



BARGOED TOWN CENTRE MANAGEMENT GROUP – 30TH SEPTEMBER 2010

**SUBJECT: TRAFFIC ANALYSIS IN BARGOED PRE AND POST OPENING OF
ANGEL WAY**

REPORT BY: CHIEF EXECUTIVE

1. PURPOSE OF REPORT

- 1.1 To review and consider the changes to the traffic movements in Bargoed as a result of the new Angel Way highway network and introduction of a one way system on Hanbury Road and High Street.

2. SUMMARY

- 2.1 The review of the pre and post Angel Way traffic data has noted a number of changes in traffic flow volumes. The majority of residents living in Bargoed have seen a reduction in through traffic and the impact of the one way through the town centre has facilitated further improvements to the town centre which will make the Town a more attractive shopping and retail environment. The marginal increase and slight change of travel patterns on other roads in the area has also been noted but has not highlighted the need to take action at the present time. Therefore it is proposed to make the one way system permanent as part of the wider regeneration scheme.

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 one-way system will complement other initiatives to regenerate Bargoed town centre. It is specifically referred to as Proposal M1 in the adopted Bargoed Town Centre Action Plan (2009).
- 3.4 Bargoed is the only significant retail centre in this 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 plays 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 – "People, Business, Places".

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"

The proposal was retained in the 2003 Bargoed Town Centre Action Plan and also in the current Bargoed Town Centre Action Plan adopted in April 2009.

- 4.2 The construction of the Greater Bargoed Community 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 has enabled the Bargoed town centre one way system to be introduced and this in turn will enable the planned pavement widening and other public realm improvements to take place. The combined proposals will provide an attractive environment to encourage investment into the town and has helped to attract a major phased development proposal from the private sector, including an anchor food store, retail and catering units and ancillary development.
- 4.3 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 in this area. The detailed layout in this location is being reviewed and further information will be made available.

5. ONE WAY PROPOSAL FOR HANBURY ROAD / HIGH STREET

The Proposal

- 5.1 The proposal for the one way system on Hanbury Road / High Street was introduced under an experimental order in July 2009 (valid for up to 18 months) and is shown on the plan in Appendix 1, the main elements of which are:
1. Hanbury Road was made one-way northbound. The one-way starts from its junction with Wood Street opposite the Trafalgar Buildings, at the southern end of Hanbury (Trafalgar) Square and continues to its junction with High Street.
 2. High Street was made one-way northbound. The one-way starts at its junction with Hanbury Road and continues to its junction with Bristol Terrace/Station Road.
 3. Introduction of a 7.5 tonne weight restriction westbound from the Station Road roundabout to the junction with High Street.

Issues/Local Access

- 5.2 Since the introduction of the one-way proposal for Hanbury Road / High Street there have been very few problems or complaints regarding local access for residents with the local highway network performing satisfactorily. The only concerns/complaints received relate to:
1. Bristol Terrace where a few residents have complained about increased traffic volumes and speeds. This has not been borne out by traffic surveys undertaken where mean traffic speeds have been consistently recorded at or below 25mph. The traffic analysis in section 6 shows that there has been only a slight increase in traffic volumes. If the issues relate to inappropriate speed then this is a matter for police enforcement.
 2. At the junction of Wood Street with Hanbury Road concerns have been expressed over the lack of visibility for traffic turning right out of the junction to head southbound on Hanbury Road. Whilst it is accepted that the visibility is limited there have been no accidents reported to date and the junction has continued to operate satisfactorily as it did before the one way system was introduced, despite the increased traffic use. That said the layout in this area has been reviewed as part of the detailed design of the wider public realm improvements proposed under the regeneration scheme.

Emergency Services

- 5.3 There have been no reported problems or concerns raised by any of the emergency services since the one way system came in to operation. There have been several instances of abuse of the one way system (i.e. vehicles being driven the wrong way) many of which have been deliberate however, the police have continued to address and enforce this where possible.

Public Transport

- 5.4 There have been no reported problems or concerns raised by any of the bus operators or passengers since the one way system came in to operation. The opening of the Angel Way link from Bristol Terrace / High Street roundabout to Angel Way / Station Road roundabout has enabled all buses to travel a circular route through town uninterrupted 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.
- 5.5 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

- 5.6 Deliveries to the shops on Hanbury Road and High Street have not been adversely affected and no problems or concerns have been reported.
- 5.7 The 7.5 tonne weight restriction westbound from the Station Road roundabout to the junction with High Street has helped to prohibit and discourage HGV access to the southern part of the town and through to the residential areas. There have been a few instances of HGVs abusing the weight limit and accessing Bristol Terrace and beyond causing obstructions, and the police dealt them with. It is thought that these isolated cases have been as a result of drivers missing the clearly signed weight limit as opposed to deliberate abuse. Over time this should improve.

Consultation

- 5.8 Since the proposal was first reported to the Group in November 2008 the proposals were:

- Displayed at one of the shop units on Hanbury Road (that included staffed exhibitions).
- Presented to and discussed with the Chamber of Trade at one of their regular meetings.
- Included in the Council's Bargoed Newsletter and website.
- Publically advertised as an experimental traffic order on 1 July 2009.

5.9 Since the proposal was presented and advertised only four formal written comments have been received (including Bargoed Town Council) raising the issues already raised and addressed in this report.

6. TRAFFIC DATA AND ANALYSIS

6.1 Traffic data has been collected prior and post implementation and opening of the Angel Way scheme and the town centre one way system. Data was collected for 7 days on both occasions and provides an example of a typical week of traffic flows. The data collection prior to the scheme commencement was carried out in November 2007 and the post scheme data collection was undertaken in June 2010 (refer to Appendix 2 for a plan showing the locations of the survey sites). Traffic flow along the majority of roads has grown over the period at a rate of 2.8% (National Trip Ends Model) and there is no significance in the use of these particular months as both are similar in terms of trips made so any difference is small.

6.2 In order to analyse change and highlight particular roads where change has been above the 2.8 NTEM growth, and therefore in terms of actual change in numbers has some significance, a 10% change has been used. The traffic flow change from 2007 to 2010 has been considered for each site where data was recorded, but a change of 10% does not necessarily indicate a need to take action to mitigate the impact of the change. The analysis has identified a number of locations where the change is noted as significant, that is the figure increased or reduced by 10% from the data recorded in 2007. The details of the survey results are included in the table in Appendix 3.

6.3 Traffic levels based on a comparison between the 2007 and 2010 average Mon-Friday 24 hour (daily) traffic flow highlighted **decreases of at least 10%** along Gilfach Street, Ruth Street, Church Street, Station Road south of Factory Road junction, Chapel Street, Commercial Street Aberbargoed, A4048 Pengam Road North of Ffynnon-wen Terrace, and the A469 North of Pengam traffic signals.

6.4 Hill Street was the only location showing an **increase above the 10% threshold**. The street still has a low traffic flow of 998 per day so no mitigation is considered necessary, however the residents will have noted the change.

6.5 Bristol Terrace whilst not triggering the 10% had a small increase of 237 on the traffic flow of 2624 in 2007. Prior to the implementation it was considered that this would be one road to experience a significant increase in traffic flow. Fortunately it appears this not been realised.

6.6 A number of additional sites are now collecting data on the new road, which will be useful in evaluating the levels of traffic using the new road. An additional site has also been included to monitor traffic flows along the one way system through Bargoed Town centre.

7. FINANCIAL IMPLICATIONS

7.1 The cost of implementing the experimental one way order was £2,700 and the cost of the post survey data was £5,800 both funded from the Welsh Assembly Government Transport Grant via the Angel Way scheme.

8. PERSONNEL IMPLICATIONS

8.1 None.

9. CONCLUSIONS

- 9.1 There have been changes in local traffic patterns due to the provision of the new infrastructure and introduction of the one way system in place along Hanbury Road and High Street, and further changes may still occur as traffic patterns continue to settle. The changes of greater than 10% have been highlighted and considered above. The majority of the changes have resulted in a desirable reduction of traffic flow along predominantly residential streets. Monitoring of the traffic flows through the area will continue as some of the sites have been set up to continually monitor traffic.
- 9.2 The change in the two-way flow along Hanbury Road and High Street to a one way system is necessary to enable enhancements and improvements to the pedestrian environment in the town centre to take place and has been operating satisfactorily. The one way system will also make Hanbury Road/High Street (main shopping environment) less attractive for through journeys. The alternative now available provided by the new road links is a more appropriate route for through journeys with a destination to the north of Bargoed.
- 9.3 The new highway network is now providing excellent access for residents to Bargoed and in-commuting shoppers to the Bargoed Town Centre. The traffic figures show that the use of the road is in line with the original forecast for use and the new infrastructure/ accessibility will improve the areas attractiveness as a place to live and invest.
- 9.4 It is therefore intended to make the one way order permanent as part of the wider regeneration project.

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Background Papers:

Bargoed one way proposal for Hanbury Road and High Street report to Bargoed TCMG, November 2008

Appendices:

Appendix 1 – Plan of one way proposal for Hanbury Road / High Street, Bargoed
Appendix 2 – Plan of traffic survey locations pre and post opening of Angel Way
Appendix 3 – Table of traffic survey data results pre and post opening of Angel Way