

COITY HIGHER COMMUNITY COUNCIL

COMMUNITY ACCESS PLAN

FULL REPORT VERSION 1

JULY 2017



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Executive Summary

This report summarises the findings and recommendations from the development of Coity Higher Community Council's Community Access Plan.

The recommendations are listed and prioritised in accordance to urgency and complexity/cost to implement.

Background.

Following the consultation with residents of Coity Higher and other stakeholders, site surveys were carried out. This evidence gathering phase has highlighted "hot spots" within the Coity Higher area where there are particular concerns relating to community access and safety.

This report makes recommendations as to where improvement opportunities exist and offers solutions for consideration. Some solutions may require further development prior to implementation.

The solutions have been summarised in a single table and an exercise has been undertaken to prioritise action based on urgency and ease of implementation.

It is envisaged that this plan will be a live document, updated regularly and used to inform the community council's priorities for funding and investment.

It is therefore proposed that the council accept this report and agree the next phase as outlined above.

Cllrs A Davies, C Evans, M Williams.

Aims and Objectives

Aim

To create a culture of walking and cycling within the communities of Coity Higher reducing their reliance on their cars. To join up our communities and improve the health and well-being of all residents by improving physical facilities and encouraging participation in walking & cycling activities.

Objectives

Transport

- 1) Encourage safe routes within and around the community
- 2) To increase walking and cycling within the community
- 3) Reduce car use in and around the community.

Environment

- 1) To reduce car emissions, noise pollution and visual intrusion of traffic through the community.
- 2) Improve the safety of children, pedestrians, cyclists and horse riders within the village.

Health & Wellbeing

- 1) Improve fitness and well-being through increased activity and reduced car use.
- 2) Reduce obesity and other health problems through increased activity.

Social Inclusion

- 1) To improve access for all.
- 2) Promotion of community walking, running and cycling
- 3) Increase friendships by walking with people and meeting people in the community.
- 4) Increase independence and confidence of children and elderly through road safety.
- 5) To promote a greater feeling of safety.

Introduction & Background

Background

A Community Access Plan (CAP) is a package of measures and initiatives that encourage residents to access local services and facilities by walking, cycling or using public transport.

BCBC officers addressed the community council on to discuss how the local authority and community council could work together against a backdrop of tightening finances.

The discussion covered various aspects including how access within our community could be improved for anyone living and working within the area. This would take the form of a *Community Access Plan (CAP)*. The aim was to identify barriers to accessing services such as health, public transport, leisure or educational facilities across all age groups. It would also highlight where there were existing examples of good practice of community access.

The recommendations of the CAP will be submitted to BCBC with a view to informing their funding applications to the Welsh Government for improvements to be made to the community thus enabling safe access that would be based on the views and evidence collected from people living and working or with a stake within the Coity Higher community.

The council agreed that this would be a valuable project for the community council and the community as a whole to undertake in collaboration.

Working Groups

Two community councillors put their names forward to undertake the project with the support of the Clerk to organise the meetings. An initial meeting was held on 14th January 2016 where members from the various wards were invited. A working group was formed comprising Cllr Anita Davies – Pendre, Cllr Maureen Lewis – Litchard, Ann Harris – Clerk, along with representatives of Litchard School and some residents of Litchard and Pendre. Upon his election Cllr Martin Williams – Coity, joined the working group in April 2016. Following the local government elections in May 2017 Cllr Ceri Evans replaced Cllr Lewis who did not seek re-election. The authors of this report wish to place on record their thanks to Cllr Lewis for her key role in this exercise.

Unfortunately, with the exception of Litchard school, community participation within the working group waned leaving the majority of the activity to be undertaken by the three community councillors.

Route audits were undertaken by the Cllrs Davies, Lewis and Williams walking the routes and taking photographs of the salient information. The information was then incorporated into this report.

Public Community Access Survey - A comprehensive survey was developed and circulated in both paper form and online via the “survey monkey” tool. The survey sought to understand

the demographic make up of the area, the destination and mode transport of journeys undertaken and reasons why public transport, cycling or walking were not undertaken.

Existing Initiatives in the Community

The activity to date has not identified existing organised initiatives to encourage participation in cycling/running or similar. As this is a live activity as these initiatives become clear they will be incorporated into future versions of the report.

Community Profile

Community Profile

Coity Higher is a community in Bridgend County Borough, south Wales. It contains the north western suburbs of Bridgend which includes the communities of Coity, Litchard and Pendre. The southern boundary of the community adjoins the community of Brackla, while the northern border is broadly defined by the M4 motorway.

Notable buildings and landmarks within the community include Coity Castle, Parc Prison, the 14th century Church of St Mary and the Princess of Wales Hospital.

Politically Coity Higher is represented by its own community council and has three BCBC councillors representing Coity, Litchard and Pendre Wards.

Coity Higher is a varied community comprising of the established densely populated residential areas of Litchard and Pendre, the historic village of Coity, rural outlying hamlets and farms, an industrial estate plus considerable high-density housing developments at Parc Derwen and Trem Y Castell plus impending further significant development in Coity and Pendre wards.

As such the community access and transport issues are varied and often specific to the sub community areas, however, there are council wide issues that impact across the entire Coity Higher area.

Of all the community council areas within the BCBC area Coity Higher is possibly the most varied in terms of the mix of residential, rural and residential land use. It is also the most rapidly expanding.

Facilities

Facilities for Coity Higher are varied.

Medical - Clearly the presence of Hospital with 24hr A&E is advantageous, however there are no doctor's surgeries within the area. The nearest surgeries are located in Brackla, Sarn or Bridgend town centre.

There is a pharmacy located within the Sainsbury's supermarket.

There are no dentists located within Coity Higher.

Retail - There is a large 24hr Sainsbury's located in the extreme north-western corner of the area which is in turn part of the larger 'McArthur Glen' complex comprising of cinema, retail and food outlets. However, this development is only easily accessible by foot by very few dwellings within the Litchard Ward. The busy link road and inadequate pedestrian and cycle

routes mean that car is the primary mode of transport to this location.

There are local shops and post offices located in Coity Village, Litchard and Pendre, there is also a florist in Coity Village.

There are two pubs within the area located in Coity Village and Litchard Hill.

There are two garages and MOT centres located in Coity and various specialist businesses located within the industrial estate.

Recreation – There are a number of halls within the area that may be hired for activities, meetings, parties and indoor pursuits including Gilead Chapel, St Mary’s Church, Coity Higher Community Centre, Coety & Litchard school, Litchard Mission and Pendre Community Centre although pedestrian and disabled access varies.

There are three playing fields within the area at Coity Village, adjacent to Coity Higher community centre, Great Western Avenue in Pendre.

Playing fields are also under construction within Parc Derwen, these comprise of two grass pitches, a cricket square and an all-weather “3g” pitch.

There is a gym in the industrial estate.

There are no further gyms or swimming pools within or within walking or safe cycling distance of the Coity Higher area.

Schools - The area is served by two large primary schools. The well-established Litchard school and Coety Primary school which has recently been re-located to the Parc Derwen development.

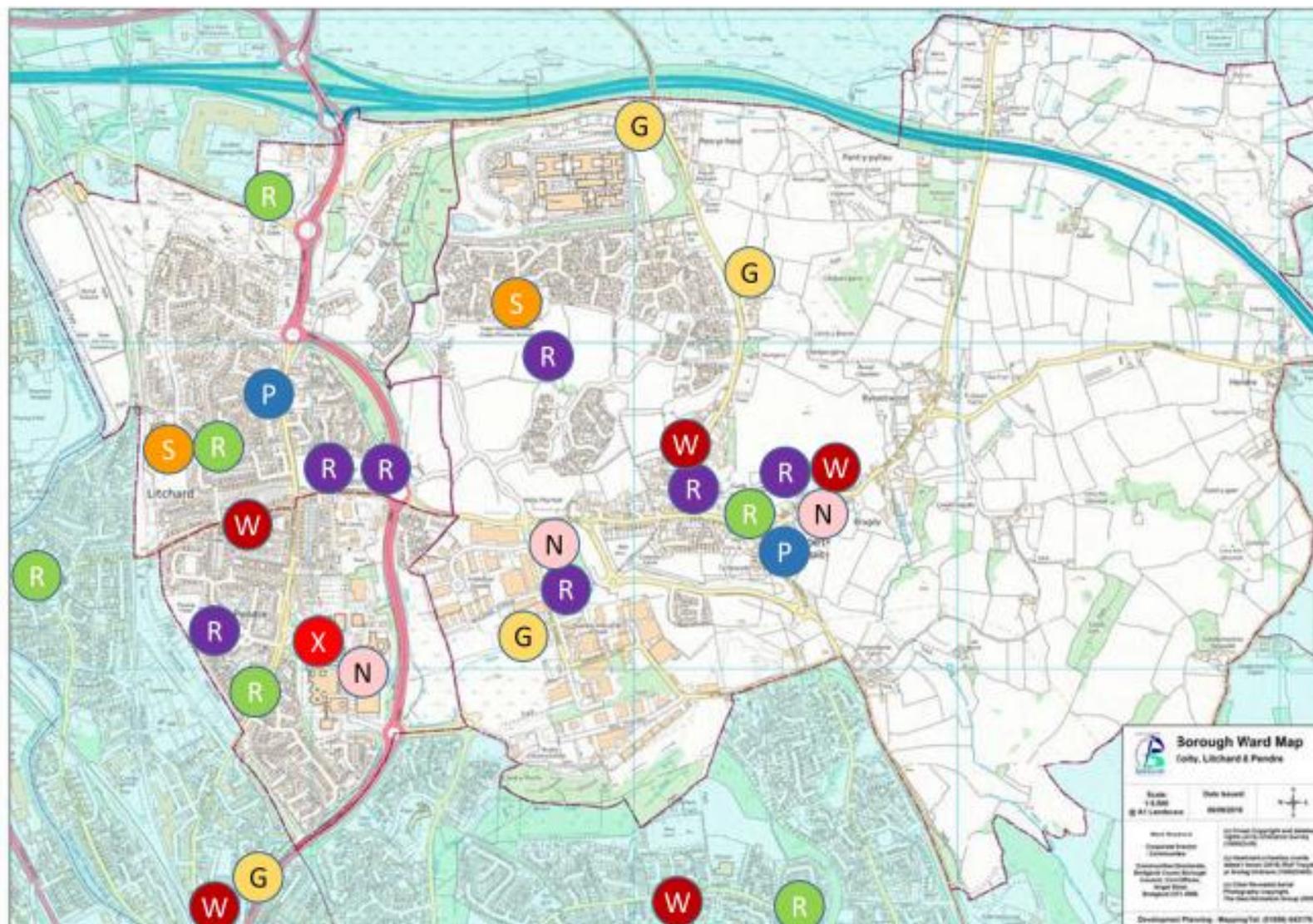
None of the four comprehensive schools in Bridgend is located in the Coity Higher area and none are accessible by foot.

There are various nursery/play groups at various locations within the area.

Religion and Worship – Litchard Mission is situated on Litchard Terrace, Gilead Chapel is located within Coity village as is St Mary’s Church. Further places of worship are located just south of the area along Coity Road, in Bridgend town and Brac

Facilities

- Medical - **X**
- Retail - **R**
- Pubs - **P**
- Garages - **G**
- Recreation - **R**
- Schools - **S**
- playgroup etc- **N**
- Worship - **W**



Accident Report

Accident figures have not been obtained at the time of compiling this version of the report but will be included when available.

Traffic Speed

Go Safe – the South Wales safety camera partnership actively enforce speed limits at Litchard Hill, Heol West Plas in Coity and occasionally Heol Spencer in Coity.

A more detailed breakdown of recorded speeds will be obtained for inclusion in future reports although Go Safe have indicated the following:

Heol Spencer – in a short period 22 excess speed offences highest 43mph in 30mph limit.

Heol Spencer – (15/11/15 – 31/05/16) – highest recorded speed 46mph average of all offences 36.9mph

Litchard Hill - TBC

Public Transport Services

There are limited bus services within Coity Higher – a detailed bus schedule will be included in the final report.

Wildmill station borders the area. This offers connection to the South Wales mainline via Bridgend and Maesteg to the North. There is limited parking and pedestrian access requires improvement as will be discussed later in this report.

Wildmill station is scheduled for inclusion within the proposed South Wales “Metro”.

Parking

Because of the disparate nature of the area where parking is perceived to be an issue it will be picked up in the individual hot spot reports.

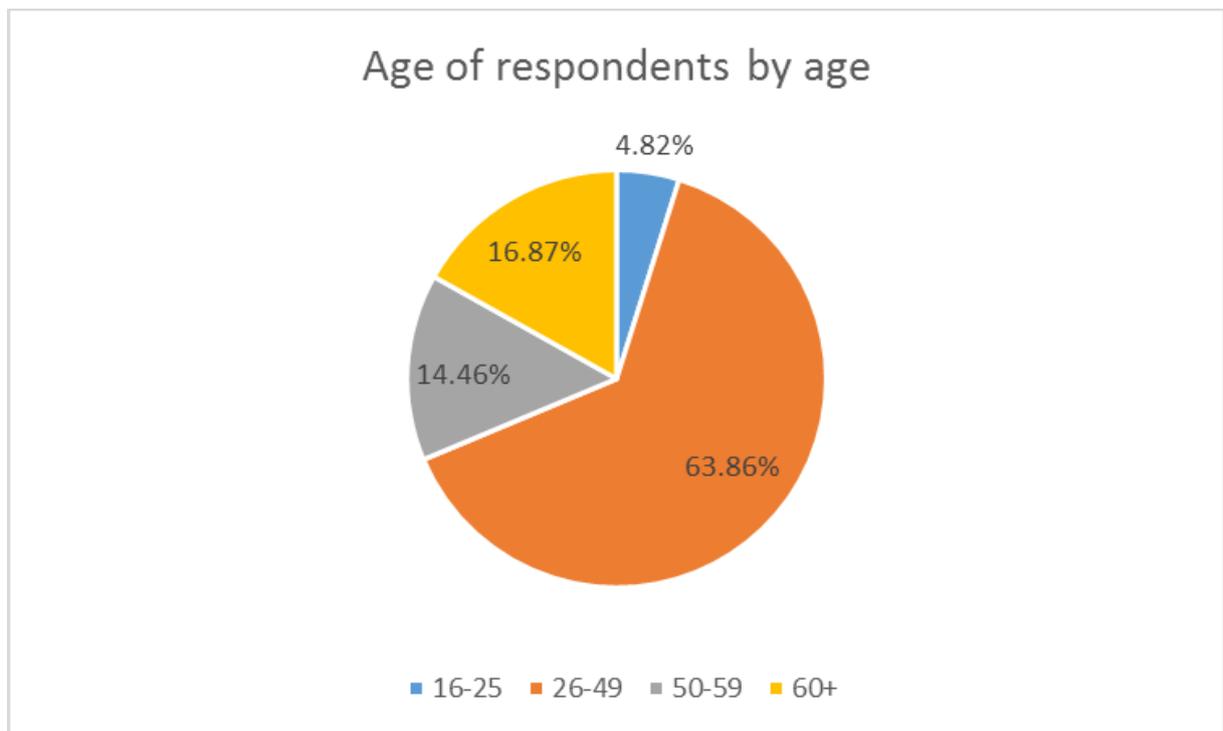
Survey Results

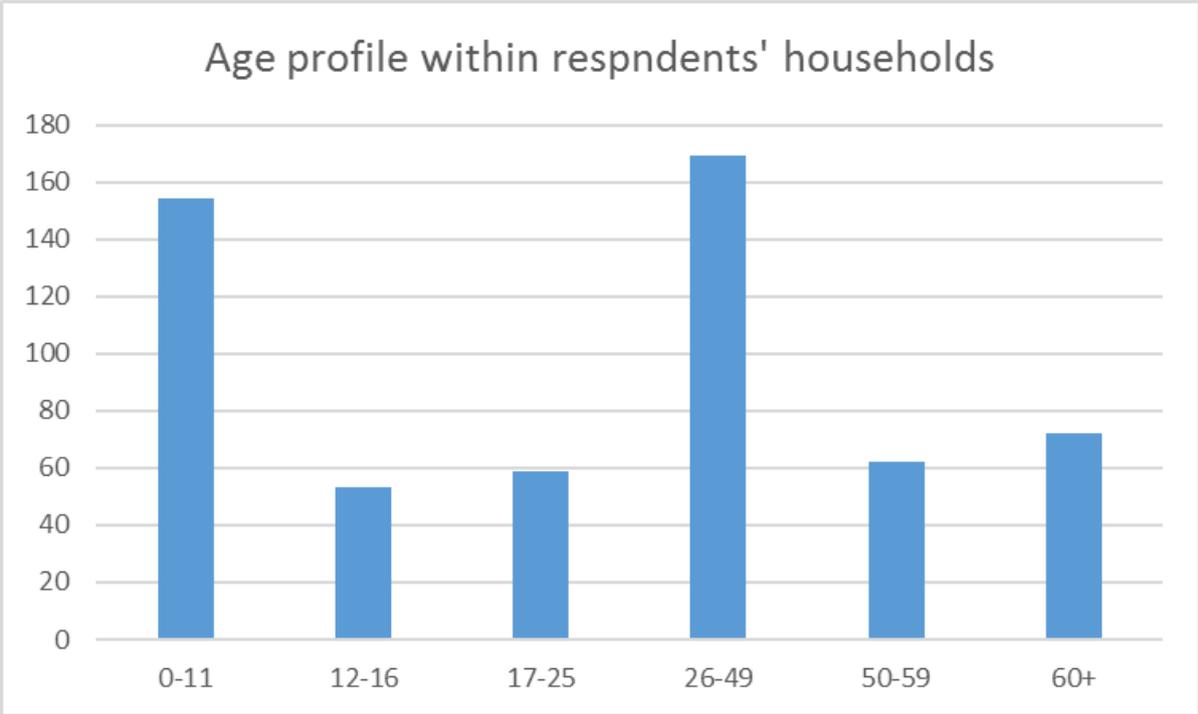
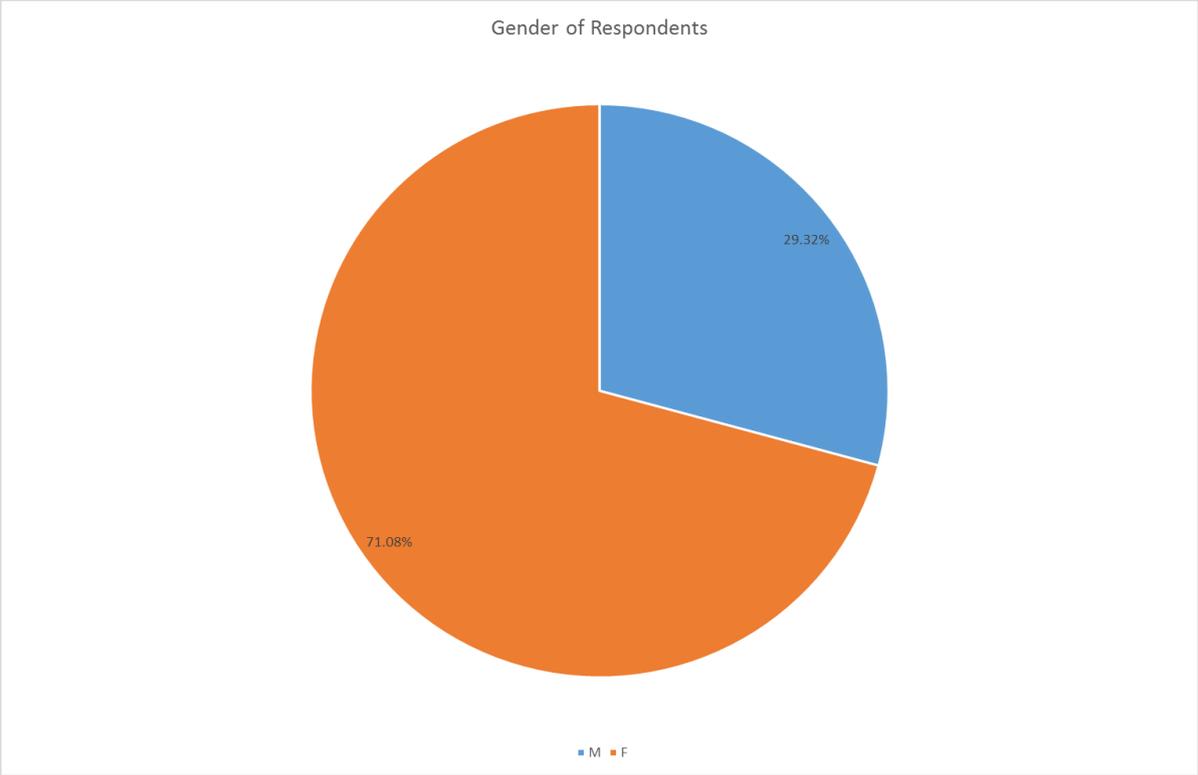
The Data

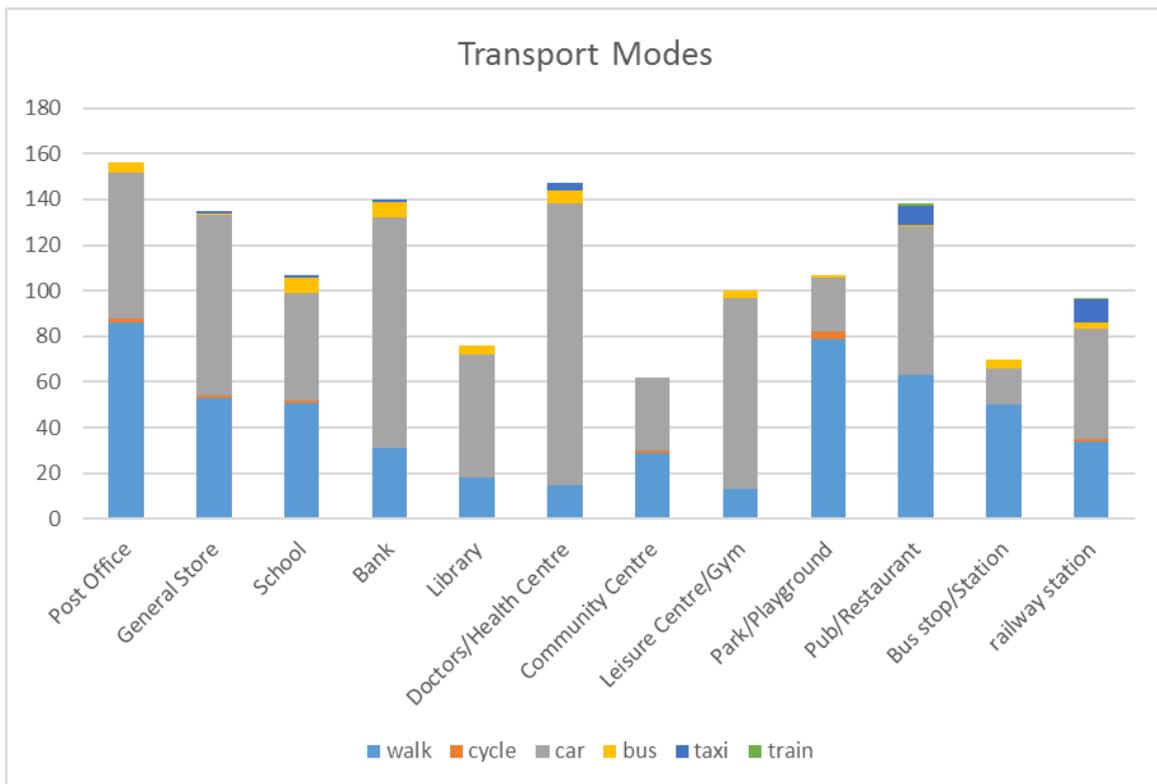
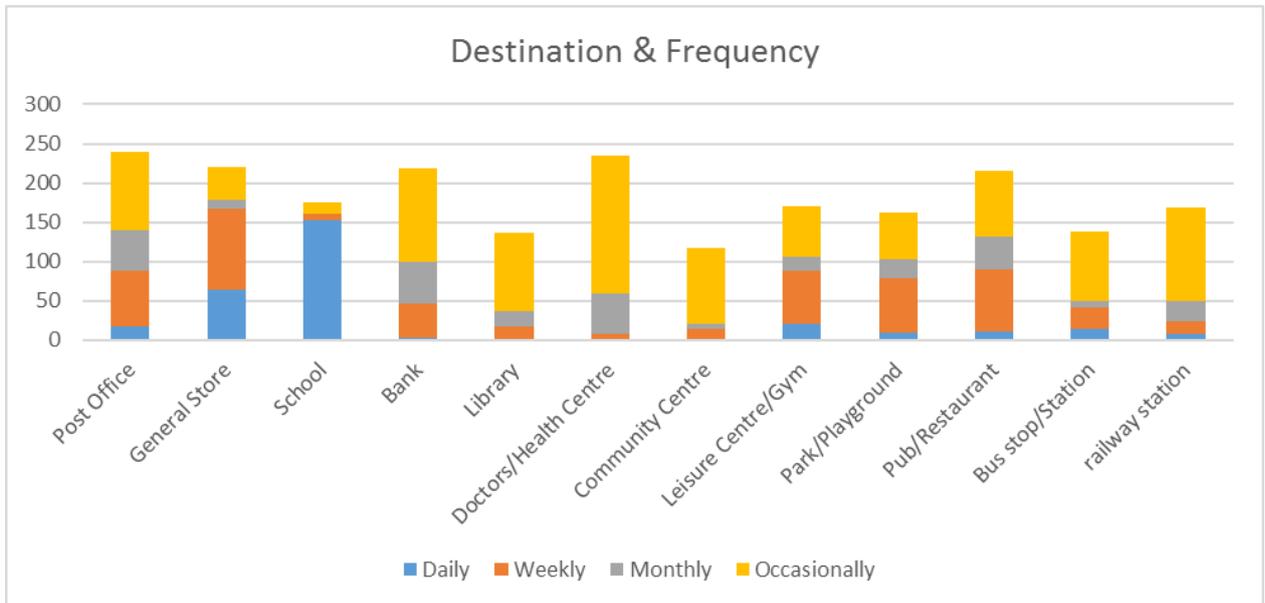
The survey was conducted in the summer of 2016. Residents were able to complete the survey electronically via 'survey monkey' or on paper.

Because of the nature of survey monkey a response rate cannot be calculated however, 249 surveys were returned which is considered a representative sample of residents in the Coity Higher Area.

The total number of residents within respondents' households and therefore reflected within this survey was 569. (The number of registered voters within Coity Higher is approximately 5,000)







Free Text Responses.

Two of the questions required a free text response. These were Reasons for car use and “other comments”.

Reasons for Car Use

The following reasons for using the Car in preference were provided:

- Mobility of Disability Issues.
- Time & Convenience.
- Weather & Circumstance – eg shopping/heavy loads.
- No Alternative.
- Safer.
- Distance of journey.

Convenience was the most common reason closely followed by mobility and weather.

Other Comments

The following comments are representative of those made:

- Respondents would cycle to school and town if there were better, safer routes. There were a number of calls for a cycle route alongside the link road.
- Various comments about a lack of parking facilities in Bridgend or that they were too expensive.
- Poor or unsafe pedestrian facilities.
- Poor provision of public transport
- Lack of pavements
- Multiple concerns about speed and volume of traffic in Coity Village (Heol Spencer & Heol West Plas).
- Multiple concerns about Heol Spencer – considered to be highly dangerous.
- Multiple concerns regarding speed of traffic on Litchard Hill.
- Concerns about parking in the entrance to the Hospital.
- Multiple comments regarding the issues surrounding Joslin Road, pedestrian crossings, visibility at the roundabout etc.
- Multiple comments regarding Parc Derwen. Incomplete roads and footpaths. Unadopted roads, parking etc.
- Poor school bus provision.
- Heol West Plas more dangerous since the bypass opened.
- If I walk to town, I have to go via Litchard, Pendre, which takes longer. If a pavement was put in the bypass (there's plenty of room) , it would be far easier to get to work/ town. Also if there were lights attached the main roundabout out of the estate, traffic would flow far easier in the morning from both Parc Derwen entrance and the other road coming from coity. Also if a bus was available from Parc Derwen to brynteg, this would be brilliant and my children come to work with me at 8 now, then walk the next 2 miles as this is the only way we can do the school run. Thankyou
- Our school is too far away/too dangerous a route to walk as BCBC failed to provide for Welsh medium education on Parc Derwen, so we have to travel to Brackla.
- Parc Derwen is now in dire need of facilities (playground/shop/community centre) and both the developers and BCBC have failed spectacularly in meeting their own

- design briefs and in meeting the UDP for the area. They should be held to account
- I live on Heol Yr Eglwys and we don't really any pavement outside our house. This combined with a baby / pram and fast cars coming round the blind corner means it can be hard to get out sometimes and is quite unsafe. Generally people drive very fast round the blind corner and there are lots of children about (due to the nursery and field access) so this is a bit of a danger area! Would be great if this was made one way and had speed bumps so cars had to go slower. Also, walking to the post office or the playground from this direction the pavement disappears on the corner next to the PO, again this road can be very busy and I myself find it hard to cross here sometimes, and have seen many groups of kids skirting round this corner, which is again unsafe. The only other concern is some cars accelerate right through Coity, and I can only think of speed bumps as a measure to stop this.
 - The village that I live in is very horse dense with approx 60 horses in a square mile. The traffic situation is appalling with drivers ignorant of the fact it is in the Highway code to slow down for horses. There is a lane that connects my village with a larger village where there are new housing estates both ends and the lane is a 'rat run' and used as a short cut. The lane is not robust enough to cope with the level of traffic and is in need of repair.

Summary & Conclusion

The evidence gathering phase of the development of the Community Access Plan has highlighted a broad range of issues.

In terms of respondents the overwhelming majority (71%) were female.

31% were over 50, 61% between 26 & 49 with the remainder between 16 & 25 years old.

The mix of trip destinations was varied although School, Post Office, Doctors, Bank and General Store were the most popular.

Of those the school was overwhelmingly daily in frequency as would be expected. The next most frequent destination was the general store with approximately 80% of visits either daily or weekly.

The most common transport mode was car. Although some categories such as school, post office and play parks walking was a popular mode, suggesting that where facilities are accessible they will be accessed by foot.

Cycling makes up a tiny, proportion of journeys.

Community and Route Audits

Road Audit

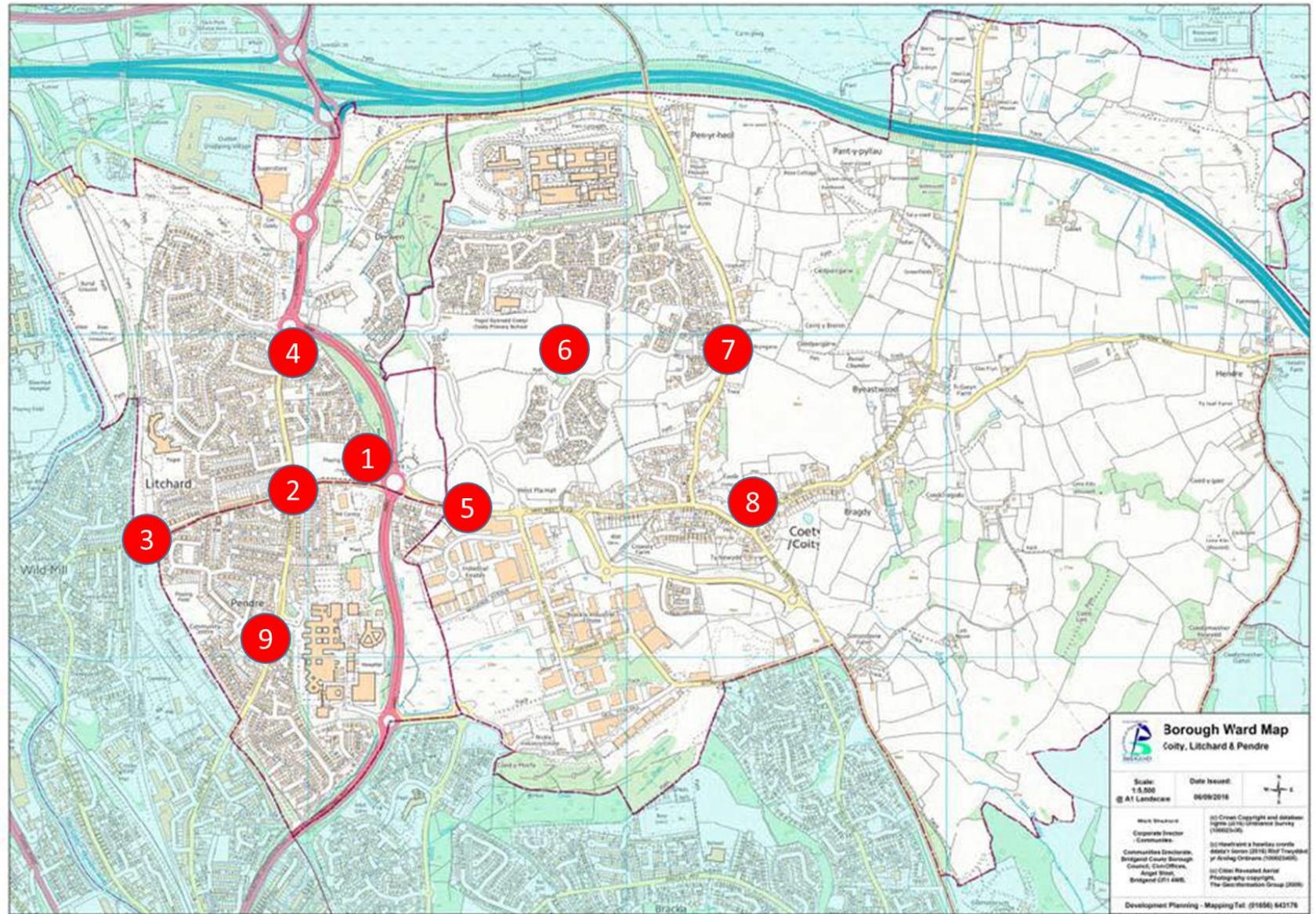
Coity Higher is a large community council area covering a number of communities, therefore there are a number of key routes through and interconnecting routes.

Through the survey and consultation with residents a number of hot spots were identified for further investigation and site audits. The audits were carried out by three community councillors, each representing one of the wards within the Coity Higher area.

The following section summaries the findings at each hotspot.

Hotspots

- 1 - Community Centre
- 2 - Litchard Cross
- 3 - Litchard Terrace & Wildmill Station
- 4 – Litchard Hill & Link Road
- 5 – Joslin Road & Link Road
- 6 – Parc Derwen
- 7 - Heol Spencer
- 8 - Coity Village
- 9 - Pendre



Hotspot 1 – Coity Higher Community Centre

Issues

The community centre has a football field and swing park adjacent to it.

The centre and field is accessed either by car from the round about that joins the link road between Coity and Park Derwen, Bridgend Town Centre and Sainsburys. In the opposite direction it is accessed by a four-way junction leading from Litchard Traffic lights down Heol West Plas.

On foot it is accessed either by crossing the dual carriage way from the direction of Coity and then Heol West Plas or via a foot bridge leading from Parc Derwen. The foot bridge is the only safe route for pedestrians. There are no safe crossing points leading from Coity to the community centre. This has the greatest effect on people living in Heol Joslin who would have to walk twice the distance to access the community centre via the foot bridge.

The entrance to the Field is on Heol West Plas. People living in Litchard or Pendre would access the community centre and field from Heol West Plas into the field. There are also steps leading into the field from Litchard Hill. These steps have a handrail to assist people coming in or out of the park. Lighting in this area is limited and would benefit from improvement.

The only footpath access to the swing park from Litchard Higher is from Heol Castle Coity which is a housing estate situated off Litchard Hill.

Users of the park are able to walk or ride through the park and then over the bridge leading to Parc Derwen. The bridge has limited lighting and makes the bridge isolated particularly in the dark. There is only one land post giving light to the bridge.

There is no light outside the door of the community centre and limited in the car park.

Recommendations

- 1** - Lighting to be improved at steps leading into the park from Litchard Hill
Improved lighting outside community centre and in the car park.
Additional lighting on the Bridge leading from the community centre to Park Derwen.
- 2** - Safe points of crossing to enable residents from Joslin Terrace to access the community centre and fields safely. This would also enable them to access the facilities within Litchard and Pendre such as the Red Dragon, bus routes into town.
- 3** - A path leading from the steps at Litchard Hill to the swing park in the field. Also from the steps on Litchard Hill into the field up to the gate entrance on Heol West Place to benefit residents.
- 4** - A safe crossing point over Litchard Hill and Heol West Plas to enable residents and children to access the community facilities safely.

The centre has a number of facilities for disabled people such as accessible car parking, accessible toilet and an access ramp leading to the centre doors.

Hotspot 2 – Litchard Cross & Heol West Plas (Litchard)

Issues

Problem 1: Approaching Litchard Cross from Litchard Terrace, crossing to the playing fields and W Plas Road is limited to a small island situated between a bus lane and the main road. Standing on the island in busy traffic is extremely hazardous. Ambulances going to POW and buses accessing the busy McArthur Glenn Shopping precinct, Bridgend Town and the M4 corridor make this an extremely busy spot. A staggered light system for buses also causes confusion for young people crossing. No crossing lights or zebra crossing are present.

Problem 2: Crossing W Plas Road from Heol Ty Sant (to access the playing fields). This road has no marked crossing on a road fed heavy traffic by a dual carriage way from Bridgend town and Coity.

Problem 3: The pavement where it exists along north side of Heol West Plas where it skirts Litchard Playing Fields is too narrow and unfit for disabled and able bodied users. The pavement then disappears completely part way along this side of Heol West Plas heading towards Coity Higher Community Centre and there is no safe place to cross this busy road to the safety of the pavement on the other side.

Problem 4: Tactile paving is overgrown at the entrance to Litchard Playing Field at the Litchard Hill end of Heol West Plas so is of no assistance to the visually impaired who rely on it for their safety when crossing the road.

Problem 5: On Coity Rd at Litchard cross there is a bollard on the centre reservation. Some residents feel that it is too wide on the side where there is 2 lanes. The road is too narrow on the Pendre side. Going up the hill

Problem 6: Bin outside number 60 needs either emptying more often or a bigger bin.

Recommendations

1 - Suggest clear away the overgrowth and clean it or re-paint the tactile pavement on Heol West Plas at the above entrance.

2 - Suggest widening of pavement on north side of Heol West Plas and extending it to the Community Centre.

3 - Improve the crossing provision from Heol Ty Sant

4 - Investigate improved crossing provision at Litchard Cross, consider comprehensive remodelling of the junction to ensure that it is pedestrian focussed.

5 – The solution to the bollard in the central reservation isn't easily resolved and is dependent on what future plans for Litchard Cross. Medium to low priority and 2018/19 depending on Litchard cross changes as this might resolve the issue.

6 - Establish an audit regime for bins throughout the community council area. This has been tabled for the community council July 17 agenda. It is a high priority and could be achieved this year.

Hotspot 3 – Litchard Terrace and Wildmill Station

Issues

Problem 1: Litchard Terrace northside Pavement is too narrow – 1 metre wide, especially where telegraph poles are located.

Problem 2: Litchard Terrace/Taylor Road junction, near Litchard mission: pavement surface is very uneven because of tree roots. The tree is situated in the grounds of Litchard Mission. The roots, which have spread under and through the tarmac make it unsafe for young, old and disabled or wheel chair users.

Problem 3: Tactile pavement at Litchard Terrace/Taylor Road junction is not visible due to pine shedding of the aforementioned tree. Also, wear and tear mean stonework of paving is faded and dirty.

Problem 4: At junction between Tan yr Allt and Litchard Terrace there is no Tactile Paving or dropped kerbs.

Problem 5: Bungalows at the end of Litchard Terrace (Opposite Tan Yr Allt). No pavements outside the bungalows cause 2 issues: residents must walk on the road to access; pedestrians are forced to cross the main road if unaware in the change of setting. Signs and/or paving is needed.

Problem 6: Route to Wildmill station is too narrow for wheelchair users and pushchairs. Pavement is hardly visible due to fallen leaves. Paving under the bridge (which narrows dangerously) has no shielding from main road. The majority of Wildmill children accessing Litchard Primary School use this route, some of whom are on scooters and bikes.

Recommendations

1 - Investigate the removal of the tree adjacent to Litchard mission and the reconstruction of the pavement. Alternatively, consideration could be made to raising the pavement level to contain the roots.

2 - Seek agreement with BCBC for responsibility for street sweeping following autumn leaf shedding. Consideration could be given to devolving services to Coity Higher Community Council.

3 - Replace all defective kerbs and paving. Seek funding to install tactile paving.

4 - Investigate the feasibility of widening the footpath on the approach to Wildmill station and under the bridge, including where appropriate a protective barrier. The improvements should include provision of adequate lighting.

5 - Consideration could be given to the imposition of a single lane running with traffic light control or “give and take” priority could be made to both increase pavement width and reduce traffic speeds.

6 - Consideration could be given to increasing the pavement width along Lichard Terrace. This would depend on the existing road width and may require single side pavements and crossing

Hotspot 4 – Litchard Hill and Top of Link Road

Issues

Problem 1: Access to and from Heol Castell Coity (a large private housing estate) is controlled only by a slightly larger Island than exists at the bottom of the hill at Litchard Cross. A significant number of children and young people access this crossing for Litchard Primary and Brynteg Bus Stop provision. Also, the Red Dragon Pub. Lighting is limited along the whole road with excessive leaf covering of pavements.

Problem 2: McArthur Glen Shopping Village, the new Coity Housing Estate and Housing in Coity near the Prison rely on simple Tactile Paving crossing areas to navigate the dual carriage link roads. Access across the roundabout at the top of Litchard Hill is also hazardous due to the nature of the roundabout. Crossing points in these areas it very difficult as the roundabout is an access point for the dual carriage ways heading to Bridgend, POW and the M4 as well as the substantial new housing development at Coity.

Problem 3: Litchard Hill. Tactile paving and dropped kerbs on east side of Litchard Hill at all junctions are in unsafe positions on corners entering directly onto the very busy major road.

Recommendations

1 - Suggest that tactile paving and dropped kerbs should be moved to safer positions away from the corners.

2 - Suggest controlled crossing point(s) with dropped kerbs & footpath/cycle paths whole length of Link Road on eastern side from Litchard Hill to Bridgend town centre.

3 - Consideration could be given to the closure or partial closure of Litchard Hill to through traffic from the northern roundabout except for buses and emergency vehicles. This would significantly reduce traffic volume.

Hotspot 5 – Joslin Road and Link Road (South)

Issues

Problem 1: Joslin Road/Avenue. This area is isolated from Litchard and Pendre by two very busy roads i.e Heol West Plas (East) & A4061 Link Road and from the town centre by lack of safe routes making it very difficult if not impossible for pedestrians, wheelchair users & cyclists. There are no safe crossing areas or suitable walkways or cycle paths to access schools, bus stops, town centre, hospital, shops or community activities in Litchard, Pendre, Parc Derwen and the wider community.

Problem 2: Bridge across A4061 Link Road. The bridge connects Litchard & Pendre at Coity Higher Community Centre to Parc Derwen & Coity it is a potentially unsafe location after dark as access/exit areas are isolated, overgrown and unlit.

Recommendations

1 - Installation of a crossing point linking Joslin Road to the foot bridge in Parc Derwen is urgently required.

2 - The crossing of the A4061 link road adjacent to the TA centre needs to be upgraded with pedestrian barrier. The trees in the centre of the roundabout should be removed to provide better visibility to those choosing to cross at this location.

3 - Suggest improved lighting and cutting back of overgrowth in the approaches to the foot-bridge.

Hotspot 6 – Parc Derwen

The issues highlighted within the Parc Derwen development can be split into two categories, those that will be resolved following completion of the construction, those which will not.

Problem 1: Parc Derwen has been designed with cyclist and pedestrian accessibility in mind, however, very few of the facilities are yet complete and it is likely to be many years before the roads are adopted.

Problem 2: Access to the McArthur Glen retail area involves crossing the busy link road and either a long detour via Litchard or using the un-surfaced Footpath 17. – **See Hotspot 8**

Problem 3: Coety Primary School. Despite being a purpose-built school supposedly designed

to be integrated within a brand new development there is significant and increasing congestion in the adjacent streets during the school runs.

The “American style” drop off is closed during school hours as it is deemed to be dangerous and contrary to BCBC policy regarding vehicles on school property.

Neighbouring streets are too narrow for parked cars on both sides of the road resulting in cars blocking pavements and crossing points.

There are no parking restrictions in place and BCBC claim that they are unable to do so until the roads are adopted.

Despite occasional Police and PCSO presence there have never been bookings for driving offences.

Recommendations

1 - The Community Council be more forthright in their approach to BCBC and the Developers to expedite the completion of facilities and their adoption.

2 - For access to the shopping area see **hotspot 8**

3 - The community council, BCBC and the Police could develop a joint plan to alleviate congestion in the vicinity of the school. This could include the opening of the drop off, investigation of the feasibility of additional parking drop off space, parking restrictions during peak times and driver/parent education.

Hotspot 7 – Heol Spencer

Issues

Heol Spencer is a main road linking Heol West Plas to Bryncethin. Within the village it is narrow with an extremely narrow pavement which is insufficiently wide to enable wheel chair access to Gilead Chapel.

As the road progresses northward it resembles a typical rural road with no pavement beyond the entrance into Pwll Evan Ddu.

BCBC have indicated that the provision of a footpath along Heol Spencer could cost in the region of £800,000 although no supporting documentation has been provided to substantiate this. The estimate is considered to be excessive. BCBC have conceded that no design or scoping has been carried out and that the estimate has been based on other recent footpath works, extrapolated for Heol Spencer.

However, the Parc Derwen development has resulted in a significant number of dwellings that access Heol Spencer. This has resulted, not only in increased traffic volume but increased pedestrian journeys as residents of Parc Derwen seek to walk into the village. There is existing

planning consent for a further 14 houses on Heol Spencer and an application is under review to increase this to 24 dwellings. This will add further pressure to an already over burdened highway.

Heol Spencer is also a notorious rat run with residents of the Ogmere and Garw valleys choosing to travel to Bridgend via Coity Common and Coity rather than face perceived delay at the M4 Junction.

Recommendations

1 - It is recommended that a scoping and preliminary pricing exercise is commissioned to establish a firm estimate for the provision of a footpath along Heol Spencer. This could lead to funding options to be considered.

2 - Solutions relating to the rat run are considered in **Hotspot 8**.

Hotspot 8 – Coity Village & Trem Y Castell

Issues.

Problem 1: Heol Simonston. There are a number of houses on Heol Simonston that have been effectively cut off from the village since the construction of the Coity Bypass.

There is no footpath, therefore the residents have to walk along a dangerous road.

There have been representations from residents of Heol Simonston regarding this and their safety concerns.

Recommendation

1 - Construct a short section of footpath linking the houses to the existing footpath.

Problem 2: School Road “Triangle”. Two very narrow roads form a triangle in the vicinity of the pub, even though the volume of traffic has reduced since the closure of the school there is still a steady procession of traffic including large vehicles and agricultural plant. This often causes blockages and residents have concerns due to the intermittent pavement.

Recommendation

2 - The solution is not straightforward. Consideration could be given to the imposition of a one way system for a trial period.

Consideration could also be given to a weight limit on school road, however, due to the high number of farms and horse owners that access via school this may be impractical and unpopular.

Problem 3: Heol Simonston “Dead End”. Despite the bypass being in place for many years there is still a considerable volume of traffic that mistakenly drives into the blocked off section of Heol Simonston within the village.

Recommendations

3 - More visible signage could be installed coupled with more active poicing of the weight limit.

Problem 4: Pedestrian and cycle access to Bridgend Town. Coity village, Parc Derwen and Trem y Castell are effectively cut off from Bridgend town for cyclists and pedestrians.

The only safe walking route is via Litchard Cross and Coity road which is prohibitively long. There safe cycling route would be the same except cyclists would need to dismount over the footbridge.

The link road offers a direct route to town and the station/bus station but pedestrians are prohibited and it is not safe for cyclists.

Recommendations

4 - It is proposed that a combined footpath/cycleway is constructed adjacent to the link road to facilitate direct pedestrian and cyclist access into Bridgend Town.

Consideration could also be given to creating an alternative route via the Brackla industrial estate which may be more cost effective.

Problem 5: Pedestrian and Cycle Access to Sainsburys and McArthur Glen. As with access to Bridgend town cycle and pedestrian access is only via Litchard Cross although at the top of Litchard Hill there are no safe crossing point and no adequate pedestrian access into the retail area.

An alternative is “Footpath 17” which is a right of way through muddy fields and private property, unsuitable for cyclists, prams or the infirm. This footpath is proposed to be diverted and upgraded. However, there are objections to the diversion of this longstanding right of way. There has been representation from some residents that the path should remain and the “diverted” route should be in addition to not instead of the existing footpath 17. Or if it must be diverted, re-route to as close as possible to the existing.

Another potential access is via Heol Spencer and Heol Hopcyn John however, Heol Spencer is dangerous and without a footpath, as is Heol Hopcyn John between Heol Spencer and the Prison.

In either of the latter, pedestrians are then required to cross the busy link road which has no safe crossing points.

Recommendations

5a - Construct a footpath along Heol Spencer and complete the footpath along Heol Hopkin John.

5b - Ensure that the developer diverts and upgrades Footpath 17. Investigate the retention of the existing right of way in addition to the new route.

Investigate the most appropriate means of installing a safe crossing point to enable cyclists and pedestrians to cross the Link Road opposite the retail centre.

Problem 6: Heol West Plas traffic volume and speed. Coity continues to be a notorious rat run for residents of the Garw and Ogmere valleys. Due to this the volume of traffic is far greater than is safe for the village.

Due to the width of sections of Heol West Plas there is a perception that the traffic travels at excess speed and that the road is dangerous for residents.

This problem is particularly acute to the west of Heol Spencer due to the closure of Heol Simonston following the construction of the bypass. The by-pass was nothing of the sort, its true intention was to open up the land between Coity and Brackla for further development.

The “by-pass” has done nothing to reduce traffic flow through the village. Although it has reduced flow at the eastern end it has effectively doubled the volume between the traffic lights and the Post Office.

A mobile speed camera is regularly sited on Heol West Plas (and occasionally Heol Spencer), however, despite recording a number of excessive speed offences there has been no lasting impact.

Recommendations

The solution is not straight-forward, however, means must be investigated to both discourage traffic from using Coity as a rat run and reducing the speed of the residual traffic.

6a - Consideration could be given to introducing crossing points that narrow the road in places to slow traffic and increase journey times thus reducing the attractiveness of the rat run.

Consideration could also be given to restricting access to the village at the top of Heol Spencer thus removing or impeding access across the common, although this may inconvenience villagers.

6b - A further consideration could be to introduce a traffic order that made the Village “access only” thus prohibiting traffic from cutting through Coity. This could be supported by the installation of automatic number plate recognition (ANPR) cameras at the top of Heol Spencer at Coity Traffic lights that could be used to enforce the order.

There have been some calls to re-open the eastern end of the village to allow traffic to enter and take the strain off the western end of Heol West Plas. This is a controversial proposal that

divides the village depending on where they live. This report recommends that the north/south traffic is reduced prior to consideration of this measure.

Problem 7: Trem y Castell. Coity bypass opposite trem y castell has a significant issue with traffic speed. This is hazardous to vehicles entering and exiting Trem y Castell and there is an opening with footpath onto trem y castell there is no adequate pedestrian protection.

Recommendations

7 - recommendation metal barrier/ railing adjacent to opening as pavement is wide also a speed recognition sign which highlights the drivers speed and illuminate when excess speed is detected

Hotspot 9 – Pendre

Issues

Problem 1: Pendre Community Centre /Playground/ Playing Field. Access via the alleyway from Pendre has no lighting making it unsafe and undesirable to use after dark. As well as being a popular children's playground and hosting football games it is also a popular area for dog walkers and the Community Centre is used as a polling station during elections and so is required to stay open till 10pm.

Recommendation

1 - Suggest installation of good and effective lighting in alleyway.

Lighting within the areas could be improved especially where there are paths running through adjoining areas.

Problem 2: The Dell at the top of Glynbridge/Springfield Gardens. This is a very popular short cut to Bridgend town centre and the local businesses e.g mini market, chip shop, garages as well as being popular with dog walkers but there is no lighting in the Dell making it an unsafe and unattractive route during the winter months and after dark in the lighter months.

Recommendation

2 - Suggest installing good, effective lighting in the Dell.

Problem 3. Davies Avenue. The south side has a grass verge running the length of this road which reduces the width of the pavement making it difficult for wheelchair users and push-chairs.

Recommendations

3 - Suggest widening the pavement along the south side.

Problem 4a. The Road Signs either side of the Bryn Gorsedd access onto Litchard Terrace, obstructs the vision of motorists exiting Bryn Gorsedd onto Litchard Terrace.

This is further hindered by cars parking on Litchard Terrace opposite the junction. By Law, vehicles are NOT permitted to park within 10m (30ft) of a junction.

By Law, there must be a clear and unobstructed visibility splay, the length of the splay is determined by the speed limit on Litchard Terrace, i.e.. 30mph. Therefore a clear visibility splay of 75m.

There have already been a number of accidents, two involving pedestrians being knocked down.

Clerk of CC has previously put on CC agenda. Richard Young has written to BCBC.

Problem 4b Cars are using Bryn Gorsedd for turning purposes, young children are playing in the cul de sac, and are subject to danger

Problem 4c There is a perceived issue with excess vehicle speeds in the street.

Recommendation

4 - Amend the positions of the Bryn Gorsedd road Signs and Stop parking opposite the junction (10m)

5 - Access only into Bryn Gorsedd.

6 – consider establishing a community speed watch or formal speed enforcement.

Problem 5. Litchard park - Grass verges are poorly maintained and cars park on them, causing damage.

Recommendation

7 - Resident suggestion: Take up the grass verges and make rd wider for cars. Consideration could be given to reinforcing the grass verges with grids that allow cars to park on the crass verge but not damage the grass.

Problem 6. Pendre – Coity Road/Post Office

Residents feel there should be Yellow lines by post office to stop cars from parking especially on the corner where it becomes dangerous for everyone.

Priorty is high as there are continued issues. May not be easily achievable but there is support from police.

Recommendation

8 - Enquiries for yellow lines outside Pendre PO need to be started this year but to be achieved in 18/19.

Problem 7. Pendre - Great Western Avenue/Park

Problem 7a: Bin at car park needs to be bigger as it over flows. Otherwise residents feel it needs to be emptied more often. The bins are currently the small bins situated on the lamp-post.

Problem 7b: Grass verges need cutting and it have a system to prevent cars from parking.

Problem 7c: The car park and pavements around field need maintaining.

A path is needed where people can access the field from the cemetery as this is inaccessible to pushchairs and anyone with poor mobility.

High priority to maintain the car park and field. The BCBC ward councillor was putting a request in to have the holes looked at into the car park. These were discussed at the May and June meeting. Should be achieved this year as both car park and pavement is bad.

Recommendations

9 – Solutions as per Litchard Park above.

10 - Suggestion is to whether people parking to use the field could park at the bottom end because there is a large area of field not being used. Medium priority could be looked at in 2018/19.

11 - Follow up on Ward Councillor referral and apply pressure to BCBC. Consider asset transfer of the Great Western playing fields in enhanced condition.

Problem 8. Rushfield Gardens The residents have identified the requirement for a children's play area on the grass area as you enter the estate.

Recommendation

12 – consider Rushfield Gardens Play area this as a community council project for delivery within the life of this council.

Problem 9. Glynbridge - Residents have identified the requirement for a bus shelter on opposite side to Glynbridge plus Bench and flowers in park behind Glynbridge which people walk through.

Recommendation

13 - The bench and flowers are easily achieved and could probably be done this year. The community council could enquire for this to start the ball rolling. This could be a project for 17/18.

Problem 9. Springfield Gardens and Glynbridge

Problem 9a: The road running from the entrance into the estate around Glynbridge and Springfield is in poor condition and needs resurfacing. Cllr Davies spoke to 80 residents who say they are very unhappy about this. One Resident said she has had stone fly up from the road and hit her front window.

Problem 9b: Army camp has a shed with no landscaping. Residents are unhappy because it looks untidy and unsightly. They are also questioning whether planning was requested for it.

Recommendations

14- High priority as a large number of residents complained about the entrance into the Glynbridge/Springfield estate and were very unhappy. Would like it achieved in this financial year. To be achieved by BCBC.

15 – make enquires regarding the requirement and feasibility of providing landscaping to the shed.

10 - Community Wide

Although there are specific issues there are common themes across the Coity Higher area.

Problem 1: Tactile paving & Dropped Kerbs (crossing points in general)

There issues with substandard of missing crossing points throughout the Coity Higher area.

Recommendation

1 - It is recommended that a schedule of deficient crossing points is established with a view to seeking funding for a programme of improvements.

Problem 2: Pavements.

In various places there are su- standard or missing pavements. Notable examples include Heol Spencer, Litchard Terrace and Heol Simonston, However, aside from modern developments most streets have locations where there are pavement deficiencies.

Recommendation

2 - Aside from the key sites it is recommended It is recommended that a schedule of deficient pavements is established with a view to seeking funding for a programme of improvements.

Problem 3: Streetlighting

3 - There are various locations where inadequate streetlighting is considered to be a hazard and a disincentive to cyclists and pedestrians.

Recommendation

It is recommended that a schedule of deficient streetlighting is established with a view to seeking funding for a programme of improvements.

Problem 4: Cycle routes.

There are insufficient safe cycle routes. This is particularly true between communities, for example travelling from Coity Village to Litchard/Pendre or from Coity Higher into Bridgend, Wildmill station or to McArthur Glen/Sainsburys.

Recommendation

4 - It is recommended that a comprehensive review of cycling routes is carried out during the next phase of the development of the community access plan.

Consideration should be given to the establishment of “strategy” North/South routes along Litchard Hill/Coity Road and a new cycle/walkway alongside the A4061 Link road linking into Bridgend town.

The East West corridor cycle corridor should be considered linking Coity Village with Wildmill Station and onwards to the Ogmere valley cycle path.

These key cycle routes should connect to the existing designated routes thus creating an integrated cycling network across the community council area.

Prioritisation & Key Action Tracker

The proposed recommendations have been summarised in the table below. The table lists the action, makes an approximation of the priority and ease of implementation, whether it links to BCBC’s Active Travel Plan.

Each intervention has been graded on a scale of 1-3 for priority – 3 being highest priority and ease/cost of implementation – 1 being hardest to achieve, 3 “easiest”. Multiplying the scores creates an overall ranking. The higher the ranking provides an indication of the highest priority interventions that are “easiest” to implement therefore should be prioritised.

The priority and ease of implementation have been plotted against the 9-box model below to prompt further discussion and focus the community council’s efforts. However, these outcomes are not definitive and qualitative considerations and analysis will also need to be undertaken along with a more comprehensive assessment of cost.

Notwithstanding the above, the model has prioritised those interventions that are highest priority yet considered easiest/cheapest/quickest to implement.

The task group/community council must now establish costs for each intervention identifying external funding opportunities to establish the cost to the community council. This will also inform prioritisation and budgeting.

PRIORITY	H	3	6	9
	M	2	4	6
	L	1	2	3
		H	M	L
		COMPLEXITY / COST		

Hotspot	Action	Description	Ward	Priority	Complexity & Cost	Estimated Cost	Target timescale	link to Active Travel Plan	Comments	Other bodies?	Priority score	Ease Score	Provisional Ranking
1	1	General lighting improvements in vicinity of the community centre, footbridge and park.	Litchard	L	L	TBC	17/18	No		BCBC & Awen	1	3	3
1	3	Paths leading to the swing park from Heol West Plas & Litchard Hill.	Litchard	L	L	TBC	17/18	No		BCBC	1	3	3
1	4	A safe crossing point on Heol West Plas & Litchard Hill to access park.	Litchard	L	L	TBC	17/18	No		BCBC	1	3	3
2	1	Clear overgrowth & refresh tactile paving on heol west plas adjacent to park entrance.	Litchard	H	L	TBC	17/18	No		BCBC	3	3	9
2	2	Widen and extend pavement on Heol West plas in vicinity of litchard park	Litchard	H	M	TBC	18/19	No		BCBC	3	2	6
2	3	Improve pedestrian crossing provision from Heol Ty Sant	Litchard	H	H	TBC	18/19	Yes	linked to BCBC active travel plan intervention for Litchard Cross.	BCBC	3	1	3
2	4	Improved pedestrian crossing provision for Litchard Cross	Litchard	H	H	TBC	19/20	Yes	linked to BCBC active travel plan intervention for Litchard Cross.	BCBC	3	1	3
2	5	Liase with BCBC to understand future plans for Litchard Cross to resolved the bollard issue.	Litchard	M	M	TBC	18/19	Yes	linked to BCBC active travel plan intervention for Litchard Cross.	BCBC	2	2	4
2	6	Establish an audit regime for bins throughout the community council area.	Litchard	H	L	TBC	17/18	Yes	This has been tabled for the community council July 17 agenda	BCBC	3	3	9
3	1	Investigate removal of tree at Litchard Mission or raise pavement to contain roots.	Litchard	H	M	TBC	17/18	No	Tree may be subject to TPO. Solution may be pavement alterations.	BCBC	3	2	6
3	2	Seek agreement with BCBC for street sweeping particularly at autumn leaf shedding - consider devolving responsibility.	Litchard	H	L	TBC	17/18	No	Although a solution to this issue there may be similar instances where more responsive sweeping is required across the council	BCBC	3	3	9

3	3	Replace all defective kerbs & paving. Install tactile paving	Litchard	H	H	TBC	17/18	No	as above - council wide issue.	BCBC	3	1	3
3	4	Consider improvements to the footpath and traffic control on approach to Wildmill station. Including improved lighting	Litchard	M	H	TBC	18/19	No	significant project that will require co-operation with BCBC, Bridgend Town Council and possibly Network rail. A joint working group should be formed. This may require removal of the pavement on one side of the road to maintain road width. Significant project that will require close co-operation with BCBC & BTC	BCBC & BTC	2	1	2
3	5	Widen the pavement along the length of Litchard Terrace	Litchard	M	M	TBC	19/20	No	This may require removal of the pavement on one side of the road to maintain road width. Significant project that will require close co-operation with BCBC	BCBC	2	2	4
4	1	Move tactile paving & dropped kerbs back from junctions to safer locations on all junctions.	Litchard	H	M	TBC	18/19	Yes	May have links to the Active Travel Plan.	BCBC	3	2	6
4	2	install controlled crossing points linking to a footpath cycleway along the whole length of the link road from Litchard Hill to Town centre	Litchard & Pendre	M	H	TBC	19/20	Yes	Check if this refers to the Link Road or Coity Road	BCBC	2	1	2
4	3	consult on partial closure of Litchard Hill to through traffic from northern roundabout except for buses and emergency vehicles. This would reduce	Litchard	M	M	TBC	18/19	No	Technically simple and inexpensive, however will require extensive consultation.	BCBC	2	2	4
5	1	Install a crossing point on Heol West Plas linking Joslin Road to Parc Derwen	Pendre	H	M	TBC	18/19	No		BCBC	3	2	6
5	2	Improve pedestrian crossing on A4061 link road adj to TA centre and remove trees in centre of the roundabout to improve visibility.	Pendre	H	M	TBC	17/18	No	two phase - remove the trees first.	BCBC	3	2	6
5	3	Improved lighting and cut back vegetation in vicinity of the footbridge.	Litchard	M	L	TBC	17/18	No		BCBC	2	3	6
6	1	Community Council to be more forthright in applying pressure to Developers and BCBC to complete facilities in Parc Derwen	Litchard & Coity	H	L	TBC	17/18	No	CHCC to play a more active role	BCBC & Persimmon Homes	3	3	9

6	3	Develop a joint plan with BCBC, School and Police to alleviate congestion during the school run times at Coety School	Coity	H	L	TBC	17/18	No	This will require the formation of a collaborative cross organisational group. CHCC could consider elading on this.	BCBC, BCBC ward councillor, school, Police.	3	3	9
7	1	Commission a scoping and pricing report to establish a firm estimate for the installation of the pavement along Heol Spencer. The report will inform subsequent funding requests and procurement.	Coity	H	M	TBC	17/18	No	BCBC have indicated c£800k for these works. This is considered excessive therefore an independent engineering appraisal is required. It may also be that this pavement could be constructed in sections thus reducing cost in a single year whilst still delivering benefit.	BCBC & External consultant.	3	2	6
8	1	Commission a scoping and pricing report to establish a firm estimate for the installation of the pavement linking Heol Simonston to the existing pavements & a crossing point. The existing BCBC quote is considered excessive.	Coity	H	M	TBC	18/19	No	BCBC have indicated c£48k for these works. This is considered excessive therefore an independent engineering appraisal is required.	BCBC & External consultant.	3	2	6
8	2	Further public consultation and discussion with BCBC highways	Coity	L	H	TBC	19/20	No	This is a difficult issue to resolve.	BCBC & Public Consultation	1	1	1
8	3	Increased signage and active policing.	Coity	M	L	TBC	18/19	No		BCBC	2	3	6
8	4	construct a combined footpath & cycleway along the link A4061 link road. Or consider alternative route via the industrial estate.	Coity	M	H	TBC	19/20	Yes	This may be included within the Active Travel Plan - need to consult with BCBC	BCBC	2	1	2
8	5a	Resurface/construct the footpath along Heol Hopcain John between Heol Spencer and Parc Prison	Coity	M	M	TBC	19/20	No		BCBC	2	2	4
8	5b	Ensure that Footpath 17 diversion is completed at the earliest opportunity. Investigate most effective means of establishing safe pedestrian crossing of the link road adjacent to the "Pines".	Litchard & Coity	H	M	TBC	17/18	Yes		BCBC	3	2	6
8	6a	Narrow Heol West plus with crossing points that both facilitate pedestrian crossing and slow the average traffic speeds discouraging through traffic.	Coity	H	M	TBC	18/19	No	Will require liaison with BCBC to establish feasibility and design/cost	BCBC	3	2	6

8	6b	Introduce a traffic order making Coity Village "access only" requiring southbound through traffic from Coity Common to turn right and pass Parc Prison. This should be enforced with ANPR cameras at the top of Heol Spencer and the Traffic lights on Heol Spencer.	Coity	H	L	TBC	18/19	No	This will require close liaison with BCBC Highways and there must be public consultation within Coity Village. There are also views that favour the reopening of Heol West Plas/Heol Simonston however, this is a divisive proposal depending on where people live within the village. The North South Traffic needs to be addressed prior to consideration of this proposal.	BCBC	3	3	9
8	7	metal barrier/railing adjacent to opening as pavement is wide also a speed recognition sign which highlights the drivers speed and illuminate when excess speed is detected	Coity	H	M	TBC	18/19	No		BCBC	3	2	6
9	1	Installation of effective lighting in the vicinity of the community centre and the adjoining paths.	Pendre	H	L	TBC	17/18	No		BCBC	3	3	9
9	2	Installation of effective lighting and benches in the dell at the top of Glynbridge/Springfield Gardens	Pendre	H	L	TBC	17/18	No		BCBC	3	3	9
9	3	Widen the pavement to the south side of Davies Avenue	Pendre	M	M	TBC	18/19	No		BCBC	2	2	4
9	4	Amend the positions of the Bryn Gorsedd road Signs and Stop parking opposite the junction (10m)	Pendre	H	L	TBC	17/18	No		BCBC	3	3	9
9	5	Traffic order for Access only into Bryn Gorsedd.	Pendre	M	L	TBC	18/19	No		BCBC	2	3	6
9	6	Consider establishing a community speed watch or formal speed enforcement.	Pendre	H	L	TBC	17/18	No	Consider across all community council area	BCBC	3	3	9
9	7	Consider either removing grass verges and widening the highway or reinforcing grass verges with a grid system to protect the grass	Pendre	M	M	TBC	19/20	No	requires pricing and liaison with BCBC	BCBC	2	2	4

8	7	Consider either removing grasses and weeds from the highway or installing grass verges with a grid system to protect the grass.	Positive	M	M	TBC	15/20	No	requires pricing and follows with BCBC	BCBC	2	2	4
9	8	Explore for pulver lines outside Ponds PD need to be started this year	Positive	H	L	TBC	11/18	No	Traffic Order - may require further consultation	BCBC	3	3	3
9	9	Consider reinforcing grass verges with a grid system to protect the grass.	Positive	M	M	TBC	15/20	No	requires pricing and follows with BCBC	BCBC	2	2	4
9	10	Suggestions to whether people parking at the Great Wetens field could park at the bottom and bottom there is a large area of field not being used.	Positive	H	L	TBC	11/18	No	follows with BCBC	BCBC	3	3	3
9	11	Follow up on Ward Committee referral and apply process to BCBC. Consider cost transfer of the Great Wetens playing fields in enhanced condition.	Positive	M	M	TBC	15/19	No	Potential Asset Transfer	BCBC	2	2	4
9	12	consider Reinfeld Gardens Play area this as a community council project for delivery within the life of this council.	Positive	L	M	TBC	20/21	No	Community Council Project	N/A	1	2	2
9	13	The fence and flower area really inhibited well could probably be done this year. This community council could negotiate for this to start the ball rolling.	Positive	L	L	TBC	11/18	No		N/A	1	3	3
9	14	Contract BCBC to make URGENT repairs to the Clebridge/Springfields car park road	Positive	H	M	TBC	11/18	No	BCBC Highway may require road number	BCBC	3	2	6
9	15	main enquiries regarding the requirement and feasibility of providing hand-cycling to the road.	Positive	M	M	TBC	15/19	No		BCBC & MOD	2	2	4
10	1	Complete a schedule of deficient pavements existing points throughout the council area to inform a repair & improvement programme.	All	H	M	TBC	11/18	No		BCBC	3	2	6
10	2	Complete a schedule of deficient pavements throughout the council area to inform a repair & improvement programme.	All	H	M	TBC	11/18	No		BCBC	3	2	6
10	3	Complete a schedule of deficient pavements throughout the council area to inform a repair & improvement programme.	All	H	M	TBC	11/18	No		BCBC	3	2	6
10	4	Undertake a comprehensive review of cycling routes with particular focus on "picking up" connections with Cobby Highway	All	M	H	TBC	15/19	Yes	This is likely to link with the BCBC Active Travel plan	BCBC	2	1	2
					Total Estimated Cost	TBC							

Summary and Recommendations

Summary

The development of the Community Access Plan has been a rewarding and enlightening experience.

In comparison with the community access plan previously developed by Coychurch community council, the task has been challenging. Whereas Coychurch is a village akin to Coity village, the Coity Higher area contains a number of connected communities each with differing transport challenges.

Moreover, the working group developing this access plan has been much smaller than that undertaking the Coychurch exercise.

Although community engagement within the working group has been limited participation in the surveys was considerable and some respondents provided detailed feedback that informed the site audits and recommendations within the report.

From the survey data it is clear that the car is the overwhelming transport mode used within Coity Higher, although where access by foot is feasible residents will use it as evidenced by the figures for trips to school, play parks and Post offices.

However, cycling is a seldom used mode of transport with an insignificant number of essential journeys being undertaken by cycle. This may be explained by feedback suggesting that people would be prepared to cycle more if there were safe routes to do so.

Many of the respondents when asked why they chose to travel by car indicated that there was “no alternative” or cited safety issues.

From the above it is evident that if there were better, safer routes then more people would choose to walk or cycle rather than drive.

The site audits highlighted a high number of deficiencies that inhibit community access for both able bodied residents and those with mobility issues.

There are fundamental and significant challenges in specific areas such as Litchard Hill/Cross, Litchard Terrace/Wildmill Station, access to the “pines” and Within Coity Village. Clearly these areas will require capital funding to instigate enduring solutions.

However, there are multiple “minor” issues throughout the area including missing or defective tactile paving, crossing points, pavements and street-lighting.

Recommendations

During the analysis of the surveys and site audits in preparation for this report it became clear that the scale of this exercise was greater than originally anticipated. There are multiple issues

that require multiple often complex solutions.

The findings in this report do not culminate in a single application for capital funds rather they should inform council policy and activity going forward.

This should be considered a live document that prompts multiple activities and projects which, depending on their scale and cost require differing approaches and co-ordination with BCBC and other bodies.

Therefore, the following recommendations are made:

- 1) This report shall be reviewed and updated as progress against the action tracker is made and subject to thorough review annually.
- 2) Following the council shall agree the highest priority actions/interventions and progress in line with the recommendations.
- 3) The council/Working group shall establish a budget estimate for all interventions detailed in the table to inform a five-year capital programme.
- 4) The working group/clerk shall seek an early meeting with BCBC officers to discuss the plan and its links with BCBC's active travel plan.
 - a. This Community Access Plan should be submitted to BCBC as the community council's response to the consultation currently being undertaken on the Active Travel Plan.
- 5) Further quantitative data regarding traffic flows, accidents stats and similar shall be collated and included in future versions or as necessary to support actions and funding applications.
- 6) Further public consultation shall be undertaken on a case by case basis in accordance with the proposed recommendations.
- 7) Following approval of the Community Access Plan the working group will liaise with BCBC to seek funding for the highest priority schemes and manage to conclusion.
- 8) The Working group will report back to the full council on a monthly basis and the community access plan should be a standing agenda item.
 - a. Consideration could be given to making the working group a formal sub-committee of the community council.