



BARGOED TOWN CENTRE MANAGEMENT GROUP – 5TH NOVEMBER 2008

**SUBJECT: ONE WAY PROPOSAL FOR HANBURY ROAD / HIGH STREET,
BARGOED**

REPORT BY: DIRECTOR OF THE ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 To seek views and support for a proposal to implement a one way traffic system on Hanbury Road and High Street in Bargoed town.

2. SUMMARY

- 2.1 A proposal to implement a one way traffic system on Hanbury Road / High Street in Bargoed has been developed to facilitate the regeneration scheme for Bargoed town. This report presents the details of the proposal to the Bargoed Town Centre Management Group for consideration. Support is sought for the proposal to be consulted upon and progressed to implementation.

3. LINKS TO STRATEGY

- 3.1 To encourage with others, the provision and use of public transport to help protect the environment and to enhance opportunities for work and leisure.
- 3.2 To work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.
- 3.3 The proposed one-way system will complement other initiatives to regenerate Bargoed Town Centre. It is specifically referred to as Proposal B5 in the draft Bargoed Town Centre Action Plan recently approved for consultation.
- 3.4 Bargoed is the only significant retail centre in the part of the county borough covered by the Heads of the Valleys programme – identified by the Welsh Assembly Government as a regeneration priority area. As such Bargoed will play an important role in the Heads of the Valleys programme and strategy.
- 3.5 Bargoed is identified as a district shopping centre in the Council approved UDP and is identified in the Deposit Local Development Plan as a location for major retail and leisure development.
- 3.6 The Bargoed Town Centre Action Plan identifies redevelopment of this part of the town centre as its main proposal.
- 3.7 Regenerating the County Borough's town centres, including Bargoed, is one of the main priorities in the Council's regeneration strategy – "The Smart Alternative".

4. BACKGROUND

- 4.1 Introducing a one-way system from south to north along Hanbury Road and High Street has been a key part of plans for regenerating the town centre after the relief road was built, since 1998. As the 1998 Bargoed Town Centre Action Plan put it;

“It is intended that Hanbury Road be designated one way in a northerly direction. The primary aim is to provide a more relaxed shopping environment. Pavements will be widened for the benefit of pedestrians, street clutter will be removed and landscaped areas, planting and appropriate street furniture introduced”

- 4.2 The proposal was retained in the 2003 Bargoed Town Centre Action Plan and also in the current Bargoed Town Centre Action Plan produced in July 2008.
- 4.3 The construction of the Greater Bargoed regeneration scheme (Angel Way) was always only part of the “Greater Bargoed Community Regeneration Project”. By providing an alternative route for through traffic, the construction of the relief road would enable the one way system to be introduced and this in turn would enable the planned pavement widening and other public realm improvements to take place. The combined proposals would provide an attractive environment to encourage investment into the town and indeed the prospect of this package of improvements has helped to attract a major development proposal from the private sector, including an anchor food store, a multiplex cinema, retail and catering units and ancillary development.
- 4.4 It is particularly important that traffic flows are minimised in the area adjacent to the proposed entrance to the proposed shopping development, at the north-east corner of Hanbury Square. The current bus station on Hanbury Square is planned to be redeveloped as a spectacular public space and the main bus stop serving the new development will be located there. Bus travellers will have to cross Hanbury Road at this point to access the shops on the Eastern side and should not be faced with the obstacle of two-way traffic.

5. ONE WAY PROPOSAL FOR HANBURY ROAD / HIGH STREET

The Proposal

- 5.1 The proposals for the one way system on Hanbury Road / High Street are shown on the plan in Appendix 1, the main elements of which are:
1. That Hanbury Road be made one-way northbound. The one-way would start from its junction with Wood Street opposite the Trafalgar Buildings, at the southern end of Hanbury Square and continue to its junction with High Street.
 2. That High Street be made one-way northbound. The one-way would start at its junction with Hanbury Road and continue to its junction with Bristol Terrace.
 3. The introduction of a 7.5 tonne weight restriction westbound from the Station Road roundabout to the junction with High Street.
 4. That a prohibition of driving be made on that section of Capel Street from its junction with Hanbury Road for a distance of approximately 30m westbound to facilitate public realm improvements opposite the Hanbury Road Baptist Church that is being remodelled to accommodate the relocation of the library.
 5. That the section of Wood Street along side Hanbury Square from its junction with Hanbury Road be made one way. This is intended to widen the scope for footway / public realm improvements at Hanbury.

Issues/Local Access

- 5.2 The one-way proposal for Hanbury Road / High Street and the proposed prohibitions of driving are expected to have the following affects on residential vehicle traffic:
1. Residents to the west of Bristol Terrace and north of Heolddu Road are expected to use the existing routes to the new roundabout at the junction of Bristol Terrace and High Street and then on to Angel Way. This also applies to Francis Street.
 2. Residents to the north of McDonnell Road are not expected to change their current driving pattern within Bargoed as a result of the one-way proposals.
 3. Residents to the west of Henry Street and Ruth Street and south of Park Drive are also not expected to change their current driving pattern within Bargoed as a result of the one-way proposals. This also applies to residents of South Street and Upper Capel Street.
 4. Residents of Greenfield Street, Capel Street, Cross Street and West Street (south of Ruth Street) will be unable to access Hanbury Road and travel in a southerly direction. They will however still be able to travel north. It would be expected that initially drivers will try one of the following three alternatives:
 - a. North either via Hanbury Road / High Street or Heolddu Road / Church Place onto Angel Way via the north link.
 - b. South via West Street, Ruth Street and Wood Street onto the Angel Way viaduct link.
 - c. South via Ruth Street, Cardiff Road and through Gilfach.

The chosen route will depend on destination, ease of use and congestion. A period of post implementation monitoring will be required to assess whether or not further changes were necessary. Traffic from the north will be directed along Angel Way, via the highway direction signage, to access the town from the southern cross valley link off Bargoed roundabout.

Emergency Services

- 5.3 Fire and Rescue Service access from the Gilfach / Bargoed fire station will remain unchanged. Ambulance access from Bedwellty Road will be either via Bristol Terrace or the Angel Way link on to Cardiff Road.
- 5.4 The existing route from High Street into Upper High Street involves negotiating the congestion on High Street and then the junction between High Street and Upper High Street. This corner can only be turned after a number of manoeuvres and is dependent on the absence of other vehicles (i.e. illegal on street parking). The Angel Way / Cardiff Road link should provide an easier and uncongested route which should not, on average, affect response times.
- 5.5 The police station is currently in Hanbury Road therefore any northbound call will no longer be hindered by vehicle congestion. Southbound calls may be accessed via West Street and either via Gilfach or Angel Way. From initial discussions with the Police they have raised concerns about access to the south from the Police station. Further discussions will need to be held with them.

Public Transport

- 5.6 At present all buses travel via Gilfach to the Hanbury Square bus station and then on to their final destination. The opening of the Angel Way link from Bristol Terrace / High Street roundabout to Angel Way / Station Road roundabout will enable all buses to travel a circular route through town uninterrupted by the existing traffic congestion and therefore offering a better service to passengers. Improved bus stop provision on Hanbury Road / High Street will

be included as part of the regeneration scheme.

- 5.7 The proposed relocation of the bus station to the south of Bargoed train station with direct access on to Angel Way via the Station Road roundabout will not affect this arrangement.

Servicing

- 5.8 Deliveries to the shops on Hanbury Road and High Street should remain unchanged except that drivers will now be required to follow the one-way system. On the assumption that most deliveries would only be serving Bargoed town centre and not other shops in Gilfach and Bargoed the Angel Way links should remove them from conflicting with residential traffic.
- 5.9 The proposed 7.5 tonne weight restriction westbound from the Station Road roundabout to the junction with High Street will help to discourage HGV access to the southern part of the town and through to the residential areas. It is considered that this element of the proposals will be uncontentious and should be implemented as soon as possible to tie in with the re-opening of this link to the town to establish the required access patterns for HGVs.

Consultation

- 5.10 The implementation of the above proposals would be subject to wide consultation and review. No changes will be made to the existing vehicle flows until after the opening of Angel Way including the link from Bristol Terrace to the north roundabout (with the exception of the proposed weight limit). It is proposed that an approximately two month period of consultation be undertaken with key stakeholders, the wider community and statutory consultees prior to the commencement of the legal procedures and formal advertisement of the proposals. The Group's views on consultation are sought but the following methods are suggested:

- Display of the proposals at the existing shop unit on Hanbury Road. This would include two staffed exhibitions to allow community interaction and feedback.
- A meeting with the Chamber of Trade for which all local traders are invited.
- A meeting with residents (to be agreed with the ward Members)
- Distribution of information through the Council's Bargoed Newsletter and website.

Timescales for Delivery

- 5.11 The following timescale to undertake the work identified through to implementation of the proposals is planned:
- Consultation – November to January 2008
 - Report consultation feedback to Bargoed TCMG – February 2008
 - Advertise final proposals – March 2008
 - Implement proposals – April/May 2008

Monitoring

- 5.12 Pre Angel Way traffic surveys have already been undertaken. A period of monitor of the traffic movements/volumes on key routes is proposed six months after implementation to allow a post scheme review and evaluation.

6. FINANCIAL IMPLICATIONS

- 6.1 A budget of £30,000 would be required to progress the proposals to be funded from the Angel Way scheme.

7. PERSONNEL IMPLICATIONS

7.1 None.

8. CONCLUSIONS

8.1 The proposals described in paragraph 5.1 above and shown in Appendix 1 be progressed and consulted upon as suggested in paragraph 5.10 within the timescales identified in paragraph 5.11. Views are sought from the Group and support to proceed as planned.

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Background Papers:
None

Appendices:
Appendix 1 – Plan of one way proposal for Hanbury Road / High Street, Bargoed town