

# RCT School Walking Route Assessment

Routes to St John Baptist Church in  
Wales & Aberdare Community School

March 2025





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# 1. Introduction

- 1.1 Redstart has been commissioned by Rhondda Cynon Taf County Borough Council to undertake an assessment to determine the availability of the following walked routes in Aberdare:
- **Main Route** - Cwmbach Roundabout to St John the Baptist Church in Wales High School.
  - **Sub Route 1** – Abercwmboi to Aberdare Community School.
  - **Sub Route 2** – Glynhafod Terminus to Cardiff Road (joins **Sub Route 1** to Aberdare Community School).
- 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 crossroads 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.

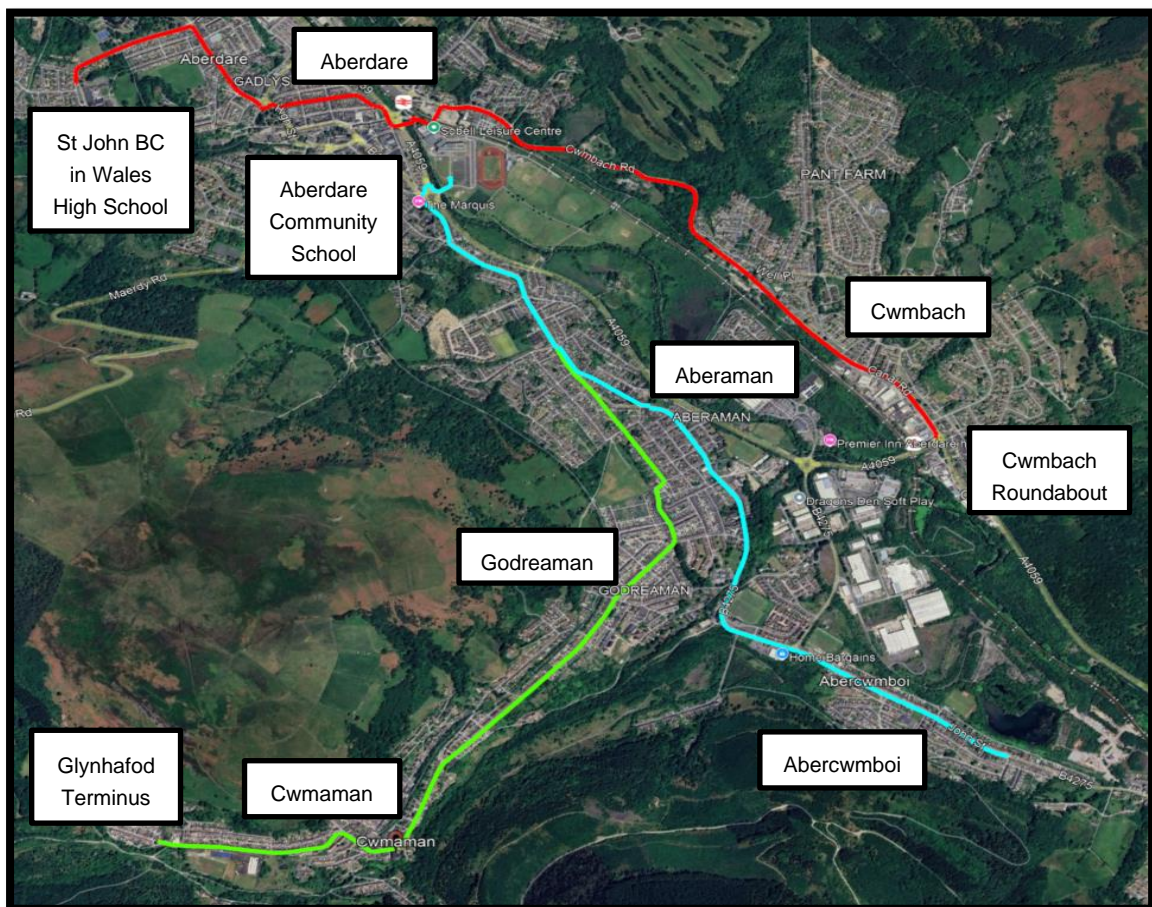


## 4. Site Location & Walking Route

### 4.1 Route Overview (Main Route and adjoining Sub Routes)

- 4.1.1 The **Main Route** is between Cwmbach Roundabout and St Johns Baptist Church in Wales High School. A further two Sub Routes to Aberdare Community School have also been assessed as part of the report, with all three routes shown in **Image 4.1** below.

**Image 4.1 – Routes to St John Baptist Church in Wales High School & Aberdare Community School (Image © 2024 Airbus)**



- **Main Route** - Cwmbach Roundabout to St John the Baptist Church in Wales High School via, A4059 Canal Road, Cwmbach Road, subway to Sobell Leisure Centre, footbridge link to Duke Street, Dean Street, Gloucester Street, Seymour Street, High Street, Gadlys Road, Glan Road to St Johns Baptist Church in Wales High School.
- **Sub Route 1** – Abercwmboi to Aberdare Community School via, B4275, Bronallt Terrace, John Street, Park View Terrace, passing Home Bargains, Cardiff Road, using signal controlled crossing to cross over the A4059 to Aberdare Community School.
- **Sub Route 2** – Glynhafod Terminus to Aberdare Community School via, Glanaman Road, Mountain Road, Fforchaman Road, Brynmair Road, Jubilee Road, Brynheulog Terrace, Bedford Street, Regent Street, Cardiff Road, Lewis Street, Cardiff Road (joins **Sub Route 1** to Aberdare Community School).



## 4.2 **Main Route** - Cwmbach Roundabout to St John the Baptist Church in Wales High School

- 4.2.1 There are continuous lengths of footway, with crossing opportunities and street lighting present along the length of the route. 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. The route between Aberdare Community School, Cwmbach and Glandare are already available and in daily use. Links to / from Primary Schools in these areas are also already available and in daily use. Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.2.2 Connectivity between footways is provided throughout by zebra, signal control and other defined uncontrolled crossing points.
- 4.2.3 The speed limit varies through this route, a 40mph speed limit is in place along Canal Road. It then varies between a 30/20 mph speed limit beyond Cwmbach Road for the remainder of the route, with vehicle flows observed to be moderate.
- 4.2.4 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians
- 4.2.5 Photographs 4.1 to 4.29 were taken along the walking route and are shown below.

**Photograph 4.1 – Uncontrolled crossing with pedestrian refuge to the north of Cwmbach Roundabout**



**Photograph 4.2 – Localised narrowing/uneven surface due to tree roots on eastern footway of Canal Road**



**Photograph 4.3 – Signalised crossing north of Bridge Road**

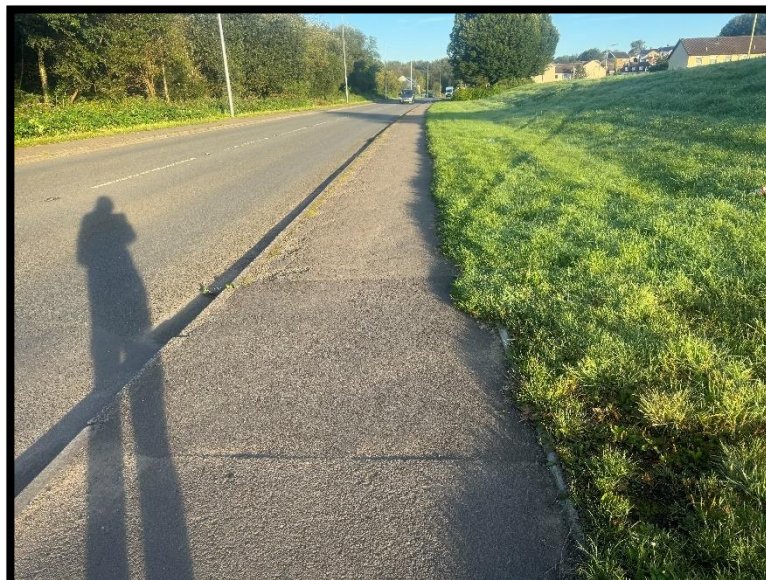




**Photograph 4.4 – Footway parking on eastern footway of Canal Road**



**Photograph 4.5 – Overgrown vegetation on both footpaths on Canal Road reducing the usable width**



**Photograph 4.6 – Footway parking west of Pant-Y-Cerdin junction**



**Photograph 4.7 – Overgrown vegetation on western footpath of Canal Road reducing the usable width**





**Photograph 4.8 – Wide junction on the entry into the petrol station on Canal Road**



**Photograph 4.9 – Uncontrolled crossing point between footpaths on Cwmbach Road**



**Photograph 4.10 – Footpath narrowing alongside wall on Cwmbach Road**



**Photograph 4.11 – Localised footway narrowing due to sloping embankment on Cwmbach Road**





**Photograph 4.12 – Narrow footway on southern side of Cwmbach Road with vegetation reducing the usable width**



**Photograph 4.13 – Localised pinch point with overgrown vegetation along Cwmbach Road reducing the usable width**





**Photograph 4.14 – Narrow footway with overgrown vegetation in advance of 20mph zone on Cwmbach Road**



**Photograph 4.15 – Overgrown vegetation opposite Ty-Draw Road, Cwmbach Road**



**Photograph 4.16 – Signalised crossing in advance of pedestrian bridge on access road to Sobell Leisure Centre**



**Photograph 4.17 – Approach to pedestrian bridge over the A4059**





**Photograph 4.18 – Footway parking along Dean Street**



**Photograph 4.19 – Back-to-back kerbs with refuse wheelie bins reducing usable footway along Gloucester Street**



**Photograph 4.20 – Back-to-back kerbs with refuse wheelie bins reducing usable footway along Seymour Street**



**Photograph 4.21 – Signalised crossing on Seymour Street**





**Photograph 4.22 – Uncontrolled crossings with pedestrian refuges available on each of the roundabout arms between High Street and Gadlys Road.**



**Photograph 4.23 – Zebra crossing on Gadlys Road.**



**Photograph 4.24 – Back-to-back kerbs reducing usable footway on Gadlys Road.**



**Photograph 4.25 – Footway parking on Gadlys Road reducing the usable footway width**





**Photograph 4.26 – Uncontrolled crossing point between eastern and western footway  
on Gadlys Road**



**Photograph 4.27 – Signalised crossing on Gadlys Road.**

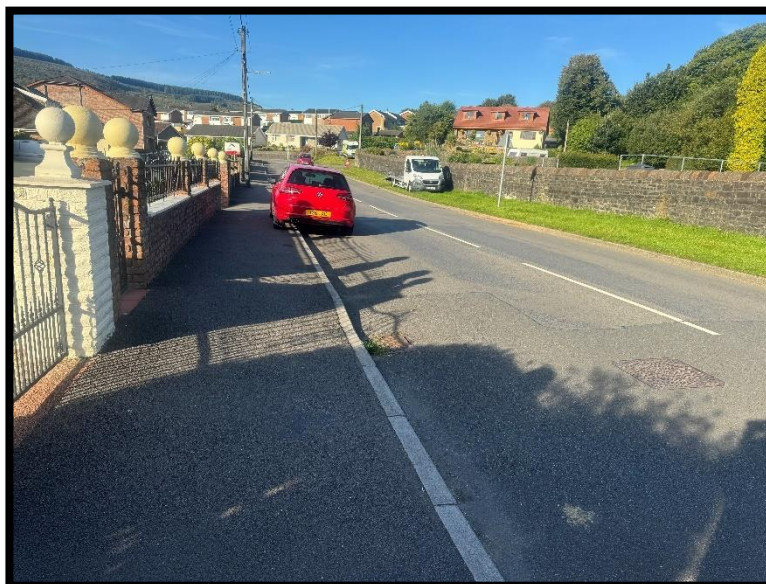




**Photograph 4.28 – Back-to-back kerbs with bins reducing usable footway on Glan Road.**



**Photograph 4.29 – Footway parking on Glan Road reducing the usable footway width**



### 4.3 Sub Route 1 - Abercwmboi to Aberdare Community School

- 4.3.1 There are continuous lengths of footway, with crossing opportunities and street lighting present along the length of the route. 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. The route between Aberdare Community School, Abercwmboi and Aberaman is already available and in daily use. Links to / from Primary Schools in these areas - Capcoch, Oaklands, Blaengwawr, Cardaog, Aberdare Park, Cwmdare, YGG Aberdare, Aberdare Town Church in Wales and St Margarets Roman Catholic - are also already available and in daily use.
- 4.3.2 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.3.3 Connectivity between footways is provided throughout by zebra, signal control and other defined uncontrolled crossing points.
- 4.3.4 The speed limit varies along this route between 20 mph and 30mph, with vehicle flows observed to be moderate.
- 4.4.4 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians
- 4.4.5 Photographs 4.30 to 4.39 were taken along the walking route and are shown below.

**Photograph 4.30 – Footway parking on the B4275 John Street reducing the usable footway width**



**Photograph 4.31 – Uncontrolled crossing with pedestrian refuge island on the B4275 Cardiff Road outside Oaklands County Primary School**



**Photograph 4.32 – Overhanging trees along the footway on the B4275 Cardiff Road**





**Photograph 4.33 – Zebra crossing outside the snooker hall on the B4275 Cardiff Road**



**Photograph 4.34 – Zebra crossing near the junction of Gwawr Street with the B4275 Cardiff Road**



**Photograph 4.35 – Signal controlled crossing near the junction of Club Street with the B4275  
Cardiff Road**



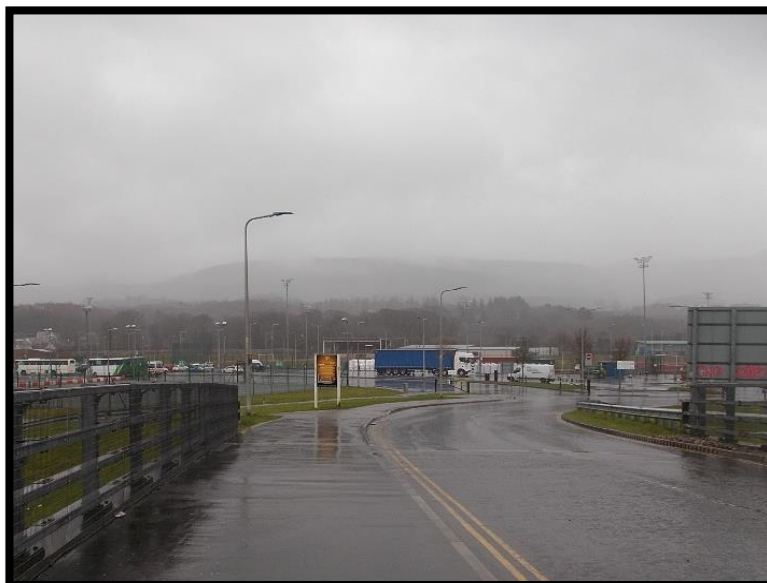
**Photograph 4.36 – Uncontrolled crossing with splitter island on Cardiff  
Street near the junction with the A4059**



**Photograph 4.37 – Signal controlled crossing with stagger pedestrian refuge island on the A4059**



**Photograph 4.38 – Active Travel Route to Aberdare Community School entrance**



**Photograph 4.39 – Active Travel Route to Aberdare Community School entrance**



#### 4.4 **Sub Route 2** – Glynhafod Terminus to the B4275 Cardiff Road (joins **Sub Route 1**)

- 4.4.1 There are continuous lengths of footway, with crossing opportunities and street lighting present along the length of the route. 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. The route between Aberdare Community School, Godreaman and Aberaman is already available and in daily use. Links to / from Primary Schools - Cwmaman, Oaklands, Blaengwawr, Cardaog, Aberdare Park, Cwmdare, YGG Aberdare, Aberdare Town Church in Wales and St Margarets Roman Catholic - in these areas are also already available and in daily use.
- 4.4.2 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.4.3 Connectivity between footways is provided throughout by zebra, signal control and other defined uncontrolled crossing points.
- 4.4.4 The speed limit throughout this sub route is 20mph with vehicle flows observed to be low to moderate.
- 4.4.5 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians
- 4.4.6 Photographs 4.40 to 4.47 were taken along the walking route and are shown below.



**Photograph 4.40 – Footway links from Glynhafod Bus Terminus along Glanaman Road**



**Photograph 4.41 – Parking on footway along Glanaman Road**



**Photograph 4.42 – Raised uncontrolled crossing point on Glanaman Road**



**Photograph 4.43 – Abrupt end to the existing footway on Glanaman Road, with an available footway opposite and opportunities to cross safely**



**Photograph 4.44 – Uncontrolled crossing point on Mountain Road**



**Photograph 4.45 – Parking on footway reducing its usable width along Fforchaman Road**





**Photograph 4.46 – Narrow footway on Fforchaman Road, with an available footway opposite and opportunities to cross safely**



**Photograph 4.47 – Signal controlled crossing on the B4275 Cardiff Road where **Sub Route 2** joins **Sub Route 1** (to Aberdare 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 1 gap.
- 5.9 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.9.1 Low Traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1 hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.

5.9.2 Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Four such gaps within a 5 minute period are considered acceptable. For this report, we have used 6 seconds and where the gap is more than or equal to 12 seconds this has been counted as 2 or more gaps.

5.10 The walking assessment concluded that either:

- Footways presented as well connected, with sufficient crossing facilities present (both controlled and uncontrolled) and pedestrian phases at traffic lights for pedestrians to cross safely, **or**
- Where there are no crossing facilities present, the assessment has considered traffic flows, speeds and sight lines, and/or if step-offs are available to allow pedestrians to wait until conditions are such that it is safe to cross.

**As a result, no further traffic flows or gap survey information was requested.**

## 6. Social Issues

- 6.1 A section of footway along Cwmbach Road for circa 950m (between the northwestern extremity of Cwmbach and Ty-Draw Road) has little or no overlooking buildings or natural surveillance, other than by the occasional property, passing traffic or other pedestrians. The footway is well lit, but it would benefit from tree and vegetation clearance to improve pedestrian comfort, usable width and lighting levels, see **photograph 6.1** below.

**Photograph 6.1 – Cwmbach Road between Cwmbach and Ty-Draw Road**



- 6.2 There is a short section of footway along a side lane and subway between Cwmbach Road and the Sobell Leisure Centre. The subway is lit and 'available' being in daily use by pupils and other pedestrians. It should be noted that an alternative 'available' route exists from Cwmbach Road, via Abernant Road, footpath to the Sobell Leisure Centre, joining the main route at the footbridge to Duke Street, see **photograph 6.2** below.

**Photograph 6.2 – Subway link between Cwmbach Road & the Sobell Leisure Centre**



- 6.3 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 any of the routes during the period assessed.

## 8. Route Overview

### 8.1 **Main Route** - Cwmbach Roundabout to St John the Baptist Church in Wales High School

- 8.1.1 The route lies within 40/30/20mph speed limits.
- 8.1.2 There are continuous sections of footway present in reasonable condition along the route.
- 8.1.3 Footway widths are reduced due to overhanging trees and overgrown vegetation along sections of the route on both sides of Canal Road and Cwmbach Road. Ongoing maintenance is required to maximise footway widths and ensure pedestrians can pass one another safely.
- 8.1.4 There is a wide crossing at the entrance and exit to the Texaco Petrol Station along Canal Road. There is a footpath on the northern side of the carriageway which is 'available' and has a shorter crossing distance. Visibility is good and crossing opportunities meet the criteria outlined in the Learner Travel Guidance.
- 8.1.5 There is evidence that there has been an embankment failure in the past over a short section of the route along Cwmbach Road, which appears to have been rectified by reducing the footway width and introducing a high kerb upstand at the back of footway. Further encroachment of the existing sloping embankment should be monitored and the footway width maintained.
- 8.1.6 There are discrete sections of footway along the southwestern side of Cwmbach Road where the footway width reduces. Ongoing maintenance is required to maximise footway widths; however, pedestrians may still be required to step into the carriageway to pass one another at this location. Visibility is good and there were sufficient gaps in traffic that meet the criteria outlined in the Learner Travel Guidance.
- 8.1.7 There are sections along Gloucester Street, Seymour Street, Gadlys Road and Glan Road where wheeled bins restrict the usable footway width. However, a proposed change in waste collection methodology from the collection of wheeled bins to black bags will help to reduce the number of obstructions on the footway.
- 8.1.8 There are vehicles parking on the footways along Canal Road, Gadlys Road and Glan Road which can also impact upon walking routes. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.1.9 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.10 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.1.11 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.

8.1.13 There are controlled crossing facilities at the following locations:

- Signalised Crossing – Canal Road (north of Bridge Road).
- Signalised Crossing – On the access road into the Leisure Complex.
- Signalised Crossing – Seymour Street in-advance of High Street.
- Zebra Crossing – Gadlys Road east of Morgan Street.
- Signalised Crossing – Gadlys Road in-advance of Glan Road

8.1.14 There are two sections of footway along the route where there are no overlooking buildings or natural surveillance; however, both are well lit and well used by passing traffic and other pedestrians. The circa 950m stretch of footpath along Cwmbach Road between the northwestern extremity of Cwmbach and Ty-Draw Road would benefit from tree and vegetation clearance to improve pedestrian comfort and lighting levels and improve the usable width. The circa 60m stretch of under the railway, linking Cwmbach Road with the Sobell Leisure Centre requires regular monitoring to ensure the lighting is working.

8.1.15 Traffic data and pedestrian crossing gap analysis were not deemed to be required, as the walking route appeared well catered for by controlled crossings for pedestrians wishing to cross the main roads.



## 8.2 Sub Route 1 – Abercwmboi to Aberdare Community School

- 8.2.1 The route lies within 20mph, 30mph and 40mph (crossing the A4059) speed limits.
- 8.2.2 There are continuous sections of footway present in reasonable condition along the route.
- 8.2.3 There are instances of vehicles parking on the footways along sections of the route which can also impact upon pedestrian comfort levels. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.2.4 Trees were observed to be overhanging localised sections of footway along the route. Ongoing maintenance is required to maximise footway width and ensure pedestrians can pass one another safely.
- 8.2.5 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.2.6 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.2.7 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.2.8 There are no areas that raised concerns for anti-social behaviour during the site walkover visit along the Sub Route.
- 8.2.9 There are controlled crossing facilities at the following locations:
- Zebra Crossing – Park View Terrace (near the junction with Cromer Street).
  - Zebra Crossing – On the B4375 Cardiff Road opposite the Cue Snooker Club.
  - Zebra Crossing – On the B4375 Cardiff Road (near the junction with Gwawr Street).
  - Signalised Crossing – On the B4375 Cardiff Road (near the junction with Club Street).
  - Signalised Crossing – Two stage crossing over the A4059 at the roundabout with the B42875.
- 8.2.10 Traffic data and pedestrian crossing gap analysis were not deemed to be required, as the walking route appeared well catered for by controlled crossings for pedestrians wishing to cross the main roads.

### 8.3 Sub Route 2 – Glanhafod Terminus to the B4275 Cardiff Road (joins Sub Route 1 to Aberdare Community School)

- 8.3.1 The route lies within a 20mph speed limit.
- 8.3.2 There are continuous sections of footway present in reasonable condition for the most part of the route. At the time of the site visit, where pedestrians were required to cross to cross to connecting footways, they were able to do so without issue.
- 8.3.3 There are instances of vehicles parking on the footways along sections of the route which can also impact upon pedestrian comfort levels. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.3.4 Trees were observed to be overhanging localised sections of footway along the route. Ongoing maintenance is required to maximise footway width and ensure pedestrians can pass one another safely.
- 8.3.5 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.3.6 Investigations into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.3.7 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk, noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.3.8 There are no areas that raised concerns for anti-social behaviour during the site walkover visit along the route.
- 8.3.9 There is a controlled crossing facility at the following location:
- Zebra Crossing – On the B4375 Cardiff Road opposite the Cue Snooker Club.
- 8.3.10 Traffic data and pedestrian crossing gap analysis were not deemed to be required, as the walking route appeared well catered for by controlled crossings for pedestrians wishing to cross the main roads.

## 9. Conclusions and Recommendations

### 9.1 **Main Route** - Cwmbach Roundabout to St John the Baptist Church in Wales High School

9.1.1 The route meets the criteria and is considered available to walk in line with the Learner Travel guidelines.

9.1.2 Further enhancements to the walked route **should be considered** to improve conditions for route users and for the route to become available, these include the following:

- Footway widths are reduced due to overhanging trees and overgrown vegetation along both sides of Canal Road and Cwmbach Road. Maintenance is required to maximise footway width and ensure pedestrians can pass one another safely.

9.1.3 Further enhancements to the walked route **could be considered** to improve conditions for route users. These include the following:

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

### 9.2 **Sub Route 1** – Abercwmboui to Aberdare Community School

9.2.1 The sub route meets the criteria and is considered available to walk in line with the Learner Travel guidelines.

9.2.2 Further enhancements to the walked route **could be considered** to improve conditions for route users. These include the following:

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



### 9.3 Sub Route 2 – Glanhafod Terminus to the B4275 Cardiff Road (joins Sub Route 1 to Aberdare Community School)

9.3.1 The sub route meets the criteria and is considered available to walk in line with the Learner Travel guidelines.

9.3.2 Further enhancements to the walked route ***could be considered*** to improve conditions for route users. These include the following:

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

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