

RCT School Walking Route Assessment

Routes to Bryn Celynnog Comprehensive
School and Ysgol Garth Olwg

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** – Tonteg Garage to Bryn Celynnog Comprehensive School.
 - **Sub Route 1** – Efail Isaf to Bryn Celynnog Comprehensive School (joins the Main Route at the interface of Crown Hill with the B4595 Llantrisant Road).
 - **Sub Route 2** – Gwaunmiskin Interchange to Bryn Celynnog Comprehensive School (joins the Main Route at the junction of Woodlands and Cadwal Court with the B4595 Llantrisant Road).
- 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

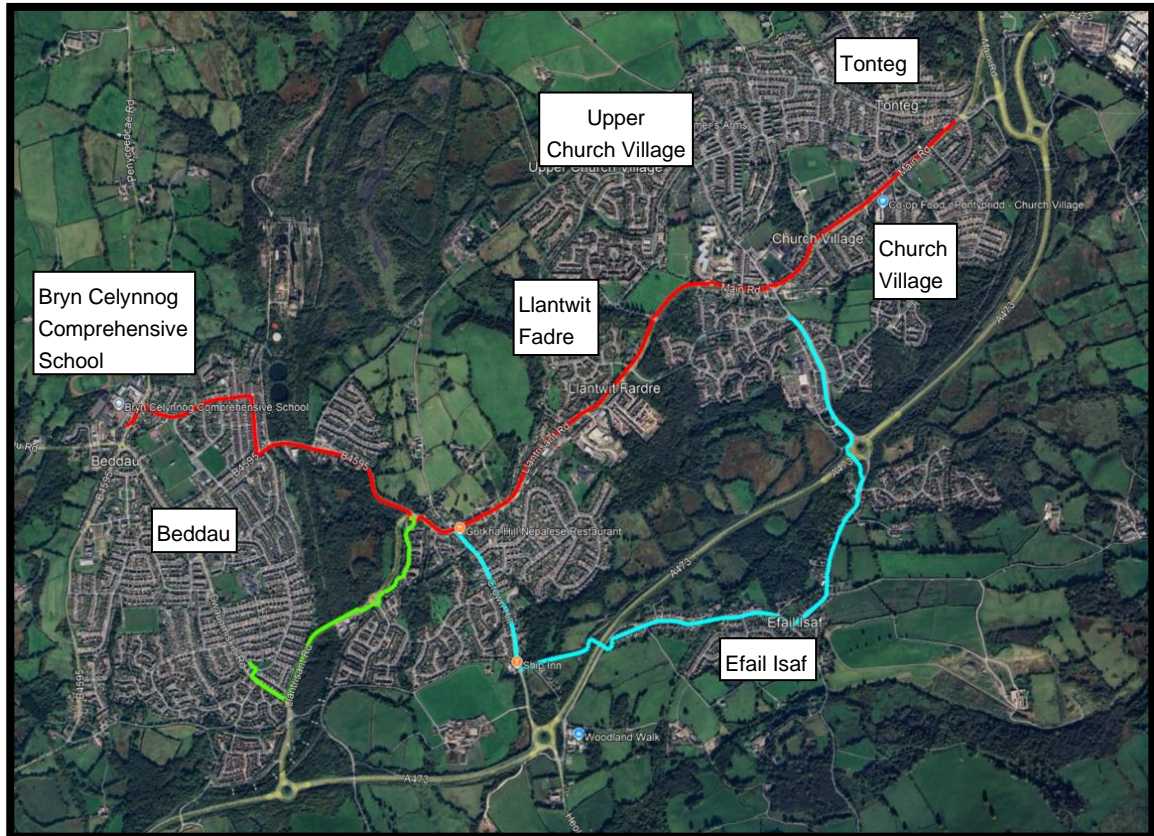
- 3.2.1 The following information is to be provided as part of the assessment:
- a) A plan showing the routes assessed
 - b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

4. Site Location & Walking Route

4.1 Route Overview (Main Route and adjoining Sub Routes)

- 4.1.1 The **Main Route** is from Tonteg Garage, Main Road, Tonteg CF38 1EG to Bryn Celynnog Comprehensive School, Beddau CF38 2AE. Two further sub routes have also been assessed as part of the report and all three are shown in **Image 4.1** below.

Image 4.1 – Main & Sub Routes to Bryn Celynnog Comprehensive School (Image © 2024 Airbus)



- **Main Route** – Commences at B4595 Main Road, Llantrisant Road, Woodlands, Commercial Street, Heol-Y-Beddau, Penycoedcae Road to Bryn Celynnog Comprehensive School.
- **Sub Route 1** – Commences at Station Road, Heol y Parc, Ffordd y Capel, Heol y Ffynnon, Heol Dowlais, footbridge over A473, Heol Dowlais, Crown Hill to join the Main Route to Bryn Celynnog Comprehensive School at Llantrisant Road.
- **Sub Route 2** – Commences at Gwaunmiskin Road, B4595 Llantrisant Road, Cadwal Cwrt to join the Main Route heading towards Ysgol Garth Olwg at Llantrisant Road.

4.2 Main Route – Tonteg Garage to Bryncelynnog Comprehensive School

4.2.1 Footways along the Main 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. At the following locations pedestrians are required step into the road to pass one another:

- The footway approach to Pen-Yr-Eglwys signalised junction (overhanging vegetation),
- The footway outside the Gurkha Hall Nepalese Restaurant (narrow footway width),
- Bryn Terrace along the B4595 Llantrisant Road (on street parking narrowing footways),
- Gwynfryn Terrace along the B4595 Llantrisant Road (on street parking narrowing footways),
- The footway opposite the Texaco Garage on the B4595 Llantrisant Road (overhanging vegetation),
- Llest Terrace along the B4595 Llantrisant Road (on street parking narrowing footways)

4.2.2 Pupils living under 2 miles are walking this route from the area of Newtown Industrial Estate entrance and the route from here is already available and in daily use. Links to / from Primary Schools in Gwauncelyn, Tonteg, Llanilltud Faerdref, Maesybryn, Ysgol Garth Olwg Primary and Secondary are already available and in daily use.

4.2.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.

4.2.4 Connectivity between footways is provided throughout by zebra, signal control, central refuge islands, and other defined uncontrolled crossing points.

4.2.5 The route lies within a predominantly 20mph speed limit (with a section of 30mph along B4595 Woodlands). Vehicle flows were observed to be moderate to high during the time of the assessment and pedestrian volumes were low-moderate.

4.2.6 In places, vegetation needs to be cleared to improve the usable footway width, natural surveillance and visibility for pedestrians.

4.2.7 Photographs 4.1 to 4.29 were taken along the **Main Route** from Tonteg Garage to Bryn Celynnog Comprehensive School and are shown below.

Photograph 4.1 – Signal controlled crossings on all four arms of the junction of Church Road and Tonteg Road with B4595 Main Road



Photograph 4.2 – Signal controlled crossing link to Tonteg Park on the B4594 Main Road



Photograph 4.3 - Uncontrolled crossing (staggered with pedestrian refuge) on the B4595 Main Road



Photographs 4.4 & 4.5 — Signal controlled crossings are located on all four arms of the junction of St Illtyds Road and Station Road with B4595 Main Road



Photographs 4.6 & 4.7 – Signal controlled crossings located on all three arms of the junction of the B4595 Main Road and Garth Olwg School entrance



Photograph 4.8 – Footway along the B4595 Main Road adjacent to Garth Olwg School restricted by overhanging trees and vegetation



Photograph 4.9 – Signal controlled crossing on the B4595 Main Road in advance of the junction with St Davids Avenue



Photograph 4.10 – Footway along the B4595 Main Road to the west of St Davids Avenue, width restricted by overhanging trees and vegetation



Photographs 4.11 & 4.12 – Signal controlled crossings located on all four arms of the junction of Pen Yr Eglwys and Coed Dowlais with the B4595 Llantrisant Road



Photograph 4.13 – Signal controlled crossing on the B4595 Main Road near the junction with Ffordd Y Friallen



Photograph 4.14 – On street parking reducing the usable width along the B4595 Llantrisant Road at Gwynfryn Terrace, with the opposite footway being available.



Photograph 4.15 – Signal controlled crossing at Root 66 Hair Studio on the B4595 Llantrisant Road



Photograph 4.16 – On street parking reducing the usable width along Bryn Terrace on the B4595 Llantrisant Road



Photograph 4.17 & 4.18 – Footway near the Texaco Garage along the B4595 Llantrisant Road, with overhanging trees and vegetation narrowing the usable footway width



Photograph 4.19 – On street parking reducing the usable width on Llest Terrace along the B4595 Llantrisant Road



Photograph 4.20 – Signal controlled crossing near the junction with Crown Hill on the B4595 Llantrisant Road



Photograph 4.21 – Narrow footway circa <0.5m outside The Gurkha Nepalese Restaurant, with the opposite footway being wider and available



Photograph 4.22 & 4.23 – Signal controlled crossings on all four arms of the junction of the B4595 Woodlands and Cadwal Court with the B4595 Llantrisant Road



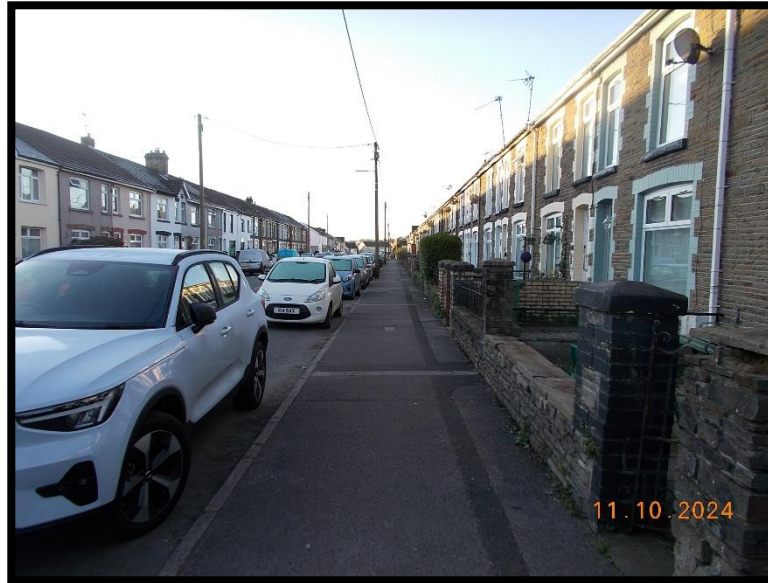
Photographs 4.24 – Section of the route along the B4595 Woodlands



Photograph 4.25 – Zebra crossing on the B4595 Parish Road near the junction with Commercial Street



Photograph 4.26 – Footway approach along Commercial Street



Photograph 4.27 – Off-road parking bays along Heol-Y-Beddau not affecting the available footway width



Photograph 4.28 – Uncontrolled crossing link over the existing speed hump (near the school exit) obstructed by on-street parking



Photograph 4.29 – Uncontrolled crossing link over the speed hump (near the school entrance) obstructed by on-street parking



4.3 Sub Route 1 – Efail Isaf (starting at Station Road) to Llantrisant Road (joins the Main Route)

- 4.3.1 Footways along the Sub Route 1 for the most part 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. At the following locations pedestrians are required step into the road to pass one another:
- Ffordd-Y-Capel section of narrow footway
 - Heol Dowlais section of narrow footway
- 4.3.2 Pupils living under 2 miles are walking this route from the Crown Hill area and the route from here is already available and in daily use. Links to and from Maesybryn Primary School and Efail Isaf are already available and in daily use.
- 4.3.3 The footways (both sides of the carriageway) end abruptly at the interface of Heol-Y-Ffynon and Heol Dowlais in Efail Isaf, where the route crosses over the former railway. This leaves a gap of circa 30m with no footways present across the bridge. This area was noted to be quiet with low traffic and pedestrian flows during the walkover assessment.
- 4.3.4 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.3.5 Connectivity between footways is provided for the most part by zebra, signal control, central refuge, and other defined uncontrolled crossing points. There are a number of minor junctions along the route where uncontrolled, albeit undefined, safe crossing points are present.
- 4.3.6 The route lies within 20/30mph speed limits. Vehicle flows and speeds were observed to be moderate during the time of the assessment and pedestrian volumes were low.
- 4.3.7 In places, vegetation needs to be cleared to improve the usable footway width, natural surveillance and visibility for pedestrians.
- 4.3.8 Photographs 4.30 to 4.44 were taken along the [Sub Route 1](#) from Station Road, Heol y Parc, Ffordd y Capel, Heol y Ffynnon, Heol Dowlais, Footbridge over A473, Heol Dowlais, Crown Hill to Llantrisant Road, where Sub Route 1 joins the Main Route.

Photographs 4.30 – Signal controlled crossing at the junction of Station Road with Main Road



Photograph 4.31 – Available footway along Station Road leading towards the A473 overbridge



Photograph 4.32 – Signal controlled crossing near no.1 Station Road providing connectivity to adjacent footways



Photograph 4.33 – Uncontrolled crossing points on the splitter island at the roundabout interface of Station Road with the A473 Church Village Bypass



Photograph 4.34 – Uncontrolled crossing point link to the Active Travel route to Efail Isaf at the A473 Church Village Bypass overbridge



Photograph 4.35 – View along the CVBP Community Route from A473 Church Village Bypass overbridge to Heol-Y-Parc



Photograph 4.36 – Narrow footways along Ffordd-Y-Capel at circa <1.0m width. This road was noted to have low vehicle and pedestrian flows during the time of the assessment



Photographs 4.37 & 4.38 – Former railway bridge at the interface of Heol-Y-Ffynon and Heol Dowlais in Efail Isaf, with no footways present or step-offs available requiring pedestrians to walk along the carriageway to continue. This road was noted to have low vehicle and pedestrian flows during the time of the assessment



Photograph 4.39 – End of footway bituminous surface at the interface of Heol Dowlais with the A473 overbridge



Photograph 4.40 – View along the CVBP Community Route to Heol Dowlais



Photograph 4.41 – Footway along the Heol Dowlais with overhanging trees and vegetation narrowing the usable footway width. Vehicle flows were low during the time of the assessment



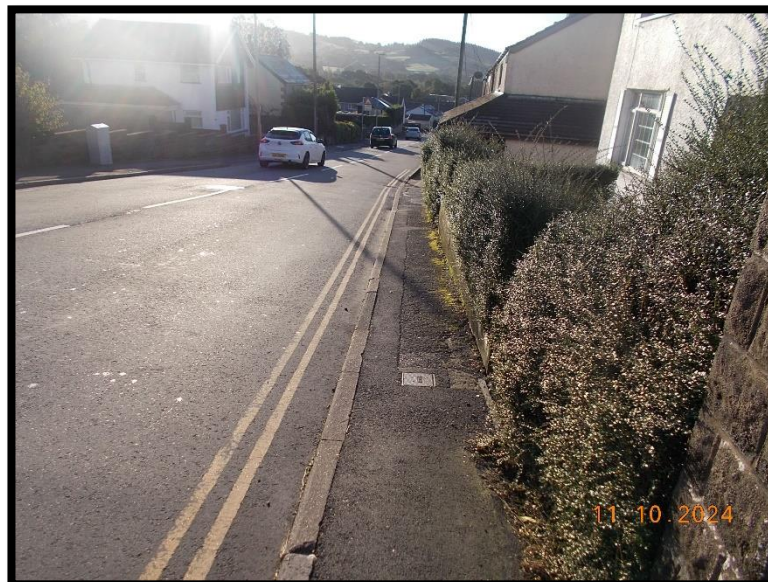
Photograph 4.42 – Uncontrolled crossings on Heol Dowlais at the junction with Heol Creigiau



Photograph 4.43 – Raised Zebra crossing (road hump) near the junction of Aspen Way with Crown Hill



Photograph 4.44 – Narrow section of footway on Crown Hill near the junction with Llantrisant Road



- 4.4 Sub Route 2 – Gwaunmiskin Road to Llantrisant Road (joins the Main Route at junction with Cadal Cwrt heading toward Ysgol Garth Olwg)**
- 4.4.1 Footways along the Sub Route 2 are sufficiently wide allowing pedestrians to pass each other without issue. This reduces for an extended section along the B4595 Llantrisant Road due to overgrown vegetation, with the requirement for pedestrians to either give way to each other or by step into the verge to pass.
 - 4.4.2 Secondary school pupils living under 2 miles are walking this route which is already available and in daily use. Links between Gwaunmiskin Road and Primary Schools - YGG Castellau, Beddau, Gwaunmeisgyn Primary, Llwynocrwn Primary are already available and in daily use.
 - 4.4.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
 - 4.4.4 Connectivity between footways is provided throughout by zebra, signal control, central refuge, and other defined uncontrolled crossing points.
 - 4.4.5 The route lies within a 20/30mph speed limit, with vehicle flows and speeds observed to be moderate during the time of the assessment and pedestrian volumes were low to moderate.
 - 4.4.6 In places, vegetation needs to be cleared to improve the usable footway width, natural surveillance and visibility for pedestrians.
 - 4.4.7 Photographs 4.45 to 4.54 were taken along the **Sub Route 2** from Gwaunmiskin Road, B4595 Llantrisant Road, Cadwal Court to Llantrisant Road, where Sub Route 2 joins the Main Route, heading towards Ysgol Garth Olwg.

Photographs 4.45 – Gwaunmiskin bus terminus off Gwaunmiskin Road



Photographs 4.46 – Uncontrolled crossing (with pedestrian refuge) on Gwaunmiskin Road



Photographs 4.47 – Signal controlled crossing (with pedestrian refuge island) at the interface of Gwaunmiskin Road with B4595 Llantrisant Road



Photograph 4.48 – Footway along the B4595 Llantrisant Road with vegetation narrowing the usable width



Photographs 4.49 & 4.50 – Undefined crossing location on the B4595 Llantrisant Road where visibility and recorded Gap Analysis are in line with Learner Travel Guidance



Photographs 4.51 – Uncontrolled crossing point location at the entrance to Ffordd Glas-Y-Dorlan



Photographs 4.52 – Ramped access to Cadwal Court with step-offs available at the short discontinuation of the footway



Photographs 4.53 – Footways along the private access road through Cadwal Court



Photographs 4.54 – Signal controlled crossings at the interface of Cadwal Court with the B4595 Llantrisant Road (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 percentile speeds and crossing gaps at the following locations:
- 5.10 **Sub Route 2** – To the northeast of the Texaco Garage entrance on the B4595 Llantrisant Road, where pedestrians are required to cross to achieve connectivity between adjacent footways before crossing the Ffordd Glas-Y-Dorlan arm of the roundabout. Whilst traffic flows appeared to be medium during the time of the assessment and visibility appears good, crossing opportunities needed to be assessed.



- 5.11 RCT Transport Officers undertook traffic counts at this location to establish crossing gap availability.
- 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 this location on 2 different days, 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 the data consistency.

5.13.1 **B4595 Llantrisant Road between the Texaco entrance junction and the Ffordd Glas-Y-Dorlan roundabout on 21/10/2024.**

- ❖ **AM:** 549 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 6 to 20, with a total of 135 gaps over the 1 hour period.
- ❖ **PM:** 639 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 9 to 15, with a total of 119 gaps over the 1 hour period.

5.13.2 **B4595 Llantrisant Road between the Texaco entrance junction and the Ffordd Glas-Y-Dorlan roundabout on 22/10/2024.**

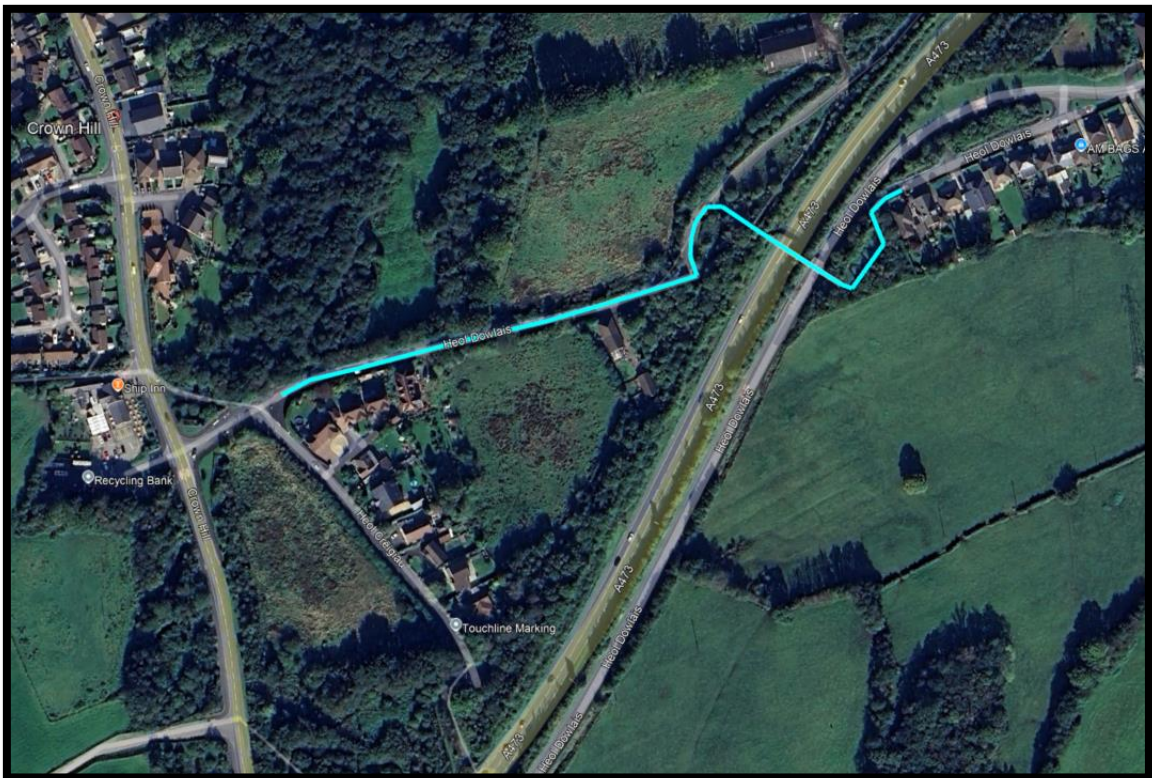
- ❖ **PM:** 640 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 6 to 18, with a total of 143 gaps over the 1 hour period

5.14 **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 are short sections of shared use footway that link to bridges over the Church Village Bypass, as well as circa 440m along Heol Dowlais, between the junction with Heol Creigiau and Heol Dowlais (west of the A473 overbridge) on **Sub Route 1**, where there is little or no overlooking buildings or natural surveillance, other than by other pedestrians and a few passing vehicles, see Image 6.1 below. These sections are available and in daily use by parents and pupils walking between Efail Isaf and Maesybryn and Ysgol Garth Olwg primary schools. The links to the A473 overbridges would benefit from vegetation clearance to improve pedestrian comfort and lighting levels.

Image 6.1 – Heol Dowlais along the National Cycle Network / CVBP Community Route



- 6.2 There may also 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 routes during the period assessed.
- 7.4 The following collisions occurred on the **Main Route:**
- 1 slight on Main Road by Parsh Hall bus stop. Date 06/11/2019
 - 1 serious on Mian Road Tonteg at the Tesco Express Junction. Date 07/09/2023.

8. Route Overview

8.1 Main Route – Tonteg Garage to Bryncelynnog Comprehensive School

- 8.1.1 The route lies within 30/20mph speed limits.
- 8.1.2 There are continuous sections of footway present in a reasonable condition along the route.
- 8.1.3 There are localised sections of footway along the length of the B4595 Main Road and B4595 Llantrisant Road, where vehicles are obstructing footways which impacts upon walking routes. On-street parking also makes crossing the road more difficult in front of the school. This is likely to be further exacerbated when potentially larger groups of school children are walking this route. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.1.4 There are discrete sections of footway along the B4595 Main Road and B4595 Llantrisant Road where overhanging trees and vegetation require cutting back to maximise footway width, pedestrian comfort levels and ensure pedestrians can pass one another safely.
- 8.1.5 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.6 Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 2 collisions occurred during the period analysed resulting in 1 slight and 1 serious pedestrian casualty. No clusters or trends were identified.
- 8.1.7 Crossing of side roads was observed to be achieved safely, with vehicular/pedestrian conflict unlikely. Where the assessment raised concerns, traffic surveys have been undertaken to ensure crossing gaps comply with Learner Travel guidance.
- 8.1.8 There are controlled/uncontrolled crossing facilities at the following locations:
- Signalised Crossings – At the four arm junction of Church Road and Tonteg Road with the B4595 Main Road.
 - Signalised Crossing – Outside no. 107 Talbot Road (staggered crossing).
 - Signalised Crossing – On the B4595 Main Road opposite Tonteg Park.
 - Uncontrolled Crossing – Outside no.12 Hollybush Villas on the B4595 Main Road. (pedestrian refuge on a staggered crossing).
 - Signalised Crossings – At the four arm junction of St Illtyds Road and Station Road with the B4595 Main Road.
 - Signalised Crossing – Either side of the junction entrance to Garth Olwg Primary School.
 - Signalised Crossing – On the B4595 Main Road near the junction entrance to St David's Avenue.

- Signalised Crossings – At the four arm junction of Pen-Yr-Eglwys and Coed Dowlais with the B4595 Llantrisant Road.
- Signalised Crossing – On the B4595 Llantrisant Road to the south-west of the junction with Bellway – Coed Derw.
- Signalised Crossing – On the B4595 Llantrisant Road outside Root 66 Hair Studio.
- Signalised Crossing – On the B4595 Llantrisant Road east of the Crown Hill junction.
- Signalised Crossings – At the four arm junction of Cadwal Court and Woodlands with the B4595 Llantrisant Road.
- Zebra Crossing – On the B4595 Tynant Road to the southwest of the junction with Commercial Street.

8.1.9 No areas along the route were noted or showed signs of Anti-Social Behaviour during the times when school children would be walking to school.

8.2 Sub Route 1 – Efail Isaf (starting at Station Road) to Llantrisant Road (joins the Main Route)

8.2.1 There are discrete sections with narrow or no continuous footway present along the route, where pedestrians will be required to step into the verge/carriageway to continue, at the following locations:

- The existing footway narrows on the approach to the junction of Ffordd-Y-Capel with Heol Ffynnon. Pedestrians may be required to give way to avoid stepping into the carriageway to pass one another to continue along the route. Traffic flows appeared low during the time of the assessment, with good visibility and there were numerous locations with sufficient gaps in traffic that met the criteria outlined in the Learner Travel Guidance.
- The existing footway ends on the approaches to the bridge over the former railway along Heol Dowlais (in Efail Isaf village), with no footways present either side for circa 50m as the route crosses the bridge. Pedestrians are required to walk on the carriageway to continue along the route with no step-offs available. Traffic flows appeared low during the time of the assessment, with good visibility and sufficient gaps in traffic that met the criteria outlined in the Learner Travel Guidance.
- The existing footway narrows along Heol Dowlais (west of the A473), where pedestrians may be required to step into the carriageway to pass one another to continue along the route. This is an 'Access Only' route and traffic flows appeared to be very low during the time of the assessment, with good visibility and sufficient gaps in traffic that met the criteria outlined in the Learner Travel Guidance.

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

8.2.3 Investigations into collisions along this route show that there was 1 serious collision resulting in a child pedestrian casualty for the five years between 2018 to 2022 (inclusive). From the data it is unclear where the fault for the collision lies or at what time they occurred.

- 8.2.4 Crossing of side roads was observed to be achieved safely, with vehicular/pedestrian conflict unlikely. Where the assessment raised concerns, traffic surveys have been undertaken to ensure gaps comply with Learner Travel guidance.
- 8.2.5 There are controlled/uncontrolled crossing facilities at the following locations:
- Signal controlled crossing – Opposite no.1 Station Road.
 - Zebra Crossing – On Crown Hill just north of the junction entrance to Aspen Way.
 - Signalised Crossing – Outside Wynfield House on the B4595 Llantrisant Road, near the junction with Crown Hill.
- 8.2.6 There are short sections of shared use footway that link to bridges over the Church Village Bypass, as well as circa 440m along Heol Dowlais, between the junction with Heol Creigiau and Heol Dowlais (west of the A473 overbridge) on Sub Route 1, where there is little or no overlooking buildings or natural surveillance, other than by other pedestrians and a few passing vehicles. These sections are available and in daily use by parents and pupils walking between Efail Isaf and Maesybryn and Ysgol Garth Olwg primary schools. The links to the A473 overbridges would benefit from vegetation clearance to improve pedestrian comfort and lighting levels.
- 8.3 Sub Route 2 – Gwaunmiskin Road to Llantrisant Road (joins the Main Route at junction with Cadwal Court heading toward Ysgol Garth Olwg)
- 8.3.1 There are discrete sections with narrow or no continuous footway present along the route, where pedestrians will be required to step into the verge/carriageway to continue, at the following locations:
- The existing footway narrows in places along the B4595 Llantrisant Road to circa <1.0m where overgrown vegetation requires cutting back to maximise footway width, pedestrian comfort levels and ensure pedestrians can pass one another safely.
 - The existing footway ends for a short section along Cadwal Court where pedestrians may be required to step into the carriageway or verge to pass one another to continue along the route. This is an 'Access Only' route and traffic flows appeared to be very low during the time of the assessment, with good visibility and sufficient gaps in traffic that met the criteria outlined in the Learner Travel Guidance.
- 8.3.2 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.3.3 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.

- 8.3.4 Crossing of side roads was observed to be achieved safely, with vehicular/pedestrian conflict unlikely. Where the assessment raised concerns, traffic surveys have been undertaken to ensure gaps comply with Learner Travel guidance.
- 8.3.5 There are controlled/uncontrolled crossing facilities at the following locations:
- Uncontrolled crossing (with pedestrian refuge) – Near the entrance to the bus terminus on Gwaunmiskin Road.
 - Signalised Crossings – At the 3 arm junction of Gwaunmiskin Road and the B4595 Llantrisant Road.
 - Uncontrolled crossing – On the Ffordd Glas-Y-Dorlan arm of the roundabout on the B4595 Llantrisant Road.
 - Signalised Crossings – At the 4 arm junction of Woodlands and Cadwal Court with the B4595 Llantrisant Road.
- 8.3.10 No areas along the route were noted or showed signs of Anti-Social Behaviour during the times when school children would be walking to school.
- 8.3.11 Traffic counts were undertaken at one location, with counts carried out between 08:00 and 09:00 and 15:00 and 16:00, with a revisit undertaken on a different day in the afternoon, where the traffic count was the highest. Traffic counts were undertaken at the following location as detailed in Section 5:
- Location - B4595 Llantrisant Road between the Texaco entrance junction and the Ffordd Glas-Y-Dorlan roundabout.
- 8.3.12 The traffic flow and gaps at this location for both AM and PM times, meet the criteria outlined in the Learner Travel Guidance.

9. Conclusions and recommendations

9.1 Main Route – Tonteg Garage to Bryncelynnog Comprehensive School

9.1.1 The existing route meets the criteria to be considered available to walk to school in line with the Learner Travel guidelines. Further enhancements to the walking route **should be considered** to improve conditions for route users. These include the following:

- Enhance pedestrian crossing facilities to improve both footway connectivity and pedestrian crossing safety on the approaches to the school entrances. On-street parking makes crossing the road more difficult in front of the school. This is likely to be further exacerbated when potentially larger groups of school children are walking this route. It is recommended that tactile paving be provided at this location to guide pedestrians to the available crossing point, and that parking restrictions put in place to ensure crossing points remain clear and usable.
- 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 are 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 – Efail Isaf (starting at Station Road) to Llantrisant Road (joins the Main Route)

9.2.1 The existing route meets the criteria to be considered available to walk to school in line with the Learner Travel guidelines. Further enhancements to the walking route **could be considered** to improve conditions for route users. These include the following:

- Enhance pedestrian facilities to improve footway continuity and pedestrian safety on the approaches to the bridge over the former railway along Heol Dowlais (in Efail Isaf village). No footways are present either side of the carriageway where the route crosses the former railway for circa 50m. Pedestrians are required to walk in the carriageway to continue along the route, with no step-offs or evasion space available. This is likely to be exacerbated when potentially larger groups of school children are walking this route. Whilst traffic levels appeared low during the time of the assessment, with good visibility and sufficient gaps in traffic that met the criteria outlined in the Learner Travel Guidance, it is recommended that a clearly marked pedestrian route is provided across the bridge.
- 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 are restricted by bin bags and parked cars, action be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

9.3 Sub Route 2 – Gwaunmiskin Road to Llantrisant Road (joins the Main Route at junction with Cadwal Cwrt heading toward Ysgol Garth Olwg)

9.3.1 The existing route meets the criteria to be considered available to walk to school in line with the Learner Travel guidelines. Further enhancements to the walking route **should be considered** to improve conditions for route users. These include the following:

- Enhance pedestrian crossing facilities to highlight the optimum crossing location between the Texaco garage and roundabout at the entrance to Ffordd Glas-Y-Dorlan. Where pedestrian gap analysis has identified this as a Learner Travel guidance compliant crossing location. It is recommended that drop kerbs and tactile paving be provided at this location to guide pedestrians to the available crossing point.
- 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 are 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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