

COITY HIGHER COMMUNITY COUNCIL

COMMUNITY ACCESS PLAN

INTERIM REPORT

JANUARY 2017



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Executive Summary

This interim report summarises the findings and provisional findings from the development of the Community Access Plan for Coity Higher Community Council.

Background.

Following the initial consultation with residents of Coity Higher and other stakeholders, site surveys were carried out. This evidence gathering phase has highlighted a number of “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 outline solutions for consideration.

It is proposed that this interim report forms the basis for further public consultation following which, prioritisation of the issues and firm proposals for improvement are included in the final Community Access Plan.

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

Cllrs A Davies, M Lewis, 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.

Unfortunately, with the exception of Litchard school, community participation with in 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. The next phase of the community access plan will seek to discover whether such activities are underway and seek to incorporate them into the final plan where appropriate.

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 councilors 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.

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 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 schools, Litchard Mission although pedestrian and disabled access varies.

There are three playing fields within the area at Coity Village, adjacent to Coity Higher community centre and 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.

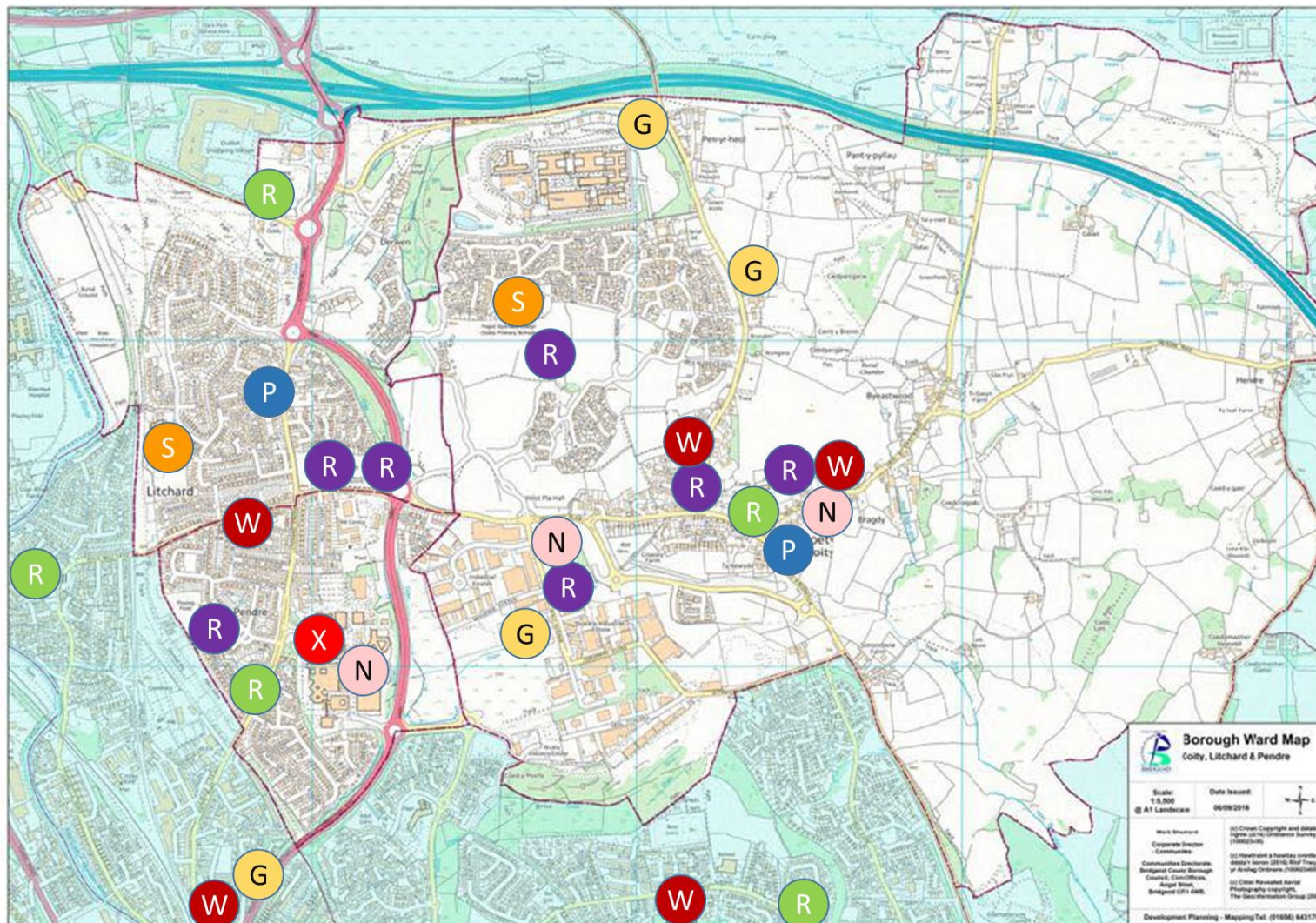
None of the four comprehensive schools in Bridgend are located in the Coity Higher area and none are accessible by foot.

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 and in Bridgend town and Brackla.

Facilities

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



Accident Report

Accident figures will be collated during the next phase of access plan development

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.

Speed figures will be obtained during the next phase of the plan development.

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.

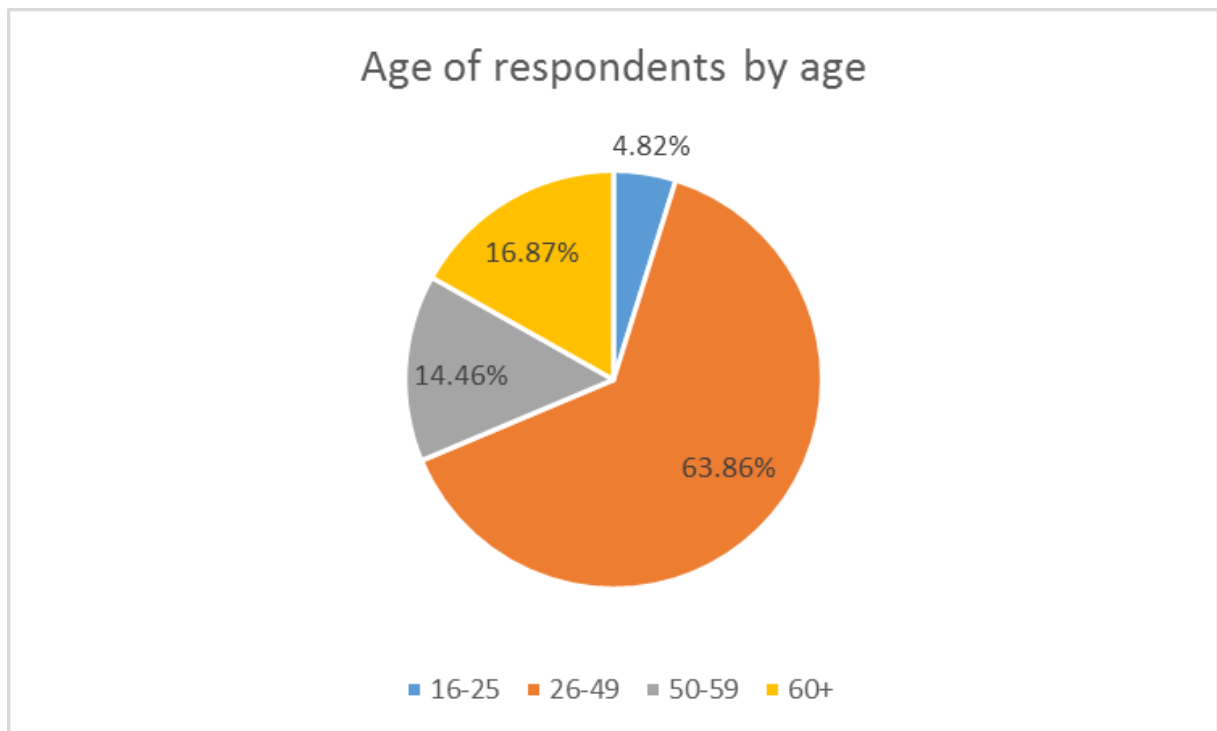
Survey Results

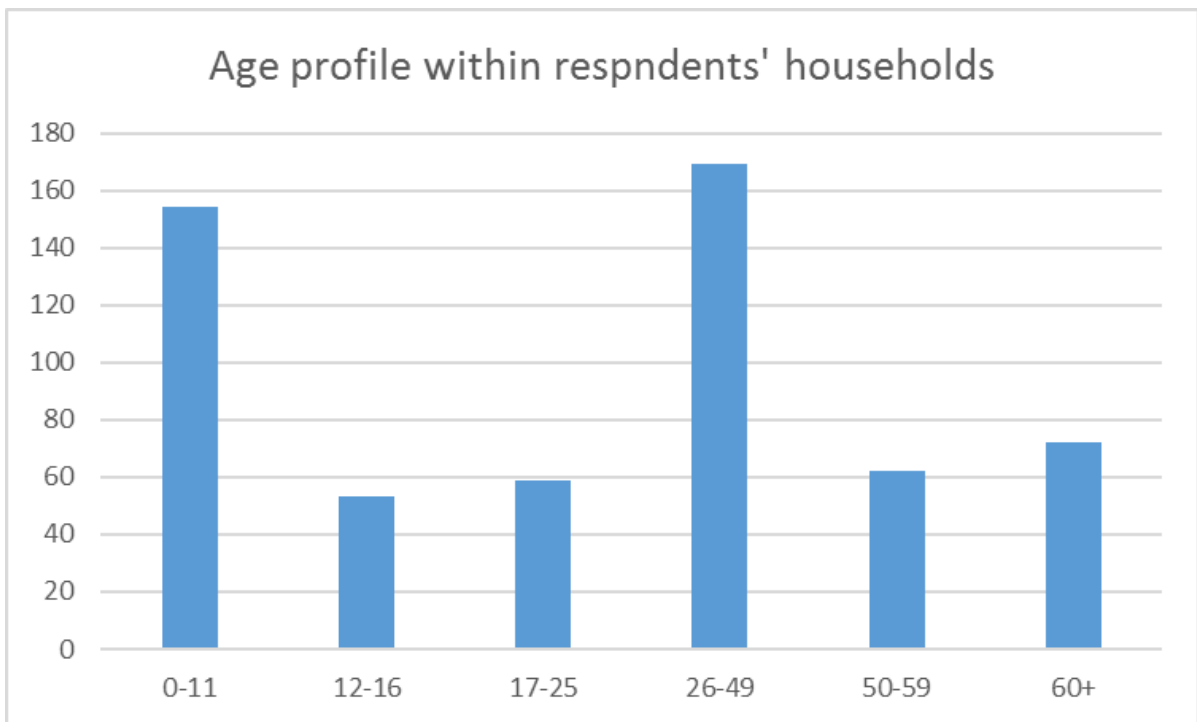
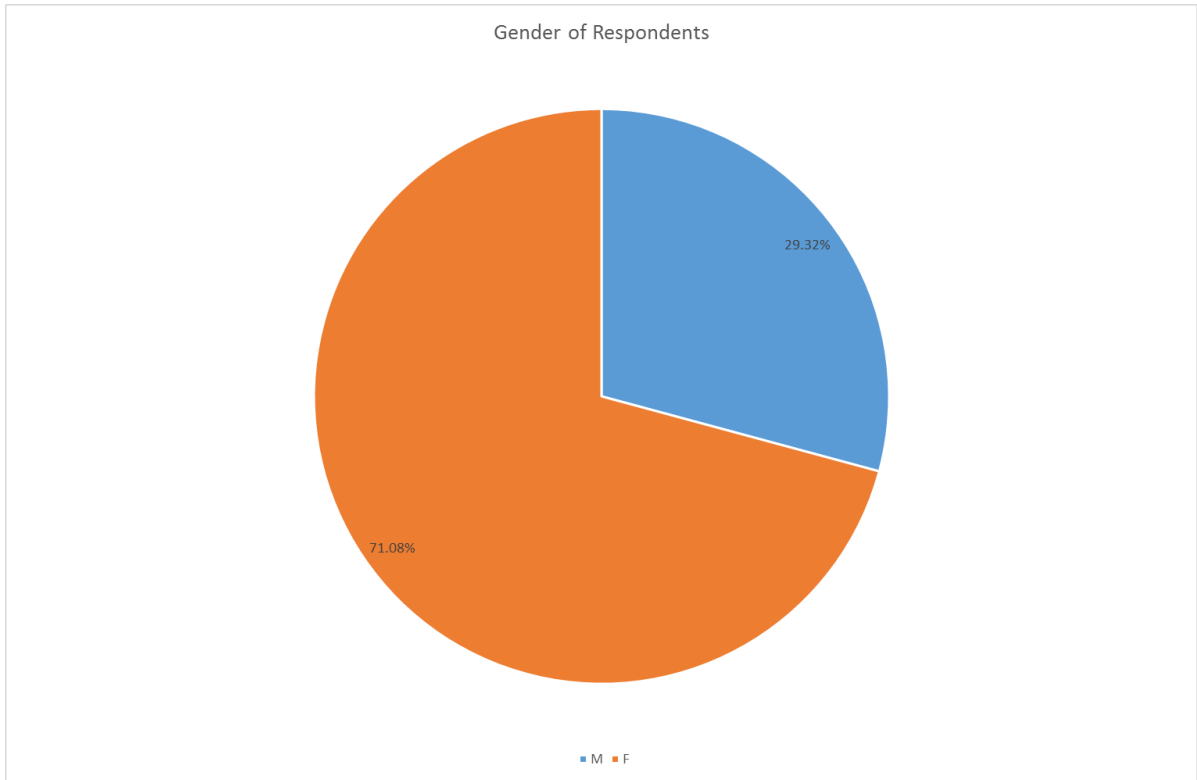
The Data

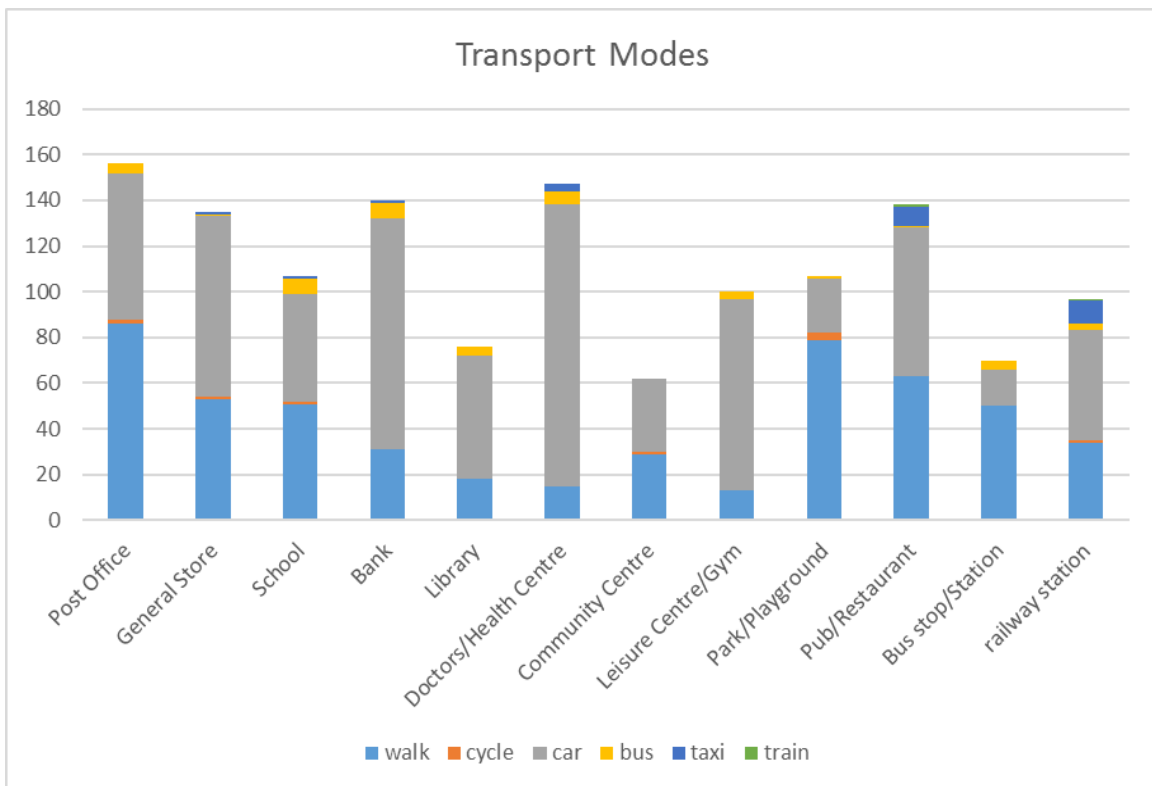
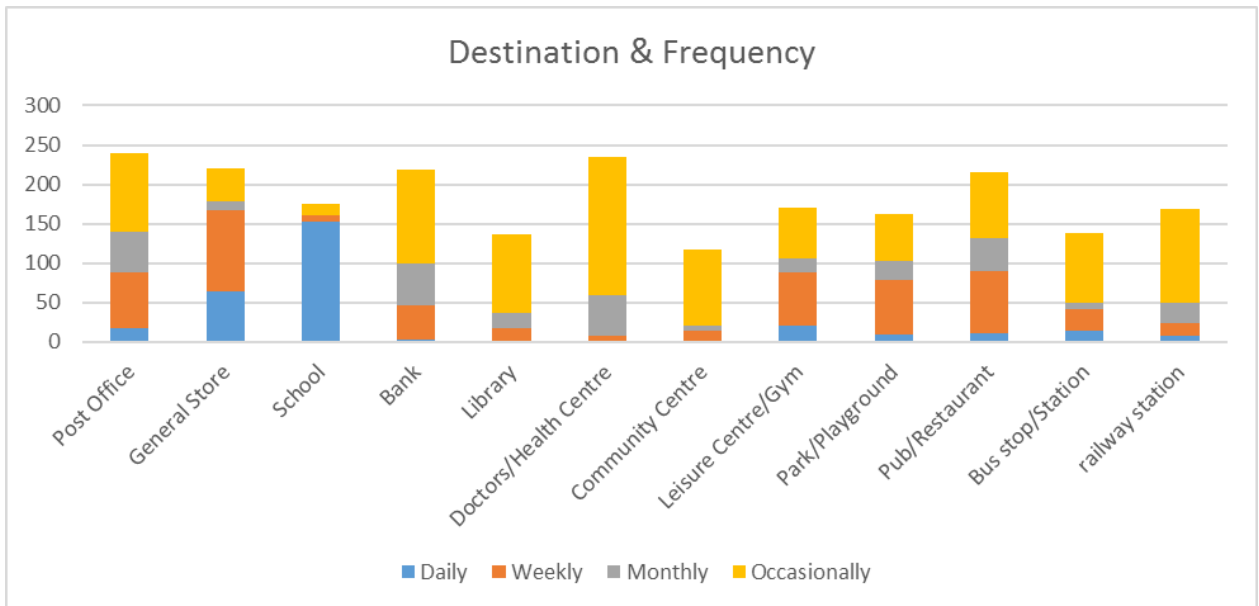
The survey was conducted in the summer of 2016. Residents were able to complete the survey electronically via 'survey monkey' or on paper.

Because of the nature of survey monkey a response rate cannot be calculated however, 249 surveys were returned which is considered to be 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.







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

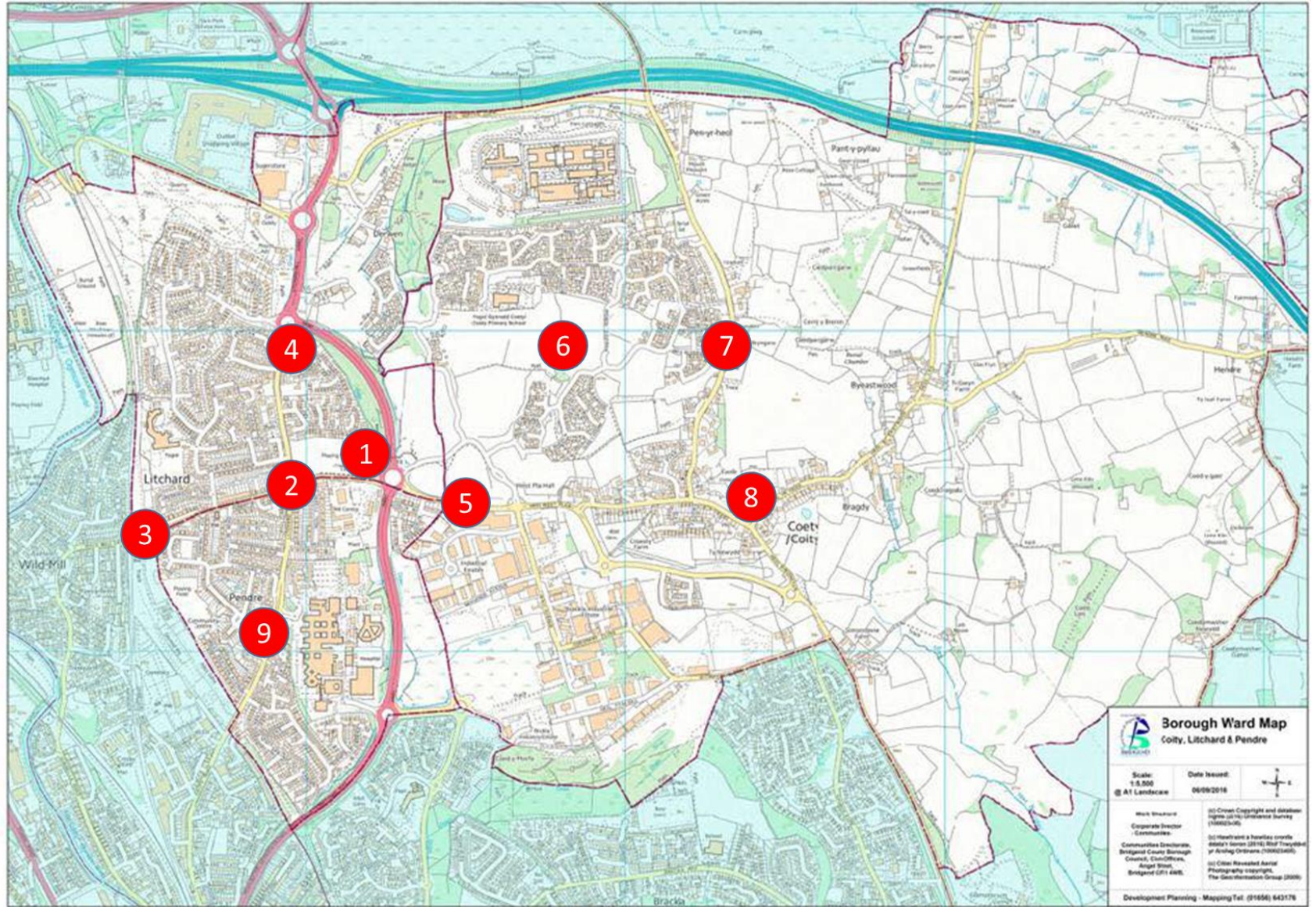
Coity Higher is a large community council area covering a number of communities, therefore there are a number of key routes through and interconnecting routes.

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 affect 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 at the bridge.

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

Recommendations

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.

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.

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.

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.

Recommendations

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

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

Improve the crossing provision from Heol Ty Sant

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

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 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

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.

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.

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

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.

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.

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.

Recommendation

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

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.

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

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

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.

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

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

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

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.

Recommendation

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.

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

Hotspot 8 – Coity Village

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

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

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.

Recommendation

More visible signage could be installed coupled with more active policing 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/buss station but pedestrians are prohibited and it is not safe for cyclists.

Recommendation

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.

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.

Recommendation

Ensure that the developer diverts and upgrades Footpath 17.

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

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.

Recommendation

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.

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.

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.

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

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

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.

Recommendation

Suggest widening the pavement along the south side.

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

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 sub 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

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

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

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.

Interim Summary and Recommendations

Summary

The first phase of 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 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. Therefore, the working group took the decision to present the initial findings in this report which, subject to council approval, should be used as a basis for further public consultation.

It is possible that the findings in this report do not culminate in a single application for capital funds rather they could inform council policy and activity going forward.

Therefore the following recommendations are made.

- 1) The findings of this report shall be subject to further public consultation to confirm the conclusions and prioritise the action areas. The manner of public consultation shall be determined by the working group.
- 2) Efforts shall be made to increase the size of the working group and encourage participation from residents. Particular efforts could be made to encouraging those with professional expertise in transport planning, engineering and accessibility.
- 3) Further quantitative data regarding traffic flows, accidents stats and similar shall be collated for inclusion into the final report.
- 4) Following the further consultation and actions arising a draft final Community Action Plan shall be developed and presented to the Community Council for approval. The target for the presentation will be April's council meeting depending on the scale of the response to the consultation and success in attracting more participation in the working group.
- 5) The draft final Community Access Plan will recommend the highest priority schemes.
- 6) 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.