

# ACTIVE TRAVEL PUBLIC ENGAGEMENT REPORTS

## PEN-Y-FAI



February 2025

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## 1.0 INTRODUCTION

- 1.0.1 This report presents the outcome of the recent community engagement undertaken as part of the active travel plans from Pen-Y-Fai to Bridgend town centre. The proposed scheme will be a shared foot/cycle path South of the Pen-Y-Fai junction along the A4063. BCBC (Bridgend County Borough Council) officers identified an opportunity for improved access into Bridgend centre through sustainable transport, with the aim of achieving a modal shift for residents on their daily travel.
- 1.0.2 There are three sets of data compiled from two different engagement sessions to gain an understanding of the public's views and opinions on the Pen-Y-Fai scheme. The two sessions were:
- In-person Community Engagement – 3<sup>rd</sup> of July 2024. This was from 16:00 until 18:00 for residents to drop into Pen-Y-Fai primary school and discuss the proposals with officers. This was to gain all user resident opinions. 40 attendees filled out a short survey before leaving the session.
  - Online Survey – Following a request from the Local Councillor, the same survey was released online for a fortnight from the 3<sup>rd</sup> of September 2024 to the 20<sup>th</sup> of September 2024, this created a further 140 responses and gave those who were not able to attend the session on the 3<sup>rd</sup> of July an opportunity to have their say.
- 1.0.3 The Local Councillor for Pen-Y-Fai was present at the in-person engagement session, along with another councillor that was Welsh speaking. The same survey was used for both the in-person and online engagement with the results combined in this report for analysis, a template of this survey can be seen at the end of the report in Appendix A.

## 1.1 SITE DESCRIPTION

- 1.1.1 The scheme will be a three-phased approach to establish an active travel link from Pen-Y-Fai into Bridgend town along Tondy and Bridgend Road. The primary objective will be to enhance active travel provision and widen sustainable transport choices for the residents of Pen-Y-Fai and surrounding communities.
- Phase 1 focusses primarily on the Pen-Y-Fai A4063 signalised junction and key areas of work within the locality to improve pedestrian active travel access.
  - Phase 2 will continue on from Phase 1 and will involve the construction of a shared active travel route from the traffic signal junction southbound into Bridgend town.
  - Phase 3 will follow in subsequent years investigating areas north of the junction.
- 1.1.2 The proposals shown in Figure 1 highlight the options that engineers considered along the corridor and the crossing improvements. Participants were given the opportunity to understand the decision making, ask questions about the choices made and give local knowledge on what could be beneficial with the design.

## 1.2 OBJECTIVES OF THE SCHEME

- 1.2.1 The main objectives of the Pen-Y-Fai three-phase scheme are:
- To deliver an active travel route that is fully compliant with current guidance and standards, including those set out in the Active Travel (Wales) Act (2013), by March 2026.

- To successfully implement the redesign of the controlled signalised junction to the south of Pen-Y-Fai, providing a safer and more coherent method of exiting the area by means of active travel, and achieving an active travel route audit score of above 80%.
- To enhance connectivity between the areas of Pen-Y-Fai and Bridgend town centre, in turn, increasing active travel modal share from 12% (established by public engagement survey) to 20% by the end of 2027).

1.2.2 By achieving the main scheme objectives, the following aims will also be met:

- Improved public health and the wide range of associated benefits due to more active lifestyles in and around the scheme area.
- Reduced inequality by providing wider access to employment, education, retail, and other facilities and amenities.
- Reduce congestion and air pollution through measurable modal shift.
- Contribute toward local, regional, and national targets including Net Zero carbon targets.
- Facilitate participation in Active Travel User Groups and progressively promote the development and uptake of school travel plans, staff travel plans, and community access plans.





## 2.0 SUMMARY OF PUBLIC ENGAGEMENT

- 2.0.1 Chapter 2 contains the results of the in-person engagement session and the online survey both of which consist of the same information, the outcomes have then been combined for analysis. The survey contains 3 questions and the results for each question can be seen from Sections 2.2 to 2.4. A total of 180 participants completed the survey (combining both online and in-person), 22% who completed the survey at the in-person engagement session and 78% who completed one online.
- 2.0.2 Each question starts with a table which is the raw results that have been tallied by an officer. A clustered column chart is then presented to make it easier for the reader to identify patterns and anomalies. Finally, each question finishes with a pie chart that shows the combined results and outcome of the question.

## 2.1 METHODS OF PROMOTION

- 2.1.1 In preparation, the summer holidays were fast approaching resulting in time constraints and availability shortages with the school as a venue. Representatives for the area such as the local councillor helped raise awareness for the in-person session online, checks were also completed to see if there were any hard to reach/vulnerable groups that needed to be contacted. A post was sent out on social media informing residents of Pen-Y-Fai that they could drop in to the school anytime between 16:00 and 18:00 to ask officers questions and view the proposals in detail.
- 2.1.2 Officers kindly asked visitors to fill out a short survey to find out their support for the scheme at the end of the in-person engagement session. Social media was then used to promote this same survey online in September 2024.

## 2.2 HOW OFTEN DO YOU WALK OR CYCLE IN YOUR DAILY TRAVEL?

- 2.2.1 The first question of the survey is to gauge an understanding as to what proportion of people would choose sustainable modes of transport over motorised vehicles on their daily travel with the current infrastructure. The results for Question 1 can be seen in Table 1 below.

Q1: How do you normally travel to Bridgend Town Centre?								
	Bus	Bicycle	Car (drive alone)	Car (shared)	Motorbike	Walk	Combination of any of the above (multi-modal)	Other (please specify)
In-person survey	0	1	4	2	0	3	29	8
Online survey	2	4	52	24	1	13	40	4
Combined results	2	5	56	26	1	16	69	12

Table 1: Results from question 1 of the survey

- 2.2.2 It is worth noting that for the first question participants were selecting more than one example e.g. selecting 'Combination of any of the above' as well as 'Car (drive alone).' This provides an explanation as to why there are 47 responses on this question for the in-person survey when only 40 were present.
- 2.2.3 At the in-person engagement, residents expressed concerns around the lack of continuity with the existing infrastructure, many users find it more convenient and safe driving to their local services because they cannot cross over the A4063 without fear of traffic speeds and a lack of crossing points. It is the aim of the scheme to create a modal shift in these results, where there is more appeal towards active travel for both able and less abled users.

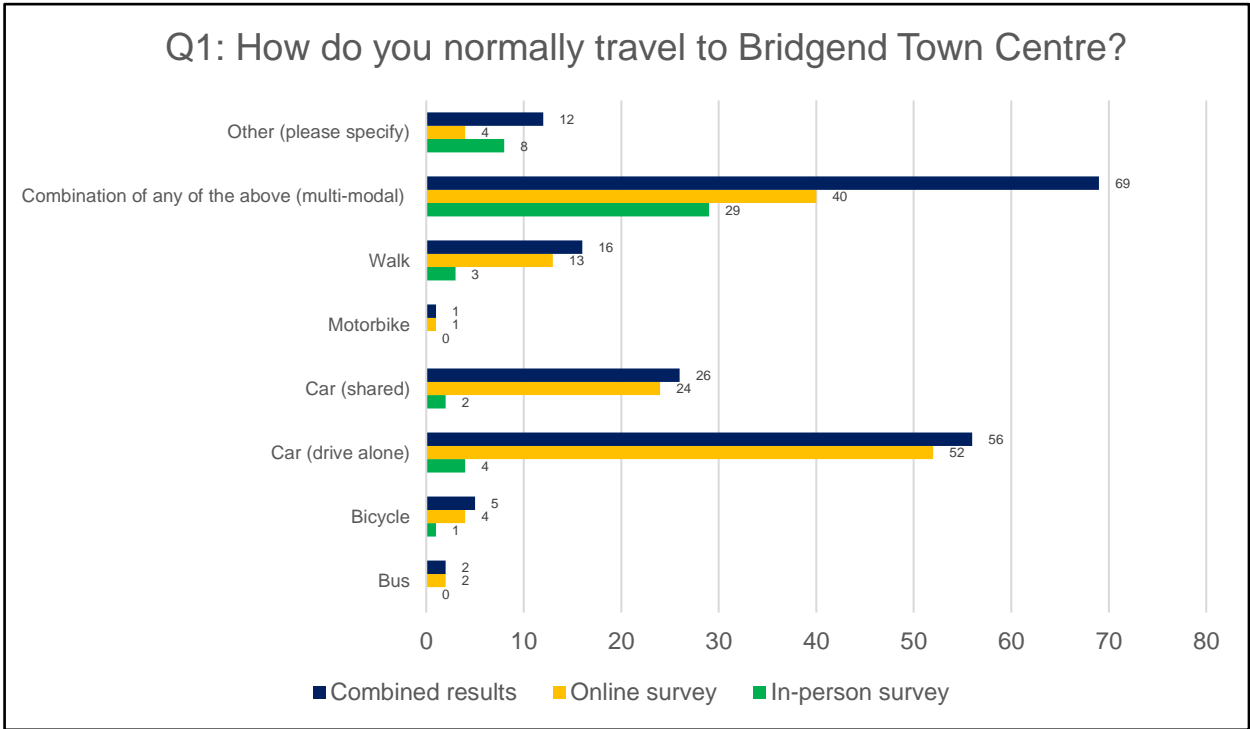


Figure 2: Results from Question 1 of the survey.

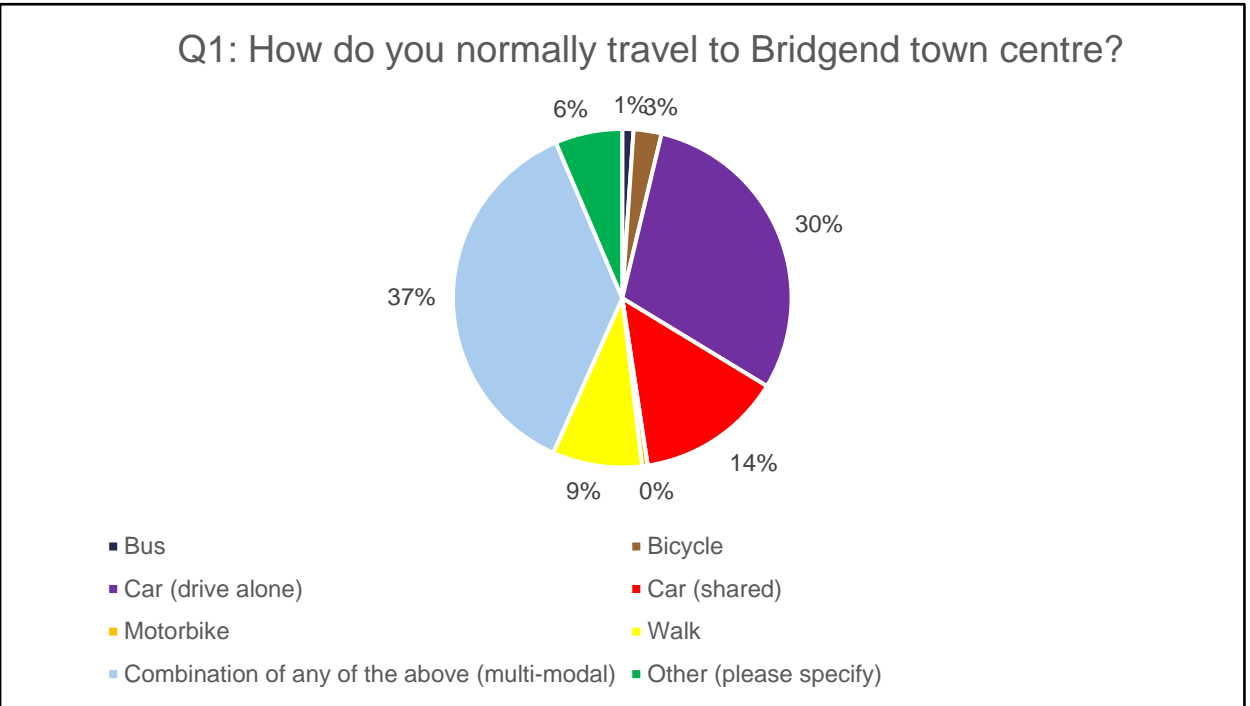


Figure 3: Pie chart of the combined results from question 1 of the survey.

2.2.4 The outcome of the public engagement brought to officers’ attention that many residents currently travel to the Bridgend town centre using a combination of transport (multi-modal), with many expressing that they would be encouraged to walk more if the path was sufficient. 30% of participants said that they would only use single car occupancy to travel to the town centre for a number of factors.

- 2.2.5 To get a better understanding as to why the local community may not consider sustainable modes of travel, question 2 understands the difficulties that residents are experiencing with this corridor.
- 2.2.6 Public transport was highlighted throughout the additional comments section, with residents expressing their interest in a bus service coming through Pen-Y-Fai again. This was heavily mentioned in both the in-person engagement session and the online feedback.

## 2.3 Q2: WHAT CURRENT DIFFICULTIES ARE THERE WITH WALKING OR CYCLING IN YOUR AREA? (PLEASE TICK THOSE THAT APPLY)

- 2.3.1 The second question was to get a further understanding as to why residents may not consider active travel as their preferred mode of transport and delve into those choices made in Question 1. Many residents selected more than one option for this question, where they highlighted that there are many difficulties with walking or cycling along the existing corridor.

Q2: What current difficulties are there with walking/cycling to Bridgend town centre? (Please tick those that apply)						
	Health Reasons	Convenience	Safe crossings	Lack of active travel facilities	Time consuming	Other (please specify)
In-person survey	3	6	31	25	7	0
Online survey	13	20	86	63	33	29
Combined results	16	26	117	88	40	29

Table 2: Results from question 2 of the survey

- 2.3.2 Table 2 is evidence that a big concern for residents is the lack of active travel facilities and safe crossings at the A4063 junction. These two difficulties were prominent in both the in-person and online survey which can be demonstrated in Figure 4 below. The proposed scheme will aim to address both of these concerns.

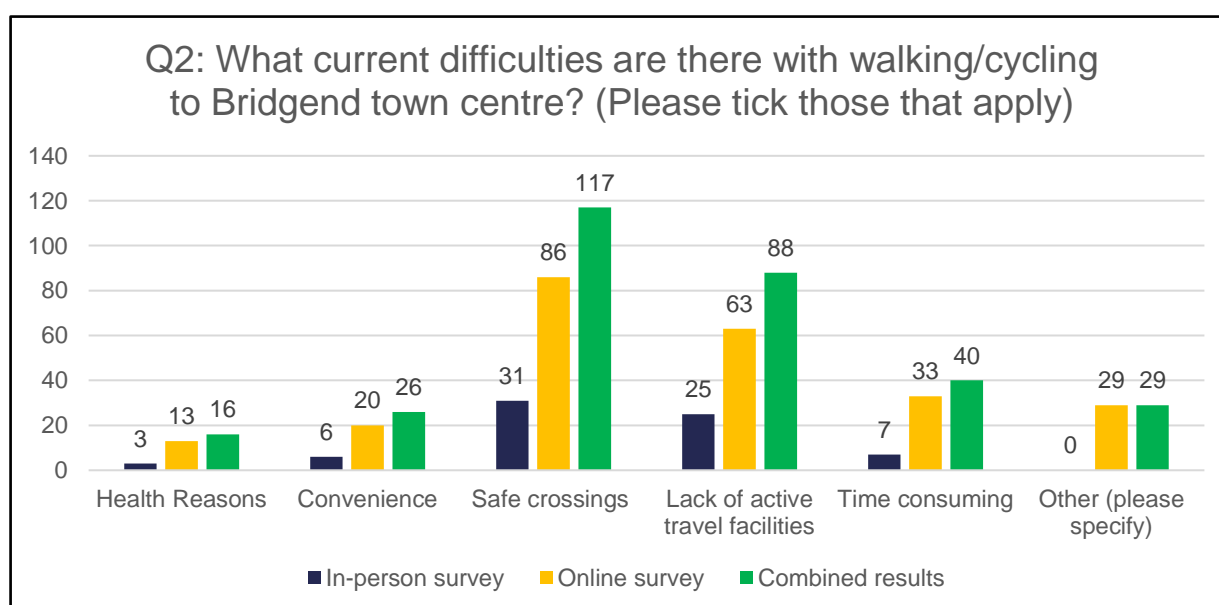
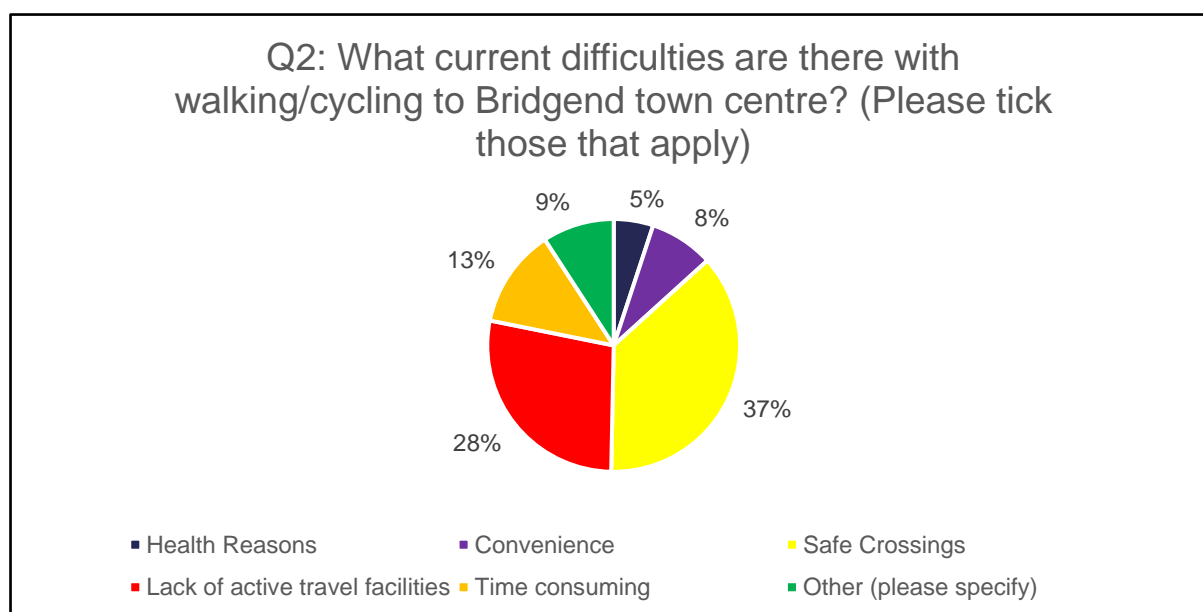


Figure 4: Results from Question 2 of the survey.



- 2.3.3 Figure 5 highlights that 37% of participants stated that crossing safely is a problem with this junction, getting to the pathway that runs parallel to the Ogmore river. One resident explained this it's particularly important we look at this area because of children, with cars often exceeding the speed limit.
- 2.3.4 28% of participants also said the existing infrastructure isn't up to standard, experiencing difficulty especially when using a pushchair. At the in-person engagement session, the narrow width and poor condition of the existing south footway along Heol Pen-Y-Fai was brought to officers' attention. The existing footway construction is typically only 1.2m wide and the effective width is reduced to as little as 1.0m where the edgings are covered by soil from the adjacent embankment. This is well below the recommended 2.0/1.8m for a new footway. Unfortunately, there is limited scope to widen the footway where the Heol Pen-Y-Fai and Bridgend Road meets the Pen-Y-Fai Main Junction to the north and northwest. The existing limited footway width, vegetation, and position of stone walls prevents the increase of footway width beyond current levels. Therefore, exposing the full width of the path through vegetation clearance and possible resurfacing is the preferred action for Phase 1, increasing the accessibility and safety of the existing footpath. Subject to funding being made available, this section of the route could be investigated under Phase 3 to identify potential solution.



**Figure 6: Pie chart of the combined results from question 2 of the survey.**

- 2.3.5 The scheme will follow the standards established in the Active Travel Wales Act (2013), it will help serve those with pushchairs, wheelchairs and provide equal opportunities. 5% of participants did explain that they do not use sustainable modes of travel because of health reasons, some left comments to say that it would aid them when using a wheelchair if the surfaces were increased in width and tactile paving was improved.

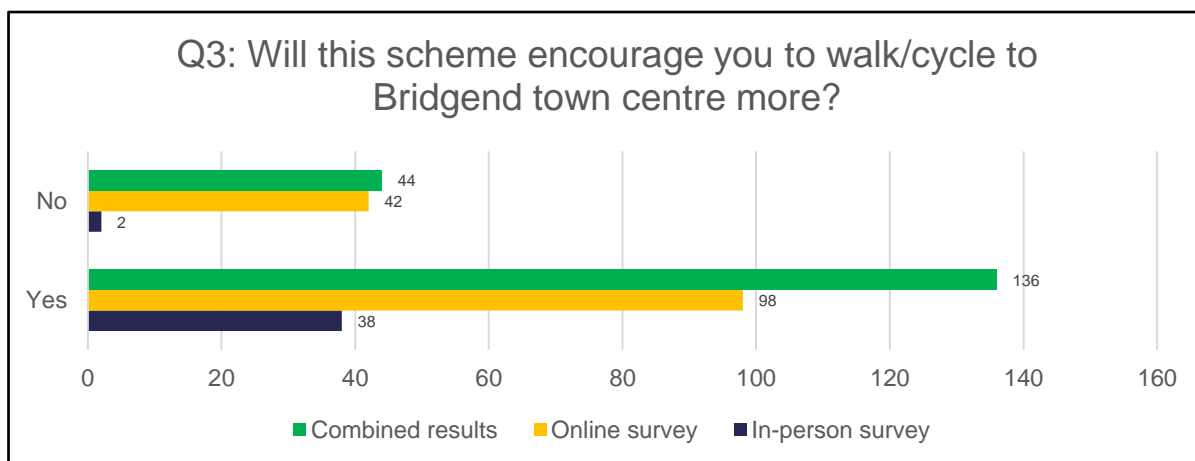
## 2.4 WILL THIS SCHEME ENCOURAGE YOU TO WALK/CYCLE TO BRIDGEND TOWN CENTRE MORE?

- 2.4.1 136 of the 180 participants (76%) in the survey voted that the scheme would encourage them to walk/cycle to Bridgend town centre more which can be seen in Table 3. The in-person engagement session highlighted the support that many Pen-Y-Fai residents have towards the scheme.

Q3: Will this scheme encourage you to walk/cycle to Bridgend town centre more?		
	Yes	No
In-person survey	38	2
Online survey	98	42
Combined results	136	44

**Table 3: Results from question 3 of the survey**

2.4.2 Creating a modal shift towards sustainable modes of transport will help achieve objectives to reduce single car occupancy. One resident explained that this would encourage them to walk or cycle to the town centre more, as they currently walk the long way around due to the lack of safety with the existing conditions. Improving the cohesion and standards of the route along the natural desire line will improve the convenience of walking or cycling into the town centre. Figure 6 is evidence that the scheme will encourage more people to consider walking or cycling on their daily travel.



**Figure 8: Results from Question 3 of the survey.**

2.4.3 44 of the 180 participants (24%) voted that the scheme would not influence their choices when travelling to Bridgend town centre, some stating the “money could be better spent elsewhere”. Of those who were not in favour of the scheme, many expressed that it would be more beneficial to reinstate a bus route through Pen-Y-Fai. It is worth noting that a larger percentage of people voted ‘No’ to the online survey (42.9%) in comparison to the in-person engagement (5.3%), those who visited the in-person engagement had the opportunity to discuss the proposals with officers. The percentage of people who would be encouraged to walk or cycle more as a result of the scheme can be seen in Figure 7 on page 11.

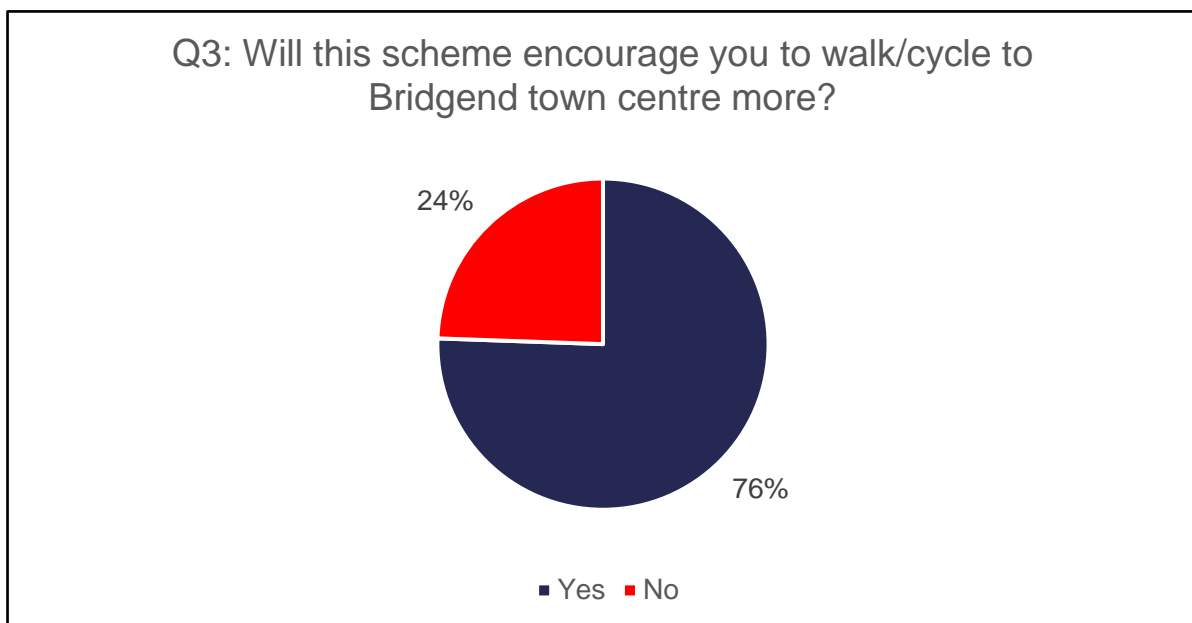


Figure 9: Pie chart of the combined results from question 1 of the survey.

- 2.4.4 The purpose of public engagement is not only to inform and update residents of the BCBC's plans, it is to also seek feedback from those who will use the route on a daily basis.
- 2.4.5 One of the main pertinent concerns with the proposal was that a high frequency of pedestrians from Pen-Y-Fai reportedly access the proposed route along Bridgend Road via the lane along Angelton Road, where they cross to the east footway. This was not envisaged during the preparation of the feasibility report and proposal drawing. The proposal has since been amended by moving a crossing point north nearer to the lane junction, and extending the proposed improvement works to the west footway up to the lane junction.
- 2.4.6 Cyclists joining the proposed shared path from Heol Pen-Y-Fai will have to leave the carriageway at the proposed toucan crossing. A member of the public expressed concern that this may be difficult for inexperienced cyclists approaching a green light in moving traffic. The option of extending the shared path further along Heol Pen-y-Fai for 10-12m before the lights, to give cyclists a longer "slip road" when leaving the carriageway, has been looked at. The facility has been redesigned so that cyclists can come off earlier than the stop line through widened dropped kerbs.
- 2.4.7 One of the objectives when promoting sustainable transport is to tackle global issues around CO2 emissions, this was well received with one visitor who left a comment online to say "this would be extremely beneficial. We are a young family and would appreciate a safe crossing to walk into town. We need to reduce CO2 emissions from car journeys, and this will enable more local journeys to be replaced with a short walk to town."

## 3.0 CONCLUSION

### 3.1 FINDINGS

- 3.1.1 The final outcome of the engagement session was that the scheme will encourage more people to walk or cycle to Bridgend town centre.
- 3.1.2 The public engagement highlighted that car usage is still relied upon with 30% using single car occupancy on their daily travel and a further 37% using a combination of methods. It is the aim of this scheme to create a modal shift towards sustainable transport by making the infrastructure safe and more appealing to all users.
- 3.1.3 The current footpath is used for a variety of active travel modes, but participants frequently highlighted challenges related to active travel, such as accessibility, safe crossings and the existing condition of footways.
- 3.1.4 This report has highlighted that 76% of people would be inclined to walk or cycle more as a result of the active travel improvement proposals, resulting in healthier communities and a better environment.

### 3.2 WHAT HAPPENS NEXT?

- 3.2.1 A lot of positive feedback was garnered from both the in-person engagement session and the questionnaire-based surveys. The in-person engagement session offered attendees the opportunity of expanding their views and opinions of the proposal, an opportunity that the questionnaire-based surveys did not offer. The opinions and views expressed, preferences declared have been taken into consideration in revising where relevant, scheme objectives, scheme outputs and where practicable contributed to better design.
- 3.2.2 The Active Travel Programme is an ongoing multi-year project that is funded through Welsh Government and subject to an annual grant bidding process. Consequently, single routes, especially routes that are very long can only be delivered on a phased basis due to the funding. Engagement sessions do not necessarily lead to a scheme being funded in the year in which the scheme is developed. The benefit of developing schemes and engaging communities on them constitute a crucial part of the council's forward planning process and meet the scheme development requirements defined by both Welsh Government and Transport for Wales.
- 3.2.3 Bids for schemes are submitted annually and are approved on the basis that they are delivered during one financial year, it is not always possible that projects can undergo feasibility, detailed design and implementation within the timescales allowed. The Active Travel Programme is the largest ongoing strategic transport commitment and is considered as being essential to encouraging a 'modal shift' from reliance on private motor vehicles to sustainable modes such as walking and cycling.
- 3.2.4 On 10<sup>th</sup> of December 2024 cabinet approved a report on strategic transport projects in the county borough among which was the Pen-Y-Fai active travel route, which is being presented in 3 phases, the first phase of which will be the main scheme to be submitted for Welsh Government active travel funding 2025-2026.
- 3.2.5 Members will be given regular updates on the scheme whilst welcoming any additional comments and feedback that residents may have.
- 3.2.6 This report will be disseminated via council's website in bilingual form.

## APPENDICES

### APPENDIX A: TEMPLATE OF THE SURVEY

**How do you normally travel to Bridgend Town Centre?**

Mode of travel	Please Tick
Bus	
Bicycle	
Car (drive alone)	
Car (shared)	
Motorbike	
Walk	
Combination of any of the above (multi-modal)	
Other (please specify)	

**What current difficulties are there with walking/cycling to Bridgend Town Centre? (Please tick those that apply)**

Health reasons	
Convenience	
Safe crossings	
Lack of active travel facilities	
Time consuming	
Other (please specify)	

**Will this scheme encourage you to walk/cycle to Bridgend Town Centre more?**

Please Tick	
Yes	No