



LLANHARAN COMMUNITY COUNCIL

Minutes of the meeting of the Trenos and Ewenni Crossings Project Committee (TEC) held by remote attendance at 7.00pm on Thursday 27th November 2025

The meeting was held in accordance with:
The Local Government and Elections (Wales) Act 2021

Present:

Councillors Chris Parker (Chair), Janine Turner, Rhys Jenkins, Mark Steer, Neil Feist, Robert Smith, Nick Richards, Andrew Morgan.

Apologies: None.

Absent: Cllrs David Evans, Will Thomas,

Members of the public: None.

Clerk to the Council: Leigh Smith.

TEC2025/031 Welcome and Apologies

The Chair welcomed all attendees.

TEC2025/032 disclosures of personal and/or prejudicial interests from members in accordance with the Code of Conduct.

Cllr Neil Feist declared a general personal interest being a member of Cycling UK.



TEC2025/033 Minutes of TEC Committee meeting 26th August 2025

RESOLVED

To approve the minutes of the TEC Committee meeting held on 26th August 2025 as a true and accurate record.

TEC2025/034 Public Speaking

None.

TEC2025/035 Correspondence

Noted.

TEC2025/036 TEC Committee Action Plan

Noted.

TEC2025/037

Scheme of Delegation for the Ewenny Bridge Project.

RESOLVED

To adopt the scheme of delegation as presented in Appendix 3 to the meeting subject to the following alteration: That the value of £2,500 be replaced with the value £4,000 in the line, "The decision does not incur or commit expenditure likely to exceed £2,500(exclusive of VAT, if applicable)"

TEC2025/038 Reports or recommendations from the Trenos Crossing and Ewenny Bridge Working Group

None.



TEC2025/039 'Decisions made tracker' and 'decisions required. Log' and to consider the decisions required.

A1) RESOLVED

To instruct Burroughs that the Council wishes to submit a planning LDC (Lawful Development Certificate) application and to obtain 3 prices from suitable planning consultants from which the Council will select, in order to facilitate the application.

A3) RESOLVED

To indicate consent for Burroughs to engage directly with the LPA, NRW and DCWW as well as the Wildlife Trust of South and West Wales and those other groups and organisations explicitly mentioned in the tender pack or in subsequent correspondence.

A4) RESOLVED

To consent to Burroughs seeking 3 quotations for the undertaking of an ecology survey to the wider area surrounding the project including the bridge, paths and potential contractor accesses. The Council to select a vendor in due course.

TEC2025/040 Route of the accessible paths to the North and South of the bridges.

A2) i) RESOLVED

For the proposed route of the accessible multiuser path to the South of the Trenos railway crossing bridge to run from Bryncae Community Centre Carpark to the Trenos railway crossing bridge. (Shown as the 'Yellow route' on the access audit plan). The full route, north to south to be both wheelchair friendly and Bridleway specification along its length insofar as is possible.

A2)ii) RESOLVED

For the proposed route of the accessible multiuser path to the north of the Ewenny bridge to run from the northern end of the bridge up to the 'crossroads' in Brynna woods (shown as the 'orange route' on the access audit plan) and then to continue to the western exit to the woods at 'The Green' (Eco-houses) (shown as the left hand fork of the 'red route' on the



access audit plan). The full route, north to south to be both wheelchair friendly and Bridleway specification along its length insofar as is possible.

TEC2025/041 Urgent Information or Suggestions for Future Agenda Items

None.

There being no further business, the meeting closed at 7.40pm

Date of next scheduled meeting: 11th December 2025

Councillor Chris Parker

Chair of the Trenos and Ewenni Crossings Project Committee

From: [Ryan James](#)
To: [The Clerk / Project Officer](#)
Cc: [Robert Stokes](#); [Tanisha Aburieki](#); [Chris](#)
Subject: 51312 | LCC Ewenny MUB | Information
Date: 01 October 2025 20:10:53
Attachments: [f9ae4550-527e-4692-8b7d-5ffc89472620.png](#)
[51312-BUR-XX-XX-RR-P-00001 Project Risk Register.xlsx](#)
[51312-BUR-XX-XX-DRL-P-00001-P1.0.pdf](#)
[51312-BUR-XX-XX-DMT-P-00002 Decisions MADE Tracker.doc](#)

Good evening Leigh,

Please find attached and included below the following information:

- Project Risk Register (attached)
- “Decisions Required” Log (attached) – thought this might help and inform TEC meetings
- “Decision Making” Log (attached) – a record of the aforementioned and a tracker or decisions made
- Note below progressing planning requirements
- Note below re: cost management works

Our next steps over the next period shall be:

- Arrange a site visit with yourself and our Team – **what is your availability next week / week after?**
- To develop, complete and issue Project Initiation Document (PID)
- Engage with Stakeholders, namely NRW in the next period but also others as per your email of a few weeks ago
- Action the decisions made from the Decisions Required Log, anticipated to be Planning Consultant(s), RCT-LPA
- Update our project programme in line with decisions

Planning Note:

- As we start to develop our programme submitted as part of the tender process in greater detail, we wanted to flag that the consenting requirements will be critical in shaping the procurement route and overall strategy.
- If planning consent is required, our recommendation is that Llanharan CC appoints the necessary consultants (or a small consultant team) in advance, to prepare the planning submission and associated documentation. This would allow the main construction contract to be procured later in the programme, once the planning position is secured. Importantly, if a contractor were appointed before planning is resolved, they would likely price in the risk of delays or redesign, which would not be the most cost-efficient route for the Council.
- That said, there is scope to run procurement in parallel with the planning process, provided the tender is launched toward the latter stages of determination. This way, consultee views will already be emerging, reducing the risk of bidders pricing in unnecessary uncertainty. If, however, planning is not required, then it may be possible to follow a more streamlined route, procuring the works contract directly on the basis of a

performance specification, which we would develop in tandem with yourselves.

- At present, there is conflicting advice around the need for planning. As you've suggested, one route to clarity is through applying for a Lawful Development Certificate (LDC), which would formally establish the position. We would be pleased to offer a planning consultant (acting as a sub-consultant to Burroughs) to prepare and submit this on your behalf, should the Council wish to proceed. If this is of interest, we can provide a quotation for the service.
- We also note that the extent of the footpath works alongside the bridge could be a determining factor in whether planning is needed, and we would be happy to assist in resolving this point.
- Our view is that it would be sensible to get clarity on the planning requirement as soon as possible, as it underpins both programme and procurement strategy.

Cost Management Note:

- Our Commercial colleagues have started to compile a cost plan based on what we currently know and using standard industry rates
- Knowing the extent of the works, ie. MU routes and footways, etc, shall further inform these works
- Our Commercial colleagues have started to approach contractors to verify costs to compile a more accurate Cost Plan

Should you require any further information, please do not hesitate to come back to [REDACTED]

Kind regards

Ryan James

BSc (Hons) IEng MICE NECREg
Senior Project Manager

BURROUGHS

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Communications:

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Version 1.0.0.0 (Feb'25)



Llanharan Community Council - TEC Action plan

Action no	Date added	Category	From	Action	Notes	Status	Owner
TEC2025/202b)	27.6.2025	TEC	TEC	TEC2025/020 Parameters (scope) and process to be used in the procurement process to obtain a project manager for the project. b) RESOLVED To form a task and finish working group to assess and score the tenders, following the closing of the deadline and the opening of the tenders in line with the Council's Financial Regulations. The working group to make a recommendation to the TEC Committee on whom to award the tender. The members of the working group to comprise Cllrs Claire Morgan, Robert Smith, Chris Parker and the Clerk.	To be actioned once tender mailbox opened. Completed.	Completed	LS
TEC2025/020a)	26.06.2025	TEC	TEC	TEC2025/020 Parameters (scope) and process to be used in the procurement process to obtain a project manager for the project. a) RESOLVED To approve the document, "LCC Ewenny Bridge Project PM Scope FINAL", as presented in Appendix 4 to the committee and under delegated authority to direct the officers to carry out a tender process in line with the Council's Financial Regulations as per the timelines outlined in page 7 of that document.	Tender posted. Closing date 11th August 2025. Tenders recieved, working group to present recommendations to TEC August 25.	Completed	LS
TEC2025/020b)	26.06.2025	TEC	TEC	TEC2025/020 Parameters (scope) and process to be used in the procurement process to obtain a project manager for the project. b) RESOLVED To form a task and finish working group to assess and score the tenders, following the closing of the deadline and the opening of the tenders in line with the Council's Financial Regulations. The working group to make a recommendation to the TEC Committee on whom to award the tender. The members of the working group to comprise Cllrs Claire Morgan, Robert Smith, Chris Parker and the Clerk.	Recommendation made. Presented to TEC August 25	Completed	LS
2025/175	18.07.2025	Full Council	TEC	2025/175 RESOLVED To explicitly delegate authority to the TEC Committee to issue tenders and select the successful tender for the recently issued tender for a Project Manager and for any future tenders relating to the project within its allocated budget with regards to Financial Regulation 12.4a).	Amend TOR on master sheet.	Completed	LS

App 3

Draft Scheme of Delegation: Project Decision-Making Authority

Purpose

To delegate limited decision-making authority to the Clerk of the Council in relation to the delivery of the Ewenny Bridge Project (LCC23/01), ensuring operational efficiency while maintaining appropriate oversight by the TEC Committee.

Delegated Authority

The Clerk of the Council is authorised to make operational decisions related to the project provided that:

- The decision does not incur or commit expenditure likely to exceed £2,500 (exclusive of VAT, if applicable).
- The decision does not alter the agreed scope of the project as defined in the approved project plan or specification.
- The decision does not contradict or override any resolutions made by the TEC Committee or the Full Council.
- The Clerk to make decisions in consultation with the Trenos Crossing and Ewenny Bridge Working Group where appropriate.

Reporting Requirements

All decisions made under this delegation must be:

- Recorded in writing.
- Reported to the next TEC Committee meeting for noting.

Review and Amendment

This Scheme of Delegation shall be reviewed:

- At the conclusion of the project
- Or earlier if requested by the TEC Committee or Full Council

Decisions MADE Tracker

Project No: 51312
Project Title: LCC Ewenni MUB
Ref: 51312-BUR-XX-XX-DMT-P-00001
Revision: P1.0
Date: 26.09.2025

Item Ref	Title	Description	Date Made:	By Whom:	Evidenced?
RIBA Stage 0-1					
A1					
A2					
A3					
A4					

Decisions REQUIRED Log

Project No: 51312
Project Title: LCC Ewenni MUB

Ref: 51095-BUR-XX-XX-DRL-P-00001

To: TUC Committee, Llanharan Community Council
From: Burroughs

Revision: P2.0
Date: 21.11.2025

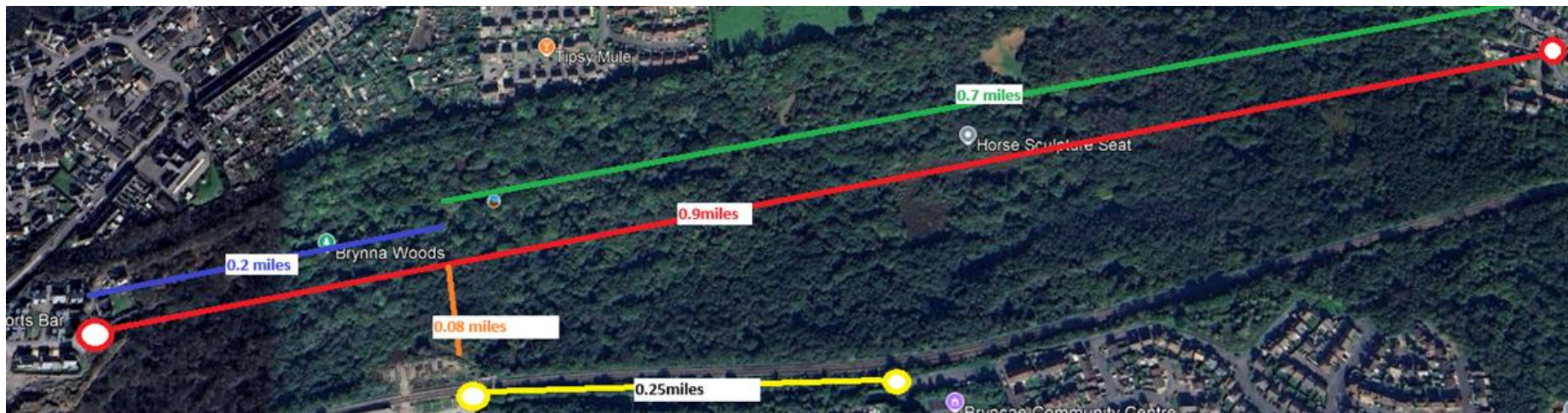
Item Ref	Title	Description	Requested by:	Date Requested:	Required by:
RIBA Stage 0-1					
A1	Planning Requirements	<p>To determine the exact Planning requirements for the project, submitting a Lawful Development Certificate will require the LPA to respond formally.</p> <ul style="list-style-type: none"> Is LCC in agreement to submit an LDC? How does LCC want to submit an LDC? Themselves or appoint a Planning Consultant? If a Planning Consultant, likely to marginally exceed £1500 threshold. Burroughs to obtain 3no. prices if Planning Consultant preferred. 	BUR-RPJ	01.10.2025	10.10.2025
A2	Extent of Works	Has LCC agreed the extent of the works beyond the bridge, ie. footpaths and MU routes?	BUR-RPJ	01.10.2025	10.10.2025
A3	Stakeholder Engagement	LCC content with Burroughs engaging with LPA (if appropriate), NRW and DCWW.	BUR-RPJ	01.10.2025	10.10.2025
A4	Ecology	Burroughs would like to seek ecology advice. Would LCC allow Burroughs to seek 3no. prices for undertaking an ecology survey to the wider area (bridge, pedestrian access and potential contractor accesses)?	BUR-RPJ	01.10.2025	10.10.2025
A5	Consultant Team	<p>Subject to the outcome of item A1 and our Planning approach, this will determine whether a Design & Build approach is available to us.</p> <p>Design & Build will allow us to go to market sooner and the appointed contractor will be responsible for the design.</p> <p>If Full Planning is required, then it would be more desirable to undertake a traditional approach and design the project with a consultant team and then tender the design.</p> <p>As well as a Planning Consultant, a wider consultant team would be required, which we anticipate to include:</p> <ul style="list-style-type: none"> Principal Designer Structural engineer Civil engineer (subject to ecology) Environmental engineer 	BUR-RPJ	24.11.2025	05.12.2025

Appendix 9

To consider the access audit report and to decide upon the route of the accessible paths to the North and South of the bridges.

Decision required:

The route of the 'accessible paths to the north and south of the two bridges', Full specification to be decided at a later date.



Considerations. Cost. Access for disabled people from both sides of the community. Interaction with Wildlife Trust activities (eg vehicles access). Alterations to gates/access from public highway.



Accessibility Audit Report

Llanharan Bridlepath

Brynna Road
Brynna
Pontyclun
CF72 9QF

Consultant: N. Holland
Date: 28th October 2025



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All our documents are readily available in hard copy with a standard font size of 14pt. We will also offer Word and PDF versions of our materials on request. The pictures in this report have been Alt Described.

Furthermore, we will offer to extend our information provision to include various formats such as:

- Large print
- Audio
- Braille
- Electronic copies in PDF or Word format via a shareable link
- Easy-to-read versions
- Sign Language

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Section 1: Introducing Direct Access

Direct Access Consultancy is an established access consultancy company based in Nantwich, Cheshire founded by and operated by disabled people for almost 20 years. A large percentage of our staff are disabled people, and we operate nationally and internationally providing access consultancy and access auditing services.

Throughout the UK, Direct Access has collaborated with numerous organisations to offer access consultancy, design services, and assessments, along with providing disability consultations for various design projects. Our involvement spans a wide range of design initiatives aimed at enhancing accessibility, useability, and inclusivity.

Direct Access believes that creating accessible environments enables products, programmes, and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised modification. This approach creates facilities that are accessible to the widest range of potential users without the need for ancillary aids or additional support to access. If an environment is accessible, usable, convenient and a pleasure to use, everyone benefits.



Fig 1: Inclusive design enables a diverse range of people can benefit not just disabled people.

Our experience with working with different organisations means that there is a high-level desire to go beyond mere compliance. That is where we excel, developing effective partnerships across all stakeholders to create innovative sites and buildings that draw on international best practice in accessibility. As our team includes disabled people across the spectrum of limited mobility, sensory impairment, mental health and autism, we have drawn on our inherent expertise and understanding of the barriers that people face on a daily basis and ways that these can be mitigated.

Section 2: Introduction

2.1 Accessibility Audit

This access audit addresses and recognises the requirements of the Equality Act 2010 (Disability Discrimination Act (DDA) 1995 and 2005) The report includes recommendations for required remedial actions and ongoing monitoring and control measures. Guidance is also referred to such as BS8300: 2018 – Design of an Accessible and Inclusive Built Environment – Code of Practice; along with other applicable sources where appropriate.

The content of this report is based on the information and access provided to the consultant at the time of this audit. Any recommendations or advice in this report are based upon evidence seen. Whilst every care is taken to interpret current Acts, Regulations and Approved Codes of Practices, these can only be authoritatively interpreted by Courts of Law. Undergoing the recommendations in the report could assist in meeting the requirements of the Equality Act 2010 but does not guarantee it. Nor does compliance with this report remove any liability on the part of the client or give protection against legal proceedings.

2.2 Purpose of Audit

The purpose of this access audit is to assess how well the site performs in terms of access and ease of use by a wide range of potential users, including disabled people. The audit provides a certain “snapshot” of a building at one point in its life. As the starting point of an ongoing access action plan, it can be used to highlight areas for improvement as well as a general risk assessment. The most obvious part of a site, which determines its accessibility, is the shell. Decisions made by the design teams can fundamentally affect the accessibility for a long time.

When a site is fitted out, fixtures and fittings can be critical. Most do not survive as long as the building itself, and if deficiencies are identified, these can be included in the next potential refurbishment.

A building is next furnished and equipped, and at this stage many mistakes can occur. Furnishings are generally short-lived so opportunities for improvement tend to occur more regularly.

Finally, as a site is occupied, the way it is used and managed becomes crucial. Accessibility is affected when bad housekeeping exists causing tripping hazards or over-zealous polishing leads to slippery floors. Continual monitoring by management therefore has a considerable role to play.

2.3 Audit Process

The audit was undertaken in two stages employing plans of the site, if available, and the checklists in Section 6 (Audit table) The general order of the checklists is:

Checklist Ref	Description	Applicable to this site	
		Yes	No
Checklist 1	Approach Routes	✓	
Checklist 2	Car Parking		X
Checklist 3	Designated Ramps	✓	
Checklist 4	Steps	✓	
Checklist 5	Access/ Trail Routes	✓	
Checklist 6	Seating and Shelter	✓	
Checklist 7	Barriers, Gates, and Stiles	✓	
Checklist 8	Facilities	✓	
Checklist 9	Way Finding	✓	
Checklist 10	WC Provision & Changing Areas		X
Checklist 11	WCs: Wheelchair Users		X

Note: Not all the above checklists may be relevant to this particular site.

Stage 1 – Information gathering.







This is undertaken as a walkthrough audit / inspection of the building using the checklists.

Stage 2 – Results and recommendations.

The report suggests possible improvements that can be made to the building. These range from small non- structural adjustments to possibly major structural alterations. It also gives an indication to priorities and costs.

2.4 Priorities

The priorities are dependent upon various factors including:

-  Compliance to AD M (Part M of The Building Regulations).
-  Current use of the building.
-  Costs involved and available resources.
-  Plans for refurbishment.
-  Maintenance programmes.
-  Agreement of outside agencies (such as a free holder or local highway authority).

Priority ratings are as follows:

Priority 1

Where there are potential health and safety risks or where failure to implement changes would be highly likely to attract legal implications. Immediate action is recommended to put changes into effect.

Priority 2

Where action is recommended within the short term to alleviate an access problem or make improvements that will have a considerable impact.

Priority 3

Where action is recommended within 12 – 24 months to improve access.

Priority 4

Where the recommendation involves excessive costs or should be implemented as part of a long-term plan. Alternatively, 'Blue Sky' thinking.

2.5 Keys for Costs

Budget costs have been included in the form of bands.

N	- None.
M	- Minimal.
OG	- Ongoing Maintenance.
ST	- Structural Change.
EX	- Major Structural Change.

Note: cost keys are indicative only and that Direct Access Consultancy Ltd cannot be held liable for any misinterpretations.

2.6 Abbreviations

Used throughout the report are the following abbreviations:

BS8300	- British Standard BS8300: 2018- Design of Buildings and their approaches to meet the need of disabled people.
ADM	- Building Regulations Approved Document M- Access to and Use of Buildings.
EQ	- Equality Act 2010.

2.7 Sources of Guidance

There are a number of guidance notes and standards that illustrate good practice in terms of meeting the needs of disabled people. Listed below are some documents that have been utilised for the purpose of this report.

- **Building Regulations Approved Document M** – Access to and Use of Buildings 2010 (2015 Edition)
- **BS8300: 2018** – Design of an Accessible and Inclusive Built Environment – Code of Practice
- **Equality Act 2010 – All Parts** Including Chapter 2- Adjustments for disabled persons – www.legislation.gov.uk/ukpga/2010/15/contents.
- **PAS 6463:2022** – Design for the mind – Neurodiversity and the built environment- Guide
- **British Standard BS9999:2008**- Code of practice for fire safety in the design, management, and use of buildings.
- **JMU Access Partnership & Sign Design Society** – Sign Design Guide- A Guide to Inclusive Signage (2004).
- **Access for All Design Guide** - Environment Agency (2012)
- **Outdoor Accessibility Guidance**- Supporting inclusive outdoor access in the UK (2023)
- **Gaps, gates and stiles – Specification**- BS 5709:2006

Please note however, that the Equality Act 2010 is not prescriptive in its recommendations to improve accessibility. As such, compliance with the Act cannot ultimately be determined or used as a method for assessing accessibility. Only tangible standards set out in guidance documents such as BS 8300 2018:2018 can be referred to for ‘compliance’.

2.8 Images

Please note external images are used within this report; these are for illustrative purposes only. External images are indicated along with their source.

Section 3: Consultation

3.1 Access Groups

For the purpose of this report, consultation with local Access Groups has not been undertaken. It is advisable to seek advice from various user groups and appropriate employees prior to undertaking specific adaptation work as a result of recommendations within this report.

3.2 Conservation Area / Listed Building Status

The site is not in a conservation area.

3.2 Fire Officer

Where recommendations have been suggested that may affect the evacuation strategy, additional consultation with the Fire Officer is advised prior to works being undertaken.

Section 4: Site Details

4.1 Description of Site

Description	Details
Date of Construction	Open to the public around 2010
Area	38 hectares

4.2 Access Facilities In Place

Facility	Details
Ramps	Provided
Accessible Toilets	Not Provided
Inclusive Signage	Not Provided
On Site Assistance	None
Designated Accessible Parking Spaces	Not Provided
Additional Information	
Further Information	
Note - Access audits should be undertaken every three years. The next access audit should be undertaken 2028. Accessible Formats - https://directaccessgp.com/uk/media	

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Section 5 – Action Plan

Action Table



Costs - **N** = None **M** = Minimal **OG** = Ongoing Maintenance **ST** = Structural Change **EX** = Major Structural Change

Item Ref.	Details/ Issue	Recommendation	Est. Cost	Action Taken
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Priority 1

5.8	<p>The footbridge across the stream is narrow and stepped denying access to wheelchair users when trying to access the site from the Duffryn Crescent approach. The surface of the bridge is metal which can become slippery when wet. A replacement accessible bridge is planned.</p> <p>The railway crossing bridge is suitably designed for its purpose.</p>	<p>Consideration should be taken to widening the access route up to and across the bridge and providing level access to the site. To be accessible, the minimum path width of an access route should be at least 1 200 mm for general routes, although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters. According to Access for All Design Guidance, for routes which are Bridlepaths, a 3000mm width of sealed surface is preferred with a minimum of 3000mm height clearance.</p> <p>Edge protection should be installed to both sides with handrails set between 900mm and 1000mm above the surface. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. BS8300 advises metal handrails should be coated with nylon or a suitable alternative to ensure that they are not cold to touch.</p>	EX	
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Priority 2

1.2	<p>The approach route to the site via The Green features lowered kerbs and tactile warnings at crossing points on the main road. Within the cul de sac, the crossing points do not feature lowered kerbs nor tactile warnings. The temporary road surface has been ramped up to meet the pavement.</p> <p>Access from the bus stop on Williams Street to the school path features dropped kerbs and tactile warnings to the crossing points, however the side road alongside the school does not feature tactile warnings.</p> <p>The crossing of the entrance to Bethlehem View does not have a dropped kerb with tactile warnings.</p>	<p>Site management should undertake liaison with the relevant authority to provide a suitable step free approach route from the bus stop and tactile paving to all crossing points in the area.</p>	N	
4.1	<p>Steps located near the site entrance at The Green towards the upper path consist of framed gravel steps with no visual nor tactile warnings.</p> <p>The steps from the school path do not feature visual nor tactile warnings.</p> <p>The steps to the railway crossing bridge features tactile warnings.</p>	<p>Although there is no specific guidance governing the use of step ramps, consider providing warnings where appropriate. People who are blind or partially sighted risk tripping or losing their balance if unaware of steps, requiring the provision of tactile paving. Tactile paving needs to be placed sufficiently in advance at the head and foot of the steps to allow time to stop and not so narrow that it might be missed in a single stride.</p> <p>To give advance warning of a step, tactile paving with a corduroy hazard warning surface should be provided at the top and bottom of each flight, excluding intermediate landings with continuous handrails.</p>	M	
4.2	<p>The steps near the site entrance from The Green do not feature handrails.</p> <p>A handrail is provided to one side of steps on the access path from the school and down path.</p> <p>The steps to the railway bridge have handrails to both sides.</p>	<p>Provide compliant handrails set between 900mm and 1000mm above the nose line of the steps. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. The handrails need to be one with a suitable profile (circular: 40 – 45mm, oval 50mm, in diameter).</p>	M	

4.5	<p>The steps near the site entrance from The Green have suitable risers.</p> <p>The steps from the path by the school have deep risers at the top of the flight. The lower steps have risers of an inconsistent height.</p> <p>The steps to the railway bridge have suitable risers.</p>	<p>Step risers should be between 150mm and 170mm in height and treads should be between 280mm and 425mm deep. All steps in a flight should have the same tread height and riser depth to aid user rhythm. In rural environments, a maximum riser height of 250mm and a maximum tread depth of 1000mm is acceptable.</p>	M	
4.6	<p>The steps near the site entrance from The Green and from the path by the school do not feature contrasted nosings.</p> <p>A number of the contrasted nosing strips are missing on the railway bridge.</p>	<p>It would be beneficial to apply colour contrast to the edge of the step nosings to clearly highlight their presence.</p> <p>Access for All Design Guidance advises- Treads with a smooth, round nosing, slightly angled towards the riser are preferable, constructed using non-slip materials that remain non-slip when wet or muddy.</p>	M	
4.7	<p>The steps near the site entrance from The Green and from the path by the school have nosings constructed from wood with no slip-resistant surface.</p>	<p>A slip-resistant surface should be added to wooden nosings protruding to a maximum of 25mm to reduce slipping hazards.</p>	M	

Priority 3

<p>1.3</p>	<p>On the day of the audit, a number of vehicles were parked on pavement on The Green forcing wheelchair users to use the road to access the site. The pavement narrows with overgrown foliage. The pavement outside the school narrows to 1300mm. The path to the site alongside the school is around 900mm wide with a tarmac surface. The access route from Duffryn Crescent near the community centre consists of an overgrown path with compacted gravel surface but lots of sections with muddy puddles.</p>	<p>To be accessible, the minimum surface width of an access route (i.e. between walls, kerbs or path edgings) should be at least 1 800 mm for general routes (see Note 1), although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters.</p> <p>Where the surface width of an access route is less than 1 800 mm, passing places should be provided to allow two wheelchair users to pass each other. Passing places should also be provided at junctions (e.g. corners) along an access route. A passing place should be 2 000 mm long x1 800 mm wide and located within direct sight of another passing place, or at a maximum distance of 25 m from another, whichever is the closer.</p> <p>Where it is necessary to introduce occasional narrowing of the access route, the restricted width should be at least 1 200 mm and should extend for not more than 2 m in length.</p>	<p>M</p>	
<p>1.4</p>	<p>The surface of the path alongside the school is uneven in places. The access route from Duffryn Crescent near the community centre has a compacted gravel surface but lots of sections with muddy puddles.</p>	<p>Site management should undertake liaison with the relevant authority to undertake remedial works to the damaged path surface at the side fo the school.</p> <p>The surface of the access path from Duffryn Crescent requires improvement to provide a suitable firm, level and slip-resistant surface.</p>	<p>M</p>	

1.5

There is little signage to identify the site limited to fingerposts by the school and Bethlehem View.

The site management should undertake liaison with the local Highways Dept to increase current level of on-road and street signage.

Consideration should be taken to providing signage that provides greater contrast and is clearly visible from the street. Signage should be simple, short and consistent in design and layout. Signs should contrast well with the surface they are mounted on, be well lit and be fixed at a consistent location (e.g., always to the left) and consistent height, between 1400 - 1700mm above FFL .

Signs should employ good contrast (equal to 70% or more); use a matt surface with clear, legible typography; and make use of recognised symbols where appropriate.

People with hearing impairments make up the largest group of disabled people. They can be helped or hindered by signage. Good signage can mean that a person with a hearing disability can manage without having to ask questions. For further information on signage please refer to - JMU Access Partnership and The Sign Design Society. 2000. ISBN 185878 412 3.

M

<p>3.1</p>	<p>A new Bridleway specification bridge has been installed by Network Rail on the approach from Duffryn Crescent. This features a 40m long ramp for horse riders use. There are no level resting points along the ramp for wheelchair users to rest.</p> <p>A steep ramp is located on the approach route from Bethlehem Crescent. This has been subject to remedial works to fit a non-slip surface.</p>	<p>A ramp between 1:20 (5%) and 1:12 (8%) is recommended with a width of 2000mm (1500mm minimum). Landings, also known as rest platforms, should be provided at intervals along the ramp and at the foot and head of the ramp. Where a long length of ramp is required the inclusion of seating at landings will better accommodate the needs of people with limited stamina.</p> <p>To maintain traction, a sloping surface should have a higher slip resistance than an equivalent level surface. The steeper the slope, the greater the friction needed to maintain contact with the ground without slipping. Surface materials should be chosen to be durable and easy to maintain, and should be slip-resistant when wet, to allow for rain and other environmental factors.</p>	<p>ST</p>	
<p>3.2</p>	<p>Handrails are not provided to the Bridleway railway bridge ramp nor the ramp on the approach from Bethlehem Crescent.</p>	<p>Liaise with the relevant authority to consider installing compliant handrails set between 900mm and 1000mm above the surface. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. The handrails need to be one with a suitable profile (circular: 40 – 45mm, oval 50mm, in diameter).</p> <p>Wheelchair users do not normally need to use handrails to negotiate a ramp. However, in slippery conditions on long and/or steep ramps, handrails can help wheelchair users to steady themselves.</p>	<p>M</p>	

4.4	<p>The steps near the site entrance from The Green have long treads.</p> <p>The steps from the path by the school have treads of similar sizes. The lower steps have long treads.</p> <p>The steps to the railway bridge have suitable treads.</p>	<p>Step treads should be between 280mm and 425mm deep. All steps in a flight should have the same tread height and riser depth to aid user rhythm. In rural environments, a maximum riser height of 250mm and a maximum tread depth of 1000mm is acceptable.</p>	M	
5.1	<p>The main access route from The Green is a suitable wide path. The route from the vehicular access by The Green to the upper path has a middle section with incline which is steep to negotiate. An alternative route is available.</p> <p>The concrete section of the path from the school access is suitable.</p> <p>The path along the disused railway line at top of site has a suitable width.</p> <p>Other paths around the site, such as from the railway crossing and along the top yellow path are narrow and muddy.</p>	<p>During future works, consideration should be taken to widening the route. To be accessible, the minimum surface width of an access route should be at least 1 800 mm for general routes, although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters.</p> <p>Where the surface width of an access route is less than 1 800 mm, passing places should be provided to allow two wheelchair users to pass each other. Passing places should also be provided at junctions (e.g. corners) along an access route.</p> <p>A passing place should be 2 000 mm long x1 800 mm wide and located within direct sight of another passing place, or at a maximum distance of 25 m from another, whichever is the closer.</p> <p>Where it is necessary to introduce occasional narrowing of the access route, the restricted width should be at least 1 200 mm and should extend for not more than 2 m in length.</p>	M	
5.3	<p>The path between the railway crossing and the footbridge is overgrown.</p> <p>Other paths are well maintained.</p>	<p>Schedule regular maintenance works to trim back foliage at the side of the path.</p>	OG	

5.5	<p>A steep incline above the steps from The Green limits access to the upper yellow path.</p> <p>A steep incline on the access path from the school entrance to the lower steps is not suitable for all visitors.</p> <p>The yellow path along the upper part of the site becomes uneven, and slippery with a crossfall towards the Bethlem View end. Sections become challenging and uneven.</p> <p>The path to access the meadow is narrow and has crossfall.</p>	<p>Consider how paths could be improved to reduce gradients and improve surfaces around the site. Providing information on the topography of routes would assist users to understand if they can access them.</p>	M	
5.6	<p>Some areas of the site are not accessible due to the topography and alternative routes are not available.</p>	<p>See 5.5</p>	M	
6.3	<p>Not all seating areas and their approach have firm, level surfaces.</p>	<p>Access for All Design Guidance advises- The surface around furniture and within rest areas should be firm, durable and contrast visually with the colour of the furniture. It should be flush with the main pedestrian route and free from any obstructions that may act as trip hazards.</p>	M	
6.5	<p>Some seating does not provide space alongside to enable people using wheelchairs, mobility vehicles or pushchairs access.</p>	<p>Firm and level spaces alongside seating should be available 1400mm x 800mm to allow disabled people to sit comfortably alongside other people and to provide space for assistance dogs and mobility aids.</p>	M	
6.6	<p>Limited seating options are available, mainly consisting of wooden benches with no armrests.</p>	<p>Its important to consider what material it is made of; how quickly it will dry and how cold it will feel. The colour of the seat should contrast with the surrounding environment so that it's easy to identify for the visually impaired. Seating should have a back and arm rests and a seat height of 450-520mm above ground level. If perch seats are being considered then a seat height of between 500-750mm is more appropriate. A mixture of seating types should be provided including benches with and without arm rests.</p>	M	

6.7	Shelter is not provided for any seating.	The provision of some shelter should be considered to protect users from rain, wind, and sun. For outdoor equipment, BS 8300-1 recommends considering environmental conditions such as temperature, sun, and wind.	M	
7.4	The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated with a closed fist.	Review the gates to ensure they provide an accessible means of entry meeting minimum recommended dimensions for the depth and width of the box. Refer to BS5709:2006 – Gaps, Gates and Stiles. Gate opening mechanisms should be easy to operate using a 'closed-fist', limited dexterity and/or minimal force.	M	
7.5	The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated from both sides. The latches are not colour contrasted.	Opening mechanisms should be easy to operate from both sides of approach. Providing colour contrast to the latches will assist in locating them for visual impaired users. Self closing hinges remove the need for latches.	OG/M	
7.7	The kissing gate from by the school may not have sufficient manoeuvring space between the gate and top of the steps.	All access routes should maintain a minimum clear width. It is preferable to have a minimum aisle width of 1200mm with 1800mm diameter turning space where a turn or return is required.	M	
9.1	The main routes into and through the site are logical. Map boards with directory are sited in key locations such as the at the entrance from The Green and at the main path junction. A marker post at the access point from The Green is overgrown. Routes are marked with coloured arrows on posts. A fingerpost outside school directs to the Nature Reserve. A fingerpost is sited at the Bethlehem View site entrance but is broken.	See 1.5	M	

9.2	<p>Marker posts with route arrows feature colour contrast to aid location but some are overgrown or difficult to see. Most are set at suitable levels on approach.</p>	<p>Improving signage with colour coded routes and corresponding waymarkers will assist users to navigate the site, such as a series of signs along a route that are common in appearance will be easily identifiable to an individual.</p> <p>Information at the beginning of a route about its accessibility is essential to disabled users when deciding if it is right for them. Such information should be made available on information boards and online to allow people to make a decision in advance.</p> <p>Regular maintenance of routes will ensure the signage and waymarkers are easily visible and not overgrown to be located.</p>	OG	
9.4	<p>Signage does not include accessible features, such as braille, tactile and pictorial information.</p>	<p>Consider including accessible features, such as braille, tactile and pictorial information on signage.</p>	M	
9.5	<p>Distances between key areas of interest are not provided.</p>	<p>See 9.2</p>	M	

Priority 4

9.6	Tactile maps are not provided.	Tactile format maps provided in Braille and Thermoform can be provided at relatively low cost and can provide valuable information for Blind and partially sighted people when visiting the site.	M	
9.7	Interpretation boards are provided but do not feature accessible information for all visitors.	<p>The provision of a tactile map/ interpretation board may be beneficial to assist visitors who are blind or partially sighted. The board could also incorporate the colour coding within wayfinding signage, QR codes to access location information.</p> <p>Direct Access can assist with the design, development and installation of tactile map boards, refer to: https://directaccessgp.com/uk/products/tactile-map-boards/ for more information.</p>	M	

Section 6: Audit Findings

Checklist 1 - Approach Routes

**1.1 - Is the area within convenient walking distance of: -
Public Highway and Pathways?
Public Transport e.g. Bus Stops?
Car parking? (For car parking refer to Checklist 2)**

Y / N/A

The is no car parking for the site. On street parking is available around the site or within the Chapel Road car park by Llanharan railway station.

The nearest bus stop to west of the site is Ysgol Gynradd Brynnau on Williams street, or to the east, Llanharan War Memorial bus stop. Both are served by the 64 and 404 services.

The nearest train station is Llanharan around 500m from the site with journey times from Bridgend of around 10 minutes.

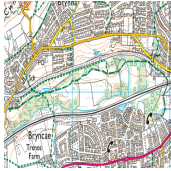


Photo 1



Photo 2

1.2 - Are approach routes free of kerbs? Do crossings on approach have tactile warnings? If there are pedestrian crossings, do these have turn cones to aid people who are DeafBlind?

Priority 2

The approach route to the site via The Green features lowered kerbs and tactile warnings at crossing points on the main road. Within the cul de sac, the crossing points do not feature lowered kerbs nor tactile warnings. The temporary road surface has been ramped up to meet the pavement.

Access from the bus stop on Williams Street to the school path features dropped kerbs and tactile warnings to the crossing points, however the side road alongside the school does not feature tactile warnings.

The crossing of the entrance to Bethlehem View does not have a dropped kerb with tactile warnings.



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

1.3 - Are approach routes wide enough? If a route or pathway is narrow, is there a suitable passing place for wheelchair users? Is the plantation trimmed back and are low branches avoided?

Priority 3

On the day of the audit, a number of vehicles were parked on pavement on The Green forcing wheelchair users to use the road to access the site. The pavement narrows with overgrown foliage. The pavement outside the school narrows to 1300mm. The path to the site alongside the school is around 900mm wide with a tarmac surface. The access route from Duffryn Crescent near the community centre consists of an overgrown path with compacted gravel surface but lots of sections with muddy puddles.



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14

1.4 - Are surfaces even and slip-resistant on approach to the site? Is paving flush with no cracks or gaps that could trap the wheels of a wheelchair?

Priority 3

The surface of the path alongside the school is uneven in places. The access route from Duffryn Crescent near the community centre has a compacted gravel surface but lots of sections with muddy puddles.



Photo 15

1.5 - Are approach routes clearly signed? Are visual clues and sufficient landmarks present to aid orientation?

Priority 3

There is little signage to identify the site limited to fingerposts by the school and Bethlehem View.

1.6 - Are approach routes free from hazards such as bollards, and litter bins? Are planting features kept to a minimum and are they colour contrasted?

Y / N/A

The approach routes are free from hazards.

Checklist 2 - Car Parking

2.1 - Are accessible parking bays provided on site for Blue Badge holders?

Y / N/A

There is no dedicated parking for this site.

2.2 - Accessible bays clearly sign-posted from car park entrance? Is there signage to the front of the bays?

Y / N/A

There is no dedicated parking for this site.

2.3 - Are bays marked out appropriately and easily identified? Can car doors be fully opened to allow disabled drivers and passengers to transfer to a wheelchair parked alongside?

Y / N/A

There is no dedicated parking for this site.

2.4 - Are routes from the parking areas to the site accessible, with dropped kerbs and appropriate tactile warnings? Are car park surfaces smooth, even, and free from loose stones?

Y / N/A

The route from on street parking at The Green has dropped kerb.

2.6 - Is the car park adequately lit? Do staff members frequently check the level of lighting within the car park?

Y / N/A

There is no dedicated parking for this site.

2.7 - If ticket machines are provided, are these approachable via level access and are controls and information screens suitably positioned?

Y / N/A

There is no dedicated parking for this site.

2.8 - Are EV charging points available? If so, are there options for accessible EV charging bays?

Y / N/A

There is no dedicated parking for this site.

According to the BS8300 - A sign or, if appropriate, signs should be provided at the entrance to the car park and at each change in direction to direct disabled motorists to designated parking spaces.

Checklist 3 - Designated Ramps

3.1 - Are ramps wide enough and suitably graded?

Priority 3

A new Bridleway specification bridge has been installed by Network Rail on the approach from Duffryn Crescent. This features a 40m long ramp for horse riders use. There are no level resting points along the ramp for wheelchair users to rest.

A steep ramp is located on the approach route from Bethlehem Crescent. This has been subject to remedial works to fit a non-slip surface.



Photo 16



Photo 17



Photo 18

3.2 - Are suitable handrails available on each side?

Priority 3

Handrails are not provided to the Bridleway railway bridge ramp nor the ramp on the approach from Bethlehem Crescent.

3.3 - Are surfaces slip-resistant, firmly fixed, and easy to maintain?

Y / N/A

Ramp surfaces are slip-resistant, firmly fixed, and easy to maintain.

3.4 - Are edges protected to prevent accidents?

Y / N/A

Ramp edges are protected.

Checklist 4 - Steps

4.1 - Where applicable, are visual and tactile warnings available at the top and base of steps?

Priority 2

Steps located near the site entrance at The Green towards the upper path consist of framed gravel steps with no visual nor tactile warnings.

The steps from the school path do not feature visual nor tactile warnings.

The steps to the railway crossing bridge features tactile warnings.



Photo 19



Photo 20

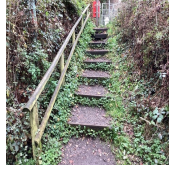


Photo 21

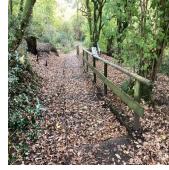


Photo 22



Photo 23

4.2 - Are suitable handrails available on each side?

Priority 2

The steps near the site entrance from The Green do not feature handrails.
A handrail is provided to one side of steps on the access path from the school and down path.
The steps to the railway bridge have handrails to both sides.



Photo 24



Photo 25



Photo 26

4.4 - Are treads long enough and all of the same length?

Priority 3

The steps near the site entrance from The Green have long treads.
The steps from the path by the school have treads of similar sizes. The lower steps have long treads.
The steps to the railway bridge have suitable treads.



Photo 27

4.5 - Are risers shallow enough, all the same height, and unlikely to trip users? Are there open risers?

Priority 2

The steps near the site entrance from The Green have suitable risers.
The steps from the path by the school have deep risers at the top of the flight. The lower steps have risers of an inconsistent height.
The steps to the railway bridge have suitable risers.

4.6 - Are the edge of the step nosings readily identifiable? If nosings are painted, is the paint still durable with no wear and tear?

Priority 2

The steps near the site entrance from The Green and from the path by the school do not feature contrasted nosings.
A number of the contrasted nosing strips are missing on the railway bridge.

4.7 - Are the step treads and nosings constructed with a slip-resistant material, which remains slip-resistant when wet or muddy?

Priority 2

The steps near the site entrance from The Green and from the path by the school have nosings constructed from wood with no slip-resistant surface.

4.8 - Are single steps avoided?

Y / N/A

Single steps are avoided.

4.9 - Where there are steps, is an alternative step-free route available?

Y / N/A

An alternative step free route to access the site is available from The Green or Bethlehem View.
An alternative step free route is available to cross the railway bridge using they ramp.

4.10 - Is lighting adequate and well-positioned? Are steps appropriately illuminated during darker hours?

Y / N/A

Not applicable for this site.

Checklist 5 - Access/ Trail Routes

5.1 - Are main routes/ trails of sufficient width for purpose?

Priority 3

The main access route from The Green is a suitable wide path. The route from the vehicular access by The Green to the upper path has a middle section with incline which is steep to negotiate. An alternative route is available.

The concrete section of the path from the school access is suitable.

The path along the disused railway line at top of site has a suitable width.

Other paths around the site, such as from the railway crossing and along the top yellow path are narrow and muddy.



Photo 28

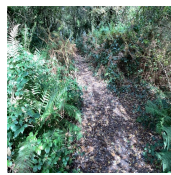


Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34

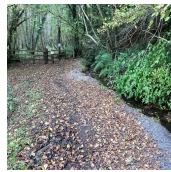


Photo 35

5.2 - If a route or pathway is narrow, is there a suitable passing place for wheelchair users?

Y / N/A

Narrow pathways have passing space for wheelchair users.

5.3 - Is plantation trimmed back and are low branches avoided?

Priority 3

The path between the railway crossing and the footbridge is overgrown.

Other paths are well maintained.



Photo 36



Photo 37

5.4 - Are surfaces suitable for purpose? Is gravel avoided and are surfaces well maintained with limited erosion or gaps that could be trip hazards?

Y / N/A

The surface of the main route between The Green towards Bethlehem View is of compacted gravel.

Some routes, such as the top yellow path, consist of a muddy surface with some sections slippery.

The inclined path to the pond area is steep and uneven.

The path from the main junction to the footbridge is well maintained.



Photo 38

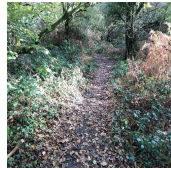


Photo 39



Photo 40



Photo 41



Photo 42



Photo 43

5.5 - Is the topography of the site suitable for all visitors?

Priority 3

A steep incline above the steps from The Green limits access to the upper yellow path.

A steep incline on the access path from the school entrance to the lower steps is not suitable for all visitors.

The yellow path along the upper part of the site becomes uneven, and slippery with a crossfall towards the Bethlem View end. Sections become challenging and uneven.

The path to access the meadow is narrow and has crossfall.

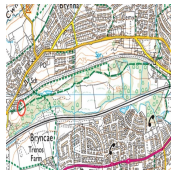


Photo 44



Photo 45

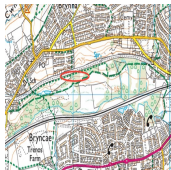


Photo 46

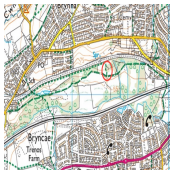


Photo 47



Photo 48

5.6 - Where topography is steep or challenging, is there an alternative, accessible route available?

Priority 3

Some areas of the site are not accessible due to the topography and alternative routes are not available.

5.7 - Are boardwalks suitably designed with slip-resistant surfacing and edging?

Y / N/A

There are no boardwalks at this site.

5.8 - Are bridges suitably designed with slip-resistant surfacing and reasonable gradients?

Priority 1

The footbridge across the stream is narrow and stepped denying access to wheelchair users when trying to access the site from the Duffryn Crescent approach. The surface of the bridge is metal which can become slippery when wet. A replacement accessible bridge is planned.

The railway crossing bridge is suitably designed for its purpose.



Photo 49



Photo 50

Checklist 6 - Seating and Shelter

6.1 - Is seating provided at regular intervals, ideally no greater than 100m apart?

Y / N/A

Seating is provided at regular intervals, on the steps from the school access route, at the main path junction, along the main route and within The Meadow.



Photo 51



Photo 52

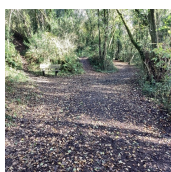


Photo 53

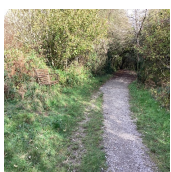


Photo 54



Photo 55

6.2 - Is seating set back from the main route as to not obstruct through traffic?

Y / N/A

Seating is set back from the main routes.

6.3 - Do seating areas and their approach have a firm, level surface?

Priority 3

Not all seating areas and their approach have firm, level surfaces.

6.4 - Where picnic benches are provided, are there options for some to be accessed via an accessible surface?

Y / N/A

Picnic benches are not provided.

6.5 - Are spaces provided alongside seating and/ or benches to enable people using wheelchairs, mobility vehicles or pushchairs access?

Priority 3

Some seating does not provide space alongside to enable people using wheelchairs, mobility vehicles or pushchairs access.

6.6 - Are a range of seating options available?

Priority 3

Limited seating options are available, mainly consisting of wooden benches with no armrests.

6.7 - Is shelter and/or shade provided for some seating?

Priority 3

Shelter is not provided for any seating.

Checklist 7 - Barriers, Gates, and Stiles

7.1 - Are routes free from barriers such as gates, stiles, bollards, and litter bins?

No

A vehicular and pedestrian gate is located on the access from The Green. The pedestrian gate latch was broken on the day of the audit. The vehicular gate was open due to onsite works on the day of audit.

A kissing gate is located at the site access from the school. This is sited at the top of steps with little space to negotiate.

Fencing is provided at the Bethlehem View entrance to the site but does not hinder progress.



Photo 56



Photo 57



Photo 58

7.2 - Do gates and/ or gaps have suitable widths?

Y / N/A

Gates have suitable widths. The pedestrian gate from The Green opens to 1550mm wide.

The kissing gate by the school is narrow at 672mm min. but the route is unsuitable for wheelchair users due to the site topography.

7.3 - Where gates are required, is there a gap to the side, or an alternative barrier-free route within a reasonable distance?

Y / N/A

Where gates are sited, alternative barrier free routes are provided with the exception of access from the school. This route cannot be made accessible due to the topography of the site. Alternative barrier and step free routes through the site are provided.

7.4 - Where gates are provided, are opening mechanisms capable of being activated with a closed fist?

Priority 3

The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated with a closed fist.



Photo 59

<p>7.5 - Where provided, are latches usable from both sides of a gate and are they contrasted to improve visibility?</p>	<p>Priority 3</p>
<p>The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated from both sides. The latches are not colour contrasted.</p>	
<p>7.6 - Are surfaces surrounding the gate, barrier or stile of good quality, avoiding water-pooling and erosion?</p>	<p>Y / N/A</p>
<p>The surfaces surrounding gates are of a good quality.</p>	
<p>7.7 - Do gates feature suitable manoeuvring space to allow for someone to open, pass through and close the gate?</p>	<p>Priority 3</p>
<p>The kissing gate from by the school may not have sufficient manoeuvring space between the gate and top of the steps.</p>	
<p>7.8 - Is the force required to open the gate reasonable? A force of 18 Newtons or less is recommended.</p>	<p>Y / N/A</p>
<p>The gates observed have a suitable force to operate.</p>	
<p>7.9 - Are RADAR key systems or padlocks provided?</p>	<p>Y / N/A</p>
<p>RADAR key systems are not provided.</p>	
<p>Checklist 8 - Facilities</p>	
<p>8.1 - Is a picnic area provided? If yes, is it located within easy reach of accessible routes and parking?</p>	<p>Y / N/A</p>
<p>A picnic area is not provided at this site.</p>	
<p>8.2 - Are a selection of picnic tables accessible for people using wheelchairs, mobility vehicles or pushchairs?</p>	<p>Y / N/A</p>
<p>A picnic area is not provided at this site.</p>	
<p>8.3 - Is it possible to access picnic bench seating from the side, rather than stepping over the seat?</p>	<p>Y / N/A</p>
<p>A picnic area is not provided at this site.</p>	
<p>8.4 - Where cafes are provided, is level access available?</p>	<p>Y / N/A</p>
<p>There is no café at this site.</p>	
<p>8.5 - Is there a playground area for children? If so, are wheelchair users able to access this area?</p>	<p>Y / N/A</p>
<p>There is no playground area at this site.</p>	
<p>8.6 - Are a range of play opportunities available?</p>	<p>Y / N/A</p>
<p>There is no playground area at this site.</p>	

8.7 - If provided, are fishing platforms accessible for all visitors?

Y / N/A

There are no fishing platforms at this site.

8.8 - Where provided, are viewing platforms accessible? Are any safety barriers provided at a suitable height as to not obstruct views for both standing and seated visitors?

Y / N/A

There are no viewing platforms at this site.

8.9 - If dogs are not allowed on site, does signage indicate that this does not include assistance dogs?

Y / N/A

Dogs are allowed on site.

Checklist 9 - Way Finding

9.1 - Are the main routes reasonably clear and logical? Are way finding signage and/or markers available?

Priority 3

The main routes into and through the site are logical. Map boards with directory are sited in key locations such as the at the entrance from the Green and at the main path junction.

A marker post at the access point from The Green is overgrown.

Routes are marked with coloured arrows on posts.

A fingerpost outside school directs to the Nature Reserve.

A fingerpost is sited at the Bethlehem View site entrance but is broken.



Photo 60



Photo 61

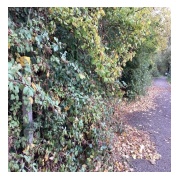


Photo 62



Photo 63



Photo 64



Photo 65



Photo 66



Photo 67

9.2 - Where multiple trails are available, are the different routes clearly distinguishable? This could include the provision of colour coded way markers/ finger posts.

Priority 3

Marker posts with route arrows feature colour contrast to aid location but some are overgrown or difficult to see. Most are set at suitable levels on approach.

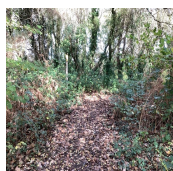


Photo 68

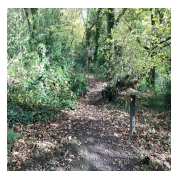


Photo 69

9.3 - If this is a challenging site with varying topography, is an accessible route provided with clear, directional signage?

Y / N/A

The main route through the site is accessible.

9.4 - Does signage include accessible features, such as braille, tactile and pictorial information?

Priority 3

Signage does not include accessible features, such as braille, tactile and pictorial information.

9.5 - Are distances between key areas of interest provided?

Priority 3

Distances between key areas of interest are not provided.

9.6 - Is a tactile map available to assist with way finding? If provided, is this available in alternative formats, displaying accessible information and routes?

Priority 4

Tactile maps are not provided.

9.7 - Are interpretation boards provided and are these accessible to all visitors, including accessible features such as tactile information or QR codes?

Priority 4

Interpretation boards are provided but do not feature accessible information for all visitors.

Checklist 10 - WC Provision & Changing Areas

10.1 - Is the lobby door light enough to open easily? Lobby of sufficient size for easy access?

Yes / N/A

There are no toilets at this site.

10.2 - Slip-resistant floors throughout?

Yes / N/A

There are no toilets at this site.

10.3 - Are fittings all easily distinguishable from background? Are hand dryers and sanitary ware easily seen against their surroundings?

Yes / N/A

There are no toilets at this site.

10.4 - Are compartment door controls all easily gripped and operated? Are cubicle doors suitably colour contrasted against the panels?

Yes / N/A

There are no toilets at this site.

10.5 - Are urinals well contrasted and do they have grab rails to assist people with ambulant disabilities?

Yes / N/A

There are no toilets at this site.

10.6 - Are lever style taps provided within the WCs to aid people with dexterity impairments?

Yes / N/A

There are no toilets at this site.

10.7 - When there is no accessible WC available, is there a facility provided for ambulant disabled persons?

Yes / N/A

There are no toilets at this site.

Checklist 11 - WCs: Wheelchair Users

<p>11.1 - Is the compartment large enough to allow manoeuvring into position for frontal, lateral, angled, and backward transfer unassisted and with assistance?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.2 - Is the travel distance to a suitable WC no more strenuous than it would be for able-bodied people?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.3 - Is there sufficient space available outside toilet compartment for manoeuvre? Is the entrance wide enough and does it open outwards?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.4 - Are door controls, lock and light switch easily reached and operated? Is there a grab rail to the inner face of the entrance?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.5 - Are handwashing and dry facilities within easy reach of someone seated on WC? Is the hand basin suitably positioned in accordance with BS8300?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.6 - Are taps appropriate for use by a person with limited dexterity, grip, or strength?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.7 - Are suitably designed grab rails fitted in all positions necessary to assist manoeuvring? Are grab rails suitably colour contrasted to aid people with impaired vision?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.8 - Is there a back rest provided to the toilet pan?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.9 - Is the flush of a suitable spatula type and is it appropriately located on the transfer side of the toilet pan?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.10 - Is the transfer side of the toilet pan kept clear of any obstacles that may deny wheelchair users all of the transferring techniques in which an accessible WC is designed to provide?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	
<p>11.11 - Is there a cord alarm? Is this coloured red with two triangular bangles and easy to reach from floor level? Is this kept loose and reachable from the ground floor level?</p>	<p>Yes / N/A</p>
<p>There are no toilets at this site.</p>	

Section 7: Photographic Survey

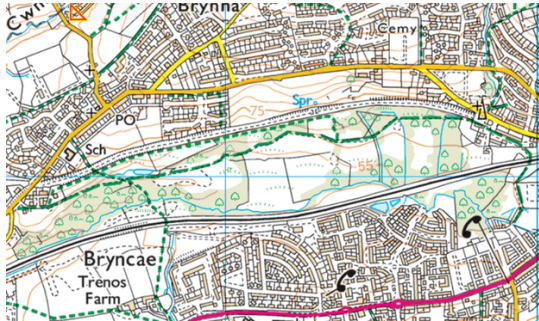


Photo 1 Source: streetmap.com



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13

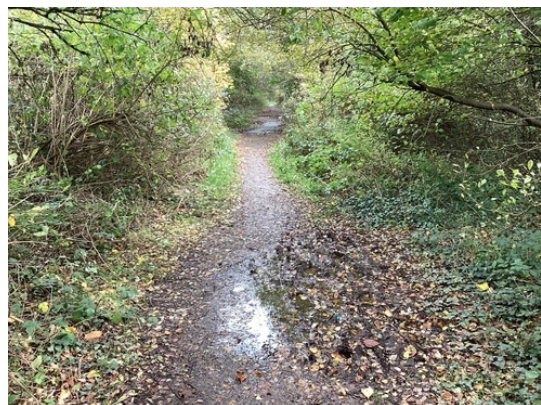


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43

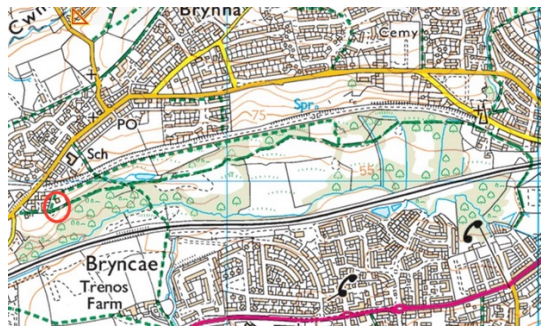


Photo 44

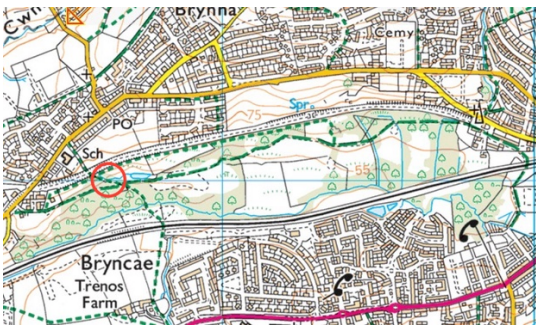


Photo 45

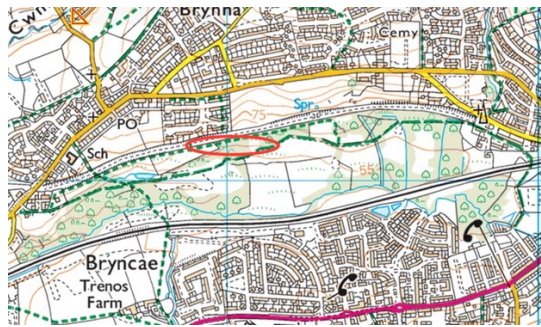


Photo 46

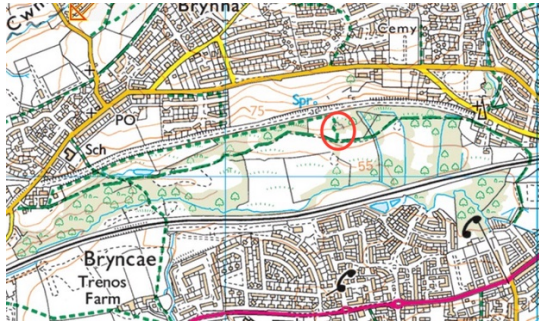


Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56



Photo 57



Photo 58



Photo 59



Photo 60



Photo 61



Photo 62



Photo 63



Photo 64



Photo 65



Photo 66



Photo 67



Photo 68



Photo 69

Section 5 – Action Plan

Action Table



Costs - N = None M = Minimal OG = Ongoing Maintenance ST = Structural Change EX = Major Structural Change

Item Ref.	Details/ Issue	Recommendation	Est. Cost	Action Taken
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Priority 1

5.8	<p>The footbridge across the stream is narrow and stepped denying access to wheelchair users when trying to access the site from the Duffryn Crescent approach. The surface of the bridge is metal which can become slippery when wet. A replacement accessible bridge is planned.</p> <p>The railway crossing bridge is suitably designed for its purpose.</p>	<p>Consideration should be taken to widening the access route up to and across the bridge and providing level access to the site. To be accessible, the minimum path width of an access route should be at least 1 200 mm for general routes, although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters. According to Access for All Design Guidance, for routes which are Bridlepaths, a 3000mm width of sealed surface is preferred with a minimum of 3000mm height clearance.</p> <p>Edge protection should be installed to both sides with handrails set between 900mm and 1000mm above the surface. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. BS8300 advises metal handrails should be coated with nylon or a suitable alternative to ensure that they are not cold to touch.</p>	EX	
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Priority 2

1.2	<p>The approach route to the site via The Green features lowered kerbs and tactile warnings at crossing points on the main road. Within the cul de sac, the crossing points do not feature lowered kerbs nor tactile warnings. The temporary road surface has been ramped up to meet the pavement.</p> <p>Access from the bus stop on Williams Street to the school path features dropped kerbs and tactile warnings to the crossing points, however the side road alongside the school does not feature tactile warnings.</p> <p>The crossing of the entrance to Bethlehem View does not have a dropped kerb with tactile warnings.</p>	<p>Site management should undertake liaison with the relevant authority to provide a suitable step free approach route from the bus stop and tactile paving to all crossing points in the area.</p>	N	
4.1	<p>Steps located near the site entrance at The Green towards the upper path consist of framed gravel steps with no visual nor tactile warnings.</p> <p>The steps from the school path do not feature visual nor tactile warnings.</p> <p>The steps to the railway crossing bridge features tactile warnings.</p>	<p>Although there is no specific guidance governing the use of step ramps, consider providing warnings where appropriate. People who are blind or partially sighted risk tripping or losing their balance if unaware of steps, requiring the provision of tactile paving. Tactile paving needs to be placed sufficiently in advance at the head and foot of the steps to allow time to stop and not so narrow that it might be missed in a single stride.</p> <p>To give advance warning of a step, tactile paving with a corduroy hazard warning surface should be provided at the top and bottom of each flight, excluding intermediate landings with continuous handrails.</p>	M	
4.2	<p>The steps near the site entrance from The Green do not feature handrails.</p> <p>A handrail is provided to one side of steps on the access path from the school and down path.</p> <p>The steps to the railway bridge have handrails to both sides.</p>	<p>Provide compliant handrails set between 900mm and 1000mm above the nose line of the steps. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. The handrails need to be one with a suitable profile (circular: 40 – 45mm, oval 50mm, in diameter) .</p>	M	

4.5	<p>The steps near the site entrance from The Green have suitable risers.</p> <p>The steps from the path by the school have deep risers at the top of the flight. The lower steps have risers of an inconsistent height.</p> <p>The steps to the railway bridge have suitable risers.</p>	<p>Step risers should be between 150mm and 170mm in height and treads should be between 280mm and 425mm deep. All steps in a flight should have the same tread height and riser depth to aid user rhythm. In rural environments, a maximum riser height of 250mm and a maximum tread depth of 1000mm is acceptable.</p>	M	
4.6	<p>The steps near the site entrance from The Green and from the path by the school do not feature contrasted nosings.</p> <p>A number of the contrasted nosing strips are missing on the railway bridge.</p>	<p>It would be beneficial to apply colour contrast to the edge of the step nosings to clearly highlight their presence.</p> <p>Access for All Design Guidance advises- Treads with a smooth, round nosing, slightly angled towards the riser are preferable, constructed using non-slip materials that remain non-slip when wet or muddy.</p>	M	
4.7	<p>The steps near the site entrance from The Green and from the path by the school have nosings constructed from wood with no slip-resistant surface.</p>	<p>A slip-resistant surface should be added to wooden nosings protruding to a maximum of 25mm to reduce slipping hazards.</p>	M	

Priority 3

<p>1.3</p>	<p>On the day of the audit, a number of vehicles were parked on pavement on The Green forcing wheelchair users to use the road to access the site. The pavement narrows with overgrown foliage.</p> <p>The pavement outside the school narrows to 1300mm.</p> <p>The path to the site alongside the school is around 900mm wide with a tarmac surface.</p> <p>The access route from Duffryn Crescent near the community centre consists of an overgrown path with compacted gravel surface but lots of sections with muddy puddles.</p>	<p>To be accessible, the minimum surface width of an access route (i.e. between walls, kerbs or path edgings) should be at least 1 800 mm for general routes (see Note 1), although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters.</p> <p>Where the surface width of an access route is less than 1 800 mm, passing places should be provided to allow two wheelchair users to pass each other. Passing places should also be provided at junctions (e.g. corners) along an access route. A passing place should be 2 000 mm long x1 800 mm wide and located within direct sight of another passing place, or at a maximum distance of 25 m from another, whichever is the closer.</p> <p>Where it is necessary to introduce occasional narrowing of the access route, the restricted width should be at least 1 200 mm and should extend for not more than 2 m in length.</p>	<p>M</p>	
<p>1.4</p>	<p>The surface of the path alongside the school is uneven in places.</p> <p>The access route from Duffryn Crescent near the community centre has a compacted gravel surface but lots of sections with muddy puddles.</p>	<p>Site management should undertake liaison with the relevant authority to undertake remedial works to the damaged path surface at the side fo the school.</p> <p>The surface of the access path from Duffryn Crescent requires improvement to provide a suitable firm, level and slip-resistant surface.</p>	<p>M</p>	

<p>1.5</p>	<p>There is little signage to identify the site limited to fingerposts by the school and Bethlehem View.</p>	<p>The site management should undertake liaison with the local Highways Dept to increase current level of on-road and street signage.</p> <p>Consideration should be taken to providing signage that provides greater contrast and is clearly visible from the street. Signage should be simple, short and consistent in design and layout. Signs should contrast well with the surface they are mounted on, be well lit and be fixed at a consistent location (e.g., always to the left) and consistent height, between 1400 - 1700mm above FFL .</p> <p>Signs should employ good contrast (equal to 70% or more); use a matt surface with clear, legible typography; and make use of recognised symbols where appropriate.</p> <p>☐</p> <p>People with hearing impairments make up the largest group of disabled people. They can be helped or hindered by signage. Good signage can mean that a person with a hearing disability can manage without having to ask questions. For further information on signage please refer to - JMU Access Partnership and The Sign Design Society. 2000. ISBN 185878 412 3.</p>	<p>M</p>	
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<p>3.1</p>	<p>A new Bridleway specification bridge has been installed by Network Rail on the approach from Duffryn Crescent. This features a 40m long ramp for horse riders use. There are no level resting points along the ramp for wheelchair users to rest.</p> <p>A steep ramp is located on the approach route from Bethlehem Crescent. This has been subject to remedial works to fit a non-slip surface.</p>	<p>A ramp between 1:20 (5%) and 1:12 (8%) is recommended with a width of 2000mm (1500mm minimum). Landings, also known as rest platforms, should be provided at intervals along the ramp and at the foot and head of the ramp. Where a long length of ramp is required the inclusion of seating at landings will better accommodate the needs of people with limited stamina.</p> <p>To maintain traction, a sloping surface should have a higher slip resistance than an equivalent level surface. The steeper the slope, the greater the friction needed to maintain contact with the ground without slipping. Surface materials should be chosen to be durable and easy to maintain, and should be slip-resistant when wet, to allow for rain and other environmental factors.</p>	<p>ST</p>	
<p>3.2</p>	<p>Handrails are not provided to the Bridleway railway bridge ramp nor the ramp on the approach from Bethlehem Crescent.</p>	<p>Liaise with the relevant authority to consider installing compliant handrails set between 900mm and 1000mm above the surface. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. The handrails need to be one with a suitable profile (circular: 40 – 45mm, oval 50mm, in diameter).</p> <p>Wheelchair users do not normally need to use handrails to negotiate a ramp. However, in slippery conditions on long and/or steep ramps, handrails can help wheelchair users to steady themselves.</p>	<p>M</p>	
<p>4.4</p>	<p>The steps near the site entrance from The Green have long treads.</p> <p>The steps from the path by the school have treads of similar sizes. The lower steps have long treads.</p> <p>The steps to the railway bridge have suitable treads.</p>	<p>Step treads should be between 280mm and 425mm deep. All steps in a flight should have the same tread height and riser depth to aid user rhythm. In rural environments, a maximum riser height of 250mm and a maximum tread depth of 1000mm is acceptable.</p>	<p>M</p>	

5.1	<p>The main access route from The Green is a suitable wide path. The route from the vehicular access by The Green to the upper path has a middle section with incline which is steep to negotiate. An alternative route is available. The concrete section of the path from the school access is suitable. The path along the disused railway line at top of site has a suitable width. Other paths around the site, such as from the railway crossing and along the top yellow path are narrow and muddy.</p>	<p>During future works, consideration should be taken to widening the route. To be accessible, the minimum surface width of an access route should be at least 1 800 mm for general routes, although a width of 2 000 mm is preferable to accommodate larger electric mobility scooters.</p> <p>Where the surface width of an access route is less than 1 800 mm, passing places should be provided to allow two wheelchair users to pass each other. Passing places should also be provided at junctions (e.g. corners) along an access route.</p> <p>A passing place should be 2 000 mm long x1 800 mm wide and located within direct sight of another passing place, or at a maximum distance of 25 m from another, whichever is the closer.</p> <p>Where it is necessary to introduce occasional narrowing of the access route, the restricted width should be at least 1 200 mm and should extend for not more than 2 m in length.</p>	M	
5.3	<p>The path between the railway crossing and the footbridge is overgrown. Other paths are well maintained.</p>	<p>Schedule regular maintenance works to trim back foliage at the side of the path.</p>	OG	
5.5	<p>A steep incline above the steps from The Green limits access to the upper yellow path. A steep incline on the access path from the school entrance to the lower steps is not suitable for all visitors. The yellow path along the upper part of the site becomes uneven, and slippery with a crossfall towards the Bethlem View end. Sections become challenging and uneven. The path to access the meadow is narrow and has crossfall.</p>	<p>Consider how paths could be improved to reduce gradients and improve surfaces around the site. Providing information on the topography of routes would assist users to understand if they can access them.</p>	M	
5.6	<p>Some areas of the site are not accessible due to the topography and alternative routes are not available.</p>	<p>See 5.5</p>	M	

6.3	Not all seating areas and their approach have firm, level surfaces.	Access for All Design Guidance advises- The surface around furniture and within rest areas should be firm, durable and contrast visually with the colour of the furniture. It should be flush with the main pedestrian route and free from any obstructions that may act as trip hazards.	M	
6.5	Some seating does not provide space alongside to enable people using wheelchairs, mobility vehicles or pushchairs access.	Firm and level spaces alongside seating should be available 1400mm x 800mm to allow disabled people to sit comfortably alongside other people and to provide space for assistance dogs and mobility aids.	M	
6.6	Limited seating options are available, mainly consisting of wooden benches with no armrests.	Its important to consider what material it is made of; how quickly it will dry and how cold it will feel. The colour of the seat should contrast with the surrounding environment so that it's easy to identify for the visually impaired. Seating should have a back and arm rests and a seat height of 450-520mm above ground level. If perch seats are being considered then a seat height of between 500-750mm is more appropriate. A mixture of seating types should be provided including benches with and without arm rests.	M	
6.7	Shelter is not provided for any seating.	The provision of some shelter should be considered to protect users from rain, wind, and sun. For outdoor equipment, BS 8300-1 recommends considering environmental conditions such as temperature, sun, and wind.	M	
7.4	The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated with a closed fist.	Review the gates to ensure they provide an accessible means of entry meeting minimum recommended dimensions for the depth and width of the box. Refer to BS5709:2006 – Gaps, Gates and Stiles. Gate opening mechanisms should be easy to operate using a 'closed-fist', limited dexterity and/or minimal force.	M	
7.5	The opening mechanisms to the pedestrian gate from The Green and to the kissing gate by the school cannot be operated from both sides. The latches are not colour contrasted.	Opening mechanisms should be easy to operate from both sides of approach. Providing colour contrast to the latches will assist in locating them for visual impaired users. Self closing hinges remove the need for latches.	OG/M	

7.7	The kissing gate from by the school may not have sufficient manoeuvring space between the gate and top of the steps.	All access routes should maintain a minimum clear width. It is preferable to have a minimum aisle width of 1200mm with 1800mm diameter turning space where a turn or return is required.	M	
9.1	The main routes into and through the site are logical. Map boards with directory are sited in key locations such as the at the entrance from The Green and at the main path junction. A marker post at the access point from The Green is overgrown. Routes are marked with coloured arrows on posts. A fingerpost outside school directs to the Nature Reserve. A fingerpost is sited at the Bethlehem View site entrance but is broken.	See 1.5	M	
9.2	Marker posts with route arrows feature colour contrast to aid location but some are overgrown or difficult to see. Most are set at suitable levels on approach.	Improving signage with colour coded routes and corresponding waymarkers will assist users to navigate the site, such as a series of signs along a route that are common in appearance will be easily identifiable to an individual. Information at the beginning of a route about its accessibility is essential to disabled users when deciding if it is right for them. Such information should be made available on information boards and online to allow people to make a decision in advance. Regular maintenance of routes will ensure the signage and waymarkers are easily visible and not overgrown to be located.	OG	
9.4	Signage does not include accessible features, such as braille, tactile and pictorial information.	Consider including accessible features, such as braille, tactile and pictorial information on signage.	M	
9.5	Distances between key areas of interest are not provided.	See 9.2	M	

Priority 4

9.6	Tactile maps are not provided.	Tactile format maps provided in Braille and Thermoform can be provided at relatively low cost and can provide valuable information for Blind and partially sighted people when visiting the site.	M	
9.7	Interpretation boards are provided but do not feature accessible information for all visitors.	<p>The provision of a tactile map/ interpretation board may be beneficial to assist visitors who are blind or partially sighted. The board could also incorporate the colour coding within wayfinding signage, QR codes to access location information.</p> <p>Direct Access can assist with the design, development and installation of tactile map boards, refer to: https://directaccessgp.com/uk/products/tactile-map-boards/ for more information.</p>	M	

From: The Clerk / Project Office
 To: Nicholas Hobbs
 Cc: Nicholas Hobbs; Peter Bannister
 Subject: RE: Llanharan Community Council route access audit.
 Date: 20 November 2022 10:37:50
 Attachments: msa001.png
 msa002.png
 msa003.png
 msa004.png
 msa005.png
 msa006.png
 msa007.png
 msa008.png
 msa009.png
 msa010.png
 msa011.png
 msa012.png
 msa013.png

Hi all,

Thank you for your time and efforts on this. The Council will consider the results and build them into the specification of works were necessary and appropriate. There are some excellent points that we had not been mindful of, and I am sure the Councillors will be most appreciative. It was good to meet you on the day Nicholas.

Some questions please.

Particularly with regards to the Priority 1 action, the use of the word 'should' is used here which is good and very useful for members to make decisions on the specification, and there is a desire to adopt as many of the recommendations as possible (balanced again the overall budget). But what we also need to know is what we absolutely 'must' do to ensure compliance with the law or relevant standards.

This will allow us to adopt a baseline or minimum specification against which we can obtain budget quotes, and then consider the addition aspects (for example a wider path than the minimum) if we can achieve these within the available budget. You will appreciate that it is possible that by attempting to adopt all of the 'nice to have's' might push the project out of budget and stall the project entirely.

Please see specific questions below. Note that I understand some of the laws (such as the equality act) are subjective and it is only possible to give definitive answers against Standards. However I use the terms 'complaint with the law' in the questions below to mean compliant with standards and statutory guidance and also in your general opinion would be acceptable in practice with laws such as the Equality Act and others.

- In the report it alludes to the Yellow path (eg 5.5 and elsewhere). I assume this comes from our scope. I think the wrong colours are used in the descriptions in places. For example in 5.5, I think it should be the Red path as the yellow path is the path to the South. Could you double check and edit as appropriate please?

Priority 1			
5.8	<p>The footbridge across the stream is narrow and stepped denying access to wheelchair users when trying to access the site from the Duffryn Crescent approach. The surface of the bridge is metal which can become slippery when wet. A replacement accessible bridge is planned.</p> <p>The railway crossing bridge is suitably designed for its purpose.</p>	<p>Consideration should be taken to widening the access route up to and across the bridge and providing level access to the site. To be accessible, the minimum path width of an access route should be at least 1200mm for general routes, although a width of 2000mm is preferable to accommodate larger electric mobility scooters. According to Access for All Design Guidance, for routes which are Bridlepaths, a 3000mm width of sealed surface is preferred with a minimum of 3000mm height clearance.</p> <p>Edge protection should be installed to both sides with handrails set between 900mm and 1000mm above the surface. Consideration should be given to a secondary handrail at a lower height to accommodate children and wheelchair users. Guidance on the recommended height ranges from 600 to 750mm. BS3300 advises metal handrails should be coated with nylon or a suitable alternative to ensure that they are not cold to touch.</p>	EX

Alluding to 5.8, above.

- The site is not level and clearly a level approach cannot be achieved in practice. This will probably necessitate the path approaching from the south (between the two bridges) having to 'wind' in order to achieve an acceptable gradient. What are the maximum gradients that we must achieve and what are the specifications that we must adhere to RE refuges please (eg frequency and size). (This information is pertinent to the path to the North and to the wider route also).
- In terms of path width I see in 5.8 that we must achieve a path width of 1200mm (is that correct?, later under 1.3 and elsewhere there is mention of 1n 1800mm width? And if not achievable the spec for passing places is given) and that they must be edged. What standards if any must we comply with regarding path widths and passing places etc... along all sections of the route please? (Assuming it is the same standard along its length). Is it 1800mm without the passing places or an absolute minimum of 1200mm but with 2mx1.8m passing places every 25m? And is this mandatory to be compliant with the law?
- Also are the handrails mentioned mandatory to comply with the law? Given the nature of the site is a nature reserve it is possible that this will be unpalatable to the wildlife trust or even push the project out of budget making it unachievable. If the handrails aren't mandatory and it is felt that this cannot be achieved are there alternatives that we can design into the spec instead? (and again would these be mandatory).
- In terms of surface, what materials are acceptable? Can you give examples? The report mentions 'sealed surface' but as I explained on the day concrete, asphalt or bitumen bound products are out of the questions. We did discuss that compacted dust (or a 10-Dust) would be acceptable, but this is not a sealed surface is it? Again, what is the minimum (or acceptable) materials in this context that would make us compliant with the law?

3.1	<p>A new Bridleway specification bridge has been installed by Network Rail on the approach from Duffryn Crescent. This features a 40m long ramp for horse riders use. There are no level resting points along the ramp for wheelchair users to rest.</p> <p>A steep ramp is located on the approach route from Bethlehem Crescent. This has been subject to remedial works to fit a non-slip surface.</p>	<p>A ramp between 1:20 (5%) and 1:12 (8%) is recommended with a of 2000mm (1500mm minimum). Landings, also known as rest platforms, should be provided at intervals along the ramp and at the foot and head of the ramp, where a long length of ramp is required the inclusion of seating at landings will better accommodate the needs of people with limited stamina.</p> <p>To maintain traction, a sloping surface should have a higher slip resistance than an equivalent level surface. The steeper the slope, the greater the friction needed to maintain contact with the ground without slipping. Surface materials should be chosen to be durable and easy to maintain, and should be slip-resistant when wet, to allow for rain and other environmental factors.</p>
-----	---	---

Alluding to 3.1, above.

- Are the ramp gradients and widths mentioned here mandatory and the minimum spec? And what is the situation with refuges please? Eg Under what circumstances must they be installed and what are the specs please? (both of these areas are outside of our control but it is useful information to help determine the route that we undertake improvement works on to make more accessible and also useful information for other parts of the route).

5.5	<p>A steep incline above the steps from The Green limits access to the upper yellow path.</p> <p>A steep incline on the access path from the school entrance to the lower steps is not suitable for all visitors.</p> <p>The yellow path along the upper part of the site becomes uneven, and slippery with a crossfall towards the Bethlehem View end. Sections become challenging and uneven.</p> <p>The path to access the meadow is narrow and has crossfall.</p>	<p>Consider how paths could be improved to reduce gradients and improve surfaces around the site. Providing information on the topography of routes would assist users to understand if they can access them.</p>
-----	---	---

Alluding to 5.5, above

- Is there a spec RE Max crossfall? (I appreciate common sense should come into play but is there any min spec that must be adhered to)?
- Note that I assume the upper yellow path alludes to the section of path to the north of the Red path at the Western end of the route (near the entrance from 'the Green')? This doesn't form part of the route in any case.

Checklist 1 - Approach Routes

1.1 - Is the area within convenient walking distance of -
 Public Highway and Pathways?
 Public Transport e.g. Bus Stops?
 Car parking? (For car parking refer to Checklist 2)

Y / N/A

The is no car parking for the site. On street parking is available around the site or within the Chapel Road car park by Llanharan railway station.
 The nearest bus stop to west of the site is Ysgol Gynradd Brynau on Williams street, or to the east, Llanharan War Memorial bus stop. Both are served by the 64 and 404 services.
 The nearest train station is Llanharan around 500m from the site with journey times from Bridgend of around 10 minutes.

Alluding to the above and also to Checklist 2 in its entirety

- Can you edit here please that there is car parking At Bryncae Community Centre at Powel Drive (immediately to the east of the yellow section of path – the southern most section of the development)? This will likely be the intended and signposted parking spot and setoff point for wheelchair users and others who come by car. (This car park is under the control of the community council).
- Is there any audit information about this approach that you can add in particular to checklist 2? The entrances from the Green, Brynau Primary School and Bethlehem View are included but ideally we require information on the accessibility from the Car park here too as this will be the signposted access point to the yellow section of the route and are areas for which we have responsibility (and direct control)?

5.2 - If a route or pathway is narrow, is there a suitable passing place for wheelchair users?

Y / N/A

Narrow pathways have passing space for wheelchair users.

Alluding to the above.

11. Again for this element, I am possibly labouring the point here but could you provide the minimum spec to be complaint with regards to minimum path widths and the extent and frequency of passing points and the circumstances where they must be provided.

5.6 - Where topography is steep or challenging, is there an alternative, accessible route available? Priority 3
Some areas of the site are not accessible due to the topography and alternative routes are not available.

Alluding to 5.6 above.

12. Specifically which sections of the Red, amber or yellow route are not accessible. (The approaches and parts of the site that you have mentioned not on these routes are noted but it is the main routes that we are most concerned with and the primary purpose of the audit)

7.2 - Do gates and/ or gaps have suitable widths? Y / N/A
Gates have suitable widths. The pedestrian gate from The Green opens to 1550mm wide.
The kissing gate by the school is narrow at 672mm min. but the route is unsuitable for wheelchair users due to the site topography.

Alluding to 7.2 above.

13. What is the minimum width we must achieve please and other than being operable with a closed fist, what other specs should we be aware of?

If you find it easier feel free to call me and I will append this original email as we chat.

Thanks in advance.

Best regards

Leigh Smith
Clerk to the Council.
Llanharan Community Council
Clerk@llanharan-cc.gov.wales
project@llanharan-cc.gov.wales
www.llanharan-cc.gov.wales
Tel: 01443 231430 / 07769 266675

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From: Sophie Malton <smalton@directaccess.group>
Sent: 14 November 2025 10:54
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Cc: Nicholas Holland <nholland@directaccess.group>; Peter Brassington <pbrassington@directaccess.group>
Subject: Re: Llanharan Community Council route access audit.

Hi Leigh,

Thank you for such a quick response.

Please find the Accessibility Audit and Action Plan for Llanharan Bridlepath attached.

The action plan has been placed within excel, should you wish to use it as a working document.

If you have any questions regarding the report, please do let us know.

Kindest regards

photo **Sophie Malton**
Access Project Manager, Direct Access
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smalton@directaccess.group
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From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 14 November 2025 10:24
To: Sophie Malton <smalton@directaccess.group>
Subject: RE: Llanharan Community Council route access audit.

Hi Sophie,

You can use LCC141125001

My name please and the details are:

Llanharan Community Council
Leigh smith
2A Chapel Road, Llanharan.
CF729JJA
Clerk@llanharan-cc.gov.wales

Best regards

Leigh Smith
Clerk to the Council.
Llanharan Community Council
Clerk@llanharan-cc.gov.wales
project@llanharan-cc.gov.wales
www.llanharan-cc.gov.wales
Tel: 01443 231430 / 07769 266675

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From: Sophie Malton <smalton@directaccess.group>
Sent: 14 November 2025 10:00
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Subject: Re: Llanharan Community Council route access audit.

Good morning, Leigh,

I hope this email finds you well.

The access audit report completed by my colleague Nick, is ready to send to yourselves having undergone our quality assurance process.

Please forgive me if I have missed an email, but can you please confirm if there is a PO for the project that we can utilise for invoicing purposes? We require the name of the individual to send our invoice to, alongside details such as email address and address.

Kindest regards

photo 

Sophie Malton
Access Project Manager, Direct Access

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From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 21 October 2025 17:30
To: Nicholas Holland <nholland@directaccessgpn.com>; Sophie Malton <smalton@directaccessgpn.com>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Josh Downing <jdowning@directaccessgpn.com>
Subject: RE: Llanharan Community Council route access audit.

Thanks Nicholas,
Shall we say 12.30pm at the footbridge over the river then? I can meet you myself earlier if you'd like to call into our office at 2A Chapel Road, Llanharan? I'm here from 9.30am.

Regards

Leigh Smith
Clerk to the Council.
Llanharan Community Council
Clerk@llanharan-cc.gov.wales
project@llanharan-cc.gov.wales
www.llanharan-cc.gov.wales
Tel: 01443 231430 / 07769 266675

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From: Nicholas Holland <nholland@directaccessgpn.com>
Sent: 21 October 2025 17:21
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>; Sophie Malton <smalton@directaccessgpn.com>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Josh Downing <jdowning@directaccessgpn.com>
Subject: Re: Llanharan Community Council route access audit.

Hi Leigh,


Yes, I'm able to meet on that day after lunch. I can familiarise myself with the site beforehand and then meet with members.

Thanks,

photo 

Nicholas Holland
Accessibility Consultant, Direct Access

- www.directaccessgpn.com
- nholland@directaccessgpn.com
- +44 (0)1270 626222
- [Popper House, Market Street, Nantwich, Cheshire, CW5 5DQ](#)
- United Kingdom | Ireland | United States | United Arab Emirates



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From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 21 October 2025 5:15 PM
To: Nicholas Holland <nholland@directaccessgpn.com>; Sophie Malton <smalton@directaccessgpn.com>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Josh Downing <jdowning@directaccessgpn.com>
Subject: RE: Llanharan Community Council route access audit.

Hi Nicholas,

Thanks for getting in touch.

Some of the members already have a site meeting elsewhere on that date at 10.30am. Assuming you would need the day I assume it wouldn't be feasible to meet after lunch?

If that is the case would you mind suggesting an alternative day please?

Best regards

Leigh Smith
Clerk to the Council.
Llanharan Community Council
Clerk@llanharan-cc.gov.wales
project@llanharan-cc.gov.wales
www.llanharan-cc.gov.wales
Tel: 01443 231430 / 07769 266675

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From: Nicholas Holland <nholland@directaccessgpn.com>
Sent: 21 October 2025 14:33
To: Sophie Malton <smalton@directaccessgpn.com>; The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Josh Downing <jdowning@directaccessgpn.com>
Subject: RE: Llanharan Community Council route access audit.

Hello Leigh,

I'm the Accessibility Consultant who will complete the audit. I understand it needs to be scheduled as soon as possible, so I can schedule the visit to the site next Tuesday 28th October starting around 9:30am. It would be useful to arrange a short Teams meeting if you are available just to ensure my understanding of what you want to achieve with the audit and which areas to look at are correct.


I'm happy to just work through the site on the 28th but if anyone wants to meet me, I'm also happy to accommodate this but appreciate it may be short notice.

Thanks,

photo 

Nicholas Holland
Accessibility Consultant, Direct Access

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- +44 (0)1270 626222
- [Popper House, Market Street, Nantwich, Cheshire, CW5 5DQ](#)
- United Kingdom | Ireland | United States | United Arab Emirates



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From: Sophie Malton <smalton@directaccessgpn.com>
Sent: 21 October 2025 2:11 PM

To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>; Nicholas Holland <nholland@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Josh Downing <jdowning@directaccess-group>
Subject: Re: Llanharan Community Council route access audit.

Good afternoon, Leigh,

I hope this email finds you well; we are delighted to be working with you and Llanharan Community Council.

I am bringing my colleague, Nick, into the conversation as he will be the consultant carrying out the audit. From your email below, I believe that you would like the audit to be completed ASAP, Nick will be able to collaborate with you on his next availability and would be happy to discuss the audit process further, alongside any key areas of the route that you would like to ensure are highlighted within the report.

We look forward to working with you.

Kindest regards

photo **Sophie Malton**
Access Project Manager, Direct Access
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From: Safina Ahmad <sahmad@directaccess-group>
Sent: 20 October 2025 15:10
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>; Peter Brassington <pbrassington@directaccess-group>; Sophie Malton <smalton@directaccess-group>; Josh Downing <jdowning@directaccess-group>
Subject: RE: Llanharan Community Council route access audit.

Hello Leigh,

That is wonderful news! I've copied in our Project Manager, Sophie, who will be in touch shortly to arrange scheduling. I've also copied Josh from our finance team in case you'll be raising a PO or require a supplier registration form, as I believe this is our first time working with Llanharan Community Council.

We're looking forward to getting started.

With Kindest Regards,

Safina

From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 20 October 2025 15:01
To: Safina Ahmad <sahmad@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Hi Safina,

The Council has accepted your proposal for an Access Audit to the value of £1832 for Route A (The entire route).

Can we make arrangements to carry out the audit ASAP please?

Best regards

Leigh Smith

Clerk to the Council.

Llanharan Community Council

Clerk@llanharan-cc.gov.wales

project@llanharan-cc.gov.wales

www.llanharan-cc.gov.wales

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From: The Clerk / Project Officer
Sent: 15 October 2025 12:14
To: Safina Ahmad <sahmad@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Hi Safina,

No need. Thanks for coming back to me.

regards

Leigh Smith

Clerk to the Council.

Llanharan Community Council

Clerk@llanharan-cc.gov.wales

project@llanharan-cc.gov.wales

www.llanharan-cc.gov.wales

Tel: 01443 231430 / 07769 266675

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From: Safina Ahmad <sahmad@directaccess-group>
Sent: 13 October 2025 15:51
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

No Problem. Shall I go ahead and adapt the quote to make this clear?

From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 13 October 2025 15:48
To: Safina Ahmad <sahmad@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Thanks Safina, much appreciated

Sent from **Outlook for iOS**

From: Safina Ahmad <sahmad@directaccess-group>
Sent: Monday, October 13, 2025 3:36:52 PM
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Hi Leigh,

My apologies. Yes, the quote does include the totality of the routes shown (red, blue, orange, yellow, green).

With Kindest Regards,

Safina

From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 13 October 2025 14:55
To: Safina Ahmad <sahmad@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Hi Safina,

Can you drop me a line as a matter of urgency please to confirm that as well as Route A and B your quote incorporates the path to the south (in Yellow) and the path and Bridge section (in orange)?

Regards

Leigh Smith

Clerk to the Council.

Llanharan Community Council

Clerk@llanharan-cc.gov.wales

project@llanharan-cc.gov.wales

www.llanharan-cc.gov.wales

Tel: 01443 231430 / 07769 266675

Mae'r neges ar gyfer y person / pobl enwedig yn unig. Gall gynnwys gwybodaeth bersonol, sensitif neu gyfrinachol. Os nad chi yw'r person a enwyd (neu os nad oes gyda chi'r awdurdod i'w derbyn ar ran y person a enwyd) chewch chi ddim ei chopio neu'i defnyddio, neu'i datgelu i berson arall. Os ydych chi wedi derbyn y neges ar gam, rhwng wybod i'r sawl sy wedi anfon y neges ar unwaith. Mae'n bosibl y bydd holl negeseuon yn cael eu cofnodi a/neu fonitro unol â'r ddeddfwrthedd berthnasol.

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From: The Clerk / Project Officer
Sent: 07 October 2025 12:32
To: Safina Ahmad <sahmad@directaccess-group>
Cc: Chris <chris.parker@llanharan-cc.gov.wales>; Rebecca Jenkins <Rebecca.Jenkins@llanharan-cc.gov.wales>
Subject: RE: Llanharan Community Council route access audit.

Good morning Safina,

Can I just confirm that as well as Route A and B your quote incorporates the path to the south (in Yellow) and the path and Bridge section (in orange)?

If not can you re-price to include these please as these will need to be included in both options?

Apologies if I was unclear

Leigh Smith

Clerk to the Council.

Llanharan Community Council

Clerk@llanharan-cc.gov.wales

project@llanharan-cc.gov.wales

www.llanharan-cc.gov.wales

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From: Safina Ahmad <sahmad@directaccess.group>
Sent: 25 September 2025 17:59
To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Subject: Re: Llanharan Community Council route access audit.

Hello Leigh,

I hope you are well. Please forgive the delay in getting this to you; I needed to get input from our outdoor specialists who as you can imagine, are rushing to get as much of the booked fieldwork completed as possible, before the worst of the autumn weather sets in. Please find attached our proposal for the Accessibility Audit of the Llanharan multi-user route, prepared in line with your request for Route A (1.23 miles) and Route B (0.53 miles). The proposal sets out our methodology, standards, and audit process, together with indicative costs for both scope options. Do let me know if you would like to discuss the proposal further or to adapt elements to suit the Council's priorities. Thank you once again for the opportunity to support Llanharan Community Council in making this route inclusive and accessible for all. I look forward to hearing your thoughts.

With Kindest Regards,
Safina

From: The Clerk / Project Officer <project@llanharan-cc.gov.wales>
Sent: 09 September 2025 17:28
To: Safina Ahmad <sahmad@directaccess.group>
Subject: Llanharan Community Council route access audit.

Hi Safina,

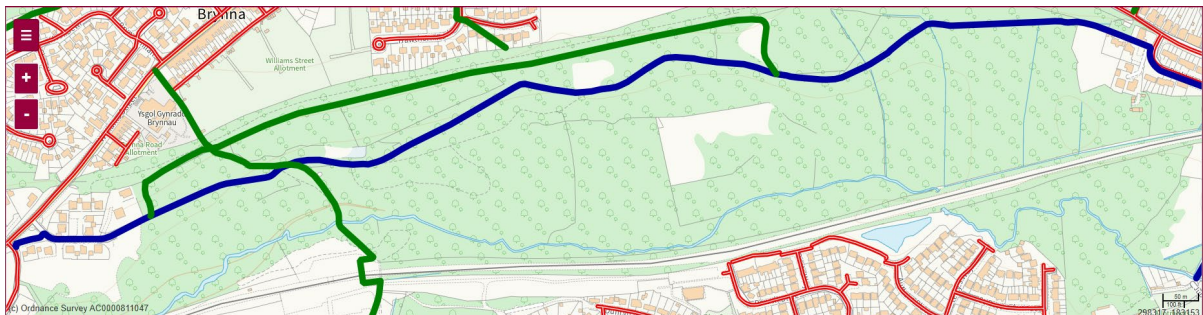
As discussed could you give us a quote for 2 options please.

Route A - All of the route shown below - approximately 1.23 miles.

Route B - The route shown below but excluding the red line to the east of the orange line so approx. 0.53 miles.

The yellow line is currently a permissive footpath so fairly level and consistent.

The orange and red lines are through the woods and so gradient, width and surface vary.



If you require any further information please don't hesitate to ask.

Best regards

Leigh Smith

Clerk to the Council.

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From: Safina Ahmad <sahmad@directaccess.group>

Sent: 22 August 2025 10:11

To: The Clerk / Project Officer <project@llanharan-cc.gov.wales>

Cc: Sophie Maltson <smaltson@directaccess.group>; Tom Morgan <tmorgan@directaccess.group>

Subject: Bridle Path Audit

Good Morning Leigh,

It was great to speak to you yesterday. Thank you for taking the time to share details of your ambitions for the bridle path.

The audit will include a site visit to review the full route, assessing gradients, surfaces, bridge design, and other key features. Findings will be benchmarked against recognised guidance such as *Paths for All* and BS 8300, with a detailed report setting out achievable specifications, and recommendations to inform the next stage of the project. The report will of course focus on the priorities you discussed.

The cost for the audit and written report is likely to be in the region of £2,800. To provide a formal proposal, it would be very helpful if you could kindly share a map confirming the full extent and length of the route.

I look forward to your reply.

With Kindest Regards,

Safina



Safina Ahmad
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