

# RCT School Walking Route Assessment

Tonypandy / Pontygwaith / Trealaw to  
Ysgol Gyfun Cwm Rhondda

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** – Tonypany Bus Station to Ysgol Gyfun Cwm Rhondda.
  - **Sub Route 1** – Pontygwaith to Ysgol Gyfun Cwm Rhondda.
  - **Sub Route 2** – The Colliers, Trealaw to Tynewydd Square (joins to Sub Route 1).
- 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.

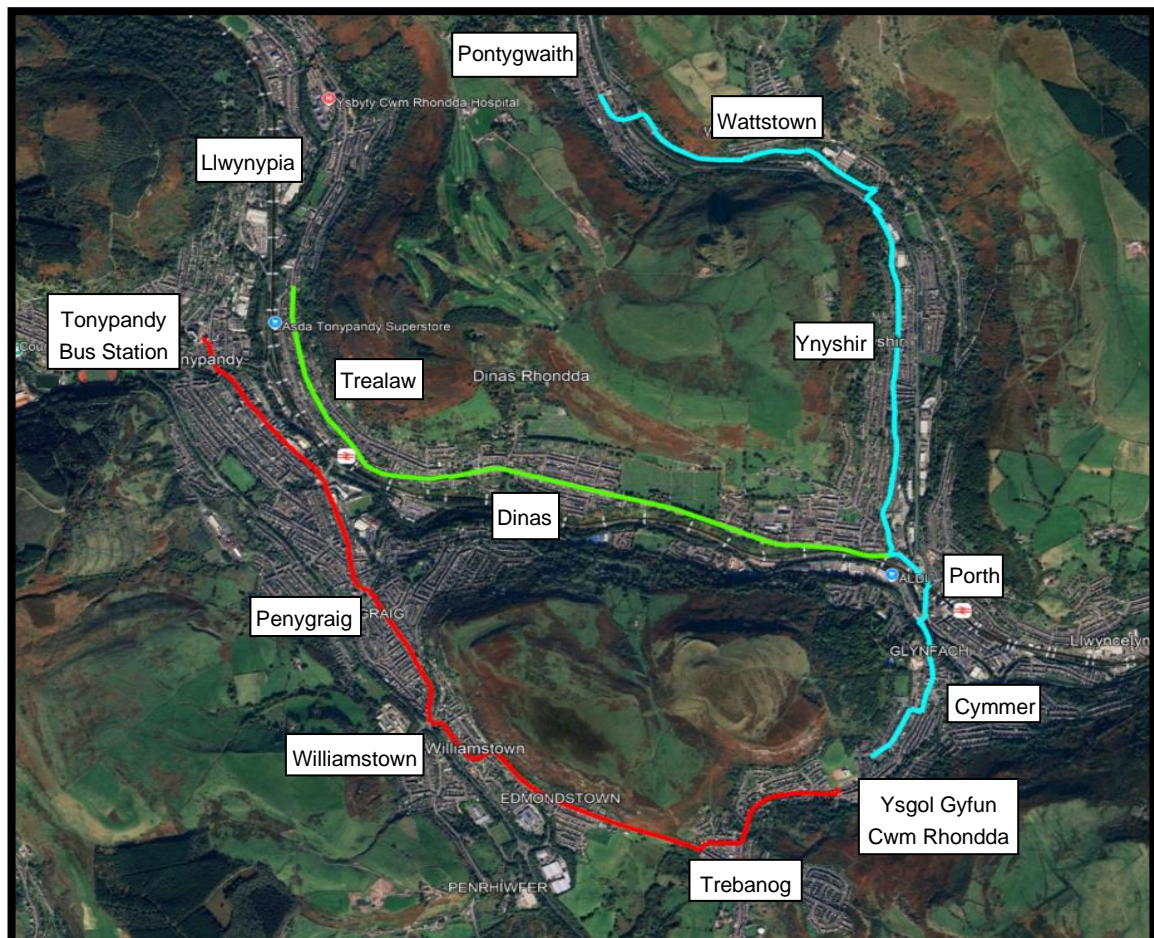


## 4. Site Location & Walking Route

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

- 4.1.1 The **Main Route** to Ysgol Gyfun Cwm Rhondda, Graigwen Road, Porth CF39 9HA. commences at Tonypandy Bus Station, off Court Street, Tonypandy CF40 2RF. Two further sub routes from Pontygwaith and Trealaw have been assessed as part of this report and these are shown in **Image 4.1 below**.

**Image 4.1 – Route 4 – Main & Sub Routes to Ysgol Gyfun Cwm Rhondda (Image © 2024 Airbus)**





- **Main Route** – Tonypandy Bus Station to Ysgol Gyfun Cwm Rhondda via Court Street, De Winton Street, Dunraven Street, Tylacelyn Road, Amos Hill, Cornwall Road, Arthur Street, School Street, Mountain Road, Edmondstown Road, Brocks Terrace, Trem Y Glyn, Olive Terrace, A4233 Trebanog Road to the main entrance of Ysgol Gyfun Cwm Rhondda.
- **Sub Route 1** – Pontygwaith to Ysgol Gyfun Cwm Rhondda via Brewery Terrace Bus Stop, Brewery Road, Llewellyn Street, Margaret Street, Lewis Terrace, Aberllechau Road, path to footbridge over A4233, Ynyshir Road, Aberrhondda Road, Tynewydd Square, Rheola Road, Porth Street, Cymmer Bridge, High Street, Catherine Crescent, Graigwen Road to the lower entrance of Ysgol Gyfun Cwm Rhondda.
- **Sub Route 2** – The Colliers, Trealaw to Tynewydd Square via Ynyscynon Road, Rhys Street, Royal Terrace, Brithweunydd Road, Cemetery Road to join Sub Route 1 at Tynewydd Square.

4.1.2 There are continuous lengths of footway with crossing opportunities and street lighting along the length of the routes. Generally, footways along the routes 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 following walking routes are already in use and are available:

- Ysgol Gyfun Cwm Rhondda pupils are walking from streets around Penygraig Roundabout and the route is already available and in daily use.
- Walking routes to Ysgol Nantgwyn from Williamstown, Tonypandy, Penygraig areas are also already available and in daily use.
- Links to / from Primary Schools at SS Gabriel & Raphael and Williamstown are also already available and in daily use.
- The route from Pontygwaith is already available and in daily use by pupils accessing Pontygwaith Primary, with secondary pupils walking from Lower Wattstown and Ynyshir to Porth Community School and from Cymmer to Porth Community School.
- Pupils from Trealaw are walking to Porth Community School, with local links to Trealaw Primary School also being 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 to high.

4.1.6 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians.

4.1.7 Photographs were taken along the walking routes are shown below.

## 4.2 Main Route – Tonypandy Bus Station to Ysgol Gyfun Cwm Rhondda

4.2.1 Photographs 4.1 to 4.18 were taken along the **Main Route** from Tonypandy Bus Station to the top entrance Ysgol Gyfun Cwm Rhondda.

- 4.2.2 The route lies within a 30/20mph speed limit, where vehicle flows were observed to be moderate to high during the time of the assessment and pedestrian volumes were low.

**Photograph 4.1 – Uncontrolled crossing (pedestrian refuge) at Tonypandy Square**



**Photograph 4.2 – Zebra controlled crossing outside St. Andrews Surgery on De Winton Street**



**Photograph 4.3 – Zebra controlled crossing outside the CF40 Experience on Dunraven Street**



**Photograph 4.4 – Uncontrolled raised crossing in Tonypandy town centre**





**Photograph 4.5 & 4.6 – Signal controlled crossings at the junctions of Gelli Road with Dunraven Street**



**Photograph 4.7 – Signal controlled crossing outside Iceland on Dunraven Street**



**Photograph 4.8 – Signal Controlled Crossing outside the Co-Op in Penygraig on the B4278 Tylacelyn Road**



**Photograph 4.9 – Zebra Controlled Crossing outside at the car park in Penygraig on the B4278 Tylacelyn Road**



**Photograph 4.10 – Zebra controlled crossing outside no.2 Swan Terrace, Penygraig**



**Photograph 4.11 – On-street parking restricting footway widths along Amos Hill Penygraig**





**Photograph 4.12 – Narrow footway widths along the northern footway on Amos Hill, it is noted however that the southern footway is available.**



**Photograph 4.13 – Uneven road surface at the junction of Coronation Street with Arthur Street**





**Photograph 4.14 & 4.15 – Refuse/recycling bags reducing the available footway width along Mountain Road**



**Photograph 4.16 – Southern footway along Edmondstown Road leading to Trebanog**



**Photograph 4.17 – Signalised crossing at the main school entrance**



**Photograph 4.18 – Main entrance to Ysgol Gyfun Cwm Rhondda**



### 4.3 Sub Route 1 – Pontygwaith to Ysgol Gyfun Cwm Rhondda

- 4.3.1 Photographs 4.19 to 4.43 were taken along Sub Route 1 from Pontygwaith to the eastern entrance of Ysgol Gyfun Cwm Rhondda from Graigwen Road.
- 4.3.2 The route lies within a 20mph speed limit, with vehicle flows and speeds observed to be moderate the time of the assessment and pedestrian volumes were low to moderate.

**Photograph 4.19 – Pontygwaith bus stop at the start of the sub route**



**Photograph 4.20 – On-street parking and overgrown vegetation reducing the usable width along Brewery Road**





**Photograph 4.21 – Uncontrolled crossing point at the junction of Furnace Road with Margaret Street**



**Photograph 4.22 – Zebra controlled crossing on Margaret Street opposite the car sales garage (road closed to through traffic at the time of the assessment)**



**Photograph 4.23 – Zebra controlled crossing on Aberllechau Road (road closed to through traffic at the time of the assessment)**



**Photograph 4.24 – Entrance to the Rhondda Fach Active Travel route off the Select Industrial Park access road**





**Photograph 4.25 – Off-road Rhondda Fach Active Travel shared use route between the Select Industrial Park access road and the A4233 overbridge**



**Photograph 4.26 – Active Travel A4233 overbridge walking and cycling link to Ynysir Road**



**Photograph 4.27 – Uncontrolled crossing point linking footways on Ynysir Road**



**Photograph 4.28 – Overhanging tree branches and vegetation along Ynysir Road**





**Photograph 4.29 – Zebra crossing outside no.89 Ynysir Road**



**Photograph 4.30 – Zebra crossing outside Morrisons Daily on Ynysir Road**



**Photograph 4.31 & 4.32 – Overhanging vegetation and on street parking restricting footway widths along Ynysir Road**



**Photograph 4.33 – Zebra crossing outside Doner King & Pizzanos on Tynewydd Square**



**Photograph 4.34 – Raised Zebra crossing outside the Tynewydd Hotel on Rheola Road**



**Photograph 4.35– Raised uncontrolled crossings either side of the minor junction on Rheola Road**





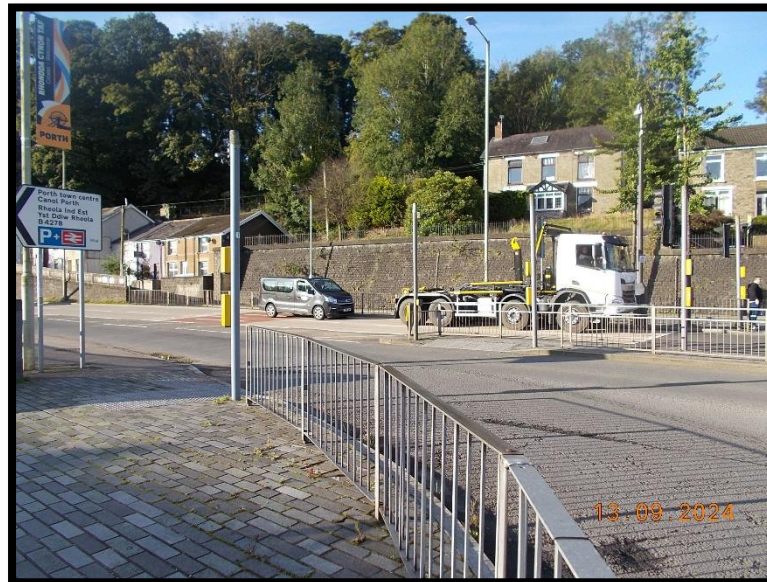
**Photograph 4.36 – Zebra crossing at the junction of Rheola Road with the B4278**



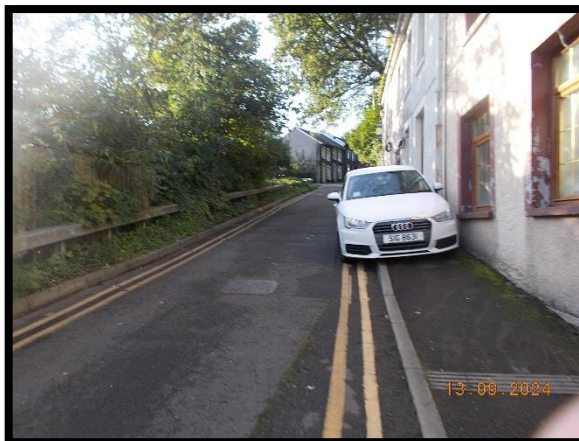
**Photographs 4.37 & 4.38– Signalised controlled crossings at the junction of Porth Street with the B4278**



**Photograph 4.39 – Staggered signalised controlled crossings at Porth Square across the 4058**



**Photographs 4.40 & 4.41 – On-street parking and overgrown vegetation reducing the usable footway width along High Street cul de sac**





**Photographs 4.42 – Footway approach to Ysgol Gyfun Cwm Rhondda along Graigwen Road**



**Photographs 4.43 – Junction at Graigwen Road / Heol Herb on approach to Ysgol Gyfun Cwm Rhondda**



#### 4.4 Sub Route 2 – The Colliers, Trealaw to Tynewydd Square (joins Sub Route 1)

- 4.4.1 Photographs 4.44 to 4.53 were taken along Sub Route 2 from The Colliers, Trealaw to Tynewydd Square (joins Sub Route 1).
- 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.

**Photographs 4.44 – The Colliers, Trealaw start of route**



**Photograph 4.45 – Zebra crossing at no.100 Miskin Road**





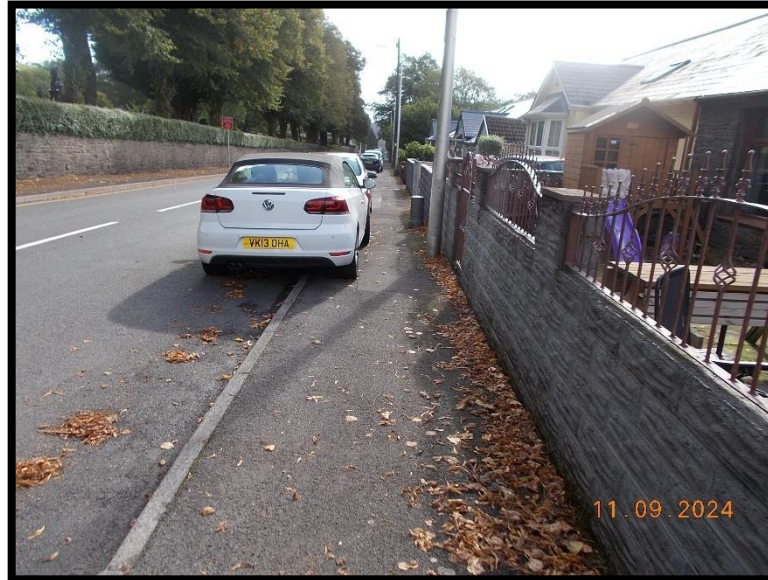
**Photograph 4.46 – Zebra crossing on the B4278 Brithweunydd Road opposite the Post Office**



**Photograph 4.47 – Raised Zebra crossing outside no. 126 on the B4278 Brithweunydd Road**



**Photograph 4.48 – On street parking reducing the usable footway width along the B4278 Brithweunydd Road**



**Photograph 4.49 – Raised Zebra crossing outside no. 71 on the B4278 Cemetery Road**



**Photograph 4.50 – Raised uncontrolled crossing outside no. 90 on the B4278 Cemetery Road**



**Photograph 4.51 – Zebra crossing near the junction of the Mount Pleasant Road with the B4278 Cemetery Road**





**Photograph 4.52 – Overhanging tree branches on the footway leading to Tynewydd Square on the B4278 Cemetery Road**



**Photograph 4.53 – Raised Zebra crossing at Tynewydd Square on the B4278 Cemetery Road**



## 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 85<sup>th</sup> percentile speed (the speed at which 85% of the vehicles travel below) of the traffic flow. Vehicle stopping distances should be taken as those given in the Highway Code. In many rural areas, the exercise of continuous judgement is likely to be required. No criteria can provide all the guidance or answers to every situation that may be encountered.
- 5.4 If roads have to be crossed to use a footway or to improve sight lines, it may be necessary to advise on safe crossing places. On some country roads the footway may not be continuous.
- 5.5 An informed judgement will have to be made about the availability of "step off" points.
- 5.6 The difficulty of crossing at a site can be assessed by considering the number of gaps in the traffic flow that are acceptable to pedestrians. Free flowing traffic may provide gaps randomly and fairly frequently, but speeds tend to be higher, and gaps would need to be longer in order to cross the road safely.
- 5.7 An acceptable gap to cross from kerb to kerb varies with each person. Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Others may need larger gaps of around 10 to 12 seconds.
- 5.8 It is recommended that the survey records the number of gaps in each 5 minute period that are longer than the road crossing time, using one metre per second as the walking speed. Four gaps in each 5 minute period indicate a road that can be crossed without too much delay. Longer gaps could be classified as multiple gaps rather than as just one gap.
- 5.9 With the above criteria in mind, traffic surveys were undertaken to establish flows, 85<sup>th</sup>tile speeds and crossing gaps at the following locations:

- 5.9.1 **Sub Route 1 (alternative section)** – A4233 Porth Bypass road at the 4 arm roundabout (near Travis Perkins) of Aberllechau Road and Ynysir Road with the A4233, pedestrian uncontrolled crossing location at the splitter island to achieve connectivity between Aberllechau Road and Ynysir Road.



- 5.10 RCT Transport Officers undertook traffic counts at the above location.
- 5.11 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.11.1 Low Traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1 hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.
- 5.11.2 Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Four such gaps within a 5 minute period are considered acceptable. For this report, we have used 6 seconds and where the gap is more than or equal to 12 seconds this has been counted as 2 or more gaps.
- 5.12 Traffic counts were undertaken at 4 different locations as detailed below, with counts carried out between 07:15 and 08:15 and 15:15 and 16:15. In accordance with Learner Travel Guidance the period that recorded the highest traffic volumes has been “revisited” to confirm reliability of data.
- 5.12.1 **Location 1 – Near Travis Perkins, (Wattstown) of Aberllechau Road and Ynysir Road with the A4233 (Northside) – 23/10/2024**
- ❖ **AM:** 425 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 16 to 34, with a total of 286 gaps over the 1-hour period.
  - ❖ **PM:** 633 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 12 to 26, with a total of 203 gaps over the 1-hour period.

**5.12.2 Location 1 – Near Travis Perkins, (Wattstown) of Aberllechau Road and Ynysir Road with the A4233 (Northside) – 24/10/2024**

- ❖ **PM:** 638 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute periods ranged from 9 to 27, with a total of 220 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 – Near Travis Perkins, (Wattstown) of Aberllechau Road and Ynysir Road with the A4233 (Southside) – 23/10/2024**

- ❖ **AM:** 503 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 16 to 24, with a total of 234 gaps over the 1 hour period.
- ❖ **PM:** 399 vehicles per hour, low to medium traffic flow. Gaps of 6 seconds during each 5 minute periods ranged from 11 to 34, with a total of 270 gaps over the 1 hour period.

**5.12.4 Location 2 – Near Travis Perkins, (Wattstown) of Aberllechau Road and Ynysir Road with the A4233 (Southside) – 23/10/2024**

- ❖ **AM:** 561 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 12 to 24, with a total of 203 gaps over the 1 hour period.

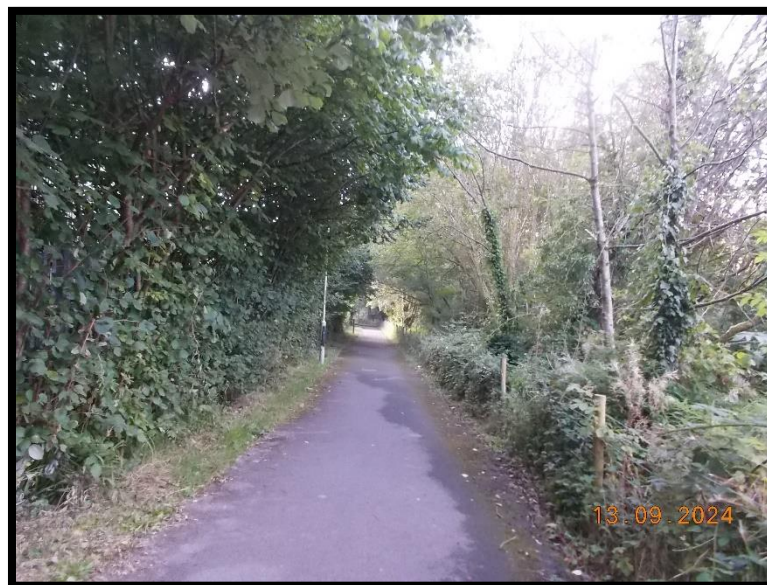
**The traffic flow and gaps at this location for both AM and PM meet the criteria outlined in the Learner Travel Guidance.**



## 6. Social Issues

- 6.1 There is a short section circa 380m long of shared use footpath along the Rhondda Fach Trail between the access to Howdens Joinery and the A4233 overbridge link to Ynyshir. trees and foliage are overhanging the shared use footpath reducing lighting levels. This could be viewed as isolated by some pedestrians. This is compounded as there are no overlooking buildings or natural surveillance, other than by other pedestrians. It is noted however this route is currently available and in daily use by parents and pupils walking from lower Wattstown and Ynyshir to Porth Community School. The shared use footpath would benefit from vegetation clearance to improve pedestrian comfort and lighting levels, see **photograph 6.1** below.

**Photograph 6.1 – Sub Route 1 – The Rhondda Fach Trail between Howdens Joinery and the A4233 Overbridge**



- 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 The following collisions occurred during the period assessed:

### **Main Route**

1 slight on Dunraven Street just north of River View. Date 11/05/2022.

### **Sub Route 1**

There were no collisions that involved pedestrians along the sub route1 during the period assessed.

### **Sub Route 2**

1 slight collision on Tynewydd Square west of Aber-Rhondda Road. Date 18/04/2023.

## 8. Route Overview

### 8.1 **Main Route** – Tonypandy Bus Station to Ysgol Gyfun Cwm Rhondda

- 8.1.1 There are continuous sections of footway present in reasonable condition along the route.
- 8.1.2 There are localised sections of the route where the footway width is reduced by bin bags, and wheelie bins, which may require pedestrians to give way to pass one another. Vehicles obstructing footways can also impact upon walking routes, but the local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.1.3 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.4 Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 1 collision resulted in 1 slight pedestrian casualty during the period assessed.
- 8.1.5 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.
- 8.1.6 There are crossing facilities at the following locations:
- Zebra Crossing – Outside St Andrews Surgery on De Winton Street, Tonypandy.
  - Zebra Crossing – Outside the hair salon on Dunraven Street, Tonypandy.
  - Uncontrolled Crossings – Through the town centre along Dunraven Street, Tonypandy.
  - Signalised Crossings – Across the 4-arm junction near Iceland on Dunraven Street, Tonypandy.
  - Uncontrolled Crossing – A pedestrian refuge is located at the junction of Dunraven Street with Tylacelyn Road, near the Welcome Inn, Tonypandy.
  - Uncontrolled Crossing – A pedestrian refuge is located on Tylacelyn Road, opposite the Welcome Inn, Tonypandy.
  - Signalised Crossing – Outside the Co-op on the B4278 Tylacelyn Road, Penygraig.
  - Zebra Crossing – Outside the Sliver Lounge takeaway on the B4278 Tylacelyn Road, Penygraig.
  - Zebra Crossing – Outside Swan Terrace parking on Swan Terrace, Penygraig.
  - Uncontrolled Crossing – Pedestrian buildouts are located near no. 40 Arthur Street, opposite the old school site, Williamstown.
  - Signalised Crossing – At the main school entrance on the A4233 Trebanog Road, Trebanog.
- 8.1.7 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. As a result, no further traffic flows or gap survey information was requested.



## 8.2 Sub Route 1 – Pontygwaith to Ysgol Gyfun Cwm Rhondda

- 8.2.1 There are continuous sections of footway present in reasonable condition along the route.
- 8.2.2 Trees and vegetation are overhanging the shared use footpath along the Rhondda Fach Trail between the Howdens joinery junction and the A4233 overbridge link to Ynyshir, reducing lighting levels. Overhanging tree branches and vegetation are also encroaching into footways along other sections of the route, narrowing footway widths to circa 1m. These may require pedestrians to give way to pass one another. Vegetation along the route would benefit from ongoing maintenance.
- 8.2.3 There are localised sections of the route where the footway width is reduced by bin bags, and wheelie bins, which may require pedestrians to give way to pass one another. Vehicles obstructing footways can also impact upon walking routes, but the local neighbourhood policing teams are working with residents to help reduce the risks posed to pedestrians by indiscriminately parked vehicles.
- 8.2.4 Street lighting is present throughout the route. However, the section of shared use footpath along the Rhondda Fach Trail between the Howdens joinery junction and the A4233 overbridge link to Ynyshir would benefit from tree and vegetation clearance to maximise lighting levels.
- 8.2.5 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.
- 8.2.6 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.
- 8.2.7 There are crossing facilities at the following locations:
- Zebra Crossing – Outside the car sales lot on Margaret Street, Pontygwaith.
  - Zebra Crossing – Outside no.1 Aberllechau Road, Pontygwaith.
  - Zebra Crossing – Outside the Ynyshir Medical Centre on Ynysir Road, Ynyshir.
  - Zebra Crossing – Outside Morrisons Daily (no.34 Ynyshir Road) on Ynyshir Road, Ynysir.
  - Zebra Crossing – Outside Doner King & Pizzanos on Tynewydd Square, Porth.
  - Zebra Crossing – Outside the Tynewydd Hotel on Tynewydd Square, Porth.
  - Zebra Crossing – At the junction on the railway overbridge of B4278 Rheola Road, Porth.
  - Signalised Crossing – At the signalised junction on the A4233 and B4278 Rheola Road, Porth.
  - Signalised Crossing – On the A4233 to link to High Street, Porth.
  - Signalised Crossing – On the 4-arm junction of the A4233 / High Street / Glynfach Road, Porth.

8.28 A section of the route along the shared use footpath on the Rhondda Fach Trail between the Howdens joinery junction and the A4233 overbridge link to Ynysir has no overlooking buildings or natural surveillance and may be viewed as isolated by some pedestrians. It should be noted that an alternative 'available' route exists from the Howdens Joinery junction, along Aberllechau Road to the roundabout with the A4233. This route offers an alternative to walking over the footbridge to Ynyshir Road, with pedestrian refuge islands at the roundabout to assist pedestrians to cross, though surveys may be needed to confirm that there are sufficient gaps in the traffic.

8.2.9 The walking assessment concluded that adjacent footways presented as well connected along the length of the route, with sufficient crossing facilities present (both controlled and uncontrolled) and pedestrian phases at traffic lights for pedestrians to cross safely. However, as a result of the alternative route between the Howdens Joinery junction and Ynyshir Road potentially being available, further traffic flow and gap survey information has been obtained and assessed. These surveys concluded that the section of 'alternative route' is available.

### 8.3 **Sub Route 2 – The Colliers, Trealaw to Tynewydd Square (links to Sub Route 1)**

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

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

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

Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 1 collision resulted in 1 slight pedestrian casualty during the period assessed.

8.3.4 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.

8.3.5 There are controlled crossing facilities at the following locations:

- Zebra Crossing – Outside no. 64 Miskin Road at the junction of Rhys Street with Miskin Road, Trealaw.
- Zebra Crossing – Outside The Miskin Hotel on Trealaw Road, below the junction of Trealaw Road and Miskin Road, Trealaw.
- Zebra Crossing – Outside The old Post Office on the B4278 Brithweunydd Road, at the junction of Station Road and Brithweunydd Road, Trealaw.
- Zebra Crossing – Outside no.126 Brithweunydd Road, near the junction of Alaw Road and Brithweunydd Road, Trealaw.

- Zebra Crossing – Near the junction to the western entrance to Porth Community School/3G Pitch, on the B4278 Cemetery Road, Porth.
- Zebra Crossing – Near the junction of Mount Pleasant Road with Cemetery Road, on the B4278 Cemetery Road, Porth.

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



## 9. Conclusions and Recommendations

### 9.1 **Main Route** – Tonypandy Bus Station to Ysgol Gyfun Cwm Rhondda

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 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 to be taken in conjunction with the appropriate Council Department / local neighbourhood policing teams.

### 9.2 **Sub Route 1** – Pontygwaith to Ysgol Gyfun Cwm Rhondda

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 and shared use routes when required.
- Monitor footway obstructions. Where footways widths are 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** – The Colliers, Trealaw to Tynewydd Square (links to **Sub Route 1**)

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 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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