

Revised Statements and Comments

Route - VALE-BA-P0030 - Harbour Road - Park crescent to Romilly primary school - THIS ROUTE HAS BEEN REMOVED FROM THE AT ERM AT THIS STAGE AND WILL BE RESUBMITTED AS PART ON THE INM

Score - 58

WG Comments - Lack of dropped kerbs, tactiles and width make this route unsuitable for all users including mobility impaired.

Route review - The route has been audited again and the same score was reached. Less temporary obstructions were noted but some advertising A boards still exist.

Revised comments - This route runs along the pavement of the busy road of Park Crescent and is one of the main routes used to access the large Romilly Primary School. The street is constrained for space and making improvements to the route (EG increased pavement width) is impossible without the whole street being redeveloped at huge cost. The pavement also has some permanent structures (lamp posts) that reduce its width such that users will have to give and take in places.

Less temporary obstructions were noted when re-audited. Some defects of the pavement surface were noted but they were unlikely to result in trips or difficulty for pram users. Improved dropped kerbs (at either end of the route) and tactile paving would be welcome but would not stop most people using the route. One improvement that is being investigated is looking at the time delay of the light controlled crossing. The waiting time should be greatly reduced

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Revised statement - An existing well used route to access Romilly School. The pavement is narrow and constrained in places meaning that users will have to give and take in some places. Poor quality drop kerbs exist at both end of the route and there is no tactile paving

Route - VALE -BA-P0080 Sully County Primary School - Porlock Drive - THE STATEMENT AND COMMENTS HAVE BEEN REVISED

Score - 69 (revised from 66)

WG Comments

Would not recommend this as an active travel route, given that it is a school route - requires resurfacing and widening before it can be promoted.

As this is a school route adequacy of restricted width and surfacing should be justified in the statement with likely flows and measures to address/mitigate against footway parking as identified.

Route review. The route has been re-audited and most of the scores have remained the same except for the route width along Burnham Avenue where a mistake had been made. This was revised from 1.5m to 1.7m. (Score from “0” to “1”) There is only one short area where the width falls below 1.7 because of a BT box.

The surfacing has also been looked at again and this issue is all associated with Burnham Avenue. The defects noted are unlikely to cause trips or difficulties for prams however it has scored low because of the number of crossovers (residential drives).

After several visits no footway parking has been observed

Revised comments. Route is an important link between settlements and a number of amenities including the primary school. Footway is uneven in places and has a minimum width of 1.7m. The defects noted are unlikely to cause trips or difficulties for prams however it has scored low because of the number of crossovers (residential drives). The footway is clear of obstructions except one small area where there is a BT box.

No footway parking has been observed after several visits.

Footway deviates in the park area and many users cross the grassed area. The deviation at the road crossing is minimal and is required because of the road layout. Users were observed using the crossing on all occasions. Traffic volumes and speeds are moderate but this only applies in the area of the crossing of the B4267, otherwise they are low

Revised statement -. Footways surfacing in Burnham Avenue Footway is uneven in places but unlikely to cause trips or difficulties for prams and has a minimum width of 1.7m. Deviations from desire lines are minor. Vehicle speed and volumes on the B2467 are moderate and users are provided with a zebra crossing. otherwise the route is traffic free or on a quiet residential street.

Route - VALE-BA-P0180, Pencoedre Rd - Ysgol Maes Dyfan, Surgery and Gibbonsdown Community Centre - THE ROUTE HAS BEEN UPDATED TO SHOW AS A PASS AND COMMENTS AMENDED

Score - 70 (revised from 50)

WG Comments -

This route scores 50%. It needs improvement before it can be recommended as an active travel route.

Several improvements identified in statement are significant and should be addressed prior to inclusion as AT route.

Route review – This route has been re-audited. A number of scores were reduced because of the evidence of fly tipping and particular reference to a sofa. This could have been put out on the street for collection by the council. After several visits to the site no fly tipping has been found. The pavement widths have also been reassessed and found to be between 1.5 and 1.7m. References to poor surfacing of pavements can be attributed to the flag stone pavement at the eastern end of the street which is in keeping with the terraced houses.

Revised comments – The area/street furniture is one that has a rundown appearance and the surface of the footway could be improved. At the eastern end of the road the footway is uneven because of the flagstones used alongside the terrace housing which is in keeping with the area and cannot be changed. Footway widths vary between 1.5 and 1.7m and some very limited footway parking has been observed. However this parking did not block access. Dropped kerbs and tactile paving are an issue however there is evidence of recent improvements around the park area and the new housing developments. The street is long and straight and traffic speeds could increase as they go downhill. However this was not observed after several visits. One area of the street has a 20mph zone.

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Revised statement – N/A

Route - VALE-DP-P0010 Dinas Powys County Infants school – Eastbrook Station - THE COMMENTS AND STATEMENT HAVE BEEN AMENDED

Score – 58

WG Comments –

Concerned about safety of the route (less than 1.5m width) next to a busy carriageway.

Instructive audit comments but more justification required as to whether issues identified can be overcome particularly with regard to substandard width of less than 1.5m next to reported fast and busy carriageway.

Route review – The route has been re-audit and no changes have been made. However the reference to the 1.5m path width refers to one specific site where Brookside meets Cardiff road. This would suggest that users would only “occasionally need to give and

take” which suggests a score of 1 rather than “frequently have to give and take” which would score "0"

In order to make the pavement wider significant and expensive works will be required to the culvert that runs under Brookside. Funding is not currently available to carry out this work.

Revised comments –

Houses are set back and on other side of the road to route so there is a lack of natural surveillance however some surveillance is provide by the traffic. This route runs alongside the busy Cardiff road which creates a high noise and polluted environment however the traffic speed is moderate because of the high volume of traffic. Footway narrows to less than 1.5m in one section because of the engineering constraints surrounding the design of the Cardiff Road/Brookside junction and the drainage culvert that runs underneath. This width reduction will mean that users have to give and take at this point.

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Revised statement – An existing route between Eastbrook Station, Dinas Powys County Infants School and the pedestrian crossing of Cardiff Road. The route runs alongside the busy Cardiff Road and one section of the path is narrow where users must give and take to pass.

Route - VALE-DP-P0020 Murch County School - Millbrook Road - THE ERM HAS BEEN UPDATED AND PASSED AND COMMENTS AMENDED

Score – 72 (revised from 39 and includes suggested route re-alignment)

WG Comments –

Path not of sufficient standard to be promoted as an active travel route.

Several issues to be addressed prior to route inclusion including lack of dropped kerbs that restricts use for mobility impaired.

Route review – This route has been re-audited and the score revised from 39 to 72. The route alignment has been changed to the north side of Millbrook Road from the south side avoiding side turnings and driveways. Great emphasis was placed on the Cardiff road crossing in the original audit. However this crossing only makes up 20m of the 870m route. The following scores were adjusted.

- Attractiveness – Traffic noise and pollution – changed from 1 to 2. The route is pleasant and free from traffic noise and pollution except for the short distance of the crossing at Cardiff Road.
- Attractiveness – Lighting etc.. – Changed from 1 to 2

- Comfort – condition, changed from 0 to 1. Footways complied with “1” in the audit conditions
- Comfort – footway width changed from 0 to 1. Widths complied with “1” in the audit conditions
- Comfort – footway parking changed from 1 to 2. No evidence found of footway parking during several visits
- Comfort – Gradient changed from 1 to 2. Only very slight gradient on railway bridge crossing.
- Directness – gaps in traffic. Changed from 1 to 2. No issues found with traffic gaps and ease of crossing roads after several visits.
- Safety – Traffic Volume. Changed from 0 to 1. The present situation is that the only section of the route that has high volumes of traffic is the short section of the Cardiff road crossing. Pedestrians are protected from the traffic volume by the layout of the light controlled crossing and the rest of the route would score “2” because traffic volume is low and pedestrians can keep away from it. Therefore overall the audit score should be “2”. In the original audit the only section that mentions high volume of traffic scores “0” hence the possible reason for the score set at “0”.
- Safety – Traffic Speed. Changed from 0 to 1. As point above.
- Safety – Visibility – Changed from 1 to 2. No issues found

Revised comments – Murch Road bridge section will feel isolated to some users but the area has an open feel and is well maintained. The crossing on Cardiff Road has high noise/pollution however, this is only over a 20m section of the 870m route. High volume of traffic on Cardiff Road is experienced but the design of the crossing protects pedestrians. Footway is patchy in some places. . Only Millbrook close is lacking in dropped kerbs.

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Revised statement – N/A

Route - VALE-DP-P0060, Dinas Powys town centre – St Andrews Major C in W Primary School - THE ERM ROUTE HAS BEEN UPDATED AS A PASS AND COMMENTS UPDDATED

Score – 71(revised from 59)

WG Comments –

Path unsuitable for use by mobility impaired users.

Comments would suggest that although identified as vital that width amongst other issues makes this route unusable for mobility impaired.

Route review – The route has been re-audited and score changed from 59 to 71.

Changes made were:

- Traffic noise and pollution from 1 to 2,
- Attractiveness 1 to 2,
- Footway parking reviewed and none found after several visits even at peak school times,
- Estimated route gradient was incorrect and is under 1 in 12 so score changed from 0 to 1
- Coherence score dropped from 2 to 1 because of limited dropped kerbs.

Revised comments. The route needs some minor maintenance to street furniture and the footways are damaged and patchy. Footway is only 0.6m wide alongside the park section but other users could be avoided by stepping on to the grass. (An alternative wider pavement is available on the other side of the road) Large school groups were observed using it. The gradient is steeper at the eastern end but does not exceed 1 in 12. Dropped kerbs and tactile paving required in some areas.

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Revised statement – N/A

Route - VALE-LM-P0020, High Street to Llantwit Magor Railway Station via St Illtyd's School - THE ROUTE HAS BEEN REDUCED IN LENGTH AND SCORE AND COMMENTS AMENDED

Score – 84 (revised from 63 after route was shortened)

WG Comments –

A number of issues should be addressed before this route can be promoted.

Route review – The route has been shortened to remove the northern part of High Street that does not have an existing pavement. It will be impossible to construct a pavement to a good standard in this area because of the width of the space available and the location is in a conservation area.

With the route shortened the scores were revised from 63 to 84. The following changes were made.

- Maintenance changed from 1 to 2 because of changes implemented between audits (residence hedge cut back)

- Traffic noise and pollution changed for 1 to 2 because of route proximity change in relation to traffic.
- Attractiveness changed from 0 to 1, main issue remains of the poor access in to Lorna Hughes Park.
- Condition changed from 1 to 2
- Temporary obstructions changed from 0 to 2. (No parked cars along route)
- Traffic volume changed from 0 to 2.
- Traffic speed changed from 0 to 2
- Coherence changed from 0 to 2- dropped kerbs and tactile paving in place along whole route

Revised comments.Very poor access into Lorna Hughes Park from high Street because of path gradient and very restrictive barrier. A review of the traffic light sequence should be made to ensure pedestrians can cross as quickly as possible. It was observed that many people crossed on red during gaps in traffic. Pedestrians also crossed at the mini roundabout to directly access the station

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Revised statement – N/A