

# RCT School Walking Route Assessment Report

Routes to Ysgol Afon Wen and Cardinal  
Newman Catholic School

March 2025





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# 1. Introduction

- 1.1 Redstart has been commissioned by Rhondda Cynon Taf County Borough Council (RCT) to undertake an assessment to determine the availability of the walked route between the following locations:
- **Main Route** – Dewi Sant Hospital to Ysgol Afon Wen.
  - **Sub Route 1** – Trallwn to Machine Bridge (joins to the **Main Route**).
  - **Sub Route 2** – The former Ysgol Gynradd Gymraeg (YGG) Pont Siôn Norton to Pentrebach Road (joins to **Sub Route 1**).
  - **Sub Route 3** – Cardiff Road to Cardinal Newman Catholic School (leaves the **Main Route**).
- 1.2 A route is considered to be available and safe for a learner to walk alone or, if appropriate for the age of the learner, accompanied by an adult. In determining the comparative safety of a walking route, an assessment of the risks that escorting parents/guardians and learners might encounter along the route between home and school needs to be made.
- 1.3 Such assessments will follow the Welsh Government Statutory Provisions on the Risk Assessment of Walked Routes to School, as laid down within the Learner Travel Statutory Provision and Operational Guidance 2014.

## 2. Policy Alignment

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

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

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

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

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

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

## 3. Procedures

### 3.1 Site Visit

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

### 3.2 Information to be provided

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

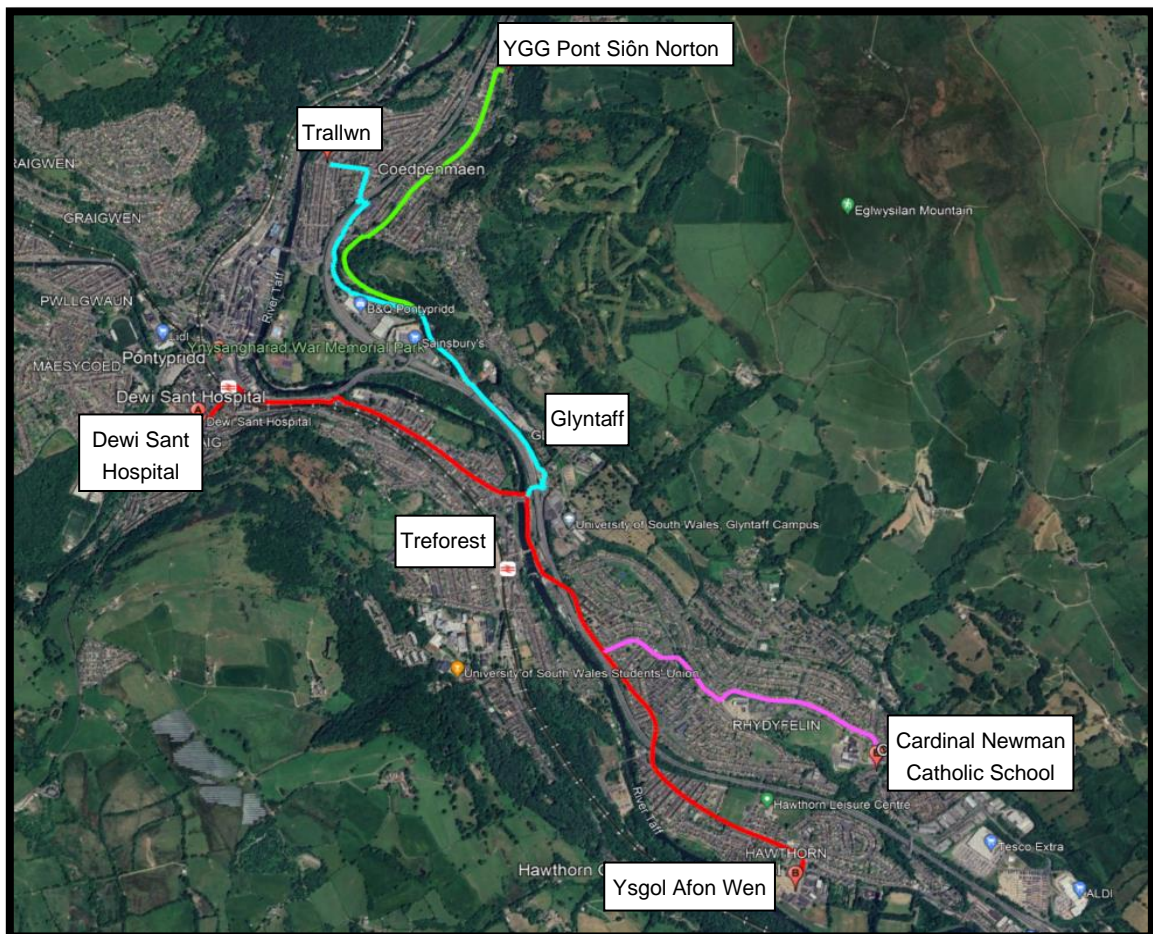


## 4. Site Location & Walking Route

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

- 4.1.1 The **Main Route** commences at Dewi Sant Hospital, CF37 1LB, Pontypridd, proceeding along High Street, Broadway, Cardiff Road and School Lane to the gates of Ysgol Afon Wen, School Lane, Hawthorn, Pontypridd CF37 5AL. Three further sub routes have also been assessed as part of the report. All routes are shown in **Image 4.1 below**.

**Image 4.1 – Route 4 – Main & Sub Routes to Ysgol Afon Wen and Cardinal Newman Catholic School (Image © 2024 Airbus)**



- **Main Route** - Dewi Sant Hospital to Ysgol Afon Wen via High Street, Broadway, Cardiff Road, School Lane, Ysgol Afon Wen.
- **Sub Route 1** – Trallwn to Machine Bridge via Ralph Street, Foundry Place, footbridge to Coedpenmaen Close, Coedpenmaen Road (locally referred to as Corn Stores Hill), Ynysangharad Road, Pentrebach Road, Machine Bridge .
- **Sub Route 2** – YGG Pont Siôn Norton to Pentrebach Road via Merthyr Road, Pentrebach Road.
- **Sub Route 3** – Cardiff Road to Cardinal Newman Catholic School via Cardiff Road, Glyndwr Avenue, Ilan Avenue, Lime Street, Holly Street, Dynea Road, Cardinal Newman Catholic School.



- 4.1.2 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length. Generally, footways along the route are sufficiently wide allowing pedestrians to pass one-other without issue. This reduces for some short sections with the requirement for pedestrians to either give way to each other or cross to the other side of the road. Pupils are currently walking from Broadway to Ysgol Afon Wen and Cardinal Newman Catholic School on routes which are already available and in daily use. Links to / from Primary Schools at Coedpenmaen, Maes y Coed, Trallwn, Common, Treforest and Rhydyfelin are also already available and in daily use.
- 4.1.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.1.4 Connectivity between footways is provided throughout by zebra, signal control, central refuge, and other defined uncontrolled crossing points.
- 4.1.5 Speed limits vary along the routes, however a 20mph speed limit is in place along most of the routes and vehicle flows were moderate.
- 4.1.6 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians. There will be an ongoing requirement to maintain vegetation growth in these areas.
- 4.1.7 Photographs taken along the walking routes are shown below.

## 4.2 Main Route – Dewi Sant Hospital to Ysgol Afon Wen

- 4.2.1 Photographs 4.1 to 4.16 were taken along the **Main Route** from Dewi Sant Hospital, High Street, Broadway, Cardiff Road, and School Lane to the gates of Ysgol Afon Wen, School Lane.
- 4.2.2 The route lies within 40/30 & 20mph speed limits, with vehicle flows observed to be moderate to high during the time of the assessment and pedestrian volumes were low to moderate.

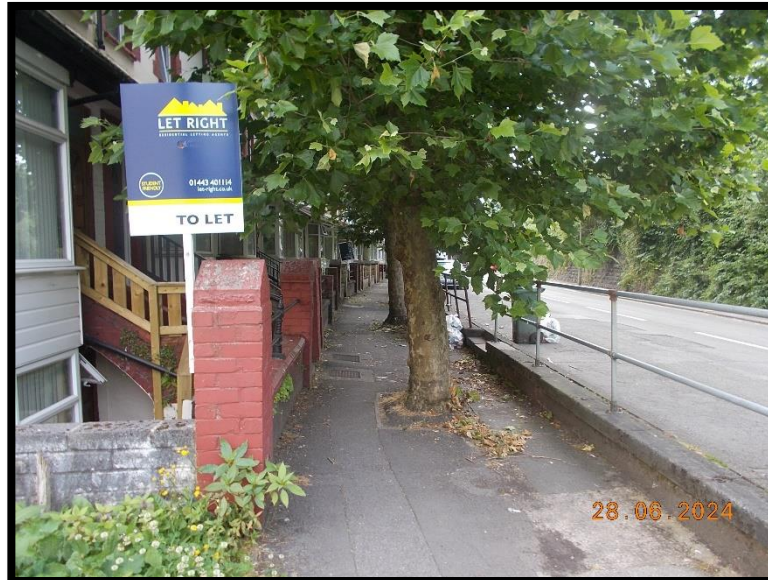
**Photograph 4.1 – Narrow footway <1.0m along High Street on the approach to the signalised crossings (western footway), it is noted that the opposite footway is available.**



**Photograph 4.2 – A4058 Broadway/B4595 Broadway junction pedestrian uncontrolled and signalised controlled crossings**



**Photograph 4.3 – B4595 Broadway northern footway narrowing and tree line, refuse sacks and wheelie bins were also noted to decrease the useable footway width along the Broadway**



**Photograph 4.4 – B4595 Broadway uncontrolled raised crossing point**





**Photograph 4.5 – Raised Zebra Crossing with crossing patrol outside Parc Lewis School**



**Photograph 4.6 – Overgrown tree/vegetation and uneven footway surface over tree roots**



**Photograph 4.7 – Signal Controlled Crossing on the approach to Machine Bridge**



**Photograph 4.8 – Active Travel Shared Use Route on the approach to Machine Bridge**





**Photograph 4.9 & 4.10 – Active Travel Route signalised crossing and narrow footway on the A4054 Cardiff Road**



**Photograph 4.13 & 4.14 – Overgrown vegetation restricting footway widths along the A4054 College Way**





**Photograph 4.15 – On-street parking restricting footway widths along A4059 Cardiff Road**



**Photograph 4.16 – New Toucan Crossing at Ysgol Afon Wen**



### 4.3 Sub Route 1 – Trallwn to Machine Bridge

- 4.3.1 Photographs 4.17 to 4.26 were taken along the Sub Route 1 from Central Square Trallwn, Ralph Street, Foundry Place, footbridge to Coedpenmaen Close, s Hill, Ynysangharad Road to Pentrebach Road.
- 4.3.2 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.

**Photograph 4.17 – Ralph Street Trallwn**



**Photograph 4.18 – Open street scape on Foundry Place Approach to the A470 Overbridge**



**Photograph 4.19 – Overhanging trees along A470 overbridge ramp to Coedpenmaen Close**



**Photograph 4.20 & 4.21 – Uncontrolled crossing at the junction of A4054 with Bridge Street**





**Photograph 4.22– Ynysangharad Road footway and step-offs**



**Photograph 4.23 – Footway narrowing due to vegetation overgrowth on Pentrebach Road**



**Photograph 4.24 – Pentrebach Road Footway to the A470 Overbridge**



**Photograph 4.25 – Pentrebach Road eastern footway to Glyntaff vegetation overgrowth**



**Photograph 4.26 – Pentrebach Road Eastern Footway to Glyntaff signal controlled crossing**





#### 4.4 Sub Route 2 –YGG Pont Siôn Norton to Pentrebach Road

- 4.4.1 Photographs 4.27 to 4.32 were taken along Sub Route 2 from YGG Pont Siôn Norton, Merthyr Road to Pentrebach Road.
- 4.4.2 The route lies within a 20mph speed limit, with vehicle flows and speeds observed to be moderate during the time of the assessment and pedestrian volumes were low to moderate.

**Photograph 4.27 – Merthyr Road vehicles parked on eastern footway at the approach to YGG Pont Siôn Norton School**



**Photograph 4.28 – Merthyr Road at the allotment gardens vehicles parked on footways**





**Photographs 4.29 & 4.30 – A4054 Junction with Merthyr Road footway and overhanging trees**



**Photograph 4.31 – A4054 Merthyr Road Western footway narrowing due to vegetation**



**Photographs 4.31 & 4.32 – Narrow footway on the approach to Ynysangharad Road  
Junction with A4054 Merthyr Road**



**4.5 Sub Route 3 – Cardiff Road to Cardinal Newman Catholic School**

- 4.5.1 Photographs 4.33 to 4.40 were taken along Sub Route 3 from Cardiff Road, Glyndwr Avenue, Ilan Avenue, Lime Street, Holly Street, Dynea Road to Cardinal Newman Catholic School.
- 4.5.2 The route lies within a traffic calmed (speed cushions) 20 Zone, with vehicle flows and speeds observed to be low to moderate during the time of the assessment and pedestrian volumes were low.

**Photographs 4.33 & 4.34 – Holly Street vehicles parked on footway**

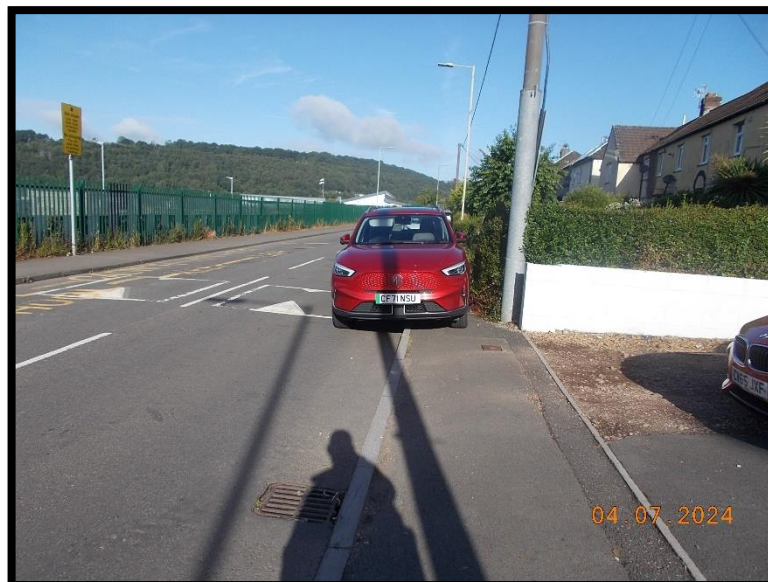




**Photographs 4.35 – Zebra Crossing on Holly Street**



**Photographs 4.36 – Holly Street vehicles parked on footways**



**Photograph 4.36 & 4.37 – Lime Street cut-through to Holly Street with step-offs**



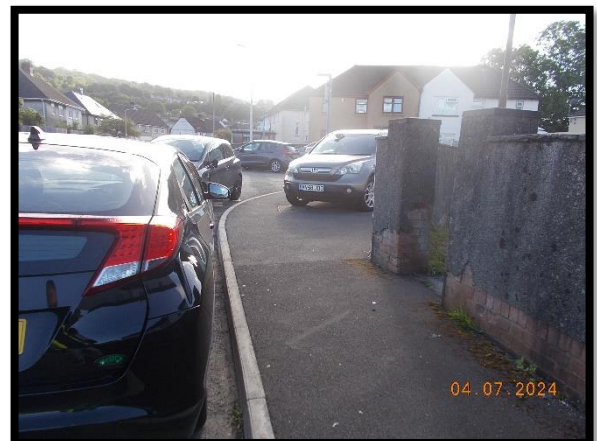
**Photograph 4.38 – Llan Avenue southern footway**



**Photograph 4.39 – Glyndwr Avenue vehicles parked on footways**



**Photograph 4.40 & 4.41 – Glyndwr Avenue vehicles parked on footways**





## 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. 4 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 **Main Route** - Glyntaff Gyratory Entry/Exit Arms – Pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.



5.9.2 **Sub Route 1** - The junction of the A4054 at Bridge Street Gyratory – Pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.





- 5.9.3 **Sub Route 1** - Pentrebach Road – Potential pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.



- 5.9.4 **Sub Route 2** - Merthyr Road/A4054 junction/Common Road – Pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.



- 5.9.5 **Sub Route 2** – A4054 Pontshonnorton Road at YGG Pont Siôn Norton– Potential pedestrian uncontrolled crossing location to achieve connectivity between adjacent footways.



- 5.10 RCT Transport Officers undertook traffic counts at these locations.
- 5.11 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.11.1 Low traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1-hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.
- 5.11.2 Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. 4 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 the site locations detailed below, with counts carried out between 07:45 and 08:45 and 14:45 and 15:45. In accordance with Learner Travel Guidance the period that recorded the highest traffic volumes has been “revisited” to confirm the data consistency.
- 5.12.1 **Location 1 – Glyntaff Gyratory Entry Arms - 12/09/2024**
- ❖ **AM:** 538 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 10 to 25, with a total of 199 gaps over the 1-hour period.
  - ❖ **PM:** 703 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 4 to 18, with a total of 128 gaps over the 1-hour period.
- 5.12.2 **Revisit Location 1 – Main Route Glyntaff Gyratory Entry Arm 13/09/2024**
- ❖ **PM:** 618 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 5 to 20, with a total of 131 gaps over the 1-hour period.
- The traffic flow and gaps at this location for both AM and PM meet the criteria outlined in the Learner Travel Guidance.**
- 5.12.3 **Location 2 – Main Route Glyntaff Gyratory Exit Arm - 11/09/2024**
- ❖ **AM:** 713 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 9 to 19, with a total of 152 gaps over the 1-hour period.
  - ❖ **PM:** 591 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 12 to 27, with a total of 213 gaps over the 1-hour period.
- 5.12.4 **Revisit Location 2 – Main Route Glyntaff Gyratory Exit Arm - 13/09/2024**
- ❖ **PM:** 574 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 9 to 28, with a total of 218 gaps over the 1-hour period.
- The traffic flow and gaps at this location for both AM and PM meet the criteria outlined in the Learner Travel Guidance.**

**5.12.5 Location 3 – Sub Route 1 Pentrebach Road - 18/09/2024**

- ❖ **AM:** 758 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 8 to 20, with a total of 153 gaps over the 1-hour period.
- ❖ **PM:** 575 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 8 to 22, with a total of 179 gaps over the 1-hour period.

**5.12.6 Revisit Location 3 – Sub Route 1 Pentrebach Road - 19/09/2024**

- ❖ **AM:** 731 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 7 to 15, with a total of 119 gaps over the 1-hour period.

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

**5.12.7 Location 4 – Sub Route 2 - Merthyr Road at the Junction with Corn Stores - 26/09/2024**

- ❖ **AM:** 569 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 9 to 18, with a total of 145 gaps over the 1-hour period.
- ❖ **PM:** 644 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 7 to 16, with a total of 112 gaps over the 1-hour period.

**5.12.8 Revisit Location 4 – Sub Route 2 - Merthyr Road at the Junction with Corn Stores - 27/09/2024.**

- ❖ **PM:** 733 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 5 to 17, with a total of 106 gaps over the 1-hour period.

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

**5.12.9 Location 5 – Sub Route 2 – Common Road - 23/09/2024**

- ❖ **AM:** 128 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 24 to 46, with a total of 432 gaps over the 1-hour period.
- ❖ **PM:** 165 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 26 to 45, with a total of 456 gaps over the 1-hour period.

**5.12.10 Revisit Location 5 – Sub Route 2 – Common Road - 23/09/2024**

- ❖ **PM:** 151 vehicles per hour, low traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 19 to 44, with a total of 439 gaps over the 1-hour period.

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

**5.12.11 Location 6 – Sub Route 1 – Corn Stores Hill, by Carpet Shop 24/09/2024**

- ❖ **AM:** 541 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 6 to 23, with a total of 160 gaps over the 1-hour period.
- ❖ **PM:** 485 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 10 to 21, with a total of 176 gaps over the 1-hour period.

**5.12.12 Revisit Location 6 – Sub Route 1 – Corn Stores Hill, by Carpet Shop 24/09/2024**

- ❖ **AM:** 563 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 6 to 18, with a total of 122 gaps over the 1-hour period.

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

**5.12.13 Location 7 – Sub Route 2 – A4054 Pontshonnorton Road at old YGG Pont Siôn Norton 16/09/2024**

- ❖ **AM:** 526 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 10 to 26, with a total of 197 gaps over the 1-hour period.
- ❖ **PM:** 543 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 11 to 25, with a total of 207 gaps over the 1-hour period.

**5.12.14 Revisit Location 7 – Sub Route 2 – A4054 Pontshonnorton Road at old YGG Pont Siôn Norton 17/09/2024**

- ❖ **PM:** 591 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 10 to 25, with a total of 218 gaps over the 1-hour period.

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

## 6. Social Issues

- 6.1 There is a short section of ramp/footpath between Foundry Place and Coedpenmaen Primary School that uses the footbridge to cross the A470. It has no overlooking buildings or natural surveillance, other than by other pedestrians, but it is available and in daily use by parents and pupils walking between Trallwn and Coedpenmaen Primary School. The footpath to the rear of Coedpenmaen Primary School would benefit from vegetation clearance to improve pedestrian comfort and lighting levels, see **photograph 6.1** below.

**Photograph 6.1 – Sub Route 1 - A470 Overbridge to the rear of Coedpenmaen Primary School**



- 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 main route or sub routes 1 and 2 during the period assessed.
- 7.4 The following collision occurred on **Sub Route 3**:

### Sub Route 3

- 1 serious collision just south of the junction of Ilan Avenue with Dyffryn Road junction. The casualty of this collision was a child pedestrian. Date 17/01/2022.

## 8. Route Overview

### 8.1 Main Route – Dewi Sant Hospital to Ysgol Afon Wen

- 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 the route.
- 8.1.3 Trees are overhanging the footway along B4595 Broadway which require cutting back to improve route width and pedestrian comfort levels.
- 8.1.4 There is a localised section of footway on the B4595 Broadway where the footway width is circa 600mm (tree narrowing the route), which may require pedestrians to give way to avoid stepping into the carriageway to pass one another.
- 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 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.1.7 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.1.8 There are controlled crossing facilities at the following locations:
- Signalised Crossing – On High Street south of the junction with the A4058 Broadway.
  - Signalised Crossing – On the B4595 Broadway junction with the A4058 Broadway.
  - Signalised Crossing – On the B4595 Broadway junction with Fothergill Street.
  - Zebra Crossing – Outside Parclewis School on B4595 Broadway.
  - Signalised Crossing – On the A4054 Cardiff Road at the new Active Travel Bridge Link to Treforest Station.
  - Zebra Crossing – On the A4054 College Way west of the junction with Ebenezer Street.
  - Zebra Crossing – On the A4054 College Way south of the junction with Dyffryn Road.
  - Signalised Crossing – on the A4054 Cardiff Road west of the junction with School Lane.
- 8.1.9 Where traffic flow and gaps surveys have been undertaken at potential/existing uncontrolled crossing locations (for both AM and PM school times), they meet the criteria outlined in the Learner Travel Guidance.



## 8.2 Sub Route 1 – Trallwn to Machine Bridge

- 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 Trees are overhanging the footpath between Coedpenmaen Primary School and A470 overbridge. Ongoing tree maintenance is required. This footpath is also showing early signs of failure.
- 8.2.4 There is a narrow pedestrian refuge island on the crossing of Bridge Street gyratory. Surveys have been undertaken to confirm there are other opportunities to cross Corn Stores Hill that comply with Learner Travel guidance. It should be noted that an alternative 'available' route exists from Central Square, Trallwn via Middle Street, South Street, Llanover Street, Bridge Street, Taff Street and High Street to join the main route at Broadway. This route offers an alternative to walking over the footbridge to Coedpenmaen Road and crossing Corn Stores Hill, with signal controlled pedestrian phases as the route enters and leaves Pontypridd Town Centre.
- 8.2.5 There are localised sections of footway on the A4054 Pentrebach Road where the footway widths are <1m, which may require pedestrians to give way to avoid stepping into the carriageway to pass one another.
- 8.2.6 Verge vegetation is encroaching into footways along sections of the A4054 Pentrebach Road, where the footway widths are narrowed to circa <1m. This may require pedestrians to give way to avoid stepping into the carriageway to pass one another. Ongoing maintenance is required to ensure pedestrians can pass safely.
- 8.2.7 Street lighting is present throughout the route although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.2.8 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.2.9 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.
- 8.2.10 There are controlled crossing facilities at the following locations:
- 8.2.11 Signalised Crossing – On Pentrebach Road east of the junction with the Cemetery Road.
- 8.2.12 A section of the route between Foundry Place and Coedpenmaen Primary School that uses the footbridge to cross the A470, has no overlooking buildings or natural surveillance but is well used by pedestrians. It should be noted that an alternative 'available' route exists from Central Square, Trallwn via Middle Street, South Street, Llanover Street, Bridge Street, Taff Street and High Street to join the main route at Broadway. This route offers an alternative to walking over the footbridge to Coedpenmaen Road and crossing Corn Stores Hill, with signal-controlled pedestrian phases as the route enters and leaves Pontypridd Town Centre.

- 8.2.13 Where traffic flow and gaps surveys have been undertaken at potential/existing uncontrolled crossing locations (for both AM and PM school times), they meet the criteria outlined in the Learner Travel Guidance.

### 8.3 Sub Route 2 – YGG Point Siôn Norton to Pentrebach Road

- 8.3.1 The route lies within a 20mph speed limit.
- 8.3.2 There are continuous sections of footway present in reasonable condition along the route.
- 8.3.3 There are localised sections of footway along the length of the A4054 Merthyr Road, where vehicles are obstructing footways which impacts upon walking routes. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.3.4 There are discrete sections of footway along the A4054 Merthyr Road where the footway width reduces to circa 1 metre, which may require pedestrians to give way to avoid stepping into the carriageway to pass one another.
- 8.3.5 Verge vegetation is encroaching into footways along sections of the A4054 Pentrebach Road, where the footway widths are narrowed to circa <1m. This may also require pedestrians to give way to avoid stepping into the carriageway to pass one another. Ongoing maintenance is required to ensure pedestrians can pass safely.
- 8.3.6 Street lighting is present throughout the route although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.3.7 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.3.8 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.
- 8.3.9 There are no controlled crossing facilities along this route.
- 8.3.10 Where traffic flow and gaps surveys have been undertaken at potential/existing uncontrolled crossing locations (for both AM and PM school times), they meet the criteria outlined in the Learner Travel Guidance.

## 8.4 Sub Route 3 – Cardiff Road to Cardinal Newman Catholic School

- 8.4.1 The route lies within a 20mph speed limit.
- 8.4.2 There are continuous sections of footway present in reasonable condition along the route.
- 8.4.3 There are localised sections of footway along Glyndwr Avenue where vehicles are obstructing footways which impact upon walking routes. Local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.4.4 There are discrete sections of footway along Lime Street where the footway width reduces to circa <1m metre, where pedestrians can use step-offs into the carriageway or verge to pass one another.
- 8.4.5 Verge vegetation is encroaching along sections of footway along the Holly Street Road where the footway widths are <1m. This may also require pedestrians to give way to avoid stepping into the carriageway to pass one another. Ongoing maintenance is required to ensure pedestrians can pass safely.
- 8.4.6 Street lighting is present throughout the route although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.4.7 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There was 1 serious collision that involved child pedestrian during the times assessed.
- 8.4.8 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.
- 8.4.9 There are controlled crossing facilities at the following locations:
- Signalised Crossing – On Holly Street west of the junction with the Beechwood Street.
- 8.4.10 Traffic counts and gap surveys were not deemed to be required, as the walking route was well catered for by controlled and uncontrolled crossings for pedestrians wishing to cross.
- 8.4.11 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 – Dewi Sant Hospital to Ysgol Afon Wen

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

- Monitor the condition of overhanging trees and foliage. Where trees and or foliage overhang or encroach into footways, these areas should be cut back to improve 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 black bags and parked cars, action to be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

### 9.2 Sub Route 1 – Trallwn to Machine Bridge

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 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 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 black bags and parked cars, action to be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

### 9.3 Sub Route 2 – YGG Pont Siôn Norton to Pentrebach Road

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

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



## 9.4 Sub Route 3 – Cardiff Road to Cardinal Newman Catholic School

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

- Monitor the condition of overhanging trees and foliage. Where trees and/or foliage overhang or encroach into footways, these areas should be cut back to improve the usable width, sight lines and natural surveillance. In addition to this leaf debris should be removed from footways when required.
- Monitor footway obstructions. Where footways widths 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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