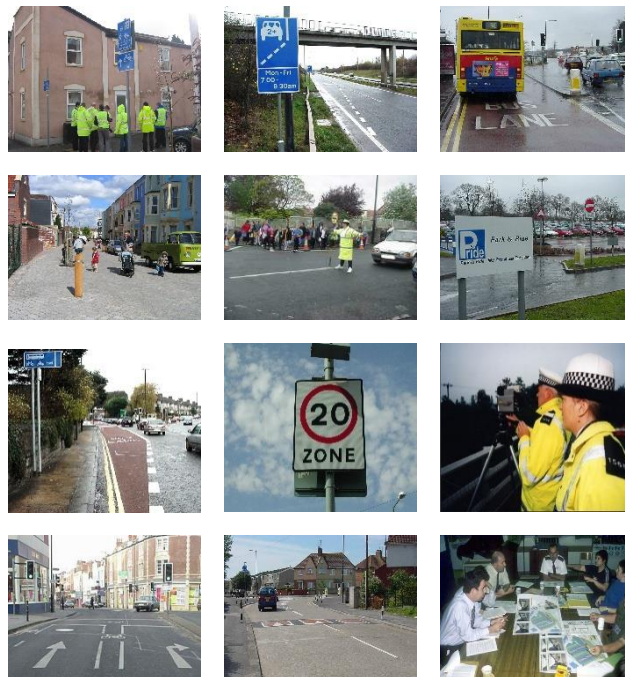


**Road Safety Assessment
Report for Proposed
Pedestrian / Cycle Route
from Llanharry to
Y Pant Comprehensive School
Cowbridge Road
Talbot Green
Pontyclun CF72 8YQ**

**Prepared for Llanharry
Community Council**

9th May 2025



**ROAD SAFETY ASSESSMENT REPORT FOR
PROPOSED PEDESTRIAN / CYCLE ROUTE FROM
LLANHARRY TO
Y PANT COMPREHENSIVE SCHOOL
COWBRIDGE ROAD, TALBOT GREEN, PONTYCLUN
CF72 8YQ
PREPARED FOR
LLANHARRY COMMUNITY COUNCIL**

Report prepared by:

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Our ref:	DAGA/LlanharryCommunity/YPantSchool/2025-01.VG01
Doc Rev	FINAL V6 Llanharry Council_Y PantRoadSafetyAssessment
Date	9 th May 2025



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Executive Summary

i) PERSONAL INJURY COLLISION RECORDS

This Road Safety Assessment examined personal injury collision data collected along the full survey route from Llanharry through Cowbridge Road to Y Pant Comprehensive School ('the School') on the A4222. Based on information obtained from the Welsh Government and supplemented by data from the CrashMap database, a total of 13 personal injury collisions were recorded between 2019 and the end of 2024.

These incidents include 2 fatal, 2 serious and 9 slight personal injury collisions, and involved a range of road users including pedestrians, cyclists, motorcyclists and drivers. Notably, both fatal collisions occurred at junctions on Cowbridge Road: one involving an elderly pedestrian struck by a turning car at Station Approach in November 2019, and the other involving a head-on collision between a taxi and HGV on the River Ely Bridge in May 2023.

Collisions were frequently recorded at junctions or crossing points with limited or no formal pedestrian infrastructure including several near residential areas, schools and busier intersections. There were also two separate incidents at the Tyle Garw / Station Terrace staggered junction, both involving motorcyclists. The data highlights common contributory factors such as driver error during turning manoeuvres, poor visibility at night and conflicts involving vulnerable road users like children and the elderly.

ii) TRAFFIC SURVEYS

Traffic surveys were conducted at three locations, Sites 1, 2, and 3 along the proposed walking / cycling route between Llanharry and Y Pant School to assess vehicle volumes, speed behaviour, and compliance with prevailing speed limits. These surveys provide key baseline data for evaluating road safety conditions along the route.

Site 1, located on a section of road with a 40mph speed limit, recorded an average weekday vehicle flow of 6,661 vehicles. The mean speed was 34mph, with 23.6% of vehicles exceeding the speed limit. The 85th

percentile speed was 41.9mph, marginally above the prevailing speed limit, suggesting generally moderate compliance.

Site 2, situated within a 20mph speed limit on Cowbridge Road recorded a similar weekday traffic volume of 6,746 vehicles, but showed markedly different speed characteristics. The mean speed was 31mph and the 85th percentile reached 36.9mph. A total of 95.5% of vehicles exceeded the speed limit, indicating widespread non-compliance.

Site 3 experienced the highest traffic volumes, with a weekday average of 11,175 vehicles. Despite the volume, the mean speed was 20.7mph just 0.7mph over the prevailing 20mph limit and the 85th percentile speed was 25.3mph. Although 56.1% of vehicles were above the limit, excessive speeding was relatively minor compared to Site 2.

Overall, the surveys reveal substantial variation between the three locations. Site 2 demonstrates the highest levels of speeding, Site 1 shows moderate compliance, and Site 3, despite heavy traffic, exhibits less non-compliance with the prevailing speed limit. These findings form the foundation for the subsequent road safety assessment.

iii) **ROAD SAFETY ASSESSMENT OF PROPOSED WALKING / CYCLING ROUTE TO Y PANT COMPREHENSIVE SCHOOL**

A walk through of the entire proposed walking / cycling route to school from Llanharry to the School was conducted by two members of the Assessment team. As a result, 61 road safety hazards were identified (see Chapter 6).

Typical of the road safety hazards identified were: -

- Lack of informal pedestrian crossing points with dropped kerbs and tactile paving
- Sub-standard pedestrian crossing points with no tactile paving and high dropped kerb upstands likely to cause a trip hazard
- Sub-standard footway widths measured at 1.2 metres rather than the required 2.0metres. In one instance on Cowbridge Road the footway width was as low as 800mm

- Metal inspection covers in the crossing areas of informal pedestrian crossings which could be a slip hazard
- Poorly located informal pedestrian crossing points outside of the pedestrian desire line limiting their usefulness.
- Pavement parking on narrow footways which could cause pedestrians (particularly parents with buggies) to step into the carriageway to pass where they could be struck by passing vehicles
- Heavy traffic at peak school arriving and leaving times with a significant volume of HGVs on Cowbridge Road which could be a health hazard to passing pedestrians, particularly school children walking to the school and the elderly along the narrow section of Cowbridge Road
- A lack of adequate informal pedestrian crossing points on the A4222 outside the School encouraging injudicious crossing by students
- A general lack of facilities for cyclists who might be travelling to and from Y Pant Comprehensive School and beyond both on the proposed route to the school and at the school itself
- Numerous defects in sub-standard footway which could be a pedestrian trip hazard
- Tree foliage obscuring traffic signs and signals
- Poor condition of road markings at hazards and junctions rendering them ineffective.
- Lack of 20mph repeater signs and carriageway roundels.

iv) **RECOMMENDATIONS**

Given the number, type and severity of recorded personal injury collisions, (particularly those involving vulnerable road users) the

DAVID A GRAHAM ASSOC

Road Safety Assessment Report
Llanharry to Y Pant Comprehensive School Cowbridge Road,
Pontyclun CF72 8YQ (09/05/25)



instance of contravention of the prevailing speed limit, particularly at Site 2 on Llanharry Road and the 61 identified road safety issues along the proposed walking / cycling route to school, I would not recommend the intensification of this route by up to 200 additional school children walking / cycling to school each day until the issues identified above have been fully and adequately addressed.

Signed: *DA Graham*

**David Graham I Eng, FIHE, CMILT, MCIHT, MIET, MSoRSA,
RegRSA(IHE)**

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1.0 INTRODUCTION

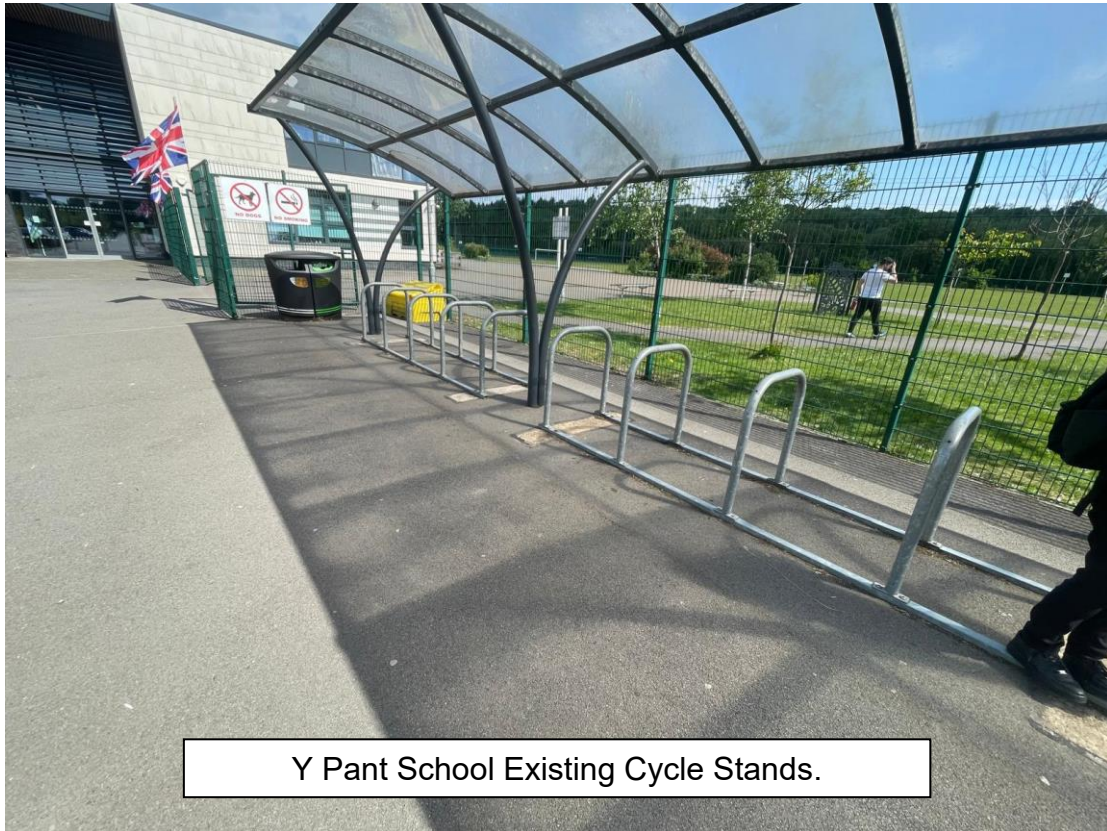
- 1.1 On 27th February 2025 Gill Lewis Clerk of Llanharry Community Council, sent an email instruction to David A Graham Associates (D.A.G.A.) Limited to undertake a Road Safety Assessment of the walking / cycling route to school extending from Llanharry Road to Y Pant Comprehensive School along Llanharry Road, Cowbridge Road and the A4222. This was required as the Local Education Authority intend to withdraw the current school bus service in September 2025. The required content of this assessment was previously discussed during a telephone conversation between David Graham and Gill Lewis on 3rd February 2025 to clarify those points which could be covered by the assessment. Consequently, a report brief was agreed and this can be found on page 6.

2.0 BACKGROUND

- 2.1 This Road Safety Assessment report was commissioned as a result of the Local Education Authorities planned withdrawal of the school bus service between Llanharry Village and Y Pant Comprehensive School from September 2025. It is understood that Y Pant Comprehensive School has a population of around 1400 students from age 11 to 18 and that the current school bus service from Llanharry to the School is used by around 200 students. As such, the Llanharry Community Council have concerns with regard to the safety of the approximately 200 students who may be walking / cycling to the school along this route.
- 2.2 The Road Safety Assessment site visit started at 8:00am on Friday 9th May 2025 at Y Pant Comprehensive School where school arriving was observed by two assessment team members whilst a third team member met with Councillor Wayne Owen to advise the Road Safety assessment was about to begin. This was followed by a walk of the entire route from Llanharry Road to Y Pant Comprehensive School by two members of the Assessment team as if they were walking to the school in order to identify any road safety issues that might affect school children and other pedestrians and cyclists using this route. Following the route assessment all three members of the assessment team observed school leaving from 2.30pm at three separate locations along the whole route in order to observe the behaviour of leaving school students and their carers. The weather was fine and the road surface was dry. There was a 30mph/40mph speed limit reducing to 20mph at Brydsadler on Llanharry Road where a system of street lighting was present and the traffic conditions were light to medium. On Cowbridge Road the speed limit is rather ambiguous after the Brynsadler terminal 20mph signs on Llanharry Road and lacks adequate 20mph repeater signs and 20mph carriageway roundels to inform drivers / riders and allow police enforcement. Furthermore, it appears to be regarded by most drivers / riders as a 30mph speed limit. There was a system of street lighting present and traffic conditions on Cowbridge Road were medium in the morning and heavy in the afternoon. On the A4222 Llantrissant Road there was a 30mph speed limit reducing to a 20mph speed limit either side of Y Pant Comprehensive School with a system of

street lighting where traffic conditions were medium in the morning and heavy in the afternoon.

- 2.3 The photographs below are taken from the day of assessment on Friday 9th May 2025.



Y Pant School Existing Cycle Stands.



A4222 at school leaving time.

2.4 The Author

David A Graham, founding Director of David A Graham Associates Limited (D.A.G.A.) was appointed by Ms Gill Lewis representing Llanharry Community Council to carry out a Road Safety Assessment of the proposed walking / cycling route to school from Llanharry to Y Pant Comprehensive School following the proposed withdrawal of the school bus service from September 2025 which currently covers this route to the school.

David is an experienced road safety engineer of over 40 years who has carried out more than 4,000 Road Safety Audits / Assessments, most of which he has acted as Team Leader. He is an Incorporated Engineer and holds a number of professional Memberships (see below) and regularly provides road safety engineering services to local authorities, private consultancies and private clients. He conducts Road Safety Engineering training both in the UK and overseas.

Professional Memberships:

- a. Incorporated Engineer (IEng),
- b. Fellow of the Institute of Highways Engineers (FIHE),
- c. Chartered Member of The Institute of Logistics and Transport (CMILT),
- d. Member of the Chartered Institute of Highways and Transportation (MCIHT)
- e. Member of the Society of Road Safety Auditors (MSoRSA)
- f. Registered Road Safety Auditor (RegRSA(IHE))
- g. Member of the Institute of Engineering and Technology (MIET)
- h. Member of the Royal Automobile Club, Pall Mall, London

See Appendix A for the Curriculum Vitae of David Graham

3.0 THE BRIEF

3.1 In order to clarify the required scope of this report David Graham of David A Graham Associates Limited discussed the requirements of the report at length with Gill Lewis, Clerk of Llanharry Community Council during a telephone conversation on 3rd February 2025. This resulted in the email below from Ms Lewis which included the following items for investigation: -

From: Gill Lewis <llanharrycc@live.co.uk>

Sent: 03 February 2025 16:28

To: david@dagaltd.co.uk

Subject: RE: Road Safety Assessment Report of Proposed Walking / Cycling Route to School from Llanharry to Y Pant Comprehensive School

Hi David

As I mentioned on the telephone, I consulted with my members last week to ensure that I cover all the bases with regards to their concerns.

Their particular concerns are as follows:

The volume of traffic at the time the children would be walking to and from school;

The speed of the traffic along the route – whilst speed limits are in place, the resources to enforce it are not:

The suitability and width of the footpath seems entirely inadequate to deal with the number of walking children until they get to Pontyclun, bearing in mind you will probably have children walking in the opposite direction towards Llanharry and the Welsh medium school;

Vehicles parked on the footpath in Pontyclun and especially the length of Brynsadler;

The lack of a safe crossing point.

I have some speed scoping surveys carried out by the Police relatively recently and certainly since the implementation of the 20mph limit, which may be of interest to you.

I look forward to hearing from you.

Kindest Regards

Gill Lewis
Clerk

3.2 In response to the agreed report Brief above David Graham of David A Graham Associates Ltd provided the following quotation to carry out the required Road Safety Assessment Report:-

From: david@dagaltd.co.uk <david@dagaltd.co.uk>
Sent: 11 February 2025 15:24
To: 'Gill Lewis' <llanharrycc@live.co.uk>
Cc: veronica@dagaltd.co.uk
Subject: RE: Quote: Road Safety Assessment Report of Proposed Walking / Cycling Route to School from Llanharry to Y Pant Comprehensive School

Dear Gill,

Please accept my apologies for my late reply, unfortunately I've had the flu the last week and just getting back to work now.

RE: Road Safety Assessment Report of Proposed Walking / Cycling Route to School from Llanharry to Y Pant Comprehensive School

Thank you for your email and attached plan.

I can confirm that I would be happy to prepare a Road Safety Assessment Report for you.

Following the headings below from typical reports that I have produced previously, I would estimate from these commissions that your report would take around [REDACTED] @ [REDACTED] hour plus VAT and disbursements following your report brief below. I should add that we always carry out a site visit for Road Safety Assessment commissions which would be based on a reduced journey time rate of £[REDACTED] per hour plus fuel costs @ [REDACTED] per mile plus VAT and any disbursements.

So, my estimate to carry this out would be £[REDACTED] plus VAT and disbursements*

*Disbursements would include travel, subsistence and speed discriminating traffic counts

To give you an idea what to expect this would follow the headings below from typical reports that I have produced previously

Report

Executive summary

Introduction

Background

The brief

The Red Route from the Plan to include:-

The volume of traffic at the time the children would be walking to and from school;
The speed of the traffic along the route – whilst speed limits are in place, the resources to enforce it are not:
The suitability and width of the footpath seems entirely inadequate to deal with the number of walking children until they get to Pontyclun, bearing in mind you will probably have children walking in the opposite direction towards Llanharry and the Welsh medium school;

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Road Safety Assessment Report

Llanharry to Y Pant Comprehensive School Cowbridge Road,
Pontyclun CF72 8YQ (09/05/25)



Vehicles parked on the footpath in Pontyclun and especially the length of Brynsadler;
The lack of a safe crossing point.

Personal injury records traveling to and from the school (if any)

Traffic / pedestrian counts / surveys

Site visit (site specific items)

Items resulting from this road safety assessment

Conclusions

Recommendations

Appendices

Curriculum Vitae

Site photographs

Drawings and diagrams

In the meantime, I look forward to receiving your commission in due course.

Many thanks.

Regards,

David

David Graham I Eng, FIHE, CMILT, MCIHT, MIET, MSoRSA, RegRSA(IHE)

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4.0 PERSONAL INJURY COLLISION RECORDS

4.1 On the 26th March 2025 I submitted a request to the Welsh Government to obtain the last 5 years of personal injury collision statistics for the whole of the survey route from Llanharry Road through Cowbridge Road to Y Pant Comprehensive School on the A4222. As the records provided by the Welsh Government were not in sufficient detail for the purposes of my Road Safety Assessment, I also made an enquiry through an online personal injury collision database called CrashMap. From the two sources I was able to discover that there have been 13 personal injury collisions recorded along the survey route during the last 5-year period up to the end of December 2024. These included 2 fatal collisions, 2 serious injury collisions and 9 slight injury collisions. Details of any collisions occurring after that date were not available at the time of compiling this report. Figure 1 below shows the extent of the survey route and the reference number and locations of the 13 personal injury collisions recorded during the last 5 years.

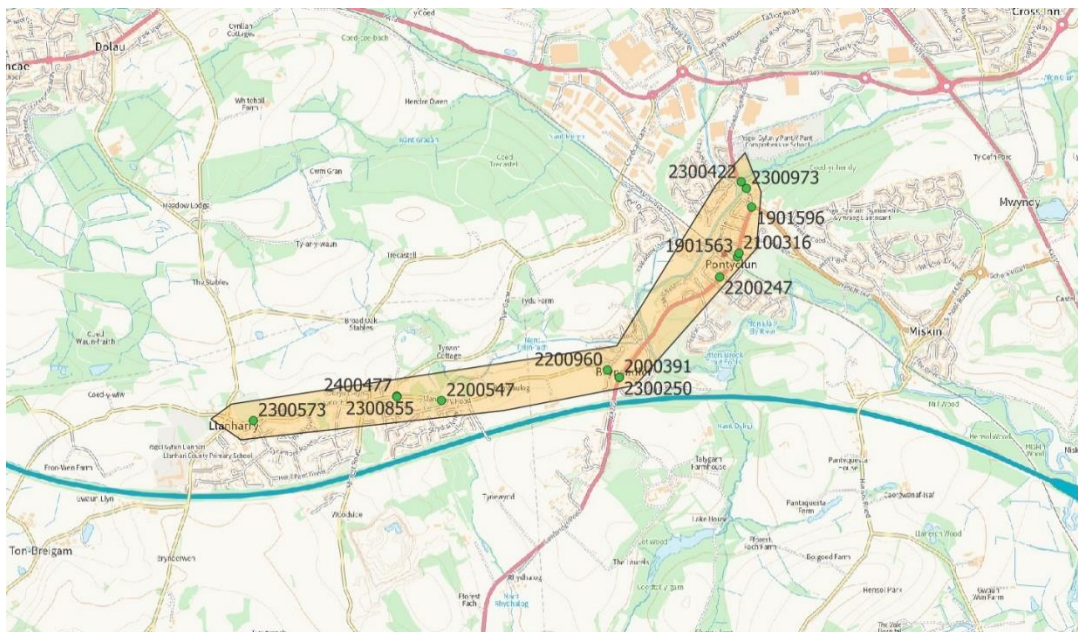


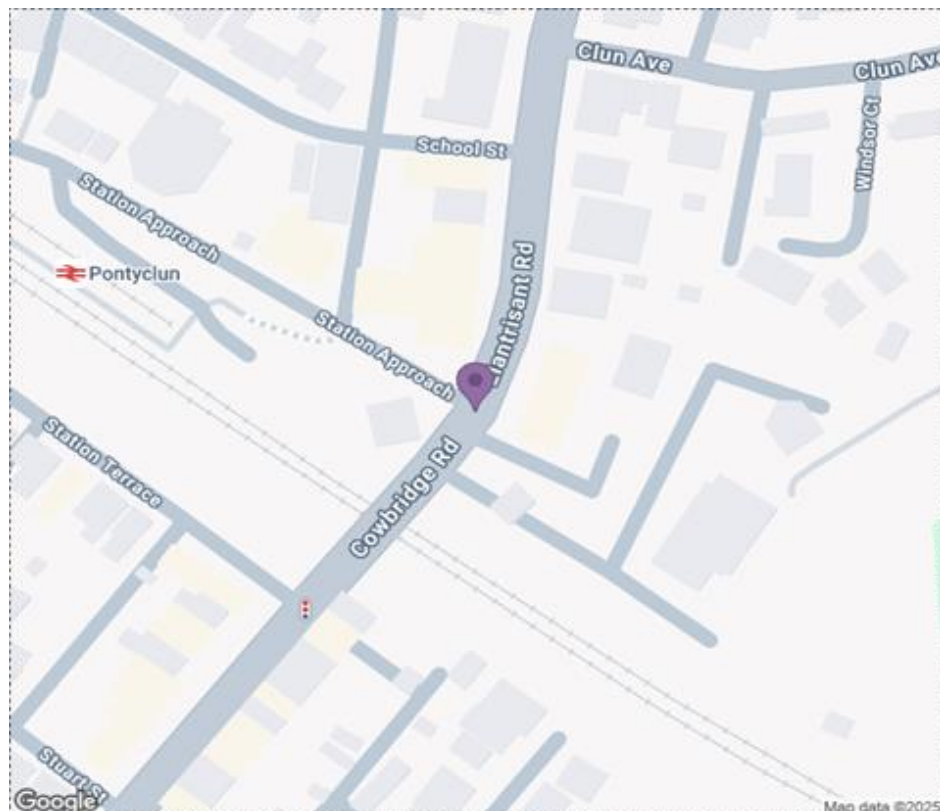
Fig 1: Reference Number and Location of Personal Injury Collisions along the survey Route from Llanharry to Y Pant Comprehensive School 2019 - 2024

**The following collision analysis is based on detailed collision reports from the Welsh Government and CrashMap and any inaccuracies therein are beyond the control of the author.*

4.2 Looking at each collision in more detail I have made the following observations: -

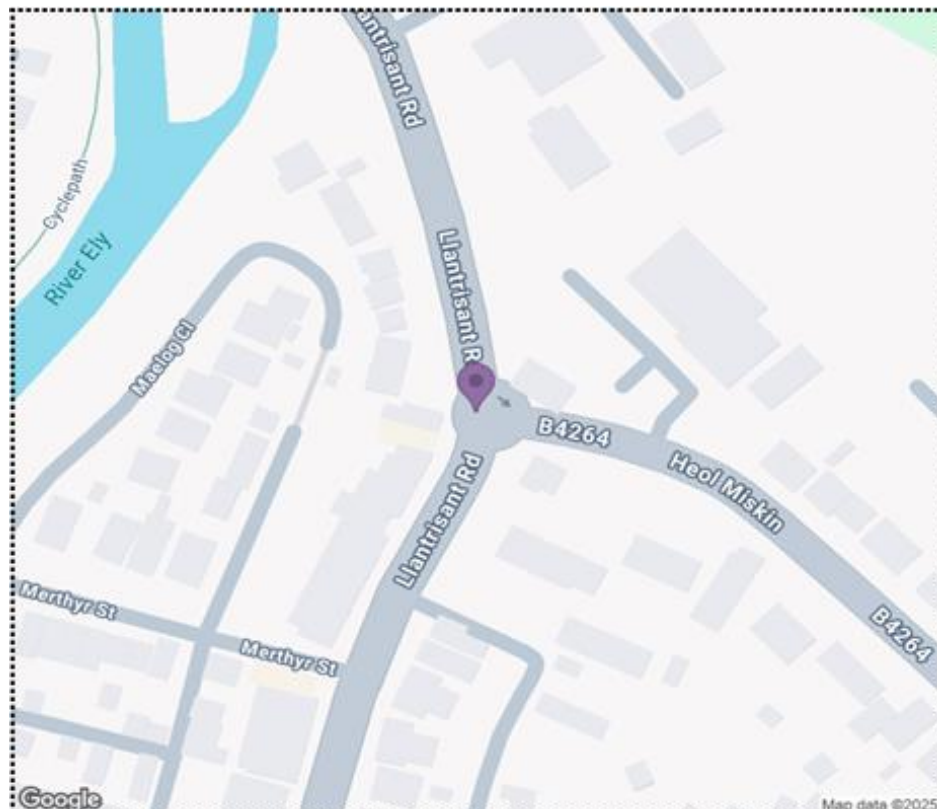
4.3 On 30th November 2019 at 14:41, a fatal collision occurred at the T-junction where Station Approach meets Cowbridge Road (A4222). The incident took place during daylight hours, in fine weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Cowbridge Road was 30mph.

A male driver was turning right from Station Approach onto Cowbridge Road when his car struck an elderly female pedestrian who was crossing Cowbridge Road from the drivers offside. There were no formal pedestrian crossing facilities within 50 metres of the collision site. The vehicle involved was a car; no cyclists, motorcyclists, or HGVs were involved. The collision resulted in one fatality (the elderly female pedestrian). The location of the collision is shown in purple below:



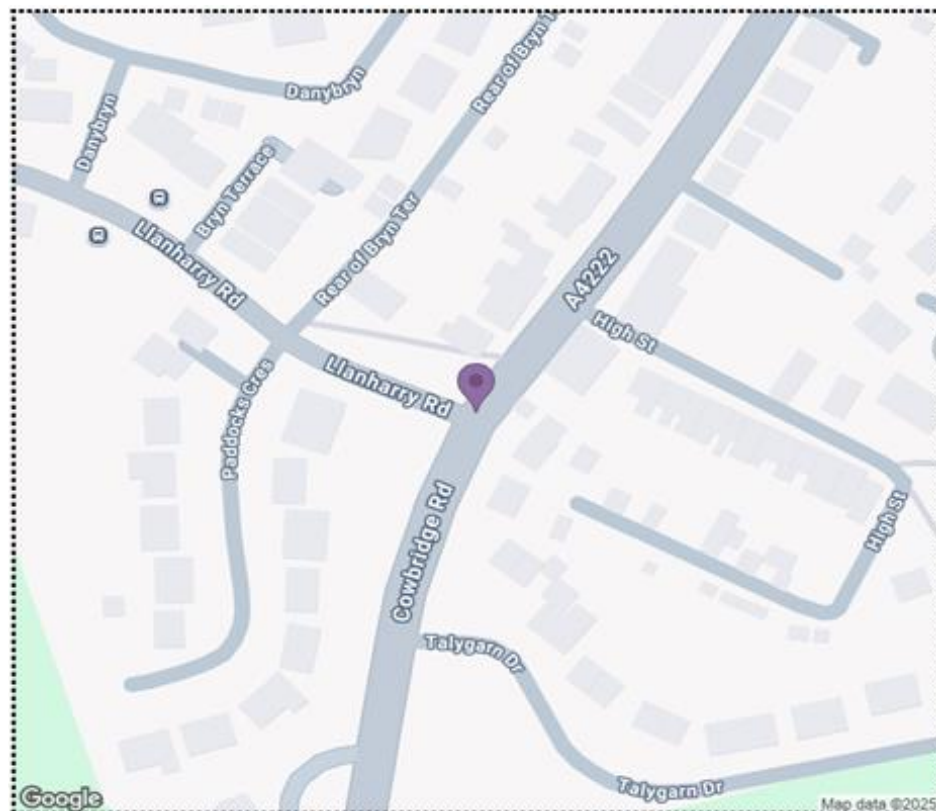
4.4 On 20th October 2019 at 22:29, a serious collision occurred at the mini-roundabout where Llantrisant Road (A4222) meets Heol Miskin (B4264). The incident happened during night-time hours in rainy conditions without high winds, and the road surface was wet. The speed limit on Llantrisant Road at the time was 30mph and the road was well lit by streetlights.

A male driver was travelling south-westwards from Heol Miskin onto the mini-roundabout when his car was struck by a female driver approaching south-eastwards. The initial impact occurred at the front of both vehicles, and the force of the collision pushed the male driver's car into the driver's offside kerb. The male driver sustained serious injuries, while the female driver and her passenger received slight injuries. Both vehicles involved were cars; no pedestrians, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



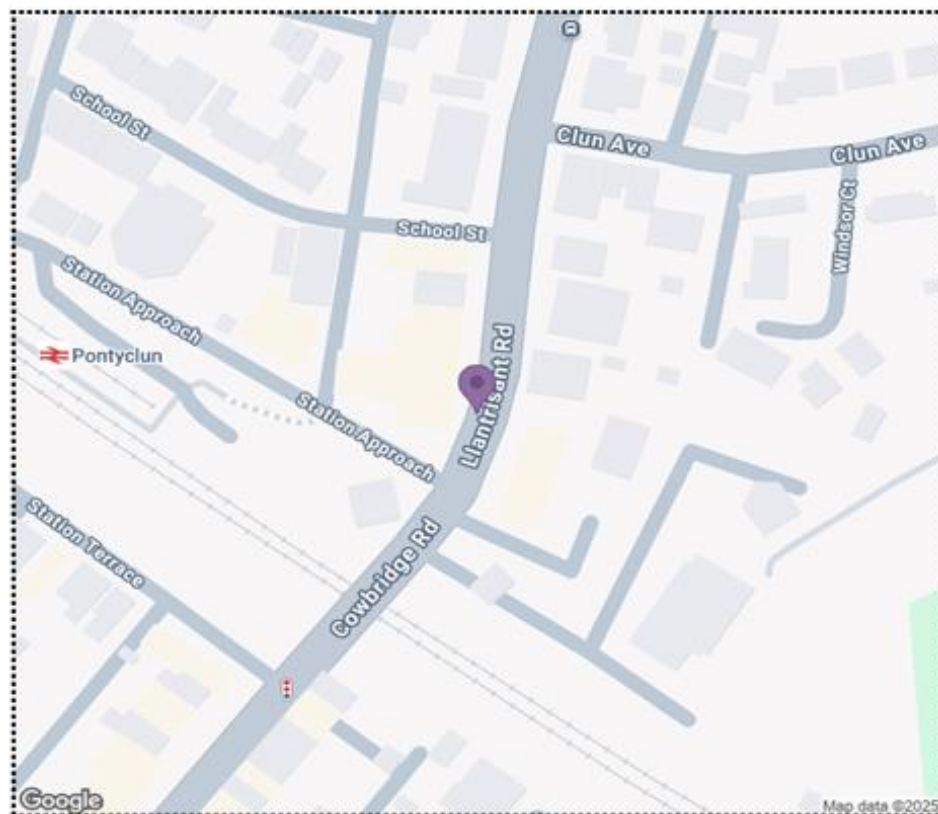
4.5 On 7th April 2020 at 12:12, a collision occurred at the T-junction where Llanharry Road meets Cowbridge Road (A4222). The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Cowbridge Road was 40mph.

A male driver was turning right from Llanharry Road onto Cowbridge Road when his vehicle obstructed the path of a male cyclist who was already travelling south-westwards along Cowbridge Road, resulting in the cyclist colliding with the nearside of the car. The cyclist sustained slight injuries. The only vehicles involved were a car and a bicycle; no pedestrians, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



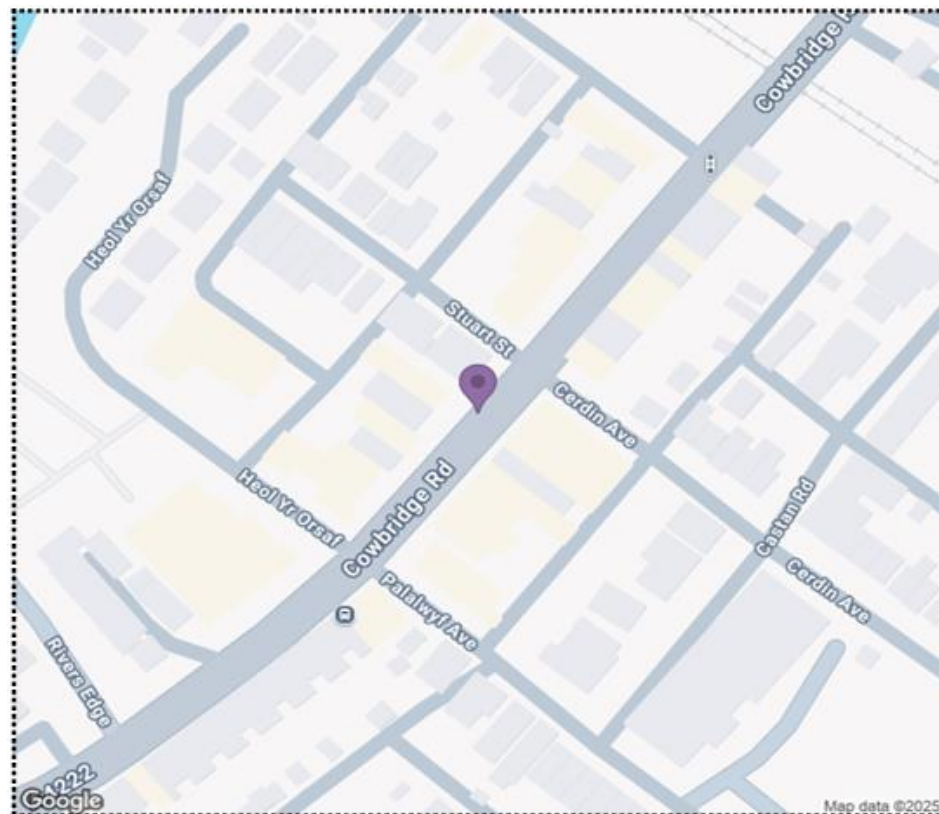
4.6 On 2nd May 2021 at 17:15, a collision occurred at the T-junction where Station Approach meets Cowbridge Road (A4222). The incident happened during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Cowbridge Road was 30mph.

A male driver was turning right from Cowbridge Road into Station Approach when his vehicle was struck by another car approaching from the opposite direction. The initial point of impact for the turning vehicle was on the driver's offside, while the oncoming vehicle sustained impact to the front. Two female passengers (one in each car) sustained slight injuries as a result of the collision, one of whom was an infant under the age of five. Both vehicles involved were cars; no pedestrians, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



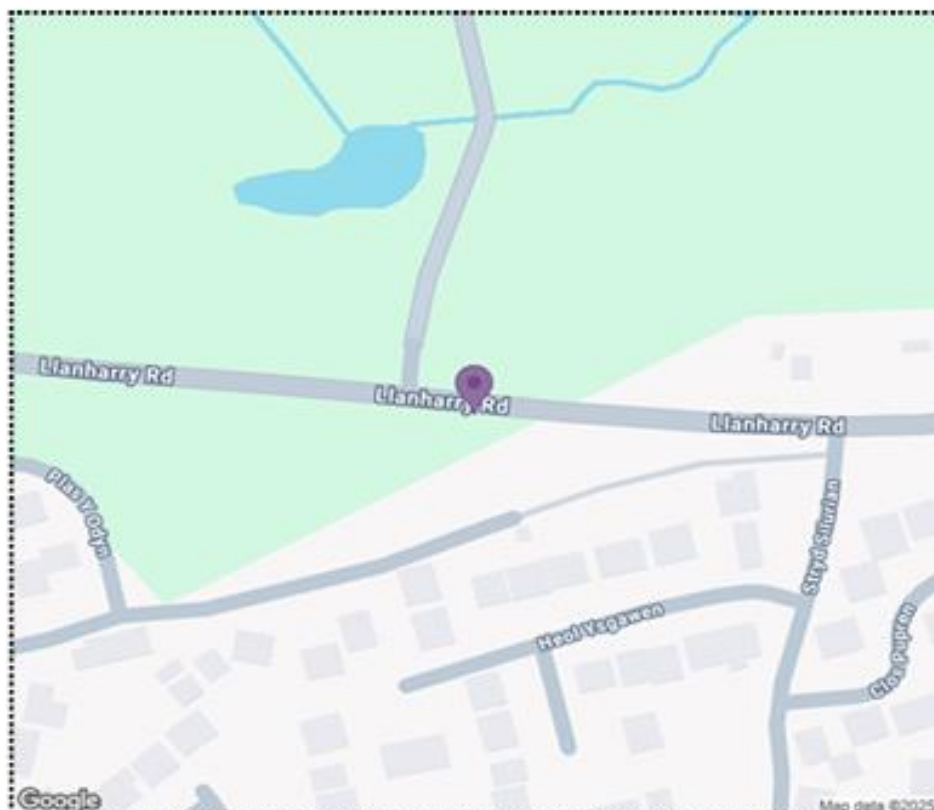
4.7 On 19th March 2022 at 17:12, a collision occurred just before the Zebra crossing on Cowbridge Road (A4222). The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Cowbridge Road was 20mph.

A female driver was reversing onto Cowbridge Road when her vehicle was struck by another car travelling normally along the carriageway. The initial point of impact for the reversing vehicle was at its rear, while the oncoming vehicle sustained damage to its front. As a result of the collision, the reversing vehicle also struck a Road sign / Traffic signal. Both female drivers, along with a male pedestrian, sustained slight injuries. No cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



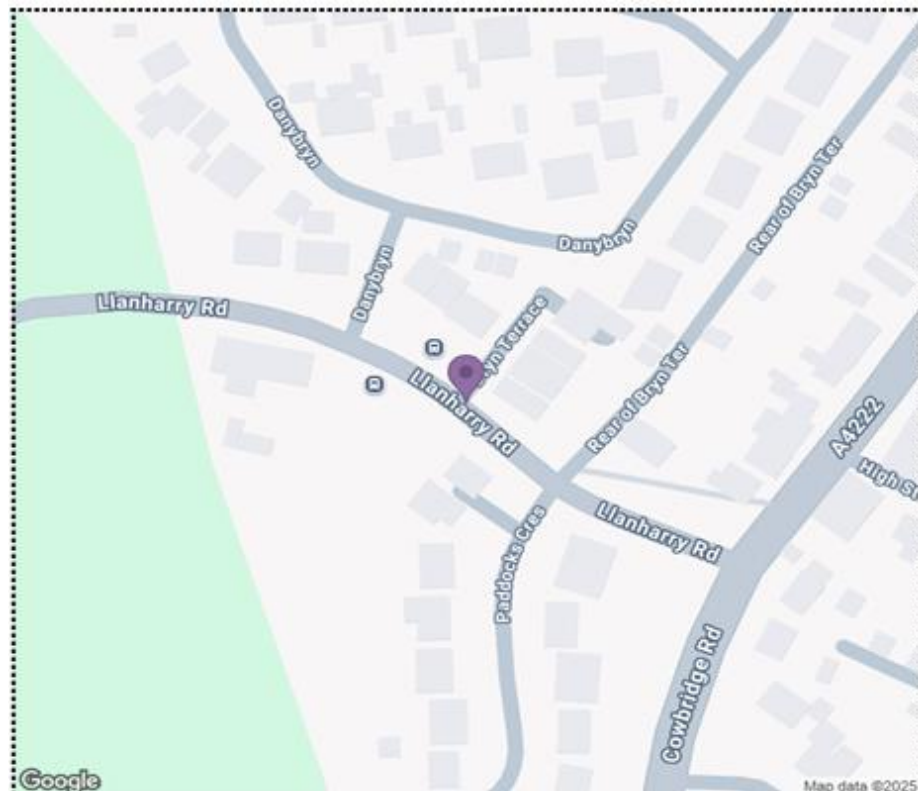
4.8 On 17th July 2022 at 07:37, a single-vehicle collision occurred on Llanharry Road. The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Llanharry Road was 40mph.

A female driver was travelling normally along the carriageway when she lost control of her vehicle and collided with the side of the road. The initial point of impact was on the driver's nearside. There were no junctions within 20 metres of the crash site and no physical pedestrian crossing facilities within 50 metres. The female driver sustained slight injuries. No other vehicles, pedestrians, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



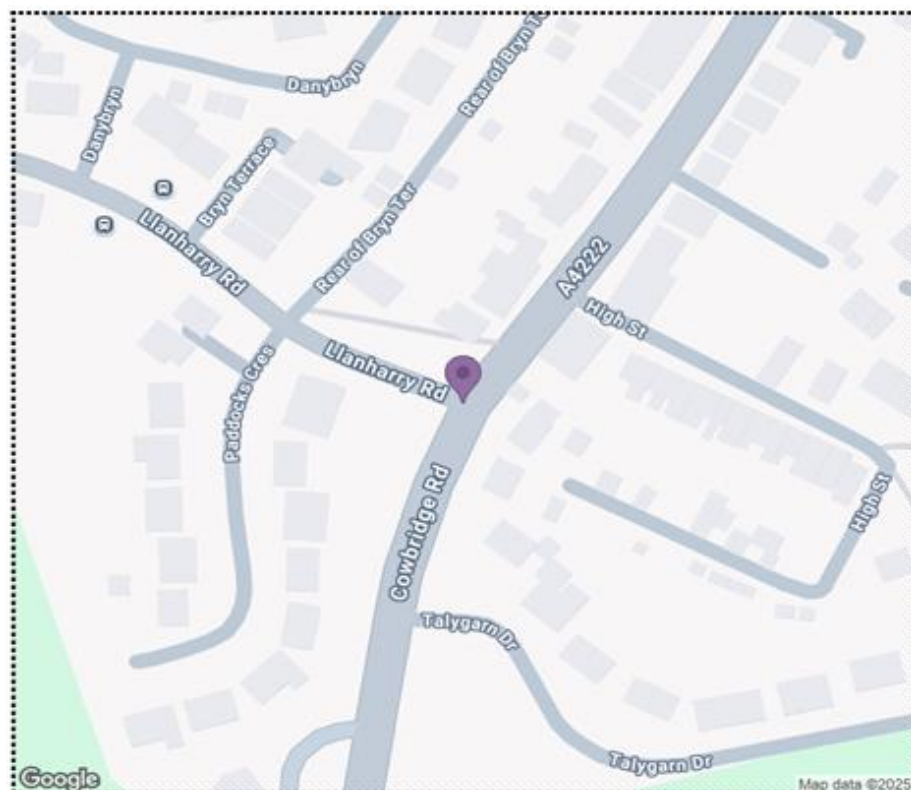
4.9 On 10th December 2022 at 21:04, a collision occurred at the T-junction where Bryn Terrace meets Llanharry Road. The incident took place during nighttime hours in poor, rainy weather conditions without high winds, and the road surface was wet or damp. Although it was dark, the crash site was lit by street lighting. At the time of the collision, the speed limit on Llanharry Road was 30mph.

A female driver was travelling along the road when she encountered a parked car within the carriageway. In an attempt to avoid the obstruction, she swerved, striking the kerb and a wall before colliding with the rear of the stationary vehicle. Both the driver and her passenger sustained slight injuries. The vehicles involved were both cars; no pedestrians, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



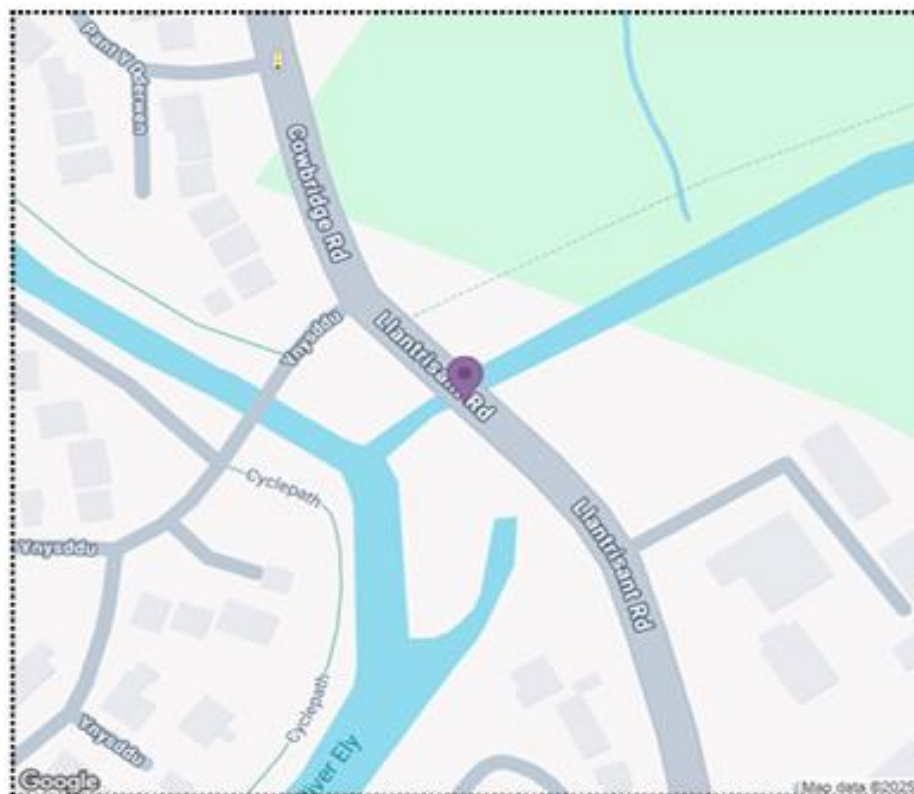
4.10 On 13th January 2023 at 14:54, a collision occurred at the T-junction where Llanharry Road meets Cowbridge Road (A4222). The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Cowbridge Road was 30mph.

A female driver, while taking her child to school, turned right from Cowbridge Road onto Llanharry Road and struck a male cyclist on her offside who was travelling north-eastwards along Cowbridge Road. The cyclist sustained slight injuries as a result of the collision. No pedestrians, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



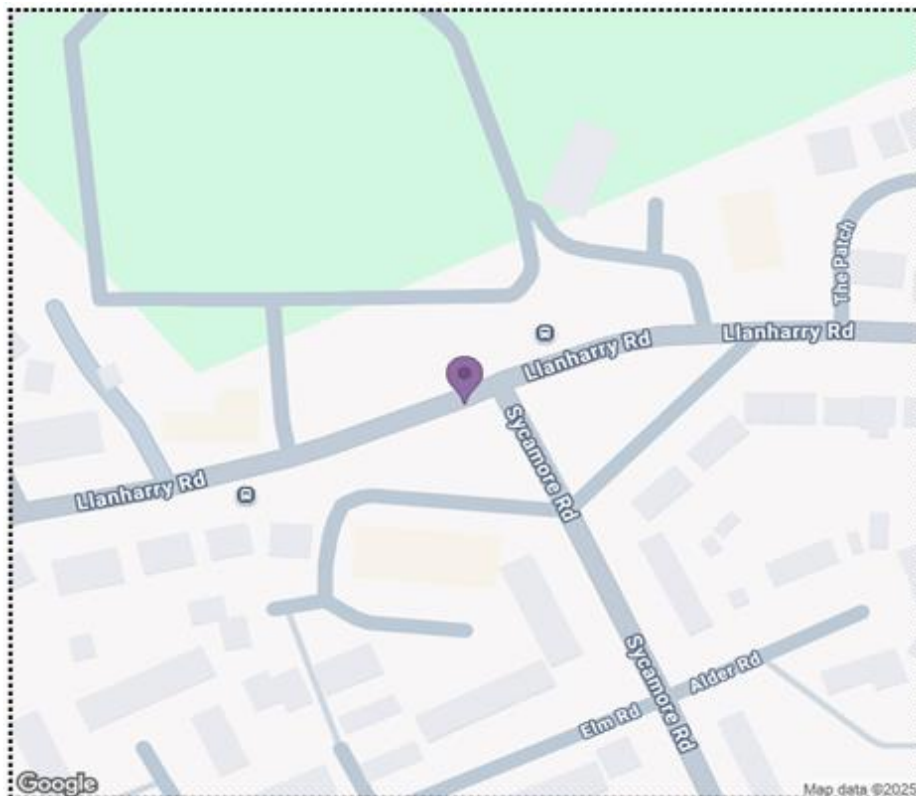
4.11 On 23rd May 2023 at 14:22, a fatal collision occurred on Llantrisant Road (A4222), on the bridge crossing the River Ely. The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Llantrisant Road was 30mph.

A male taxi driver was travelling south-eastwards along Llantrisant Road, negotiating a right-hand bend, when he collided head-on with a Heavy Goods Vehicle (HGV) that was travelling north-westwards around a left-hand bend. The impact resulted in the death of the taxi driver. No other casualties were recorded, and no pedestrians, cyclists, or motorcyclists were involved in the incident. The location of the collision is shown in purple below:



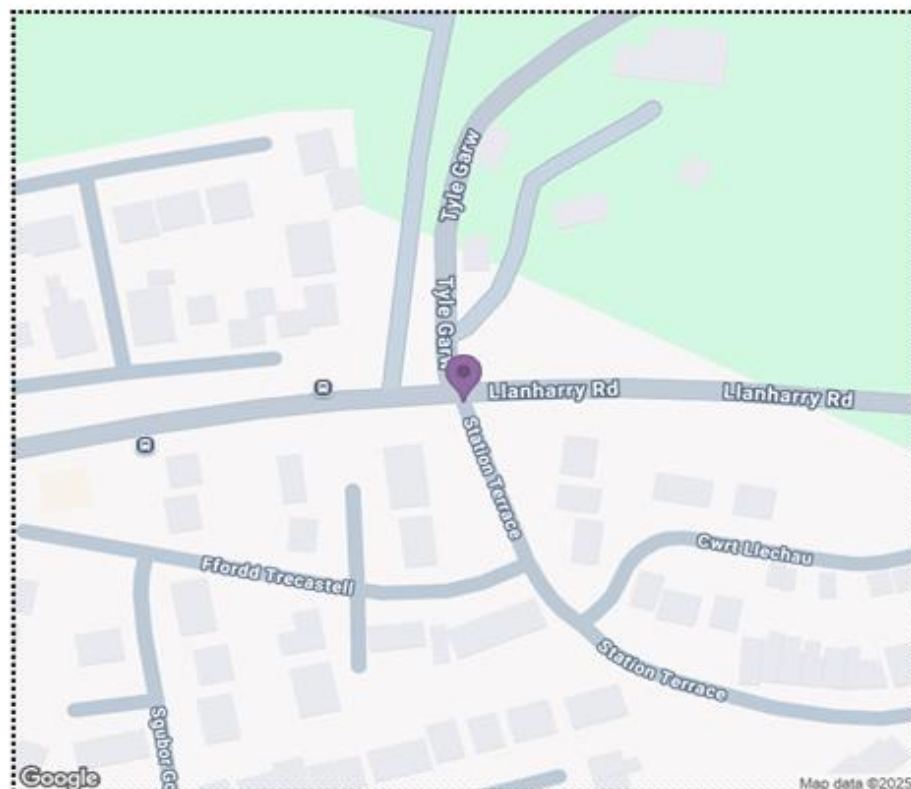
4.12 On 5th July 2023 at 17:21, a collision occurred at the T-junction where Sycamore Road meets Llanharry Road. The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Llanharry Road was 30mph.

A female driver was travelling south-westwards along Llanharry Road when she struck a young male pedestrian, of primary school age, who was crossing the road from her nearside. The initial point of impact was at the front of the vehicle. The pedestrian sustained serious injuries as a result of the collision. There were no physical pedestrian crossing facilities within 50 metres of the incident site. No other vehicles, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



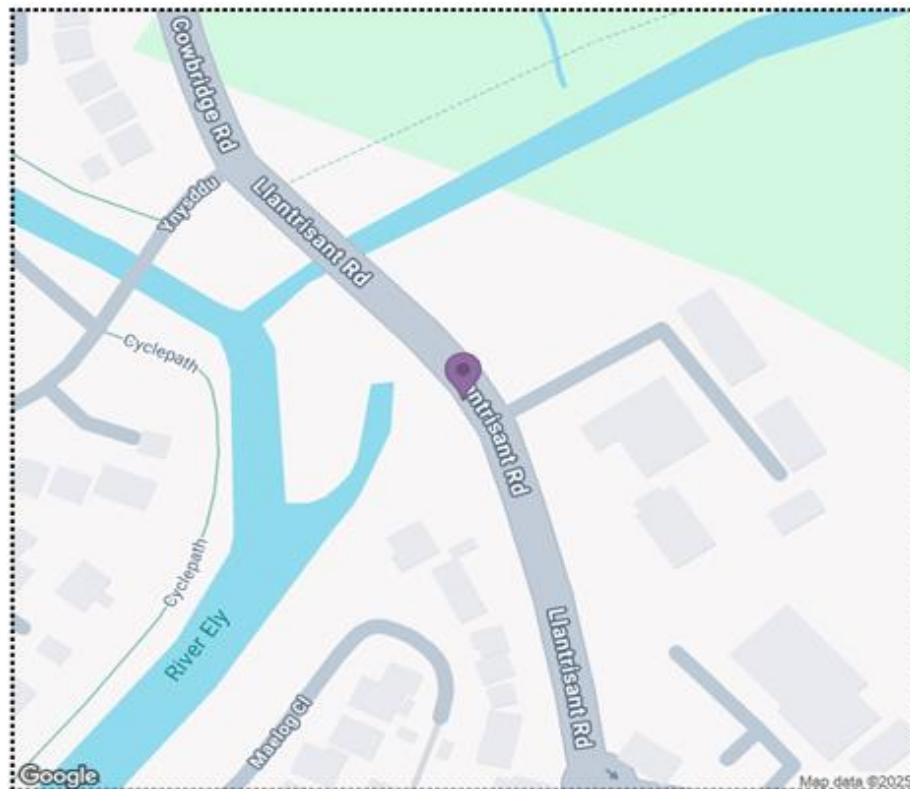
4.13 On 6th October 2023 at 23:38, a collision occurred at the staggered junctions where Tyle Garw and Station Terrace meet Llanharry Road. The incident took place during nighttime hours in dry weather conditions without high winds, and the road surface was dry. Although it was dark, the crash site was lit by street lighting. At the time of the collision, the speed limit on Llanharry Road was 30mph.

A male driver was turning south-eastwards into Station Terrace from Llanharry Road when he struck a motorcyclist travelling eastwards along Llanharry Road in the opposite direction. The point of impact was on the drivers offside. The motorcyclist, a teenager, sustained slight injuries as a result of the collision. No other vehicles, pedestrians, cyclists, or HGVs were involved. The location of the collision is shown in purple below:



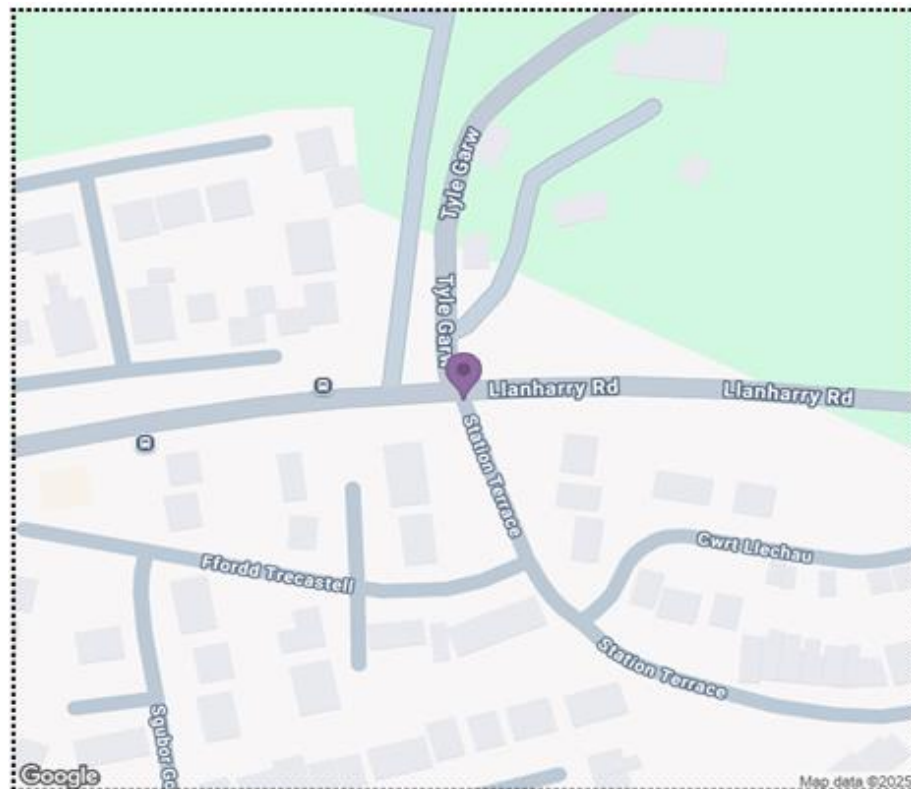
4.14 On 15th November 2023 at 07:54, a collision occurred on Llantrisant Road (A4222), near the bridge crossing the River Ely. The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Llantrisant Road was 30mph.

A female driver, after dropping off her child at school, was in the process of turning right off Llantrisant Road into a private driveway when her vehicle was struck in the rear by another car. The force of the impact caused both vehicles to collide with the back of a nearby van. As a result of the incident, four individuals sustained slight injuries: all three drivers involved and a passenger under the age of five from the car that struck the rear of the turning vehicle. No pedestrians, cyclists, motorcyclists, or HGVs were involved. The location of the collision is shown in purple below:



4.15 On 7th July 2024 at 14:39, a collision occurred at the staggered junctions where Tyle Garw and Station Terrace meet Llanharry Road. The incident took place during daylight hours in dry weather conditions without high winds, and the road surface was dry. At the time of the collision, the speed limit on Llanharry Road was 30mph.

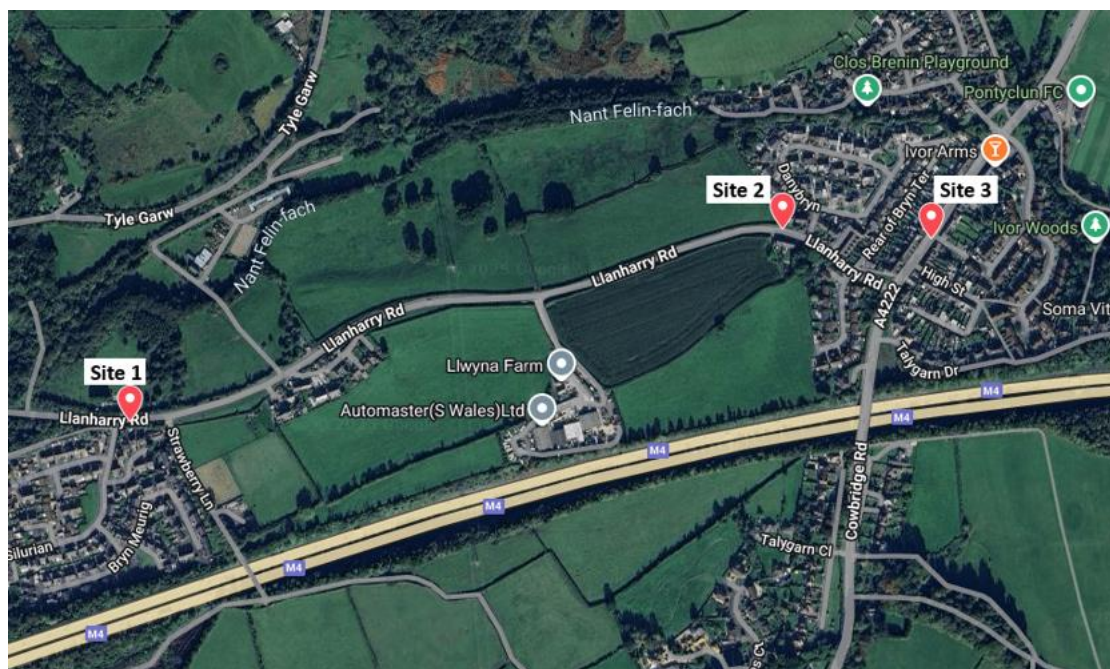
A minibus pulled out from Station Terrace onto Llanharry Road into the path of a motorcyclist who was travelling eastwards along Llanharry Road. The motorcyclist sustained slight injuries as a result of the collision. No other casualties were reported, and no other vehicles, pedestrians, cyclists, or HGVs were involved. The location of the collision is shown in purple below:



5.0 TRAFFIC SURVEYS

5.1 On 17th May 2025 I received an email from Ian Patterson of Basepoint Data which included a full week's results from three speed discriminating Automatic Traffic Count (ATC) locations along the proposed walk / cycle to school route from Llanharry to Y Pant Comprehensive School named Site 1, Site 2 and Site 3 as indicated in Figure 2 below

Figure 2: Location of 3 ATC Traffic Counters along the proposed walk / cycle to school route between Llanharry and Y Pant Comprehensive School



5.2 Details of the traffic survey information can be found on the following pages.

Fig 3: Results of Speed Discriminating Traffic Counts for Sites 1, 2 and 3

South Wales Site 1

Llanharry Road [40mph]

Direction - East

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	3340	3543	2824	2289	3205	3288	3356	3346	3121
Mean Speed	34.2	34.4	34.7	34.5	34.1	33.8	34.3	34.2	34.3
85%ile Speed	41.7	42.1	43.2	42.7	41.8	41.4	42.2	41.8	42.2
No. Vehicles > 40 MPH Limit	752	871	822	639	735	703	810	774	762
% Vehicles > 40 MPH Limit	19.9	24.6	29.1	27.9	22.9	21.4	24.1	23.1	24.4

Direction - West

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	3310	3446	2780	2356	3224	3270	3321	3314	3101
Mean Speed	33.8	33.8	34.0	33.5	33.3	33.2	34.0	33.6	33.7
85%ile Speed	41.9	41.7	42.3	42.2	41.4	41.2	42.1	41.6	41.7
No. Vehicles > 40 MPH Limit	762	778	694	572	673	658	812	737	707
% Vehicles > 40 MPH Limit	23.0	22.6	25.0	24.3	20.9	20.1	24.5	22.2	22.8

Directions - East & West

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	6650	6989	5604	4645	6429	6558	6677	6661	6222
Mean Speed	34.0	34.1	34.4	34.0	33.7	33.5	34.0	33.9	34.0
85%ile Speed	41.8	41.9	42.7	42.4	41.6	41.3	42.2	41.7	41.9
No. Vehicles > 40 MPH Limit	1514	1649	1516	1211	1408	1361	1622	1511	1469
% Vehicles > 40 MPH Limit	22.8	23.6	27.1	26.1	21.9	20.8	24.3	22.7	23.6

South Wales Site 2

Llanharry Road [20mph]

Direction - East

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	3481	3687	2866	2333	3246	3350	3411	3435	3196
Mean Speed	30.8	30.6	31.3	31.4	30.5	30.1	29.9	30.4	30.6
85%ile Speed	36.4	36.7	37.0	37.0	36.6	36.1	36.6	36.5	36.6
No. Vehicles > 20 MPH Limit	3347	3522	2759	2255	3115	3145	3161	3258	3043
% Vehicles > 20 MPH Limit	95.5	95.5	96.3	96.7	96.0	93.9	92.7	94.9	95.2

Direction - West

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	3238	3447	2782	2369	3211	3300	3361	3311	3101
Mean Speed	31.3	31.7	31.9	31.8	31.3	31.1	31.4	31.4	31.5
85%ile Speed	36.8	37.2	37.6	37.7	37.2	36.9	37.4	37.1	37.2
No. Vehicles > 20 MPH Limit	3093	3328	2698	2276	3070	3128	3212	3168	2972
% Vehicles > 20 MPH Limit	95.5	96.6	97.0	96.1	95.6	94.8	95.6	95.6	95.8

Directions - East & West

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	6719	7134	5648	4702	6457	6650	6772	6746	6297
Mean Speed	31.0	31.1	31.6	31.6	30.9	30.6	30.6	30.9	31.0
85%ile Speed	36.6	36.9	37.2	37.2	36.9	36.6	36.9	36.8	36.9
No. Vehicles > 20 MPH Limit	6440	6850	5457	4531	6185	6273	6373	6424	6016
% Vehicles > 20 MPH Limit	95.9	96.0	96.6	96.4	95.8	94.3	94.1	95.2	95.5

DAVID A GRAHAM ASSOC

Road Safety Assessment Report

Llanharry to Y Pant Comprehensive School Cowbridge Road,
Pontyclun CF72 8YQ (09/05/25)



South Wales Site 3

!!Cowbridge Road [20mph]

Direction - North

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	5544	5821	4594	3905	5335	5393	5626	5544	5174
Mean Speed	19.3	18.5	20.7	20.3	20.2	19.3	20.0	19.4	19.7
85%ile Speed	24.0	23.7	25.1	25.3	24.6	23.9	24.4	24.2	24.4
No. Vehicles > 20 MPH Limit	2444	2298	2639	2064	2747	2360	2844	2539	2485
% Vehicles > 20 MPH Limit	38.3	39.5	57.4	52.9	51.5	43.8	50.6	45.8	48.0

Direction - South

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	5649	5771	4619	3912	5414	5510	5811	5631	5241
Mean Speed	22.0	21.4	22.3	22.1	21.9	21.0	21.4	21.5	21.7
85%ile Speed	26.2	25.6	26.5	26.5	26.2	25.6	25.7	25.9	26.1
No. Vehicles > 20 MPH Limit	3833	3511	3226	2661	3520	3184	3548	3519	3355
% Vehicles > 20 MPH Limit	67.9	60.8	69.8	68.0	65.0	57.8	61.1	62.5	64.0

Directions - North & South

	08/05/2025	09/05/2025	10/05/2025	11/05/2025	12/05/2025	13/05/2025	14/05/2025	5-DAY	7-DAY
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	AVERAGE	AVERAGE
0000-2400 Vehicle Flow	11193	11592	9213	7817	10749	10903	11437	11175	10415
Mean Speed	20.6	19.9	21.5	21.2	21.0	20.2	20.7	20.5	20.7
85%ile Speed	25.3	24.8	25.8	25.9	25.5	24.8	25.2	25.1	25.3
No. Vehicles > 20 MPH Limit	6277	5809	5865	4725	6267	5544	6392	6058	5840
% Vehicles > 20 MPH Limit	56.1	50.1	63.7	60.5	58.3	50.9	55.9	54.2	56.1

5.3 Site 1 Summary

The traffic survey conducted at Site 1 over a seven-day assessment period recorded an average daily vehicle flow of 6,222 vehicles. When excluding weekend data, the weekday average increased to 6,661 vehicles per day. The highest daily traffic volume was observed on Friday, with 6,989 vehicles passing through the monitoring point. Traffic flow was generally balanced in both directions, with an average of 3,121 vehicles travelling eastbound and 3,101 vehicles travelling westbound—indicating a near-equal directional split.



Speed data from the survey showed a mean vehicle speed of 34mph across the week, which is 6mph below the posted speed limit of 40mph. Saturday recorded the highest average speed at 34.4mph, while Tuesday had the lowest at 33.4mph. Directionally, eastbound traffic travelled marginally faster than westbound traffic, averaging half a mile per hour more. The 85%ile speed measured in both directions was 41.7mph (5 day) and 41.9mph (7 day).

Analysis of compliance with the speed limit revealed that 23.6% of drivers exceeded the prevailing 40mph speed limit. The highest proportion of speeding vehicles occurred on Saturday, with 27.1% of drivers exceeding the limit, whereas Tuesday saw the lowest proportion at 20.8%. However, the largest absolute number of speeding incidents was recorded on Friday, with 1,649 vehicles travelling above the speed limit. It is important to note that this figure coincides with Friday having the highest overall traffic volume, which may dilute the percentage-based interpretation of speeding on that day.

5.4 Site 2 Summary

The traffic survey carried out at Site 2 over a seven-day monitoring period recorded an average daily vehicle flow of 6,297 vehicles. When weekend data is excluded, this figure rises to a weekday average of 6,746 vehicles. The highest daily volume occurred on Friday, with a total of 7,134 vehicles recorded. Traffic distribution across directions was relatively balanced, with an average of 3,196 vehicles travelling eastbound and 3,101 vehicles travelling westbound, reflecting a minimal directional variance.



Speed analysis revealed a mean vehicle speed of 31mph over the week—11mph above the prevailing 20mph speed limit. The highest average speeds were observed on Saturday and Sunday, both at 31.6mph, while the lowest averages occurred on Tuesday and Wednesday, each at 30.6mph. Directionally, westbound traffic was slightly faster than eastbound traffic, with an average speed difference of 1mph. The 85%ile speed measured in both directions was 36.8mph (5 day) and 36.9mph (7 day).

Regarding speed compliance, 95.5% of all vehicles recorded were travelling above the prevailing 20mph limit. Saturday saw the highest proportion of speeding vehicles, with 96.6% exceeding the limit, while Wednesday recorded the lowest at 94.1%. The greatest number of speeding incidents in absolute terms occurred on Friday, with 6,850 vehicles travelling over the limit. This suggests that most drivers are disregarding the prevailing 20mph speed limit once they pass the terminal 20mph signs at Brynsadler as on average only 4.5% of drivers were driving under the speed limit. It should be noted however that this section of Llanharry Road historically had a 30mph speed limit.

5.5 Site 3 Summary

The traffic survey conducted at Site 3 over a seven-day monitoring period recorded an average daily vehicle flow of 10,415 vehicles. When weekend data is excluded, the weekday average increases to 11,175 vehicles per day. The busiest day during the survey period was Friday, with a peak volume of 11,592 vehicles. Traffic was evenly distributed between directions, with an average of 5,174 vehicles travelling northbound and 5,241 travelling southbound, indicating a negligible directional difference.



Speed data indicated a mean vehicle speed of 20.7mph across the week, which is 0.7mph above the prevailing 20mph speed limit. The highest daily average speed occurred on Saturday at 21.5mph, while the lowest was recorded on Friday at 19.9mph. Directionally, southbound vehicles travelled slightly faster than northbound ones, with an average difference of 2mph. The 85%ile speed measured in both directions was 25.1mph (5 day) and 25.3mph (7 day).

In terms of speed compliance, 56.1% of vehicles exceeded the 20mph limit during the monitoring period. The highest proportion of speeding vehicles was recorded on Saturday, at 63.7%, while Friday had the lowest at 50.1%. The highest absolute number of speeding incidents occurred on Wednesday, with 6392 vehicles recorded above the speed threshold. As shown in the data, on average over half of all the vehicles that passed the ATC were going above the speed limit.

5.6 Site Comparison

A comparative analysis of Sites 1, 2, and 3 highlights significant variation in traffic volumes, speed behaviour, and compliance with prevailing speed limits along the proposed walking/cycling route between Llanharry Road and Y Pant School. These differences provide critical insight into the potential road safety risks at each location.

Traffic Volume

Site 3 recorded the highest traffic volume, with an average of 11,175 vehicles per weekday—almost double that of Sites 1 and 2, which both averaged around 6,700 vehicles on weekdays. Despite this, directional splits were balanced across all three sites, with no indication of asymmetric flows that could influence risk levels on one side of the carriageway.

Speed Behaviour

Speed profiles varied considerably. Site 1, with a 40mph limit, showed a mean speed of 34mph—6mph below the limit—indicating relatively responsible driver behaviour. In contrast, Site 2 had the most serious speeding issue: despite a prevailing 20mph limit, the mean speed was 31mph, and the 85th percentile reached nearly 37mph, indicating systemic non-compliance. This is particularly concerning given that over 95% of vehicles exceeded the limit, strongly suggesting that the limited 20mph signage (see pic right) is not being observed.



Site 3 demonstrated relatively obedient speed behaviour. Although it also had a 20mph limit, the average speed was just 0.7mph over, and the 85th percentile sat only 5mph above the speed limit. While half of vehicles technically exceeded the speed limit, this level of non-compliance is comparatively minor when compared against the figures from Site 2.

Speed Compliance

Site 2 stands out as the most concerning location for non-compliance with the speed limit. With 95.5% of vehicles speeding and a mean speed 11mph over the limit, driver behaviour at this location appears disconnected from the prevailing 20mph speed limit—likely influenced by the road’s historical 30mph designation. This could create a significant hazard for pedestrians and cyclists.

Site 1 showed moderate compliance, with 23.6% exceeding the 40mph limit, and 85th percentile speeds just slightly over. While this reflects some level of non-compliance, it does not represent a severe safety issue in relative terms.

Site 3, despite high traffic volumes, presented a relatively low concerns with regard to non-compliance with the prevailing 20mph speed limit. Both the mean and 85th percentile speeds suggest that drivers are largely aware of and complying with the 20mph speed limit, even if just over half technically exceed it.

Conclusion

Of the three ATC traffic survey sites, Site 2 presents the most acute road safety concern due to the overwhelming disregard for the prevailing 20mph limit. This could be influenced by the previous designation of this section of Llanharry Road and Cowbridge Road as a 30mph speed limit, but also perhaps more likely due to the complete lack of 20mph repeater signs and carriageway roundels along Llanharry Road and Cowbridge Road within the 20mph speed limit which are required to constantly remind drivers and riders they are in a 20mph speed limit. The survey team also noted the dragon style 20mph signs at the primary school on Cowbridge Road and either side of Y Pant school on the A4222 (see pics right). Whilst these are eye catching the design could lead to enforcement issues as they stray away from the standard legally enforceable Diagram (670.20) 20mph sign as indicated in the Traffic Signs Regulations and General Directions 2016.



Site 1 reflects moderate compliance and volume, requiring some monitoring, while Site 3 despite having the highest traffic volumes exhibits the safest speed behaviour, suggesting existing conditions or infrastructure may be effectively encouraging compliance or the sheer traffic volume alone restricts vehicles speeds. These distinctions will be essential in identifying priority areas for intervention later in this assessment.

6.0 ITEMS RESULTING FROM THIS ROAD SAFETY ASSESSMENT

6.01 Dealing with the items identified in the Road Safety Assessment, walk through in turn, I would make the following observations and recommendations: -

6.02 Item:

9:03am Bus stop does not have informal crossing point for pedestrians.

Observations:

The bus stop does not have an informal pedestrian crossing point for pedestrians to cross to and from the bus stop to access bus services. This could be a hazard to crossing pedestrians who could trip over the full height kerb.



Recommendation:

An appropriate informal pedestrian crossing should be provided incorporating dropped kerbs and tactile paving.

6.03 Item:

9:05am Informal pedestrian crossing located in front of the bus cage.

Observations:

An informal pedestrian crossing has been provided in front of the bus cage. This could encourage errant pedestrians to cross the road in front of a stationary bus where they could be struck by passing vehicles.



Recommendation:

The informal pedestrian crossing point should be located within the bus cage so the bus cage will need to be relocated.

6.04 Item:

9:06am No dropped kerbs and tactile paving provided over Station Terrace.

Observations:

There are no dropped kerbs and tactile paving provided over Station Terrace. This could be a trip hazard to passing pedestrians, particularly those with visual / physical impairments wheelchair users and parents with buggies.



Recommendation:

Provide informal pedestrian crossing with appropriate dropped kerbs and tactile paving.

6.05 Item:

9:07am Sub-standard footway width could allow pedestrians to step into the carriageway to pass where they could be struck by passing vehicles.

Observations:

The footway width on Llanharry Road is well below the 2.0 metre standard where it was measured at 1.0 metre wide for a considerable length. Despite the verge which itself could be a slip hazard for pedestrians in freezing and inclement weather conditions, this could encourage school children to step into the carriageway to pass one another where they could be struck by passing vehicles.



Recommendation:

A bound footway width of at least 1.8 metres should be provided along this section of Llanharry Road.

6.06 Item:

9:10am Pedestrians have to step into the carriageway to pass parents with buggies.

Observations:

As with observation 6.05 above.

Recommendation:

A bound footway width of at least 1.8 metres should be provided along this section of Llanharry Road.



6.07 Item:

9:11am 40mph sign obscured by foliage.

Observations:

The 40mph sign is obscured by tree foliage which could encourage inappropriate traffic speed which could be a hazard to any crossing pedestrians and passing cyclists in particular.



Recommendation:

The tree foliage around the 40mph sign should be cut back and regularly maintained.

6.08 Item:

9:14am Damaged footway could be a trip hazard plus crossroad sign obscured by foliage.

Observations:

It was observed that the sub-standard footway has numerous defects along the walking route which could be a trip hazard to passing pedestrians. Also, the crossroads sign was observed to be obscured by tree foliage which could give insufficient warning of the cross roads ahead where pedestrians could be crossing leading to potential collisions.



Recommendation:

A bound footway of at least 1.8 metres wide should be provided without defects. The tree foliage around the cross roads sign should be cut back and regularly maintained.

6.09 Item:

9:17am A path that intersects with the footway of Llanharry Road is sub-standard could cause cyclists to be unseated and pedestrians to trip.

Observations:

A path that intersects with Llanharry Road was observed on its south side. However, there is no bound connection and a full height kerb is present behind rough ground. This could be a slip /trip hazard to passing pedestrians and could unseat passing cyclists.





Recommendation:

Either a fully bound intersection should be provided or the route should be stopped up.

6.10 Item:

9:19am Informal pedestrian crossing has high upstand and metal inspection cover in crossing area at Stryd Silurian.

Observations:

The informal pedestrian crossing provided at Stryd Silurian was observed to have an inappropriately high upstand and a metal inspection cover in the crossing area. This could be a trip / slip hazard to crossing pedestrians.



Recommendation:

The dropped kerb upstand should be no greater than 6mm and the metal inspection cover should be replaced with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.11 Item:

9:23am Poor condition of sub-standard footway is a trip hazard.

Observations:

The poor condition of the sub-standard footway is a trip hazard to passing pedestrians, particularly those with visual / physical disabilities.



Recommendation:

A bound footway of at least 1.8 metres wide should be provided without defects.

6.12 Item:

9:24am No informal pedestrian crossing point over access to Elm's Farm.

Observations:

There is no informal pedestrian crossing point with appropriate dropped kerbs and tactile paving provided over the access to Elms Farm. This could be a trip hazard to passing pedestrians, particularly those with visual / physical disabilities.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.13 Item:

9:26am No tactile paving at the informal crossing to and from the bus stop and boarder could be a trip hazard and an identification hazard for visually impaired pedestrians.

Observations:

There is no tactile paving at the informal crossing to and from the bus stop and boarder on Llanharry Road which could be a trip hazard and an identification hazard for visually impaired pedestrians.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.14 Item:

9:27am Lack of informal pedestrian crossing over access to Bellevue could be a trip hazard.

Observations:

There is no informal pedestrian crossing point provided over the access to Bellevue. This could be a hazard to crossing pedestrians, particularly those with visual or physical disabilities.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.15 Item:

9:30am Access Road at number 8 Llanharry Road is 18 metres wide and does not have an informal pedestrian crossing point which could be a trip hazard to crossing pedestrians. Also, at 18 metres long pedestrians could be at risk of being struck by turning passing vehicles.

Observations:

The Access Road at number 8 Llanharry Road is 18 metres wide and does not have an informal pedestrian crossing point with dropped kerbs and tactile paving which could be a trip hazard to crossing pedestrians. Additionally, with the bell-mouth of the junction in the crossing desire line measuring approximately 18 metres wide, pedestrians could be at risk of being struck by turning passing vehicles.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards. Additionally, consideration should be given to the provision of a central refuge island.

6.16 Item:

9:31am The public footpath signed at number 8 Llanharry Road does not have an informal pedestrian crossing point to access it which could be a hazard to crossing pedestrians

Observations:

The sign posted public footpath adjacent to number 8 Llanharry Road does not have an informal pedestrian crossing point with dropped kerbs and tactile paving provided to access it over Llanharry Road. This could be a trip hazard to crossing pedestrians.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.17 Item:

9:33am There is no informal pedestrian crossing point over Castell Y Mwnws. This could be a trip hazard to crossing pedestrians. Also, at 19 metres wide pedestrians could get stranded whilst crossing and conflict with turning drivers and riders.

Observations:

There is no informal pedestrian crossing point provided with appropriate dropped kerbs and tactile paving over Castell Y Mwnws. This could be a trip hazard to crossing pedestrians, particularly those with visual or physical disabilities. Also, at approximately 19 metres wide pedestrians could get stranded whilst crossing and be involved in collision with turning vehicles.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards. Additionally, consideration should be given to the provision of a central refuge island.

6.18 Item:

9:38am Raised metal inspection cover in sub-standard footway could be a trip hazard to passing pedestrians.

Observations:

A raised metal inspection cover in the sub-standard footway could be a trip hazard to passing pedestrians, particularly those with visual or physical disabilities.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.19 Item:

9:41am The lack of informal pedestrian crossing point plus the poor condition of junction bell-mouth could be a trip / slip hazard for crossing pedestrians at Llwyna farm.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving plus the poor condition of junction bell-mouth at LLwyna Farm, could be a trip / slip hazard for crossing pedestrians, particularly those with visual or physical impairments.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards. Ensure junction bell-mouth is appropriate bound and free from loose gravel.

6.20 Item:

9:44am Footway deformation could be a trip hazard to pedestrians

Observations:

A raised deformity in the sub-standard footway could be a trip hazard to passing pedestrians, particularly those with visual / physical disabilities who could trip over



Recommendation:

A bound footway of at least 1.8 metres wide should be provided without defects.

6.21 Item:

9:49am The sub- standard footway widens from 1 metre to 1.3 metres wide, but is still a hazard to pedestrians passing one another and entering the carriageway due to lack of footway width

Observations:

The sub-standard footway widens at this point from 1 metre wide to approximately 1.3 metres wide but is still a hazard to pedestrians passing one another who could be forced to enter the carriageway where they could be struck by passing vehicles.



Recommendation:

A bound footway of at least 1.8 metres wide should be provided without defects.

6.22 Item:

9:51 am The lack of an informal pedestrian crossing on north side of Llanharry Road over Danbryn. could be a trip hazard to crossing pedestrians. 9:52am A metal inspection cover in turning area for cyclists could unseat them.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving on the north side of Llanharry Road over Danbryn could be a trip hazard to crossing pedestrians, particularly those with visual and physical disabilities. Also (9:52am) a metal inspection cover in the turning area for cyclists could unseat them, particularly in freezing and inclement weather conditions.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards. Additionally, replace the metal inspection cover with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.23 Item:

9:53am The crossing point to access the bus stop on south side of Llanharry Road is too long and does not have dropped kerbs and tactile paving to the appropriate standards.

Observations:

The crossing point to access the bus stop on the south side of Llanharry Road is too long which could cause pedestrians to become stranded and

vulnerable to collisions with passing vehicles. Also, it does not have dropped kerbs and tactile paving to the appropriate standards which could be a trip hazard to crossing pedestrians.



Recommendation:

Ideally, the informal pedestrian crossing point should be relocated to a new location immediately eastwards of Bryn Terrace see pic at 9:55am.

6.24 Item:

9:57am Lack of dropped kerbs and tactile paving for informal crossing at Paddocks Crescent could be a trip hazard to crossing pedestrians

Observations:

The lack of dropped kerbs and tactile paving for the informal pedestrian crossing at Paddocks Crescent could be a hazard to crossing pedestrians particularly those with visual or physical disabilities who could trip on the high kerb.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.25 Item:

9:58am Lack of informal pedestrian crossing and poor condition of bell-mouth of access road could be a slip / trip hazard for crossing pedestrians on north side of Llanharry Road.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving plus the poor condition of the carriageway bell-mouth of the unnamed access road could be a slip / trip hazard for crossing pedestrians on north side of Llanharry Road.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.26 Item:

9:59am Raised metal inspection cover in footway is a trip hazard to passing pedestrians

Observations:

The raised metal inspection cover in the sub-standard footway immediately east of Paddocks Close could be a trip hazard to passing pedestrians, particularly those with visual / physical disabilities



Recommendation:

Provide an appropriate footway of minimum 1.8 metre width free from vertical deformities.

6.27 Item:

10:02 to 10.04 am The informal pedestrian crossing point at the interface of Llanharry Road / Cowbridge Road is less than ideal as it requires pedestrians to look in three separate directions whilst crossing which could be a hazard and lead to the potential for collisions with passing turning vehicles.

Observations:

The informal pedestrian crossing point at the interface of Llanharry Road / Cowbridge Road is less than ideal as it requires pedestrians to look in three separate directions whilst crossing. This could be a hazard and lead to the potential for collisions with passing turning vehicles, particularly for children and slow-moving elderly pedestrians and those with physical / visual impairments.



Recommendation:

Provide an additional informal pedestrian crossing point further west of Cowbridge Road on Llanharry Road adjacent to the seat (see pic right).

6.28 Item:

10:05am Pedestrians crossing Cowbridge Road over driveways without facilities. Give Way markings at junction of Cowbridge Road with Llanharry Road faded.

Observations:

Pedestrians were observed to cross Cowbridge Road injudiciously at the end of the eastern footway over driveways without crossing facilities which could bring them into conflict with passing vehicles (see pics below). Additionally, it was noted that the Give Way markings at Llanharry Road / Cowbridge Road are faded which could lead to overshoots onto Cowbridge Road and side impact type collisions.



Recommendation:

The eastern footway should be stopped up before the driveways to encourage pedestrians to cross with more care. Additionally, the Give Way markings at the junction of Llanharry Road / Cowbridge Road should be refreshed.

6.29 Item:

10:12am The footway Cowbridge Road is completely inadequate at 800 mm wide at its narrowest point and could allow pedestrians, particularly school children to walk into the road to pass where they could be hit by passing vehicles.

Observations:

The footway on the western side of Cowbridge Road starting immediately north of Llanharry Road is completely inadequate at just 800 mm wide at its narrowest point and could allow pedestrians, particularly school children to walk into the road to pass where they could be hit by passing vehicles (see pics below).



Recommendation:

The narrow section of Cowbridge Road should be the subject of a traffic calming scheme that provides an adequate footway for passing pedestrians on its western side.

6.30 Item:

10:13am Pavement parking on the footway of Cowbridge Road is a hazard to passing pedestrians

Observations:

It was noted that pavement parking occurs on the narrow section of Cowbridge Road (see pic right). This could also cause pedestrians, particularly school children to walk into the road to pass where they could be hit by passing vehicles.



Recommendation:

The narrow section of Cowbridge Road should be the subject of a traffic calming scheme that provides an adequate footway for passing pedestrians on its western side that enforces the removal of pavement parking.

6.31 Item:

10:18am HGVs on narrow section of Cowbridge Road is a potential health hazard to passing pedestrians exposed to vehicle fumes, particularly school children and the elderly

Observations:

Numerous HGVs were observed on the narrow section of Cowbridge Road which are a potential health hazard to passing pedestrians exposed to vehicle fumes, particularly school children and the elderly.



Recommendation:

Consideration should be given to the provision of a weight restriction on this section of Cowbridge Road.

6.32 Item:

10:21am Pavement parking all the way along Cowbridge Road from number 1 all the way to Llanharry Road junction could be a hazard to pedestrians who could be forced to walk into the road where they could be struck by passing vehicles.

Observations:

Notwithstanding problem 6.30 above extensive pavement parking was observed all the way along western side of Cowbridge Road from Number 1 all the way to the junction with Llanharry Road. This could be a hazard to pedestrians who could be forced to walk into the road where they could be struck by passing vehicles.



Recommendation:

The narrow section of Cowbridge Road should be the subject of a traffic calming scheme that provides an adequate footway for passing pedestrians on its western side that enforces the removal of pavement parking.

6.33 Item:

10:23am No pedestrian phase over The Hollies at the junction with Cowbridge Road could be a hazard to crossing pedestrians

Observations:

It was noted that there is no pedestrian phase over The Hollies at the traffic signals at its junction with Cowbridge Road. This could be a hazard to crossing pedestrians who could trip over the high kerb or cross injudiciously and be struck by passing / turning vehicles.



Recommendation:

Either a pedestrian phase should be provided over The Hollies or an appropriately located informal pedestrian crossing point provided.

6.34 Item:

10:25am The lack of an informal pedestrian crossing point immediately in advance of the bridge could be a hazard to crossing pedestrians

Observations:

The lack of an informal pedestrian crossing point immediately in advance of the bridge could be a hazard to crossing pedestrians who could trip on the high kerb. This could be of particular concern to pedestrians with visual or physical impairments. Additionally, it also encourages errant pedestrians to walk along the narrow service strip on the east side of the bridge which is only 600 mm wide and a potential hazard as they could step into the carriageway to pass and be struck by passing vehicles.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.35 Item:

10:29am The footway on the western side of Cowbridge Road over river bridge is in a poor state of repair which could be a trip hazard to pedestrians

Observations:

The footway on the western side of Cowbridge Road over river bridge is in a poor state of repair which could be a trip hazard to pedestrians, particularly those with visual or physical impairments.



Recommendation:

The footway over the river bridge should be adequately repaired.

6.36 Item:

10:30am Lack of informal pedestrian crossing point to get pedestrians to the west side of the footway of Cowbridge Road could be a hazard to pedestrians

Observations:

The lack of an informal pedestrian crossing point to get pedestrians to the west side of the footway of Cowbridge Road to avoid walking over the 600 mm service strip over the bridge could be a hazard to passing / crossing pedestrians who could step into the carriageways unawares and be struck by passing vehicles.





Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.37 Item:

10:32am The dropped kerbs and tactile paving on the east side of Cowbridge Road at the access to MB Motors is in a poor state of repair and could be a trip hazard to passing pedestrians

Observations:

The dropped kerbs and tactile paving currently provided on the east side of Cowbridge Road at the access to MB Motors are in a poor state of repair with an upstand that is too high. This could be a trip hazard to passing pedestrians.



Recommendation:

Replace broken tactile paving and reform dropped kerbs to provide upstand no greater than 6mm.

6.38 Item:

10:33am Dropped kerbs at Pontyclun FC access showing high upstand on informal pedestrian crossing which could be a hazard to crossing pedestrians causing them to trip over

Observations:

The dropped kerbs currently provided at the Pontyclun FC access have an upstand that is too high at the informal pedestrian crossing point. This could be a hazard to crossing pedestrians causing them to trip over.



Recommendation:

Reset the dropped kerbs so that the upstand is no greater than 6mm.

6.39 Item:

10:35am Lack of informal pedestrian crossing over Cowbridge Road to access Pontyclun Park could be a hazard to pedestrians who could trip on the high kerb and be struck by passing vehicles. Also inadequate for pedestrians walking to school.

Observations:

Lack of informal pedestrian crossing over Cowbridge Road to access Pontyclun Park could be a hazard to pedestrians who could trip on the high kerb and be struck by passing vehicles. Also inadequate for pedestrians walking to school.



Recommendation:

Provide an appropriate informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards.

6.40 Item:

10:43am Discontinuous provision for pedestrians to cross Cowbridge Road at Millfield could be a trip hazard to crossing pedestrians on the high kerb

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving could be a hazard for crossing pedestrians over Cowbridge road near its junction with Millfield, particularly parents with buggies and physically and visually impaired pedestrians.



Recommendation:

Provide appropriately located informal pedestrian crossing point with dropped kerbs and tactile paving.

6.41 Item:

10:49am Raised ironwork at informal pedestrian crossing point off Cowbridge Road opposite library sign could be a slip hazard to crossing pedestrians. Need to reinstate carriageway around ironwork.

Observations:

A raised metal inspection cover located within the crossing area of the informal pedestrian crossing point provided could be a slip / trip hazard to crossing pedestrians, particularly in freezing or inclement weather conditions.



Recommendation:

The raised metal inspection cover should be replaced with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.42 Item:

10:52am Raised iron works at informal pedestrian crossing point with dropped kerbs and tactile paving at hand car wash could be a slip hazard to crossing pedestrians in freezing and inclement weather conditions.

Observations:

A raised metal inspection cover located within the crossing area of the access to the hand car wash off Cowbridge Road could be a slip / trip hazard to crossing pedestrians, particularly in freezing and inclement weather conditions.



Recommendation:

The metal inspection cover should be replaced with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.43 Item:

10:55am Zebra crossing on Cowbridge Road immediately north of Palalwyf Avenue has faded zigzag markings which means drivers will be less aware of the Zebra crossing ahead and could strike crossing pedestrians. Also, at 10:57am there is ironwork in the crossing area of the informal pedestrian crossing which could be a slip hazard to crossing pedestrians particularly in inclement and freezing weather conditions.

Observations:

The Zebra crossing on Cowbridge Road immediately north of Palalwyf Avenue has faded zigzag markings which means drivers will be less aware of the Zebra crossing ahead and could strike crossing pedestrians. Also, at 10:57am there is a metal inspection cover in the crossing area of the informal pedestrian crossing which could be a slip hazard to crossing pedestrians particularly in inclement and freezing weather conditions.



Recommendation:

Refresh all road markings at Zebra crossing. Also, replace the metal inspection cover in crossing area of the informal pedestrian crossing point with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.44 Item:

10:59am The existing central refuge island on Cowbridge Road at Appletree Kitchens encourages pedestrians to cross at this point. However, there is a gully on the west side which could catch pedestrian's heels and cause them to trip into the path of oncoming vehicles. Also, on the east side there are no dropped kerbs provided

Observations:

The existing central refuge island on Cowbridge Road at Appletree Kitchens encourages pedestrians to cross at this point. However, there is a gully on the west side which could catch a crossing pedestrian's heel and cause them to trip into the path of oncoming vehicles. Also, on the east side no dropped kerbs have been provided.



Recommendation:

Either remove the central refuge island or create an informal pedestrian crossing point to the appropriate standards including dropped kerbs and tactile paving.

6.45 Item:

11:04am Broken tactile paving at informal pedestrian crossing over Station Terrace could be a trip hazard to passing pedestrians.

Observations:

A broken tactile paving slab at the informal pedestrian crossing point provided over Station Terrace could be a trip hazard to passing pedestrians, particularly those with visual or physical disabilities



Recommendation:

The broken tactile paving should be replaced at the earliest opportunity.

6.46 Item:

11:08am Lack of informal pedestrian crossing point over Klun Avenue in pedestrian desire line could be a hazard to crossing pedestrians, particularly those with physical or visual disabilities causing them to trip over where they could be struck by passing vehicles. Also, the Stop sign is completely faded as is the road marking which could lead to overshoots onto Cowbridge Road and side impact type collisions. See pic below.

Observations:

The lack of an informal pedestrian crossing point over Klun Avenue in the pedestrian desire line could be a hazard to crossing pedestrians, particularly those with physical or visual disabilities causing them to trip over where they could be struck by passing vehicles. Also, the Stop sign is completely faded as are the related road marking which could lead to overshoots onto Cowbridge Road and side impact type collisions. See pic below.



Recommendation:

An informal pedestrian crossing point should be provided within the pedestrian desire line incorporating dropped kerbs and tactile paving to the appropriate standards. Additionally, the defective Stop sign should be replaced and the related road markings refreshed at the earliest opportunity.

6.47 Item:

11:11am Lack of informal pedestrian crossing points at bus stops outside Number 37 Cowbridge Road could be a hazard to crossing pedestrians who could trip over the high kerb whilst trying to access the bus service in the opposite direction.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving could be a hazard for crossing pedestrians over Cowbridge near the bus stops at Number 37, particularly parents with buggies and physically and visually impaired pedestrians.



Recommendation:

Provide informal pedestrian crossing point with dropped kerbs and tactile paving in accordance with the appropriate standards.

6.48 Item:

11:13am Lack of informal pedestrian crossing point with dropped kerbs and tactile paving over Lewis Street could be a hazard to crossing pedestrians who could trip over and fall into the path of passing vehicles.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving over Lewis Street could be a hazard for crossing pedestrians, particularly parents with buggies and physically and visually impaired pedestrians.



Recommendation:

Provide informal pedestrian crossing point with dropped kerbs and tactile paving in accordance with the appropriate standards.

6.49 Item:

11:14am Lack of informal pedestrian crossing point with a dropped kerbs and tactile paving over Merthyr Street could be a hazard to crossing pedestrians who could trip on the high kerb and fall into the path of passing vehicles.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving over Merthyr Street could be a hazard for crossing pedestrians, particularly parents with buggies and physically and visually impaired pedestrians.



Recommendation:

Provide informal pedestrian crossing point with dropped kerbs and tactile paving in accordance with the appropriate standards.

6.50 Item:

11:17am Metal inspection cover in crossing area of informal pedestrian crossing point at Number 75 Cowbridge Road could be a slip hazard to crossing pedestrians.

Observations:

A metal inspection cover located in the crossing area of the informal pedestrian crossing point provided at Number 75 Cowbridge Road could be a slip hazard to crossing pedestrians, particularly those with visual or physical impairments who could slip and fall into the carriageway where they could be struck by passing vehicles.



Recommendation:

The metal inspection cover should be replaced with a rebated cover of a similar slip resistance to the surrounding carriageway.

6.51 Item:

11:19 am Lack of informal pedestrian crossing point with dropped kerbs and tactile paving over access to the Fire Station could be a hazard to crossing pedestrians.

Observations:

The lack of an informal pedestrian crossing point with appropriate dropped kerbs and tactile paving over the access to the Fire Station could be a hazard to crossing pedestrians, particularly those with physical and visual impairments, parents with buggies and children travelling to school who could trip over the high kerb and fall into the carriageway where they could be struck by Emergency vehicles on a call.



Recommendation:

Provide informal pedestrian crossing point with dropped kerbs and tactile paving in accordance with the appropriate standards.

6.52 Item:

11:23am A deformity in the footway on the eastern side of Cowbridge Road over the river bridge could be a trip hazard to passing pedestrians on route to the school causing injury.

Observations:

A deformity in the footway on the eastern side of Cowbridge Road over the river bridge could be a trip hazard to passing pedestrians, particularly those with visual or physical impairments or school children on route to the school who could trip over causing injury.



Recommendation:

The defective footway should be repaired at the earliest opportunity.

6.53 Item:

11:25am The red traffic signal at the Puffin pedestrian crossing is obscured by overhanging tree foliage which could cause drivers and riders to fail to stop and strike crossing pedestrians.

Observations:

The red traffic signals on the northbound approach to the Puffin pedestrian crossing on Cowbridge Road were observed to be partially obscured by overhanging tree foliage. This could lead to heavy braking, shunts and the potential for collisions with crossing pedestrians.



Recommendation:

The overhanging tree foliage should be cut back and regularly maintained to ensure that the traffic signals are clearly visible to approaching drivers and riders.

6.54 Item:

11:26am Lack of cycle facilities to and from the school leads cyclists to cycle on the footway where they could collide with pedestrians.

Observations:

There is as general lack of facilities for cyclists along the proposed route to the School from Llanharry to Y Pant Comprehensive School. This has resulted in cyclists using the footway where they could collide with pedestrians, particularly school children and pedestrians with visual or physical disabilities leading to potential injuries.



Recommendation:

Adequate facilities for cyclists should be provided for the route to the school from Llanharry village to Y Pant Comprehensive School.

6.55 Item:

11:27am Lack of informal pedestrian crossing point with tactile paving over a Pant Y Dderwen could be a trip hazard for passing pedestrians, particularly those en-route to the school who could trip over the high kerb and fall into carriageway.

Observations:

Lack of informal pedestrian crossing point with tactile paving over a Pant Y Dderwen could be a trip hazard for passing pedestrians, particularly those en-route to the school who could trip over the high kerb and fall into carriageway and be struck by passing vehicles. This could also be a hazard to pedestrians with visual / physical impairments.



Recommendation:

Provide an informal pedestrian crossing with dropped kerbs and tactile paving to the appropriate standards.

6.56 Item:

11:30am Lack of informal pedestrian crossing point with central refuge island at bus stop outside of the school could be a hazard to crossing pedestrians.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving with a central refuge island at bus stop outside of the school could be a hazard to crossing pedestrians who are very unlikely to walk to the Puffin crossing provided further south. This could lead to potential collisions between crossing pedestrians and passing drivers riders on the A4222.



Recommendation:

Provide an informal pedestrian crossing point with dropped kerbs and tactile paving with a central refuge island in the hatching of the ghost right turn lane.

6.57 Item:

11:31am Lack of informal pedestrian crossing point with dropped kerbs and tactile paving over access to Concrete Canvas Gate 2 opposite the school could be a trip hazard to passing pedestrians.

Observations:

The lack of an informal pedestrian crossing point with dropped kerbs and tactile paving over the access to Concrete Canvas Gate 2 opposite the school could be a trip hazard to passing pedestrians who could trip over the high kerb or slip on the metal inspection cover in the crossing area. Especially during freezing and inclement weather conditions.



Recommendation:

Need to provide informal pedestrian crossing point with dropped kerbs and tactile paving to the appropriate standards. Additionally, the metal inspection cover in the crossing area should be replaced with a rebated cover of a similar slip resistance to the surrounding carriageway

6.58 Item:

11:33am Lack of informal pedestrian crossing with dropped kerbs, tactile paving and a central refuge Island over the A4222 at the access to Y Pant Comprehensive School could be a hazard to crossing pedestrians.

Observations:

Lack of informal pedestrian crossing with central refuge island over the A4222 at the access to Y Pant Comprehensive School could be a hazard to crossing pedestrians. During peak periods pedestrians were observed crossing at this point without the benefit of an informal crossing, encouraged by waiting parents / carers in cars parked opposite. This could lead to potential trip hazards and collisions with passing vehicles.



Recommendation:

Provide an informal pedestrian crossing point with dropped kerbs and tactile paving with a central refuge island in the hatching of the ghost right turn lane.

6.59 Item:

11:35am Lack of informal pedestrian crossing point over Concrete Canvas Gate 1 could be a hazard to crossing pedestrians attempting to access the bus stop on the western side of the A4222.

Observations:

Lack of informal pedestrian crossing point over Concrete Canvas Gate 1 could be a hazard to crossing pedestrians attempting to access the bus stop on the western side of the A4222 which could lead to collisions with passing vehicles and a trip hazard on the full height kerb.



Recommendation:

Provide an informal pedestrian crossing with dropped kerbs and tactile paving to the appropriate standards.

6.60 Item:

11:37am The 20mph School speed limit sign is obscured by overhanging tree which could encourage inappropriate speed.

Observations:

The 20 mph School speed limit sign on the southbound approach to Y Pant Comprehensive School is obscured by overhanging tree foliage. This could encourage drivers and riders to approach the school at inappropriate speed which could lead to collisions with crossing school children, particularly during peak periods.



Recommendation:

The tree foliage should be cut back and regularly maintained.

6.61 Item:

11:40am Lack of dropped kerbs and tactile paving over access to Post Office could be a trip hazard to passing pedestrians.

Observations:

The lack of dropped kerbs and tactile paving over access to the Post Office on the eastern side of the A4222 could be a trip hazard to passing pedestrians, particularly those parents with buggies as illustrated in the photo (see pic right) and also school children walking to and from the school who could trip over the high kerb.



Recommendation:

Provide an informal pedestrian crossing with dropped kerbs and tactile paving to the appropriate standards.

7.0 CONCLUSIONS / RECOMMENDATIONS

PERSONAL INJURY COLLISION RECORDS

- 7.1 The collision records indicate that since 20th October 2019 to 7th July 2024 there have been 13 personal injury collisions on the route from Llanharry to Y Pant Comprehensive School including 2 Fatal, 2 Serious and 9 Slight personal injury collisions. This clearly represents a cause for concern to date.

In summary, the collision records encompass multiple incidents of varying severity and road-user involvement, under predominantly good weather and road-surface conditions. Two of these were fatal: on 30 November 2019, an elderly female pedestrian was struck and killed by a right-turning car at the Station Approach/Cowbridge Road T-junction, and on 23 May 2023 a taxi driver was killed in a head-on collision with an HGV on the River Ely bridge of Llantrisant Road. Serious injuries occurred in two other collisions: on 20 October 2019 at the Llantrisant Road/Heol Miskin mini-roundabout, where a right-of-way conflict between two cars left the male driver seriously hurt, and on 5 July 2023 at the Sycamore Road / Llanharry Road T-junction, where a primary-school-age pedestrian sustained serious injuries. The remaining 9 collisions resulted in slight injuries to drivers, passengers, cyclists, motorcyclists, or pedestrians, including an infant passenger in May 2021, across a mix of T-junction turns, reversing manoeuvres, single-vehicle loss-of-control, and vehicle-obstruction scenarios. Notably, two separate motorcycle impacts occurred at the staggered Tyle Garw/Station Terrace junction, and other incidents involved vulnerable road users (pedestrians and cyclists) in the absence of formal crossing facilities. This breadth of collision types and user vulnerabilities highlights specific locations and manoeuvres where conflicts could occur.

TRAFFIC SURVEYS

- 7.2 The traffic survey data across the three monitored ATC sites reveals distinct patterns in traffic flow, vehicle speeds, and compliance with prevailing speed limits along the proposed walking and cycling route between Llanharry and Y Pant School. Site 3 recorded the highest average weekday vehicle volume at 11,175 vehicles, compared to 6,661 and 6,746 at Sites 1 and 2 respectively. Despite this higher flow, Site 3

exhibited the lowest mean speed at 20.7mph and the lowest 85th percentile speed at 25.3mph, both only slightly above the 20mph speed limit. While 56.1% of vehicles exceeded the limit at this location, the magnitude of excess speed was relatively low.

Site 1, with a prevailing speed limit of 40mph, recorded an average speed of 34mph and an 85th percentile speed of 41.9mph. Around 23.6% of vehicles were recorded exceeding the speed limit, with the highest absolute number of speeding incidents occurring on the day of highest traffic volume—Friday.

Site 2 showed the highest levels of speeding among all locations. With a 20mph speed limit, the recorded mean speed was 31mph and the 85th percentile speed reached 36.9mph. A total of 95.5% of vehicles were recorded travelling above the speed limit, and the highest absolute number of speeding vehicles, 6,850, occurred on Friday. This site also demonstrated the highest speeding percentages across every day of the week.

Of the three ATC traffic survey sites, Site 2 presents the most acute road safety concern due to the overwhelming disregard for the prevailing 20mph limit. This could be influenced by the previous designation of this section of Llanharry Road and Cowbridge Road as a 30mph speed limit, but also perhaps more likely due to the complete lack of 20mph repeater signs and carriageway roundels along Llanharry Road and Cowbridge Road within the 20mph speed limit which are required to constantly remind drivers and riders they are in a 20mph speed limit. The survey team also noted the dragon style 20mph signs at the primary school on Cowbridge Road and either side of Y Pant Comprehensive School on the A4222. Whilst these are eye catching the design could lead to enforcement issues as they stray away from the standard legally enforceable Diagram (670.20) 20mph sign as indicated in the Traffic Signs Regulations and General Directions 2016.

Site 1 reflects moderate compliance and volume, requiring some monitoring, while Site 3 despite having the highest traffic volumes exhibits the lowest non-compliance with the prevailing speed limit, suggesting existing conditions or infrastructure may be effectively encouraging compliance or the sheer traffic volume alone restricts vehicles speeds.

ROAD SAFETY ASSESSMENT OF PROPOSED WALKING / CYCLING ROUTE TO Y PANT SCHOOL

7.3 A walk through of the entire proposed route to school from Llanharry Road to Y Pant Comprehensive School was conducted by two members of the Assessment team. As a result, 61 road safety hazards were identified (see Chapter 6).

Typical of the road safety hazards identified were:-

Lack of informal pedestrian crossing points with dropped kerbs and tactile paving.

Sub-standard pedestrian crossing points with no tactile paving and high dropped kerb upstands likely to cause a trip hazard.

Sub standard footway widths measured at 1.2 metres rather than the required 2.0 metres. In one instance on Cowbridge Road the footway width was as low as 800 mm.

Metal inspection covers in the crossing areas of informal pedestrian crossings which could be a slip hazard.

Poorly located informal pedestrian crossing points outside of the pedestrian desire line limiting their usefulness.

Pavement parking on narrow footways which could cause pedestrians (particularly parents with buggies) to step into the carriageway to pass where they could be struck by passing vehicles.

Heavy traffic at peak school arriving and leaving times with a significant volume of HGVs on Cowbridge Road which could be a health hazard to passing pedestrians, particularly school children walking to the school and the elderly along the narrow section of Cowbridge Road.

A lack of adequate informal pedestrian crossing points on the A4222 outside the School encouraging injudicious crossing by students.

A general lack of facilities for cyclists who might be traveling to and from Y Pant Comprehensive School and beyond both on the proposed route to the school and at the school itself.

Numerous defects in sub-standard footway which could be a trip hazard for pedestrians.

Tree foliage obscuring traffic signs and signals.

Poor condition of road markings at hazards and junctions rendering them ineffective.

A lack of appropriate 20mph repeater signs and roundels.

RECOMMENDATIONS

- 7.4 Given the number, type and severity of recorded personal injury collisions, (particularly those involving vulnerable road users) the instance of contravention of the prevailing speed limit, particularly at Site 2 on Llanharry Road / Cowbridge Road and the 61 identified road safety issues along the proposed walking cycling route to school, I would not recommend the intensification of this route by up to 200 additional school children walking / cycling to school until the issues identified above have been fully and adequately addressed.

REPORT by:

David A Graham | Eng, FIHE, CMILT, MCIHT, MIET, MSoRSA,
RegRSA (IHE)
Managing Director

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DAVID A GRAHAM ASSOC

Road Safety Assessment Report
Llanharry to Y Pant Comprehensive School Cowbridge Road,
Pontyclun CF72 8YQ (09/05/25)



APPENDIX A

CURRICULUM VITAE:- DAVID GRAHAM

CURRICULUM VITAE

**David A Graham IEng, FIHE, CMILT, MCIHT, MIET, MSoRSA,
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KEY EXPERIENCE

Road Safety Engineering, Expert Witness; Collision Investigation and Prevention; Road Safety Audits; Road Safety Audit Training; NMU Audits; Road Safety Assessments; Road Safety Plans; Road Safety Education; Local Safety Schemes; Short term contracts (National / International); Project and Financial Management; Business Marketing; Traffic Management; Safer Routes to School; Bus Priority Measures; Pedestrian Priority Measures; Home Zones; Development Control Section 106/38/278 Highway Developments; Traffic Regulation Orders (TRO's); Public consultation and exhibitions; Planning Advice; IHE CPD training courses; Key Accidents; Key Lines; Microsoft Word/Excel; AccsMap; Map Info.

KEY QUALIFICATIONS

**HNC Civil Engineering Studies Bristol Polytechnic,
Chartered Member of the Institute of Logistics and Transport.
Incorporated Engineer, Fellow of the Institute of Highway Engineers,
Registered Road Safety Auditor (IHE),
Member of the Chartered Institute of Highways and Transportation,
Member of The Institute of Engineering and Technology,
Member Society of Road Safety Auditors,
Member of National IHE Home Zone Steering Group,
Highways Agency Approved Road Safety Auditor.
Highways England Approved Certificate of Competence in Road Safety Auditing
Checked Expert Witness (Sweet and Maxwell) 2016
Vetted Expert Witness UK Register of Expert Witnesses 2018
Member of The Royal Automobile Club Pall Mall London 2020**

EMPLOYMENT HISTORY SUMMARY

Managing Director:	David A Graham Associates Limited (Feb 2006 to present)
Home Zone Team Manager:	Bristol City Council (Nov 2002 to Feb 2006)
Senior Traffic Engineer:	Bristol City Council (April 1996 to Nov 2002)
Area Traffic Engineer:	Avon County Council (July 1990 to April 1996)
Senior Technician:	WS Atkins Consultants (SW Ltd) (May 1989 to July 1990)
Accident Investigation Engineer:	Solihull Metropolitan Borough Council (April 1988 to May 1989)
Accident Investigation Technician:	Wiltshire County Council (January 1984 to April 1998)

EMPLOYMENT HISTORY

(1). Managing Director: David A Graham Associates Ltd

I established my own Traffic and Road Safety Engineering consultancy business, David A Graham Associates (DAGA) Ltd in February 2006. (See web site www.davidagrahamassociates.co.uk)

DAGA is a specialist Road Safety, Traffic Engineering and Planning and Development Consultancy managed by me with a particular specialism in Road Safety Engineering, Road Safety Audit and Road Safety Expert Witness work. During the last sixteen years I have conducted Audit in the UK, Europe and the Far East completing more than 4000 Audit reports most of which I have acted as Team Leader. These range from simple traffic calming schemes to multi- million-pound building and infrastructure developments. I have also conducted numerous collision investigation reports for both private and commercial clients. Furthermore, I have carried out Road Safety Expert witness work ranging from simple road condition reports to detailed accident causation analysis (see page 5). In addition to this DAGA has further expanded its client base overseas to countries such as Lithuania, Mauritius and more recently Thailand.

The key areas of business covered by DAGA include:-

Road Safety Audits, Road Safety Assessments, NMU Audit, Road Safety Plans, Collision Analysis, Expert Witness, Development Control, Project Management, Marketing, Collision Investigation, Road Safety Schemes, Local Safety Schemes, Design and Implementation of Traffic Management / Calming Schemes, Travel Plans, Safer Routes to School, Home Zones, Bus Priority Measures, TRO's, Planning Advice and Disputes, Technical Training Courses, Technical Recruitment and Planning /Development advice.

(2). Home Zone Team Manager: Bristol City Council (Nov '02 to Feb '06)

- (3). Area Traffic Engineer: Avon County Council / Bristol City Council
(July '90 to Nov '02)
- (4). Senior Technician: W. S. Atkins Consultants (Southwest) Limited
(May '89 to July '90)
- (5). Accident Investigation Engineer: Solihull Metropolitan Borough Council
(April '88 to May '89)
- (6). Accident Investigation Technician: Wiltshire County Council
(Jan '84 to April '89)

Past Mentoring, Training and Academic Achievements.

I have worked in the industry in both the private and public sector for 40 years, latterly as the Managing Director of my own Consultancy (DAGA Ltd) and have had the chance to witness and absorb many changes and developments in Traffic and Road Safety Engineering. I have written and presented many papers on Road Safety Engineering, Shared Space and Home Zones at IHE functions including: Aston University, City of Edinburgh Museum and Celtic Manor Wales. In 2017 I wrote a 3-Day PowerPoint Course entitled 'Road Safety Audit Foundation Course' which was approved for 3 days CPD by the IHE. This led me to train the first 20 IHE CPD Accredited Road Safety Auditors in The Kingdom of Thailand. In 2013 I wrote a Road Safety Plan Synopsis for the Government of Mauritius which is currently being update for 2025. In 2006 I wrote an IHE CPD approved 1-day course entitled 'A Practitioners Guide to Home Zones' which was well received by clients in Bristol, Birmingham and London and I previously sat on the national IHE Home Zone Steering Group. In 2001 I wrote and edited a six-chapter course for Bath Highways Open Tech entitled 'Sustainable Transport Initiatives' covering the new developments arising from the Government white paper 'A New Deal for Transport'. I also try to give something back to the industry and have been both a Mentor and Reviewer for IHE for some years for candidates looking to achieve I Eng registration through the mature candidate route I also help clients and associates with their CPD requirements.

Interests: Fly-fishing for Salmon / Trout, Football, Classic Cars, Travel, Business Development, Stocks and Shares, Home Computing and Asian Cookery.

References: On request.

Examples of Recent Expert Witness, Collision Investigation / Traffic Management / Road Safety Engineering and Technical Training Work I have undertaken			
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Scheme / Project Name	Date	Type of Project	Brief description of scheme and role
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Road Safety Assessment Report
Llanharry to Y Pant Comprehensive School Cowbridge Road,
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Road Safety Assessment Report of Proposed Walking / Cycling Route to School from Llanharry to Y Pant Comprehensive School	March 2025 ongoing	Road Safety Assessment Report of proposed walking / cycling route to school	I am the Author of a Road Safety Assessment Report looking into a proposed school walking cycling route to school following the proposed withdrawal of the school bus. The report considers collision investigation of the last 5-year records, site observations, traffic speeds and flows.
Mr Brian Holiday Road Asset Management Co Limited for Government of Mauritius	December 2024 (ongoing)	Road Safety Plan and collision analysis techniques and Road Safety Audit Training	I have been asked to prepare a new Road Safety Plan for the Government of Mauritius updating the Plan I provided in 2013 and incorporating 'Vision Zero' principles, part of which involves carrying out an analysis of local collision statistics, particularly those involving powered two-wheelers, drawing conclusions and making recommendations for local safety initiatives and future Government Policy.
Expert Witness Report for a Collision involving a cyclist at a Temporary Traffic Management scheme at a roundabout in Felixstowe, Suffolk	June 2024 ongoing	Expert Witness Report	I am producing an Expert Witness Report investigating the circumstances leading up to a personal injury collision involving a cyclist who was in collision with an HGV within a Temporary Traffic Management layout at a roundabout in Felixstowe, Suffolk.
Stage 4 (12 Months Monitoring) S278 Highway Access works at Parrett Gardens, Langport Somerset	February 2024	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
S278/S38 Highway Works, Church Walk, Whitehill, Newton Abbot, Devon	July 2023	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Expert Witness Report for a Collision involving a cyclist and a highway defect at HM Prison Humber for HM Government Justice and Development Team	January 2023	Expert Witness Report	I am producing an Expert Witness Report investigating the circumstances leading up to a personal injury collision involving a cyclist who fell from his bicycle outside HM Prison Humber during inclement weather conditions.

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Various S278 Highway Works Jurston Farm, Wellington, Somerset	March 2022	Stage 4 RSA (12 Months Monitoring)	Team Leader S278 highway works for new residential development, Jurston Farm, Wellington, Somerset
S278 New Junction and Footpath works at Lovington Lane, Lovington, Somerset	February 2022	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Highway Works for Residential Development - Milbury Farm Meadow, Exminster EX6 8AP	August 2021	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Highway Works for Lidl Store, Tapstone Road, Chard Somerset.	February 2021	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
S278 Highway Works Cranfield Close Exmouth	March 2020	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
S278 Highway Works Robert Blake & Elmwood School Bridgwater	February 2020	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Road Safety Assessment Report Drayton Road, Stokeham, Nottinghamshire for Mr M Smelt	June 2019	Road Safety Assessment Report	Accident Investigation and Collision Analysis. Report Author.
Section 278 Highway works - Bridgwater and Taunton College, Somerset	April 2019	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Road Safety Assessment on Proposed Zebra Crossing Lansdown Road Bath for Mr J Gooding	November 2018	Road Safety Assessment Report	Accident Investigation and Collision Analysis. Report Author.
Highway Works, Alvington Lane, Yeovil, Somerset	May 2018	Stage 4 RSA (12 Months Monitoring)	Stage 4 RSA with Collision Investigation. Team Leader.
Single Joint Expert Witness report for Fosters Solicitors Re Cyclist who fell from his bicycle when	December 2018	Expert Witness Report	The production of a Single Joint Expert witness report investigating the circumstances leading up to an incident involving a cyclist who fell from his bicycle when negotiating a

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negotiating a right-hand bend on the B1119 in Sweffling, Suffolk.			right-hand bend on the B1119 in Sweffling, Suffolk.
Drafting of 3 Day Institute of Highway Engineers (IHE) Approved Road Safety Audit Training Course for the Engineering Institute of Thailand	March - August 2017	Drafting of Training Course and materials / workshops	I wrote edited and presented a 3 Day Institute of Highway Engineers (IHE) approved Training Course and prepared workshop materials to train the first 20 IHE CPD accredited Road Safety Auditors in support of the Thai Government in their aim to understand the basics of Road Safety Audit and Collision Investigation / Reduction.
Road Safety Assessment B2067 / Church Lane, Warehorne, Kent for Warehorne Parish Council	August 2016	Road Safety Assessment Report	I carried out a site visit and collision analysis of statistics supplied by Warehorne Parish Council along with an examination of speed discriminating traffic counts and reported on potential road safety issues at the junction.
Road Safety Engineering Training for Department of Land Transport and Royal Thai Police	October 2014 ongoing	Technical Training	Following my attendance at the 'Actions for Road Safety in Thailand' seminar in October 2014 I have been working with Thai Engineers from the Department of Land Transport to develop technical training in the field of Road Safety Engineering and Road Safety Audit.
Road Safety Assessment Boyneswood Road Bridge, Medstead, Hampshire for Mid Hampshire Railway Limited	May 2015	Road Safety Assessment Report	I carried out a site visit and collision analysis of statistics supplied by Hampshire County Council at Boyneswood Road Bridge which were associated with a proposed new residential development and reported on potential road safety issues.
Motorcyclist Accident A12 Ipswich, Suffolk	May 2014	Expert Witness	I prepared an expert witness report for Kennedys Law Solicitors surrounding the events leading up to the accident and the temporary traffic management regime in place at the time of the accident
Road Asset Management Co Limited for Government of Mauritius	December 2012 - 2013	Road Safety Synopsis Plan and collision analysis techniques	I prepared a Report Entitled 'What is Road Safety Engineering' for the Government of Mauritius part of which involved carrying out an analysis of local collision statistics,

			particularly those involving powered two wheelers, drawing conclusions and making recommendations for local safety initiatives
Kingsdon Manor Residential development. Collision analysis. Lodge Road / Rocky Hill Kingsdon Somerset	January 2013	Collision Analysis / Expert Witness	I carried out a site visit and collision analysis of statistics supplied by Somerset County Council at a junction associated with a proposed new residential development near the former Kingsdon Manor School near Somerton, Somerset
New Residential development Cider Cottage, Kent Street, Cheddar	May 2012	Accident Investigation and analysis / Expert Witness	I attended site and studied collision records supplied by Somerset County Council which were then used as part of a report to my client on the relative risk of new collisions arising as a result of the development.
Sheffield City Council Speed indicating Device (SID) Speed Awareness Programme at Various site across the City	2010/ 2012	Speed Management	I carried out an analysis of collision statistics as part of the evaluation process in association with the introduction of speed indicating devices (SIDs) at various sites across Sheffield. These then formed the basis of a before and after study of the scheme.
Mare Street / Victoria Park Road. London Borough of Hackney.	June'09	Full Collision Report for (LIP) Local Implementation Plan Safety scheme programme	I carried out a study into the last 3 years collisions at this node, identified patterns and gave costed remedial measure options in the report including a First Year Economic Rate of Return (FYERR) forecast.
Morning Lane (Vallette Street to Ponsford Street) Link. London Borough of Hackney.	Aug'09	Full Collision Report for (LIP) Local Safety scheme programme	I carried out a study into the last 3 years collisions along this link, identified patterns and gave costed remedial measure options in the report including a First Year Economic Rate of Return (FYERR) forecast.

Selection of Various Road Safety Audits Undertaken

Scheme Name and Description	Audit Stage	Role	Date of Site Visit
New access and delivery route to proposed new aggregate extraction site Palmers Road, Isle of Wight	Stage 1 RSA	Team Leader	February 2024
Circular route and accesses to proposed school and pub Inglewood, Paignton Devon	Stage 1 and 2 RSA	Team Leader	February 2024
Ingram Land Exeter Devon - Cranbrook Eastern Sports Pitches	I Stage 3 RSA	Team Leader	February 2024
S278 Highway Works for Residential Development Chudleigh Road, Alphington, Exeter.	I Stage 3 RSA	Team Leader	February 2024
Stage 4 (12 Months Monitoring) S278 Highway Access works at Parrett Gardens, Langport Somerset	Stage 4(A)	Team Leader	January 2024
Proposed priority junctions and widening for Langford Solar Park Cullompton Devon	Stage 1/2	Team Leader	December 2023
S278 highway access works for proposed Industrial Estate, Goonvean Cullompton Devon	Stage 1/2	Team Leader	December 2023
New footway works, Willand Road, Cullompton Devon	Stage 3 RSA	Team Leader	October 2023
Highway Access, Footway and Bus Stops for Residential Development, Tollgate Farm, Chudleigh, Knighton, Devon	Stage 2 RSA	Team Leader	August 2023
S278 Works for Commercial Development Longreach Road/ Creek Road in Barking and Dagenham LBBDD	Stage 3 RSA	Team Leader	July 2023
Development AT Stoneyford Business Park, Cullompton Devon (single main access junction)	Stage 1/2 RSA	Team Leader	April 2023
New Dropped Kerb for off-street parking 161 Village Way (BR33NL) London Borough of Bromley	Stage 1/2 RSA	Team Leader	March 2023
S278 Highway Works Cloakham Lawns Chard Road Axminster	Stage 3 RSA	Team Leader	January 2023
Cherry Fields Residential Development, Mead Lane, Bickington, Devon	Stage 3 RSA	Team Leader	January 2023
Highway Works for Residential Dev Hunters Moon Ph 5 Haystack Ave Chippenham -Wiltshire	Stage 1/2 RSA	Team Leader	December 2022
Various Revised Road widening Works Lovedon Lane / Stoke Charity Road Kingsworthy	Stage 1 RSA	Team Leader	December 2022
Highway Works Townhill Campus Townhill Road, Swansea	Stage 1/2 RSA	Team Leader	November 2022
S278 Highway Works Ph1 & Ph2 Uffculme Devon	Stage 3 RSA	Team Leader	November 2022
New Access Arrangement Ermin Street Blunsdon Swindon	Stage 3 RSA	Team Leader	November 2022
Proposed new Traffic Signal Junction Pentewan Road, St Austell, Cornwall	Stage 1 RSA	Team Leader	July 2022
Proposed new Roundabout Delta Way Perrybrook Brockworth Gloucestershire	Stage 1/2 RSA	Team Leader	July 2022

Proposed S278 Highway Access and Footway Works - Clifton Hill, Exeter, Devon	Stage 1/2 RSA	Team Leader	May 2022
Final Report Southern Access Road M4 Wichelstowe Swindon Wiltshire	Stage 3 RSA	Team Leader	May 2022
Various Road widening Works Lovedon Lane / Stoke Charity Road Kingsworthy Hampshire	Stage 1 RSA	Team Leader	April 2022
S278 Highway Works Le- Molay-Littry Way / Centenary Way, Bovey Tracey, Devon TQ13 9GY.	Stage 3 RSA	Team Leader	August 2021
Highway Works for Residential Development - Milbury Farm Meadow, Exminster EX6 8AP	Stage 4 RSA	Team Leader	August 2021
Residential Development Area B4-B5 Cheesemans Green, Cheesemans Green Lane, Kingsnorth, Ashford, Kent	Stage 1/2 RSA	Team Leader	May 2021
S278 Highway Works for Residential Development land west of Gribble Lane, Rockbeare, East Devon	Stage 1 RSA	Team Leader	April 2021
Proposed Access to Highfield Farm, A38 Deerhurst, Tewkesbury, GL19 4DP	Stage 2 RSA	Team Leader	February 2021
Offsite Footpath Connection and New Uncontrolled Crossing, Packsaddle, Falmouth, Cornwall	Stage 1 RSA	Team Leader	February 2021
Proposed Highway Works for Access Point on A4233, at Morrisons Supermarket, Porth, South Wales	Stage 3 RSA	Team Leader	November 2020
M4 Detailed Design Diversion Wichelstowe Southern Access -Swindon, Wiltshire	Stage 1/2 RSA	Team Member	August 2020
CTC Proposed Highway Access for Wind Turbine Site near A4810 Queens Way Magor, Monmouthshire	Stage 1/2 RSA	Team Leader	May 2020
Kier Living SW: S278 Highway Works for Residential Development Bunford Heights Yeovil: Somerset	Stage 3 RSA	Team Leader	March 2020
S278 Highway Works for New Tottenham Hotspur Football Club, White Hart Lane Tottenham, London	Stage 3 RSA	Team Leader	January 2020
M4 Temp TM Diversion including Traffic Management layout Drawings Wichelstowe Southern Access -Swindon, Wiltshire	Stage 1/2 RSA	Team Member	November 2019
Highway Improvement Works Allington Street Westminster London	Stage 1/2 RSA	Team Leader	November 2019
New Four Arm Roundabout Shrewsbury Road Oswestry	Stage 3 RSA	Team Leader	October 2019
Additional Public Realm Works for New Student Building London School of Economics (LSE) and Political Science, St Clements Lane Westminster, London	Stage 1/2RSA	Team Leader	September 2019
Bank of England Traffic Signal Junction Remodelling Bank City of London	Stage 1/2 RSA	Team Leader	May 2019
Section 278 works - Bridgwater and Taunton College Somerset	Stage 4 RSA	Team Leader	April 2019
Highway Access Southern Mosshayne Link Drive Exeter Devon	Stage 1 RSA	Team Leader	March 2019
Large Digital Advertising Structure Abbotsinch Road Glasgow Airport Scotland.	Stage 1 RSA	Team Leader	March 2019

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Public Realm Works for New Student Building London School of Economics (LSE) and Political Science, St Clements Lane Westminster, London	Stage 1/2 RSA	Team Leader	November 2018
Highway Works for New Tottenham Hotspur Football Club, White Hart Lane Tottenham, London	Stage 2 RSA	Team Leader	July 2018
New Highway Access Southwood, Evercreech, Shepton Mallet, Somerset	Stage 3 RSA	Team Leader	March 2018
London Bridge Station Tooley Street London - Temp Traffic Management Layout	Stage 3 RSA	Team Member	January 2018
Proposed footway link Lucerne Fields Ivybridge Devon	Stage 1 RSA	Team Leader	December 2017
Highway works for Residential Development Curry Rival Somerset	Stage 4 RSA	Team Leader	November 2017
New Footway Link for Residential Development Butcher Park Hill Tavistock	Stage 2 RSA	Team Leader	October 2017
Zone B Car Park and Access Improvements Monkton School Bath	Stage 3 RSA	Team Leader	November 2016
Highway works for Residential Development Copthorne Common Rd West Sussex	Stage 1 RSA	Team Leader	November 2016
Temporary Traffic Management Works London Bridge Station Tooley St London	Stage 2 and Stage 3 RSA	Team Member	July / August 2016
S 278 Highway Works Western Avenue Daventry Northampton	Stage 1/2 RSA	Team Leader	August 2016
New access and highway works Woodbury Road Clyst St George	Stage 1/2 RSA	Team Leader	July 2016
B3193 Road realignment Kingsteignton, Bypass Devon	Stage 4 RSA	Team Member	02/11/15
New traffic signal junction Penny Lane St Helens Merseyside	Stage 1/2 RSA	Team Leader	24/10/15
New Zebra crossing and highways works Bradford Road Menston	Stage 1/2 RSA	Team Leader	23/10/15
Aylesham Village Expansion Phase Junction 21	Stage 2 RSA	Team Member	June 2015
Aylesham Village Expansion Phase 1.4 / 1.6	Stage 2 RSA	Team Member	June 2015
Aylesham Village Expansion Phase 1.5 Kent	Stage 1/2 RSA	Team Member	15/01/15
Aylesham Village Expansion Junction 12	Stage 1 RSA	Team Member	15/01/15
HKS Sandringham Melton Road Leicester	Stage 2 RSA	Team Leader	12/12/14
Kings Gate & Zig Zag Building, Victoria, London	Stage 2 RSA	Team Leader	09/10/14
A494 Partially Signalisation of the Roundabout Queensferry interchange Flintshire	Stage 3 RSA	Team Leader	11/07/14

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Aylesham Village Expansion Phase 1.7 / 1.8 Kent	Stage 1/2 RSA	Team Member	10/04/14
Aylesham Village Expansion Phase 1.5 Kent	Stage 1/2 RSA	Team Member	10/04/14
Aylesham Village Expansion Phase 1.2 Kent	Stage 1/2 RSA	Team Member	10/04/14
Aylesham Village Expansion Phase 1.1 Kent	Stage 1/2 RSA	Team Member	10/04/14
New Medical Centre Brent Road Burnham on Sea. New access road and off-site highway works	Stage 4	Team Leader	17/01/14
Chester Road East, Flintshire. Proposed Cycle Route / Footway Flintshire	Stage 2	Team Leader	02/01/2014
Partial Signalisation of A494 Queensferry Interchange, Flintshire	Stage 2	Team Leader	02/01/2014
New Morrisons superstore Shrewsbury Road Oswestry Shropshire including new Traffic signal junction, with ped phases, priority junctions, ghost island right turn lanes and segregated cycle pedestrian route interfaces	Stage 1	Team Leader	March 2013
Residential Development Northway Lane, Tewkesbury including new priority junction, pedestrian and cycle route improvements	Stage 1/NMU	Team Leader	07/12/2012
Residential Development Hanbury Rd Droitwich Spa. Priority junction, mini roundabouts pedestrian and cycle route improvements	Stage 1/2	Team Leader	22/12/2012
Off- site Works Bradley Road, Bovey Tracey. Pedestrian and cycle route improvements with horizontal traffic calming and speed limit change	Stage 1/2	Team Leader	04/01/2013
Lorna Doone Park, Watchet, Somerset. New access road and local road widening	Stage 4 A	Team Leader	15/01/2013
New Access Road Bernaville Nurseries Exeter. Ghost right turn lane and new in / out access	Stage 1/2	Team Leader	19/01/2013
Residential Development The Old Chapel Chudleigh, Devon. New priority junction and footway and pedestrian route improvements	Stage 2	Team Leader	26/01/2013
Kings Bridge Rd Huddersfield Residential Development	Stage 2	Team Leader	10/02/2013
New Store Development Haydons Road Merton London. New in / out junctions	Stage 1	Team Leader	01/02/2013
Offsite Highway Works for new development Hill Lane Southampton Mini roundabouts and new access	Stage 2	Team Leader	14/02/2013

David Graham Key Training, Professional Development and Achievements

Date	Title	Award/Achievement
2025	IAM RoadSmart 2024 Road Safety Report Structured Reading	2 hrs CPD
2025	ROSPA National Accident Prevention Strategy Report 2024 Structured Reading	2 hrs CPD
2025	RAC Report on Motoring 2024 Structured Reading	2 hrs CPD
2024	Transport Traffic Safety Roads by Graham Feest Consultancy	6 hrs CPD 21/10/24
2024	Mini stunt driving and Skid Control School Prescott Hill Climb, Cheltenham, Glos	6 hrs practical CPD April 2024
2024	Brake Pod Cast Enforcing the Rules of the Road with Dr Helen Wells Ep 2	0.40 mins CPD interview Feb 2024
2024	Brake Pod Cast Delivering Vision Zero, with Stuart Reid Transport for London Ep 3	0.35 mins CPD interview Feb 2024
2024	Brake Pod Cast Improving the Investigation of Road Crashes with Saul Jeavons Ep 4	0.40 mins CPD interview Feb 2024
2024	Brake Pod Cast Young Driver Safety Liz Box	0.30 mins CPD interview Jan 2024
2024	Brake Pod Cast Supporting Road Crash Victims Mary Williams	0.30 mins CPD interview Jan 2024
2024	BBC Crash Detectives Series 4 on Forensic Crash Investigation	2 Hours CPD January 2024
2024	'Your Witness' UK Register of Expert Witnesses Journal structured reading on revised compliance standards for Expert report	2 Hours CPD January 2024
2023	Delivering the Safe System Approach (Revised) by Graham Feest Consultancy	6 Hours CPD October 2023
2023	Delivering the Safe System Approach by Graham Feest Consultancy	6 Hours CPD February 2023
2022	Reducing Casualties by Stopping Crashes by Graham Feest Consultancy	6 Hours CPD October 2022
2022	DMRB CD 377 Requirements for Road Restraint Systems. Structural read through	2 hours CPD May 2022
2022	Joining The Dots Road Safety GB Analysts Conference RAC Pall Mall London	6 hours CPD March 2022
2021	DMRB CD 123 - Geometric design of at-grade priority and signal-controlled junctions. Structural read through	1 hr CPD September 2021
2021	Structural read through Sustrans Design Manual for Cycle Friendly Design 2014	1 hr CPD September 2021
2021	2020 changes to Chapter 8 of the Traffic Signs Manual (3M) What you need to know	1 hr CPD September 2021
2021	Two-day SoRSA Virtual Online AGM and Conference	7.15 hrs CPD June 2021
2020	The Royal Automobile Club, Pall Mall, London	2 hours CPD Interview & Prep Elected Member Dec 2020
2020	CIHT Webinar Research study Visibility & Road Safety at Priority Junctions	1 hour CPD July 2020
2020	CIHT Webinar CIHT's approach to revising Manual for Streets	1 hour CPD July 2020
2020	CIHT Webinar Road Safety Audit in a Changing Urban Environment	1 hour CPD July 2020
2020	CIHT Webinar DMRB - Latest insights from Highways England	1 hour CPD July 2020
2020	NPIA Road Deaths Investigation Manual Part 1 & 2. Structured reading	2 hours CPD
2020	Understanding Car Crashes: It's Basic Physics YouTube by Griff Jones	0.30 hours CPD June 2020
2020	Understanding Accident Reconstruction You Tube Geotab Training	0.30 hours CPD June 2020
2020	BBC Crash Detectives Series 2 on Forensic Crash Investigation	2 hours CPD June 2020
2020	BBC Car Crash Who's Lying? Documentary	1 hour CPD June 2020
2020	Elected Member of The Institute of Engineering and Technology	Elected MIET March 20
2020	Technical Research for Institute of Engineering & Technology Membership	2 hours CPD
2020	Safer People, Vehicles Roads, Bristol 2020 Graham Feest Consultancy	1 day CPD Feb 2020

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2019	IHE Seminar 'Courting Trouble' Elizabeth 2 Court Winchester Hants	1 day CPD October 2019
2019	Structured read of Section 58 of The Highways Act 1980 for Expert report	August 2019 2.5 hours
2019	Practise Direction (Part 35) Experts and Assessors update Structured reading for Expert report	July 2019 3 hours
2019	'Your Witness' UK Register of Expert Witnesses Journal structured reading on compliance for Expert report	July 2.5 hours
2019	Structured read through TfL Guidance for Digital Roadside Advertising and Proposed Best Practice 2013 for RSA	June 2019 2.5 hours
2019	Traffic Signs Manual 2019 Structured reading new chapters updates	May 2019 2 hours
2018	Traffic Signs Manual 2018 Structured reading new chapters	4 hours November 2018
2018	Read through new GG119 DMRB RSA Standard and update records	4 hours October 2018
2018	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 Days CPD 25/26 June
2017	IHE Approved Road Safety Audit Foundation Course Chesterfield Hotel, Mayfair, London	Presented 30Aug-01 Sep 2017
2017	Speaker representing UK at International Road Safety Symposium, Rama Gardens Hotel, Bangkok, Thailand	29 September 2017
2017	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 Days CPD 20/21 June
2017	IHE Sponsored Concrete and Asphalt Course, 18 May 2017, London	1 day CPD
2017	Road Safety Audit Foundation Course EIT Building Bangkok Thailand	Presented 29-31 March 2017
2016	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 Days CPD 20/21 June
2015	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 Days CPD 15/16 June
2015	Bond Solon Expert Witness Legal Training. Witness Familiarisation Criminal and Civil Law	1 Day CPD
2014	Actions for Road Safety in Thailand Seminar, Bangkok, Thailand	1 Day CPD
2014	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 Days CPD 16/17 June
2014	Bond Solon Expert Witness Legal Training. Excellence in Report Writing	1 Day CPD
2013	Gained HA Approved Certificate of Competency in Road Safety Audit	Certificate of Competence
2013	Road Safety Audit TMS HA Approved Certificate of Competency Course	2 CPD Days July 10/11
2012	Two-day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 CPD Days June 18/19
2012	IAN 152/11 Road Safety Audit Compliance with EC Directive 2008/96/EC	Read through 4hr CPD
2011	Institute of Highway Engineers Registered Road Safety Auditor	Lead Practitioner
2011	IHE UK Road Safety Which Way Now? Austin Court Birmingham	1 CPD day Presenting paper
2011	Two day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 CPD Days June 13/14
2010	Two day SoRSA AGM and Conference, Crown Plaza Hotel Birmingham	2 CPD Days
2010	Road Safety Audit in the EU Aston University	1 CPD Day
2009	Road Safety Making a Difference IHE seminar	1 CPD Day
2009	Read through Road Safety Audit Guidelines 2008	½ Day CPD
2008	Road Safety Audit Guidelines 2008 Proactive Casualty Reduction IHT	1 CPD Day
2008	Chartered Institute of Highways and Transportation	Elected Member MCIHT
2008	Planning for Pedestrians. Intelligent Space Atkins Global	2 hours CPD
2008	AccsMap Advanced Training. Buchanan Computing London.	1 CPD Day
2008	AccsMap Introductory Training. Buchanan Computing London.	1 CPD Day
2007	JCT Introduction to Traffic Signals	1 CPD Day
2007	Introduction to Development Control. Cardiff	1 CPD Day
2007	March IHIE Home Zone Steering Group Conference	1 CPD Day
2007	Microsoft Word. 2 Hour update course	2 hour CPD
2006	HA motorway pass for motorway site visits	Pass
2006	Project Appraisal Report training with Mott MacDonald	1 hour CPD
2006	Motorway site safety and CBT training with Mott MacDonald	1/2 day CPD
2006	Manual For Streets workshop Bristol Golf Club. Almondsbury	1/2 day CPD
2006	June IHIE Home Zone Steering Group conference	1 CPD day
2006	Business West BANES Starting in Business	Certificate of Completion
2006	Dings Home Zone front-page feature in Surveyor magazine	Professional Development

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2006	February IHIE Home Zone Steering Group conference	1CPD Day
2005	Home Zones. Changing the future of our Streets IHIE conference Royal Geographical Society. London	1CPD Day
2005	Southville Home Zone front-page feature in Surveyor Magazine and Transport Minister visit to open scheme site	Professional Development
2005	Highways a positive contribution to the street scene conference at Pounbury One day RTPI/IHIE event.	1 CPD Day
2005	Transport Assessments. Two-day TMS course including Assessment preparation, Oscady, Arcady, Picady and Linsig basics	2 CPD days
2004	Invited to join Institute of Highway Incorporated Engineers (IHIE) national working party on future Home Zone development strategy	Professional Development
2003	Drafted and edited local New Build Home Zone Design Guidelines for Bristol City Council	Professional Development
2003	Facilitated 'Woonerf' study visit to the Netherlands	4 CPD Days
2001/	Chartered Management Institute Foundation Diploma Course	Passed Dec2001 Elected (ACMI)
2001	Drafted and edited the six-chapter course 'Sustainable Transport Initiatives' for Bath Highways Open Tech	Professional Development
2001	Key Traffic Systems AutoSIGN and KeyLINES	Certificate of Completion
2001	Bristol City Council Microsoft Word, Excel, PowerPoint Courses	Certificate of Attendance
2000	TMS Two Day Advanced Road Safety Audit training Course	2 Days CPD
2000	Introduction to Best Value. In House Course	Certificate of Attendance
1999	IHIE Training Reviewer for IEng candidates	Volunteered
1998	Oxford Brookes University Urban Design Field Trip to Holland	Certificate of Attendance
1998	Chartered Institute of Logistics & Transport	Chartered Member (CMILT)
1997	IHIE Mentor for IEng candidates	Volunteered
1997	ROSPA Introduction to Road Safety Audits	Certificate of Attendance
1996	Engineering Council	Registered Incorporated Engineer (IEng)
1996	Institute of Highway Incorporated Engineers	Elected Fellow (FIHIE)
1996	Chartered Institute of Transport	Elected Chartered Member (MCIT)
1996	University of the West of England (UWE) Use of Traditional Paving. Practical workshop	1 Day CPD
1995	Autocad Release 12 &13 Brunel Technical College	Completed December 1995
1995	Institute of Highway Incorporated Engineers	Elected Member (MIHIE)
1994	City and Guilds Health and Safety at Work Part 1	Awarded 1994
1984	ROSPA Accident Investigation and Prevention Course (Two weeks residential course at Cardington Bedfordshire)	Completed 1984