

RCT School Walking Route Assessment Report

Routes to Ysgol Bro Taf

March 2025





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Contents

1.	Introduction	1
2.	Policy Alignment	2
3.	Procedures	4
4.	Site Location & Walking Route	5
5.	ATC and Pedestrian Survey Results	25
6.	Social Issues	28
7.	Collision Data	29
8.	Route Overview	30
9.	Conclusions and recommendations	34

1. Introduction

- 1.1 Redstart have 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** – Hopkinstown Spar to Ysgol Bro Taf.
 - **Sub Route 1** – Maesycoed Primary School to Gelliwastad Road (joins the Main Route).
 - **Sub Route 2** – Trallwn to Merthyr Road (joins the Main Route).
 - **Sub Route 3** – Common Road to Merthyr Road (joins 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 a responsible 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 that have expertise in (including responsibility for) tackling and quantifying social danger. The Police or Police Community Support Officers have responsibility for crime, disorder, and anti-social behaviour, whilst the Local Safeguarding Children Boards have responsibility for safeguarding/child protection matters.
- 2.7 Their involvement includes the exchange of information, assessment, and management of any such risks. Therefore, Redstart have not been commissioned to identify issues of social dangers caused by anti-social behaviour.

3. Procedures

3.1 Site Visit

- 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

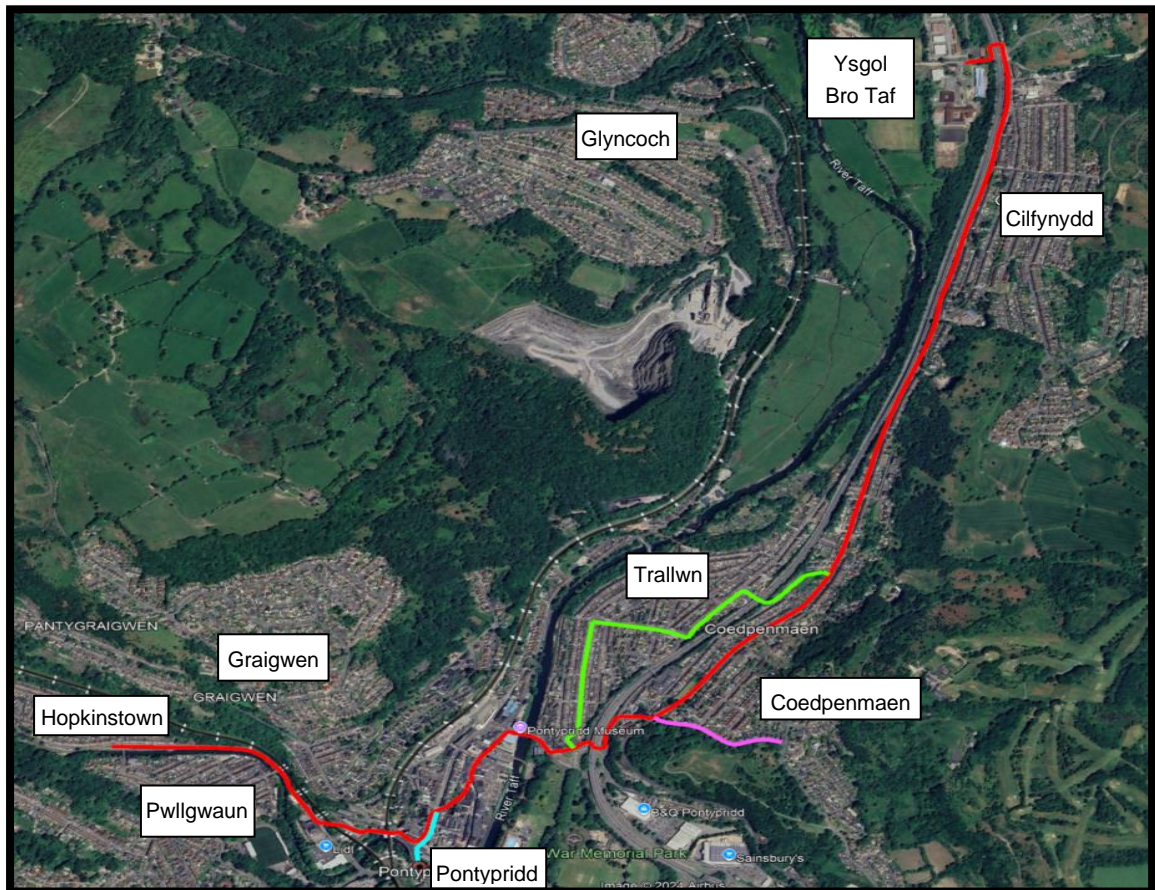
- 3.2.1 The following information is to be provided as part of the assessment:
- a) A plan showing the routes assessed;
 - b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

4. Site Location & Walking Route

4.1 Route Overview (Main Route and adjoining Sub Routes)

- 4.1.1 The **Main Route** is from Hopkinstown Spar, Hopkinstown Road, Pontypridd, CF37 2PT to Ysgol Bro Taf, Pontypridd CF37 4SF, where three further sub routes have also been assessed as part of the report and all four are shown in **Image 4.1 below**.

Image 4.1 – Main & Sub Routes to Ysgol Bro Taf (Image © 2024 Airbus)



- **Main Route** – Commences at Hopkinstown Spar, Hopkinstown Road, A4058, Catherine Street, Gelliwastad Road, Penuel Lane, Taff Street, Bridge Street, A4054 Coedpenmaen Road known locally as Corn Stores Hill, Merthyr Road, Pontshonnorton Road, Cilyfnydd Road, footbridge to Ysgol Bro Taf, Pontypridd CF37 4SF,
- **Sub Route 1** – Commences at Maesycod Primary School, Llanwern Road, Mound Road, Maesycod Road, Sardis Road (A4058), Catherine Street, Gelliwastad Road to join the Main Route to Ysgol Bro Taf at Penuel Lane.
- **Sub Route 2** – Commences at West Street, South Street, Middle Street, Ralph Street, Coedpenmaen Road, Doddington Place to join the Main Route to Ysgol Bro Taf at Merthyr Road.
- **Sub Route 3** – Commences at Common Road to Ysgol Bro Taf at Merthyr Road.

- 4.1.2 There are continuous lengths of footway, with crossing opportunities and street lighting present along 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. Pupils are currently walking from The Common and Trallwn to Ysgol Bro Taf on routes which are already available and in daily use. Links to / from Primary Schools at Maesycod, Hopkinstown, Graigwen, Trawlln, Common and Cilfynydd are already available and in daily use.
- 4.1.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.1.4 Connectivity between footways is provided throughout by zebra, signal control, central refuge islands, 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 to high.
- 4.1.6 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians.
- 4.1.7 Photographs were taken along the walking routes are shown below.

4.2 Main Route – Hopkinstown Spar to Ysgol Bro Taf

- 4.2.1 Photographs 4.1 to 4.22 were taken along the **Main Route** from Hopkinstown Road to Ysgol Bro Taf.
- 4.2.2 The route lies within a 20/30mph speed limit, with vehicle flows observed to be moderate to high and pedestrian volumes were low to moderate during the time of the assessment.

Photograph 4.1 – Signal controlled crossing on the A4058 Hopkinstown Road



Photograph 4.2 – A4058 Hopkinstown Road reduction in available footway width



Photograph 4.3 – Uncontrolled crossing (pedestrian refuge) across the junction entrance to YGG Evan James



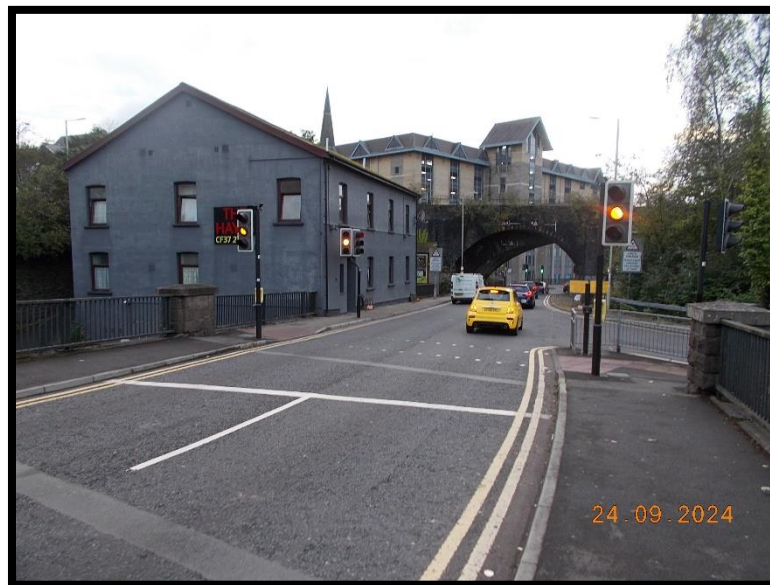
Photograph 4.4 – Signal controlled crossing outside YGG Evan James



Photograph 4.5 – Signal controlled crossing on the A4058 under the railway bridge



Photograph 4.6 – Signal controlled crossing on the A4058 at the Sardis Road gyratory



Photograph 4.7 – Signal controlled crossing at the Rhondda Road arm of the Sardis Road gyratory



Photograph 4.8 – Active Travel Shared Use Route at the bus laybys on Gelliwastad Road



Photograph 4.9 – Signal controlled crossing on Gelliwastad Road near the junction with Penuel Lane



Photograph 4.10 – The Public Realm within Pontypridd Town Centre



Photograph 4.11 – Signal controlled crossing at the junction of Bridge Street / Morgan Street / Berw Road / Taff Street



Photograph 4.12 – Signal controlled crossing at Bridge Street linking to Ynysangharad Park



Photograph 4.13 – Signal controlled crossing at the northbound on slip to the A470 at Bridge Street



Photograph 4.14 – Signal controlled crossing at the southbound off slip from the A470 at Bridge Street



Photograph 4.15 – Uncontrolled crossing at the A4054 Merthyr Road near the junction with Common Road and Corn Stores Hill



Photograph 4.16 – On street parking further reducing the already narrow usable width along the A4054 Merthyr Road. With the opposite footway being wider and available, there are plenty of opportunities with good visibility to cross over at each approach to this narrowing.



Photograph 4.17 – Overhanging tree branches along the A4054 Merthyr Road, at the approach to the A470 overbridge



Photograph 4.18 – Signalised crossing on A4054 Merthyr Road linking to the approach to the A470 overbridge



Photographs 4.19 & 4.20 – Stepped ramps to access the A470 overbridge between A4054 Merthyr Road and Ysgol Bro Taf



Photograph 4.21 – Footpath approach to Ysgol Bro Taf



Photograph 4.22 – Footway approach to Ysgol Bro Taf main entrance



4.3 Sub Route 1 – Maes Y Coed Primary School to Gelliwastad Road (joins the Main Route)

- 4.3.1 Photographs 4.23 to 4.31 were taken along the Sub Route 1 from Coedpenmaen Primary School to Gelliwastad Road where Sub Route 1 joins the Main Route.
- 4.3.2 The route lies within a 20/30mph speed limit, with vehicle flows and speeds observed to be moderate and pedestrian volumes were low to moderate during the time of the assessment.

Photograph 4.23 – Localised footway narrowing with uneven footway profile due to tree planting outside Maes Y Coed Primary School



Photograph 4.24 – Existing Zebra Crossing on Woodland Terrace



Photograph 4.25 – Leaf debris narrowing the usable footway width on the link to Sardis Road



Photograph 4.26 – Uncontrolled crossing with pedestrian refuge island on Sardis Road



Photographs 4.27 & 4.28 – Signal controlled crossing with pedestrian refuge island at the junction of Sardis Road with the A4058



Photographs 4.29 & 4.30 – Signal controlled crossing on Sardis Road (opposite Sardis House)



Photographs 4.31 – Improved footway width at Gelliwastad Road bus stops



4.4 Sub Route 2 – Trallwn to Merthyr Road (joins the Main Route)

- 4.4.1 Photographs 4.32 to 4.35 were taken along the Sub Route 2 from West Street, South Street, Middle Street, Ralph Street, Coedpenmaen Road, Doddington Place to Merthyr Road where Sub Route 2 joins the Main Route.
- 4.4.2 The route lies within a 20/30mph speed limit, with vehicle flows and speeds observed to be moderate and pedestrian volumes were low to moderate during the time of the assessment.

Photograph 4.32 – Uncontrolled crossing point at the junction of West Street with the Bridge Street gyratory



Photograph 4.33 – Uncontrolled crossing point on South Street, with reduced visibility to approaching vehicles from West Street



Photographs 4.34 – Available footways along Middle Street through Trallwn



**Photographs 4.35 – Overhanging trees at the junction entrance to Coedpenmaen
Road from the A4054 Merthyr Road**



4.5 Sub Route 3 – Common Road to A4058 Merthyr Road (Joins the Main Route)

- 4.5.1 Photographs 4.36 to 4.39 were taken along Sub Route 3 from Common Road to Merthyr Road where Sub Route 3 joins the Main Route.
- 4.5.2 The route lies within a 20mph speed limit, with vehicle flows and speeds observed to be moderate and pedestrian volumes were low to moderate during the time of the assessment.

Photograph 4.36 – Footways along Common Road with on street parking along the northern footway



Photograph 4.37 – Footways along Common Road with overhanging trees on the southern footway



Photographs 4.38 – Common Road junction with the A4054 Merthyr Road



Photographs 4.39 – Uncontrolled crossing near the junction of Corn Stores Hill /Common Road and the A4054 Merthyr Road, with overhanging trees



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 2 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 1 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 1 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 At the Common Road / Corn Stores Hill junction with the A4054 Merthyr Road, pedestrians may be required to cross to achieve connectivity between adjacent footways. Whilst traffic flows appeared moderate during the time of the assessment and visibility appears good, crossing opportunities needed to be assessed. It should be noted that there were further opportunities to cross along the A4054 Merthyr Road.

- 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 2 different locations as detailed below, with counts carried out between 07:30 and 08:30 and 15:00 and 16:00. In accordance with Learner Travel Guidance the period that recorded the highest traffic volumes has been “revisited” to confirm reliability of the data.

- 5.12.1 **Location 1 – 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.

- 5.12.2 **Revisit Location 1 – Sub Route 1 – Corn Stores Hill, by Carpet Shop 25/09/2024**

- ❖ **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.

5.12.3 Location 2 – 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.

5.12.4 Revisit Location 2 – Sub Route 2 – Common Road 25/09/2024

- ❖ **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.

6. Social Issues

- 6.1 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.
- 6.2 There may be other issues that are not obvious from a walked assessment, which may be identified by other user groups. The local authority would need to consider these aspects with the Police and other safeguarding agencies.

7. Collision Data

- 7.1 Pedestrian collision data for the 5 years from 2020 to 2024 (verified) have been investigated through Crashmap.co.uk and Police Recorded Road Collision data. Note that the Learner Travel Statutory Provision and Operational Guidance requires assessors to incorporate 3 years of collision history into the assessment of a route.
- 7.2 The collision data has been investigated during the times that school children would be walking the route to capture typical traffic conditions during the time. These times have been set at 07:00 – 09:30 for the AM journey, and 14:30 – 17:00 for the PM journey.
- 7.3 There were no collisions that involved pedestrians along the any of the routes during the period assessed.

8. Route Overview

8.1 Main Route – Hopkinstown Spar to Ysgol Bro Taf

- 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 The route involves signal controlled crossing of the A470 northbound and southbound slip roads. It should be noted that an alternative 'available' route exists from Bridge Street using Sub Route 2 through Trallwn to join the main route at the A4054 Merthyr Road junction with Coedpenmaen Road.
- 8.1.4 There are localised sections of footway along the length of the A4054 Merthyr Road / A4054 Cilfynydd 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.
- 8.1.5 There are discrete sections of footway along the A4054 Merthyr Road / A4054 Cilfynydd Road where the footway width reduces to circa 1m, which may require pedestrians to give way to avoid stepping into the carriageway to pass one another or to cross to achieve connectivity to a wider adjacent footway. Traffic flows appeared low to moderate 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.
- 8.1.6 There are discrete sections of footway along the A4058 Merthyr Road / A4054 Cilfynydd Road where overhanging trees and vegetation require cutting back to maximise footway width, pedestrian comfort levels and ensure pedestrians can pass one another safely.
- 8.1.7 There is street lighting present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.8 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.1.9 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.
- 8.1.10 There are controlled crossing facilities at the following locations:
- Signalised Crossing – Opposite Lads & Lasses on the A4058 Hopkinstown Road.
 - Signalised Crossing – Outside YGG Evan James on the A4058 Rhondda Road.
 - Signalised Crossing – Under the railway overbridge at Mill Street on the A4058.
 - Signalised Crossing – Outside The Hayes on Mill Street on the A4058.
 - Signalised Crossing – Outside the multi-story carpark on Mill Street on the A4058.
 - Signalised Crossing – Outside St Catherines Church on Gelliwastad Road.
 - Signalised Crossing – At the junction of Berw Road/Taff Street with Bridge Street.

- Signalised Crossing – At Bridge Street linking to Ynysangharad Park.
- Signalised Crossing – At the A470 northbound on-slip at Bridge Street gyratory.
- Signalised Crossing – At the A470 southbound off-slip at Bridge Street gyratory.
- Signalised Crossing – At the A470 northbound on-slip at Bridge Street gyratory.
- Signalised Crossing – At the A470 overbridge linking to Pontypridd High School on the A4054 Cilfynydd Road.

8.1.11 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.

8.1.12 Black bags and bins can be a problem, reducing the available footway width in places but a change in waste collection methodology from the collection of wheeled bins to black bags may help to reduce the number of obstructions on the footway. Where footway widths continue to be restricted by black bags and bins, action can be taken in conjunction with the appropriate Council Department.

8.2 Sub Route 1 – Maes Y Coed Primary School to Catherine Street (Joins the Main Route)

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

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

8.2.3 Street lighting is present throughout the route.

8.2.4 At the footway link between Maesycod Road and Sardis Road leaf debris clearance is required from the back of footway to maximise the footway width and improve pedestrian comfort levels. It is noted that there is an available footway on the opposite side of the road.

8.2.4 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.

8.2.5 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.

8.2.6 There are controlled crossing facilities at the following locations:

- A Zebra Controlled Crossing on Woodland Terrace at the junction with Maesycod Road.
- Signalised Crossings – A two-stage crossing at the junction of Sardis Road with the A4058.
- Signalised Crossings – A two-stage crossing at the gyratory outside Sardis House.

8.2.7 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 Sub Route 2 – Trallwn to Merthyr Road (Joins the Main Route)

- 8.3.1 The route lies within 30/20mph speed limits.
- 8.3.2 There are continuous sections of footway present in reasonable condition along the route.
- 8.3.3 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.3.4 At the junction of Coedpenmaen Road with the A4054 Merthyr Road, overhanging trees and vegetation require cutting back to maximise footway width, pedestrian comfort levels and ensure pedestrians can pass one another safely.
- 8.3.5 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.3.6 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.3.7 There are no controlled crossing facilities along this Sub Route.
- 8.3.8 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.

8.4 Sub Route 3 – Common Road to A4058 Merthyr Road (Joins the Main Route)

- 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 At the Common Road / Corn Stores Hill junction with the A4054 Merthyr Road, pedestrians will be required to cross to achieve connectivity between adjacent footways. It should be noted that whilst the junction itself was assessed, there were further opportunities along the A4054 Merthyr Road, with good visibility and sufficient gaps in traffic to cross that complied with Learner Travel guidance.
- 8.4.4 There are discrete sections of footway along the Common Road where overhanging trees and vegetation require cutting back to improve maximise footway width, pedestrian comfort levels and to ensure pedestrians can pass one another safely.
- 8.4.5 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.4.6 Investigations into pedestrian collisions have been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.

- 8.4.7 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.
- 8.4.8 There are no controlled crossing facilities along this Sub Route.
- 8.4.9 Traffic counts were undertaken at one location, with counts carried out between 07:30 and 08:30 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:
- Locations 1 & 2 - Common Road & Corn Stores Hill junction with the A4054 Merthyr Road.
- 8.4.10 **The traffic flow and gaps at this location for both AM and PM times meet the criteria outlined in the Learner Travel Guidance.**
- 8.4.11 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.

9. Conclusions and Recommendations

9.1 Main Route - Hopkinstown Spar to Pontypridd High School

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

9.2 Sub Route 1 – Maesycloed Primary School to Gelliwastad Road (joins the Main Route)

9.2.1 The route meets the criteria and is considered available to walk in line with the Learner Travel guidelines. However, further enhancements to the walked route **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.

9.3 Sub Route 2 – Trallwn to Merthyr Road (joins the Main Route)

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.

9.4 Sub Route 3 – Common Road to A4058 Merthyr Road (Joins the Main Route)

9.3.2 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.

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