

# Coity Higher Community Council



## Active Travel Plan

Route Submission November 29<sup>th</sup> 2017

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# Executive Summary

- This document summarises Coity Higher Community Council's application for funding to develop two strategic walking routes.
- This submission is based upon the Community Access plan developed by the Community Council.
- The routes will facilitate modal shift from car travel to pedestrian and cycle journeys.
  - Route 1 links Heol Simonston and Coity Village to Wildmill Railway Station and will intersect other key non car routes to key facilities.
  - Route 2 links Litchard Primary School to Pendre playing fields, the Princess of Wales Hospital and bus stops. It will also link to Wildmill Station and act as a key pedestrian corridor for the communities of Litchard and Pendre.
- This submission is intended to complement projects that have been identified within BCBCs Active Travel Plan.

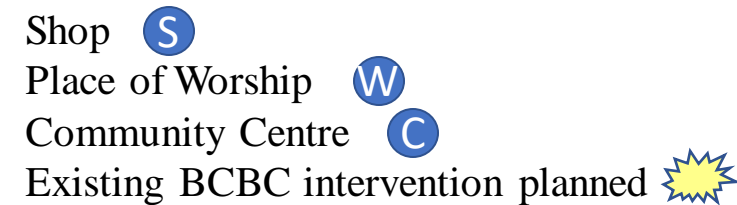
# Background

- In 2016 Coity Higher Community Council commenced the development of a Community Access Plan to develop interventions that increase pedestrian and cycling for day to day journeys.
- The plan was supported by residents' surveys, consultation and route surveys.
- The access plan identifies a large number of interventions that are necessary to ensure that the Coity Higher community has an integrated community access network. Some require significant investment and fall firmly within the remit of BCBC, others are smaller although many require co-operation with BCBC to implement.
- The Access Plan was submitted to BCBC to inform their consultation on the development of an Active Travel Plan.
- During a subsequent meeting with BCBC officers it was concluded that:
  - There were a number of areas of alignment where interventions were already planned by BCBC or had been included within their draft Active Travel Plan.
  - Some interventions were not considered appropriate for inclusion as they were safety or asset management activities that did not specifically encourage modal shift.
  - That Coity Higher Community Council would review the access plan and identify interventions along key routes that would specifically encourage modal shift.
    - A further submission would be submitted to BCBC for incorporation into their Active Travel Plan submission by the end of November 2017.

# Overview of Routes

- Following analysis of the Community Access Plan two key routes/corridors were identified that required specific interventions to encourage modal shift.
- These routes linked to key community resources, including bus & rail, retail, education and retail.
- The routes were either lacking pedestrian facilities altogether or they were sub standard.
- A key consideration was the provision of safe routes for all, including the elderly, those with physical impairment, partial sight & blindness and pushchairs.
- The route selection will also serve to join up communities within the Coity Higher area.

**(Overlaid on BCBC active Travel Plan)**



# Overview of Routes – Route 1/1a

## Heol Simonston & Coity Village

- The primary objective of route 1/1a is to create a pedestrian corridor linking the hamlet at Heol Simonston and Coity Village to the Railway Station at Wildmill and key facilities and routes intersected along the route.
- Connection to Wildmill Station is considered to be key to achieving modal shift within Coity Higher particularly given its proposed incorporation within the South Wales Metro.
- There is currently no safe walking route from the houses at Heol Simonston to the existing foot/cycle path routes and onwards to Wildmill station and other facilities.
- Coity Village has disconnected or missing footpaths that result in no safe walking or cycling route from the village to any facilities beyond.
- Route 1a requires the connection of the properties along Heol Spencer via a new pavement to the existing footpath network and enable safe walking routes to the village, the Parc Derwen foot/cyclepath network and to Wildmill Station and beyond.
- The route intersects with key aspects of the Active Travel Plan and other proposed BCBC projects:
  - Joslin Road connection to the Parc Derwen Foot/Cyclepath network.
  - A4061 Roundabout & crossing improvements.
  - Litchard Cross Improvements.
  - Litchard Terrace Improvements.
- The route will consist of a multiple interventions, primarily crossing points and the improvement of tactile paving. There will also be a requirement for sections of pavement linking the hamlet on Heol Simonston to the existing and along Heol Spencer tying into the existing at Pwll Evan Ddu.
  - The improvements along Litchard Terrace will require further consideration due to the width of the existing road. It is likely that to accommodate traffic one pavement will need to be removed to be replaced with a single wider pavement and appropriate crossing points.



# Overview of Routes – Route 2

## Litchard School to Princess of Wales Hospital

- The primary objective of route 2 is to create a pedestrian corridor linking the Litchard and Pendre residential areas to local facilities including:
  - Wildmill Station
  - Litchard School
  - Litchard Mission, Local shops
  - Pendre Community Centre
  - Princess of Wales Hospital.
- Although there is an extensive pavement network, in many locations they are substandard with insufficient or inadequate crossing points.
- Provision for those with limited mobility or sight is inadequate as it is for those with pushchairs.
- The route will act as a pedestrian “spine” corridor through the residential areas providing a single corridor that connects all community facilities within the area.
- As with Route 1/1a the interventions will primarily comprise of improved crossing points and pavement improvements.
- Route 2 will significantly improve connectivity within Litchard and Pendre.



# Route 1/1a Detail

d – Heol Spencer

f – Heol West Plas at  
Litchard Cross

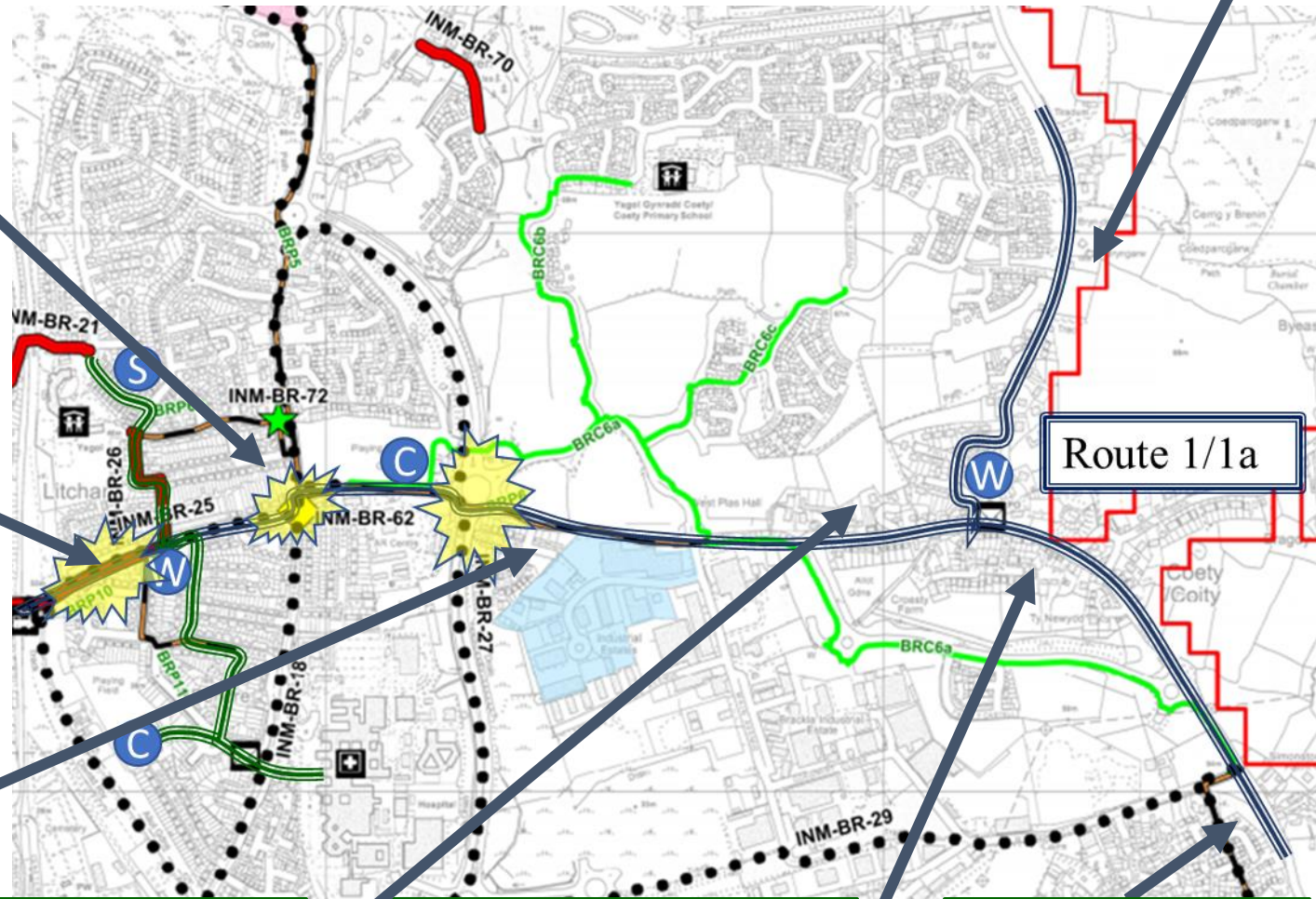
g – Litchard Terrace

e – Heol West Plas at  
Joslin Road

c – Heol West Plas  
(west of Heol Spencer)

b – Heol West Plas  
(east of Heol Spencer)

a – Heol  
Simonston



# Route 1

## a – Heol Simonston



A short length of pavement along Heol Simonston and a crossing point from the houses will enable connection to the existing footpath/cycleway network and onwards to Coity Village, Wildmill Station and other facilities.

There is a small hamlet off Heol Simonston that is completely disconnected to the footpath network. Heol Simonston is a particularly dangerous road with a history of accidents and fatalities. The only safe option for residents to access the village of Coity and services beyond is by car or taxi.



# Route 2

## b – Coity Village – Heol West Plas East of Heol Spencer



The photo above is looking west, to the right is looking east.

There are no dedicated crossing points, no tactile paving or dropped kerbs.

As Heol West Plas Crosses Castle Meadows a crossing point is also necessary.

Within Coity Village west of Heol Spencer the pavement to the south of Heol West Plas is interrupted. This results in houses that are stranded from the footpath network and access to the Church, Chapel, Post Office and services beyond. A dedicated “chicane” type crossing point is required each side of the missing pavement.





# Route 1

## c – Coity Village – Heol West Plas West of Heol Spencer



The photo above is looking west, to the right is looking east.

It is proposed that “chicane” crossing points are installed that will not only facilitate safe crossing but also narrow the road at key points thus both slowing traffic and discouraging through traffic and reducing traffic volume.

West of Heol Spencer again the pavement is interrupted. The road at this point is particularly dangerous with high volumes of speeding traffic. The road is regularly enforced by “Go Safe”.

Safe crossing points are essential to achieve modal shift within the village. Coity is currently particularly unfriendly for those with limited mobility or visual impairment.



# Route 1

## c – Coity Village – Heol West Plas West of Heol Spencer



A further “chicane” style crossing point should be installed in the vicinity of the allotment gardens at the west end of the village. This will facilitate the safe crossing of pedestrians to this key community resource thus reducing reliance on cars.

The image on the right is a typical chicane style of traffic calming. It is proposed that chicanes of this nature incorporating pedestrian crossing points are installed along Heol West Plas at the locations detailed,



# Route 1a

## d – Coity Village – Heol Spencer

Heol Spencer is an increasingly important pedestrian route linking new and existing dwelling with facilities in Coity Village and to Parc Derwen and Coety Primary school. There is a new social housing development that will rely on facilities within the village yet there is no footpath for the majority of the route. A new pavement is essential to achieving modal shift, for example many children living on Heol Spencer have a free bus to school yet a short length of pavement would enable them to walk or cycle.





# Route 1a

## d – Coity Village – Heol Spencer (cont)

There length of pavement required is significant in total however in many locations it is a matter of filling in sections between existing pavements and footpaths. It is technically straightforward with limited drainage challenges due to the long fall of the road. In most places there is sufficient verge width.





# Route 1a

## d – Coity Village – Heol Spencer (cont)

Although there is a pavement from the junction with Pwll Evan Ddu to the junction with Heol West Plas is extremely narrow. Because the road is also narrow there is limited scope to widened the pavement to make it suitable for wheelchair access. This is unfortunate as it severely restricts access to Gilead Chapel and hall for those with limited mobility. However, the pavement from Heol West Plas should be extended to enable safe access to the castle and play park. At one location due to a protruding property there will be a requirement for the pavement to swap sides of the road and therefore two crossing points.



# Route 1a

## d – Coity Village – Heol Spencer (cont)

Because of the width restrictions at the bottom of Heol Spencer it is proposed that route 1a diverts through Pwll Evan Ddu as there are sufficiently wide pavements to cater for wheelchairs and pushchairs. This will require dropped kerbs and a crossing point at the junction of Pwll Evan Ddu and Heol Spencer. A crossing point is required at the junction with Heol West Plas.



# Route 1

## e – Heol West Plas at Joslin Road



The small estate comprising Joslin Road is effectively cut off from all services and easy access to the schools unless by car. The only pedestrian routes are a long diversion back towards Coity Village then into the Parc Derwen Development or a dangerous crossing of the link road that is wholly unsuitable for the infirm, children or the partially sighted or those with limited mobility.

BCBC officers have indicated that there is s106 funding available to install a dedicated crossing and refuge island at this point, allowing direct access into the Parc Derwen development including the school and proposed retail centre along with connection to the footpath & cycleway network and access west to Wildmill station over the footbridge.

In the event that BCBC do not have plans to install a crossing point then it will need to be included within the remit of Route 1.



# Route 1

## f – Heol West Plas at Litchard Cross



West of Coity Village, aside from the Joslin Road crossing Route 1 joins the existing footpath/cycleway network within park Derwen and crosses the link road via the pedestrian bridge. It then follows the existing footpath alongside Litchard Playing fields. It then joins the footpath towards Litchard Cross. BCBC have indicated that Litchard Cross will be improved as part of the Active Travel Plan so is out with this submission.

However, the pavement leading to Litchard Cross is in poor repair and inadequate for wheelchair users. It is recommended that the pavement is widened to standard width to accommodate the requirements of all pedestrians.



# Route 1

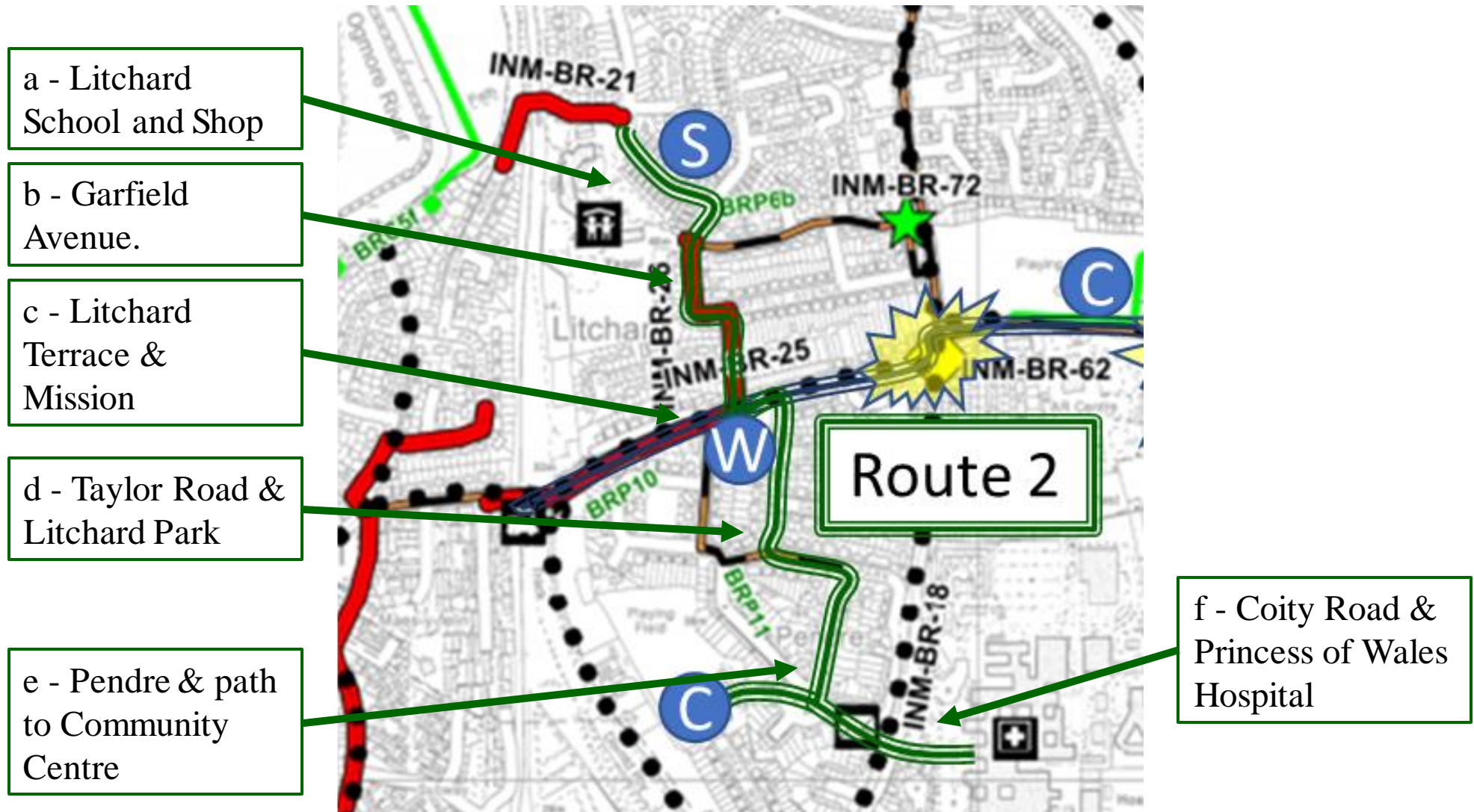
## g – Litchard Terrace

BCBC have advised that Litchard Terrace is within the Active Travel Plan. Therefore, plans are being developed. This key pedestrian route is critical to achieving modal shift as the main thoroughfare to Wildmill station. The pavement is too narrow along its length. To achieve a compliant width it is possible that one pavement may need to be removed in order to maintain highway width. This section of Route 1 requires significant works.



As the road approaches Wildmill station the pavement becomes very narrow before ending, requiring a road crossing. This route is unsuitable for pedestrians and impossible for those with limited mobility or wheelchair users.

# Route 2 Detail





# Route 2

## a – Litchard Primary School & Shop.



Litchard School accesses a busy road adjacent to a shop. Congestion at this location was cited within the access plan consultation. It is envisaged that route 2 will reduce car journeys and alleviate congestion at peak times.

The route proceeds south bound along the RHS pavement. This section of pavement is in good order until the junction with the unnamed street. Consideration should be given to the installation of a crossing point to enable safe access to Pen y Allt Avenue and streets to the east of Bryn Llidiard





# Route 2

## a – Garfield Avenue and Unnamed Road.



The route proceeds along Garfield Avenue and follows the continuous pavement into an unnamed road. Again the pavement is in good order at this point although a dedicated crossing point with dropped kerbs and tactile paving could be installed at this point to enable safe access eastwards along Garfield Avenue and onwards to Litchard Hill.

As the route crosses Greenwood Close dropped kerbs and tactile paving are required.



# Route 2

## c – Litchard Terrace & Litchard Mission.

Where the unnamed road meets Litchard Terrace there is a natural crossing point which is a manned school crossing point. However, there is no designated crossing. Dropped kerbs and tactile paving are required to cross Litchard Terrace and to cross the unnamed road along Litchard Terrace



Note that Litchard Terrace forms part of Route 1 (East – West Corridor). This is therefore critical pedestrian intersection that links all residential areas within Coity Higher to Wildmill Station.

# Route 2

## c - Litchard Mission



The pavement outside the Litchard Mission is cracked and uneven due to the action of the roots of the large adjacent tree. This area of pavement is a trip hazard for inform pedestrians, the partially sighted and provides difficulties for those in wheelchairs. The pavement will need to be re surfaced and consideration given to the removal of the tree.





# Route 2

## d – Taylor Road and Litchard Park.



Left - The pavement along Taylor road is in good order and suitable for incorporation into Route 2

Where the Taylor Road meets Litchard Park there is no crossing point. Therefore dropped kerbs and tactile paving are required for pedestrians to safely cross Litchard Park.



# Route 2

## d – Litchard Park



The pavement along Litchard Park as it progresses along Route 2 towards Pendre is in good order and suitable for incorporation into the active travel route. Although as Litchard Park heads eastwards towards Coity Road the tactile paving is inadequate and will need to be upgraded.



# Route 2

## e – Pendre and Path to Pendre Community Centre



At the intersection between Litchard Park and Pendre a dropped kerb and tactile paving crossing is required to enable safe crossing of the road and onwards to the community centre (polling station) and Great Western Avenue Playing fields. Further tactile paving will be required as the pavement crosses the Pendre crescent

Required tactile paving crossing points

Pathway to Pendre Community Centre



# Route 2

## e –Path to Pendre Community Centre



A path to the community centre and Great Western Avenue playing fields and play park leads from Pendre. This alley is poorly lit with uneven surfacing. Access to the field is via a gate that is inadequate for wheelchair access.

This path requires resurfacing, adequate lighting, a new gate and signage. The community centre is in regular use and acts as a local polling station.



# Route 2

## f – Coity Road and Princess of Wales Hospital



As the route progresses eastwards towards Coity Road the pavements are in good order and the route meets Pendre Post Office.

Route 2 concludes at Coity Road adjacent to the controlled crossing point providing access to the Princess of Wales Hospital.

Alternatively pedestrians may follow Coity road southwards towards Bridgend Town centre.



# Schedule of Interventions

- The interventions outlined in the previous slides are summarised in the table below

Route	Location	Intervention	Number	Comments
1	Heol Simonston	Crossing point	1	
1	Heol Simonston	Pavement	1	60m
1	Heol West Plas (west of Heol Spencer)	Chicane Crossing point	2	
1	Heol West Plas (east of Heol Spencer)	Chicane Crossing point	2	
1	Heol West Plas/Heol Spencer Junction	Crossing Point	1	
1	Heol Spencer	Crossing point	2	
1	Heol Spencer	Pavement	1	640m
1	Heol West Plas - Litchard Cross	Pavement widening	1	70m
1	Heol West Plas - Joslin Road	Pedestrian Refuge	1	
1	Litchard Terrace	Pavement widening	1	440m
2	O/S Litchard School	Crossing point	1	
2	Garfield Avenue & unnamed road	Crossing point	2	
2	Litchard Terrace junction with unnamed road	Crossing point	1	
2	O/S Litchard Mission	Pavement remedials	1	Remedials to pavement in vicinity of large tree
2	Taylor Road junction with Litchard Park	Crossing point	1	
2	Pendre Junction with Litchard Park	Crossing point	4	
2	Path to Community Centre	Enhanced lighting	1	
2	Path to Community Centre	Resurface path	1	60m

# Route 1/1a Interventions

Pavement widening

Litchard Terrace –  
pavement widening  
Crossing point &  
enhanced lighting

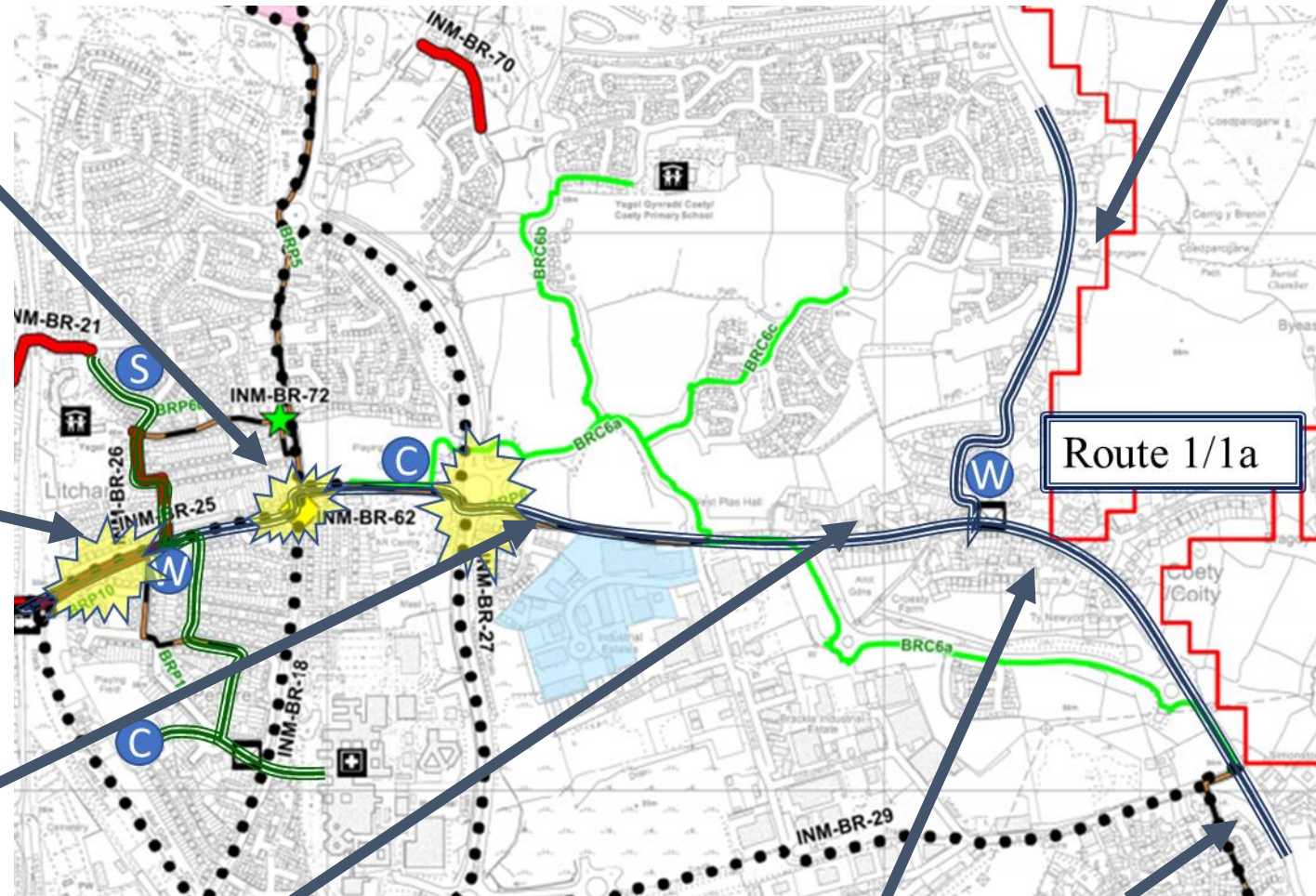
Pedestrian refuge  
and access into Parc  
Derwen

2 x chicane crossing  
points

2 x chicane crossing points  
crossing at Heol Spencer

Crossing point &  
Pavement

Pavement from Parc  
Farm to Pwll Evan  
Ddu





# Route 2 Interventions

