

# RCT School Walking Routes Assessment

Porth Community School and Williamstown  
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 routes between Porth Community School and Williamstown to 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 e-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 that 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

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.

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:

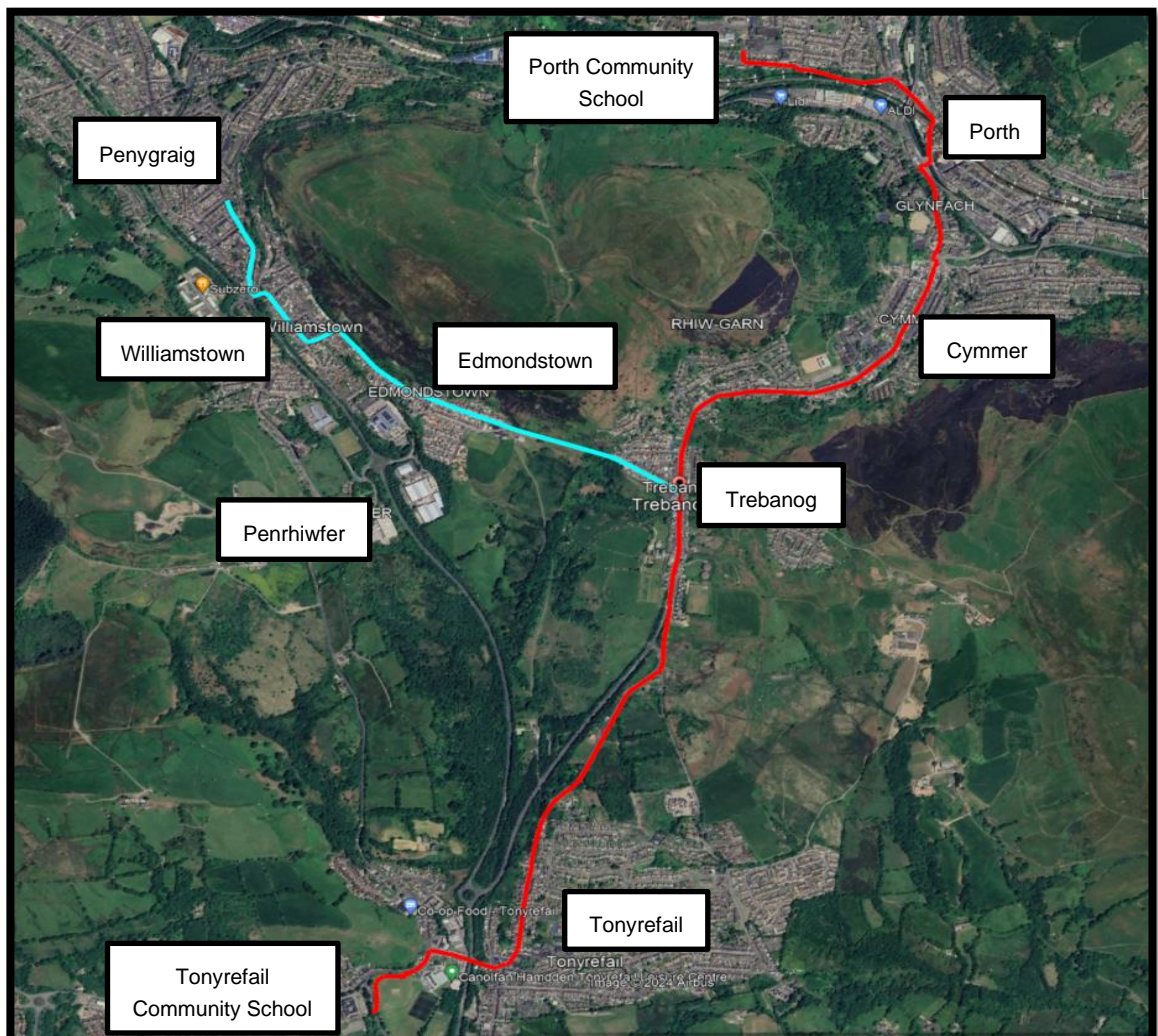
- a) A plan showing the routes assessed;
- b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

## 4. Site Location & Walking Route

### 4.1 Route Overview

- 4.1.1 The **Main Route** is from Porth Community School, Cemetery Rd, Porth CF39 0BS to the Tynybryn Road entrance of Tonyrefail Community School, Tonyrefail, Porth CF39 8HG. One sub route has also been assessed as part of the report, and both are shown in **Image 4.1** below.

**Image 4.1 – Porth Community School and Williamstown to Tonyrefail Community School (Image © 2024 Airbus)**



- **Main Route** - Commences at Porth Community School Cemetery Rd, Porth CF39 0BS proceeding along Cemetery Road, Tynewydd Square, Aberrhondda Road, Rheola Road, Porth Street, Cymmer Bridge, High Street, Trebanog Road, Collena Road, Waunrhydd Road, footpath to the Tynybryn Road entrance of Tonyrefail Community School.
- **Sub Route 1** - Williamstown (at the junction of Mountain Road with Cornwall Road) to Trebanog (the Trebanog Arms) via Cornwall Road, Saron Hill, Arthur Street, School Street, Mountain Road, Edmondstown Road, Brocks Terrace to join the main route to Tonyrefail Community School at the Trebanog Arms junction.

- 4.1.2 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length.
- 4.1.3 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. The route from Olive Terrace, Trebanog is already available and in daily use. Links to / from Primary Schools in Williamstown, Penrhiwfer and Cymmer and to secondary schools at YG Cwm Rhondda and Porth Community are already available and in daily use.
- 4.1.4 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.1.5 Connectivity between footways is provided throughout by zebra, signal control, and other defined uncontrolled crossing points.
- 4.1.6 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians.
- 4.1.7 Photographs were taken along the walking routes are shown below.

## 4.2 Main Route – Porth Community School to Tonyrefail Community School

- 4.2.1 Photographs 4.1 to 4.29 were taken along the **Main Route** from Porth Community School to the Tynybryn Road entrance to Tonyrefail Community School and are shown below.
- 4.2.2 The route lies predominantly within a 20mph speed limit, with vehicle flows observed to be moderate to high and pedestrian volumes low during the time of the assessment.

**Photograph 4.1 – Uncontrolled raised crossing (road hump) at the junction access to Porth Community school**



**Photograph 4.2 – Zebra Crossing near the junction of Mount Pleasant Road with the B4278 Cemetery Road, with over hanging tree branches obscuring the Belisha beacon head**



**Photograph 4.3 – Zebra controlled crossing outside Doner King & Pizzanos on Tynewydd Square**



**Photograph 4.4 – Zebra controlled crossing outside the Tynewydd Hotel on Aberrhondda Road**



**Photograph 4.5 – Raised uncontrolled crossings either side of the minor junction on Rheola Road**



**Photograph 4.6 – Zebra controlled crossing at the junction of Rheola Road with the B4278**



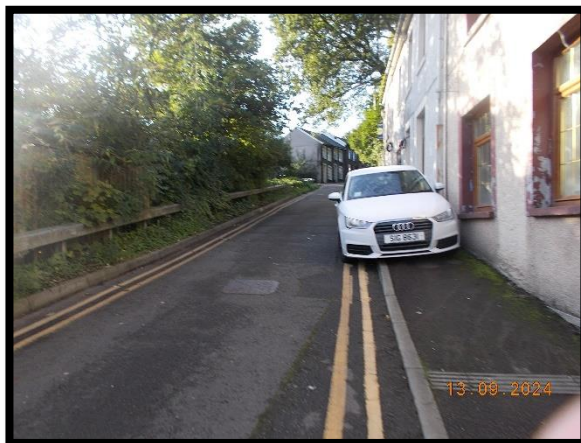
**Photographs 4.7 & 4.8 – Signalised controlled crossings at the junction of Porth Street with the B4278**



**Photograph 4.9 – Staggered signalised controlled crossings at Porth Square crossing the A4058**



**Photographs 4.10 & 4.11 – Parking on footways and overgrown vegetation reducing the usable footway width along High Street cul de sac**



**Photograph 4.12 – Staggered signalised controlled crossings at the junction of High Street and Bedw Street with the A4233 High Street**



**Photograph 4.13 – Zebra crossing outside no.79 High Street on the A4233**



**Photograph 4.14 – Signalised controlled crossing on the A4233 High Street near the junction entrance to Ysgol Gyfun Cwm Rhondda**



**Photograph 4.15 – Localised footway narrowing at telegraph poles along the A4233 High Street**



**Photographs 4.16, 4.17, 4.18 & 4.19 – Signalised controlled crossings at the 4 arm junction of Brocks Terrace and Rhiwgarn Road with the A4233 Trebanog Road**



**Photographs 4.20 & 4.21 – Localised footway narrowing along the A4233 Trebanog Road**



**Photograph 4.22 – Unlit footpath link with overhanging tree branches between the  
A4233Trebanog Road and Collena Road**



**Photograph 4.23 – Overhanging tree branches and vegetation reducing the usable footway width along Collena Road**



**Photograph 4.24 – Signal controlled crossings outside no. 68 Collena Road (temporarily closed at the time of the site visit due to ongoing road works)**



**Photograph 4.25 – Localised footway narrowing along Collena Road**



**Photographs 4.26 & 4.27 – Signal controlled crossings at the 4 arm junction of Collena Road, Mill Street, Waunrhydd Road and High Street (Collena Road and Waunrhydd Road arms shown).**



**Photographs 4.28 – Active Travel footpath through the playing fields adjacent to the leisure centre**



**Photograph 4.29 – Zebra crossing outside Tonyrefail Community School eastern entrance off Tynybryn Road**



#### 4.3 Sub Route 1 – Williamstown to Trebanog

- 4.3.1 Photographs 4.30 to 4.35 were taken along the **Sub Route 1** from Cornwall Road (Williamstown), Saron Hill, Arthur Street, School Street, Mountain Road, Edmondstown Road, Brocks Terrace to Trebanog (the Trebanog Arms) where the sub route joins the Main Route.
- 4.3.2 The route lies within a 20mph speed limit, with vehicle flows and speeds observed to be moderate, and pedestrian volumes low to moderate during the time of the assessment.

**Photograph 4.30 – Narrow footway widths along the northern footway on Amos Hill, it is noted however that the southern footway is available.**



**Photograph 4.31 – Uneven road surface at the junction of Coronation Street with Arthur Street**



**Photograph 4.32 & 4.33 – Refuse/recycling bags reducing the available footway width along Mountain Road**



**Photograph 4.34 – Southern footway along Edmondstown Road leading to Trebanog**



**Photograph 4.35 – Signal controlled crossings at the 4 arm junction on Brocks Terrace (Sub Route joins the Main Route)**



## 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 On the approach to the footway narrowing on the A4233 outside nos. 138 to 140 Trebanog Road, pedestrians may be required to cross the road to achieve connectivity between adjacent footways. Whilst traffic flows appeared heavy during the time of the assessment, visibility is good. Crossing opportunities need to be assessed.



- 5.10 RCT Transport Officers undertook traffic counts at this location on Trebanog Road.
- 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 this location on 4<sup>th</sup> December 2024 with counts carried out between 07:45 and 08:45 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 the data.
- 5.12.1 **Location – the approach to the footway narrowing on the A4233 Trebanog Road (near house no.140) - 04/12/2024**
- ❖ **AM:** 1073 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods only totalled 32 gaps over the 1-hour period.
  - ❖ **PM:** 1054 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods only totalled 7 gaps over the 1-hour period.
- 5.12.2 **Location – the approach to the footway narrowing on the A4233 Trebanog Road (near house no.140) - 05/12/2024**
- ❖ **AM:** 1039 vehicles per hour, heavy traffic 840>. Gaps of 6 seconds during each 5-minute periods only totalled 24 gaps over the 1-hour period.

**The traffic flows and gaps at this location for both AM and PM did not meet the criteria outlined in the Learner Travel Guidance. Gaps do not allow for safe step-offs or crossing at this point, and as a result this area will be subject to further review and recommendations for improvement works.**

## 6. Social Issues

- 6.1 There is a section of footpath along the **Main Route** for circa 900m, between the residential cul de sac on Trebanog Road and the northern extents of Tonyrefail along Collena Road. Whilst there is little or no overlooking buildings or natural surveillance other than by other pedestrians and passing vehicles, these sections (from Olive Terrace southwards) are available and in daily use by parents and pupils walking between Trebanog and Ysgol Gynradd Gymraeg Tonyrefail or Tonyrefail Community School. This footpath would benefit from tree and vegetation clearance to improve pedestrian comfort and lighting levels and improve the usable width, see **Image 6.1** below.

**Image 6.1 – Trebanog Road to the north of Tonyrefail along Collena 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 sub route during the period assessed.
- 7.4 The following collisions occurred on the **Main Route**:
- 1 slight on Tynewydd Square just west of the Aber Rhondda Road junction. Date 18/04/2023.
  - 1 slight on Tynybryn Road. The casualty of this collision was a child pedestrian. Date: 08/01/2024.

## 8. Route Overview

### 8.1 Main Route – Porth Community School to Tonyrefail Community School

- 8.1.1 The route lies within 30/20mph speed limits.
- 8.1.2 There are continuous sections of footway present in reasonable condition along most of the route. However, a section of footway does not comply with Learner Travel Guidance as described below in 8.1.3.
- 8.1.3 A footway narrowing is present on the A4233 outside nos. 138 to 140 Trebanog Road, where the eastern footway narrows to circa 0.4m. As a result, pedestrians will either be required to step into the carriageway or cross the road at this location to achieve connectivity between adjacent footways. Traffic counts were undertaken at this location, with counts carried out between 07:30 and 08:30 and 15:15 and 16:15, with a revisit undertaken on a different day in the morning, where the traffic count was the highest, as detailed in Section 5. The traffic flows and gaps for both AM and PM times did not meet the criteria outlined in the Learner Travel Guidance. As such further pedestrian improvement measures will be required before this section of the route is deemed as 'available'.
- 8.1.4 There is a section of footpath along the Main Route for circa 900m, between the residential cul de sac on Trebanog Road residential area and the northern extents of Tonyrefail along Collena Road, where the footway width reduces to less than 1.0m due (mainly) to overhanging tree branches and vegetation overgrowth. Ongoing maintenance is required to ensure pedestrians can pass one another safely.
- 8.1.5 There are localised sections of the route where the footway width is reduced by refuse sacks, and wheelie bins, which may require pedestrians to give way to pass one another. Vehicles obstructing footways can also impact upon walking routes, but the local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.1.6 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.7 Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 2 collisions occurred during the period analysed. Both resulted in a slight pedestrian casualty. No clusters or trends were identified.
- 8.1.8 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.

8.1.9 There are controlled crossing facilities at the following locations:

- Zebra Crossing – Near the junction of Mount Pleasant Road and the B4278 Cemetery Road.
- Zebra Crossing – Outside the Doner King/Pizzanos on the B4278 Tynewydd Square.
- Zebra Crossing – Outside the Tynewydd Hotel on the B4278 Rheola Road.
- Zebra Crossing – At the junction of Porth Street and the B4278 Rheola Road.
- Signalised Crossing – At the junction of B4278 with the A4058.
- Signalised Crossing – Across the A4058 (linking to High Street).
- Signalised Crossing – At the junction of A4233/High Street/Glynfach Road (opposite the Rhondda Public House).
- Zebra Crossing – Outside no. 79 High Street on the A4233.
- Signalised Crossing – Outside The May Flower Takeaway on the A4233 High street.
- Signalised Crossings on all the 4 arms of the junction – Outside The Trebanog Arms on the A4233 Trebanog Road.
- Signalised Crossing – Outside no. 79 Collena Road A4233 High Street.
- Signalised Crossings on all the 4 arms of the junction – Outside The Boars Head Public House on the Collena Road / Waunrhydd Road.
- Zebra Crossing – Outside the Tonyrefail Leisure Centre playing fields linking to Tonyrefail Community School on Tynybryn Road.

8.1.10 There is a section of footway along the A4058 Collena Road between the residential cul de sac on Trebanog Road and the northern extents of Tonyrefail, where the footway has no overlooking buildings / natural surveillance, but appears well used by other pedestrians, including parents and pupils walking between Trebanog and Ysgol Gynradd Gymraeg Tonyrefail or Tonyrefail Community School.

## 8.2 Sub Route – Williamstown to Trebanog (Joins to the Main Route)

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

8.2.2 There are continuous sections of footway present in reasonable condition along the route.

8.2.3 There are localised sections of the route where the footway width is reduced by bin bags and wheelie bins, which may require pedestrians to give way to pass one another. Vehicles obstructing footways can also impact upon walking routes, but the local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.

8.2.4 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.

8.2.5 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 controlled crossing facilities at the following locations:
- 8.2.8 Signalised Crossings on all the 4 arms of the junction – Outside The Trebanog Arms on the A4233 Trebanog Road.
- 8.2.9 The walking assessment concluded that adjacent footways presented as well connected along the length of the route, with sufficient crossing facilities present (both controlled and uncontrolled) and pedestrian phases at traffic lights for pedestrians to cross safely.

## 9. Conclusions & Recommendations

### 9.1 Main Route – Porth Community School to Tonyrefail Community School

9.1.1 In its current condition the Main Route in its entirety, does not meet the criteria to be considered available to walk in line with the Learner Travel guidelines. This is due to the narrowing footpath between nos. 138 to 140 Trebanog Road, highlighted in section 8.1.3 of this report.

9.1.2 However, in its current condition the Main Route either side of the narrow footpath at 138 to 140 Trebanog Road, to both Porth County Community School and Tonyrefail Community School, does meet the criteria to be considered available to walk in line with the Learner Travel guidelines.

9.1.3 Further enhancements to the walked route **should be completed** to improve conditions for route users and for the Main Route in its entirety to become available, these include the following:

- Undertake a footway widening/crossing assessment to provide improvement measures for enhanced pedestrian safety, at the footway narrowing on the A4233 between nos. 138 to 140 Trebanog Road. One or more of these measures will be required to be implemented before this section of the route is deemed available, and may include the following:
  - Footway improvement/widening measures with removal of on-street parking
  - Footway improvement/widening measures with carriageway width restrictions
  - New controlled pedestrian crossing facilities to bypass the narrowing.

9.1.4 Further enhancements to the walked route **should 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 sight lines and natural surveillance. In addition to this leaf debris should be removed from footways when required.
- Monitor footway obstructions. Where footway widths continue to be restricted by bin bags and parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

### 9.2 Sub Route 1 – Williamstown to Trebanog (joins to 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 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 sight lines and natural surveillance. In addition to this leaf debris should be removed from footways when required.
- Monitor footway obstructions. Where footway widths continue to be restricted by bin bags and parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

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