

**CITY AND COUNTY OF  
SWANSEA  
DINAS A SIR ABERTAWE**



**HIGHWAYS AND TRANSPORTATION  
TRAFFIC AND ROAD SAFETY**

**Proposed Closure of Craigefnparc  
Primary School and Transfer to Catchment  
of Clydach Primary School  
Review of Traffic and Safety at  
Clydach Primary School**

**November 2018**

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## 1. INTRODUCTION

This review assesses the impact on traffic movements and parking if the proposed closure of Craigcefnparc Primary School (Mawr Ward) was to proceed on 31 August 2019. The proposal would result in the catchment area of Craigcefnparc School being transferred into the area that encompasses Clydach Primary School (Clydach Ward). If approved the changes would take effect from September 2019.

The total number of pupils currently in attendance at Clydach Primary is 244. At Craigcefnparc there is 54, with up to an additional 10 nursery places.

The consultation papers and other associated documents, available from the following website link <https://www.swansea.gov.uk/craigcefnparcconsultation> were used to assist in the preparation of this report.

This safety review and impact on the existing traffic system at Clydach Primary was carried out as part of the proposals and at the request of the Funding and Information Unit, Education Directorate, City & County of Swansea.

The review was carried out by:

**JH Green (Road Safety Manager)**

City & County of Swansea, Highways and Transportation, Traffic and Road Safety

The review included an assessment of the consultation papers and undertaking several site visits to the highway routes that surround Clydach Primary school. These visits took place during school peak and off-peak times through the months of October and November 2018. The weather for most of the visits was fine and the road surface dry although on one afternoon it was overcast and it did start to rain.

## 2. CLYDACH PRIMARY SCHOOL - EXISTING TRAFFIC AND ROAD SAFETY MEASURES

The school is situated in the centre of Clydach on Twynybedw Road which is just off the main High Street (B4603) where shops and other community amenities are located. There are main road links north and south via the nearby A4067 with Junction 45 of the M4 Motorway within approximately one and half miles of the school.

The school is on a split site comprising of accommodation created when Clydach Infants and Clydach Junior Schools amalgamated in 2012 into the present Clydach Primary School.

For the 'Infants' school pupils have pedestrian access via Sybil Street and Down Street with a footway (pavement) in the immediate vicinity. These accesses are protected with pedestrian guardrail to reduce the risk of pupils running directly into the path of passing vehicles. School Keep Clear markings with a No Stopping At Any Time traffic regulation operates outside the pedestrian access on Sybil Street and a No Waiting At Any Time order operates outside the pedestrian access on Down Street. There is an access on Twynybedw Road that is for maintenance purposes only e.g. refuse collection etc.

For the 'Junior' school access to the school is off Twynybedw Road. There are two existing and separate accesses. Pupils have a separate pedestrian access with a footway in the immediate vicinity that narrows to the north and ends to the south of the site. The footway immediately outside the pedestrian entrance is protected with pedestrian guardrail to reduce the risk of pupils running directly into the path of passing vehicles. School Keep Clear markings with a No Stopping At Any Time traffic regulation order operates outside the pedestrian access. There is a separate vehicular access with an unmarked parking area within the school grounds and this allows for approximately five vehicles to be parked. The limited space for off street parking means that some of these vehicles would be '*blocked in*' to allow maximum use of the available space.

In December 2004 a Safe Routes to School (now Communities) scheme funded by Welsh Government allowed for safety enhancements outside and in the vicinity of the former sites of Clydach Infants and Clydach Junior Schools, however there were limitations on what could be provided due to the historic layout of residential properties and highway network around the school.

A 20mph zone that includes traffic calming features, build out of footway near school entrances, signage, pedestrian guardrail and road markings were installed as part of the Safe Routes scheme.

A School Crossing Patrol currently operates at school peak times on Twynybedw Road (outside the 'Junior' school) between the pedestrian and vehicular accesses and this is crucial to the safety of pupils due to the lack of footway on the eastern side of Twynybedw Road, south towards Down Street. Several road safety measures were either already in place or introduced as part of the scheme, outside and on route to the school and these include the following:

- 2.1 (As stated above) a School Crossing Patrol operates on Twynybedw Road outside the 'Junior' school building.
- 2.2 There is a registered School Crossing Patrol site located on Vardre Road at its junction Gellionnen Road, however at present this position is unfilled, although subject to vacancy management advise, advertising for the role is continually in place. This location is used as a route to school for pupils attending both YGG Gellionnen and Clydach Primary.
- 2.3 Traffic Regulation Orders (parking and stopping restrictions) including School Keep Clear Markings operating No Stopping At Any Time are in place outside Clydach Primary (both sites). [Ref. Photographs 1, 2, 3 & 4].



Photograph 1 - Sybil Street showing School Keep Clear Markings and Pedestrian Guardrail



Photograph 2

Photographs 2 & 3 -Twynybedw Road showing School Keep Clear markings, footway and pedestrian guardrail. Photograph 3 is shows where the School Crossing Patrol operates across Twynybedw Road



Photograph 3

- 2.4 Traffic calming features in the form of speed plateaux and road humps are in place on Twynybedw Road.
- 2.5 Traffic calming features in the form of road humps are in place on Sybil Street and Down Street.



Photograph 4 – Down Street showing extended (built out) footway, pedestrian guardrail, crossing point and waiting restrictions.

- 2.6 A 20mph zone is in place on Twynybedw Road, Sybil Street and Down Street which supplements the traffic calming features itemised in 2.4 and 2.5 above. [Ref. Photograph 5].
- 2.7 A one-way traffic system operates on Twynybedw Road (northbound) [Ref. Photograph 5] and Down Street (eastbound). Sybil Street operates as a two-way traffic system.



Photograph 5

- 2.8 School warning signage has been placed on approaches to the school (Sybil Street) although during the most recent visit it was noted that there was no school warning signage in place on Twynybedw Road.

- 2.9** False footways i.e. coloured surfacing is in place on sections of Twynybedw Road to replicate areas where no physically constructed footway exists. i.e. it provides an area where pedestrians and vehicular traffic are provided with separate areas, albeit without a physical separation of a kerb line. These are often covered in detritus, particularly during autumn when fallen leaves cause an additional slip hazard for pedestrians. [Re. Photographs 6, 7, 8 & 9).



viewed in a southerly direction.

Photograph 6 -Twynybedw Road



viewed in a southerly direction.

Photograph 7 -Twynybedw Road





Road viewed in a northerly direction.

Photograph 8 - Twynybedw

**2.10** The detritus hazard identified in item 2.9 has been reported to Highways Maintenance in autumn 2017 and again in autumn 2018. (Ref. Photograph 9)



Photograph 9 – Twynybedw Road – Detritus on ‘footway’ area

### 3. SUGGESTED TRAFFIC AND ROAD SAFETY ENHANCEMENTS

- 3.1. **For information:** Investigations and assessments have taken place in recent years following concerns raised by the headteacher at Clydach Primary School. The concerns relate to the safety of pupils on route to the school and particularly between the split sites of the school. These concerns were raised well after the safety measures agreed as part of Safer Routes scheme were implemented in 2004.
- 3.2. In recent years several improvements were suggested to enhance safety although it should be emphasised that these improvements were related to the existing pupil numbers at the school. Road traffic collision data for the immediate area around the school did not warrant priority action although suggestions were added to a list of proposals requested by Welsh Government in 2014 for possible funding of via any future bid for funding of a Safe Routes in Communities scheme. At the time of the assessment, plans for closure of Craigcefnparc Primary and relocation of pupils to Clydach Primary were not known and not considered as part of that assessment.
- 3.3. The most recent review of road safety measures included the suggestion for additional traffic calming features, new traffic regulation orders, bollards on footway and a build out opposite the junior school site. It should be noted that with any new traffic calming feature, including in this case additional features, there will be a need to have a separate assessment of the carriageway condition to ensure skid resistant values are maintained and that additional braking and acceleration near the traffic calming features does not result in reduced durability of the road surface. If this is the case localised or complete resurfacing of the carriageway would be required prior to the introduction of additional traffic calming features.
- 3.4. There are no detailed plans available at this time and no budget has been earmarked for any proposals. An application to Welsh Government is included on a list of proposed locations and this application must compete with other sites being considered throughout Swansea. If submitted to Welsh Government, it does not guarantee funding. If a bid to Welsh Government was made and successful for 2019/20 then further consultation and a detailed design would be required resulting in a completion date of not before March 2020. If the relocation did proceed then it would be necessary to include the additional safety measures funded as part of the relocation proposal.

### 4. CONCERNS AND RECOMMENDATIONS RAISED AS PART OF THIS REVIEW

- 4.1 The introduction of 54 additional pupils will increase pressure on the existing road system around the school sites. The proposal indicates that *'leaners will require home to school transport due to the walking route from Craigcefnparc to Clydach'*. It is understood that due to the narrowness of vehicle routes around Clydach Primary three number mini-buses will be required to transport the additional pupils to the school at school peak times. A trial of a typical mini-bus on the route around the school is planned, however this could not be accomplished prior to completing this report.

**4.2** As with all schools there is congestion at school start and finish times, however on Twynybedw Road there is congestion associated with the school and through traffic that uses the route to access adjoining residential areas. The roads around the school are narrow with many parts of the route restricted with extremely narrow i.e. sub-standard width) footways or without footways. [Ref. Photographs 8, 9 &10].



Photograph 8 –Twynybedw Road  
Narrow footway



Photograph 9 Twynybedw  
Road - Narrow footway and  
carriageway



Photograph 10 Twynybedw Road – extent of footway outside school and showing footway end point

- 4.3** There will be a need to accommodate the additional *'home to school'* transport on street as there are no suitable off-street areas available. The existing area directly outside the 'infants' school on Sybil Street is covered by School Keep Clear markings and these must be retained and should not be removed to allow a dedicated loading/unloading area for mini-buses. This area must be kept clear to ensure pupils entering or exiting the school are not masked by parked high sided vehicles such as mini- buses.
- 4.4** Beyond the School Keep Clear markings on Sybil Street there is a short section of carriageway adjacent to the boundary wall of the school that could be used to accommodate a maximum of two spaces for mini-buses to load and unload pupils. A slight alteration in position of the existing School Keep Clear markings will be required in order to allow enough space to accommodate a loading/unloading area for mini –buses. A traffic regulation order would be required to formalise this. [Ref. Photograph 11]



Photograph 11 Sybil Street – possible area to be marked for mini-buses.

- 4.5** From the consultation paper it is noted that teaching staff from Craigcefnparc will relocate to Clydach Primary. It is assumed that most teaching staff will drive to the school placing additional pressure on the surrounding road system. On street parking is already limited at school peak times and any additional vehicles will result in issues of safety and congestion.
- 4.6** in addition it is understood that up to 10 Nursery School placements will be included in the relocation. This will inevitably increase vehicle movements around the school during morning drop off peak and add additional concerns to issues of safety and congestion already raised in item 4.4.
- 4.7** There is limited scope to improve footway links to and from the school, although some changes could be considered that would involve removal of on street parking spaces or compulsory land acquisition. The former would place additional pressure on parking arrangements for residents, parents and visitors around the school and the latter would require a lengthy legal process to formalise agreement.
- 4.8** Police recorded personal injury road traffic collision data has been checked for a distance of 500m radius centred on the schools. For the highways in the immediate vicinity of the school buildings i.e. Twynybedw Road, Sybil Street and Down Street there have been no (zero) police recorded personal injury collisions in the last three years to the end of December 2017\*. For the wider area 500m radius there have been nine Police recorded personal injury collisions over the same period i.e. to the end of December 2017\*. This resulted in ten casualties of which two received serious injuries and eight received slight injuries.

Type	Total	Serious Injuries	Slight Injuries	Casualty type
Collisions	9	2	7	
Casualties	10	2	8	Drivers = 5 Passengers = 1 Pedestrians = 3 Motorcyclist = 1 cyclists = 0

The 500metre radius extends to street such as High Street, Vardre Road and Lone Road.

*\* available and validated police recorded data to end of December 2017.*

## 5. SUMMARY OF RECOMMENDATIONS

For reasons of the safety of pupils and other road users on streets surrounding Clydach Primary school the relocation of pupils and staff from Craigcefnparc Primary to Clydach Primary **is not** recommended. Concerns raised are as follows:

- 5.1 The existing highway system around Clydach Primary is already congested at school peak times and previous concerns from the community have highlighted road safety concerns with the present set up.
- 5.2 The lack of footways (pavements) or the sub-standard width of some footways are of concern and this needs to be addressed before additional pupil capacity is considered.
- 5.3 Measures to mitigate these concerns have been proposed although not implemented due to other priorities although they are listed within a document requested by and presented to Welsh Government in 2014. The closure of Craigcefnparc Primary school could result in these measures being included as part of the proposed relocation, however it is considered that the additional vehicular and pedestrian traffic would add to congestion and safety issues at the school.
- 5.4 There are no police recorded collisions within the immediate area of the school buildings and therefore the traffic and road safety measures have assisted with safety although the limits on space and capacity restricts the ability to enhance pedestrian routes or parking near the school.
- 5.5 There may be an opportunity to arrange for a more detailed assessment of the implications to increasing capacity in the future by investigating alternative access arrangements to the school.
- 5.6 At school drop off and pick up times the roads in the immediate vicinity of the separate buildings covering Clydach Primary are especially busy and there is usually a high level of vehicle and pedestrian activity. This causes slower vehicle speeds and some congestion albeit for short periods and very often leads to frustration from other road users when obstruction occurs when pupils are arriving or leaving the school. The staggered times of start and finish at the two sites has lessened the impact on the surrounding road network. The proposed increase in pupil numbers will likely regenerate these problems.
- 5.7 **NOTE:** This report has been written with regard to the impact on Clydach Primary School and the surrounding road network, it does not take into consideration the current issues of road safety at Craigcefnparc Primary, should that school remain open.

## 6. REVIEW STATEMENT

I certify that this review was carried out by:

**ROAD SAFETY MANAGER**

**Jeff Green  
City and County of Swansea  
Highways and Transportation**



**Signed:**

**Date: 19<sup>th</sup> November 2018**