

RCT School Walking Route Assessment

Ysgol Afon Wen / Cardinal Newman
Catholic School / University of South Wales
to Ysgol Garth Olwg

March 2025





GENERAL DISCLAIMER:

This report has been prepared by Redstart in favour of Rhondda Cynon Taf County Borough Council ("the Client") and is for the sole use and benefit of the Client in accordance with the agreement between the Client and Redstart under which Redstart's services were performed. Other than in respect of liability which cannot be excluded by law, Redstart accepts no liability to any other party in respect of the contents of this report.

Whilst care has been taken in the construction of this report, the conclusions, and recommendations which it contains are based upon information provided by third parties ("Third-Party Information"). Redstart has for the purposes of this report relied upon and assumed that the Third-Party Information is accurate and complete and has not independently verified such information for the purposes of this report. Redstart makes no representation, warranty or undertaking (express or implied) in the context of the Third-Party Information and no responsibility is taken or accepted by Redstart for the adequacy, completeness, or accuracy of the report in the context of the Third-Party Information on which it is based.

FREEDOM OF INFORMATION:

Redstart understands and acknowledges the Authority's legal obligations and responsibilities under the Freedom of Information Act 2000 (the "Act") and fully appreciates that the Authority may be required under the terms of the Act to disclose any information which it holds.

Contents

1. Introduction	1
2. Policy Alignment	2
3. Procedures	4
4. Site Location & Walking Route	5
5. Pedestrian / Traffic Surveys	22
6. Social Issues	22
7. Collision Data	26
8. Route Overview	27
9. Conclusions and Recommendations	30

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 routes between Ysgol Afon Wen / Cardinal Newman Catholic School / University of South Wales and Ysgol Garth Olwg, Church Village.
- 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

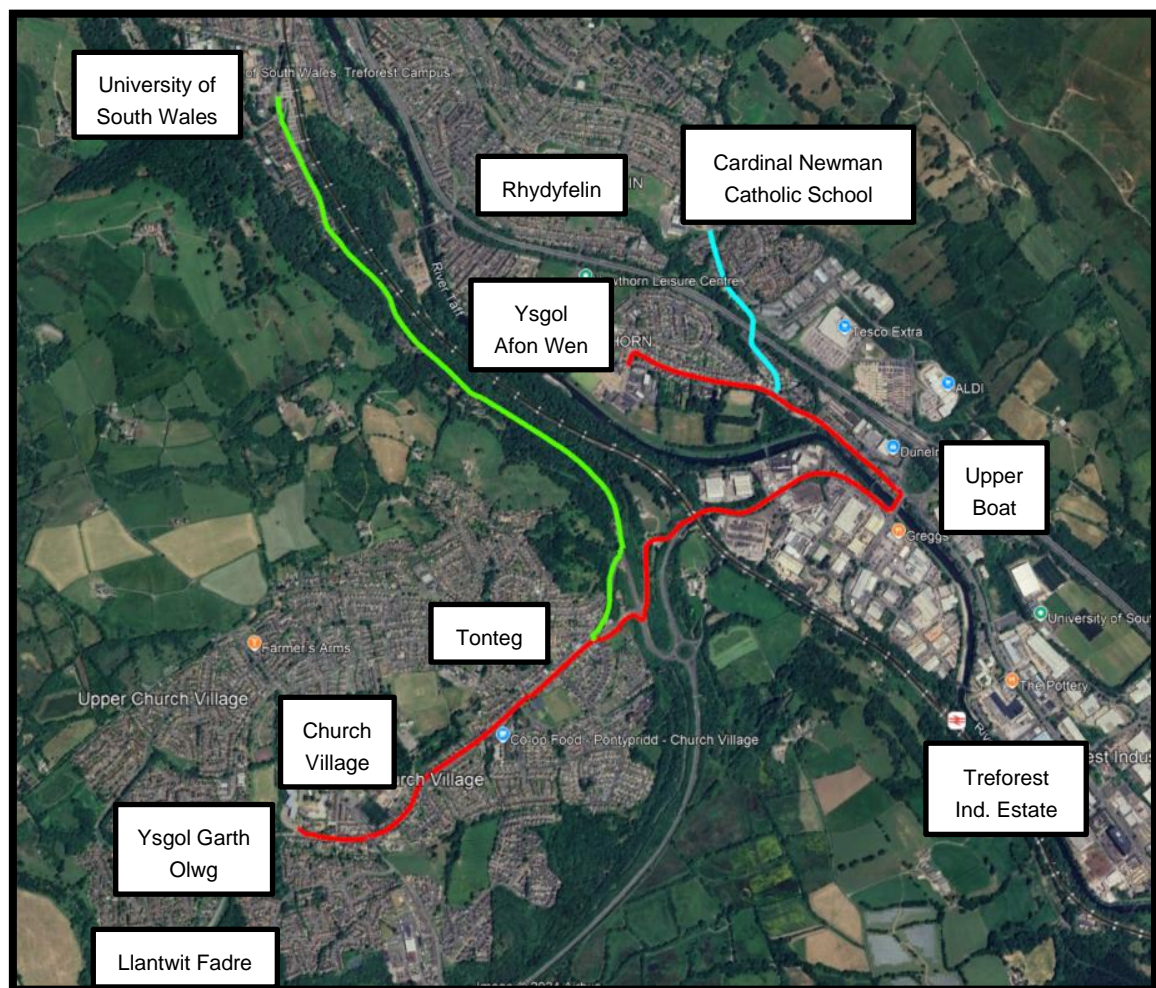
- 3.2.1 The following information is to be provided as part of the assessment:
- a) A plan showing the routes assessed;
 - b) A report identifying potential hazards/risks and possible remediation for each potential hazard identified.

4. Site Location & Walking Route

4.1 Route Overview

- 4.1.1 The **Main Route** is from Ysgol Afon Wen, School Lane, Hawthorn, Pontypridd CF37 5AL to the Main Road entrance of Ysgol Garth Olwg, Church Village, Pontypridd CF38 1DX. Two further sub routes have also been assessed as part of the report and all three are shown in **Image 4.1** below.

Image 4.1 –Ysgol Afon Wen / Cardinal Newman Catholic School / University of Glamorgan to Ysgol Garth Olwg (Image © 2024 Airbus)



- **Main Route** - Commences at Ysgol Afon Wen, School Lane, Hawthorn, Pontypridd CF37 5AL, proceeding along Cardiff Road, footpath to Williams Place, Gwaelod y Garth Road, Tonteg Road, Footpath to rejoin Tonteg Road, Main Road to Ysgol Garth Olwg.
- **Sub Route 1** – Commences at Cardinal Newman Catholic School, Dynea Road, Rhydyfelin, Pontypridd CF37 5DP to join the Main Route to Ysgol Garth Olwg at Cardiff Road.
- **Sub Route 2** – Commences at the University of South Wales, Llantwit Road, Pontypridd CF37 1DL to join the Main Route to Ysgol Garth Olwg at Main Road.

- 4.1.2 There are continuous lengths of footway, with crossing opportunities and street lighting present along its length. Generally, footways along the routes are sufficiently wide allowing pedestrians to pass one-other without issue. This reduces for some short sections with the requirement for pedestrians to either give way to each other or cross to the other side of the road. The route from Tonteg Garage Bus Stop to Cardinal Newman Catholic School is currently already available and in daily use. Links to / from Primary Schools at Hawthorn Primary, Heol Y Celyn, and routes from Tonteg area to Primary Schools at Ysgol Garth Olwg, Gwauncelyn and Llanilltud Faerdref Primary Schools are also already available and in daily use.
- 4.1.3 Where side roads were required to be crossed vehicular/pedestrian conflict was considered low risk.
- 4.1.4 Connectivity between footways is provided throughout by zebra, signal control, and other defined uncontrolled crossing points.
- 4.1.5 In places, vegetation needs to be cleared to improve the usable footway width and visibility for pedestrians. There will be an ongoing requirement to maintain vegetation growth in these areas.
- 4.1.6 Photographs taken along the walking routes are shown below.

4.2 Main Route – Ysgol Afon Wen to Ysgol Garth Olwg

- 4.2.1 Photographs 4.1 to 4.24 were taken along the **Main Route** from Ysgol Afon Wen to the Main Road entrance of Ysgol Garth Olwg.
- 4.2.2 Speed limits vary along the route from 20mph to 30mph, however a 20mph speed limit is in place along most of the route, with vehicle flows observed to be moderate to high, and pedestrian volumes low during the time of the assessment.

Photograph 4.1 – Signal controlled crossing at Ysgol Afon Wen



Photograph 4.2 & 4.3 – Uncontrolled crossing points at Ysgol Afon Wen entrance



Photograph 4.4 – Overhanging vegetation along the A4054 Cardiff Road



Photograph 4.5 – On-street parking issues outside no.6 Cardiff Road on the A4054



Photograph 4.6 – On-street parking issues along Williams Place on the A4054 Cardiff Road



Photograph 4.7 – Uncontrolled crossing (pedestrian refuge) across the A4054 Cardiff Road to link into Williams Place



Photograph 4.8 – Footway along the A473 Tonteg Road



Photograph 4.9 – Wide junction crossing at the entrance to the garage forecourt on the A473 Tonteg Road, with overgrown vegetation on the southern footway



Photographs 4.10 & 4.11 – Overgrown vegetation on the shared use footway along the A473 Tonteg Road, reducing the usable width



Photograph 4.12 – Lit Active Travel footpath linking the A473 Tonteg Road to Main Road



Photograph 4.13 – Signal controlled crossing across Main Road leading to Tonteg Road



Photograph 4.14 – Signal controlled crossing at the junction of Tonteg Road with Main Road (bottom of the hill)



Photograph 4.15 – Signal controlled crossing at the junction of Tonteg Road with Main Road (top of the hill)



Photograph 4.16 – Signal controlled crossing on Main Road linking to Tonteg Park



Photograph 4.17 – Uncontrolled crossing (staggered pedestrian refuge) outside no.12 Hollybush Villas on Main Road



Photograph 4.18, 4.19, 4.20 & 4.21 – Signal controlled crossing points at the 4 arm junction of St Iltyds Road and Station Road with Main Road



Photograph 4.22 – Overhanging vegetation on the footway approach to Ysgol Garth Olwg



Photograph 4.23 – Signal controlled crossing on the approach to Ysgol Garth Olwg



Photograph 4.24 – Signal controlled crossing at the entrance to Ysgol Garth Olwg



4.3 Sub Route 1 – Cardinal Newman Catholic School to Cardiff Road

- 4.3.1 Photographs 4.25 to 4.28 were taken along the **Sub Route 1** from Cardinal Newman Catholic School, Dynea Road to Cardiff Road where Sub Route 1 joins the Main Route.
- 4.3.2 The route lies within a 20mph speed limit, with vehicle flows and speeds observed to be low, and pedestrian volumes low during the time of the assessment.

Photograph 4.25 – Uncontrolled crossing at the entrance to Cardinal Newman Catholic School



Photograph 4.26 – Footways over the A470 overbridge along Dynea Road



Photograph 4.27 – On street parking along Dynea Road narrowing the usable footway width



Photograph 4.28 – The junction of Dynea Road narrowing the usable footway width where it joins the A4054 Cardiff Road



4.4 Sub Route 2 – University of South Wales to the junction of Church Road/Tonteg Road with Main Road

4.4.1 Photographs 4.29 to 4.35 were taken along the **Sub Route 2** from The University of South Wales (Treforest), Llantwit Road, Main Road where the Sub Route 2 joins the Main Route.

4.4.2 Speed limits vary along the route from 20mph to 40mph, however a 30/40mph speed limit is in place along most of the route, with vehicle flows observed to be moderate to -high, and pedestrian volumes low during the time of the assessment.

Photograph 4.29 – Signal controlled crossing outside the University of South Wales building



Photograph 4.30 & 4.31 – Overhanging vegetation narrowing the usable footway width along the B4595 Llantwit Road



Photograph 4.32 – Localised footway narrowing at lighting columns and overhanging vegetation along the B4595 Llantwit Road within the 40mph speed limit



Photograph 4.33 – Uncontrolled crossing point linking Llantwit Road to Main Road along the B4595



Photograph 4.34 – Signal controlled crossing point at the 4 arm junction of Church Road & Tonteg Road with Main Road (Main Road arm)



Photograph 4.35 – Signal controlled crossing point at the 4 arm junction of Church Road & Tonteg Road with Main Road (Church Road arm), where Sub Route 2 joins the main route



5. Pedestrian / Traffic Surveys

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

- 5.9.1 There is an uncontrolled pedestrian crossing on **Sub Route 2** linking either side of the B4595 Main Road, where pedestrians are required to cross to achieve connectivity between adjacent footways. Whilst traffic flows appeared low to medium during the time of the assessment (road works were being undertaken with temporary traffic management in place) and visibility is good, approach speeds appeared higher than the 30mph posted limit (possibly due to the open rural nature of the road), and crossing opportunities needed to be assessed.



- 5.10 RCT Transport Officers undertook traffic counts at this location on the B4595 Main Road.
- 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~~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 several locations as described below, with counts carried out between 07:45 and 08:45 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 data.
- 5.12.1 **Location – B4595 Main Road on the approach to the uncontrolled crossing point near the Three Horseshoes Bus Stop – 11/11/2024**
- ❖ **AM:** 693 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 6 to 15, with a total of 150 gaps over the 1 hour period.
 - ❖ **PM:** 611 vehicles per hour, medium traffic flow. Gaps of 6 seconds during each 5 minute periods ranged from 10 to 23, with a total of 187 gaps over the 1 hour period.

Location – B4595 Main Road on the approach to the uncontrolled crossing point near the Three Horseshoes Bus Stop – 12/11/2024

- ❖ **AM:** 845 vehicles per hour, medium to heavy traffic flow. Gaps of 6 seconds during each 5 minute period ranged from 8 to 15, with a total of 130 gaps over the 1 hour period. (an increase in traffic was noted due to congestion on the A470, however there were still plenty of gaps to allow safe crossing).

The traffic flows 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 section of shared use footpath on the **Main Route** for circa 100m, after the railway overbridge on the A473 Tonteg Road. This section has little or no overlooking buildings or natural surveillance, other than by other pedestrians. This footpath would benefit from tree and vegetation clearance to improve pedestrian comfort, its usable width and lighting levels, see **Image 6.1** below.”.

Image 6.1 – Section of shared use route between Tonteg Road and Main Road



- 6.2 There is a section of isolated footway on **Sub Route 2** for circa 1600m between the residential area at Treforest, heading south / south east along the B4595 Llantwit Road and Main Road. This section has little or no overlooking buildings or natural surveillance, other than by the occasional property, other pedestrians and passing vehicles, see Image 6.2 below.

Image 6.2 – The B4594 Llantwit Road / Main Road between Treforest and Tonteg



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

7. Collision Data

- 7.1 Pedestrian collision data for the 5 years from 2020 to 2024 (verified) have been investigated through Crashmap.co.uk and Police Recorded Road Collision data. Note that the Learner Travel Statutory Provision and Operational Guidance requires assessors to incorporate 3 years of collision history into the assessment of a route.
- 7.2 The collision data has been investigated during the times that school children would be walking the route to capture typical traffic conditions during the time. These times have been set at 07:00 – 09:30 for the AM journey, and 14:30 – 17:00 for the PM journey.
- 7.3 There were no collisions that involved pedestrians along the sub routes during the period assessed.
- 7.4 The following collisions occurred on the **Main Route**:
- 1 slight on Main Road by Parsh Hall bus stop. Date 06/11/2019
 - 1 serious on Main Road Tonteg at the Tesco Express Junction. Date 07/09/2023.

8. Route Overview

8.1 Main Route – Ysgol Afon Wen to Ysgol Garth Olwg

- 8.1.1 Speed limits vary along the route from 20mph to 30mph, however a 20mph speed limit is in place along most of the route.
- 8.1.2 There are continuous sections of footways present in reasonable condition along the route.
- 8.1.3 Trees and vegetation were observed to be overhanging the footway at the following locations:
- **Main Route** - Along the A4054 Cardiff Road.
 - **Main Route** – A473 Tonteg Road footway between the Esso garage entrance and the railway overbridge.
 - **Main Route** – The shared use footway beyond the railway overbridge along the A473 Tonteg Road.
 - **Main Route** – Along Main Road on the approach to Ysgol Garth Olwg.

Ongoing maintenance is required to ensure pedestrians can pass one another safely.

- 8.1.4 There is a wide road crossing at the junction entrance to Treforest Industrial Estate / Esso garage on Tonteg Road, where pedestrians are required to cross to achieve connectivity between adjacent footways. Visibility is good and traffic flows were low during the time of the assessment, such that crossing opportunities met the criteria outlined in the Learner Travel Guidance.
- 8.1.5 There are sections along the routes where parking on footways restricts the usable footway width:
- **Main Route** - Along the A4054 Cardiff Road opposite the dis-used garage forecourt.
 - **Main Route** - Along the A4054 Cardiff Road at Williams Place.

Vehicles obstructing footways can 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.

- 8.1.6 Street lighting is present throughout the route, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.
- 8.1.7 Investigation into collisions that resulted in a pedestrian casualty for the 5 years between 2020 and 2024 has been undertaken. The data shows that 2 collisions occurred during the period analysed resulting in 1 slight and 1 serious pedestrian casualty. No clusters or trends were identified.
- 8.1.8 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.
- 8.1.9 There are crossing facilities at the following locations:

- Signalised Crossing – Near the junction of School Lane and the A4054 Cardiff Road.
- Uncontrolled Crossing (pedestrian refuge) – Near the rear entrance of the Upper Boat Inn on the A4054 Cardiff Road.
- Signalised Crossing – Across the B4595 Main Road linking to A473 Tonteg Road.
- Signalised Crossing – At the junction of A473 Tonteg Road / Church Road with the B4595 Main Road.
- Signalised Crossing – Outside Tonteg Park on the A4233 High Street.
- Uncontrolled Crossing (pedestrian refuge) – Outside no. 12 Hollybush Villas on the B4595 Main Road.
- Signalised Crossings - On all the 4 arms of the junction of St Illtyds Road / Station Road with the B4595 Main Road.
- Signalised Crossing – At the junction entrance to Ysgol Garth Olwg.
- Signalised Crossings – The University of South Wales on the B4595 Llantwit Road.
- Uncontrolled Crossing (road hump) – Outside no. 18 B4595 Llantwit Road.
- Uncontrolled Crossing – Near Oak House on the B4595 Main Road.

8.1.10 There is a section of shared use footpath between Tonteg Road and Main Road where the footpath has little / no overlooking buildings or natural surveillance, other than by other pedestrians. This footpath would benefit from tree and vegetation clearance to improve pedestrian comfort, lighting levels and maximise the usable width.

8.1.11 The walking assessment concluded that adjacent footways presented as well connected along the length of the route, with sufficient crossing facilities present (both controlled and uncontrolled) and pedestrian phases at traffic lights for pedestrians to cross safely. As a result, no further traffic flows or gap survey information was requested.

8.2 Sub Route 1 – Cardinal Newman Catholic School to Cardiff Road (Joins to the Main Route)

8.2.1 The route lies within a 20mph speed limit.

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

8.2.3 There are localised sections of the route where the footway width is reduced by vehicles parking on them. This can impact on 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, although ongoing tree maintenance is required in some areas to ensure that lighting levels are not compromised.

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 no controlled crossing facilities along this Sub Route.

- 8.2.8 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.

8.3 Sub Route 2 – University of South Wales to the junction of Church Road/Tonteg Road with Main Road (Joins to the Main Route)

- 8.3.1 Speed limits vary along the route from 20mph to 40mph, however a 30/40mph speed limit is in place along most of the route.

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

- 8.3.3 There are discrete lengths of footway between the residential area at Treforest heading southwards along the B4594 Llantwit Road / Main Road (to the minor junction leading to Maddison House / Korbuid), where the footway width reduces to circa 1.0m metre due (mainly) to overhanging tree branches and vegetation overgrowth at the rear of the footway. Ongoing maintenance is required to ensure pedestrians can pass one another safely.

- 8.3.4 There are localised sections of the route where the footway width is reduced by vehicles obstructing footways. This can impact on 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.

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

- 8.3.6 Investigation into pedestrian collisions has been undertaken between 2020 and 2024. There were no collisions that involved pedestrians during the times assessed.

- 8.3.7 At side roads, the observed conditions were considered to provide a safe environment for pedestrians to cross with vehicular / pedestrian conflict assessed to be low risk noting sufficient crossing gaps to comply with Learner Travel Guidance. At the time of the site visit, when pedestrians were observed to cross, they were able to do so without issue.

- 8.3.8 There are controlled crossing facilities at the following locations:

- Signalised Crossings – The University of South Wales on the B4595 Llantwit Road.
- Uncontrolled Crossing (road hump) – Outside no. 18 B4595 Llantwit Road.
- Uncontrolled Crossing – Near Oak House on the B4595 Main Road.

- 8.3.9 There are discrete lengths of footway along the B4594 Llantwit Road and Main Road (to the minor junction leading to Maddison House / Korbuid), where the footway has little or no overlooking buildings / natural surveillance other than by the occasional property, other pedestrians and passing vehicles.

Traffic counts were undertaken at one location, with counts carried out between 07:45 and 08:45 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, B4595 Main Road on the approach to the uncontrolled crossing point near the Three Horseshoes bus stop. The traffic flow and gaps at this location for both AM and PM times, meet the criteria outlined in the Learner Travel Guidance.

9. Conclusions and Recommendations

9.1 Main Route – Ysgol Afon Wen to Ysgol Garth Olwg

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

9.2 Sub Route 1 – Cardinal Newman Catholic School to Cardiff Road (Joins to the Main Route)

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

9.3 Sub Route 2 – University of South Wales to the junction of Church Road/Tonteg Road with Main Road (Joins to the Main Route)

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

REDSTART

Quest House
St Mellons Business Park
Fortran Rd, St. Mellons
Cardiff
CF3 0EY

www.redstartwales.com

