

RCT School Walking Route Assessment

Trehafod to Porth Community 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 Trehafod (The Bertie Public House) and Porth Community School, Porth.
- 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 five consecutive minutes is required. 4 gaps within such a 5-minute period is considered acceptable, at a walking speed of one 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 three years;
 - e) Footpath 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.

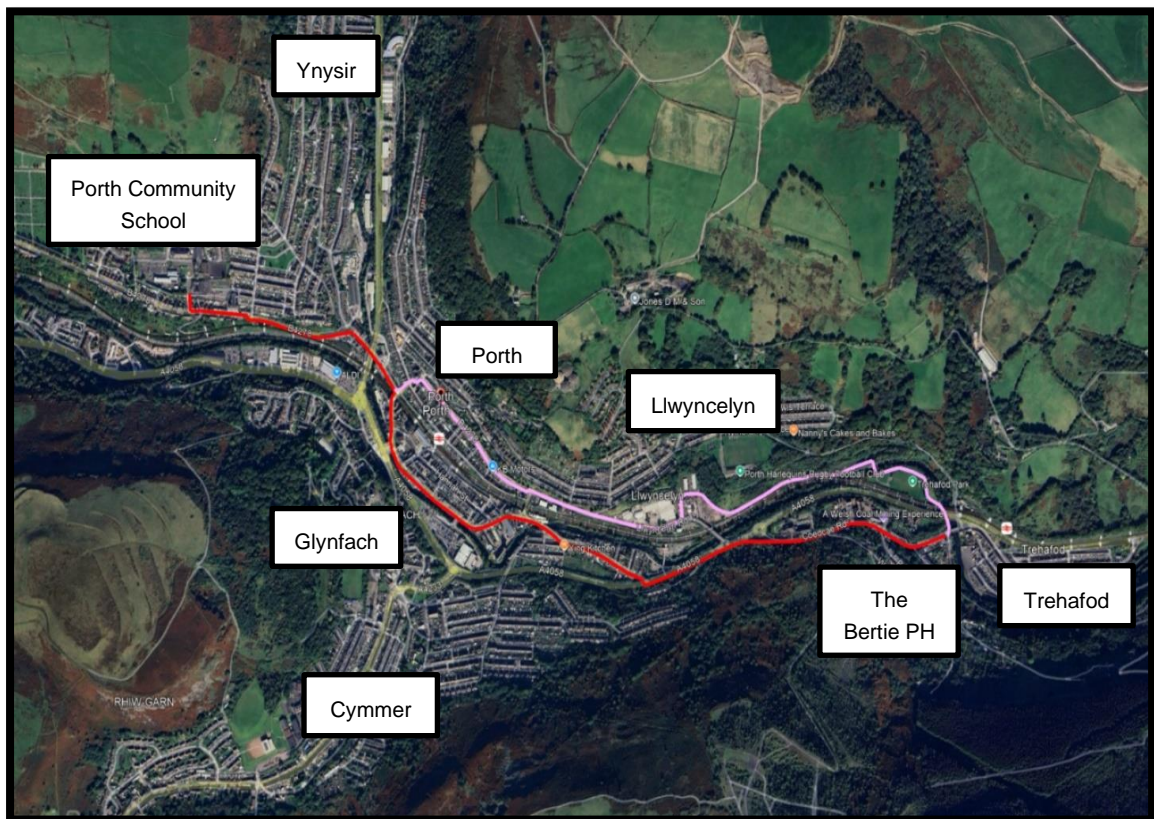
4. Site Location & Walking Route

4.1 Route Overview

4.1.1 The **Main Route** commences at The Bertie Public House (PH), which is situated on the Coedcae Road, Pontypridd CF37 2NW. The route proceeds westwards along the following roads Trehafod Road, Coedcae Road, Eirw Road, Pontypridd Road, Porth Street, Rheola Road, Cemetery Road to the gate of Porth Community School on Cemetery Road, Porth CF39 0BS.

4.1.2 At the time of the assessment, there was a temporary footway closure in place in order to affect repairs to a retaining wall on the A4058 between the junctions with Llwynceyllyn Road and Eirw Road, and therefore the **Main Route** is not currently available between The Bertie and Eirw Road. To mitigate this for the duration of the retaining wall repair, an **Alternative Temporary Route** will be in place between The Bertie PH and Porth town centre via the NCN885 Active Travel Route through Llwynceyllyn to rejoin the Main Route at Rheola Road.

Image 4.1 – Trehafod (The Bertie PH) to Porth Community School (Image © 2024 Airbus)



4.1.3 Footways along the route are sufficiently wide, allowing pedestrians to pass each other without issue. Pupils living in Trehafod are currently walking to Porth Community School and the route is already available and in daily use. Links to / from Primary Schools in Trehafod and Llwynceyllyn are also already available and in daily use.

4.1.4 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length.

- 4.1.5 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.1.6 Connectivity between footways is provided throughout by zebra, signal control, and other defined uncontrolled crossing points.
- 4.1.7 A 20mph speed limit is in place along most of the route and vehicle flows were noted to be moderate to high.
- 4.1.8 In places, vegetation needed clearance to improve the usable footway width and visibility for pedestrians.

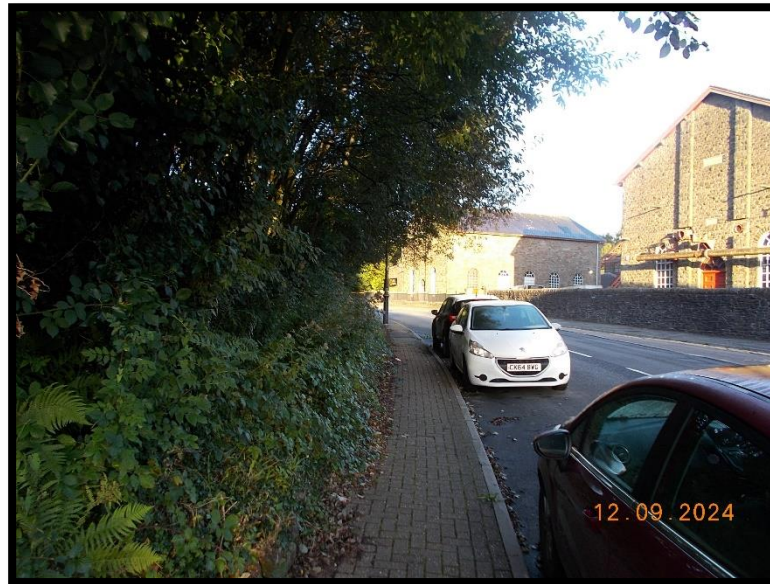
4.2 Main Route – The Bertie PH to Porth Community School

- 4.2.1 Photographs 4.1 to 4.25 taken along the main walking route are shown below:

Photograph 4.1 – Footway adjacent to The Bertie Public House



Photograph 4.2 – Overhanging tree branches and vegetation along the footway



Photographs 4.3a & 4.3b – Uncontrolled crossing (pedestrian refuge) at the roundabout on the A4058 with Coedcae Road with heavy traffic flows



Photograph 4.4 – Uncontrolled crossing (pedestrian refuge) on the A4058 with heavy traffic flows and queueing



Photograph 4.5 – Footway closed along the A4058 due to retaining wall repairs (the *Temporary Alternative Route* will be in place until these works are completed)



Photograph 4.6 – Footway closed along the A4058 due to retaining wall repairs (the *Temporary Alternative Route* will be in place until these works are completed)



Photograph 4.7 – Section of damaged pedestrian guardrail on approach to signalised crossing on A4058 (repairs to be undertaken prior to re-opening of the footway)



**Photograph 4.8 – Signalised crossing on the A4058 near the junction with Eirw Road
(footway currently closed due to retaining wall repair)**



**Photograph 4.9 – Uncontrolled crossing point with pedestrian refuge across the
junction of Eirw Road with the A4058**



Photograph 4.10 – Signalised crossing outside no.52 Eirw Road



Photograph 4.11 – Footway closure due to ongoing development near the junction of River Terrace with Pontypridd Road



Photograph 4.12 – Zebra controlled crossing outside S & F Motors Ltd on Pontypridd Road



Photograph 4.13 – Signalised crossing outside the old bingo hall at the junction of Hannah Street with Pontypridd Road



Photographs 4.14 & 4.15 – Uncontrolled crossing points either side of the Morrisons store junction on Pontypridd Road



Photograph 4.16 – Zebra controlled crossing outside Y Gwesty near the junction of Station Road with Pontypridd Road



Photograph 4.17 – Signalised crossing at the junction of Porth Street with the A4233



Photograph 4.18 – Zebra crossing on the B4278 Porth Street



Photograph 4.19 – Zebra crossing on the B4278 Porth Street



Photograph 4.20 – Uncontrolled raised crossing points Rheola Road



Photograph 4.21 – Zebra crossing on the B4278 Rheola Road near Tynewydd Square



Photograph 4.22 – Zebra crossing on the B4278 Rheola Road near Tynewydd Square



Photograph 4.23 – Overhanging tree branches along the B4278 Cemetery Road



Photograph 4.24 – Zebra crossing on the B4278 Cemetery Road near the junction with Mount Pleasant Road, with Belisha Beacons partially obscured by tree branches.



Photographs 4.25 – Uncontrolled raised crossing on the B4278 Cemetery Road near the entrance to Porth Community School



4.3 Temporary Alternative Route – The Bertie PH to Porth Community School (via the NCN885 Active Travel Route to Llwynceilyn and joining the Main Route at Rheola Road)

4.3.1 Photographs 4.26 to 4.39 taken along the temporary alternative walking route are shown below:

Photograph 4.26 – Uncontrolled crossing from The Bertie (PH) to the Active Travel Route



Photograph 4.27 – NCN 881 Active Travel Route from Trehafod to Llwynycelyn under the A4058



Photograph 4.28 – NCN 881 shared use footpath under the A4058



Photograph 4.29 – NCN 881 shared use footpath adjacent to Trehafod park



Photograph 4.30 – NCN 881 shared use Active Travel bridge



Photograph 4.31 – NCN 881 shared use route adjacent to the railway line



Photograph 4.32 – NCN 881 shared use route joins the industrial estate road off Llwyncelyn Road



Photograph 4.33 – NCN 881 shared use route joins the industrial estate road off Llwyncelyn Road



Photograph 4.34 – Footways along the B4278 Llwyncelyn Road



Photograph 4.35 – Signal controlled crossing at the junction of the B4278 and Llwyncelyn Road



Photograph 4.36 – Uncontrolled crossing point on the B4278 North Road



Photograph 4.37 – Cars parked on footway outside no. 116 on the B4278 North Road, restricting footway access



Photograph 4.38 – Zebra crossing on the B4278 Porth Street



Photograph 4.39 – Zebra crossing on the B4278 Porth Street (re-joins the Main Route at this point)



5. Pedestrian / Traffic Surveys

- 5.1 Learner Travel Guidance states: Where roads need to be crossed, it is recommended that the availability of crossing facilities such as central refuges, pedestrian crossings or traffic signals be taken into consideration. Where there are no crossing facilities, the route's risk assessment ought to consider each required road crossing, bearing in mind traffic speed and flows, sight lines etc.
- 5.2 If there is a need to cross roads there ought to be:
- Sufficient gaps in the traffic flow and sight lines to allow enough opportunities to cross safely. The gap time analysis should be used where necessary **or**
 - Pedestrian refuges **or**
 - Crossing facilities (e.g., zebra, pelican, puffin crossing etc.) **or**
 - Pedestrian phase at traffic lights **or**
 - School Crossing Patrol.
- 5.3 If a road needs to be crossed the visibility at the location should allow a vehicle to stop, given the 85th percentile speed (the speed at which 85% of the vehicles travel below) of the traffic flow. Vehicle stopping distances should be taken as those given in the Highway Code. In many rural areas, the exercise of continuous judgement is likely to be required. No criteria can provide all the guidance or answers to every situation that may be encountered.
- 5.4 If roads have to be crossed to use a footway or to improve sight lines, it may be necessary to advise on safe crossing places. On some country roads the footway may not be continuous.
- 5.5 An informed judgement will have to be made about the availability of "step off" points.
- 5.6 The difficulty of crossing at a site can be assessed by considering the number of gaps in the traffic flow that are acceptable to pedestrians. Free flowing traffic may provide gaps randomly and fairly frequently, but speeds tend to be higher, and gaps would need to be longer in order to cross the road safely.
- 5.7 An acceptable gap to cross from kerb to kerb varies with each person. Most people will be able to cross two lanes of normal urban traffic in 4 to 6 seconds. Others may need larger gaps of around 10 to 12 seconds.
- 5.8 It is recommended that the survey records the number of gaps in each 5 minute period that are longer than the road crossing time, using one metre per second as the walking speed. Four gaps in each 5 minute period indicate a road that can be crossed without too much delay. Longer gaps could be classified as multiple gaps rather than as just one gap.

- 5.9 With the above criteria in mind, traffic surveys were undertaken to establish flows, 85th%tile speeds and crossing gaps at the following locations:
- 5.9.1 There are two uncontrolled pedestrian crossings with pedestrian refuges at this location, allowing a two-stage crossing with good sight lines on the approaches. Traffic flows appeared high at both locations, though approach speeds appeared low, possibly due to the extensive vehicle queues along the road westbound. During the time of the assessment, it was possible to cross with the 'good will' of drivers who would slow down or stop to leave gaps for pedestrians waiting.



- 5.10 The Learner Travel Statutory Guidance and Operational Guidance – June 2014 outlines what is required when assessing Traffic Flow on Roads.
- 5.11 Low Traffic flow occurs on roads that have a traffic flow below 400 vehicles in a 1-hour period; medium traffic flow occurs on roads with traffic flow between 400 to 840 vehicle per hour; and heavy traffic flow occurs on roads with a traffic flow of over 840 vehicles per hour.
- 5.12 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.
- 5.13 Traffic counts were undertaken at these locations with counts carried out between 07:45 and 08:45 and 14:45 and 15:45, with a further revisit when the traffic count was at its highest:
- 5.13.1 **Location – A4058 on the approach to Heritage Park Roundabout Porth to Pontypridd Direction - 15/10/2024**
- ❖ **AM:** 1200 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 3 to 14, with a total of 81 gaps over the 1-hour period.
 - ❖ **PM:** 988 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 6 to 13, with a total of 103 gaps over the 1-hour period.

5.13.2 Re-visit Location – A4058 on the approach to Heritage Park Roundabout Porth to Pontypridd Direction - 22/10/2024

- ❖ **AM:** 1091 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 0 to 24, with a total of 64 gaps over the 1-hour period.

Traffic flows were noted to be slow and /or at a standstill during the AM site visits. The traffic flows and gaps at this location for both AM and PM do not meet the criteria outlined in the Learner Travel Guidance.

5.13.3 Location – A4058 Heritage Park Roundabout Trehafod to Porth Direction - 02/10/2024

- ❖ **AM:** 1154 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute period ranged from 4 to 17, with a total of 114 gaps over the 1-hour period.
- ❖ **PM:** 1295 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 5 to 17, with a total of 117 gaps over the 1-hour period.

5.13.4 Re-visit Location – A4058 Heritage Park Roundabout Trehafod to Porth Direction - 11/10/2024

- ❖ **PM:** 1441 vehicles per hour, heavy traffic flow. Gaps of 6 seconds during each 5-minute periods ranged from 2 to 16, with a total of 87 gaps over the 1-hour period.

The traffic flows and gaps at this location for both AM and PM do not meet the criteria outlined in the Learner Travel Guidance.

5.13.5 Location – A4058 Before Llwyncelyn Exit - Porth to Trehafod Direction - 04/12/2024

- ❖ **AM:** 828 vehicles per hour, medium traffic flow. Gaps of 5 seconds during each 5-minute period ranged from 0 to 18, with a total of 84 gaps over the 1-hour period.
- ❖ **PM:** 1295 vehicles per hour, heavy traffic flow. Gaps of 5 seconds during each 5-minute periods ranged from 11 to 22, with a total of 178 gaps over the 1-hour period.

5.13.6 Re-visit Location – A4058 Before Llwyncelyn Exit - Porth to Trehafod Direction - 05/12/2024

- ❖ **PM:** 903 vehicles per hour, heavy traffic flow. Gaps of 5 seconds during each 5-minute periods ranged from 8 to 19, with a total of 187 gaps over the 1-hour period.

Traffic flows were noted to be slow and /or at a standstill during the AM site visits. The traffic flows and gaps at this location for both AM and PM do not meet the criteria outlined in the Learner Travel Guidance.

5.13.7 **Location – A4058 Before Llwyncelyn Exit – Trehafod to Porth Direction - 29/11/2024**

- ❖ **AM:** 908 vehicles per hour, heavy traffic flow. Gaps of 5 seconds during each 5-minute period ranged from 6 to 27, with a total of 174 gaps over the 1-hour period.
- ❖ **PM:** 1448 vehicles per hour, heavy traffic flow. Gaps of 5 seconds during each 5-minute periods ranged from 0 to 10, with a total of 62 gaps over the 1-hour period.

5.13.8 **Re-visit Location – A4058 Before Llwyncelyn Exit - Porth to Trehafod Direction - 30/11/2024**

- ❖ **PM:** 919 vehicles per hour, heavy traffic flow. Gaps of 5 seconds during each 5-minute periods ranged from 11 to 22, with a total of 182 gaps over the 1-hour period.

The traffic flows and gaps at this location for both AM and PM do not meet the criteria outlined in the Learner Travel Guidance.

- 5.14 As stated in section 4.1.2 at the time of the assessment, a temporary footway closure was in place to affect repairs to a retaining wall on the A4058 between the junctions of Llwyncelyn Road and Eirw Road. The failure of the traffic flows and gaps surveys to comply with the criteria outlined in the Learner Travel Guidance, has determined that the A4058 is unsuitable to cross to continue along the main route, resulting in a temporary alternative route, which avoids school children crossing the A4058.
- 5.15 Whilst the Main Routes is currently '*not available*' due to ongoing repair works to the retaining wall located at the rear of the A4058 footway, between the junctions with Llwyncelyn Road and Eirw Road, a **Temporary Alternative Route** has been considered along the existing NCN 885 Active Travel Walking and Cycling Network, until the repair works are completed and the preferred route becomes '*available*' once again.

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 However, sections of the **Temporary Alternative Route** along NCN 885 between The Bertie PH and Llwynceilyn Industrial Estate, have limited natural surveillance apart from other pedestrians and cyclists. See photographs below along sections of NCN 885.



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

7. Collision Data

- 7.1 Pedestrian collision data for the 5 years from 2020 to 2024 (verified) have been investigated through Crashmap.co.uk and Police Recorded Road Collision data. Note that the Learner Travel Statutory Provision and Operational Guidance requires assessors to incorporate 3 years of collision history into the assessment of a route.
- 7.2 The collision data has been investigated during the times that school children would be walking the route to capture typical traffic conditions during the time. These times have been set at 07:00 – 09:30 for the AM journey, and 14:30 – 17:00 for the PM journey.
- 7.3 There were no collisions that involved pedestrians along the alternative temporary route during the period assessed.
- 7.4 The following collisions occurred on the **Main Route**:
 - 1 slight at Tynewydd Square west of the Aber-Rhondda Road junction. Date: 18/04/2023.

8. Route Overview

8.1 The route lies within 20/30mph speed limits.

8.2 There are continuous footways present in reasonable condition along the route. However, during the time of the assessment there were two sections of footway which were temporarily closed to pedestrians. These locations impacted upon the availability of the proposed walking route:

- The southern footway along the A4058 between the Heritage Park roundabout and Eirw Road junction is temporarily closed due to retaining wall repair works. This loss of footway is key to the proposed route, as currently, it cannot be by-passed safely.
- The southern footway along the Pontypridd Road between River Terrace junction and S & F Motors Ltd is currently closed due to redevelopment works. This can be by-passed by using the existing controlled crossings.

In order to mitigate the above issues, it is recommended that while the main footway route along the A4058 between the Heritage Park roundabout and Eirw Road junction is currently closed for retaining wall repair works, a **Temporary Alternative Route** along the existing NCN 885 Active Travel route is used (see paragraph 4.3 for details). The proposed walking route will then revert back to the main available route on completion of the retaining wall works.

8.3 Trees were observed to be overhanging the footway at the following locations:

- The western footway along Coedcae Road opposite the Welsh Coal Mining Experience.
- The footway approach to the Zebra crossing along the B4278 Cemetery Road, near the junction with Mount Pleasant Road.

8.4 There are discrete sections along the B4278 North Road and Coedcae Road where vehicles parked on footways restricts the usable footway width. 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.

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

8.6 No occurrences of Anti-Social Behaviour have been noted during the of the times when school children would be walking to school.

8.7 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 occurred during the period analysed resulting in 1 slight pedestrian casualty.

8.8 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.

8.9 There are controlled/uncontrolled crossing facilities at the following locations:

- Uncontrolled crossing (pedestrian refuge) at the roundabout interface of Coedcae Rd with the A4058 (near the Heritage Park).
- Uncontrolled crossing (pedestrian refuge) west of the junction of B4278 Llwynceilyn Road with the A4058.
- Signalised Crossing – Just west of the junction of Eirw Road with the A4058.
- Signalised Crossing – Outside no.52 Eirw Road.
- Zebra Crossing – Outside S & F Motors Ltd on the B4278 Pontypridd Road.
- Signalised Crossing – Outside the old bingo hall near the junction of the B4278 Pontypridd Road and Hannah Street.
- Uncontrolled crossing (buildouts) – Outside no.12 (The Dog Parlour) on the B4278 Pontypridd Road.
- Zebra Crossing – Outside the Y Gwesty Porth (PH) on the B4278 Pontypridd Road.
- Signalised Crossing – Outside the telecommunications centre building near the junction of the B4278 Pontypridd Road and A4058.
- Zebra Crossing – At the junction of B4278 Porth Street with Rheola Road.
- Zebra Crossing – Outside the Tynewydd Hotel on the B4278 Rheola Road.
- Zebra Crossing – Outside the Doner King/Pizzanos on the B4278 Tynewydd Square.
- Zebra Crossing – Near the junction of Mount Pleasant Road and the B4278 Cemetery Road.

8.10 Traffic flows along the A4058 were noted to be high during the time of the survey. Where eastbound vehicles were observed to be **queuing back** westwards from the roundabout at the Heritage Park (and slow moving beyond on the bypass), to the signal controlled junction opposite the Morrisons store. This resulted in vehicles queueing across and potentially blocking the uncontrolled crossing points at both the Heritage Park Roundabout and near the junction with Llwynceilyn Road.

Image 8.1 – Vehicle queueing issues along the A4058 between the Heritage Park roundabout and the signalised junction opposite the Morrisons store



9. Conclusions & Recommendations

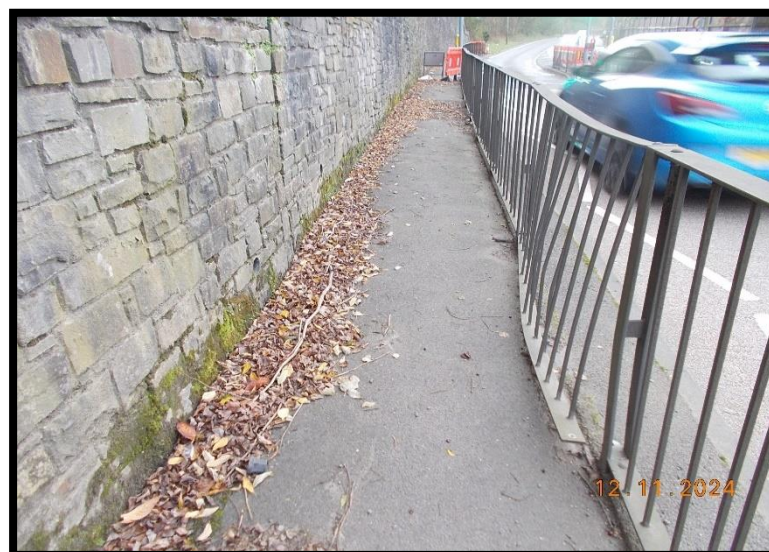
9.1 In its current condition the route between The Bertie PH and Eirw Road **does not meet the criteria to be considered available to walk** in line with the Learner Travel guidelines. The retaining wall repair works and associated temporary footway closure, are prohibiting this section of the main route from being used by pedestrians. It is recommended that the **Temporary Alternative Route** be used between The Bertie PH and Rheola Street, until the retaining wall repair works are completed. The walking route will then revert to the *Main Route* on completion of these works.

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

- Undertake/complete the retaining wall repairs to the south west of the junction of the A4058 and Clifton Row. Remove the footway obstruction that prevents pedestrians from walking along the A4058 to / from the signal controlled crossing south west of Eirw Road.

9.3 Further enhancements to the walked route should be considered to improve conditions for route users. These include the following:

- Complete the works adjacent to the southern footway along Pontypridd Road between River Terrace junction and S & F Motors Ltd, which is currently closed due to redevelopment works. This can be bypassed by using the existing controlled crossings.
- Undertake repairs to the damaged section(s) of pedestrian guardrail on the approach to the signalised crossing over the A4058 to access Eirw Road, see photograph below.



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

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