along the route is not overlooked by residential or commercial properties but are well used either by passing traffic or pedestrians:
- The footway along A4093 between Heol Y Mynydd and Gilfach Road for circa 1000m.
- 8.14 Traffic counts were undertaken at 4 different locations on 6 different days, as detailed in Section 5, with counts carried out between 07:45 and 08:45 and 14:45 and 15:45. Revisits were carried out in the periods where the traffic count were at their highest. The site locations and traffic counts are detailed below:
- **Location 1** – B4564 in advance of 3 Gelli Ariel Road
 - **Location 2** – A4093 West of Heol Y Mynydd
 - **Location 3** – A4093 North of Cedarwood Drive
 - **Location 4** – B4278 Gilfach Road into industrial estate

The traffic flow and gaps at these locations for both AM and PM times meet the criteria outlined in the Learner Travel Guidance.

- 8.14.1 A 7-day 85thtile Speed Survey was undertaken at **Location 3** on the A4093 North of Cedarwood Drive between 12/12/2024 to 18/12/2024.
- **Eastbound:** 85thtile speeds recorded at 41.6 mph with 5 day average flows of 6670.
 - **Westbound:** 85thtile speeds recorded at 39.7 mph with 5 day average flows of 6836.
 - **Two-way Flows:** 85thtile speeds recorded at 41 mph with 5 day average flows of 13506.

The traffic flows were noted to be in the Medium range at this location for both AM and PM periods, with 85thtile speeds at or around the posted 40 mph limit.

9. Conclusions and Recommendations

9.1 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.
- Assess the stability of the existing fence line opposite Trane Cemetery. Where fencing is deemed unsafe/hazardous this should be replaced.
- Monitor footway obstructions. Where footways widths continue to be restricted by parked cars, action be taken in conjunction with the local neighbourhood policing teams.
- Provide an uncontrolled crossing (drop kerbs and tactile paving) between the two bus stops on the A4093.
- Review the concrete post and tubular steel rail fencing along the narrow sections of footway on the A4093 with a view to the removal of further sections of tubular stees rails. This will help improve the availability of pedestrian 'step-offs' into the rear verge area. It is noted however this can only be undertaken safely where the verge is stable and not undermined at the boundary fence line, see **paragraph 8.5** for further details.

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