



September 2015

# Local Transport Plan 2015 - 2030



## Version Control and Approvals

Version No.	Summary of Changes	Approved for Issue by	Date
0.1	Public consultation draft	BCBC Cabinet	11/11/14
1	Includes amendments following public consultation prior to submission to WG.	Corporate Director – Communities under Delegated Powers	26/01/15
2	Includes minor editorial changes.	Welsh Government	21/05/15

## Foreword

This Local Transport Plan, in line with the guidance provided by the Welsh Government, represents a return to a more local approach to the planning of transport within Bridgend and a departure from the previous focus on regional transport issues under the erstwhile Sewta's Regional Transport Plan. Under this LTP, Bridgend County Borough Council will be able to plan and co-ordinate investment in local transport in pursuit of local objectives that deliver local aspirations, whilst still recognising the significance of Bridgend's role as a link between the two South Wales City Regions.

The Vision of this LTP espouses a transport system that is effective, accessible, integrated and sustainable, aimed at delivering economic growth, offering equal opportunity for all, and enhancing the health, fitness and well-being of local residents.

Bridgend has a unique geographical position, lying between the two city-regions in South Wales. Its proximity to the Cardiff Capital Region, and the historical transport links that connect the two areas, enhances the county borough's potential to exploit a wider regional market. It is clear that improving transport and accessibility links between the county borough and both city-regions will enhance the county borough's competitiveness. Significant and substantial potential for economic growth exists in Bridgend. But without the appropriate investment in transport infrastructure, it will be difficult for this potential to be realised for the residents of the county borough. In this regard, the LTP has identified schemes that will optimise use of the highway network, enhance the competitiveness of the county borough in attracting inward investment and make it more attractive for existing local businesses to remain in the county borough.

Transport's relationship with land-use development is already addressed in the Bridgend Local Development Plan. In addition to this, the LTP has drawn and pieced together links between transport and the economy, job creation and job retention, the environment, health and social care, education and children's needs, and physical activity. In addressing these links, we believe that transport can be used as a tool to promote equality, improve welfare and deliver an inclusive and a fairer society.

We also recognise the environmental cost that comes with building transport infrastructure and using transport services. To reduce the environmental impact of transport, the LTP includes measures and interventions that will increase opportunities for active travel, encourage the use of public transport and promote modal integration.

We have adopted an inclusive approach in developing this LTP by consulting, seeking the co-operation of, and working with key stakeholders such as the Cardiff Capital Region Board, local health authorities, transport providers, employers, voluntary organisations and other local authorities. We have also have taken account of the needs of children and disabled groups, and taken on board the views of the residents of Bridgend.

As a result, we are confident that this LTP contains the necessary measures and initiatives to address the key transport issues affecting the county borough, and to enable the Council to achieve its Vision of delivering an effective, accessible, integrated and sustainable transport system for Bridgend.



A handwritten signature in blue ink, appearing to read 'Hywel Williams', written in a cursive style.

**Councillor Hywel Williams**  
**CABINET MEMBER - COMMUNITIES**



A handwritten signature in black ink, appearing to read 'M. Shephard', written in a cursive style.

**Mark Shephard**  
**CORPORATE DIRECTOR - COMMUNITIES**

# Contents

<b>Chapter</b>	<b>Contents</b>	<b>Page</b>
	<b>Executive Summary</b>	<b>i</b>
<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	Plan Coverage and Period	1
1.2	Links to Welsh Government Priorities	3
1.3	Review of Regional Transport Plans and Studies	9
1.4	Review of Policies and Other Plans	10
<b>2.</b>	<b>Issues, Opportunities and Interventions</b>	<b>16</b>
2.1	LTP Vision and Key Priorities	16
2.2	Major Influences on Transport Infrastructure & Modal Choice	
<b>3.</b>	<b>Short Term Plan Period</b>	<b>49</b>
3.1	Short Term Programme	49
3.2	Funding the LTP	49
3.3	Sources of Schemes	50
<b>4.</b>	<b>Medium and Long Term Aspirations</b>	<b>60</b>
4.1	The Medium Term (2016-2020) and Long Term (2021-2030)	
<b>5.</b>	<b>Statutory Checks</b>	<b>69</b>
5.1	Statutory Checks	69
5.2	Sustainability Appraisal	69
5.3	Equality Impact Assessment	70
5.4	Health Impact Assessment	70
5.5	Rural Impact Assessment	70
5.6	Competition Assessment	71
5.7	Children and Young People's Rights	71
5.8	Welsh Language Assessment	72
<b>6.</b>	<b>Consultation</b>	<b>73</b>
6.1	Public and Stakeholder Engagement	73
<b>7.</b>	<b>Monitoring and Evaluation</b>	<b>75</b>
7.1	Monitoring Interventions	75
7.2	Scheme Monitoring	85
<b>Appendix A</b>	<b>LTP Scheme Maps</b>	
	Map A1 – North West Bridgend	
	Map A2 – North East Bridgend	
	Map A3 – South West Bridgend	
	Map A4 – South East Bridgend	
<b>Appendix B</b>	<b>Prioritisation Matrix</b>	
	Short-term programme	
	Medium-term programme	
	Long-term programme	
<b>Appendix C</b>	<b>LTP Consultation Report</b>	

---

# List of Figures and Tables

<b>Figure No.</b>	<b>Title</b>	<b>Page</b>
1.1	Bridgend LTP Area Coverage	2
1.2	Priority Metro Interventions	8
1.3	LDP Strategic Plan	11
2.1	Road Safety Casualty and Accident Statistics (2000 -2013)	21

<b>Table No.</b>	<b>Title</b>	
2.1	Road Length by Classification in Bridgend County Borough	29
2.2	Issues, Opportunities and Interventions in Bridgend County Borough	33
3.1	Local Transport Plan Schemes – Plan Period (2015-2020)	55
4.1	Medium-term Local Transport Plan Schemes (2021-2025)	63
4.2	Longer-Term Local Transport Plan Schemes (2026-2030)	67
6.1	Consultation Workshop Invitees	75
6.2	LTP Consultation Community Engagement Events Programme	76
6.3	Format of consultation response	77
7.1	Monitoring Data Sources	78
7.2	LTP Monitoring and Evaluation Plan	79

---

# Executive Summary

## 1. Introduction

The Welsh Government now requires local authorities in Wales to prepare and adopt Local Transport Plan (LTPs) as the framework for identifying local transport schemes for improvements. LTPs therefore replace Regional Transport Plans, which in the case of Bridgend, was prepared by the now defunct Sewta transport consortium for South East Wales.

Under guidance from the Welsh Government, local authorities have the choice to develop and adopt either joint LTPs with neighbouring local authorities or a stand-alone LTP for their own geographical area.

Bridgend County Borough Council has opted for the latter approach in view of the uncertainty of the future of local authority boundaries and structures amid discussions of re-organisation of local government.

This LTP is for fifteen years from 2015 to 2030. It is programmed in three phases: the short term (2015 – 2020); the medium term (2021 – 2025); and the long term (2026 – 2030). In developing this LTP, due recognition has been given to the schemes and timescales identified in adjacent local authorities' LTPs.

### Links to Welsh Government Priorities

The LTP has drawn on major influences derived from key priorities established by the Welsh Government. In particular, the Welsh Government's *Programme for Government* has provided a model for collaboration between government, the business community and social partners to deliver key outcomes for a successful Wales.

The priorities identified in the *Programme for Government* form the basis of the development and delivery of targets set out in this Plan. These are:

- Growth and sustainable jobs;
- Health and well-being;
- Educational attainment; and
- Supporting children, families and deprived communities.

Other Welsh Government plans and strategies that have influenced and guided this LTP are listed below:

- Wales Spatial Plan;
- Wales Transport Strategy;
- National Transport Plan 2015 – Draft;
- Active Travel Act 2013;
- Cardiff Capital Region Metro;
- Road Safety for Wales;
- Learner Travel – Statutory Provision and Operational Guidance (June 2014).

Regional and local plans, strategies and studies have also provided additional influence. In terms of local influences, a comprehensive review has been carried out on plans and strategies relating to the schools modernisation programme, rural development, regeneration, improvement of local rights of way network, flood risk, local air quality

management, the county borough's asset management plan and the Council's Single Integrated Partnership Plan (SIPP).

## **Issues, Opportunities and Intervention**

The Council has developed its key LTP outcomes to support the four key priorities identified by the Welsh Government for investment in transport. Below is the Council's Vision of the LTP, together with the four key priorities and the LTP outcomes that support it.

### **Vision**

***An effective, accessible, integrated and sustainable transport system that can meet the short, medium and long term needs of a changing population, the economy and society.***

### **Key Priorities**

**KP1 - To support economic growth and safeguard jobs with a particular focus on City Regions, Enterprise Zones and local growth zones by:**

- Improving access to jobs and services by sustainable and active travel;
- Reducing congestion, improved journey time reliability, greater network resilience;
- Maximising potential to use bus and/or rail to access key employment and other sites;
- Improving access for freight.

**KP2 - To reduce economic inactivity by delivering safe and affordable access to employment sites through:**

- Seamless journeys and integrated ticketing;
- Affordable access to jobs, services and education.

**KP3 - To maximise the contribution that effective and affordable transport services can make to reducing transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities by:**

- Supporting rural areas by improving access to key services;
- Promoting bus services that enable communities to access employment/services

**KP4 - Encourage safer, healthier and sustainable travel to achieve:**

- Increased take up of active and sustainable travel;
- Reduced number of personal injury accidents;
- Reduction in the negative impact of transport emissions on health and the environment;
- Increased number of journeys to tourism destinations being made by sustainable and active travel modes.

## **2. Major Influences**

The schemes, outcomes, prioritisation and timing of investment identified in the LTP are based on the economic, environmental, infrastructure and social, health and well-being profiles that influence travel and locational decisions in the county borough. The major influences are:

### **2.1 Demography**

This looks at the overall population of the county borough, future growth and how the needs of certain sections of the population such as, for example, residents 60 years old or more will affect the provision, funding and use of public transport. The impact that the availability and affordability of transport will have on the ability of young people to access jobs has also been recognised.

### **2.2 Health**

The LTP recognises the critical role that the availability and affordability of transport plays in the health of the population. Consequently, the LTP seeks to promote transport as a welfare tool to help improve the health, fitness and well-being of the population of Bridgend. In line with policy pursuits of social care, the priorities and outcomes of the LTP have been aligned with current changes in the delivery of social and health care in Wales.

### **2.3 Road Safety**

Road safety or the perception of it is one of the key factors that drives modal choice, especially walking and cycling, and in Bridgend, particularly for the journey to school. For consistency, the Council has adopted the Welsh Government's national accident reduction targets at its local targets.. Therefore in line with good practice across Wales, the Council will draw on national accident data sources to analyse trends particularly relating to collisions, casualties and accident hotspots on the highway network. To reduce the number of accidents and casualties, the Council will continue to implement measures such as in engineering, education and publicity campaigns.

### **2.4 Economic Activity**

The LTP seeks to promote economic development and job creation in accordance with sustainable development objectives so that transport infrastructure and the environment can sustain them. In this regard, the LTP contains transport interventions that contribute to the four key priorities set by the Welsh Government.

### **2.5 Accessibility**

The transport corridors approach to transport planning and investment first identified in the Bridgend Local Development Plan has been adopted in the LTP. Investment in transport infrastructure will take a multi-modal approach, giving greater priority to sustainable and active travel interventions to provide an effective alternative to the car for residents, particularly in light of the introduction of the Active Travel Act (Wales) 2013. Although matters relating to the railways are reserved for the Welsh Government, the Council recognises the merit in identifying the railways as a crucial part of the modal mix, particularly for the journey to work. In this regard, the Maesteg Frequency Enhancement Scheme and the proposed Brackla Railway Station have been mentioned.

The potential contribution that redundant railway lines can play in future transport investment decisions has also been recognised. In Bridgend, the Garw Valley railway line fits such a

model which in the future may offer opportunities for developing transport initiatives around it.

## **2.7 Strategic Highway Network**

The transportation network in Bridgend is dominated by highways of which there is a total of 793 kilometres in length and carrying about 1.3 billion vehicle kilometres of traffic. The 18 kilometres of the M4 motorway and its three junctions in the county borough provides a key gateway into the county borough. Maintaining this network of roads represents an important factor in managing modal shift. In addition to maintenance, the Council will adopt demand management measures to reduce congestion and maintain free flow of traffic.

## **2.8 Environment**

The Council recognises the environmental challenge posed by transport related carbon emissions. Even though trends in carbon dioxide emissions are not measured as part of the Council's Local Air Quality Management programme, the Council is mindful of the broader negative impact of transport related emissions on health and the natural environment. Due recognition is also given to the impact that extreme temperatures and more frequent flooding could have on transport infrastructure and therefore the need to consider their ramifications in the design, construction and management of transport infrastructure. In order to reconcile the diverse needs of the economy with transport objectives, an effective partnership between all stakeholders would be needed.

## **3. Short Term Plan Period**

The short term programme covering 2015 to 2020 contains schemes that have been gathered from the following plans and strategies:

- Bridgend Local Development Plan;
- Sewta Regional Transport Plan;
- Bridgend Local Bus Strategy;
- Bridgend Walking and Cycling Strategy;
- Rights of Way Improvement Plan;
- Bridgend and Pencoed Active Travel Network Plan;
- Bridgend Register of Local Scheme.

Implementation of the schemes contained in the LTP will be subject to the availability of funding. Schemes that are required in order to facilitate land-use development will be funded either wholly or in part by developer contributions. Welsh Government grants such as, for example, those relating to active travel and safe routes in communities would also provide a possible source of funds to deliver schemes contained within the LTP. The Council will collaborate with other partners such as housing associations and health providers to identify potential funding sources for schemes and transport initiatives that are of mutual benefit and interest.

## **4. Medium and Long Term Aspirations**

Medium and long term aspirational schemes have also been gathered from the same sources as schemes in the short term programme. Schemes contained in the medium term (2021 – 2025) and the long term (2026 – 2030) cannot be implemented in the first phase of the LTP because they require additional preparatory work, and in some cases the resolution of outstanding statutory and regulatory obligations. In other cases too, land ownership issues may pose a constraint that can only be resolved in the medium or long term.

## **5. Statutory Checks**

The LTP has to undergo a range of statutory checks, some of which have already been carried out and other to be undertaken in due course. Below is a list of statutory checks to be completed in line with those identified in the National Transport Plan draft (2015):

- Sustainability Appraisal;
- Equality Impact Assessment;
- Health Impact Assessment;
- Rural Impact Assessment;
- Competition Assessment;
- Children and Young People's Rights;
- Welsh Language Assessment.

## **6. Consultation**

The LTP has undergone a two-stage consultation process: the first stage was pre-draft consultation at the beginning of the planning process and which involved a workshop of relevant stake holders. The second stage consultation began with Cabinet approval of the draft for public consultation which involved ten community engagement sessions at various locations in the county borough. External consultees included the local health authority, adjacent local authorities and the Capital City Region Board.

## **7. Monitoring and Evaluation**

Schemes, proposals and outcomes contained in the LTP will be monitored in line with the guidelines issued by Welsh Government, including the provision of an annual progress report. The Council will also prepare a detailed Monitoring and Evaluation Plan for each scheme prior to the commencement of works.



# Chapter 1 - Introduction

## 1.1 Plan Coverage and Period

- 1.1.1 Bridgend County Borough forms part of the Cardiff Capital Region of Wales which has a total population of 1.4 million people. Bridgend County Borough itself has a population of 139,200 persons who live in an area that covers 28.5km<sup>2</sup>, as shown in Figure 1.1 overleaf. Between 2001 and the last census of 2011, the population of the county borough grew by 8.2% from 128,700 in 2001.
- 1.1.2 Population projections contained in the Council's Local Development Plan (2006 – 2021) indicate that, between 2011 and 2016, the population of the County Borough will grow by 1% and a further 2.9% by 2021. According to the current mid-year estimates, the population of the County Borough is currently estimated at 140,500.
- 1.1.3 Bridgend County Borough has three major towns of which Bridgend is the largest with a population of 42,739 (ONS 2011). It is one of the fourteen key settlements in the Cardiff Capital Region and its geographical location between the two city regions of Cardiff and Swansea Bay provides strategic economic and transport opportunities for the county borough. Porthcawl and Maesteg are the other two big towns in the county borough whose combined population has dropped by 6.7% from 28,501 in 2001 to 26,590 in 2011.
- 1.1.4 This is the second Local Transport Plan (LTP) for Bridgend County Borough and will cover the Bridgend County Borough geographical area and address issues relating to local transport and how it will facilitate economic growth. The first LTP for Bridgend County Borough was adopted in 2001 and expired in 2005. After that period, planning for local transport in Bridgend was governed by, among other documents, the Regional Transport Plan (RTP) framework established by the Welsh Government.
- 1.1.5 Local authorities in Wales are now required to revert to LTPs as the framework within which improvements in the local transport network will be identified and implemented. To provide a strategic context for the development of LTPs, the Welsh Government has issued a National Transport Plan in draft to replace the version issued in 2010, and re-prioritised in 2011.
- 1.1.6 This LTP replaces the RTP for south-east Wales prepared by the defunct Sewta (the former regional transport consortia for South East Wales of which Bridgend was a member), and which covered the Bridgend County Borough area.



Figure 1.1 – Bridgend LTP Area Coverage

- 1.1.7 Under advice guiding the development of Local Transport Plans, local authorities can choose to develop a LTP on their own or join other local authorities to develop and adopt joint Local Transport Plans. The choice to develop joint LTPs is in consonance with the provisions in the Transport Act (Wales) 2006.
- 1.1.8 Although there is merit in developing a joint LTP with adjacent local authorities such as the Vale of Glamorgan, Rhondda Cynon Taf or Neath Port Talbot, Bridgend has opted to develop a single area LTP. The principal reason for this, which is also a benefit, is the geographical location of the County Borough, lying between the Cardiff Capital Region (former Sewta) and the Swansea Bay City Region (former SWWITCH) areas.
- 1.1.9 This decision has been necessitated by the uncertainty posed by proposed changes in local government. Whilst the Williams Commission on Public Service and Governance Delivery recommends a merger of Bridgend and Neath Port Talbot Councils, Bridgend County Borough Council itself has proposed a voluntary merger with the Vale of Glamorgan Council, a proposal that has been rejected by the Welsh Government. The hiatus created by this uncertainty offers ample justification for a stand-alone LTP for the Bridgend area. However, this approach does not preclude co-operation and co-ordination of plans with adjacent local authorities particularly those in the Capital City region.
- 1.1.10 This current LTP will cover the fifteen-year period between 2015 and 2030 and is programmed in three phases: the short term will cover 2015 – 2020; the medium term, 2021 – 2025; and the long term, 2026 – 2030. The schemes included within this LTP represent those currently identified by the Council. However, any additional schemes identified that will support the vision of the LTP will be considered for inclusion in future versions of this document.
- 1.1.11 Because of the connectivity and similarity of issues that have to be planned together, where possible, the LTP for Bridgend will make connections with scheme proposals and time scales identified for neighbouring local authorities: Neath Port Talbot, Rhondda Cynon Taf, and the Vale of Glamorgan. The latter two local authorities, having been members of the now defunct Sewta regional transport consortium, are also part of the Cardiff Capital Region which has significant economic and transport influence for, and on, Bridgend.

## **1.2 Links to Welsh Government Priorities**

### **Programme for Government<sup>1</sup>**

- 1.2.1 In 2011, the Welsh Government issued its *Programme for Government* in which it identifies twelve key actions that sets out a clear plan of how the Welsh Government will deliver for the people of Wales.
- 1.2.2 The Programme for Government makes it clear that its success will depend on all sectors of the Welsh economy and society working together. This calls for a joint effort and collaboration between the Welsh Government, the business community and social partners to deliver the intended outcomes for the people of Wales.

---

<sup>1</sup> Welsh Government's Programme for Government - <http://wales.gov.uk/about/programmeforgov/?lang=en>

- 1.2.3 The actions identified in the Programme for Government underpin the four key priorities that the Welsh Government has defined in its guidance for the development and delivery of targets to be set in Local Transport Plans. Important actions that have a direct implication for the Local Transport Plan are those that promote growth and sustainable jobs, help deal with the related issue of tackling poverty, and how use of transport infrastructure and services would impact less on the environment. Relevant consideration is also given to the health implications of use of transport. Whilst the environmental health implications have always been recognised, the encouragement and promotion of walking and cycling for school and work journeys will improve the health and fitness, and overall well-being of the population.
- 1.2.4 In this regard, due recognition is given to the development and delivery of personalised travel plans and sustainable travel centres. The role of transport in the growth agenda is seen as part of the support that companies would need, particularly where improvements to access to employment locations such as, for example, industrial estates and business parks, are needed.
- 1.2.5 Promoting economic growth should be deemed an utmost priority whose realisation would be paramount if all the other targets are to be achieved. Particularly, the Programme for Government recognises that achieving this aim would require integrating, for example, economic growth, skills and employment, and planning policies. Integration should also extend to building and sustaining partnerships between all delivery bodies including the business community and social partners, and enhancing business and employment opportunities.
- 1.2.6 The Programme for Government provides a framework for monitoring progress on issues such as the economy and infrastructure. On infrastructure, for instance, it is required that key indicators such as length of roads constructed and/or maintained, reduction in accidents and public transport punctuality are monitored.
- 1.2.7 In its first report on tracking progress in 2014, the Welsh Government reported on the four key priorities. These are:
- Growth and Sustainable Jobs;
  - Health and Well-being;
  - Educational Attainment;
  - Supporting Children, Families and Deprived Communities.
- 1.2.8 The Local Transport Plan guidance (Figure 1.1, p.4) identifies the central role that transport can take in helping achieve these outcomes through improved access to services and facilities, providing better access to employment opportunities and encouraging links between and within communities.

### **Wales Spatial Plan (WSP)<sup>2</sup>**

- 1.2.9 The WSP vision for South East Wales, “the Capital Network”, envisages that new development will be focused on 14 key settlements, including Bridgend, Cardiff, Barry, Llantrisant and Pontypridd. They will provide the central framework around which high capacity transport links will need to be developed.

---

<sup>2</sup> People, places, futures – The Wales Spatial Plan Update, WG (2008).  
<http://wales.gov.uk/topics/planning/development-plans/wales-spatial-plan/?lang=en>

1.2.10 Within these settlements a wider range of facilities, which add to employment opportunities, should be delivered locally to reduce the overall need to travel. Improving the physical connections both between and within settlements is the key to building the successful city region that the WSP aspires to.

The WSP priorities for the Capital Region are:

- The area will function as a networked city region, on a scale to realise its international potential, its national role and to reduce inequalities;
- A fully integrated high quality transport system is necessary for this to happen. Over the 20 year horizon of the WSP, all the area's key settlements should be linked to Cardiff or Newport by suitable high capacity public transport;
- The success of the area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities.

1.2.11 The settlements of Maesteg, Pyle and Porthcawl have also been listed amongst the ten key settlements identified as having a critical role to play in the success of the Swansea Bay City Region. In addition, Bridgend has a particular role to play in linking the Swansea Bay city region with the future of the South East Wales city region.

1.2.12 The key priorities for the Swansea Bay city region are:

- Improving accessibility. This includes improved telecommunication links as well as developing transport connections between the key settlements;
- Developing a cutting edge knowledge economy;
- Reducing economic inactivity and developing an integrated skills strategy;
- Implementing the Waterfront Master Plan to maximise opportunities along the stunning coastline;
- Developing a strong leisure and activity based tourism industry;
- Ensuring that environmental protection and enhancement are fully integrated.

### **Wales Transport Strategy (WTS)<sup>3</sup>**

1.2.13 In addition to the overarching outcomes and priorities set out in the Programme for Government, the Wales Transport Strategy contains priorities which provide additional strategic direction for work towards the Welsh Government's long-term outcomes in relation to transport. Each of the priorities outlined below are supported by a series of key actions:

- reducing greenhouse gas emissions and other environmental impacts;
- integrating local transport;
- improving access between key settlements and sites;
- enhancing international connectivity; and
- Increasing safety and security.

---

<sup>3</sup> One Wales: Connecting the Nation – The Wales Transport Strategy, WG (2009).  
<http://wales.gov.uk/docs/det/publications/140909-transport-strategy-en.pdf>

## **National Transport Plan 2015 – Draft <sup>4</sup>**

1.2.14 The Welsh Government published its updated draft of The National Transport Plan (NTP) on 10<sup>th</sup> December 2014. The NTP has been developed in line with the policies and objectives for transport as set out in the Wales Transport Strategy (WTS). The plan will demonstrate how the Welsh Government will continue to implement the WTS and support the delivery of the Programme for Government outcomes.

1.2.15 The NTP aims to provide a fresh approach to transport planning which will allow greater flexibility and ensure that Welsh Government funding is directed to secure maximum value for money and impact. The plan identifies national and regional improvements, at the same time as local authorities are developing Local Transport Plans to identify priorities for transport investment at a local level.

1.2.16 The purpose of the plan is to:

- Set the context and evidence to inform decisions on all transport investment (capital and revenue); an evidence base that that will be regularly updated and, where appropriate, will enable plans to be updated;
- Use the evidence base, identify the type of transport interventions required, which may differ by place;
- Specify interventions to be progressed and confirm priorities for future investment by other, given that not all transport services or infrastructure is devolved;
- Reflect a short term delivery plan (next 5 years), as well as priorities for the medium term (up to next 10 years) and longer term (next 20 to 30 years),

1.2.17 Specific reference is made to the following schemes in Bridgend:

- Ref. RI4 - Maesteg Branch frequency enhancement (also listed as a short-term specific intervention under the Cardiff Capital Region Metro Phase 1 programme – Ref. CCR M3);
- Ref. RI10 – Develop assessment criteria and, using those criteria, a prioritised list of new station proposals for further consideration (in relation to securing funding from the rail industry). Brackla station is among the stations selected as part of this process.

## **Active Travel (Wales) Act 2014<sup>5</sup>**

1.2.18 The Active Travel (Wales) Act 2013 makes it a legal requirement for all local authorities in Wales to map and plan suitable routes for active travel (walking and cycling), and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as modes of transport.

1.2.19 The key focus of the Act is to encourage more people to make shorter journeys by bicycle or on foot more often. In particular, the emphasis is on connecting key sites

---

<sup>4</sup> National Transport Plan 2015 – Draft, WG (2015).

<http://wales.gov.uk/consultations/transport/draft-national-transport-plan/?lang=en>

<sup>5</sup> Active Travel (Wales) Act 2013, WG (2013).

<http://wales.gov.uk/topics/transport/walking-cycling/activetravelact/?lang=en>

such as workplaces, hospitals, schools and shopping areas with active travel routes, to encourage people to rely less on their cars when making such trips.

1.2.20 In satisfying the duties of the Act and encouraging greater levels of walking and cycling within the county borough, the Council will contribute to the achievement of other policy objectives. This includes not only other transport policy objectives such as, for example, reducing congestion in urban areas, but also the potential to impact positively on access to tourism destinations leading to benefits to the tourist economy.

1.2.21 There may also be wider benefits including improvements to individual health as a result of increased levels of regular physical activity, and environmental benefits such as reduced air and noise pollution which may be generated as a result of a reduction in single occupancy car journeys.

### **Cardiff Capital Region Metro<sup>6</sup>**

1.2.22 The Cardiff Capital Region Metro (the “Metro”) vision is for “a multi-modal rapid transit network integrating all transport modes, offering the passenger a single ticket, “turn up and go” experience”<sup>7</sup>, using as its baseline the proposed rail network following the introduction of Valleys Line Electrification (VLE) and the Cardiff Area Signalling and Renewal Project (CASR).

1.2.23 The Metro will enable modal shift, improve air quality, reduce greenhouse gas emissions and will also be aligned to proposals to address issues on the road network including the M4 Corridor around Newport and the dualling of the Heads of the Valleys.

1.2.24 The Metro identifies six strategic priorities which are detailed below, and represented in Figure 1.2. Only some of these priorities are likely to be of specific relevance to Bridgend:

- Priority enhancement of the Existing Network - new stations, higher frequency services, P&R and station/interchange enhancements. Early scope defined within quick wins. Will include infrastructure enhancements to enable higher frequencies and new stations (1).
- Ebbw Vale Town to Newport - enhancements to deliver at least 2 trains per hour (tph) and a service to Newport (2).
- Cardiff North West Corridor - new routes and stations to facilitate the medium term expansion of Cardiff, from Cardiff Bay to RCT via Creigiau and a link to Taffs Well to support redevelopment and help alleviate congestion on the A470. Explore early conversion of the City and Coryton lines to Tram-train operation as part of first phase linking to Cardiff Bay (3).
- M4 Corridor - new routes and stations to provide a commuter network for East Cardiff and Newport by introducing rail/tram-train services on the electrified relief lines between Cardiff and Severn Tunnel Junction (STJ) and the use of Bus Rapid Transit (BRT) (4).
- Cardiff Airport – new/upgraded station able to support local and interregional service (9).
- Mid Valley Corridor - BRT between Pontypridd and Pontypool/Cwmbran (8).

---

<sup>6</sup> A Cardiff Capital Region Metro, WG (2013). <http://wales.gov.uk/topics/transport/public/metro/?lang=en>

<sup>7</sup> A Cardiff Capital Region Metro: Update Report (Aug 2014).

1.2.25 The following schemes in Bridgend County Borough are contained within the current Metro Programme:

- National Cycle Network 885 – Sarn to Bridgend active travel link;

1.2.26 Additional schemes identified in the Cardiff Capital Region Metro Impact Study Spatial Map include:

- Strategic bus/BRT route between Bridgend and Porthcawl;
- A new railway line and associated stations between Tondy and Blaengarw;
- An extension to the Maesteg railway line with associated stations between Maesteg and Caerau;
- An improved Bridgend interchange;
- New park and ride sites at Pyle and Wildmill;
- New railway stations at Brackla, south Bridgend and between Wildmill and Sarn.



Figure 1.2 – Priority Metro Interventions<sup>8</sup>

### Road Safety Framework for Wales<sup>9</sup>

1.2.27 The Road Safety Framework for Wales “sets out the Welsh Government’s priorities for road safety and focuses on casualty reduction, which should be at the heart of all road safety interventions”. The Framework supports the Programme for Government commitment to target high-risk road users (motorcyclists and young drivers) and vulnerable road users (older drivers, children, pedestrians, cyclists, active travel, deprived communities, those driving for work, equestrian road users and road

<sup>8</sup> A Cardiff Capital Region Metro, WG (2013). <http://wales.gov.uk/topics/transport/public/metro/?lang=en>

<sup>9</sup> Road Safety Framework for Wales, WG (2013). <http://wales.gov.uk/topics/transport/road-users/road-safety-framework/?lang=en>

workers) through a combination of measures including education, engineering and enforcement.

- 1.2.28 The overarching vision of the Framework is “a continued reduction in the number of people killed and seriously injured on Welsh roads, with the ultimate aspiration of no fatalities”. The Framework recommends that qualitative collision and casualty data should be used as the basis of analysis studies and any proposed road safety interventions or enforcement activities.

### **Learner Travel – Statutory Provision and Operational Guidance (June 2014)<sup>10</sup>**

- 1.2.29 The Learner Travel (Wales) Measure 2008 sets out the legal framework specifically related to travel and transport provisions for learners travelling between home and school or places of learning in Wales. In 2014, the Welsh Government issued statutory guidance under section 15 of the Learner Travel (Wales) Measure 2008 which placed the following legal duties on local authorities in Wales:

Local authorities must:

- Assess the travel needs of learners in their authority area
- Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school
- Provide free home to school transport for learners of compulsory school age attending secondary school who live 3 miles or further from their nearest suitable school
- Assess and meet the needs of “looked after” children in their authority area
- Promote access to Welsh medium education
- Promote sustainable modes of travel

- 1.2.30 The Measure has implications for this LTP and other policies and strategies being pursued by the Council. There are areas of common interest between the Measure and the Council’s Schools Modernisation Programme, particularly relating to the assessment of accessibility of new or re-developed schools. In addition, the Measure provides appropriate context for the development of safe routes to schools projects, especially at the network audit and route assessment stage of such proposals. The Measure will also be taken account of as part of the work required to satisfy the duties under the Active Travel (Wales) Act 2013.

## **1.3 Review of Regional Transport Plans and Studies**

- 1.3.1. Bridgend is one of the ten local authorities located in South East Wales that formed the now defunct Sewta consortium. Sewta produced its Regional Transport Plan in 2010 which contained 8 key priorities intended to steer Sewta’s activities and investment over the plan period. The priorities informed the development of the RTP policies, actions and capital programme. The priorities, in order, are set out below:

1. To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport.
2. To increase the proportions of trips undertaken by walking, cycling and public transport.
3. To minimise demand on the transport system.

---

<sup>10</sup> Learner Travel Statutory Provision and Operational Guidance, WG (2014).  
<http://wales.gov.uk/docs/det/publications/140616-ltogg-en.pdf>

4. To develop an efficient, safe and reliable transport system, with improved transport links between the 14 key settlements in South East Wales, and between South East Wales and to the rest of Wales, the UK and Europe.
5. To provide a transport system that encourages healthy and active lifestyles.
6. To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities.
7. To ensure developments are accessible by sustainable transport and to make sustainable transport and travel planning an integral component of regeneration schemes.
8. To make better use of the existing transport system.

1.3.2 To support the RTP, Sewta also produced a number of modal strategies and related studies including:

- Sewta Rail Strategy (2013<sup>11</sup>);
- Bus and Community Transport Regional Network Strategy (2014<sup>12</sup>);
- A Walking and Cycling Strategy for South East Wales (2006);
- Sewta Highways Making Better Use Study (2011<sup>13</sup>);
- Sewta Bus Infrastructure and Corridor Investment Strategy (Updated 2014);
- Sewta Park and Share Report (2006);
- Sewta Interchange Walking, Cycling and Signage Audit (2013).

1.3.3 The RTP addresses wider transportation issues of strategic significance which have implications for all the ten local authorities in the region, and identifies the key challenges. The strategic context is defined by these key challenges that shape the provision of transport, investment decisions and modal choices.

1.3.4 The RTP intended to overcome the challenges set by the Wales Spatial Plan through the implementation of transport measures that addressed the strategic transport needs of the region. By its regional nature, the RTP contained and addressed only transport schemes of a strategic significance and therefore local schemes that facilitated local journeys of shorter distances were left for local consideration. The RTP, however, continued to provide a framework in which local transport could be planned.

1.3.5 This Local Transport Plan intends to build on the work carried out by Sewta, and the priorities, policies and actions identified in the RTP, and its' daughter documents, have been considered during the preparation of this plan.

## 1.4 Review of Policies and Other Plans

### **Bridgend Local Development Plan<sup>14</sup>**

1.4.1 The Bridgend Local Development Plan (2006 – 2021), and the suite of Supplementary Planning Guidance supporting it, is the principal land-use and transportation document that contains policies and guidance on the planning of

<sup>11</sup> Sewta Rail Strategy, Sewta (2013).

[http://www.sewta.gov.uk/uploads/documents/111/original/Sewta\\_Rail\\_Strategy\\_Final\\_Report\\_March\\_2013.pdf?1363081495](http://www.sewta.gov.uk/uploads/documents/111/original/Sewta_Rail_Strategy_Final_Report_March_2013.pdf?1363081495)

<sup>12</sup> Sewta Bus and Community Transport Regional Network Strategy, Sewta (2014)

<sup>13</sup> Sewta Highways Making Better Use Study, Sewta (2011).

[http://www.sewta.gov.uk/uploads/documents/40/original/Sewta\\_MBU\\_final\\_report.pdf?1316447645](http://www.sewta.gov.uk/uploads/documents/40/original/Sewta_MBU_final_report.pdf?1316447645)

<sup>14</sup> Bridgend Local Development Plan, BCBC (2006-2021). <http://ldp.bridgend.gov.uk/policies/ldp/ldp.html>



strengthening and renewing infrastructure in the County Borough complements the overall aim of the local Transport Plan. The pursuit of this aim will enhance all efforts, wealth creation, training, development and equipping local people with the right skills in enterprise and innovation.

### **Schools Modernisation Programme**

- 1.4.4 The infrastructure that is required to provide education and training has significant implications for transport infrastructure and service provision. Whilst the standard development control process will address transport impacts of new school build, sometimes, policy changes in the provision of education can have an impact on traffic flows in local areas. The Council's schools modernisation programme looks at priorities for the location of schools in the County Borough. This strategy will affect some of the priorities to be identified in the LTP and therefore, it is absolutely necessary that they are addressed as part of the comprehensive scheme assessment framework. Measures adopted to implement the requirements of the Welsh Government's Learner Travel protocol would have implications for the development of safe routes. Integrating these with Active Travel measures will be effectively addressed in the LTP.

### **Local Development Strategy for Rural Bridgend County Borough<sup>17</sup>**

- 1.4.5 Other activities such as tourism and the rural economy contribute to the economic growth and job creation potential in Bridgend. However, often times, the transport requirements of the rural economy and society and transport implications of tourism development are given scant regard in transport policies. The LTP will integrate the objectives of the Local Development Strategy for Rural Bridgend County Borough with the key priorities of the LTP. This is in recognition of the contribution that the rural economy and tourism make to economic growth, sustaining rural populations and environmental conservation of the County Borough. It is intended that addressing rural transport needs will help in the development of community transport services.

### **Rights of Way Improvement Plan<sup>18</sup>**

- 1.4.6 The Rights of Way Improvement Plan (RoWIP) for Bridgend was produced to meet the requirements of the Countryside and Rights of Way Act 2000 (CROW). The RoWIP identifies, prioritises and plans improvements to the local Rights of Way network in Bridgend County Borough for the benefit of visitors and residents alike.
- 1.4.7 Together with the Walking and Cycling Strategy, the RoWIP outlines the Council's programme for the development of walking and cycling within the County Borough. As a result, some issues relating to walking and cycling are common to both documents and there are instances where actions from the RoWIP overlap with those contained within the Walking and Cycling Strategy.
- 1.4.8 There are also a number of specific RoWIP actions which could contribute directly to the active travel element of the LTP including RoWIP Actions 2.4 – 2.6 'Updating the Definitive Map', Actions 3.6, 5.5 and 5.6 relating to the 'Designation of Community

---

<sup>17</sup> The Rural Local Development Strategy for Bridgend, Reach/BCBC (2014-2020).

<http://www.bridgendreach.org.uk/what-we-do/i/87/desc/our-business-plan/>

<sup>18</sup> Waymarking the Future: The Rights of Way Improvement Plan for Bridgend, BCBC (2008).

<http://www1.bridgend.gov.uk/media/239906/WAYMARKING-THE-FUTURE.pdf>

Routes as Cycle Tracks', and Action 5.7 regarding negotiations with Network Rail to secure the long-term future of sections of the Celtic Trail in Bridgend.

- 1.4.9 A number of schemes and actions identified within this LTP have also been identified within the Rights of Way Improvement Plan, and therefore there is potential that RoWIP funding could be utilised to help deliver such schemes as part of a funding package.

### **Local Flood Risk Management Strategy<sup>19</sup>**

- 1.4.10 Bridgend County Borough Council is the lead Local Flood Authority and is also the highway authority and Coast Protection Authority. As a result of the Flood and Water Management Act 2010, the Council has responsibility for risk management duties for flooding from Ordinary Watercourses, surface water and groundwater and is required to produce a Local Flood Risk Management Strategy that is consistent with the National Strategy for Flood and Coastal Erosion Risk Management (Wales).
- 1.4.11 The purpose of the Strategy is to set out the Council's position with regard to management of local flood risks, and pulls together the existing policies and actions the Council undertakes which have implications with regard to flood risk management, together with any new actions or policies introduced as a result of the Flood and Water Management Act 2010 and Flood Risk Regulations 2009.
- 1.4.12 The Strategy also includes any proposed actions or policies to be introduced to further manage flood risk and any policy or action carried out, or proposed, has to be considered against the objectives set by the National Strategy and any effects that it may have on the human, built, commercial, historic and natural environments and potentially negative effects identified and where necessary mitigated.

### **Bridgend County Together<sup>20</sup>**

- 1.4.13 *Bridgend County Together* is the name for the single integrated partnership plan (SIPP) for the county. It sets out the priorities and actions the Local Service Board (LSB) will focus on to improve the lives of people throughout the County Borough of Bridgend.
- 1.4.14 The SIPP replaces four previous statutory plans:
- Community Strategy
  - Social Care and Well Being Plan
  - Children and Young People's Plan
  - Community Safety Plan
- 1.4.15 The LSB in Bridgend is responsible for producing and delivering the plan which runs from April 2013 to March 2018. The role of the LSB is to:
- agree strategic priorities for partnership working (*Bridgend County Together*)
  - ensure organisations are working effectively to deliver partnership priorities
  - challenge under performance
  - ensure partnership structures are fit for purpose and accountable
  - review and report annually on progress against priorities

---

<sup>19</sup> Bridgend County Borough Council, Local Flood Risk Management Strategy, BCBC (2013).  
<http://www1.bridgend.gov.uk/media/138008/105765.pdf>

<sup>20</sup> Bridgend County Together, Bridgend Local Service Board (2013-2018).  
<http://www.bridgendlsb.org.uk/media/2388/bridgendcountytogether.pdf>

- align and pool budgets and resources, where appropriate
- 1.4.16 No single organisation can meet the total needs of a community and all are facing financial pressures. Getting public, private and third sectors to work in a more focussed way will help the LSB achieve their vision for Bridgend County as *a healthy, prosperous and safe county where people can achieve their full potential*.
- 1.4.17 In early 2012, the views of 1500 people regarding what it was like to live and work in the county were collected. Published data such as employment figures, crime statistics and education performance were also gathered.
- 1.4.18 Together the views of citizens and the statistical evidence were used to decide on the priorities that should be the focus of the plan. These four **priority areas** form the main chapters of the plan and are:
- **People in Bridgend County are healthier**
  - **People in Bridgend County are engaged and empowered to achieve their full potential**
  - **People in Bridgend County benefit from a stronger and more prosperous economy**
  - **Bridgend County is a great place to live, work and visit**
- 1.4.19 Through the LSB partnership structure, progress on the implementation of the plan is regularly reviewed and developed to reflect changing and emerging issues. The indicators and actions are tracked over time to identify whether the plan is having an impact and changing the lives of people who live, work or visit the county. In addition to this, implementation of the plan is monitored by an independent Scrutiny Panel made up of elected members and other representatives drawn from LSB member organisations. The LSB is required to review progress in delivering the plan each year and the first annual review was published in June 2014.

#### **Local Air Quality Management Plan**

- 1.4.20 Bridgend County Borough Council's local air quality monitoring procedures fulfil the requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents.
- 1.4.21 The new monitoring data and evidence obtained since the 2013 Progress Report, has confirmed that with the exception of Ewenny Cross Roundabout there are no other indications of a significant breach of the air quality objectives prescribed in the Air Quality (Wales) Regulations 2000 and the Air Quality (Amendment) (Wales) Regulations 2002. However, Bridgend County Borough Council does not consider it necessary to proceed with a detailed assessment at Ewenny Cross roundabout at this stage due to reliability issues regarding nitrogen dioxide data. It has been agreed that the monitoring will continue at Ewenny Cross roundabout for the forthcoming year in order to obtain more robust data. This will enable a decision to be made whether to proceed with a Detailed Assessment in the near future.
- 1.4.22 With the exception of Ewenny Cross Roundabout as highlighted above, the Progress Report has not identified a need to consider proceeding to a Detailed Assessment for any other pollutant. Monitoring of nitrogen dioxide and PM10 will continue at the same sites as at the end of 2013. Bridgend County Borough Council will submit a progress report in May 2015.

## Highway Asset Management Plan<sup>21</sup>

- 1.4.23 “Highway asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure that meets the needs of current and future customers”.
- 1.4.24 The Highway Asset Management Plan for Bridgend county borough documents the current service and identifies improvements that embrace asset management principles. This is the starting point for a change in highway maintenance management that, over time will allow:
- An evidence based assessment of need.
  - More efficient management of the asset.
  - Taking a life cycle approach to maintenance
  - Provide defined levels of service and monitor performance.
  - Managing risks associated with potential asset failures.
  - Sustainable use of physical resources.
  - Continuous improvement in highway management practices.
- 1.4.25 There are a number of key issues driving the development of the Highway Asset Management Plan:
- A national drive to determine the capital funding need utilising asset management
  - A deteriorating road network
  - Corporate financial management initiatives
  - Increased pressure on revenue funding
  - Increasing public expectation
  - Requirements for enhanced network management
  - Requirements for improved safety and reduced risk
- 1.4.26 Seven assets were selected for consideration as they form the significant proportion of the value of the highway asset roads:
- Footways (pavements)
  - Drainage
  - Structures (Bridges, culverts, retaining walls etc.).
  - Street Lights
  - Traffic Signals
  - Traffic Signs
- 1.4.27 Bridgend County Borough Council’s highway maintenance practice conforms to guidance set out in “Delivering Best Value in Highway Maintenance”, a Code of Practice for Maintenance Management published in July 2001 by WAG (DETR and other national bodies) as a national standard. The development standard for new highways is the “Manual for Streets” published in 2007 by the WAG (DOT and other national bodies).

---

<sup>21</sup> Highways Asset Management Plan, BCBC (2011).

[http://www.google.co.uk/url?url=http://www.bridgend.gov.uk/web/groups/public/documents/report/093303.doc&rct=j&frm=1&q=&esrc=s&sa=U&ei=cVTGVM\\_-DMTIUsGPgJgM&ved=0CCUQFjAD&usg=AFQjCNGhkkhbwbjMSbkwnEIHxnDkfbLw8Q](http://www.google.co.uk/url?url=http://www.bridgend.gov.uk/web/groups/public/documents/report/093303.doc&rct=j&frm=1&q=&esrc=s&sa=U&ei=cVTGVM_-DMTIUsGPgJgM&ved=0CCUQFjAD&usg=AFQjCNGhkkhbwbjMSbkwnEIHxnDkfbLw8Q)

# Chapter 2 - Issues, Opportunities and Interventions

## 2.1 LTP Vision and Key Priorities

2.1.1 In its guidance on the LTP, the Welsh Government (WG) has asked local authorities to “identify the transport issues and opportunities” that would achieve identified outcomes during the life of the LTP. The realisation of the key outcomes identified by the Council will help to deliver the four key priorities that the WG has set. The relationship between the identified Council outcomes and the WG priorities is set out below. These four WG priorities support the Council’s LTP Vision which will provide the strategic focus in the delivery of the Council’s transport schemes over the next fifteen years.

### Vision

***An effective, accessible, integrated and sustainable transport system that can meet the short, medium and long term needs of a changing population, the economy and society.***

### Key Priorities

**KP1 -** To support economic growth and safeguard jobs with a particular focus on City Regions, Enterprise Zones and local growth zones

- Improved access to jobs and services by sustainable and active travel.
- Reduced congestion, improved journey time reliability, greater network resilience.
- Maximise potential to use bus and/or rail to access key employment and other sites.
- Improved access for freight.

**KP2 -** To reducing economic inactivity by delivering safe and affordable access to employment sites

- Seamless journeys and integrated ticketing.
- Affordable access to jobs, services and education.

**KP3 -** To maximise the contribution that effective and affordable transport services can make to transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities

- Support rural areas by improving access to key services;
- Bus services that enable communities to access employment / services

**KP4 -** Encourage safer, healthier and sustainable travel

- Increased take up of active and sustainable travel.
- Reduced number of personal injury accidents.
- Reduction in the negative impact of transport emissions on health and the environment.
- Increased number of journeys to tourism destinations being made by sustainable and active travel modes.

## 2.2 Major Influences on Transport Infrastructure and Modal Choice

### Demography

2.2.1 The population of the County Borough, its rate of growth and structure are among the demographic factors that influence modal choice, travel habits and infrastructure requirements. In addition to natural growth, in-migration, fuelled by economic activity and the location of inward investment and attraction of housing development to the County Borough, will have an impact on the population of the County Borough which is projected to rise to 144,640 by 2021, the start of the medium term of the Plan period.

2.2.2 Inward investments have two major impacts on the transportation network. Firstly, they bring with them highly paid jobs and an increase in the managerial and professional classes among whom car ownership, and consequent car use, is high. Secondly, inward investments, particularly of the manufacturing kind, tend to be a source of major traffic generation which is compounded by the close proximity to the M4 motorway of such developments, in areas which are poorly served by public transport, and which makes the private car the only realistic mode of travel to work.

2.2.3 Rising population and increasing economic and social activities, especially where such activities encourage or generate transport use, have to be matched by increasing levels of housing, employment and transportation facilities in the right quantities and at the appropriate locations to meet the requirements and needs of the various segments of the population.

2.2.4 Of particular interest, in terms of public transport and its funding is the proportion of the population that is made up of people who are 60 years and older. Under existing regulations, this group enjoys free bus travel, and in Bridgend, where the over 60s form a significant proportion of the population (about a quarter, 24.4%) whose requirements, particularly in the provision of



bus services, also have to be taken into account. The impact that they will have on the supply of, and demand for public transport services particularly, cannot be underestimated.

2.2.5 At the other end of the age spectrum, the availability and affordability of transport for children and young people will also have an impact on their ability to access places of education and training, employment and key services such as for health and leisure. For example, in respect of access to places of education, potential changes to the distance criteria relating to the provision of free school transport in line with the statutory minimum (increasing the qualifying distance from 1.5 miles to 2 miles for primary schools and 2 miles to 3 miles for secondary schools) will reduce the number of pupils that qualify for free transport. This may require the provision or enhancement of active travel infrastructure to reduce car-use for such journeys.

- 2.2.6 With regard to access to places of employment for young people, in areas that are poorly served by public transport, or where access to educational and training establishments is less direct, there may be an opportunity to encourage the development of community transport services or to implement initiatives such as the *Wheels to Work* scheme to cater for transport needs. This equally applies in situations where affordability of transport may be a factor, and could be pursued in combination with improvements to active travel infrastructure.
- 2.2.7 Social and economic exclusion are two other issues which need to be recognised, and which can be caused by two major factors; these are social/personal circumstances, and spatial/physical circumstances. In the first instance, poor education and skills base, limited economic opportunities, poor health and disability can sometimes exclude parts of the population from benefiting fully from the social and economic opportunities in the County Borough. This is compounded by the second, which is characterised by, in some cases, rural isolation and places with low population densities, where, inadequate transport infrastructure and lack of public transport services can sometimes limit access to opportunities, even where the local population has the necessary requirements to take them up. In both instances, the situation can be worse for those who also have a limiting long-term illness.
- 2.2.8 In places where a full range of facilities exists, mobility can still be difficult for some sections of the population especially among disabled people, those with long term health problems and the aged. These people form about 17% of the population of the County Borough. They constitute an even larger proportion among the 65+ age group where 41% of them suffer from limiting long-term illness.
- 2.2.9 Economic and social challenges exacerbated by local transport affect accessibility particularly in terms of the availability and affordability of transport. Car ownership in Bridgend is rising and with it car use, even for short local journeys. Although car ownership enhances the mobility of those who have access to it, its use brings with it environmental consequences. A preponderant dependence on the car means that people walk or cycle less for shorter journeys and for those who do not do any physical exercise, a car-based lifestyle can have a deleterious effect on health, fitness and well-being.
- 2.2.10 Despite the continuous growth in car ownership and a rise in the number of households with two or more cars in Bridgend, residents in 22% of the households do not have access to a car. For residents in these households, access to alternative modes of transport such as public transport, walking and cycling facilities has to be enhanced to enable them to partake of the social, economic and employment opportunities that exist in the County Borough.
- 2.2.11 Providing adequate and appropriate facilities to aid the mobility of the socially excluded should therefore be an integral part of the Local Transport Plan. For instance, it is essential that transport facilities are provided to link communities with educational opportunities in order to improve and broaden the skills of the population and enhance their employment prospects.

## **Health**

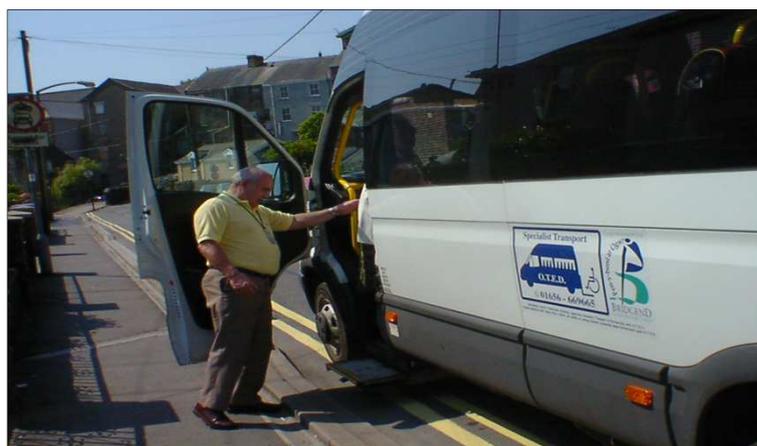
- 2.2.12 In terms of health and social care, the focus of this LTP is to determine how to deal with the impact that the delivery of health and social care plans has on local transport infrastructure and particularly on public transport services. In addressing this issue, the Council needs to be aware of the accessibility profiles consolidated health facilities in the future and whether travel to them would be affordable. The Council

will therefore continue partnership discussions with other providers to explore innovative ways of making better use of public transport, community transport, taxis and hospital transport.

2.2.13 Changes in the delivery of social and health care in Wales have major implications for the planning and prioritisation of investment in local transport in Bridgend. The consolidation of health care services such as at GP surgeries and at major hospitals has transport implications. In Bridgend for instance, the designation of Maesteg Hospital as a community out-patient hospital serving the Valleys, parts of the Vale of Glamorgan and Swansea, and an in-patient facility for Bridgend residents has impacts on local transport infrastructure. It also places increased pressure on existing transport services as well as leading to additional travel demands from new destinations.

2.2.14 It is widely accepted that an ageing population comes with health and social needs which cannot be solved by health services alone. Often, issues surrounding old age are perceived predominantly as health related but there are instances where the challenge is that of loneliness and isolation. This is compounded by spatial separation where older people and their social connections have difficulty in making physical contact, either through a lack of available transport options, such as lack of access to a car or public transport, or poor quality infrastructure which discourages them from travelling actively within their local area. The provision of affordable transport in local communities will help to bridge this gap

2.2.15 Over the years, the Council has been encouraging the development of community transport services to meet the transport needs of residents whose transport requirements are not catered for by mainstream public transport services. Community transport services have a key role



to play in the delivery of social and health care in Bridgend. In addition to serving the social transport needs of older people in the county borough and assisting them to live independently, community transport has the potential to support new arrangements related to the delivery of health care services. In order to ensure that there is coherence and co-ordination between the planning of local transport and the delivery of health services, the Council has been liaising with the health care sector to seek complementarity between the LTP and plans for non-emergency transport. It is recognised that there would be community benefits from aligning community transport services with health care need.

2.2.16 Transport cannot prevent ageing, but it can contribute towards personal health improvements in a significant way, including aiding the prevention of obesity, especially among young people. In Bridgend, 37% of adults were inactive or did not participate in 30 minutes of activity at any time in the past week (in 2012-2013)<sup>22</sup>.

<sup>22</sup> Welsh Health Survey 2012 and 2013, WG (2014) <http://wales.gov.uk/docs/statistics/2014/140930-health-survey-la-lhb-2012-13-results-en.pdf>

Walking and cycling have been found to have benefits for both physical and mental health. Therefore, more walking and cycling will contribute to a healthier population and benefit the wider economy and society as a whole.

2.2.17 In recent years, the Council has developed walking and cycle schemes via developer contributions as part of the land-use development process, and through grant funding programmes such as the Welsh Government's safe routes in communities programme and the Sustrans' Valleys Cycle Network programme funded through the European Regional Development Fund (ERDF). Under the Active Travel Act 2014, the Council will be developing coherent and co-ordinated active travel networks in the county borough.



2.2.18 The chief rationale behind these active travel schemes has historically been to achieve modal shift. However, the additional health and environmental benefits generated by these schemes, particularly where these schemes have encouraged active travel for regular daily journeys, should also be recognised. For some residents, walking or cycling for the journey to work or school may be the only realistic opportunity they have for undertaking any regular physical activity. Transport therefore can make a valuable contribution to a healthier, fitter and happier population.

### **Road Safety**

2.2.19 Experience in Bridgend suggests that especially for the journey to school, road safety plays a significant part in modal choice. Sometimes, perceptions of safety and traffic speeds are the common factors that parents consider when they take their children to school by car. Similar concerns are also taken into consideration by adults who are discouraged from cycling on-road.

2.2.20 The Council adopts the Welsh Government's national accident reduction targets as its local targets. Over the years, road safety measures and other measures to reduce the level of accidents and the number of casualties have been implemented which have yielded positive results.

2.2.21 In line with good practice across Wales, the Council draws on accident data from the police Stats 19 data to analyse trends particularly relating to collisions, casualties and accident hotspots on the highway network. To provide clarity, the Council always makes a distinction between collisions and casualties. In terms of accident hotspots, junction 36 on the M4 records the highest number of accidents. For example, at this location between 2009 and 2013, there were 31 collisions and 36 casualties, all sustaining slight injuries<sup>23</sup>.

2.2.22 Since the start of the century between 2000 and 2013, the number of collisions in the county borough has been falling steadily with a commensurate fall in the number of casualties. In 2000, there were 406 collisions and 606 casualties; these represent the peak throughout the whole period under consideration. The trend in both collisions and casualties fluctuated between 2000 and 2005, since when there has been a steady decline, the biggest decline being recorded between 2009 and 2010

---

<sup>23</sup> Stats 19 database, BCBC.

where the number of collisions fell by 18% and the number of casualties by 22%. This trend, where casualty numbers fall faster than collision numbers, is represented across the period.

2.2.23 Whilst this may be true, the trend in fatal collisions and fatal casualties is different where, in some cases, the number of fatal casualties has been higher than the number of fatal collisions. The graph in Figure 2.1 below shows the trends in total number of collisions, total number of casualties and the number of casualties broken down into slight and KSI casualties from the beginning of 2000 to the end of 2013.

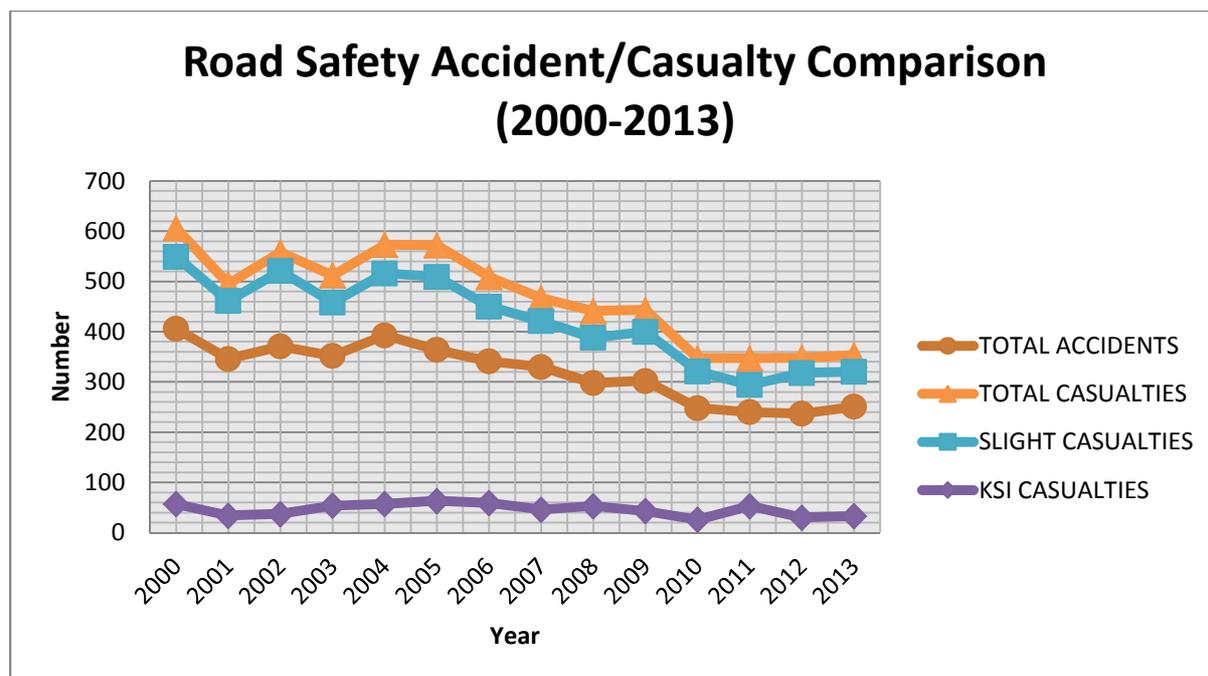


Figure 2.1 – Road Safety Casualty and Accident Statistics (2000 -2013)<sup>24</sup>

2.2.24 Across transport modes, the number of casualties among car occupants has seen the biggest drop from 415 in 2000 to 239 in 2013. Modest improvements have been achieved in the casualty trends among pedestrians. Pedal cyclists and motorcyclists, however, continue to be at greater risk on roads in the county borough. For motorcyclists, the highest rate of 37 casualties was recorded in 2007 since when there have been significant improvements with 18 casualties recorded in 2010. However, the number of casualties has been rising since reaching 27 casualties in 2013. The trend in pedal cyclist casualties is similar where the lowest number was recorded in 2006. The casualty rate for pedal cyclists peaked at 31 in 2004 and although the trend has been fluctuating since then, by 2013 the rate has fallen to 18, representing a 42% improvement.

2.2.25 Children in the age group 0 – 15 are among the most vulnerable users of highways in the county borough where they formed 11% of all accident casualties. Between 2000 and 2013, child pedestrian casualties constituted the second highest (34%) after the 25 – 69 age-group which constituted almost 38%. In other modes, 18% of car accident casualties were children; and 35% of all pedal cycle casualties were also children.

<sup>24</sup> Stats 19 database, BCBC.

- 2.2.26 Significant progress has been made over the years to reduce the number of accidents and casualties in the County Borough. Measures that have been put in place include road safety and traffic management schemes and education and publicity campaigns. Primary school pupils in Bridgend have been encouraged to participate in the Kerbcraft and Junior Road Safety Officer schemes, cycle training and the Bike It project sponsored by Sustrans. Road safety education will continue to play a prominent role in providing training, information and the relevant skills for children especially if they are to benefit from the wide programme of active travel measures programmed in the LTP.
- 2.2.27 Changes to school transport provision through application of the Learner Travel Statutory Provision and Operational Guidelines (2014) would mean that more children are likely to be expected to walk or cycle to school. It is equally relevant therefore that children are equipped with the necessary skills that would enable them identify danger and how to avoid it. This would complement the Welsh Government's Safe Routes in Communities programme under which funding is provided for safety and environmental improvements to walking and cycle routes to and around schools.

### **Economic Activity**

- 2.2.28 A high quality transportation system is essential for job creation and economic growth in the County Borough. The LTP recognises this and the role that transport infrastructure, such as the highway network, continues to play in attracting inward investment into the County Borough and in providing strategic links to other parts of the country, particularly the Capital City region.
- 2.2.29 Profiles of employment in the County Borough have been consistent with structural changes in the local economy, which is experiencing a shift away from manufacturing. Employment in the county borough is therefore currently dominated by the service sector, which accounts for about 75% of all employment. Three decades ago, the level of service sector employment was 57%. Although the proportion of manufacturing sector jobs in Bridgend has fallen and now constitutes 17.5%, it is still higher than the Wales average of 13.7% and the Great Britain average of 10.2%
- 2.2.30 Other changes have taken place during this period. For instance, the level of part-time employment has been rising particularly among female employees. Because these trends in employment have a significant impact on travel habits and modal choice, it is imperative that transport investment recognises the differing demands.
- 2.2.31 In terms of commuting patterns, the 2010 Annual Population Survey indicates that 70% of the County Borough's residents worked within the Bridgend area, a proportion which reflects the average for all Welsh local authorities. The 2011 population census produces a slightly higher figure. Of the Bridgend County Borough residents who travelled to work, about 76% worked within the County Borough and overall 91% worked in the erstwhile Sewta region. In terms of relevance for proposals for local government re-organisation, a similar percentage of Bridgend residents travelled to work in the Vale of Glamorgan (3%) as they did to Neath Port Talbot.
- 2.2.32 Commuting patterns and employment destinations are relevant but more relevant for the LTP is the mode by which residents travel to work. The 2011 census shows that of the 102,805 persons from 16 – 74 age group, 61,259 were in employment, 2,024 of whom worked from home. For travel to work purposes, only those who actually travelled would be considered in modal choice analysis. So in total, 59,235 of

Bridgend residents travelled to work with 82.5% travelling by car, or 83% including taxis. About 75% of car users were classified as the driver which meant that they travelled alone; 5.5% used public transport; 9% walked or cycled with cycling contributing less than 1% (0.8%); other transport modes including motorcycle constituted 1.1%.

2.2.33 A total of 14,300 people commute out of the County Borough to work and 13,400 commute in, creating a net outflow of 900. The most dominant areas for out-commuting are Cardiff at 5,400, Neath Port Talbot at 3,100, Rhondda Cynon Taf and Swansea at 2,000 apiece and the Vale of Glamorgan at 1,800. In terms of the origin of those working in the County Borough, there is significant in-commuting from RCT at 5,100 and NPT at 3,300. It is important to note that there are major employment and residential sites immediately adjacent to the County Borough in RCT and NPT which would account for a large number of in-commuting trips.

2.2.34 In terms of both business and jobs, it is clear that the majority of employment is based in and around Bridgend town where 62% of the jobs in the County Borough are located. As the largest settlement in the County Borough, and coupled with its historical and administrative role as a service and employment hub, Bridgend town is well placed to offer such opportunities. This trend is likely to continue as the town is seen as an attractive place for business to locate, given the existing employment base and the availability of skilled labour. Key employment locations are the town centre, Bridgend Industrial Estate, Waterton Industrial Estate, Bridgend Science Park, and Brackla and Litchard Industrial Estate.



2.2.35 In order to reconcile transport investment requirements with the needs of economic growth and job creation, the LTP will integrate transport interventions with the four key priorities set by the Welsh Government and which also constitute the Council's main drivers for economic growth and transport. These are:

- Support economic growth and safeguard jobs
- Reduce economic inactivity.
- Maximise the contribution of transport to tackle poverty
- Encourage safer, healthier and sustainable transport.

- 2.2.36 Economic development and job creation should be promoted in accordance with sustainable development objectives so that the transport infrastructure and the environment can sustain them. Applying LTP objectives to support economic growth and safeguard jobs, whether through inward or local investment, will create extra demands and challenges on the transportation network. Economic growth initiatives will therefore be required to demonstrate the capability of developers to incorporate sustainable transport initiatives, such as, develop company travel plans, locate in areas that are well served by public transport and take advantage of active travel opportunities.
- 2.2.37 As Bridgend lies along the M4 and national railway corridors the County Borough has excellent transport links to South Wales and the wider transport network. These links ensure that the area offers a number of land-use development and economic growth possibilities that make it attractive for industry and other economic opportunities to locate in the County Borough. However, in order to maximise the potential that these opportunities present, it is imperative that the transportation network is managed effectively in order to meet the long term economic aspirations of the County Borough and of investors who get attracted to the area.
- 2.2.38 Tourism and retailing opportunities also add to the economic potential of the County Borough and recent economic regeneration of Bridgend and Maesteg town centres has enhanced such potential. Tourism opportunities exist in Porthcawl and the current regeneration strategy to improve transport, housing and the commercial profile of the town will enhance further, the attractiveness of the County Borough as a place to live, work, visit and play.
- 2.2.39 Increasing access to tourist destinations by public transport and active travel modes can further enhance the contribution of the tourism industry in Bridgend to the local economy. Improved facilities and infrastructure for buses, together with coherent and convenient routes for pedestrians and cyclists, can help to create new opportunities for tourism and to attract visitors who do not have access to a car. In addition, it can also help to reduce seasonal pressure on the road networks serving those destinations, as well as allowing their use as tourism activities in their own right, particularly in relation to walking and cycling routes.

### **Accessibility**

- 2.2.40 Locating development along corridors that are well served by public transport will be particularly attractive to businesses that are labour intensive such as call centres. To cater for this, the Bridgend LDP has identified multi-modal transport corridors that provide direct links between the main residential areas and employment centres. The concept of multi-modal corridors offers the opportunity to consider transport improvement along a corridor of influence in a manner that incorporates all modes of transport. This enables the Council to assess how investment in one mode of transport would complement others thereby ensuring that transport investment is carried out in an integrated and co-ordinated way. Prominent among these corridors are the ones that serve the three valleys of Llynfi, Garw and the Ogmore. Additionally, in these valleys in particular, where pockets of deprivation exist and car ownership is low, developing public transport improvements along these corridors will provide an equitable basis for access and mobility and contribute to reducing social exclusion.



- 2.2.41 Co-ordination of bus services along major bus corridors and to popular destinations such as, for example, Sainsbury and the Pines, both at junction 36 on the M4 will form a crucial part of meeting the targets set in this LTP. Investment is needed in both bus infrastructure and the services run by bus operators. There already exists a bus corridor improvement strategy inherited from the first Bridgend LTP, the essential focus of which is to improve bus journey times, reliability and frequencies, and which contains measures to improve bus stops, enhance junction capacities and where possible, provide bus priority measures.
- 2.2.42 It is firmly recognised that along certain routes, some bus operators have introduced new options on services that offer Wi-Fi connection on buses, low floor buses and real time information, all in an effort to enhance the bus journey experience. However, the basic passenger preference is reliability, comfort, punctuality and low fares or ticketing convenience. It is therefore necessary that the Council and bus operators continue to work together to provide a service that offers real and affordable choice for the residents of the County Borough. Such a partnership would facilitate or provide a sound basis for the exploration of statutory quality partnerships.
- 2.2.43 Improved access to areas of employment should not be limited to motorised movements alone but also to pedestrian and cyclist movement to provide an effective alternative for residents who choose to walk or cycle to school, work or for leisure.
- 2.2.44 Walking and cycling facilities, where they exist, widen accessibility choices especially for short, local journeys and can help to reduce the use of motorised transport, particularly the car, and therefore road congestion with its attendant disbenefits such as, for example, emissions, noise and vibration. However, road safety concerns and the inadequacy of cycling facilities particularly in urban areas and on-road, tend to discourage people from cycling both for transport and for leisure.
- 2.2.45 The introduction of the Active Travel (Wales) Act 2014 will ensure that local authorities take account of not only the active travel routes and facilities which people currently use to make their everyday journeys. The provisions of the Act will empower local authorities to identify and deliver active travel networks which meet

the needs of local residents and which will enable better access to local services and facilities. This will be of particular importance for those settlements which may be poorly served by public transport, or where there is a high proportion of households without access to a car.

2.2.46 While certain transport improvements and provision, such as affordable public transport and cycle facilities, can help improve access to employment opportunities for the poor and economically inactive, it is also crucial that the transport requirements of all residents, including the elderly and those with disabilities or limiting long-term illness, are given due consideration. Their requirements may involve the provision of community and rural transport facilities that are flexible enough to accommodate their particular needs.

2.2.47 Movement of freight by rail will also be encouraged. It must still be recognised that the majority of freight movement will continue to be by road, therefore, it is important that the long-term programme of this LTP also addresses the need to strengthen bridges and other vulnerable sections of the highway infrastructure so that the whole network can cope effectively with increased lorry weights and freight movements.

2.2.48 Whilst the proposed electrification of the railway lines between Cardiff and Swansea, and Bridgend and Maesteg, will improve railway journeys, the actual electrification works will have a significant impact on existing highway structures such as road bridges and foot bridges over railway lines. In anticipation of this, the Council has drawn up an inventory of structures in the County Borough that will be affected along the London to Swansea rail line, and along the Maesteg to Bridgend line. These structural works will provide an opportunity to co-ordinate highway maintenance schedules to take advantage of any works that would be required to strengthen highway structures affected by the railway electrification project, as well as offering a once in a lifetime opportunity to seek enhancements such as improved provision for active travel.

2.2.49 Re-opening of redundant railway lines and stations and other infrastructure improvements has enabled the railways to play a very significant role in the transportation network. Where they have taken place, these improvements have given local residents and workers an alternative mode of transport, which reduces the need to use roads especially by car. Matters relating to investment in the railways are reserved for the Welsh Government. However, there are instances where local railway enthusiasts keep some historic lines open on a voluntary basis as a tourism-related transport service. Initiatives such as these may offer potential to retain transport access in rural areas and help promote tourism. In Bridgend, the Garw Valley railway line fits such a model which in the future may offer opportunities for developing transport initiatives around it.

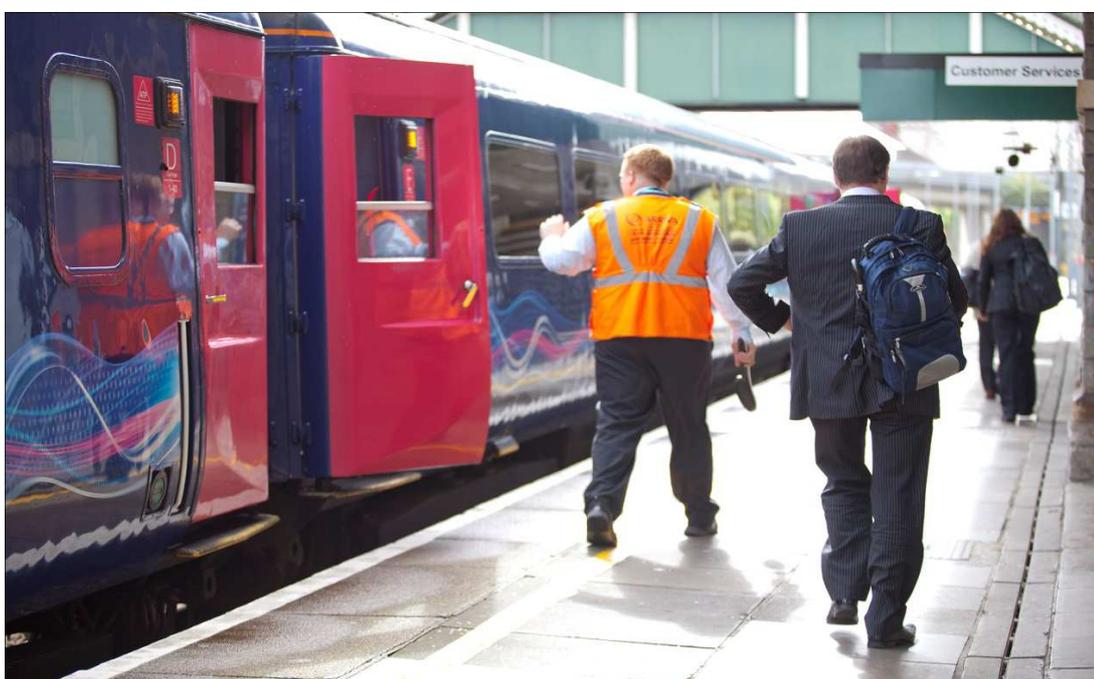
2.2.50 Although investment in the railway network is not the responsibility of local authorities in Wales, this LTP recognises that rail transport can make a significant contribution to modal shift, alone and in combination with other transport modes. Consequently, it will be highlighted in the programme of interventions to be addressed by the Welsh Government. Two key improvements to the railway network in Bridgend have been identified and have been referenced in the draft



NTP. However, where sufficient justification exists the Council would be keen to explore the future potential railway or light railway schemes as part of the Metro programme in partnership with the Welsh Government.

2.2.51 The first of the two schemes mentioned above is the Maesteg Frequency Enhancement Scheme which will provide a passing loop to enable a half-hourly service between Maesteg and Cardiff. There is an opportunity to implement this scheme at the same time as the electrification programme for the South Wales Valleys Railway Lines.

2.2.52 The second scheme is the Brackla Railway Station, which has historically included an associated park-and-ride facility and a footbridge over the railway line to provide pedestrian and cyclist access between Brackla and the Bridgend Industrial Estate. The provision of a railway station at Brackla will also benefit Coychurch and key employment sites at Bridgend and Waterton Industrial Estates.



2.2.53 These two railway schemes have not been included in the LTP prioritisation programme because their implementation and funding implications are the responsibility of the Welsh Government. Nevertheless, their economic and wider benefits in terms of access to jobs and modal shift, both locally and regionally, have been recognised in the LTP.

2.2.54 The South Wales mainline is a double track railway line that carries at least three passenger trains per hour in each direction, five at peak times, in addition to up to three freight trains an hour. This level of service is deemed inadequate with the preferred minimum level of service being at least one train every 15 minutes.

2.2.55 There are also constraints on the line that carries trains between Maesteg and Cardiff. This is a single track line with no passing loop which therefore prevents use of the line by more than one train per hour as opposed to the preferred minimum half-hourly service.

2.2.56 The capacity constraints already referred to can affect the reliability and punctuality of train services in Bridgend. Unreliable service, deriving from frequent signalling

failure or breakdown of equipment, can create a perception of unreliability thereby making the county borough unattractive to business.

- 2.2.57 A number of interchange facilities to encourage modal integration are located in the County Borough. Six of the county borough's nine railway stations have car-based park and ride facilities, however, the park-and-ride car park at Bridgend railway station is not within local authority control. The council-owned park-and-ride sites at Maesteg, Tondy, Sarn, Pen-coed and Pyle railway stations are all equipped with CCTV cameras. However, of the nine railway stations, only Bridgend station is manned and there are no CCTV monitoring cameras on the railway network itself. Although the railway network is fairly secure, a lot can be done to improve security in order to instil confidence among the vulnerable and reduce the perception of crime.
- 2.2.58 Good access to railway stations and trains is essential in encouraging use among disabled people, especially those with physical impairment, and the aged. Consequently, access to all the stations in Bridgend will comply with the access gradient requirement of 1 in 12, which will be improved to 1 in 20 for all future accesses. Wheel chair ramps are also carried on trains and made available at stations when the need for them arises.

### **Strategic Highway Network**

- 2.2.59 The M4 motorway provides a key gateway and encourages development to locate within the County Borough. The 18 miles of motorway that lie in the County Borough are served by three junctions (35, 36 and 37) whose capacities are crucial for the efficient operation of this stretch of the M4. There are currently capacity problems at junction 36 where, it is predicted that, current and future development pressures will lead to the generation of excessive car traffic which may limit the ability of the motorway junction to perform its strategic function. These pressures are beginning to turn the M4 into a distributor of local traffic, which should not be the case. Consequently, unless action is taken to manage this section of the M4 and its associated junctions effectively, it is predicted that the current trend will no longer be sustainable and will place the County Borough at an economic and environmental disadvantage.
- 2.2.60 The principal roads carry local traffic and provide essential links to the south of the motorway where the majority of the employment opportunities in the County Borough are located. They also form the bulk of the strategic transport corridors that have been identified in the LDP. These roads carry the majority of the volume of traffic in the County Borough, which although was on the decline since 2008, is now beginning to show signs of increasing. It is predicted that the physical and environmental capacities of some sections of the highway network will not be able to sustain the transport demands of the communities that they serve if traffic volumes should rise again.
- 2.2.61 Resilience of the highway network is a significant issue in terms of adaptation to climate change effects. Landslips caused by flooding can be a hazard along some of the roads in the valleys. On some sections of the network this is particularly acute, such as on the A4061 between Llangeinor and Pontycymmer where the danger of land slip can lead to isolation of the whole community as there is no alternative route or transport access.
- 2.2.62 This LTP will therefore support measures that encourage appropriate land-use to locate along these corridors, and implement transportation measures that will help sustain the environment as well as the local communities that they serve. The

strategic transport corridor approach adopted in the LDP will promote public transport use and influence a future shift in travel behaviour and modal choice. Transport measures will also be allied to town centre and community regeneration schemes that encourage town centre living and provide the transport impetus for the development of brown field sites.

2.2.63 Roads dominate the transportation network in Bridgend, which facilitate the dominance of cars as the favourite mode of motorised transport. The volume of traffic on these roads has been decreasing steadily from its peak in 2007 to 2012. Since then, there has been an increase in the volume of traffic, a rise that seems to coincide with improvement in the national economy.

2.2.64 Over the five-year period between 2007 and 2013 the total length of the highway network in the County Borough increased by only 14km made up solely of additions to minor roads, as indicated by Table 2.1 below. This figure is equivalent to the total length of residential estate roads constructed and adopted between 2007 and 2014, also 14km. It is therefore clear that these residential roads, unclassified as they are, have been necessitated by new housing development.



2.2.65 Overall, there is a total of 793km of road length in the county. The Table below shows the changes in road lengths by classification within the County Borough between 2007 and 2013.

**Table 2.1 – Road Length by classification in Bridgend County Borough**

Year	Road length by class in kilometres					Vol. of traffic
	Motorway	A-roads	B and C-roads	Minor Surfaced	Total	Billion Veh. km
2007	18	104	139	518	779	1.35
2008	18	104	139	520	781*	1.31
2009	18	104	139	525	786	1.30
2010	18	104	139	526	787	1.28
2011	18	104	139	528	789	DfT to provide.
2012	18	104	139	528	789	1.26
2013	18	104	139	532	793	1.27

Source: DfT \* difference due to rounding errors

2.2.66 During the same period, the volume of traffic carried by the highway network saw a year on year decline registering a 5% fall between 2007 and 2010. However, in the previous five-year period up to 2007, the volume traffic had increased by 11.5%.

2.2.67 The fall in the volume of road traffic has coincided with a downturn in the economy and therefore the effect of the near static growth in network capacity has not been felt. On the surface, it might appear that an increase in economic activity and its

concomitant increase in traffic might require an expansion in highway capacity. However, adopting such an approach would represent a reversion to the abandoned “predict and provide” regime.

- 2.2.68 The approach adopted by the Council has seen additions to the highway network only where necessitated by new development to accommodate increased demand generated by that development. This approach, coupled with demand management of the existing highway network will meet the social, economic and environmental demands of the County Borough.
- 2.2.69 Maintaining the highway network in the county borough is an important factor in managing modal shift. Poor road conditions due to poor or irregular or lack of maintenance would place the county borough at a disadvantage as it could act as a disincentive for the location of economic activity. In view of this, the Council’s Highways Asset Management Plan sets out the methodology for identifying key strategic risk areas to be addressed. Insufficient revenue and capital funding, and climate change impacts such as, for example, floods, extreme weather conditions and vegetational intrusion, place significant budgetary constraints on the highways maintenance programme. The prioritisation of the Council’s highways maintenance programme is based on a balance between the strategic highway network; the coherent highway network and the entire highway network.
- 2.2.70 Although the availability of parking encourages car use, especially in areas that are not adequately served by public transport, it is an essential traffic restraint tool and a significant measure for influencing modal choice. There are already more than 4,000 off-street parking spaces in the County Borough and most of the capacity can be found in the three major towns.
- 2.2.71 The provision of parking opportunities, particularly in town centres, might seem inconsistent with the strategy to reduce the reliance on cars. However, it is important that if town centres in the County Borough are to be vital and viable, and in order to complement out-of-town centres, they need to be provided with adequate parking opportunities to attract shoppers and visitors who do not have access to public transport.
- 2.2.72 Dependence on motorised transport and an increasing reliance on the motor car, especially for commuter journeys, continue to pose an economic and transport challenge for local transport planning particularly in the management of road traffic congestion. Congestion costs the local as well as the regional economy in terms of delays to personal mobility, especially the journey to work, and freight movement. There is also an additional cost to the environment through noise and air pollution produced by motorised transport. The Council will continue to monitor the flow of traffic on the highway network, subject to the availability of funding, in an effort to reduce the impact of congestion, for example, through the optimisation of traffic signal controlled junctions.



## Environment

- 2.2.73 Like the rest of the UK, transport related carbon emissions contribute to the environmental challenges in Bridgend. However, the trend in carbon dioxide emissions has not been measured as part of the Council's Local Air Quality Management programme. Instead, the Council has been monitoring the ambient air quality for nitrogen dioxide (NO<sub>2</sub>) and fine particles (PM<sub>10</sub>). The monitoring takes place at various locations including sensitive road junctions at the Ewenny Cross Roundabout, Tondy Road Roundabout, the western end of Cowbridge Road in Bridgend, and Maesteg town centre. Although J36 on the M4 is an area of high traffic concentration, the lack of houses in close proximity to the junction precludes it from being amongst the sites that are assessed and monitored.
- 2.2.74 Consistent exposure over long periods to these pollutants affects the health of residents, especially those who live closely adjacent to sensitive sites. It is therefore necessary that the LTP identifies measures that would help reduce the level of pollution. Some of these measures would involve a reduction in car use, reduced speeds and a reduction in congestion.
- 2.2.75 In addition to the potential negative effects of transport emissions, the Council recognises the broader impact of transport on health and the natural environment, as well as the potential of transport to make a positive contribution. The individual health benefits of increased levels of physical activity that can be achieved through encouraging more people to walk and cycle more often, particularly for regular journeys such as when travelling to work or education, are well established.
- 2.2.76 The Council also recognises that existing and future environmental issues, such as the impact of extreme and temperatures and more frequent flooding on transport infrastructure, need to be considered in the design of transport schemes. This could include the potential use of green infrastructure or, for example, sustainable drainage systems (SuDS) which can reduce the quantity or speed of water run-off from urban areas, including the highway network, easing the pressure on highway drainage systems.
- 2.2.77 Table 2.2 below reflects the key issues, opportunities and interventions which have informed the identification of the transport schemes contained within the LTP. The implementation of these schemes will help in realising the outcomes and the Council's LTP Vision. They will also form the basis of the Council's future monitoring and evaluation programme as set out in Chapter 7.
- 2.2.78 Interventions, schemes and outcomes identified in Table 2.2 are envisaged to lie within the compass of the next fifteen years. However, the Council is aware that new

issues will arise in the future which would bear their own opportunities and challenges that have not yet been identified in this LTP. It is envisaged that emerging issues relating to changes in the demography of the County Borough, evolving employment patterns, the application of technology and the need to collaborate with other service providers and integrate functions, will all affect the direction of the LTP. In particular, technological changes in communications and in transport will have great influence in the future direction of the LTP. How the Council responds to the emerging challenges will constitute a fundamental aspect of the annual monitoring programme to track the progress of the LTP.

- 2.2.79 Therefore reconciling the diverse needs of economic development with transport objectives that promote sustainable development and social inclusion requires an effective partnership between all the major stakeholders, especially those that provide employment, housing, health and social care, education and training. Initiatives such as company and green transport plans would require the effective joint participation of employers and employees to succeed.

**Table 2.2 - Issues, Opportunities and Interventions in Bridgend County Borough**

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
1	Bus network maps, timetable information and active travel network maps.	Existing and planned out of centre employment sites may be poorly served by public transport	Improved access to jobs and services	<p><i>Work with operators to increase public transport network coverage.</i></p> <p><i>Secure S106 funding related to developments to improve public transport access.</i></p> <p><i>Improved access to park and ride or park and share opportunities.</i></p> <p><i>Encourage the provision of community transport solutions.</i></p> <p><i>Encourage the adoption of workplace travel plans to raise awareness of alternative transport options.</i></p>	<p><i>Development of park and ride and park and share schemes.</i></p> <p><i>Bus corridor improvement schemes.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p> <p><i>Encourage update of Wheels to Work initiative.</i></p> <p><i>Development of workplace travel plans.</i></p>
2	Active travel network maps.  Definitive Map,	Existing and planned out of centre employment sites may be poorly accessed by active travel routes/facilities.	Improved access to jobs and services	<p><i>Expansion of active travel network.</i></p> <p><i>Encourage the adoption of workplace travel plans</i></p>	<p><i>Various walking and cycling proposals.</i></p> <p><i>Development of workplace travel plans.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<p><i>to raise awareness of transport options.</i></p> <p><i>Improvements to the Rights of Way network.</i></p>	<p><i>Implementation of actions in the RoWIP.</i></p>
3	Bus timetable information	Lack of evening and weekend bus provision - leads to difficulties in accessing employment opportunities and reliance on private car	<p>Increased take up of active and sustainable travel</p> <p>Improved access to jobs and services</p>	<p><i>Promotion of sustainable and active travel alternatives.</i></p> <p><i>Improved access to park and ride or park and share opportunities.</i></p> <p><i>Work with operators to increase public transport network coverage.</i></p> <p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Encourage the provision of community transport solutions.</i></p> <p><i>Encourage the adoption of workplace travel plans</i></p>	<p><i>Encourage adoption of workplace travel plans.</i></p> <p><i>Development of park and ride and park and share sites</i></p> <p><i>Bus corridor improvement schemes.</i></p> <p><i>Various walking and cycling proposals.</i></p> <p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p> <p><i>Encourage update of Wheels to Work initiative.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<i>to raise awareness of transport options.</i>	
4	Bus network information and timetable data	Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive	Improved access to jobs  Easy to use public transport services  Integrated ticketing	<i>Encourage integrated ticketing for operators.</i>  <i>Improvements to transport interchanges.</i>  <i>Improved public transport information</i>	<i>Public transport interchange enhancements.</i>
5	Multiple Index of Deprivation.  Car ownership data  Access to health services by public transport often poor  Active Travel Network Plans  Definitive Map	People without access to a car may be excluded from accessing some job and leisure opportunities	Bus services that enable communities to access employment / services  Maximise potential to use bus and/or rail to access key employment and other sites  Improved non car travel opportunities between communities and healthcare sites	<i>Improved public transport infrastructure and services.</i>  <i>Improved active travel networks linking to transport interchanges/key services.</i>  <i>Promote current public transport and active travel opportunities.</i>  <i>Encourage the provision of community transport solutions.</i>  <i>Encourage the adoption</i>	<i>Various walking and cycling proposals.</i>  <i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i>  <i>Encourage adoption of workplace travel plans.</i>  <i>Bus corridor improvement schemes.</i>  <i>Encourage and co-ordinate development of community transport where appropriate.</i>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<p><i>of workplace travel plans to raise awareness of transport options.</i></p> <p><i>Liaison with healthcare providers regarding transport needs and opportunities.</i></p> <p><i>Improved access to park and ride or park and share opportunities</i></p> <p><i>Improvements to the Rights of Way network</i></p>	<p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Development of park and ride and park and share sites.</i></p> <p><i>Implementation of actions in the RoWIP</i></p>
6	<p>Census data - population density Mode share data</p> <p>Definitive Map</p>	<p>Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car</p>	<p>Improved access to jobs and services by sustainable and active travel.</p>	<p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Work with operators to increase public transport network coverage.</i></p> <p><i>Promote current public transport and active travel opportunities.</i></p>	<p><i>Various walking and cycling proposals.</i></p> <p><i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i></p> <p><i>Encourage development of workplace travel plans/personalised travel plans.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
				<p><i>Encourage the provision of community transport solutions.</i></p> <p><i>Encourage the adoption of workplace travel plans and development of personalised travel plans to raise awareness of transport options.</i></p> <p><i>Improvements to the Rights of Way network</i></p>	<p><i>Co-ordinate development of community transport where appropriate</i></p> <p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Implementation of the actions in the RoWIP</i></p>
7	<p>NHS consolidation</p> <p>Rail and bus network plans and timetable information</p> <p>Active Travel Network Plans</p> <p>Definitive Map</p>	<p>Changes in locations of key services such as health are likely to increase car travel and may isolate some communities</p>	<p>Improved access to jobs and services by sustainable and active travel.</p>	<p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Work with operators to increase public transport network coverage.</i></p> <p><i>Promote current public transport and active travel opportunities.</i></p> <p><i>Closer liaison with LHB and healthcare facilities regarding location of</i></p>	<p><i>Various walking and cycling proposals.</i></p> <p><i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i></p> <p><i>Encourage adoption of workplace/personalised travel plans.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<p><i>services and specialisms.</i></p> <p><i>Encourage the provision of community transport solutions where appropriate.</i></p> <p><i>Encourage the adoption of workplace and personalised travel plans to raise awareness of transport options.</i></p> <p><i>Improvements to the Rights of Way network</i></p>	<p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Implementation of actions in the RoWIP</i></p>
8	<p>Rail and bus network plans, timetable and fare information</p> <p>Active Travel Network Plans</p> <p>Definitive Map</p>	Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare	Affordable access to jobs, services and education	<p><i>Improved public transport infrastructure and services.</i></p> <p><i>Work with operators to increase public transport network coverage.</i></p> <p><i>Improved active travel networks linking to transport interchanges/key services.</i></p>	<p><i>Bus corridor improvement schemes</i></p> <p><i>Various walking and cycling proposals.</i></p> <p><i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i></p> <p><i>Encourage adoption of community access and</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<p><i>Promote current public transport and active travel opportunities.</i></p> <p><i>Encourage the development of Community Access Plans (CAPs) and personalised travel plans to raise awareness of transport options.</i></p> <p><i>Improvements to the Rights of Way network</i></p>	<p><i>personalised travel plans.</i></p> <p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Implementation of actions in the RoWIP</i></p>
9	Travel to work data  Definitive Map	A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes.	Improved access by active travel modes	<p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Promote current public transport and active travel opportunities.</i></p> <p><i>Encourage the development of Community Access Plans (CAPs) and personalised travel plans to raise awareness of</i></p>	<p><i>Various walking and cycling proposals.</i></p> <p><i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i></p> <p><i>Introduce personalised travel planning.</i></p> <p><i>Encourage adoption of community access plans.</i></p> <p><i>Investigate potential Safe</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
				<p><i>transport options.</i></p> <p><i>Improvements to the Rights of Way network</i></p>	<p><i>Routes in Communities works.</i></p> <p><i>Implementation of actions in the RoWIP</i></p>
10	<p>Population decline in rural areas</p> <p>Definitive Map</p>	<p>Declining population can result in withdrawal of local services, reducing access to key services resulting in further depopulation.</p>	<p>Support rural areas by improving access to key services</p>	<p><i>Improved public transport infrastructure and services.</i></p> <p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Promote current public transport and active travel opportunities.</i></p> <p><i>Encourage the provision of community transport solutions.</i></p> <p><i>Encourage the adoption of Community Access Plans (CAPs) and personalised travel plans to raise awareness of transport options.</i></p>	<p><i>Various walking and cycling proposals.</i></p> <p><i>Bus corridor improvement schemes</i></p> <p><i>Investigate potential Safe Routes in Communities works.</i></p> <p><i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p> <p><i>Encourage adoption of community access plans.</i></p> <p><i>Introduce personalised travel planning.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<i>Improvements to the Rights of Way network</i>	<i>Investigate potential to establish Community Hubs to co-ordinate transport access to services/facilities e.g. liftsharing based in P.O. or pubs.  Implementation of actions in the RoWIP</i>
11	Journeys to work in predominantly short focused on main towns	Opportunities to increase mode share of public transport and active travel	Increased opportunities to access employment in town centres by public transport and active travel.	<i>Improved public transport infrastructure.  Improved active travel networks linking to transport interchanges/key services.  Encourage use of existing public and sustainable transport alternatives.  Promote current public transport and active travel opportunities.</i>	<i>Park and Ride sites.  Bus corridor improvement schemes.  Public transport interchange improvements.  Various walking and cycling proposals.  Investigate potential Safe Routes in Communities works.  Promote active travel through information</i>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
				<i>Encourage the adoption of Community Access Plans (CAPs) to raise awareness of transport options.</i>	<i>provided as part of Active Travel (Wales) Act.  Introduce personalised travel planning.  Encourage adoption of community access plans.</i>
12	Employment growth areas not aligned with housing growth areas	Increased need to travel and for longer distance to access job opportunities	Good public transport links to employment growth areas	<i>Improved public transport infrastructure and services, including access to park and ride.  Work with operators to increase public transport network coverage.  Improved active travel networks from residential areas to transport interchanges.  Promote current public transport and active travel opportunities.  Improved transport access to interchanges.</i>	<i>Improved public transport interchanges  Park and Ride sites.  Park and share sites  Bus corridor improvement schemes.  Various walking and cycling proposals.  Promote active travel through information provided as part of Active Travel (Wales) Act.  Encourage adoption of</i>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<p><i>Improved access to employment sites in BCBC.</i></p> <p><i>Encourage the provision of community transport solutions.</i></p> <p><i>Encourage the adoption of workplace travel plans to raise awareness of transport options.</i></p>	<p><i>workplace travel plans.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p>
13	<p>High proportion of journeys are made by car</p> <p>Strategic highway network is congested</p> <p>Existing and anticipated high levels of travel across the Wales - England border for commuting, tourism etc.</p>	<p>Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods</p>	<p>Reduced congestion, greater resilience on strategic road network</p> <p>Reduced congestion, improved journey time reliability, greater network resilience Improved potential for travel by non-car modes for commuting and other purposes</p>	<p><i>Improved public transport infrastructure and services.</i></p> <p><i>Improvements to strategic road network.</i></p> <p><i>Increased use of sustainable and active travel modes.</i></p> <p><i>Encourage the adoption of workplace travel plans and CAPs to raise awareness of transport options.</i></p>	<p><i>Development of park and ride sites.</i></p> <p><i>Development of park and share sites.</i></p> <p><i>Bus corridor improvement schemes.</i></p> <p><i>Implementation of strategic highway proposals.</i></p> <p><i>Various walking and cycling proposals.</i></p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<i>Improved active travel infrastructure.</i>	<i>Encourage adoption of workplace travel plans.</i>
14	Freight user groups	Provision for freight vehicles inadequate on a number of key strategic highway corridors.	Improved access for freight	<i>Improvements to strategic road network.</i>  <i>Encourage more freight to be carried by rail where possible (WG responsibility).</i>  <i>Improved opportunities for freight parking where appropriate</i>	<i>Strategic highway improvement proposals.</i>  <i>Assess potential freight parking locations.</i>
15	Feedback from user groups	Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities.	Seamless journeys and integrated ticketing	<i>Improved public transport information.</i>  <i>Encourage integrated ticketing for operators.</i>  <i>Improved public transport interchanges.</i>	<i>Work with transport operators to encourage integrated ticketing.</i>  <i>Public transport interchange improvements</i>
16	Admissions data and school transport provision data.	Changes to the learner travel distance criteria will impact on home to school transport provision and parental travel choices.	Improve access by active travel modes.	<i>Improved active travel networks from residential areas to schools.</i>  <i>Encourage adoption of</i>	<i>Various walking and cycling proposals.</i>  <i>Investigate potential Safe Routes in Communities</i>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
				<i>school travel plans.</i>	<i>works.</i>  <i>Encourage adoption of school travel plans.</i>
<b>17</b>	Data from Learner Travel Review and BCBC Safety assessments outside school gates.  School travel plan data.	Congestion around schools due to the number of private motor vehicles used for the home to school journey.	Increased use of alternative transport modes to replace the private car for home to school journeys.	<i>Increased use of sustainable and active travel modes.</i>  <i>Promote current public transport and active travel opportunities.</i>  <i>Improved active travel networks from residential areas to schools.</i>  <i>Encourage adoption of school travel plans.</i>	<i>Encourage adoption of school travel plans.</i>  <i>Various walking and cycling proposals.</i>  <i>Various Safe Routes in Communities schemes</i>  <i>Promote active travel through information developed as part of Active Travel (Wales) Act.</i>  <i>Introduce personalised travel planning.</i>
<b>18</b>	School transport mapping data and Road Safety assessment reports.	Lack of suitable provision for active travel to education establishments.	Improved access by active travel modes.	<i>Improved active travel networks including routes from residential areas to education facilities.</i>	<i>Various walking and cycling proposals.</i>  <i>Investigate potential Safe Routes in Communities works.</i>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
					<i>Encourage adoption of school travel plans.</i>
19	Cost of public transport fares, fuel and car parking.	Increased cost of transport reduces opportunities to access services and facilities.	Improved access by active travel modes.  Raise awareness of opportunities to reduce travel costs.	<i>Improved active travel networks including routes to public transport interchanges, key services and facilities.</i>  <i>Encourage the adoption of Community Access Plans (CAPs) to raise awareness of transport options.</i>	<i>Various walking and cycling proposals.</i>  <i>Investigate potential Safe Routes in Communities works.</i>  <i>Encourage adoption of CAPs.</i>
20	School transport mapping data.  School Modernisation programme proposals.  Road Safety assessment report.	Increased use of car for journeys to school as a result of changes to school catchment areas and impact of school modernisation programme.	Effective access to schools by sustainable and active travel modes.	<i>Promote current public transport and active travel opportunities.</i>  <i>Improved active travel networks from residential areas to schools.</i>  <i>Encourage adoption of school travel plans.</i>  <i>Encourage liftsharing.</i>  <i>Encourage the provision of community transport solutions.</i>	<i>Encourage adoption of school travel plans, workplace travel plans and CAPs.</i>  <i>Identification of safe routes to school proposals.</i>  <i>Various walking and cycling proposals.</i>  <i>Investigate potential Safe Routes in Communities works.</i>  <i>Co-ordinate development</i>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
					<i>of community transport where appropriate.</i>
<b>21</b>	Road Traffic Accident statistics  Kerbcraft data  Cycle training data  Bike It project data  Other Road Safety audits and data	Personal injury accidents on the transport network within the County Borough.	Reduced number of personal injury accidents.  Improved awareness of road safety risks.	<i>Deliver a combination of education and engineering road safety schemes</i>  <i>Work with partners to deliver road safety interventions</i>  <i>Improvements to strategic highway network.</i>	<i>Various traffic management and road safety proposals as identified by BCBC.</i>  <i>Investigate potential Safe Routes in Communities schemes.</i>  <i>Deliver appropriate training including Kerbcraft, National Standards Cycle Training and Pass Plus Cymru.</i>  <i>Continue partnership participation in Bike It project with Sustrans.</i>  <i>Encourage development of school travel plans, workplace travel plans and CAPs.</i>
<b>22</b>	Modal split of trips to tourist destinations	Lack of sustainable transport access to tourist destinations/attractions resulting in high car use for	Increased number of journeys to tourism destinations being made by sustainable and active	<i>Work with tourism organisations to promote sustainable and active travel options.</i>	<i>Encourage adoption of travel plans for tourism destinations.</i>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
		such journeys.	travel modes.	<p><i>Work with tourist organisations and public transport operators to increase public transport access.</i></p> <p><i>Improved active travel networks linking to transport interchanges/key services.</i></p> <p><i>Encourage the adoption of travel plans for tourism destinations to raise awareness of transport options.</i></p>	<p><i>Bus infrastructure/corridor improvement schemes.</i></p> <p><i>Public transport interchange enhancements at Bridgend, Maesteg and Porthcawl.</i></p> <p><i>Various walking and cycling proposals.</i></p> <p><i>Co-ordinate development of community transport where appropriate.</i></p>
23	AQMAs	Transport as a source of pollution impacting on health and the local environment	Reduction in the negative impact of transport emissions on health and the environment	<p><i>Improvements at key junctions on the strategic highway network.</i></p> <p><i>Improved public transport infrastructure and services.</i></p> <p><i>Improved active travel networks.</i></p>	<p><i>Implementation of strategic highway proposals</i></p> <p><i>Bus infrastructure/corridor improvement schemes.</i></p> <p><i>Various walking and cycling proposals.</i></p>
24	Wales Health Survey	High % of short journeys made by private motor car	Increased number of people walking and	<i>Improved active travel networks including</i>	<i>Various walking and cycling proposals.</i>

Ref	Evidence	What is the Issue?	What do we want to achieve?  (Outcomes)	How do we intend to achieve this?  (High Level Intervention)	Action Required  (Schemes)
	Travel to work data	contributing to poor health and inactive lifestyles among county borough residents	cycling more often.  Reduced number of single occupancy car journeys.	<i>routes to public transport interchanges, key services and facilities.</i>  <i>Encourage the adoption of workplace travel plans and CAPs to raise awareness of transport options.</i>	<i>Promote active travel through information provided as part of Active Travel (Wales) Act.</i>  <i>Introduce personalised travel planning.</i>  <i>Encourage adoption of community access plans.</i>  <i>Investigate potential Safe Routes in Communities works.</i>  <i>Implementation of actions in the RoWIP</i>
25	Travel to work data  Crime data	Personal security concerns discouraging people from using public transport or active travel to make journeys.	More people walking and cycling more often.  More people using public transport.  Improved perception of personal security and safety on active travel routes and public transport interchanges.	<i>Improved active travel networks including routes to public transport interchanges, key services and facilities.</i>  <i>Improved public transport infrastructure and services.</i>  <i>Deliver a combination of</i>	<i>Various walking and cycling proposals.</i>  <i>Bus infrastructure/corridor improvement schemes.</i>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
			Improved awareness of road safety risks.	<i>education and engineering road safety schemes</i>  <i>Work with partners to deliver road safety interventions</i>  <i>Improvements to strategic highway network.</i>	

# Chapter 3 – Short Term Plan Period

## 3.1 Short Term Programme 2015-2020

- 3.1.1 The LTP covers a fifteen-year period from 2015 to 2030 to be backed by monitoring and progress reports to be produced every year. These annual reports will track the three five-year phases of the Plan; the first phase of which covers 2015 to 2020 and the schemes that will be implemented during this period, subject to available funding, are contained in Table 3.1 below. Further details on the monitoring and evaluation to be undertaken as part of the LTP are contained within Chapter 7.
- 3.1.2 A distinction has been made between interventions and schemes. Whereas a transport scheme is an individual transport infrastructure improvement designed to address a specific issue, transport interventions are an amalgamation of schemes designed to offer a policy framework for the application of transport solutions. Therefore, it is the individual transport schemes that will deliver a policy intervention that have been prioritised in this Chapter.
- 3.1.3 Over the years, transport schemes in Bridgend have been identified in various documents. This disparate approach has been encouraged by the different strategy and policy approaches and funding priorities. The current LTP process provides an ideal opportunity to gather all transport schemes from these sources into a single document. This approach offers distinct advantages in that it provides a single framework for prioritisation and also ensures that all schemes are subjected to the same policy rationalisation and funding appraisal.
- 3.1.4 A number of the schemes currently included within the short-term programme have been identified in the electrification programme for the south Wales main railway line and the Maesteg railway line. Discussions between the Council and Network Rail regarding the works required to facilitate the electrification programme are still ongoing. Therefore, any such schemes currently included within the LTP may be subject to change, or may be removed from the LTP programme where the final agreed works are unlikely to affect the highway network.

## 3.2 Funding the LTP

- 3.2.1 Implementation of the LTP schemes will be subject to availability of funding. In the case of schemes that are necessitated by land-use developments, it would be the responsibility of the developer to fund all or part of the scheme in accordance with tests to be met under planning obligations. For such schemes, S106 or Community Infrastructure Levy would be a viable source of funding. Other transport schemes that are not predicated on new development are likely to be funded from various sources including Welsh Government grants such as for example, the Local Transport Fund.
- 3.2.2 The Welsh Government's Safe Routes in Communities programme continues to be the most important source for funding safe walking and cycle routes for short local journeys in the absence of a dedicated active travel funding programme. The Welsh Government's Road Safety grant can also provide complementary funding for safe routes in communities or safe routes to schools measures as well as delivering general traffic management and road safety improvements.
- 3.2.3 Safe routes, either as part of School Travel Plans or Community Access Plans, along with Road Safety schemes and initiatives (both capital and revenue) are funded

under a separate Welsh Government programme, they have therefore not been included in the prioritisation programme of this LTP. This is because such stand-alone programmes, if hypothecated funding becomes available from the Welsh Government, would define their own terms of assessment and prioritisation which may vary from the LTP's own assessment criteria

- 3.2.4 In addition the Council has received Annual Grants from the Welsh Government over the past 7 years (totalling almost £400,000) for the implementation of Actions identified within the Council's RoWIP. Whilst the annual allocation is quite small compared to other grants it can be significant in that it enables a number of small improvements to be made to the local rights of way network which in turn encourages better access opportunities.
- 3.2.5 The Council will seek to access other sources of funding where schemes meet the relevant priorities and criteria, such as European Union funds. The Council will continue to collaborate with other providers such as in the economic regeneration sector, with local housing associations, rural development and Sustrans to plan and integrate the delivery of appropriate schemes.
- 3.2.6 As previously indicated, funding of railways schemes now rests with the Welsh Government. However, this will not prevent the Council from pursuing continuous engagement with the Welsh Government regarding the importance of railways to the local economy in Bridgend. It would therefore be a demonstration of firm commitment by the Council to seek partnership and a collaborative arrangement with the Welsh Government and the Cardiff Capital Region Board to accelerate plans to invest in the two identified railway improvement schemes proposed for Maesteg and Brackla, and any other such schemes where sufficient justification exists.

### **3.3 Sources of Schemes**

- 3.3.1 The schemes listed in Table 3.1 below have been drawn from the following sources:
- Bridgend Local Development Plan
  - Sewta Regional Transport Plan
  - Bridgend Local Bus Strategy
  - Bridgend Walking and Cycling Strategy
  - Rights of Way Improvement Plan
  - Bridgend and Pencoed Active Travel Network Plan
  - Bridgend Register of Local Schemes
  -
- 3.3.2 Additional schemes have been identified during various stages of internal and external consultations involving key stakeholders including residents of Bridgend County Borough, local businesses, neighbouring local authorities and the Cardiff Capital Region Board. The timescales allocated to each of the schemes in the table have been determined on the basis of the stage of development of the scheme and their potential delivery timescales, taking into account issues such as land ownership, environmental or ecological considerations and planning consents.

#### **Bridgend Local Development Plan**

- 3.3.3 Transport schemes, especially major schemes associated with land-use development, in the Local Development Plan have been programmed to be implemented by the end of the LDP period in 2021, which is the start of the second phase (2021 to 2025) of this LTP. However, revisions to the Welsh Government's

policies and funding priorities under the Local Transport Fund and the Metro programme have necessitated a revision of the time-scales associated with some of the LDP schemes. As a result, some of these schemes will not be delivered during the LDP plan period. Clear examples of policy-induced revisions are the railway capacity improvement schemes for Maesteg and Brackla which, although they could be taken forward in parallel with the electrification programme, are now the predominant responsibility of the Welsh Government. Other schemes that are unlikely to be delivered during the LDP period due to changes in the Welsh Government's funding priorities include the Llynfi Valley Community Route, which under the LDP is programmed for completion by 2016.

- 3.3.4 Although matters relating to railway investment are no longer the responsibility of local authorities in Wales, such as in Bridgend, and therefore cannot be included in any prioritisation programme, the role that the railways play in modal shift targets and in supporting economic growth demands that they be taken account of in the overall planning of transport in Bridgend. Consequently, the provision of rail-based park-and-ride facilities has been given sufficient prominence as part of the public transport interventions.

#### **Sewta Regional Transport Plan**

- 3.3.5 The LTP replaces the RTP and therefore will inherit all the Bridgend transport schemes programmed under it; although its priority programme will not migrate to the LTP. Two reasons account for this: firstly, as a regional plan, the RTP focused on strategic schemes and therefore, criteria for drawing up the programme of transport schemes took account of only regional priorities. To correct this, local priorities have to be paramount under the LTP programme and therefore issues relating to deprivation, economic growth, employment, road safety and accessibility have to be able to serve primarily, local interests. In addition, regional commitments such as, for example, access to regional hubs and regional growth zones such as in the Capital Region will be given due recognition.

#### **Bridgend Local Bus Strategy**

- 3.3.6 Transport schemes that have been extracted from this document constitute the bus corridor intervention. They were bus improvement schemes that were identified in the first LTP for Bridgend and whose implementation was curtailed when the RTP replaced the LTP principally because they did not fit the criteria of regional schemes, the focus of the RTP. This current LTP process provides the appropriate framework whereby bus corridor improvements will be prioritised to meet local transport, economic and environmental priorities.

#### **Bridgend Walking and Cycling Strategy**

- 3.3.7 Bridgend's Walking and Cycling Strategy is one of the daughter documents of the first LTP and was to last from 2009 to 2014. Its main priority was to address and plan active travel routes to commercial centres in Bridgend, integrate them with public transport nodes and incorporate them in the land-use development control process. Since the introduction of the Active Travel (Wales) Act 2013 and the production of its design and delivery guidance, schemes identified in the Walking and Cycling Strategy will now be considered during the development of the integrated network plans as required by the Act. Where currently known, these schemes have been included in this LTP and schemes identified as a result of discharging the requirements of the Active Travel Act will be reflected in future version of the LTP and prioritised in accordance with the established criteria in the Plan.

### **Rights of Way Improvement Plan**

- 3.3.8 The Rights of Way Improvement Plan: 'Waymarking the Future' for Bridgend sets out proposals for improved access to the countryside as well as identifying, prioritising and planning improvements to the local rights of way network which also includes off-road cycle routes. The RoWIP together with the Walking and Cycling Strategy outlines the Council's programme for the development of walking and cycling within the County Borough.
- 3.3.9 As a result, some issues relating to walking and cycling are common to both documents and there are instances where actions points from the RoWIP overlap with those contained within the Walking and Cycling Strategy. A number of schemes and actions identified within the RoWIP have also been identified within this LTP, and there is therefore potential that RoWIP funding could be utilised to help deliver such schemes as part of a whole funding package.

### **Bridgend and Pencoed Active Travel Network Plan**

- 3.3.10 In preparation for the introduction of the Active Travel (Wales) Act 2013 Bridgend Council commissioned consultants to prepare Active Travel Network Plans, in line with the procedures being developed by WG, to identify integrated networks of active travel routes in Bridgend and Pencoed. These plans identified twelve primary active travel routes and a number of secondary supporting routes, based around links to key destinations such as employment, education, retail and health facilities, transport interchanges and taking account of potential safe routes around schools.
- 3.3.11 Significant work has been carried out on this network plan when it was used as the model for the development of the Welsh Government's Design Guidance prepared to support the Active Travel (Wales) Act 2013. Where appropriate, routes that form part of this network have been included in the list of prioritised schemes in the LTP. However, additional routes will be identified during the preparation of the existing routes map and the integrated network maps which the Council is required to prepare as part of its duty under the Act, and these will be included in future amendments to the LTP.

### **Bridgend Register of Local Scheme**

- 3.3.12 Over the years, Bridgend County Borough Council has been compiling a register of schemes that are too small to be considered of strategic or wider economic/transport significance. However, the impact that they have on local movement is significant. These schemes emanate mainly from local requests for road safety and traffic management improvements in locations where traffic speeds or flows are perceived to be too high or where traffic is not deemed to be safe.
- 3.3.13 In recent times, the promotion of safe routes in communities has added to the stock of schemes that facilitate walking and cycling to local amenities such as to school and the local shop. Such routes have often been identified as part of a local process of developing School Travel Plan and Community Access Plans. The Council has augmented this local process by carrying out an audit of safe routes around all schools in the County Borough.

**Table 3.1 - Local Transport Plan Schemes – Plan Period 2015-2020**

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
<b>ATN Route 8 - NCN 885 to Bridgend</b>	BCBC	Completion of the NCN 885 route from Lewis Avenue to Bridgend Town Centre.	W&CS; LDP; ATNP; RTP.	1	<i>Regional</i>	£	<i>Metro; LTF.</i>
<b>ATN Route 2 - Bridgend to Pencoed</b>	BCBC	Provision of a shared-use route for pedestrians and cyclists between Bridgend town centre and Pencoed along the A473.	W&CS; LDP; ATNP; RTP.	2	<i>Local</i>	£££	<i>LTF; S106; BCBC; SRIC; RoWIP</i>
<b>ATN Route 10 - Bridgend to Bridgend Designer Outlet at J36 of M4</b>	BCBC	Provision of a shared pedestrian/cycle route along the A4061 between Bridgend town centre and Bridgend Designer Outlet.	W&CS; LDP; ATNP; RTP.	3	<i>Local</i>	£££	<i>LTF; S106</i>
<b>Coychurch Road railway bridge (south)</b>	BCBC	Replacement of existing road bridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP.	4	<i>Local</i>	££	<i>LTF; NRE</i>
<b>Coychurch Road railway bridge (north)</b>	BCBC	Replacement of existing road bridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP.	5	<i>Local</i>	££	<i>LTF; NRE</i>
<b>Improvements to A4063 between Sarn and Maesteg</b>	BCBC	Improve accessibility between Llynfi Valley and M4 at Junction 36 including improvements to Tondu junction.	LDP; RTP.	6	<i>Regional</i>	£££	<i>LTF; S106;RSG</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
<b>ATN Route 12 - North Bridgend to Bridgend college link (inc. Coychurch Road improvements)</b>	BCBC	This route seeks to improve access between Brackla and Bridgend town centre along an existing desire line to include access to Bridgend College and nearby schools and retail facilities.	ATNP	7	<i>Local</i>	££	<i>LTF; SriC; NRE</i>
<b>Brackla Street railway bridge, Bridgend</b>	BCBC	Replacement of existing road bridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP.	8	<i>Local</i>	££	<i>LTF; NRE.</i>
<b>Bus corridor improvements in the Blaengarw-Bridgend, Maesteg-Bridgend and Bridgend-Cowbridge strategic road corridors</b>	BCBC	Improvements to bus stop facilities along key corridors.	LDP; LABS; RTP.	9	<i>Regional</i>	£ (each)	<i>LTF; S106</i>
<b>Improved Links to the NCN in the VoG</b>	BCBC	The proposals include improved active travel links between Bridgend and the Vale of Glamorgan along the B4265 and A48.	W&CS; LDP; ATNP.	10	<i>Local</i>	£	<i>LTF; RoWIP</i>
<b>Porthcawl and Rest Bay</b>	BCBC	The scheme incorporates the conversion of an existing, wide footway to create an off-road shared-use route for pedestrians and cyclists from the existing Rest Bay community route on West Drive, to the proposed Porthcawl regeneration site at Porthcawl	W&CS; LDP; RTP.	11	<i>Local</i>	£	<i>LTF; SRiC; RoWIP.</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
		harbour.					
<b>Penprysg Road bridge, Pencoed</b>	BCBC	Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE; BRoLS	12	<i>Local</i>	£££	<i>LTF; S106; NRE</i>
<b>A48 railway bridge, Pyle</b>	BCBC	Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE; BRoLS;	13	<i>Local</i>	£££	<i>LTF; NRE</i>
<b>St. George's Avenue footbridge, Wildmill</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP.	14	<i>Local</i>	££	<i>LTF; NRE.</i>
<b>Marlas footbridge, Pyle</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP	15	<i>Local</i>	£	<i>NRE; LTF</i>
<b>ATN Route 50 - Bryntirion Comprehensive Link</b>	BCBC	Improved active travel access between the Broadlands residential development from the A473 to Bryntirion Comprehensive School.	ATNP; STP	16	<i>Local</i>	££	<i>SRiC; LTF</i>
<b>ATN Route 30 - Ewenny Road Link</b>	BCBC	Enhanced active travel provision between Bridgend town centre and the A48 including improved access to Brynteg Comprehensive School and links to the NCN in the VoG.	ATNP.	17	<i>Local</i>	£	<i>SRiC; LTF</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
<b>Hendre Road footbridge, Pencoed</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE; ATNP	18	<i>Local</i>	£	<i>NRE; LTF</i>
<b>Heol Ty Draw footbridge, Pyle</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE	19	<i>Local</i>	£	<i>NRE; LTF</i>
<b>ATN Route 25 - Pencoed to Penprysg</b>	BCBC	Improved active travel access from the northern residential area of Pencoed to the town centre, including access to schools and the train station.	ATNP.	20	<i>Local</i>	£	<i>SRiC; LTF</i>
<b>ATN Route 31 – A48 Bypass Route</b>	BCBC	Completion of the active travel route from Broadlands residential development to Brynteg Comprehensive School including links to ATN Routes 3 and 30.	ATNP; LDP.	21	<i>Local</i>	££	<i>SRiC; S106; LTF</i>
<b>Ewenny Road Industrial Estate road bridge, Maesteg</b>		Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE	22	<i>Local</i>	££	<i>NRE; LTF</i>
<b>Access to land east of A4065, Abergarw</b>	BCBC	Improvements to the existing highway infrastructure, including new access arrangements and active travel improvements to the A4065 to enable access to proposed developments.	LDP	23	<i>Local</i>	££	<i>S106; LTF</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
<b>Litchard Cross active travel improvements</b>	BCBC	To provide improved facilities at the junction to enhance crossing movements for active travel users.	BRoLS	24	<i>Local</i>	£	<i>SRiC; LTF</i>
<b>Bryncethin A4061/Heol Canola Junction</b>	BCBC	The purpose of the scheme is to reduce casualties and the further risk of casualties by providing traffic signal control at this busy junction to incorporate a pedestrian phase. There are currently no pedestrian crossing facilities at this location. The signalisation will also assist in slowing traffic speeds at the location.	BRoLS	25	<i>Local</i>	£	<i>RSG; LTF</i>
<b>Ty Merchant footbridge, Pencoed</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE	26	<i>Local</i>	£	<i>NRE; LTF</i>
<b>Station Road bridge, Llangynwyd</b>	BCBC	Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE	27	<i>Local</i>	££	<i>NRE; LTF</i>
<b>Pencoed railway footbridge</b>	BCBC	Replacement of existing footbridge, with enhanced provision for active travel, to facilitate electrification of the South Wales main railway line.	NRE	28	<i>Local</i>	£	<i>NRE; LTF</i>
<b>A48-A473 Link Road</b>	BCBC	The scheme would upgrade 650m of existing un-adopted highway to allow adoption by BCBC and	BRoLS	29	<i>Local</i>	£££	<i>LTF</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
		provide a public highway which would improve access for existing developments on Waterton Industrial Estate including the Ford factory. The route would also provide an alternative route to the A473, the primary southern distributor road for Bridgend, to improve network resilience.					
<b>Shwt bridge, A4063 Lower Llangynwyd</b>	BCBC	Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE	30	<i>Local</i>	££	NRE; LTF
<b>Roger's Lane, Laleston/Cefn Cribwr</b>	BCBC	Replacement of existing road bridge to facilitate electrification of the South Wales mainline and improvements to the existing traffic conditions, including improved active travel provision.	NRE	31	<i>Local</i>	££	NRE; LTF
<b>Safe Routes in Communities Proposals</b>	BCBC	A range of schemes to improve sustainable transport access within communities, with particular emphasis on encouraging active travel journeys to schools.	Various	n/a	<i>Local</i>	£	SRiC

\*Costs are based on initial estimates and are subject to change.

**KEY**

RTP	Regional Transport Plan
LDP	Local Development Plan
ATN	Active Travel Network
ATNP	Active Travel Network Plan
C&WS	Cycling and Walking Strategy
LABS	Local Area Bus Strategy
BRoLS	Bridgend Register of Local Schemes
SRiC	Safe Routes in Communities
LTF	Local Transport Fund
S106	Section 106 planning contribution
NRE	Network Rail Electrification Programme
RSG	Road Safety Grant
RoWIP	Rights of Way Improvement Plan
EU	European Union Funding (to be confirmed)

# Chapter 4 - Medium and Long Term Aspirations

## 4.1 The Medium Term (2016 to 2020) and Long Term (2021 to 2030)

- 4.1.1 In addition to the short-term schemes previously identified, are schemes contained in the medium to long term programme. The medium-term proposals cover the period from 2021 to 2025 and are contained within Table 4.1 below, and the longer-term aspirations cover the period from 2026 to 2030 and are indicated in Table 4.2 below.
- 4.1.2 The schemes contained within the medium and long-term programmes cannot be implemented in the first phase of the LTP because of a range of issues which includes a lack of guaranteed funding or the need to address outstanding statutory and regulatory constraints which cannot be resolved in the short term. Among the constraints are issues relating to land ownership, arrangements on ecological assessments, and statutory planning constraints. All these issues would have to be resolved before the schemes can be implemented. Including them in the medium to long term programme provides ample time within which these constraints would be dealt with. The Council therefore deems these schemes to be more appropriately programmed for delivery over the medium and longer-term.
- 4.1.3 The timescales allocated against each of these schemes is subject to change and their delivery will be governed by several factors including, but not limited to, the availability of funding and the satisfactory resolution of any relevant land, ecological or planning issues.
- 4.1.4 Similar to schemes in the short term, the medium and long term schemes have also been drawn from the Bridgend Local Development Plan; Sewta Regional Transport Plan; Bridgend Local Bus Strategy; Bridgend Walking and Cycling Strategy; and Bridgend Register of Local Schemes. Majority of the longer schemes have been extracted from the Regional Transport Plan.

**Table 4.1 – Medium-term Local Transport Plan Schemes – Plan Period 2021-2025**

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
ATN Route 9 - Bridgend to Sarn via Coity Road	BCBC	Active Travel enhancements between Bridgend and Sarn via Coity Road providing direct access to the adjacent residential areas and Princess of Wales Hospital.	ATNP	1	Local	££	LTF
P&R at Wildmill station	BCBC	Provision of a Park & Ride facility with associated active travel links at Wildmill railway station.	RTP; LDP	2	Regional /National	£	LTF; S106
Bryngarw Country Park and Brynmenyn	BCBC	The proposal would complete the missing link in the Garw Valley Community Route from Bryngarw Country Park to Brynmenyn where it would link into NCN Route 4 near Tondy.	RTP; LDP	3	Local	££	LTF; ERDF
Maesteg rail/bus interchange	BCBC	Improved connectivity between Maesteg rail and bus stations	RTP; LDP	4	Regional	£	LTF
ATN Route 5 - Laleston to Bridgend	BCBC	Improvements to the existing route between Laleston and Bridgend including completion of missing section along the A473.	ATNP	5	Local	££	LTF; SRiC
ATN Route 6 - Cefn Glas to Bridgend	BCBC	Improvements to elements of the existing route between Cefn Glas and Bridgend and creation of a more direct alternative route.	ATNP	6	Local	£	LTF; SRiC
ATN Route 3 - Merthyr Mawr to Bridgend	BCBC	Active travel enhancements between Merthyr Mawr and Bridgend including improved links to schools and local doctor's surgeries.	ATNP	7	Local	££	LTF; SRiC

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
P&R at Pyle	BCBC	Proposal to extend the existing park and ride facility from 25 bays (inc. 2 disabled) by a minimum of 32 spaces.	RTP; LDP	8	<i>Regional</i>	£	<i>LTF</i>
P&R at Ewenny Road, Maesteg	BCBC	Proposal to provide park and ride facilities at Ewenny Road stop in Maesteg.	BRoLS	9	<i>Regional</i>	£	<i>LTF</i>
Access to Island Farm Strategic Employment Site	BCBC	Improvements to the existing highway infrastructure, including new junction arrangements and active travel facilities on the A48 to enable access to proposed developments.	LDP	10	<i>Local</i>	£££	<i>S106; LTF</i>
Improvements at Ewenny and Broadlands roundabouts on A48	BCBC	Improved network operations at Ewenny and Broadlands Roundabouts to increase resilience of main alternative relief road to M4.	RTP; LDP	11	<i>Regional</i>	£££	<i>S106; LTF</i>
Access to Parc Afon Ewenni Regeneration Area	BCBC	Improvements to the existing highway infrastructure, including new accesses and active travel facilities on the A473, to enable future development opportunities to be maximised.	LDP	12	<i>Local</i>	£££	<i>S106; LTF</i>
ATN Route 93 - Brackla Ring Route	BCBC	Improvement of existing links between the residential areas of Brackla, Coity and Litchard, and Brackla Industrial Estate employment area.	ATNP	13	<i>Local</i>	££	<i>LTF; S106</i>
ATN Route 7 - Pen-y-fai to NCN 885	BCBC	Active travel enhancements to improve links between the village of Pen-y-fai and NCN 885.	ATNP	14	<i>Local</i>	£	<i>LTF; SRiC</i>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
Public transport and active travel enhancements at Bridgend Designer Outlet/Sainsburys.	BCBC	Improved provision for public transport and active travel at Bridgend Designer Outlet and Sainsburys access road.	BRoLS	15	Local	£	LTF; S106
Road dualling between Waterton and Laleston (A48/A473)	BCBC	Dualling of A48 and A473 between Waterton and Laleston with associated improvements for active travel. Scheme would improve resilience of alternative route to M4 through the County Borough. (Linked to ATN Route 31).	RTP; LDP	16	Regional	£££	S106; LTF
Improvements to Heol Simmonston/Coychurch Road junction	BCBC	Scheme to improve traffic movements through the junction by amending the junction layout. The works will include the provision of active travel links to the Longacre development and Coychurch Crematorium.	LDP	17	Local	£££	S106; LTF; RSG
Park and share at appropriate locations.	BCBC	Investigate potential locations for park and share sites taking advantage of existing car parking facilities where possible.	LDP	18	Regional	£	LTF
Safe Routes in Communities Proposals	BCBC	A range of schemes to improve sustainable transport access within communities, with particular emphasis on encouraging active travel journeys to schools.	Various	n/a	Local	£	SRiC

\*Costs are based on initial estimates and are subject to change.

## **KEY**

RTP	Regional Transport Plan
LDP	Local Development Plan
ATN	Active Travel Network
ATNP	Active Travel Network Plan
C&WS	Cycling and Walking Strategy
LABS	Local Area Bus Strategy
BRoLS	Bridgend Register of Local Schemes
SRiC	Safe Routes in Communities
LTF	Local Transport Fund
S106	Section 106 planning contribution
NRE	Network Rail Electrification Programme
RSG	Road Safety Grant
RoWIP	Rights of Way Improvement Plan
EU	European Union Funding (to be confirmed)

**Table 4.2 – Longer-Term Local Transport Plan Schemes - Period 2026-2030**

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
Bridgend Industrial Estate and Wildmill	BCBC	Provision of a shared-use route for pedestrians and cyclists between Bridgend Industrial Estate and Wildmill along the disused railway line.	ATNP; RTP; LDP	1	Local	£££	LTF; S106
Bridgend interchange	BCBC	Improved connectivity to Bridgend railway station.	RTP; LDP	2	Regional	£££	LTF
Improvements at Junction 36 of the M4	BCBC	Assessment of current performance of the junction and identification of potential alternative arrangements.	RTP; LDP;	3	Regional/ National	£££	LTF; ERDF
Bridgend and Porthcawl	BCBC	Provision of a mainly off-road, shared use route for pedestrians and cyclists linking Bridgend with Porthcawl that will complement the All Wales Coastal Path and link with the proposed Porthcawl to Pyle route.	RTP; LDP; W&CS	4	Local	£££	LTF; S106; RoWIP
Llynfi Valley Community Route	BCBC	The proposal is for a shared-use route for pedestrians and cyclists between the National Cycle Network Route 4 at Aberkenfig, and Maesteg.	RTP; LDP; W&CS	5	Local	£££	LTF; EU; RoWIP
Brynmenyn and Pencoed, via Heol-y-Cyw	BCBC	Provision of a shared-use route for pedestrians and cyclists between Brynmenyn and Pencoed, via Heol-y-Cyw.	RTP; LDP; W&CS	6	Local	£££	S106; LTF; RoWIP
P&R at Brackla	BCBC	Provision of a Park & Ride facility at the proposed Brackla Station site.	RTP; LDP	7	Regional	££	LTF; S106
Quarella Road/A4061	BCBC	Improvements to the existing	ATNP	8	Local	££	LTF

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
junction		crossing facility to improve the pedestrian environment at this busy junction which provides access to the bus station and the town centre.					
Porthcawl and Pyle	BCBC	The proposal is to provide a mainly off-road, shared use route for pedestrians and cyclists between Porthcawl and Pyle. The proposed route would tie in with the existing NCN Route 4 link from North Cornelly to Pyle, the All Wales Coastal Path and the proposed route from Porthcawl to Bridgend.	RTP; LDP; W&CS	9	Local	£££	LTF; RoWIP
ATN Route 21 - Coychurch to Bridgend via North Road	BCBC	Improved active travel access between Coychurch and Bridgend through Bridgend industrial estate with links to ATN Routes 2, 11 and 12.	ATNP	10	Local	££	LTF
Park Street/A473 junction improvements	BCBC	Scheme to improve traffic flow through the junction and reduce localised congestion along the cross-valley link.	BRoLS	11	Local	££	LTF
Caerau and Pontyrhyl	BCBC	Provision of a shared-use route for pedestrians and cyclists between Caerau and Pontyrhyl.	RTP; LDP; W&CS	12	Local	££	LTF
ATN Route 11 - Brackla to Coychurch Lower	BCBC	Provision of an active travel route linking Brackla to Bridgend industrial estate, potentially by constructing a bridge for active travellers over the South Wales main railway line.	ATNP	13	Local	£££	LTF

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
Access to land west of Maesteg Road, Tondu	BCBC	Access improvements to land west of Maesteg Road, Tondu to maximise development opportunities.	LDP.	14	Regional	£££	LTF; S106
Llangynwyd and Llangeinor	BCBC	Provision of a shared-use route for pedestrians and cyclists between Llangynwyd and Llangeinor	RTP; LDP; W&CS	15	Local	££	LTF
ATN Route 20 - Brackla to Waterton Industrial Estate	BCBC	Creation of an improved route for pedestrians and cyclists between Brackla and Waterton Industrial Estate with links to Bridgend industrial estate, Coychurch and ATN Routes 2, 21 and 93.	ATNP	16	Local	£££	LTF; S106
Improvements to M4 Junction 35	BCBC	Proposals to improve the capacity of Junction 35 to accommodate future development proposals and associated traffic growth.	LDP	17	Regional	£££	LTF; S106
Improvements to A4061 between Ogmere Vale and Junction 36 of the M4	BCBC	Increase accessibility between Ogmere Valley and the M4 and the local growth zone south of the M4.	BRoLS	18	Local	£££	LTF
Llangeinor to Pontycymer highway improvements	BCBC	Proposals to enhance resilience of the highway network and provide road safety improvements on the A4064 between Llangeinor and Pontycymer.	BRoLS	19	Local	£££	LTF; RSG
Parc Derwen NW Access at Pen-y-Cae	BCBC	To provide a third access to the Parc Derwen residential development to improve traffic movements to and from the development and reduce future pressure on the existing	BRoLS	20	Local	£££	LTF; S106

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost (£)* <£500k = £ £500k-£1m = ££ £1m+ = £££	Funding Source(s)
		accesses on Heol West Plas.					
Safe Routes in Communities Proposals	BCBC	A range of schemes to improve sustainable transport access within communities, with particular emphasis on encouraging active travel journeys to schools.	Various	n/a	Local	£	SRiC

\*Costs are based on initial estimates and are subject to change.

### **KEY**

RTP	Regional Transport Plan
LDP	Local Development Plan
ATN	Active Travel Network
ATNP	Active Travel Network Plan
C&WS	Cycling and Walking Strategy
LABS	Local Area Bus Strategy
BRoLS	Bridgend Register of Local Schemes
SRiC	Safe Routes in Communities
LTF	Local Transport Fund
S106	Section 106 planning contribution
NRE	Network Rail Electrification Programme
RSG	Road Safety Grant
RoWIP	Rights of Way Improvement Plan
EU	European Union Funding (to be confirmed)

# Chapter 5 – Statutory Checks

## 5.1 Statutory Checks

- 5.1.1 Both the preparation process of the LTP, and the draft document itself will be subjected to various stages of statutory checks in order to ensure that the Plan meets the requirements of the law, the National Transport Plan draft (2015) and standards set by Bridgend County Borough Council.
- 5.1.2 To ensure that schemes identified in the LTP pass the test of sustainability, the Council will conduct a joint a Sustainability Appraisal (SA) and a Strategic Environmental Assessment. In addition, the Plan will be subjected to an Equality Impact Assessment. In line with the Council's policies and strategies to promote a programme of health, fitness and well-being for residents of the County Borough, a Health Impact Assessment of LTP schemes will be carried out by the Council in partnership with Public Health Wales.
- 5.1.3 At this stage of the plan process where schemes have not been approved, only a scoping study of the various impact assessments will be carried out. Full assessments of schemes, where appropriate, will be carried out on approval of the LTP.

## 5.2 Sustainability Appraisal

- 5.2.1 The chief purpose of a Sustainability Appraisal is to assess the possible impacts that the proposed transport schemes and interventions in the LTP would have on the local economy, the environment and society as a whole. Subsequent to that, a determination would be made regarding the rectification, modification or amelioration of potential negative effects where they occur. Finally, the schemes will be tested to determine how effective the LTP will be in delivering the key priorities set in the guidance without harming the environment. The essence therefore is to achieve a balance between economic growth and job creation, a sustainable environment and a prosperous society.
- 5.2.2 The Sustainability Appraisal for this LTP will be conducted in two stages.
- Scoping Pre-draft study
  - Final LTP
- 5.2.3 The first stage was a desk-based study that involved a gathering of identified stakeholders and consultees whose views and contribution was sought on the key sustainability objectives to be appraised. This took the form of a workshop involving representatives from neighbouring local authorities, various Council departments, the main bus operator, voluntary and disability groups, community transport providers and the local health authority. The outcome of this workshop was identification of the key issues; identification and review of existing plans, strategies that would inform the LTP and the appraisal process. The Council has also collaborated with local authorities in South East Wales to determine sustainability objectives and how the appraisal will be carried out.
- 5.2.4 The second stage of the appraisal process has looked at how the LTP would address issues relating to economic regeneration, town centre, access to key employment areas, air quality particularly along environment sensitive routes and accessibility profile of deprived areas, rural areas and places that are poorly served by public

transport. These parameters have also been taken account of in prioritising identified schemes.

- 5.2.5 Key sustainability objectives have been adopted from the framework used for assessing Bridgend's LDP, which are compatible with the key priorities for this LTP and also meet the NATA objectives which have been used in prioritising LTP schemes. Objectives must meet social, environmental and economic objectives.
- 5.2.6 Social Objectives: To assess the impact that the LTP schemes would have on the society as a whole, key objectives relating to accessibility, health, safety and security, and community cohesion will be appraised.
- 5.2.7 Environmental Objectives: On the environment, schemes will be assessed on the basis of how they offer effective protection to the environment such as on heritage, recycling of material, prudent use of natural resources such as land-take, ecology and pollution.
- 5.2.8 Economic Objectives: LTP schemes must contribute to economic growth and employment and facilitate effective and affordable transport.

### **5.3 Equality Impact Assessment**

- 5.3.1 In accordance with the Equality Act 2010, schemes in the draft LTP will be assessed to determine how they deliver equality of access, of use and information. The purpose of the assessment is to avoid or minimise discrimination and offer a wider choice to all users of highway infrastructure and services. The assessment process will follow the same two-stage process as in the SA audit. Similar to the SA process, the first stage involved a desk-based audit of the relevant individuals and organisations whose involvement in the plan process would enhance the identification of schemes and justification of priorities.
- 5.3.2 All transport schemes programmed in this LTP will have to undergo a safety audit to ensure that they comply with requirements under the Disability Discrimination Act 2010 both at the design and construction stages so as to avoid or minimise discrimination. Therefore, the EIA appraisal at this stage will concentrate on the provision of information and involvement of relevant individuals and organisations. This opportunity will be available at the various stages of public consultations and engagements to seek views on mitigation measures where appropriate. The document will also be made available in Welsh to those who need to access it in that medium. This is in line with the Council's policy on the Welsh language.

### **5.4 Health Impact Assessment**

- 5.4.1 Similar to the SA and the EIA, the Health Impact Assessment has been subjected to the same two-stage process of desk-based study and post adoption assessment. The effectiveness of schemes in the draft LTP will be assessed on the basis of the contribution that they make to the health and well-being of residents of Bridgend. Although, health issues have been considered as part of the social objectives under the SA assessment, it is considered that a specific and detailed HIA study would enhance the plan process and result in a better LTP. Although schemes such as public transport interventions and junction improvements that reduce congestion would reduce the incidence of pollution related health hazard, promoting active travel measures through the Active Travel Act and travel plans would yield direct health

benefits. In this regard, schemes that encourage walking and cycling would be seen as key in attaining health, fitness and well-being targets.

## **5.5 Rural Impact Assessment**

5.5.1 A desk-based assessment study has been carried out on the LTP to determine the impact that local transport schemes would have on the rural parts of the county borough. The Local Development Strategy for Rural Bridgend County Borough has been considered as part of the assessment study. The key points of the assessment were the accessibility profile of a rural area and proximity to amenities, and availability of transport options. The overall impact of the LTP was assessed and a basic matrix based sensitivity test carried out as to how LTP schemes would enhance life and the natural environment in rural areas.

5.5.2 Bus services in rural areas are sparse in part due to low demand and in part due to low population densities. Therefore, car ownership would tend to be high. However, a combination of rurality and deprivation where lack of bus services is compounded by lack of car exacerbates exclusion for some rural dwellers. The assessment therefore considered five key themes as follows:

- Proximity to bus facilities
- Level of car ownership
- Accessibility of employment opportunities south of the M4
- Ease of connectivity to consolidated health and social care services
- Ease of connectivity to skills and training centres such Bridgend College or Pencoed College.

5.5.3 The Local Development Strategy for Rural Bridgend County Borough addresses policies, particularly on tourism as the engine of the rural economy. To complement these policies, the impact study specifically assessed the positive contribution that active travel measures would make to the economic, social and environmental conditions of rural areas.

## **5.6 Competition Assessment**

5.6.1 In line with the National Transport Plan, the LTP has been subjected to a competition test to assess how the schemes identified in the LTP would enhance the competitiveness of businesses located in the county borough. Modal competition has also been assessed to ensure that competition is healthy and does not undermine or discriminate against any mode. Access to bus facilities such as bus stops and bus stations will be open to all bus operators in the county borough.

## **5.7 Children and Young People's Rights**

5.7.1 The LTP has been assessed within the context of the Council's Children and Young People's Charter 2011 which is based on the United Nations Convention on the Rights of the Child (UNCRC). The relevant parts of the charter are:

- All children and young people have the right to be healthy and safe

**'UNCRC Article 6: You have the right to life. Governments should ensure that children survive and develop healthily'**

- All Children and Young People have the right to have a say and make a positive contribution to the community

**UNCRC Article 12: You have the right to say what you think should happen when adults are making decisions that affect you, and to have your opinions taken into account**

**UNCRC Article 30: You have the right to learn and use the language and customs of your family whether these are shared by the majority of the people in the country where you live.**

- 5.7.2 The active travel measures contained in the LTP will encourage children and young people to lead healthier lifestyles. As part of its community transport strategy, the Council is embarking on a “Wheels to Work” scheme that will help young persons who live in areas that are not well served by public transport and who cannot afford a car to lease motor cycles to access work. In order to give children and young people an opportunity to have a say in the development of the LTP, the Council advertised the consultation programme on media outlets that are favoured by young people.

## **5.8 Welsh Language Assessment**

- 5.8.1 All versions of the LTP will be made available in Welsh in accordance with the Council’s policy on Welsh language. Whilst, publishing the LTP itself in Welsh may not have a direct impact on Welsh speakers, giving them the opportunity to engage in the process in their native language has a direct impact on their right to speak their own language. It also ensures that every resident of the county borough has been given a fair and equal opportunity to engage in the LTP process.

## Chapter 6 – Consultation

### 6.1 Public and Stakeholder Engagement

6.1.1 Under the Welsh Government guidance on Local Transport Plans, local authorities were required to consult on their LTP and submit a summary report on the consultation exercise. The guidance also specifically mentions that where relevant, the City Region Board be included among consultees. In the case of Bridgend, the Cardiff Capital Region has been consulted.

6.1.2 The Council has adopted a two-stage approach to consultation: pre-draft consultation; and draft consultation. The first stage of consultation was undertaken at the beginning of the plan process when officers were collecting background data, compiling lists of existing plans and strategies and developing a database of relevant individuals and organisations to be consulted, including those to be involved in Equality Impact Assessment and Health Impact Assessment. This stage of the consultation process took the form of a workshop held on 4<sup>th</sup> September 2014, with attendees given till the end of September to comment on the issues, opportunities and schemes raised and discussed at the workshop. Table 6.1 below includes a breakdown of the representatives invited to the workshop.

**Table 6.1 – Consultation Workshop Invitees**

<b>Body</b>	<b>Organisation</b>
Local Authorities	South East Wales Valleys Authority Group
	Neath Port Talbot Council
	Vale of Glamorgan Council
<b>Bridgend County Borough Council Departments</b>	<b>Department</b>
	Highways Development Control
	Planning Development Control
	Economic Development Unit
	Traffic Management and Road Safety
	Sustainable Development Unit
	Regeneration
	Rural Development
	Local Service Board
	School Transport
	Children's Department (Education)
	Well-being Department
	Leisure and Sports
<b>Health Authority</b>	ABMU
<b>Community Transport</b>	Bridgend Community Transport
<b>Public Transport</b>	First Cymru
<b>Voluntary Associations</b>	Bridgend Association of Voluntary Organisations (BAVO)
	Bridgend Coalition of Disabled People
	Bridgend Visually Impaired

6.1.3 The second stage of the consultation process began following approval of the draft LTP by Cabinet on 11<sup>th</sup> November. This included a public consultation reviewing the proposed LTP undertaken over a seven weeks from 12<sup>th</sup> November 2014 to 31<sup>st</sup>

December 2014. Respondents were invited to complete a survey questionnaire to record their comments, with copies in English and Welsh available online via the corporate consultation page of the Council's website. Click [here](#)<sup>25</sup> to view the content of the now archived webpage, which still includes an active link to the survey. Paper copies of the consultation document and the accompanying questionnaire, again in both English and Welsh, were made available at all local libraries and leisure centres throughout the borough and at the Civic Offices in Bridgend. Comments were also invited via letter, email and phone call. Contact details were also provided for anyone wishing to receive a paper copy directly or any alternative formats of the survey.

- 6.1.4 The consultation survey was made up of three sections. Section 1 asked ten questions about the respondent to understand their demographic profile and their transportation/travel patterns; Section 2 included five quantitative questions and two qualitative questions regarding the content of the LTP; and Section 3 featured the standard equalities questions suggested by Welsh Government. All questions asked in the survey were optional, and all survey respondents had the opportunity to remain anonymous.
- 6.1.5 The consultation was supported by a series of ten community workshops held across the county borough at the locations and times indicated in Table 6.2 below. The events were designed to offer support to attendees when completing the questionnaire, and for officers to answer any questions attendees may have had. The Maesteg session was originally arranged for 20<sup>th</sup> November but was re-scheduled for 11<sup>th</sup> December.

**Table 6.2 – LTP Consultation Community Engagement Events Programme**

Venue	Date	Time	Attendees
<b>Cefn Cribwr Community Centre</b>	18 November 2014	16:00 – 18:00	2
<b>Porthcawl Pavilion</b>	24 November 2014	16:30 – 18:30	0
<b>Pencoed Miners' Welfare Hall</b>	25 November 2014	16:00 – 18:00	11
<b>Garw Valley Life Centre</b>	26 November 2014	16:30 – 18:30	5
<b>Pyle Life Centre</b>	27 November 2014	17:00 – 19:00	10
<b>Ogmore Life Centre</b>	02 December 2014	16:30 – 18:30	4
<b>Bridgend Life Centre (Bridgend Rec)</b>	03 December 2014	16:00 – 18:00	4
<b>Sarn Life Centre</b>	04 December 2014	17:00 – 19:00	4
<b>Coity Community Centre</b>	10 December 2014	17:00 – 19:00	2
<b>Maesteg Town Hall</b>	11 December 2014	16:00 – 18:00	2
<b>Total</b>			<b>44</b>

- 6.1.6 The consultation was promoted within the Council through a 'Message of the Day' notification. Emails were also sent to the following stakeholders: councillors, town and community councils, neighbouring councils, and Local Service Board members. The consultation was also referenced as agenda items at the Bridgend Equalities Forum (BEF).
- 6.1.7 A consultation document was also prepared featuring information on the consultation itself along with a link to the consultation questionnaire. Contact details were also provided to offer additional support or guidance if necessary. Both documents were written in plain English to maximise potential inclusion, and translated into Welsh.

<sup>25</sup> <http://www1.bridgend.gov.uk/services/consultation/hub/local-transport-plan.aspx>

6.1.8 The consultation was advertised on the Council’s website ([www.bridgend.gov.uk](http://www.bridgend.gov.uk)). The Council also used social media to promote the consultation on several occasions during the consultation period to help raise awareness of the consultation itself, and the associated ten customer engagement workshops. Tweets were sent to the Council’s 4,900 @BridgendCBC followers, and details were also posted to the 560 users who have liked our Facebook page.

6.1.9 The Council received 19 formal responses to the survey by the closing date of Monday 31 December 2014. All responses received were in English.

6.1.10 The responses were categorised as set out in Table 6.3 below. Full details of the responses received are included within the consultation report at Appendix C:

**Table 6.3 – Format of consultation response**

<b>Format</b>	<b>English</b>	<b>Welsh</b>	<b>Total</b>
<b>Online*</b>	14	0	<b>14</b>
<b>Email</b>	3	0	<b>3</b>
<b>Paper</b>	1	0	<b>1</b>
<b>Telephone*</b>	1	0	<b>1</b>
<b>Total*</b>	<b>19</b>	<b>0</b>	<b>19</b>

\*One respondent used two formats in which to contact the council – online and telephone responses. As such the two responses were combined to create 17 responses to the survey overall.

# Chapter 7 – Monitoring and Evaluation

## 7.1 Monitoring Interventions

7.1.1 The LTP guidance requires local authorities to prepare a Monitoring and Evaluation Plan which describes how each of the interventions contained within Table 2.2 of the LTP, and their impacts, will be monitored.

7.1.2 Table 7.1 below includes a list of the data sources which the Council will use to monitor progress against the objectives of the LTP. Table 7.2 overleaf contains a composite list of the interventions identified within the LTP together with the outcomes to which they are linked, a suggested indicator against which the intervention can be measured, and the evidence which will provide that information.

7.1.3 The monitoring and evaluation plan will make use of the following sources of data where relevant.

**Table 7.1 – Monitoring Data Sources**

<b>Data Set</b>	<b>Data Purpose</b>	<b>Available from...</b>
Automatic traffic counts	Permanent traffic counters; local authority programme of counts.	BCBC
Manual traffic counts	Carried out by DfT for WG. Bespoke counts.	DfT website
Bus patronage data	Ticket sales data collected by operators.	Bus operators and BCBC
Rail patronage data	Ticket sales data collected by operators (Lennon)	Train operating companies
Highway journey time data	Trafficmaster data	Available from Welsh Government
Accident data	Stats 19	Available from Welsh Government
Queue lengths	From surveys or fixed traffic cameras	
Changes in accessibility	Assessed using TRAAC software	Available from Welsh Government
Welsh Transport Statistics		<a href="http://wales.gov.uk/statistics-and-research/?topic=transport&amp;lang=en">http://wales.gov.uk/statistics-and-research/?topic=transport&amp;lang=en</a>

**Table 7.2 – LTP Monitoring and Evaluation Plan**

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
1	Improved active travel networks linking to transport interchanges/key services.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Improved non-car travel opportunities between communities and healthcare sites;</li> <li>• Support rural areas by improving access to key services;</li> <li>• Increased opportunities to access employment in town centres by public transport and active travel;</li> <li>• Reduced congestion, improved journey time reliability, greater network resilience;</li> <li>• Improved potential for travel by non-car modes for commuting and other purposes;</li> <li>• Increased number of journeys to tourism destinations being made by sustainable and active travel modes;</li> <li>• Reduction in the negative impact of transport emissions on health and the environment;</li> </ul>	Improvements to or expansion of active travel networks.	Active Travel (Wales) Act 2013 existing routes map.

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
		<ul style="list-style-type: none"> <li>• Improve access to education facilities by active travel modes;</li> <li>• Increased use of alternative transport modes to replace the private car for home to school journeys.</li> </ul>		
2	Improved access to park and ride or park and share opportunities.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Maximise potential to use bus and/or rail to access key employment and other sites</li> <li>• Reduced car use</li> </ul>	Creation of new or expansion of existing park and ride/park and share facilities.	Number and size of park and ride/park and share facilities.
3	Work with operators to increase public transport network coverage.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Affordable access to jobs, services and education;</li> <li>• Good public transport links to employment growth areas.</li> </ul>	Expansion of public transport service network or increase in frequency of existing services.	Bus network maps and timetable information.
4	Encourage the provision of Demand Responsive Transport (Community Transport) solutions.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Bus services that enable communities to access employment / services;</li> <li>• Maximise potential to use bus and/or rail to access key employment and other sites;</li> </ul>	Increase in the number of Community Transport services/service providers.	Registered Community Transport services/service providers.

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
		<ul style="list-style-type: none"> <li>• Improved non car travel opportunities between communities and healthcare sites;</li> <li>• Support rural areas by improving access to key services;</li> <li>• Good public transport links to employment growth areas;</li> <li>• Effective access to schools by sustainable and active travel modes;</li> <li>• Reduce social exclusion.</li> </ul>		
5	Secure S106 funding related to developments to improve transport access.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services.</li> </ul>	Amount of funding secured for development-related transportation improvements.	Planning approvals including transport-related S106 allocations.
6	Promotion of sustainable and active travel alternatives.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Bus services that enable communities to access employment / services;</li> <li>• Maximise potential to use bus and/or rail to access key employment and other sites;</li> <li>• Improved non car travel opportunities between communities and healthcare sites;</li> <li>• Affordable access to jobs,</li> </ul>	Increased awareness of sustainable and active travel opportunities.	<p>Number of adopted travel plans.</p> <p>Bus network maps and timetable information.</p> <p>Active travel network maps.</p>

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
		services and education; <ul style="list-style-type: none"> <li>• Support rural areas by improving access to key services;</li> <li>• Increased opportunities to access employment in town centres by public transport and active travel measures;</li> <li>• Good public transport links to employment growth areas;</li> <li>• Increased use of alternative transport modes to replace the private car for home to school journeys;</li> <li>• Effective access to schools by sustainable and active travel modes.</li> </ul>		
7	Improved public/active travel information.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Easy to use public transport services;</li> <li>• Integrated ticketing;</li> <li>• Seamless journeys and integrated ticketing.</li> </ul>	Availability and increased awareness of public/active travel information.	Active travel network maps.  Bus network maps and bus timetable information.  Feedback from user groups.
8	Encourage integrated ticketing by operators.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Easy to use public transport services;</li> <li>• Integrated ticketing;</li> <li>• Seamless journeys and integrated ticketing;</li> </ul>	Availability of integrated ticketing.	Feedback from user groups.

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
9	Liaison with LHB and healthcare providers regarding transport needs and opportunities	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Bus services that enable communities to access employment / services;</li> <li>• Maximise potential to use bus and/or rail to access key employment and other sites;</li> <li>• Improved non car travel opportunities between communities and healthcare sites;</li> </ul>	Improvements to public transport and active travel networks.	<p>NHS consolidation.</p> <p>Rail and bus network plans and timetable information.</p> <p>Active travel network plans.</p>
10	Encourage the adoption of travel plans (including workplace travel plans/community access plans/school travel plans and personalised travel plans).	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Increased take-up of active and sustainable travel;</li> <li>• Bus services that enable communities to access employment / services;</li> <li>• Maximise potential to use bus and/or rail to access key employment and other sites;</li> <li>• Improved non car travel opportunities between communities and healthcare sites;</li> <li>• Affordable access to jobs, services and education;</li> <li>• Improved access by active travel modes;</li> <li>• Support rural areas by improving access to key</li> </ul>	Increased awareness of sustainable and active travel opportunities.	Number of adopted travel plans.

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
		services; <ul style="list-style-type: none"> <li>• Increased opportunities to access employment in town centres by public transport and active travel;</li> <li>• Good public transport links to employment growth areas;</li> <li>• Reduced congestion, improved journey time reliability, greater network resilience;</li> <li>• Improved potential for travel by non-car modes for commuting and other purposes;</li> <li>• Increased use of alternative transport modes to replace the private car for home to school journeys;</li> <li>• Raise awareness of opportunities to reduce travel costs;</li> <li>• Effective access to schools by sustainable and active travel modes;</li> <li>• Increased number of journeys to tourism destinations being made by sustainable and active travel modes.</li> </ul>		
11	Improved public transport infrastructure and services.	<ul style="list-style-type: none"> <li>• Bus services that enable communities to access employment / services;</li> <li>• Maximise potential to use bus</li> </ul>	Improved access to public transport networks.	Rail and bus network maps and timetable information.  Census data – mode

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
		<p>and/or rail to access key employment and other sites;</p> <ul style="list-style-type: none"> <li>• Improved non car travel opportunities between communities and healthcare sites;</li> <li>• Support rural areas by improving access to key services;</li> <li>• Increased opportunities to access employment in town centres by public transport and active travel;</li> <li>• Good public transport links to employment growth areas;</li> <li>• Reduced congestion, improved journey time reliability, greater network resilience;</li> <li>• Improved potential for travel by non-car modes for commuting and other purposes;</li> <li>• Reduction in the negative impact of transport emissions on health and the environment.</li> </ul>		share/travel to work.
12	Improved transport access to interchanges.	<ul style="list-style-type: none"> <li>• Good public transport links to employment growth areas.</li> </ul>	Enhanced accessibility of major transport interchanges.	<p>Bus network maps and timetable information.</p> <p>Active travel network maps.</p>
13	Improved access to employment sites in BCBC.	<ul style="list-style-type: none"> <li>• Good public transport links to employment growth areas.</li> </ul>	More journeys to employment sites being	Bus network maps and timetable information.

Ref	Intervention	Linked to Proposed Outcomes	Indicator	Evidence
			made by public transport active travel.	Active travel network maps.  Travel to work census data.
14	Improvements to strategic road network.	<ul style="list-style-type: none"> <li>• Reduced congestion, improved journey time reliability, greater network resilience;</li> <li>• Improved potential for travel by non-car modes for commuting and other purposes;</li> <li>• Improved access for freight;</li> <li>• Reduction in the negative impacts of transport emissions on health and the environment;</li> <li>• Reduction in number of personal injury accidents.</li> </ul>	Works undertaken to improve highway network.	Reduced congestion on the highway network.  Number of AQMAs.
15	Encourage more freight to be carried by rail where possible (WG responsibility).	<ul style="list-style-type: none"> <li>• Improved access for freight.</li> </ul>	More freight being carried by rail.	Freight user groups.
16	Improved opportunities for freight parking where appropriate	<ul style="list-style-type: none"> <li>• Improved access for freight.</li> </ul>	Improvement or expansion of freight parking opportunities.	Freight user groups.
17	Improved public transport interchanges.	<ul style="list-style-type: none"> <li>• Improved access to jobs and services;</li> <li>• Easy to use public transport services;</li> <li>• Integrated ticketing;</li> <li>• Seamless journeys and integrated ticketing.</li> </ul>	Better quality transport interchanges.	Feedback from user groups.

<b>Ref</b>	<b>Intervention</b>	<b>Linked to Proposed Outcomes</b>	<b>Indicator</b>	<b>Evidence</b>
<b>18</b>	Encourage lift-sharing.	<ul style="list-style-type: none"> <li>• Effective access to schools by sustainable and active travel modes.</li> </ul>	Increased availability of lift-share opportunities.	<p>Travel plan data.</p> <p>Travel to work data.</p>
<b>19</b>	Deliver a combination of education and engineering road safety schemes	<ul style="list-style-type: none"> <li>• Reduction in number of personal injury accidents;</li> <li>• Improved awareness of road safety risks.</li> </ul>	Number of pupils trained through road safety initiatives.	Road safety education data.
<b>20</b>	Work with partners to deliver road safety interventions.	<ul style="list-style-type: none"> <li>• Reduction in number of personal injury accidents;</li> <li>• Improved awareness of road safety risks.</li> </ul>	Number of pupils trained through road safety initiatives.	Road safety education data.
<b>21</b>	Work with tourist organisations to promote sustainable and active travel options.	<ul style="list-style-type: none"> <li>• Increased number of journeys to tourism destinations being made by sustainable and active travel modes.</li> </ul>	Availability of travel information for tourists.	<p>Modal split data.</p> <p>Travel plan data.</p>
<b>22</b>	Work with tourist organisations and public transport operators to increase public transport access.	<ul style="list-style-type: none"> <li>• Increased number of journeys to tourism destinations being made by sustainable and active travel modes.</li> </ul>	Improvements to public transport networks.	Rail and bus network plans and timetable information.

7.1.4 Progress towards achieving the outcomes of these interventions will be reported annually through the preparation of LTP annual progress reports.

## **7.2 Scheme Monitoring**

7.2.1 In line with the LTP guidance produced by the Welsh Government, the Council will also prepare a detailed Monitoring and Evaluation Plan for each of the schemes contained within Chapters 3 and 4 of the LTP prior to the commencement of works. This will enable the impact of each of the interventions to be measured, as well as enabling an assessment of their contribution towards the overarching interventions, and the achievement of the proposed outcomes.

7.2.2 The following sections will be included in the monitoring and evaluation plans of the schemes that are delivered through the LTP.

- Need – The identified need based on evidence that the intervention is intended to address
- Project description – A detailed description of the intervention
- Objectives – The objectives of the intervention
- Context – The general context for the intervention over the evaluation period, as identified on a scheme by scheme basis and subject to the availability of funding for monitoring and evaluation purposes
- Inputs – What resources were used to deliver the intervention
- Outputs – Details of what was delivered
- Outcomes – The intended outcomes from the intervention
- Impact – Details of the realised impacts of the scheme, whether and how they can be measured
- Risks/ lessons learnt – The key risks that might affect the realisation of the proposed benefits, the mitigation of any anticipated adverse impacts and the risks to the recording of the anticipated impacts. The evaluation report should contain a reflection on the implementation of the project and present the lessons learnt.

7.2.3 Details of any monitoring and evaluation carried out as part of individual interventions will also be included within the annual progress reports. This will apply to those schemes that have been completed within 12 months prior to the compilation of the annual progress report.

## **Appendix A – LTP Scheme Area Maps**

**This page is intentionally blank**

## Appendix B – Scheme Prioritisation Process

1. The schemes contained within Tables 3.1, 4.1 and 4.2 in the LTP have been prioritised using a prioritisation tool which the Council has adapted from a matrix developed by Local Transport Projects Limited as part of their work when developing the Cardiff Strategic Cycle Network Plan. The tool was also used by Sewta's Active Travel group as the basis for the RTP active travel scheme prioritisation process.
2. The matrix contains 18 separate scoring elements, related to the benefits and accessibility improvements which it is anticipated the scheme will deliver. The criteria used as the basis for the scoring reflects the Welsh Government's priorities and the Council's aspirations for transport in the County Borough. Once allocated a score using the prioritisation criteria, each scheme was assessed to identify their potential delivery timescale and then included within the short, medium or long-term programmes as appropriate.
3. Details of the benefits criteria applied to the scoring process are included in Table B1 below, whilst Table B2 sets out the scoring criteria used when assessing a schemes impact on access to facilities. A copy of the relevant prioritisation matrices for the schemes contained within the short, medium and long-term programmes are included as Tables B3, B4 and B5 below.

## LTP Scheme Prioritisation – Benefits scoring system

Network Benefits		Wider Benefits				Potential to induce modal shift	
Impact on other road users	Health Impact	Environmental Impact	Convenience	Safety	Economic Impact	Modal Shift Impact	
<b>2</b>	Scheme provides significant additional benefits to other road users.	Scheme provides significant positive health impact.	Scheme provides significant positive environmental impact.	<ul style="list-style-type: none"> <li>• Scheme facilitates direct journeys for which it is expected to cater</li> <li>• Scheme contains few points of delay and/or avoids or removes existing delays</li> </ul>	Addresses significant recorded collision history (4 in 3 yrs, or 2 KSI in 3 yrs suggested)	Scheme has a Benefit-Cost Ratio of >2.	<b>5</b> Likely to result in significant modal shift from private car to other, more sustainable, transport modes.
<b>1</b>	Provides some additional benefit to other road users on balance (as a toucan might for pedestrians)	Scheme provides slight positive health impact.	Scheme provides slight positive environmental impact.	<ul style="list-style-type: none"> <li>• Scheme facilitates reasonably direct journeys for which it is expect to cater</li> <li>• Scheme contains some points of delay and/or reduces existing delays</li> </ul>	Addresses lesser recorded collision history, or location understood to have a collision history which is not fully recorded	Scheme has a Benefit-Cost Ratio of between 1.5 and 2.	<b>3</b> May result in small increase in use of more sustainable transport modes, but unlikely to result in significant modal shift from private cars.

## LTP Scheme Prioritisation – Benefits scoring system

Network Benefits		Wider Benefits				Potential to induce modal shift		
Impact on other road users	Health Impact	Environmental Impact	Convenience	Safety	Economic Impact	Modal Shift Impact		
<b>0</b>	No significant expected impact for other road users	Scheme unlikely to provide a positive health impact.	Scheme unlikely to provide a positive environmental impact.	<ul style="list-style-type: none"> <li>Proposals do not offer greater convenience than existing situation</li> </ul>	No expected impact on collisions	Scheme has a Benefit-Cost Ratio of between 1 and 1.5; or no BCR currently available.	<b>0</b>	Little or no modal shift expected as a result of the scheme.
<b>-1</b>	Some significant negative impact expected for other road users (i.e. loss of residential parking, some additional congestion)	Scheme provides slight negative health impact.	Scheme provides slight negative environmental impact.	<ul style="list-style-type: none"> <li>Proposal requires users to make a less direct journey than existing</li> <li>Scheme introduces points of delay</li> </ul>	Proposals may result in additional collisions	Scheme has a Benefit-Cost Ratio of <1.	<b>-1</b>	Scheme likely to contribute to an increase in private car use.
<b>-2</b>	Very significant negative impact expected for other road users (i.e. serious congestion, especially for PT, loss of parking in retail areas, restrictions on loading)	Scheme provides significant negative health impact.	Scheme provides significant negative environmental impact.	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	<b>-2</b>	Unlikely to occur in practice



