

**BRIDGEND COUNTY BOROUGH COUNCIL**

**REPORT TO CABINET**

**22 JUNE 2021**

**REPORT OF THE CORPORATE DIRECTOR COMMUNITIES**

**OBJECTION AND REPRESENTATION TO PROPOSED ACTIVE TRAVEL ROUTE –  
COWBRIDGE ROAD ACTIVE TRAVEL ROUTE**

**1. Purpose of report**

- 1.1 The purpose of this report is to seek Cabinet approval to proceed with the active travel route in view of the formal observations received in respect of the proposed improvements to the active travel route along a stretch of Cowbridge Road, in Bridgend, which forms part of the wider strategic Bridgend to Pencoed active travel route.
- 1.2 The proposal is to create a permanent active travel facility, including improved crossing facilities, the widening of footways to become a shared walking and cycle route, as well as a reduction of the current speed limit along Cowbridge Road. This scheme is being funded by the Welsh Government under its Active Travel Fund programme.
- 1.3 Observations to the proposals were received from local residents/adjoining landowners and local Councillors. This document reports the observations for Cabinet to determine.

**2. Connection to corporate well-being objectives / other corporate priorities.**

- 2.1 This report assists in the achievement of the following corporate well-being objective/objectives under the **Well-being of Future Generations (Wales) Act 2015:-**
  1. **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
  2. **Helping people and communities to be more healthy and resilient** - taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.
  3. **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

2.2 The introduction of the proposed active travel route contributes to the Council's Corporate Wellbeing Objective of 'Supporting a successful sustainable economy' under the Well-being of Future Generations (Wales) Act 2015 by reducing the carbon footprint through the method of encouraging active travel. Additionally, the new opportunity for an active travel route contributes to 'Helping people and communities to be more healthy and resilient' through both connecting local neighbourhoods and thus making active travel a more convenient option for all. Therefore this project directly relates to the Welsh government 'Wellbeing of Future Generations Act (2015)' through the long term effects both on the economic, social, environmental and cultural wellbeing of this area, through an overall 'Smarter use of Resources'.

### 3. Background

3.1 The proposed scheme comprises a package of improvements between Pencoed and Bridgend town centre (i.e. specifically along a section of Cowbridge Road) which currently is a missing link along this key active travel route. The active travel route between Bridgend town centre and Pencoed forms a key part of the active travel network in Bridgend County Borough. At its western link, this route joins with National Cycle Network (NCN) Route 885. When completed, Bridgend will benefit from a seamless link from the NCN 885 to Pencoed with the enhanced potential to improve active travel access to employment locations, links to local schools and colleges, the existing railway station at Bridgend, and to the proposed Brackla railway station at Bridgend Industrial Estate.

3.2 The proposed active travel route is one of many elements of the Bridgend town centre to Pencoed active travel scheme that is identified in the Council's approved Integrated Network Map (INM), which includes consultation with local residents and stakeholders.

3.3 A formal statutory consultation that identified the route along Cowbridge Road as part of the Bridgend to Pencoed active travel route was undertaken in 2015 in respect of the approved network map. This map is currently being revised for which a county-wide consultation exercise is being undertaken, with a programme for final approval and adoption in December 2021. Specifically, a further engagement on the missing link along Cowbridge Road was undertaken between 12<sup>th</sup> March and 12<sup>th</sup> April of 2021, which involved letters and plans being issued to Bridgend Town Council, local Members, and other relevant bodies and residents that would be affected by the proposals. This engagement was conducted to inform residents of the drawings for the proposal.

3.4 Further statutory consultation will be held to amend the Traffic Regulation Orders relating to speed reduction and double yellow lines along Cowbridge Road.

3.5 Letters and emails issued as part of the latest engagement requested that observations in objection to, or in support of, the proposal be submitted by the 31<sup>st</sup> March 2021. This was extended to 12<sup>th</sup> April 2021, to cover the school Easter holiday period. The engagement letter and plan that were issued are contained in **Appendix 1** of this report.

3.6 During the engagement period, the two local Members and 19 local residents registered objections to the proposal, which have been summarised and included in **Appendix 2**. Also included in Appendix 2 are before and after photographs of similar schemes that have been implemented in Pencoed.

3.7 Subsequent to the completion of the engagement process that ended in April 2021, the proposal has been further considered by officers and the proposed active travel route is considered vital as it is the final major link in the Pencoed to Bridgend active travel network which, in turn, connects to the existing active travel network into Brackla, as well as NCN 885

which links the town centre with Bridgend Railway Station, Broadlands and Tondu. Delaying of the scheme, therefore, would adversely affect network connectivity.

#### **4. Current situation/proposal**

4.1 Officers have considered all the observations regarding the proposals and, on the basis of them, arrived at final drawings for the proposed scheme. In post engagement discussions with local Members, it was agreed to exhibit the final drawings at Civic Offices subject to Covid restrictions. This is to enable local residents on Cowbridge Road and other members of the public to view the proposals that will finally be implemented. Cabinet is therefore required to consider the officers' comments in response to the observations, and give approval for the final drawings to be exhibited. The engagement report and the final drawings are attached in Appendix 1.

#### **5. Effect upon policy framework and procedure rules**

5.1 There is no effect on Policy Framework or Procedure Rules.

#### **6. Equality Act 2010 implications**

6.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal. The screening form is shown within **Appendix 3**.

#### **7. Well-being of Future Generations (Wales) Act 2015 implications**

7.1 The Well-being of Future Generations (Wales) Act 2015 Assessment Template has been completed and a summary of the implications from the assessment relating to the five ways of working is below:

**Long-term:** The proposed active travel route is identified as a high priority within the Council's long-term LTP programme, and has been identified as one of the key strategic active travel routes as a key route identified in the INM for the county borough. It will allow for greater opportunities of active travel with resulting environmental benefits associated with reductions in noise and air pollution; reduction in congestion and other associated economic benefits, promoting greater social inclusion, supporting the boroughs aims of a successful sustainable economy.

**Prevention:** The proposed active travel route helps reduce congestion with the increased developments in the local area by allowing for more opportunities of active travel, resulting in a positive impact on the surrounding commercial areas and local residential streets.

**Integration:** The proposed active travel route will encourage the use of active travel, which can provide health benefits associated with increased physical activity; environmental benefits associated with reductions in noise and air pollution; reduction in congestion and other associated economic benefits, promoting greater social inclusion. Connecting communities and providing infrastructure that facilitates low cost modes of transportation, ensuring equity of opportunity for those without access to a car or who wish to use more sustainable modes. The promotion of active travel supports the work of other public bodies such as the local health board to encourage healthier lifestyles.

**Collaboration:** The strategic transportation section work with various sections of the council including local town councils, Regeneration, Traffic Management, and Planning in considering wellbeing objectives.

**Involvement:** As part of the consultation and engagement a statutory process must be followed that prescribes the form of consultation and stakeholders, which includes statutory bodies and local residents directly impacted by the proposals.

## 8. Financial Implications

8.1 There is no financial implication for the authority as this scheme has been approved as part of the Bridgend to Pencoed active travel route and funded under Welsh Government Active Travel Grant programme for the 2021-2022 financial year at a total cost of £1,841,000.

## 9. Recommendations

9.1 It is recommended that Cabinet:

1. Considers the objections received and responses made to the proposed Cowbridge Road active travel route.
2. Dismiss the objections and authorises the implementation of the Cowbridge Road active travel route that will complete the final major link in the Pencoed to Bridgend active travel network.
3. Approves the final drawing.
4. Approves that the final drawing be placed on public exhibition for a specific period.

Janine Nightingale

**Corporate Director - Communities**

7 June 2021

**Contact officer:** Hywel Purchase  
Transport Planning & Policy Officer

**Telephone:** (01656) 642777

**Email:** [hywel.purchase@bridgend.gov.uk](mailto:hywel.purchase@bridgend.gov.uk)

**Postal address:** Planning & Development Services  
Communities Directorate  
Civic Offices, Angel Street  
Bridgend  
CF31 4WB

**Background documents:** None



## **Appendix 1**

Y Gyfarwyddiaeth Gymunedau  
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr  
Swyddfeydd Dinesig  
Stryd yr Angel  
PEN-Y-BONT AR OGWR  
CF31 4WB

Ffôn: 01656 642541  
Ffacs: 01656 642580

*Rhowch 18001 cyn unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth cyfnewid testun*



Communities Directorate  
Bridgend County Borough Council  
Civic Offices  
Angel Street  
BRIDGEND  
CF31 4WB

Telephone: 01656 642541  
Fax: 01656 642580

*Put 18001 before any of our telephone numbers for the text relay service*

Website: [www.bridgend.gov.uk](http://www.bridgend.gov.uk)

Gwefan: [www.bridgend.gov.uk](http://www.bridgend.gov.uk)

Ask for / *Gofynnwch am* : Kwaku Opoku-Addo

Direct line/ *Deialu Uniongyrchol*: 01656 642777

E-mail / *E-bost*: [TransportConsult@bridgend.gov.uk](mailto:TransportConsult@bridgend.gov.uk)

Our Ref / *Ein cyf*: KOA/HRP/ATR

Your Ref / *Eich cyf*:

Date / *Dyddiad*: : 12 Mawrth 2021

Annwyl Syr / Madam

### **Llwybr Teithio Llesol Arfaethedig – Llwybr Teithio Llesol Waterton i Ganol Tref Pen-y-bont ar Ogwr**

Amgaeaf rif lluniad ymgynghoriad C/001B sy'n ymwneud â gwelliannau i'r rhwydwaith teithio llesol ym Mhen-y-bont ar Ogwr. Mae'r llwybr hwn yn ffurfio rhan o lwybr teithio llesol Pen-y-bont ar Ogwr i Bencoed. Bydd yn cysylltu Canol Tref Pen-y-bont ar Ogwr â chylchfan llwybr teithio llesol Waterton sy'n cael ei adeiladu ar hyn o bryd, a fydd wedi'i gwblhau erbyn diwedd mis Mawrth 2021.

Mae'r lluniadau hyn yn gynnig ar gyfer cyfleusterau teithio llesol parhaol, gan gynnwys gwell cyfleusterau croesi, lledu llwybrau troed i fod yn llwybrau cerdded/beicio a rennir a lleihau'r terfyn cyflymder ar hyd y ffordd.

Mae'r cynnig i greu llwybr a rennir rhwng cerddwyr a beicwyr yn cael ei ariannu gan Lywodraeth Cymru o dan ei rhaglen cronfa teithio llesol.

Byddwn yn falch o gael unrhyw sylwadau a allai fod gennych ar y cynigion hyn ar neu cyn 31 Mawrth 2021.

Gellir anfon ymatebion ac arsylwadau i'r cyfeiriad canlynol:

Trafnidiaeth Strategol  
Y Gyfarwyddiaeth Gymunedau  
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr  
Swyddfeydd Dinesig  
Stryd yr Angel  
Pen-y-bont ar Ogwr  
CF31 4WB

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Corporate Director – Communities  
Cyfarwyddwr Corfforaethol – Cymunedau  
Mark Shephard

Oherwydd cyfyngiadau a phrotocolau COVID-19, fodd bynnag, lle bo'n bosibl, ymatebwch drwy'r cyfeiriad e-bost canlynol:-

E-bost: [TransportConsult@bridgend.gov.uk](mailto:TransportConsult@bridgend.gov.uk)

Yn gywir

**Kwaku Opoku-Addo**

**Arweinydd Tîm Cynllunio Trafnidiaeth Strategol**

CY Gyfarwyddiaeth Cymunedau  
Cyngor Bwrdeistref Sirof Pen-y-bont ar Ogwr  
Swyddfeydd Dinesig  
Stryd yr Angel  
PEN-Y-BONT AR OGWR  
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Rhowch **18001** cyn unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth cyfnewid testun



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Our Ref / *Ein cyf*: KOA/HRP/ATR

Your Ref / *Eich cyf*:

Date / *Dyddiad*: : 12<sup>th</sup> March 2021

Dear Sir / Madam

### **Proposed Active Travel Route – Waterton to Bridgend Town Centre Active Travel Route**

Please find attached consultation drawing number C/001B relating to improvements to the active travel network in Bridgend. This route forms part of the Bridgend to Pencoed active travel route. It will link Bridgend Town Centre to the Waterton roundabout active travel route currently under construction, which will be completed by the end of March 2021.

These drawings represent a proposal for permanent active travel facilities, including improved crossing facilities, widening of footways to become shared walk/cycle routes and a reduction of the speed limit along the road.

The proposal to create a shared pedestrian and cycle route is being funded by the Welsh Government under its active travel fund programme.

I should be glad to receive any observations you may have on these proposals on or before 31<sup>st</sup> March 2021.

Responses and observations can be sent to the following address:

Strategic Transportation  
Communities Directorate  
Bridgend County Borough Council  
Civic Offices  
Angel Street  
Bridgend  
CF31 4WB

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Corporate Director – Communities  
Corfforaethol – Cymunedau  
Mark Shephard

Due to COVID-19 restrictions and protocols, however, where possible please respond via the following email address:-

Email: [TransportConsult@bridgend.gov.uk](mailto:TransportConsult@bridgend.gov.uk)

Yours faithfully

**Kwaku Opoku-Addo**

**Strategic Transportation Planning Team Leader**



## Appendix 2

Councillor Comment	BCBC Response
<p><b>Councillor Voisey</b> objects <i>'in the strongest terms to this planned cycle lane'</i>, stating that he is not against a cycle lane but this proposal, for the following reasons:</p> <ul style="list-style-type: none"> <li>• The original temporary scheme had to be removed due to safety concerns, and or of the view that the proposed scheme will lead to a serious or fatal accident waiting to happen;</li> <li>• The lack of a risk assessment, that has been issued, for the scheme and any evidence of alternatives (as well as a risk analysis of the options);</li> <li>• States that, like many of the objectors, a proposal is agreed to have the Active Travel route on the opposite side of the carriageway (the college side), which would be less likely to cause a nuisance to local residents, as no houses are affected on that side of the carriageway, and undoubtedly safer;</li> <li>• Also, <i>'the information, mentions an exhibition, to show the route post consultation, surely options and details should be before, this making me think this whole exercise is a sham, and the decision has been made already'</i>.</li> </ul>	<p>Due to parked vehicles, the temporary route could not operate as designed, hence its removal.</p> <p>In response to provision of a Risk Assessment, a Stage 1 and 2 Road Safety Audit has been undertaken.</p> <p>The northern side provides continuity between major trip attractors (Bridgend Town Centre and Bridgend Industrial Estate).</p> <p>All the crossing points on the northern side are either signal controlled, or cul de sac with tight junction radii and priority clearly indicated. This is not the case on the southern side, where Wyndham Crescent, the garage, and the college would all be larger areas of potential conflict. Wyndham Crescent is used as a through route from Ewenny Road, and therefore has a greater number of vehicle movements than the three streets on the north side, all of which have traffic orders in place prohibiting motor vehicles except for access. There will be continuous vehicle movements at the garage, and pupils entering, exiting and waiting at the college frontage. This will increase vehicle conflict with pedestrians and cyclists and overall safety may be compromised on the southern side when compared to the northern side.</p> <p>The Police HQ junction scheme has been designed and is shortly to be constructed based on the decision to have the scheme on the northern side. This would need to be redesigned and reconstructed if the route is altered, with significant cost implications that would require funding.</p> <p>The scheme is the final major link in the Pencoed to Bridgend active travel network, which in turn connects to the existing active travel network into Brackla, as well as NCN 885 which links the town centre with Bridgend Railway Station, Broadlands, and Tondy. Delaying this scheme would prevent network connectivity. There is also no certainty of future Welsh Government funding if the route is delayed from its present delivery schedule.</p>

	<p>There are no viable alternatives, the consultation purpose is for fine-tuning of the route design in response to feedback from affected residents.</p>
<p>Objection from <b>Councillor Lyn Walters</b> who states they have previously raised concerns with officers prior to this consultation around the safety and design of the temporary scheme and submitted a number of member referrals detailing near miss accidents. The temporary scheme was removed following escalation of the safety concerns – Councillor Walters does not consider that the design of the new scheme has resolved these issues. Councillor Walters’s comments on the scheme are as follows:</p> <ul style="list-style-type: none"> <li>• <i>‘The designers appear to be working under the assumption that all cyclists are experienced, know the route and will be familiar with any local issues. Whilst it is correct to encourage cycling and walking, this has to be done in a safe environment. All too often, I have seen cyclists (who I believe to be inexperienced) riding along pavements which are not designated cycle routes (e.g. between Asda and Tremains Road over the railway bridge) and showing zero consideration to pedestrians. If pavements are wide enough to accommodate pedestrians and cyclists, with limited junctions, accidents can be avoided. This is not the case in this proposal.</i></li> <li>• <i>Whilst there isn’t an approved cycle path along the Asda Link road between Heol Loveluck and Cowbridge Road, as soon as the temporary cycle route was installed, many cyclists rode on that side of the path instead of using the designated cycle route on the other side. They then cycled around the corner (thus avoiding crossing at a busy traffic light junction) into Cowbridge Road along the extremely narrow footpath outside numbers 79 and 81. The existing footpath is very narrow (196cm) and the elderly residents of both houses have nearly been knocked down by cyclists on</i></li> </ul>	<p>The proposed scheme is designed to be a dedicated shared route to enable pedestrians and cyclists to travel safely.</p> <p>Cyclist dismount signs will be provided in advance of the narrowing in the area between College Close and the controlled crossing on the B4181 to ensure that that there is minimal conflict with users.</p> <p>The section of route outside No. 79-81 Cowbridge Road is technically a footway where cyclist dismount signs are located (in accordance with the Road Safety Audit recommendations). However, the path will be widened considerably in front of these dwellings as part of the scheme proposals.</p> <p>The proposed scheme shows give-way markings and triangles at each junction on the carriageway with tighter junction radii and priority clearly identified, in accordance with Welsh Government Active Travel Guidance.</p> <p>The route has been designed in accordance with the latest standards developed from Welsh Government and similar design has proven to be effective and successful throughout other locations in the Authority.</p> <p>The Highway Code places responsibility on vehicle drivers to make the necessary precautions. Rule 170 states drivers should:</p> <ul style="list-style-type: none"> <li>• <i>‘watch out for cyclists, motorcyclists, powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind</i></li> <li>• <i>watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way’</i></li> </ul> <p>The Stage 1 and 2 Road Safety Audit identified significant forward visibility under the Railway</p>

several occasions. The residents at number [redacted] are now frightened to leave their home through their front gate. Many parents use this pavement to walk their children to and from school so this design runs the risk of young children also being knocked down. The design of the traffic light junction at this point does not allow the width of the pathway to be increased sufficiently; this is documented in the consultation drawing. Whilst it is proposed that painting "cyclists dismount" will remove this risk, I do not consider this to be sufficient. A shared cycle / walk pathway should not be installed between the Asda Link road junction and College Close.

- The design shows that cyclists will not have priority when crossing College Close, Jubilee Road or Uxilla Terrace. These junctions are all within a couple of hundred yards of each other and experienced cyclists are unlikely to use the route due to its stop/start nature. Any inexperienced cyclist may shoot across the junctions due to a lack of visibility or awareness of cars. At each junction, cyclists need to be aware of traffic potentially moving in 3 directions across the junction (i.e. turning left from Cowbridge Road into one of the roads, turning right from the opposite side of Cowbridge Road and/or turning left into Cowbridge Road from one of the roads). The short distance between each of the College Close, Jubilee Road and Uxilla Terrace junctions and need for cyclists to stop to ensure safety when crossing makes this proposed route dangerous and should not be installed.
- A photograph (taken prior to the pandemic when the College was fully operational) is attached of Uxilla Terrace, looking towards Cowbridge Road. A number of the parked cars are believed to be student cars and indicate just how narrow the access is for cars

Bridge (in excess of the Active Travel Guidance criteria contained within Table 4.5), providing sufficient distances for pedestrians/cyclists to allow safe passing. The ARAF/SLOW markings further raise awareness of this narrowed area.

The Active Travel Design Guidance allows for short sections of substandard width if unavoidable, as providing a route, albeit with a short substandard section gives greater benefit than providing no route at all).

*travelling into / out of Uxilla Terrace in normal times – similar issues are frequent on Jubilee Road. Car drivers have existing visibility issues due to the parked cars. If this design is implemented, in addition to negotiating parked cars and narrow roads, drivers will need to be aware of cyclists (who do not have priority) travelling at speed along the shared pathway in both directions. Any driver turning left from Cowbridge Road into College Close, Jubilee Road and Uxilla Terrace will have to look ahead and in the rear/side view mirrors to ensure they have identified whether a cyclist is travelling along the bi-directional shared walk / cycle route, just in case the cyclist does not stop. I'm not aware that this is a requirement of the Highway Code. This is a very different risk to pedestrians crossing simply due to the potential speed that cyclists can travel. Again, the nature of traffic using the side roads and need for cyclists to dismount / stop means this route is dangerous for cyclists and drivers; again this is a reason the route should not be installed.*

- *Later on Cowbridge Road, the proposed shared walk/cycle route passes under the railway bridge. This is on an incline, with a very narrow piece of pavement with limited visibility due to a slight bend. The bridge and road design prohibits the shared walk/cycle route to be widened sufficiently to make it safe for pedestrians or cyclists to use concurrently. A "SLOW" sign for cyclists does not reduce the risk of collision / accident sufficiently. Again, this is a reason the route should not be installed.'*

*In summary, Councillor Walters 'considers that the proposed shared cycle / walk route along Cowbridge Road is ill-conceived and a disaster waiting to happen. I hope that the risks documented in my response will lead to a rethink and cancellation of this proposal.'*

Resident Comment (19 separate responses)	BCBC Response
Only one point of access to 79 Cowbridge Road, via Cowbridge Road, with access to the property being hazardous, requiring reversing manoeuvres towards oncoming traffic, as the driveway is too narrow to turn within. Vehicle and pedestrian congestion during the day makes this difficult.	The area outside the property remains as footway, due to the presence of 'Cyclists Dismount' signs, although it will be a wider footway. What's been stated is an existing situation and not the result of the proposed scheme.
The protective barrier, currently in place at the York Road junction, would have to be broken into to create a crossing point, which would increase the risk of collisions.	A section of pedestrian guardrail is to be installed where an element of fencing is to be removed, which would offer a better alternative to the mesh fencing in-place now.
There is a traffic enforcement camera in the central reservation near the location and positioning of a toucan crossing with the accompanying movement of people and cyclists potentially interfering with the operation of the camera.	The traffic enforcement camera is to be replaced with a new camera to suit the location of the crossing points.
There are already crossing points at the roundabout and near Tesco, and no need for another crossing point in between.	Active Travel Design guidance requires that networks should aim to have a mesh width of around 250m to create as dense a network of cycle routes as possible, hence the reasoning for the additional crossing point.
The objection references the Commonplace map, showing a proposed Active Travel route through Heol Tredwr and Llys Tredwr, which isn't reflected in the Consultation plan – therefore asking for confirmation on which one is correct.	The consultation plan is correct for this phase of works.
Resident from [REDACTED] Uxilla Terrace who states that vehicular access and egress from this street has always been problematic. They state that when turning right towards town, in addition to checking traffic to the left and right, they also have to look at the exits from Wyndham Crescent and the two commercial garage exits before moving.	The nature of the existing road network is not being altered, and the proposal is to widen access for all. What's been stated is an existing situation.
Due to the high walls either side of the road blocking visibility, the resident has to move into the main road before having a clear view. The addition of the cycle lane further complicates the manoeuvre.	The footway is being widened, with the junction give-way markings being relocated further out in front of the property boundaries so it is level with the cycle route. This will improve the visibility.
Turning into Uxilla Terrace from Cowbridge Road would be difficult with the cycle lane. Will cyclists pay attention to vehicles whilst crossing?	Give-way markings have been provided for cyclists, and it is the responsibility of pedestrians and cyclists to ensure they cross when it is safe to do so.

High walls obscure views of the proposed Active Travel route.	The footway is being widened, with the junction give-way markings being relocated further out in front of the property boundaries so it is level with the cycle route. This will improve the visibility.
Pedestrians may be in danger from cyclists when passing under the railway bridge as it is a pinch point, on a narrower section of route.	The Stage 1 and 2 Road Safety Audit identified significant forward visibility under the Railway Bridge (in excess of the Active Travel Guidance criteria contained within Table 4.5), providing sufficient distances for pedestrians/cyclists to allow safe passing.
Has a Risk Assessment been undertaken?	A combined Stage 1 and Stage 2 Road Safety Audit has been undertaken.
What measures will ensure that students/children will not be at risk from traffic and congestion?	The proposed scheme represents an improvement in Active Travel provision for children and students when compared with the existing situation.
Will double yellow lines be enforced and patrolled?	Double yellow lines will be subject to a Traffic Regulation Order.
Footpath at Heol Tredwr needs to connect to something. The narrow footway here and vegetation pushes people onto carriageway.	The location is outside of the scope of this scheme, and will be considered in future.
At 6 Llys Tredwr, will the alleyway be tarmacked as part of this scheme or ongoing works associated with Coychurch roundabout?	The location is outside of the scope of this scheme, and will be considered in future.
Pathway under Railway Bridge is less than 1.96m and scheme should show cyclist dismount signs.	The Stage 1 and 2 Road Safety Audit identified significant forward visibility under the Railway Bridge (in excess of the Active Travel Guidance criteria contained within Table 4.5), providing sufficient distances for pedestrians/cyclists to allow safe passing. The <i>ARAF/SLOW</i> markings further raise awareness of this narrowed area.
Rainfall from the railway bridge onto the road will cause vehicles to splash pedestrians.	This scheme does not alter the bridge structure or carriageway.
Moving the shared route to the opposite side of the carriageway (brought up by several objectors).	The shared route on the northern side of the carriageway provides continuity between major trip attractors (e.g. Bridgend Town Centre and Bridgend Industrial Estate). The crossing points on the northern side of the carriageway have a tighter junction radii with priority clearly indicated. This is not the case on the southern side where Wyndham Crescent, the garage, and the college would be larger areas for potential conflict. Wyndham Crescent is used as a through route from Ewenny Road, thus having a greater number of vehicles movements than the three streets on the northern side of the carriageway (all of which have traffic orders in place, prohibiting motor vehicles except for access). Amendments to the kerb line to introduce the scheme lends itself to better

	<p>scheme construction and appearance on the northern side of the carriageway, as opposed to the south which would be less smooth due to the layout of property boundaries, not in ownership of BCBC. The scheme is the final major link in the Pencoed to Bridgend active travel network, therefore delaying this scheme would prevent network connectivity.</p>
<p>Suggests implementing toucan crossings at Police HQ/Tesco crossing and another at the existing island crossing, to allow the existing footpaths on both sides under the bridge to be completely closed, allowing widening of the carriageway which would remove pinch-point.</p>	<p>Comment noted. Continuity of a safe route for pedestrians underneath the bridge is vital.</p> <p>A controlled pedestrian and cycle crossing facility within the traffic signal controlled junction of the A473 Cowbridge Road/Bridgend Retail Park/South Wales Police HQ is being provided as part of the planning application for the Police HQ Learning Centre (Ref: P/19/140/FUL) – with a comprehensive scheme of the crossing facility to be provided as per Condition 27 of the Decision Notice.</p>
<p>Have facilities for the disabled living in and around Cowbridge Road been taken into account?</p>	<p>Yes, the proposed scheme has been designed in accordance with Active Travel Design Guidance (all provisions for disabled users).</p>
<p>Footway outside 81 Cowbridge Road is too narrow.</p>	<p>The area outside the property remains as footway due to the 'Cyclists Dismount' signs, although it will be a wider footway. What's been stated is an existing situation and not the result of the proposed scheme.</p>
<p>The junction adjacent to 79 Cowbridge Road is too hazardous (evidenced by accident history) and congested.</p>	<p>Personal Injury Collision data for the most recent five year period shows that only two collisions (of slight severity) occurred within the vicinity of the junction, and not on the junction itself. One of these collisions involved a pedestrian, but the causation was unrelated to the junction layout. In addition, the proposed scheme intends to reduce conflict by encouraging a modal shift from private vehicles.</p>
<p>Advises the GG119 Road Safety Audit is updated.</p>	<p>The appropriate RSAs have been undertaken.</p>
<p>Overall design principles are inappropriate for the predicted level of use.</p>	<p>The proposed scheme has been designed in accordance with Welsh Government Active Travel guidance and is consistent with the rest of the network in the county borough.</p>
<p>The college area of Cowbridge Road between the bridge and the Nolton Street signals are busy and often dangerous without implementation of the route.</p>	<p>The proposed scheme is a betterment over the existing situation, providing more space for pedestrians and cyclists.</p>
<p>Not clear from the drawing how the route would be implemented.</p>	<p>The consultation plan was designed to be user-friendly for the general public and doesn't show full construction details.</p>

<p>There will be less parking for the Cowbridge Road residents which would encourage overflow into other residential streets.</p>	<p>A small number of parking spaces will be lost, but the benefits of the proposed scheme will outweigh the loss of spaces. There will be marked bays where resident parking remains (with the removal set out within Welsh Government Policy). Planning Policy Wales (Edition 11) sets out the sustainable transport hierarchy for planning, prioritising walking, cycling and public transport ahead of the private motor vehicle.</p>
<p>Entering and exiting Jubilee Road by car is already difficult, due in part to the busy traffic on Cowbridge Road and in part due to the poor design of the phasing/timing of the traffic lights at the junction of Cowbridge Rd (A473) and Coychurch Rd (B4181). Gaps in the traffic on Cowbridge Rd when turning into and out of Jubilee Road are few and far between.</p>	<p>The traffic signals have been designed and optimised to clear the junction as quickly as possible. The signal timings, will not be changed as part of the proposed scheme as what has been stated is an existing situation.</p>
<p>The cycle lane appears to be bi-directional and also appeared to have right of way across the junctions of College Close, Jubilee Road and Uxilla Terrace. This defies all common sense and virtually guarantees that accidents will happen.</p>	<p>Comment noted. Vehicles have priority and cyclists have give-way markings at each side road junction.</p>
<p>Concerns that the proposed scheme does not differ from the temporary scheme, which was scrapped.</p>	<p>The proposed scheme is significantly different to the temporary scheme and allows for a wider shared use footway/cycleway for pedestrians and cyclists.</p>
<p>Parking for residents of Cowbridge Rd, College Close, Jubilee Road and Uxilla Terrace is already at a premium, especially when Bridgend College is operating. Residents have spent many years in discussion with BCBC and Bridgend College in an attempt to manage this situation. The new scheme results in removal of the long existing parking spaces in front of several houses on Cowbridge Road. Residents won't be able to park outside their homes and will have few, if any, alternatives. Removal of these spaces will only exacerbate an already difficult situation with regards to on-street parking in the areas adjacent to Bridgend College.</p>	<p>Nearly all residents have back lane access or driveways. The proposed scheme will help lead to a modal shift, encouraging students/pupils to make journeys by sustainable modes.</p>
<p>No benefit or justification for a speed limit reduction on the length of road between the Tesco/Police HQ traffic lights and the Waterton Roundabout as the Pedestrian and Cycle lane will be segregated from the main carriageway.</p>	<p>Due to the speed limit reduction to 30mph, only need 0.5m separation distance between the carriageway and proposed scheme is required. A greater distance would be required for a 40mph speed limit, therefore, for safety consideration, the vehicles travelling along this section of the carriageway will be reduced to 30mph, in accordance with Welsh Government Active Travel guidance. In addition, it would not</p>

	be possible to construct the scheme with a 1.5m separation, due to insufficient space.
Whose responsibility would it be to maintain the route (due to likelihood of increased littering, etc.)?	This would be the responsibility of BCBC, with no change to the existing maintenance regime.
Concerns over narrowing of Cowbridge Road, particularly where road splits in 2 (when heading from Tesco).	Carriageway widths still comply with design standards, despite the slight narrowing of carriageway.
Buses that stop at bus stop after Texaco garage, routinely stop, and block the road, and cars having to swerve around them. Concerned that widening of footways will result in vehicles parking onto them, creating vehicle/vehicle conflict.	If buses stop, it's the responsibility of the driver to make a decision on what movement would be the safest. Planning Policy Wales (Edition 11) sets out the sustainable transport hierarchy for planning, prioritising walking, cycling and public transport ahead of the private motor vehicle.
Why not introduce double yellow lines down to Uxilla Terrace, and not just from College Close to Jubilee Street?	The proposed scheme has maintained on-street parking where carriageway widths allow it, minimising the amount of parking lost.
Questions if the route would be underutilised by pedestrians and cyclists?	The route forms an important part of the Active Travel Network as a whole, being the final major link forming part of the Bridgend to Pencoed route.
If the parking bay is removed, a painted cycle lane could be done at a much lower cost and with less disruption.	Painted lanes are not recommended, unless fully segregated in accordance with Welsh Government Active Travel Guidance. The proposed scheme is much more suitable for the anticipated level of use. Painted lines would only benefit cyclists, and would provide no improvement for pedestrians.
The widened path at the corner of Coychurch Road/Cowbridge Road will narrow what is already a tight turn for buses and lorries. Also a chance the pedestrian refuge, at this location, may be overswept.	There will be no change to the existing junction alignment. A vehicle tracking exercise has been undertaken, demonstrating vehicles can manoeuvre safely.
What provision will there be for residents who will no longer be able to park on Cowbridge Road? (residents at 87, 89 and 91 have had dropped kerbs introduced which would no longer be usable).	All access to driveways will be maintained by BCBC, as part of the scheme proposals.
At present, it is possible to pull in to the kerb and reverse on property. How would this be safely achieved when the proposal shows carriageway narrowing?	Access is maintained. Reverse movements will have to be done when safe to do so.
Can BCBC advise of similar schemes whereby a 3m route runs adjacent to residential properties with vehicular accesses?	<p>The following, implemented schemes are similar to what is being proposed:</p> <ul style="list-style-type: none"> <li>• Felindre Road, Pencoed;</li> <li>• Hafod Las, Pencoed; and,</li> <li>• Coychurch Road.</li> </ul> <p>Before and after photos of each of these schemes are shown in the tables below.</p>



After



### Appendix 3

#### **Equalities Impact Assessment (EIA) Screening Form**

This document is a multi-purpose tool ensuring the appropriate steps are taken to comply with the [Public Sector Equality Duty](#) Equality Impact Assessment legislation and to demonstrate that we have shown due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage when taking strategic decisions under the [Socio-economic Duty](#). It also ensures consideration of the [Welsh Language Standards](#).

[Click here to access more information and guidance to help you complete this EIA.](#)

- **This assessment should be carried out during the formation stage of your policy or proposal. Any negative impact identified will support you to devise engagement strategies for further evidence gathering.**
- **If you are undertaking a full public consultation as part of your policy or proposal this form should be completed before the consultation begins and used as a tool to inform your consultation questions and engagement activities.**
- **All sections and all questions require a response and must not be left blank even if they are ‘not applicable’ or ‘subject to further consultation’.**

Name of project, policy, function, service or proposal being assessed:	Cabinet Report to seek approval to proceed with the active travel route in view of the formal observations received in respect of the proposed improvements to the proposed active travel route along a stretch of Cowbridge Road, in Bridgend, which forms part of the wider strategic Bridgend to Pencoed active travel route. Cabinet report for consideration on 22-06-2021.
Brief description and aim of policy or proposal:	The proposal is to create a permanent active travel facility, including improved crossing facilities, the widening of footways to become a shared walking and cycle route, as well as a reduction of the current speed limit along Cowbridge Road. This scheme is being funded by the Welsh Government under its Active Travel Fund programme.

Who is responsible for delivery of the policy or proposal?	Planning and Development Services
Date EIA screening completed:	10-03-2021
Does this policy or proposal relate to any other policies? (please state)	LDP, Future Wales 2040 – The National Plan, Planning Policy Wales 11, Welsh Government Active Travel Guidance
Who is affected by this policy (e.g. Staff, residents, disabled people, women only?)	Residents, adjoining landowners, any user of the proposed active travel scheme
Is the policy related to, influenced by, or affected by other policies or areas of work (internal or external)? <i>Note: Consider this in terms of statutory requirements, local policies, regional (partnership) decisions, national policies, welfare reforms.</i>	No
If this is a review or amendment of an existing policy, has an EIA been carried out? Please include date of completion:	No
If an EIA exists, what new data has been collected since its completion?	N/A

### **Assessment of Impact**

#### **Protected characteristics**

Is it possible that any aspect of the policy or proposal will have a positive or negative impact on people from different groups in different ways?

**\*Please note: If you identify a negative impact for any protected characteristics you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	

Gender			x	
Disability	x			<b>The proposed active travel route will be a betterment over the existing situation, providing greater ease of use for those with a disability</b>
Race			x	
Religion and belief			x	
Sexual Orientation			x	
Age	x			<b>The proposed active travel route will be a betterment over the existing situation, providing greater ease of use and increased mobility, benefiting those of all ages.</b>
Pregnancy & Maternity			x	
Transgender			x	
Marriage and Civil partnership			x	

### Socio-economic impact

Is it possible that any aspect of the policy or proposal will have a positive or negative impact on people or communities experiencing socio-economic disadvantage?

**\*Please note: If you identify a negative socio-economic impact you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	
Socio-economic disadvantage			x	<p>As part of the wider statutory planning process the effective management of land and its change seeks to help to eliminate inequality and disadvantage in people's lives. This has been reflected in the recently published Planning Policy Wales 11 (PPW11), which aligns the planning system with other key Welsh Government strategies including the Welling of Future Generations Act 2015 and the Socio-Economic Duty.</p> <p>The proposed active travel route develops and maintains places that support healthy, active lifestyles across all age and socio-economic groups, and recognises that investment in walking and cycling infrastructure can be an effective preventative measure which reduces financial pressures on public services in the longer term.</p>

### Welsh Language

Is it possible that any aspect of the policy or proposal will have a positive or negative impact for persons to use the Welsh language and in treating the Welsh language less favourably than the English language?

**\*Please note: If you identify a negative impact for persons to use the Welsh language and in treating the Welsh language less favourably than the English language you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	
Will the policy or proposal impact on opportunities for people to use the Welsh language			X	
Will the policy or proposal treat the Welsh language no less favourably than the English language			X	

### Public Sector Equality Duty

The Public Sector Equality Duty consists of a general equality duty and specific duties, which help authorities to meet the general duty.

The aim of the general equality duty is to integrate considerations of the advancement of equality into the day-to-day business of public authorities. In summary, those subject to the equality duty, must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act.
- Advance equality of opportunity between people who share a characteristic and those who don't
- Foster good relations between people who share a characteristic and those who don't

As part of the wider statutory planning process the effective management of land and its change seeks to help to eliminate inequality and disadvantage in people's lives. This has been reflected in the recently published Planning Policy Wales 11 (PPW11), which aligns the planning system with other key Welsh Government strategies including the Wellbeing of Future Generations Act 2015 and the Socio-Economic Duty

**How does this policy or proposal demonstrate you have given due regard to the general equality duty?**

**Procurement and partnerships**

The Public Sector Equality Duty (PSED) requires all public authorities to consider the needs of protected characteristics when designing and delivering public services, including where this is done in partnership with other organisations or through procurement of services. The Welsh Language Standards also require all public authorities to consider the effects of any policy decision, or change in service delivery, on the Welsh language, which includes any work done in partnership or by third parties. We must also ensure we consider the Socio-economic Duty when planning major procurement and commissioning decisions to consider how such arrangements can reduce inequalities of outcome caused by socio-economic disadvantage.

**Will this policy or proposal be carried out wholly or partly by contractors or partners?**

<b>Please place an X in the relevant box:</b>	
Yes	
No	x

If yes what steps will you take to comply with the General Equality Duty, Welsh Language Legislation and the Socio-Economic Duty in regard to procurement and/or partnerships?

<b>Steps taken to ensure compliance:</b>	
General Equality Duty	N/A
Welsh Language legislation	N/A
Socio-economic duty	N/A

**What have you decided to do?**

Record of decision based on assessment of impact on protected characteristics, socioeconomic impact and Welsh Language.

Please place an X in the relevant box.

**If you identify negative impact on one, some or all protected characteristics, socioeconomic duty or Welsh Language you will MUST complete a full EIA.**

Impact identified	Next steps:	Please place an X in the relevant box:
No negative impact identified	Screen out: carry on with the policy or proposal	x
One or more negative impact identified	Complete full EIA to gather more evidence on potential negative impacts	
<b>Please explain the reasons for this decision. If you have ‘screened out’ you must include information and evidence to justify your decision.</b>		
The impact of this proposal does not impact differently on any specific characteristic.		

**Approval:**

<b>Date EIA screening completed:</b>	<b>10-03-2021</b>
<b>Approved by (Head of Service):</b>	
<b>Date of approval by HoS:</b>	

<b>If this screening has identified that a full EIA is needed, who will carry out the full EIA?</b>	N/A
<b>If this screening has identified that a full EIA is needed when</b>	N/A

<b>will the Full EIA be completed by (Date):</b>	
------------------------------------------------------	--

When complete, this form must be retained by the service, a copy should also be sent to [equalities@bridgend.gov.uk](mailto:equalities@bridgend.gov.uk)  
The EIA screening should be referenced and summarised in the relevant cabinet report for this policy. Where a full EIA is needed this should be included as an appendix with the cabinet report and therefore available publically on the website.