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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Bridgend County Borough Council

Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB



Rydym yn croesawu gohebiaeth yn Gymraeg. Rhowch wybod i ni os mai Cymraeg yw eich dewis iaith.

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.



Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513
Gofynnwch am / Ask for: Gwasanaethau Democrataidd

Ein cyf / Our ref:
Eich cyf / Your ref:

Dyddiad/Date: Dydd Llun, 29 Medi 2025

Annwyl Cynghorydd,

**CYFARFOD HYNOD O PWYLLGOR TROSOLWG A CHRAFFU CYMUNEDAU, YR
AMGYLCHEDD A THAI (PWYLLGOR TROSOLWG A CHRAFFU PWNC 3 YN FLAENOROL)**

Cynhelir Cyfarfod Hynod Pwyllgor Trosolwg a Chraffu Cymunedau, yr Amgylchedd a Thai (Pwyllgor Trosolwg a Chraffu Pwnc 3 yn Flaenorol) Hybrid trwy Siambr y Cyngor, Swyddfeydd Dinesig, Stryd yr Angel, Penybont ar Ogwr / o bell trwy Microsoft Teams ar **Dydd Gwener, 3 Hydref 2025** am **11:30**.

AGENDA

1 Ymddiheuriadau am absenoldeb

Derbyn ymddiheuriadau am absenoldeb gan Aelodau.

2 Datganiadau o fuddiant

Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.

Gwahoddwyr:

Y Cyngorydd Neelo Farr - Aelod Cabinet dros Adfywiad, Datblygiad Economaidd a Thai
Y Cyngorydd Paul Davies - Aelod Cabinet dros Newid yn yr Hinsawdd a'r Amgylchedd

Janine Nightingale - Cyfarwyddwr Corfforaethol – Cymunedau
Delyth Webb – Rheolwr Grŵp – Adfywio Strategol

Nodyn: Bydd hwn yn gyfarfod Hybrid a bydd Aelodau a Swyddogion mynychu trwy Siambr y Cyngor, Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr / o bell Trwy Timau Microsoft. Bydd y cyfarfod cael ei recordio i'w drosglwyddo drwy wefan y Cyngor. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643148 / 643694 / 643513 / 643159.

Yn ddiffuant

K Watson

Prif Swyddog, Gwasanaethau Cyfreithiol a Rheoleiddio, AD a Pholisi Corfforaethol

Dosbarthiad:

Cynghorwr:

H T Bennett

JPD Blundell

N Clarke

O Clatworthy

RJ Collins

C Davies

C L C Davies

GC Haines

W J Kendall

J E Pratt

G Walter

I Williams

MJ Williams

T Wood

Meeting of:	EXTRAORDINARY COMMUNITIES, ENVIRONMENT AND HOUSING OVERVIEW AND SCRUTINY COMMITTEE
Date of Meeting:	3 OCTOBER 2025
Report Title:	CALL-IN OF CABINET DECISION: BRIDGEND TOWN CENTRE ACCESS
Report Owner / Corporate Director:	CHIEF OFFICER – LEGAL & REGULATORY SERVICES, HR & ELECTORAL SERVICES
Responsible Officer:	MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER - SCRUTINY
Policy Framework and Procedure Rules:	The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend. Any change to the structure of the Scrutiny Committees and the procedures relating to them would require the Bridgend County Borough Council Constitution to be updated.
Executive Summary:	A Call-In Notice has been received and following consultation with the Scrutiny Chairs, an Extraordinary meeting of the Communities, Environment and Housing Overview and Scrutiny Committee has been arranged to consider the Call In of the decision of Cabinet on 23 September 2025 in relation to the Bridgend Town Centre Access. The role of the Committee within the Call-In process is to consider the proposed decision taken by Cabinet including the reasons for the decision, factors taken into account by Cabinet when making the decision and whether the decision is in line with corporate priorities and policies. Following consideration of the decision, the Committee may recommend that the decision be reconsidered by the Cabinet, setting out in writing the nature of its concerns. If referred to the Cabinet, it must be

	reconsidered by Cabinet within a further seven clear working days, amending the decision or not, before adopting a final decision. If the Committee does not refer the matter back to the Cabinet, the decision may be determined on the date of the Overview and Scrutiny Committee meeting.
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1. Purpose of Report

- 1.1 The purpose of this report is to enable the Committee to consider the decision of Cabinet of 23 September 2025 in relation to the Bridgend Town Centre Access.

2. Background

- 2.1 In accordance with Section 7.23 of the Council's Constitution, which states that four Members of an Overview and Scrutiny Committee, and a Scrutiny Chair, are needed for a decision to be called in, a Notice of Call-In has been received from four Members and a Chair, requesting that the Executive decision made by Cabinet on the 23 September 2025 be Called-In.
- 2.2 For the purposes of informing the Committee more fully regarding the reasons for Call-In, the following appendices have been attached:
- **Appendix A** – Cabinet Decision Record of 23 September 2025;
 - **Appendix B** – Notice of Call-In Form;
 - **Appendix C** – Report of the Corporate Director Communities: Bridgend Town Centre Access.

3. Current situation / proposal

- 3.1 The role of Councillors exercising Overview and Scrutiny is, amongst other things, to ensure that the development of the Council's policies and the way they are being implemented reflect the needs and priorities of local Communities in the County Borough. As such, in holding to account the Cabinet for the efficient exercise of the executive function, the Overview & Scrutiny process aims to strengthen accountability for the decisions and performance of Bridgend County Borough Council.
- 3.2 Four Members of Overview and Scrutiny Committees and one Scrutiny Chair have requested to Call-In the Cabinet decision of 23 September 2025.
- 3.3 The role of the Committee within the Call-In process is to consider the proposed decision taken by Cabinet including the reasons for the decision, factors taken into account by Cabinet when making the decision and whether the decision is in line with corporate priorities and policies. Details as to the reasons for Call-In are provided in the notice of Call-In at **Appendix B**.
- 3.4 Following consideration of the decision, the Committee may recommend that the decision be reconsidered by the Cabinet, setting out in writing the nature of its

concerns. If referred to the Cabinet, it must be reconsidered by Cabinet within a further seven clear working days, amending the decision or not, before adopting a final decision. If the Committee does not refer the matter back to the Cabinet, the decision may be determined on the date of the Overview and Scrutiny Committee meeting.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The equality implications are outlined in Section 4 of the Cabinet report attached as **Appendix C**.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 An assessment under the Well-being of Future Generations (Wales) Act 2015 has been made and is outlined in Section 5 of the Cabinet report attached at **Appendix C**.

6. Climate Change and Nature Implications

- 6.1 The Climate Change and Nature Implications are outlined in Section 6 of the Cabinet report attached as **Appendix C**.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

- 8.1 The financial implications are outlined in Section 8 of the Cabinet report attached as **Appendix C**.

9. Recommendation

- 9.1 The Committee is asked to consider the Cabinet decision of 23 September 2025 relating to Bridgend Town Centre Access and to determine whether it wishes to either:

a) refer the decision back to Cabinet for reconsideration;

Or:

b) decide not to refer the matter back to the Cabinet.

Background documents

None.

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MINUTES OF A MEETING OF THE CABINET HELD HYBRID IN THE COUNCIL CHAMBER - CIVIC OFFICES, ANGEL STREET, BRIDGEND, CF31 4WB / REMOTELY VIA MICROSOFT TEAMS ON TUESDAY, 23 SEPTEMBER 2025 AT 14:30

Present

Councillor JC Spanswick – Chairperson

N Farr
P Davies

J Gebbie
M Jones

HM Williams

E L P Caparros

Officers:

Jake Morgan
Nimi Chandrasena
Carys Lord
Claire Marchant
Janine Nightingale
Kelly Watson
Lindsay Harvey
Michael Pitman
Jonathan Parsons
Adam Provoost

Chief Executive
Democratic Services Officer - Support
Chief Officer - Finance, Housing & Change
Corporate Director - Social Services and Wellbeing
Corporate Director - Communities
Chief Officer - Legal & Regulatory Services, HR & Corporate Policy
Corporate Director - Education, Early Years & Young People
Technical Support Officer – Democratic Services
Group Manager Development
Senior Development Planning Officer

517. Apologies for Absence

Decision Made	Cllr Melanie Evans
Date Decision Made	23 September 2025

518. Declarations of Interest

Decision Made	None
Date Decision Made	23 September 2025

519. Approval of Minutes

Decision Made	<u>RESOLVED:</u> That the minutes of the 22/07/2025 be approved as a true and accurate record.
Date Decision Made	23 September 2025

520. Bridgend Town Centre Access

Decision Made	<u>RESOLVED:</u> That Cabinet: 1. Delegated authority to the Corporate Director Communities to:- (i) pursue an 18-month ETRO for the extension of loading and unloading hours to 11:00 and recommence it after 16:00, with additional flexibility allowed for emergency situations and events; (ii) pursue an 18-month ETRO to permit cycling within the pedestrianised area, subject to the satisfactory completion of the safety risk assessments; (iii) pursue an 18-month ETRO for the conversion of under-utilised taxi bays on Derwen Road to Blue-badge parking bays. 2. Delegated authority to the Corporate Director Communities to establish monitoring and evaluation arrangements for the Experimental Traffic Regulation Order (ETRO) and to modify, suspend or revoke the Order if required, during the experimental period. With the amendment to add “in consultation with the appropriate cabinet member.” 3. Delegated authority to the Corporate Director Communities, in consultation with the Chief Officer – Finance, Housing & Change and Chief Officer - Legal & Regulatory Services, HR & Electoral, to submit and accept external funding, award and enter into contracts, agreements and other legal documentation on behalf of the Council which is necessary to deliver the measures.
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	4. Noted that a further report will be presented to Cabinet proposing a permanent position in respect of the Experimental Traffic Regulation Orders (ETRO); 5. Noted that a further report will be presented to Cabinet on Bridgend Town Centre Masterplan projects.
Date Decision Made	23 September 2025

521. Draft Outdoor Recreation Facilities Supplementary Planning Guidance

Decision Made	<u>RESOLVED:</u> That Cabinet: 1. Noted the contents of this report and the consultation responses received on the draft Outdoor Recreation Facilities SPG, together with resultant amendments attached as Appendix 2. 2. Approved presenting the final form Outdoor Recreation Facilities SPG (Appendix 1) to Council to seek its adoption.
Date Decision Made	23 September 2025

522. Draft Houses in Multiple Occupation Supplementary Planning Guidance

Decision Made	<u>RESOLVED:</u> That Cabinet: 1. Approved the draft HMO SPG (Appendix 1) as the basis for a public consultation period of 6 weeks; 2. Authorised the Corporate Director - Communities and Group Manager - Planning and Development Services to make minor presentational changes, typographical or factual corrections as necessary prior to public consultation; and
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	3. Authorised the Corporate Director - Communities and Group Manager - Planning and Development Services to undertake the public consultation for a period of 6 weeks and to report the results of the public consultation back to Cabinet for approval and then to send the report to Council and seek adoption of the final HMO SPG. 4. Amended Table 2 of the report, to start contributions for allotments and local areas for play (LAP) for developments of 11 to 50 dwellings.
Date Decision Made	23 September 2025

523. Treasury Management Quarter 1 Report 2025-26

Decision Made	<u>RESOLVED:</u> That Cabinet: 1. Noted the treasury management activities for the quarter ending 30 June 2025. 2. Noted the Treasury Management Indicators for the period 1 April 2025 to 30 June 2025 against those approved in the Treasury Management Strategy 2025-26.
Date Decision Made	23 September 2025

524. Anti-Money Laundering Policy

Decision Made	<u>RESOLVED:</u> That Cabinet approved the updated Anti-Money Laundering Policy at Appendix A.
Date Decision Made	23 September 2025

525. **Social Services Representations and Complaints Annual Report
2024/25**

Decision Made	<u>RESOLVED</u> : That Cabinet approved the Annual Report on Social Services Representations and Complaints for 2024/25.
Date Decision Made	23 September 2025

526. **Delegated Authority Policy**

Decision Made	<u>RESOLVED</u> : That Cabinet approved the implementation of the Delegated Authority policy into the Social Services and Wellbeing Directorate (Appendix 1).
Date Decision Made	23 September 2025

527. **Outcomes Of Estyn Inspections Of Schools In Bridgend During
Spring Term 2025**

Decision Made	<u>RESOLVED</u> : That Cabinet noted the content of this report.
Date Decision Made	23 September 2025

528. **Cabinet, Council and Overview and Scrutiny Committees Forward
Work Programmes**

Decision Made	<u>RESOLVED</u> : That Cabinet amended the recommendation from Approve to Note, and therefor
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	1. Noted the Cabinet Forward Work Programme for the period 1 September 2025 to 28 February 2026 at Appendix 1; 2. Noted the Council and Overview and Scrutiny Committees' Forward Work Programmes for the same period, as shown at Appendix 2 and Appendix 3 of the report, respectively.
Date Decision Made	23 September 2025

529. Information Report for Noting

Decision Made	<u>RESOLVED</u> : That Cabinet acknowledged the publication of the report referred to in paragraph 3.1 of the report.
Date Decision Made	23 September 2025

530. Urgent Items

Decision Made	None
Date Decision Made	23 September 2025

531. Exclusion of the Public

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Decision Made	RESOLVED: The following items were not for publication as it contained exempt information as defined in Paragraphs 14 of Part 4 and Paragraph 21 of Part 5, Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007. Following the application of the public interest test the committee resolved pursuant to the Act to consider these items in private, with the public being excluded from the meeting during such consideration.
Date Decision Made	23 September 2025

532. Approval of Exempt Minutes

Decision Made	This item was exempt
Date Decision Made	23 September 2025

The meeting finished at 4:55pm

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Notice of 'Call-In'

Committee: Overview & Scrutiny Committee

1. Decision Subject To Call-In:

Title: Details inc date

Bridgend Town Centre Access – Tuesday 23 rd September 2025

2. Member(s) of the Committee Wishing to Call the Decision In

Name

Cllr Steven Bletsoe

Cllr Steven Easterbrook

Cllr Freya Bletsoe – Chair Scrutiny Committee Social Services, Health and Wellbeing

Cllr Ian Spiller

Cllr Tim Wood

3. Reasons for the Call-In

Decision made:-

- | |
|---|
| <ol style="list-style-type: none">1. Delegated authority to the Corporate Director Communities to:- (i) pursue an 18-month ETRO for the extension of loading and unloading hours to 11:00 and recommence it after 16:00, with additional flexibility allowed for emergency situations and events; (ii) pursue an 18-month ETRO to permit cycling within the pedestrianised area, subject to the satisfactory completion of the safety risk assessments; (iii) pursue an 18-month ETRO for the conversion of under-utilised taxi bays on Derwen Road to Blue-badge parking bays. |
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Various reasons including but not exclusive to those listed below:
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| <ul style="list-style-type: none">• There was a general lack of professional curiosity throughout the questions from Cabinet in relation to the correlation of the details in the report from the consultants and recommendations from Officers, which they subsequently approved. For example:-• Recommendation 9.1 (i) states “pursue an 18-month ETRO for the extension of loading and unloading hours to 11:00 and recommence it after 16:00, with additional flexibility allowed for emergency situations and events” and the Corporate Director states at 04:30 of the recording that “The Bridgend town centre pedestrianisation was first completed back in November 2004 and since that time traders have subsequently indicated that the associated access restrictions are affecting footfall and also economic performance of the town centre. Now the Bridgend town centre Plan assessed the findings from previous access studies and it concluded that we should look at options for improving town centre access and but these must take account of changes in national policy and guidance” However, this proposal of an 18 month ETRO from the extension of loading and unloading hours does not |
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increase access for those seeking to use Bridgend Town Centre shops, it simply increases the amount of time that people can load and unload vehicles. The definition of loading/unloading vehicles under UK legislation is "Loading and unloading vehicles involves the continuous process of moving goods to and from a vehicle, requiring the vehicle to be stopped for the time necessary to complete the task, including any necessary checks of the goods or paperwork. The activity must be continuous, and the vehicle must be moved as soon as loading or unloading is finished. Non-commercial activities like shopping or having a chat do not count as loading or unloading, and for commercial deliveries, the goods must be ready for collection or delivery" This ability to load and unload a vehicle in Bridgend Town Centre does **not** allow shoppers to shop in Bridgend Town Centre. The proposal to extend the hours that the barrier is "down" does not improve access for those who the traders are seeking to improve access. There is a 24 hour "no parking" and a "loading/unloading only" traffic order that covers Bridgend Town Centre and the fact that people park in the town is purely down to the decision of the authority not to enforce the traffic order in place, when the barrier is lowered. Currently during the hours of 6pm to 10am vehicles are parked in Bridgend Town Centre in contravention of that traffic order and the extension of the times of the barrier being lowered does nothing to address that. For this proposal to work, it requires a change to that order at the same time, not just the extension of time that the barrier is lowered. There was no questioning of the Officers over this point and there should have been.

- At 05:50 of the recording of the meeting the Corporate Directors states "Now the study concluded that options two and three, as set out in paragraph 2.2 of your report, would reintroduce significant traffic volumes into Bridgend, and it would also impact the street typology from pedestrian priority. And it would necessitate kerb up stands, and both of those things conflict, I'm afraid, with both national and local policy. So, option one was what they felt that we should go forward with, which was supported by complementary multimodal package." Firstly, there is no reference at all to the "National or Local Policies", at no point does the report detail how proposal 2 and 3 conflict with them. In the absence of this detail in the report, there were no questions from any Cabinet member as to the details of the policies and how the proposals conflict with them. Most importantly there were no questions from the Cabinet to why options 2 and 3 were included in the public consultation if they conflicted with national and local policies.
- The kerb height of the route along Queen Street, Dunraven Place and Market Street is low in places, but it is not unique in Bridgend Town Centre. This kerb height is identical to the area of road/pavement on Nolton Street between Derwen Road and Rhiw Hill, in fact the kerbs on the proposed route are higher than that of the kerbs on Nolton Street, which was recently resurfaced and deemed to be a lawful and safe layout. From records, there have been no accidents between pedestrians and vehicles on this stretch of road and it remains open at present. There were no questions from cabinet on this matter and no scrutiny as to why options two and three were discounted on the basis that a road in the Town Centre, barely 100m away from the proposed scheme are of identical kerb height and are safe and lawful for vehicles and pedestrians to access 24 hours a day, 7 days a week. Current Cabinet members are aware of this fact as it was pointed out to them in a previous "walk around" Bridgend Town Centre with local members who cover the area. Cabinet, knowing this, should therefore have questioned this statement and received satisfactory answers before making their decision.
- Page 41 of the report shows that under the question "Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?" 56% of respondents stated "Yes, at all times", 22% stated "No" and 19% "Yes, but only outside of the busiest pedestrian times." Therefore, the Officer's recommendations are based on the lowest supported option (other than "Not Sure"). There was no

questioning from Cabinet as to why the recommendation was for the lowest supported option and the public would rightly expect scrutiny of that decision. They were asked to voice their opinion and those who voted “Yes at all times” or “No” deserve an answer as to why their voice (which was the majority and second highest response) has been bypassed for the third highest answer. Failure of the Cabinet to ask this question and receive an adequate answer fails the public and undermines the findings of the entire survey. If, as the Corporate Director stated in the meeting, that options 2 and 3 were not possible to progress due conflicting with national and local policies then Cabinet should have questioned why two of the three options made available in the public consultation were not possible and that the public were in fact being given “Hobson’s Choice” and only one of the three options was possible. Cabinet failed to ask this question when the public would rightly question this fact. An answer is needed on this important matter.

- Section 2.3 of the cover report on page 26 of the Cabinet Papers states “external funding for their implementation is unlikely to be available” in relation to options 2 and 3 available for reintroduction of traffic. No Cabinet member asked what work had been done in relation to coming to this conclusion, there is no reference to this matter in the consultation report. No Cabinet Member asked about the use of the word “unlikely” as it is not a definitive response. It is not a Yes or No, it is “unlikely” and needs full clarification before the Cabinet comes to their decision to approve the recommendation.
- It is stated in the report and reaffirmed by the Corporate Director that this proposal is to “introduce an 18-month Experimental Traffic Regulation Order (ETRO)” although there is no reference in the report or during the presentation as to why a period of 18 months has been selected. During the meeting it is referenced that it is a “flexible order” that could see changes to the hours of the barriers status of being either “open or closed” but no reference at all to any other additional measures that could be implemented if the survey of effectiveness is not achieved. Cabinet should have questioned why a period of 18 months had been recommended as the timescales and what other options could be available to support the recommendations. They did not do this and therefore additional scrutiny of this is required through the call in process.
- During the scrutiny of the paper, Cabinet asked what the success of the proposals would be and how they would be measured. The answer was given that the lack of any accidents or incidents would be used to measure the success, however the view of those who have signed this “call in” is that there needs to be a view of residents as to whether they have seen improved access and the views of traders to whether they have seen improved trading should have been added as performance indicator. Whilst safety of pedestrians is paramount, the commercial impact of the ETRO should be considered as a measurement. It should have been requested by the Cabinet to be included into the recommendations and it wasn’t. We ask that this matter is scrutinised properly and considered by the committee and that more detailed KPIs are attached to the period of review so that a greater understanding of the effectiveness of the experiment can be understood and acted on.
- Recommendation 9.1 (ii) states “pursue an 18-month ETRO to permit cycling within the pedestrianised area, subject to the satisfactory completion of the safety risk assessments” yet 3.4.1 of the consultant’s report (page 42 of the papers shows that 37% of people stated “Yes” to the question “Should cycling be allowed in the town centre during pedestrianised hours?” an exactly similar amount of 37% stated “No” to that question and 19% stated “Yes, but with some restrictions e.g. certain times and areas”.

On this basis, as many residents who took part in the survey stated that No, they would not like to see cycling allowed in the town centre as they stated Yes. Yet, the Cabinet did not challenge the Officers to justify why the recommendation was put forward on the basis that 37% of people (an equal amount) said No.

In relation to those who stated Yes, with restrictions, there were no questions from the Cabinet around the details of those restrictions would be and on the basis that the Yes was caveated with the need to control either the times or the locations, the Cabinet approved the decision without any clear detail on what those controls would be. There were general questions around the point, but nothing of any detail for those who voted in this way to understand what would be in place. That Yes would easily be a No if the respondents were not happy with the controls in place and the Cabinet should have sought details on the controls before accepting the recommendations. Failure to know what the restrictions are and whether they would be acceptable to that 19% could in fact lead to 56% of respondents saying No to this question, if they are unhappy with the restrictions in place. Cabinet should have sought answers to this and been happy with the responses on behalf of this 19% of respondents.

- There was a report on Bridgend Town Centre Access on 7th June 2016 which can be found at [160607 5 Bridgend Town Centre Access Report.pdf](#) In that report the Cabinet of BCBC of the day approved the following recommendations:-

8.1.1 Consider the key findings of the Queen Street, Dunraven Place Market Street Access Study;

8.1.2 Note the recommendations contained therein; and if the recommendations are accepted, to:

8.1.3 Authorise officers to undertake the necessary consultation outlined in the report;

8.1.4 Authorise officers to consider external funding options to meet the implementation costs, in the event that the consultation process indicates a positive response to the proposal to change the pedestrianisation order;

8.1.5 Receive a further report upon completion of the consultation exercise together with the findings of the full EIA and any potential external funding options.

Despite reference being made to the recent motion of Full Council from Councillor Ian Williams, there is no reference in the report to the above resolution of Cabinet or acknowledgement of this public consultation that led to the report which also showed overwhelming support for the full re-introduction of controlled vehicles into the area proposed. Failure of the Cabinet to question this and make reference to the findings of that report and subsequent resolution is a failing of the public and their stated wishes

- Therefore, we believe that the decision has not been properly scrutinised or considered, the necessary questions have not been asked or answered and that the Cabinet have not shown proper scrutiny of a report to them that is not supported by the results of the public consultation included in it. On that basis we believe that it requires further scrutiny before a decision to approve the recommendations is reached.

Meeting of:	CABINET
Date of Meeting:	23 SEPTEMBER 2025
Report Title:	BRIDGEND TOWN CENTRE ACCESS
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	DELYTH WEBB GROUP MANAGER STRATEGIC REGENERATION
Policy Framework and Procedure Rules:	There is no effect upon the Policy Framework and Procedure Rules.
Executive Summary:	The report provides a detailed update on the Bridgend Town Centre Access proposal and seeks Cabinet approval to progress with a package of measures to provide greater flexibility to town centre loading and unloading restrictions, more flexibility on Traffic Regulation Order (TRO) exemptions during times that the bollards are raised, improved access for cycling, and increased blue badge parking on Derwen Road. These measures would be on an 18-month trial basis, subject to continual monitoring.

1. Purpose of Report

- 1.1. The purpose of this report is to provide Cabinet with an update on the Bridgend Town Centre Access project and seek approval to introduce an 18-month Experimental Traffic Regulation Order (ETRO) comprising the following measures:
- increased flexibility for loading and unloading;
 - additional exemptions to existing Traffic Regulation Orders (TROs) when protective bollards are raised;
 - improved access and secure parking for cycling; and
 - expanded Blue-badge parking provision on Derwen Road.
- 1.2 It should be noted that improved access to the town centre will not serve as a panacea for the wider challenges it faces. Meaningful regeneration will require a combination of this and other town centre initiatives. It is proposed that an update on the Bridgend Town Centre Masterplan (2021) projects be presented to a future Cabinet meeting.

- 1.3 This report also seeks delegated authority for the Corporate Director – Communities to finalise the detail design, progress the ETRO and bring it into force, establish monitoring and evaluation arrangements, and submit or accept any external funding required to deliver the scheme.

2. Background

- 2.1 Bridgend town-centre pedestrianisation was completed in November 2004. Traders have subsequently indicated that the associated access restrictions are adversely affecting footfall and economic performance.

- 2.2 The Bridgend Town Centre Masterplan assessed the findings from previous Town Centre Access studies and concluded that options for improved town centre access should be explored further to account for changes in National Policy and guidance. Atkins Réalis were appointed in 2023, to look at options for improved accessibility in the Town Centre, including three access options for Queen Street, Dunraven Place and Market Street: These included the following:-

- **Option 1** – shorten the pedestrianised period while retaining delivery access outside those hours.
- **Option 2** – allow all traffic outside a core pedestrian window while retaining the northbound one-way system.
- **Option 3** – permit all traffic at all times while retaining the one-way layout.

- 2.3 The study concluded that Options 2 and 3 would re-introduce significant traffic volumes, alter the street typology from Pedestrian Priority to Informal and necessitate kerb upstands of at least 60 mm. Both options conflicted with national and local policy, and external funding for their implementation is unlikely to be available.

- 2.4 Option 1, supported by a complementary multi-modal package (revised pedestrian hours, cycling provision, way-finding, peripheral bus-stop enhancements and an updated parking strategy for more than 700 edge-of-centre spaces), was therefore recommended. Cabinet endorsed this approach in November 2023. Officers and consultants subsequently prepared a draft scheme focusing on extended loading and unloading, cycling access and additional disabled parking, in readiness for public engagement.

3. Current situation / proposal

- 3.1 Following on from the Atkins Realis study and recommendation (2024) a town centre access scheme was refined through internal officer discussions, an independent Stage 1 Road Safety Audit (RSA) on-street traffic surveys and ongoing safety risk assessments. The RSA highlighted a potential increase in cyclist–pedestrian interactions and advised that any amendments should consider an Experimental Traffic Regulation Order (ETRO) to allow post-implementation monitoring and, if required, adjustment.

- 3.2 Public consultation was held from 4 April to 2 May 2025. It sought views on extending loading and unloading hours, permitting cycling with improved cycle parking, and introducing additional blue-badge bays on Derwen Road. The consultation was publicised via social media, the Council e-newsletter, bilingual leaflets delivered to more than 400 town-centre businesses, three stakeholder webinars, two staffed drop-in sessions at The Bridge, and paper surveys on request.

- 3.3 On 15 January 2025 Full Council endorsed a Motion, requesting Cabinet to consider a partial re introduction of traffic. Following a meeting with Cabinet and Bridgend Town Centre Councillors, the consultation questionnaire was amended accordingly to establish whether there continued to be public demand for access to all traffic through Queen Street, Dunraven Place and Market Street. The intention was not to propose the re-introduction of general traffic as part of the current proposal, but to gauge public opinion on pursuing restoring all general traffic to the three streets in the future. The questionnaire results focus in the main on what is proposed in the Atkins Report which was previously endorsed by Cabinet. The current proposal is the first positive stage in improving Bridgend Town Centre Access. As the town centre continues to develop the proposal to re-introduced general traffic will be explored further, but currently the re-introduction of general traffic through the town centre is contrary to current planning policy. There would also be a requirement to implement significant highway engineering works to meet current design standards and ensure the safety of vulnerable users. This would be subject to detailed design and funding, noting that the lack of policy alignment would make a successful external funding bid difficult to achieve.
- 3.4 It should also be noted that the Atkins Realis report (2024) identified from a benchmarking review that there is no clear evidence that re-introducing vehicular traffic into a town centre would result in an increase in economic activity. Even so, the gathering of public views on the matter is of value to inform future decision-making, in the event of the Council deeming the potential benefits to outweigh the risks.
- 3.5 The consultation generated 760 responses (758 online, one paper and one email) and 17 attendees at the drop-in sessions. An overview of the feedback indicated the following, with a full copy of the consultation responses attached as **Appendix 1**.
- 60 per cent support for extending loading and unloading (28 per cent opposed, 2 per cent favoured shorter hours, 10 per cent unsure);
 - 56 per cent support for permitting cycling within the pedestrian area, comprising 37 per cent unqualified support and 19 per cent conditional support (37 per cent opposed, 7 per cent unsure);
 - 64 per cent support for introducing additional Blue-badge parking on Derwen Road (22 per cent opposed, 14 per cent unsure).
- 3.6 Taking account of the evidence and consultation feedback, and subject to completion of the external safety risk assessments, it is proposed to introduce an 18-month Experimental Traffic Regulation Order (ETRO) that would:
- (i) extend loading and unloading until 11:00 and recommence it after 16:00, with additional flexibility for facilitating emergency situations and events;
 - (ii) allow cycling within the pedestrian zones, with localised restrictions if required by the design and risk assessments; and
 - (iii) convert under-utilised taxi bays on Derwen Road to Blue-badge parking, with precise operational times to be established.
- 3.7 The ETRO can be implemented relatively quickly, and at low cost due to the absence of any significant engineering works, delivering early benefits while retaining flexibility. A monitoring, reporting and evaluation regime will be established to evaluate the success of the scheme and this will be reported back to Cabinet at the end of the 18-month period, with recommendations to determine the permanent way forward for the town centre.
4. **Equality implications (including Socio-economic Duty and Welsh Language)**

- 4.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable impacts as a result of this report.
- 4.2 A full EIA has been carried out as part of the development of this strategy, policy or proposal. The full EIA considers the impact of the strategy, policy or proposal on the nine protected characteristics, the Socio-economic Duty and the use of the Welsh Language. Survey materials were available in Welsh and English, and online sessions were offered to stakeholder groups representing protected characteristics. Additional Blue-badge bays on Derwen Road will improve access to the town centre for disabled visitors. The prioritisation of active travel through the retention of a pedestrian and cycle priority zone provides an inclusive alternative to private car use.
- 5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives**
- 5.1 The proposed town-centre interventions will assist in delivering the Council's Corporate Plan well-being objectives 2025-26. In particular, contributing towards well-being objective One: A prosperous place with thriving communities.
- Promote the conditions for economic growth and prosperity, by Improve sustainable and active travel choices.
 - Regenerate our town centres and Valleys.
- 6. Climate Change and Nature Implications**
- 6.1 Any future projects progressed from the Placemaking Plans will be developed to ensure there is no negative impact on the environment and is in line with the commitment to achieve the Council's Net Zero targets. Prioritising walking, cycling and public transport accords with the sustainable-transport hierarchy set out in Llwybr Newydd – The Wales Transport Strategy 2021 and will help reduce emissions from short car trips. This also supports the Corporate Wellbeing Objective number 5.
- 7. Safeguarding and Corporate Parent Implications**
- 7.1 Due regard has been paid to the BCBC Safeguarding Policy which seeks to safeguard and promote the wellbeing of children, young people and adults at risk of abuse or neglect and to ensure that effective practices are in place throughout the Council and its commissioned services. Given the subject matter of this report no negative safeguarding implications have been identified.
- 8. Financial Implications**
- 8.1 Total implementation costs of the Town Centre Access improvements are £102,206. This sum covers legal drafting of the Experimental Traffic Regulation Order, new signage, carriageway markings for Blue-badge bays, secure cycle parking, and monitoring and evaluation.
- 8.2 External Grant of £89,761 (88%) has been secured from Welsh Government Transforming Towns and Shared Prosperity Funding. The match funding of £12,445 is ring fenced within a feasibility earmarked reserve budget specific to this scheme

9. Recommendations

It is recommended that Cabinet:

9.1 Delegate authority to the Corporate Director Communities to:-

- (i) pursue an 18-month ETRO for the extension of loading and unloading hours to 11:00 and recommence it after 16:00, with additional flexibility allowed for emergency situations and events;
- (ii) pursue an 18-month ETRO to permit cycling within the pedestrianised area, subject to the satisfactory completion of the safety risk assessments;
- (iii) pursue an 18-month ETRO for the conversion of under-utilised taxi bays on Derwen Road to Blue-badge parking bays.

9.2 Delegate authority to the Corporate Director Communities to establish monitoring and evaluation arrangements for the Experimental Traffic Regulation Order (ETRO) and to modify, suspend or revoke the Order if required, during the experimental period.

9.3 Delegate authority to the Corporate Director Communities, in consultation with the Chief Officer – Finance, Housing & Change and Chief Officer - Legal & Regulatory Services, HR & Electoral, to submit and accept external funding, award and enter into contracts, agreements and other legal documentation on behalf of the Council which is necessary to deliver the measures.

9.4 Note that a further report will be presented to Cabinet proposing a permanent position in respect of the Experimental Traffic Regulation Orders (ETRO);

9.5 Note that a further report will be presented to Cabinet on Bridgend Town Centre Masterplan projects.

Background Documents:

None

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Link
Transport Planning

**BRIDGEND TOWN CENTRE ACCESS SURVEY
CONSULTATION REPORT**

SEPTEMBER 2025

BRIDGEND COUNTY BOROUGH COUNCIL

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Document Control

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Digital Viewing: This report contains detailed maps that are best viewed in digital format to appreciate their full detail and clarity. We recommend accessing and reviewing this document electronically to ensure optimal visibility of these intricate cartographic elements. The digital version allows for zooming and panning features that enhance the readability and interpretation of the maps, which might not be as effective in a printed version.

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APPENDICES

APPENDIX A – PUBLIC ENGAGEMENT SURVEY FORM

1. INTRODUCTION

1.1 Context

- 1.1.1 Bridgend County Borough Council commissioned Link Transport Planning to support the consultation process for proposed changes to access within Bridgend Town Centre. The project was delivered in partnership with Sustrans Cymru and the Council's Regeneration and Public Engagement teams, ensuring a collaborative and inclusive approach throughout.
- 1.1.2 The consultation was carried out over four weeks, from 4 April to 2 May 2025. A comprehensive marketing strategy was employed to raise awareness and encourage public participation. Various communication channels were used to reach a broad audience and promote engagement.
- 1.1.3 The public survey was made available online via the consultation page on the Council's website. Paper copies could be requested directly from the project team. All versions of the survey were offered in both English and Welsh (**Appendix A**).
- 1.1.4 The consultation focused on multi-modal access to Bridgend Town Centre, following recommendations from a prior study undertaken by Atkins Realis.
- 1.1.5 The consultation sought public feedback on the following proposed changes to town centre access:
- **Extension of loading and unloading hours** within pedestrianised areas to better support local businesses and their customers.
 - **Permitting cycling within pedestrian zones**, accompanied by the introduction of improved cycle parking facilities.
 - **Enhancement of disabled parking provision** through the repurposing of underused areas along Derwen Road.
- 1.1.6 Please note that at the request of Bridgend County Borough Council, an additional survey question was included to assess public views on allowing all traffic access through Queen Street, Dunraven Place and Market Street. Although not part of the recommendations from the Atkins Realis study, which formed the basis of the consultation, the question was added in response to stakeholder feedback to inform future decision-making.
- 1.1.7 A visual summary of these proposed changes, which was included in the public consultation, is presented in Figure 1.

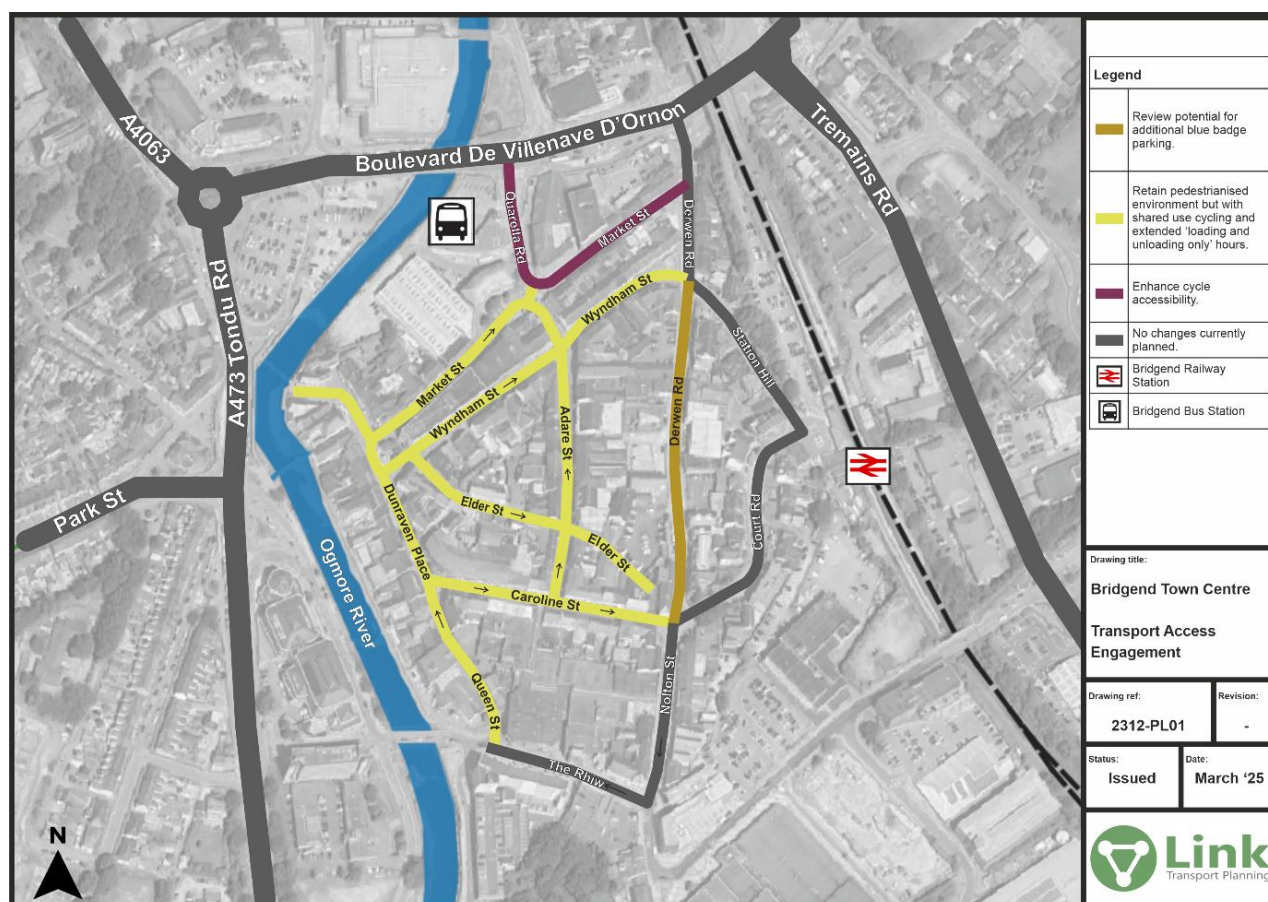


Figure 1: Overview plan for Bridgend Town Centre.

- 1.1.8 The survey included 28 questions, none of which were mandatory, with the participants given flexibility to skip questions they did not want to answer. Additionally, a standard set of equality monitoring questions was included, aligning with best practice for all public-facing surveys.

1.2 Equality Impact Assessment

- 1.2.1 A preliminary Equality Impact Assessment (EqIA) was completed before the consultation period which confirmed a requirement for a full EqIA. The full EqIA has been drafted and is maintained as a live project document. It will be updated to include the public consultation results.

1.3 Purpose

- 1.3.1 This consultation report, along with all supporting data, will be submitted to Bridgend County Borough Council to inform future decision-making.

2. ENGAGEMENT METHODS

2.1 Introduction

- 2.1.1 This chapter outlines all ways the project team engaged with stakeholders throughout the four-week consultation period (4 April to 2 May 2025). It also includes the response rate of these different engagement methods.

2.2 Online Survey

- 2.2.1 The project team developed an online survey, which was hosted on Bridgend Council's engagement platform. The online survey gave respondents the ability to respond on a variety of devices, including laptops and smartphones, and was made available in English and Welsh.
- 2.2.2 The surveys were accessible by visiting the council's website link directly or by following the advertisement on the various social media platforms.
- 2.2.3 A qualitative section within the survey allowed respondents to suggest any alternative considerations residents would like the council and consultants to review.

2.3 Key Stakeholder Groups

- 2.3.1 Details of the consultation were sent to several key stakeholder groups, which are included in Table 1 below.
- 2.3.2 Three online consultation sessions were organised and offered to stakeholders during the first week of May 2025. However, multiple organisations agreed to share the consultation details within their networks as they were unable to participate directly.

Stakeholder	Category	Status
Future Generations Officer	National Groups	Contacted – No response
Children's Commissioner	National Groups	Contacted – No response
Council for Voluntary Youth Work	National Groups	Contacted – No response
Welsh Youth Parliament	National Groups	Contacted – No response
Children in Wales	National Groups	Contacted – No response
Older People's Commissioner	National Groups	Responded – Unable to participate
Age Cymru	National Groups	Contacted – No response
Disability Wales	National Groups	Contacted – No response
RNIB	National Groups	Contacted – No response
Welsh Guide Dogs	National Groups	Contacted – No response
Leonard Cheshire	National Groups	Responded – Unable to participate
Diverse Cymru	National Groups	Contacted – No response
Ramblers	National Groups	Responded – Unable to participate
Living Streets Cymru	National Groups	Contacted – No response
Bridgend Youth Service	Young People	Contacted – No response
Bridgend Youth Development	Young People	Contacted – No response
Bridgend Youth Support	Young People	Contacted – No response
Bridgend Youth Council	Young People	Responded – Unable to participate
Bridgend Youth Mayor	Young People	Contacted – No response

BAVO (Bridgend Association of Voluntary Organisations)	Young People	Contacted – No response
Family Information Services	Young People	Contacted – No response
Age Cymru West Glamorgan	65+	Contacted – No response
Ageing Well in Bridgend	65+	Contacted – No response
U3A Bridgend	65+	Contacted – No response
Age Cymru Bridgend SHOUT	65+	Contacted – No response
African Community Centre	Race	Contacted – No response
Race Council Cymru	Race	Responded – Unable to participate
Ethnic Minorities and Youth Support Team Wales	Race	Contacted – No response
WI Glamorgan	Gender	Contacted – No response
Merched Y Waur Glamorgan	Gender	Contacted – No response
People First Bridgend	Learning Disability	Contacted – No response
Age Connects Morgannwg	65+	Contacted – No response
Older People's Commissioner for Wales	65+	Contacted – No response
Stroke Association Bridgend	Disability	Contacted – No response
The National Autistic Society's Bridgend and District Branch	Disability	Contacted – No response
All Wales Forum Parents and Carers	Learning Disability	Contacted – No response
Wales Council for Deaf People	Disability	Contacted – No response
Care and Repair Bridgend	65+	Contacted – No response
Bridgend and District Visual Impairment Society	Disability (Blind)	Contacted – No response

Table 1: Full list of Stakeholders contacted by Sustrans

2.4 Social Media

- 2.4.1 Bridgend County Borough Council actively promoted the consultation through a range of digital platforms to maximise reach and public engagement.
- 2.4.2 The consultation was publicised on three social media channels: Facebook, 'X' (formerly Twitter), and Bluesky. The first social media post was published on 'X' on 9 April 2025, with the final post shared on 30 April 2025. In total, the Council issued:
- 6 posts on 'X'
 - 1 post on Facebook
 - 1 post on Bluesky
- 2.4.3 In addition to social media activity, the consultation received further exposure via the Council's e-newsletter, with announcements published on 1 April and 10 April 2025. There were also non-council media reports that generated significant discussion and awareness.

2.5 Leaflet Drop

- 2.5.1 On 15th April, over 400 leaflets were distributed (English and Welsh) throughout Bridgend town centre to various commercial establishments to increase awareness and encourage responses to the survey. The leaflets contained information about both in-person drop-in sessions and online consultation links.

2.6 Community Engagement

2.6.1 Two public engagement sessions were held as part of the consultation process. Both events took place at The Bridge, 46-48 Dunraven Place, Bridgend. The first session was held on 23rd April from 13:00 to 19:00, and the second session on 29th April from 09:00 to 16:00.

2.7 Response Rate

2.7.1 The recorded response rates were as follows:

- 756 responses to the consultation were received in total.
 - Of the responses received, there were 754 online submissions
 - One paper version of the survey was returned at the in-person event.
 - One completed survey form was received via email.
- No comments were received by telephone call.
- The in-person engagement events attracted 17 individuals.

3. QUESTION AND ANALYSIS

3.1 Introduction

- 3.1.1 The consultation contained 28 questions related to the Bridgend Town Centre Access proposals. All questions were optional, so participants could choose to answer all or some of the questions.
- 3.1.2 For qualitative questions, coding was introduced. This required a review of all open-ended survey responses to identify prevailing themes. These themes were then organised into clear categories, each associated with specific keywords and phrases. Using these keywords, responses were sorted into their relevant groups.
- 3.1.3 This section details the responses to the survey (all survey types).

3.2 Support for Increased Loading/Unloading Hours

- 3.2.1 Figure 2 below shows responses from part 1, section A, question 1. This question had 748 respondents.

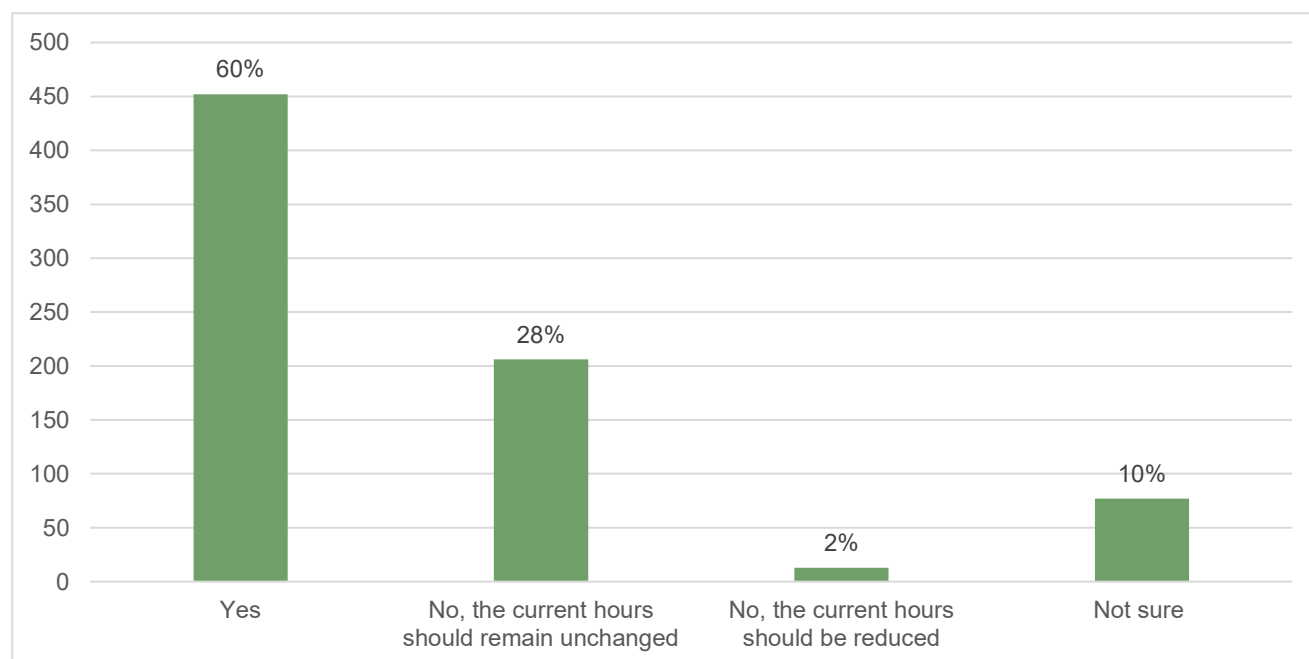


Figure 2: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

- 3.2.2 Figure 2 shows 60% of respondents stated that they support an increase in loading and unloading hours in Bridgend Town Centre. 28% of respondents stated that they support the hours remaining unchanged.

3.2.3 Table 2 below shows responses from part 1, section A, follow-up to question 1. This question had 353 respondents.

Code	Response Count	Percentage	Description
0	47	6%	Ambiguous/Other
1	130	17%	Unrestricted access
2	137	18%	Extended access
3	26	4%	Trader support
4	1	0%	Shopper convenience
5	10	1%	No change
6	2	0%	Accessibility balance
No code	403	54%	Blank

Table 2: What loading and unloading hours do you think should be in place and why?

3.2.4 Table 2 shows that the majority of stakeholders would like loading and unloading hours to be increased in the town centre.

3.3 Support for Queen St/Dunraven Pl/Market Street being more accessible to all traffic

3.3.1 Figure 3 below shows responses from part 1, section B, question 1. This question had 749 respondents.

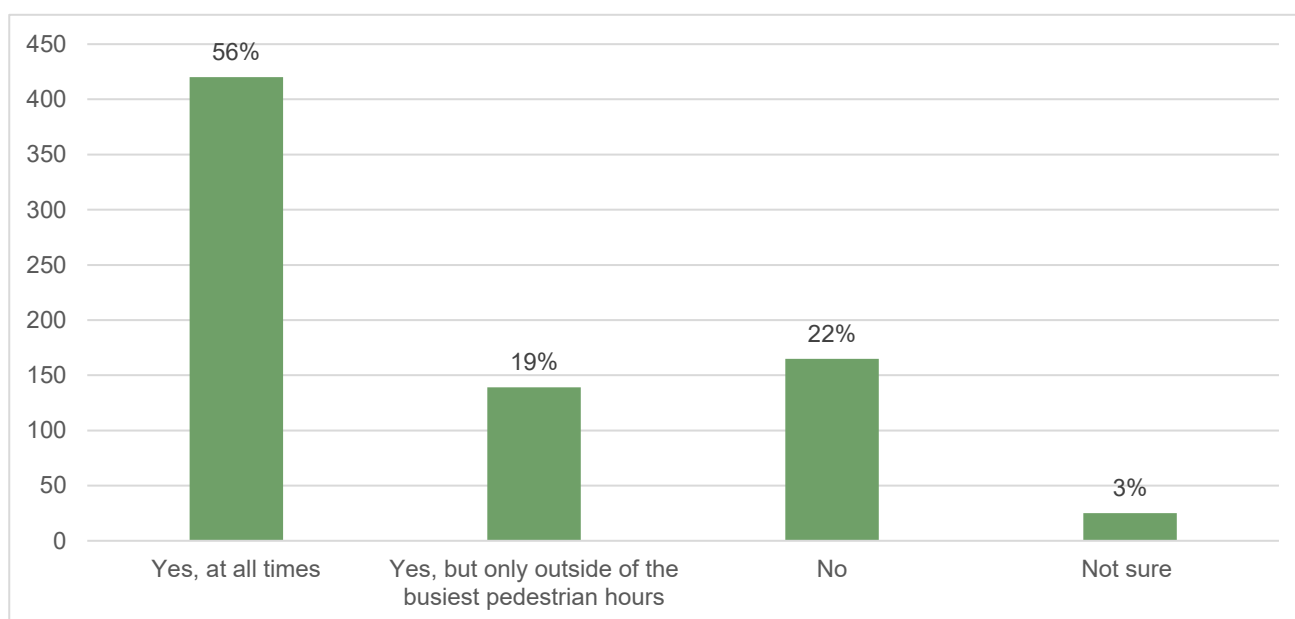


Figure 3: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

3.3.2 Figure 3 shows 56% of respondents stated they think that Queen Street, Dunraven Place and Market Street should be more accessible to all traffic at all times. 19% of respondents stated that these streets should be more accessible, but only outside of busy pedestrian hours. 22% of respondents stated that these streets should not be more accessible to all traffic.

3.3.3 Table 3 below shows responses from part 1, section B, follow-up to question 1. This question had 377 respondents.

Code	Response Count	Percentage	Description
0	3	0%	Ambiguous/Other
1	156	21%	Pro-pedestrianisation
2	13	2%	Traffic safety concern
3	71	9%	Accessibility/Mobility concerns
4	123	16%	Critical of pedestrianisation
5	11	2%	Traffic enforcement/Management
No code	379	50%	Blank

Table 3: What is your opinion on all traffic access to Queen Street, Dunraven Place and Market Street?

3.3.4 As shown in Table 3, stakeholder opinions regarding traffic access to these streets were divided.

3.4 Support for Cycling through the Town Centre

3.4.1 Figure 4 below shows responses from part 1, section C, question 1. This question had 750 respondents.

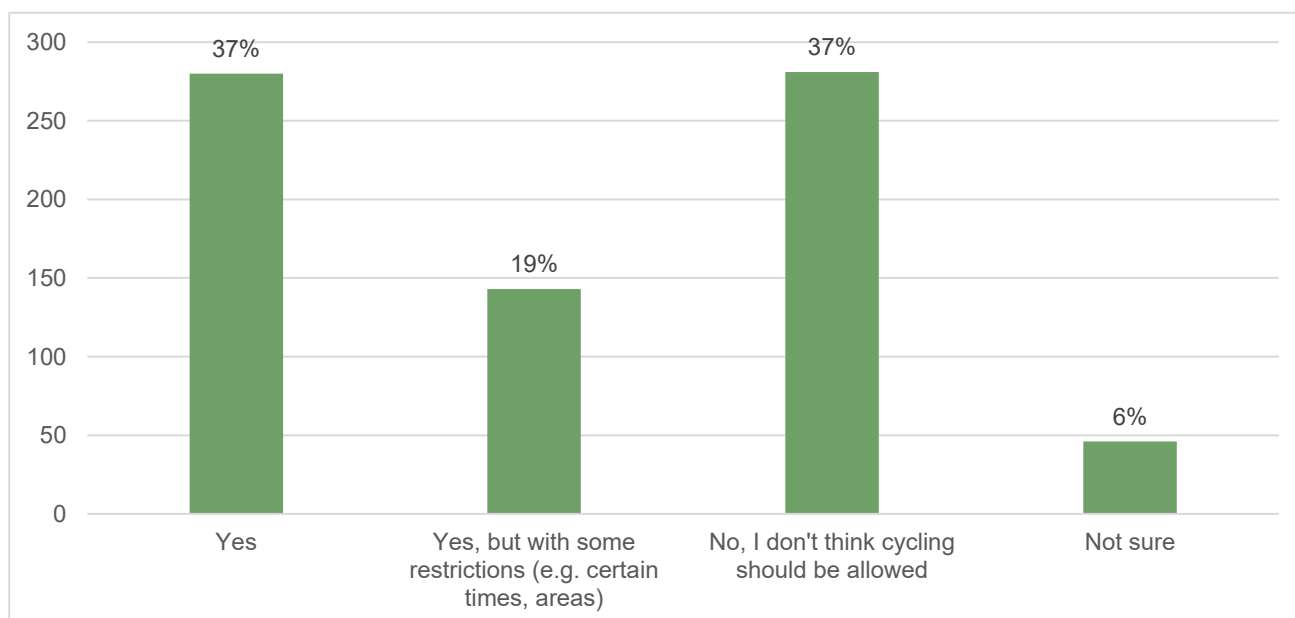


Figure 4: Should cycling be allowed in the town centre during pedestrianised hours?

3.4.2 Figure 4 shows 37% of respondents believe that cycling should be allowed in the town centre during pedestrianised hours and a further 19% of respondents stated that cycling should be allowed in the town centre, but with some restrictions. However, 37% of respondents also stated that cycling should not be allowed in the town centre.

3.4.3 Table 4 below shows responses from part 1, section C, follow-up to question 1. This question had 506 respondents.

Code	Response Count	Percentage	Description
1	387	51%	Safety/Behaviour concerns
2	31	4%	Disabled/Vulnerability concerns
3	57	8%	Positive support for cycling
4	27	4%	Infrastructure needs
5	4	0%	Misuse/Abuse fears
No code	250	33%	Blank

Table 4: What is your opinion on cycling in the town centre during pedestrianised hours?

3.4.4 As indicated in Table 4 a high proportion of stakeholders have concerns that permitting cyclists into the town centre could result in safety concerns and behavioural problems.

3.5 Support for Improved Cycle Parking in the Town Centre

3.5.1 Figure 5 below shows responses from part 1, section C, question 2. This question had 746 respondents.

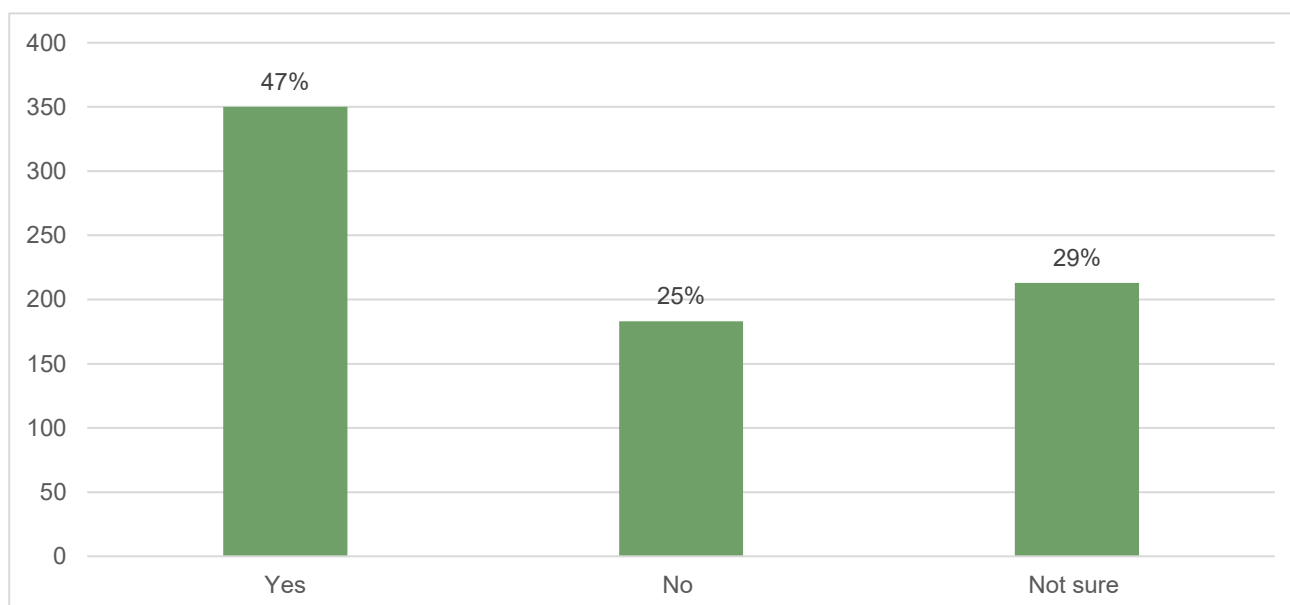


Figure 5: Do you think there should be improved cycle parking in the town centre?

3.5.2 Figure 5 shows that 47% of respondents stated that there should be improved cycle parking in Bridgend town centre. 25% of respondents stated that there should not be improved cycle parking in the town centre. There were also 29% of respondents who stated 'Not sure' to this question.

3.5.3 Table 5 below shows responses from part 1, section C, follow-up to question 2. This question had 236 respondents.

Code	Response Count	Percentage	Description
0	41	6%	Ambiguous/Other
1	6	1%	More cycle parking is needed
2	113	15%	Need secure/Covered parking facilities
3	62	8%	Suggested specific locations
4	14	1%	Current cycle parking is sufficient
No code	520	69%	Blank

Table 5: What is your opinion on improved cycling parking in Bridgend Town Centre?

3.5.4 Table 5 demonstrates that there is support for the provision of additional secure and sheltered cycle parking facilities within the town centre.

3.6 Support for the creation of more disabled parking in place of taxi or loading bays

3.6.1 Figure 6 below shows responses from part 1, section D, question 1. This question had 748 respondents.

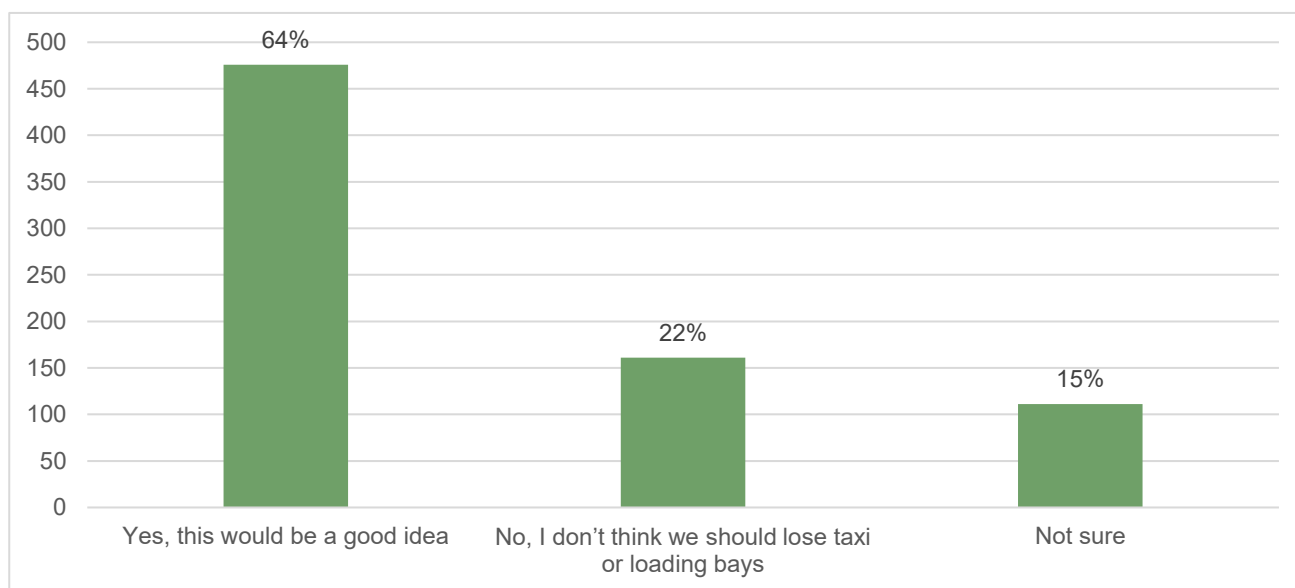


Figure 6: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

3.6.2 Figure 6 shows that 64% of respondents stated that it would be a good idea to create more disabled parking spaces in place of taxi or loading bays that are not regularly used. 22% of respondents stated that they do not think taxi and loading bays should be lost to create more disabled parking spaces. There were also 15% of respondents who answered 'Not sure' to this question.

3.6.3 Table 6 below shows responses from part 1, section D, follow up to question 1. This question had 748 respondents.

Code	Response Count	Percentage	Description
0	3	0%	Ambiguous/Other
1	476	61%	Support creating blue badge spaces in taxi and loading bays
2	272	35%	Oppose replacing taxi and loading bays
3	13	2%	Conditional/Mixed views
4	4	1%	Current disabled parking is sufficient
No code	8	1%	Blank

Table 6: What is your opinion on creating more disabled parking in place of taxi and loading bays in Bridgend Town Centre?

3.6.4 As indicated in Table 6, the majority of respondents support converting currently under-utilised taxi and loading bays into Blue Badge parking spaces.

3.7 Insights on Ancillary Data

3.7.1 Figure 7 below shows responses from section D, question 2. This question had 744 respondents.

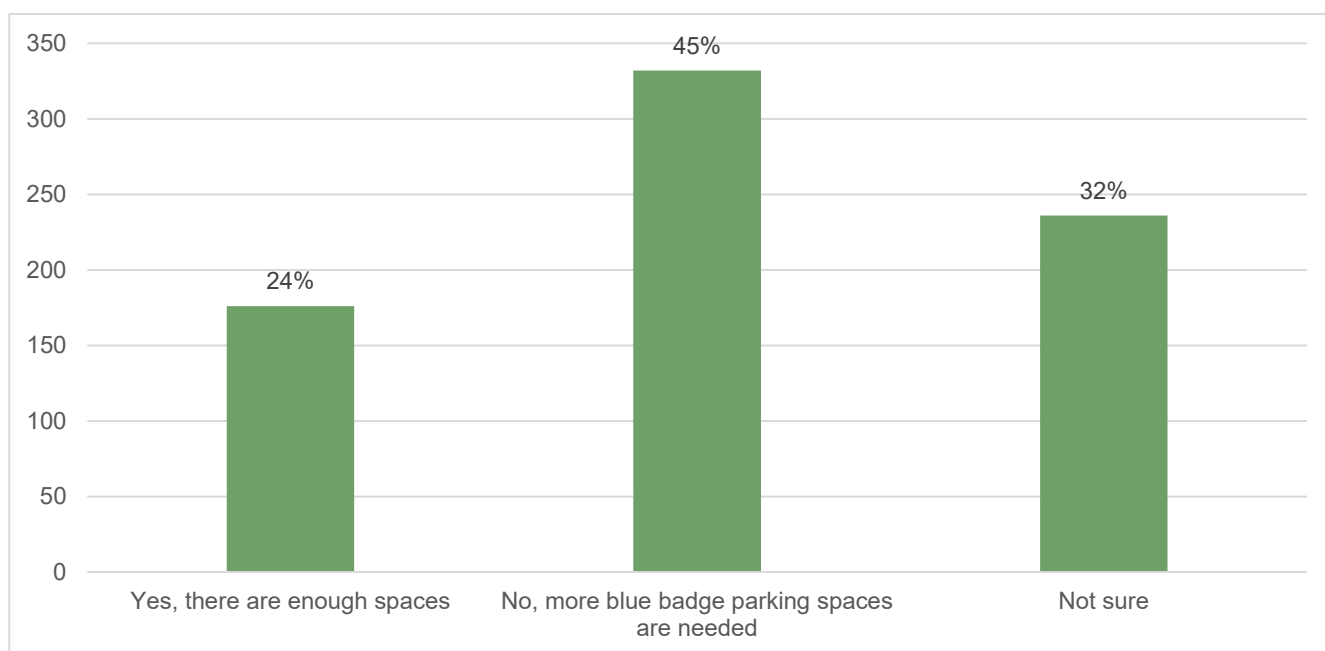


Figure 7: Thinking more widely, do you think there is enough disabled parking available to allow access to the town centre?

3.7.2 Figure 7 shows that 45% of respondents stated that more blue badge parking spaces are needed in Bridgend town centre, 32% of respondents answered 'Not sure' to this question. There are also 24% of respondents who believe there are enough blue badge parking spaces in the town centre.

3.7.3 Figure 8 below shows responses from part 2, section A, question 1.

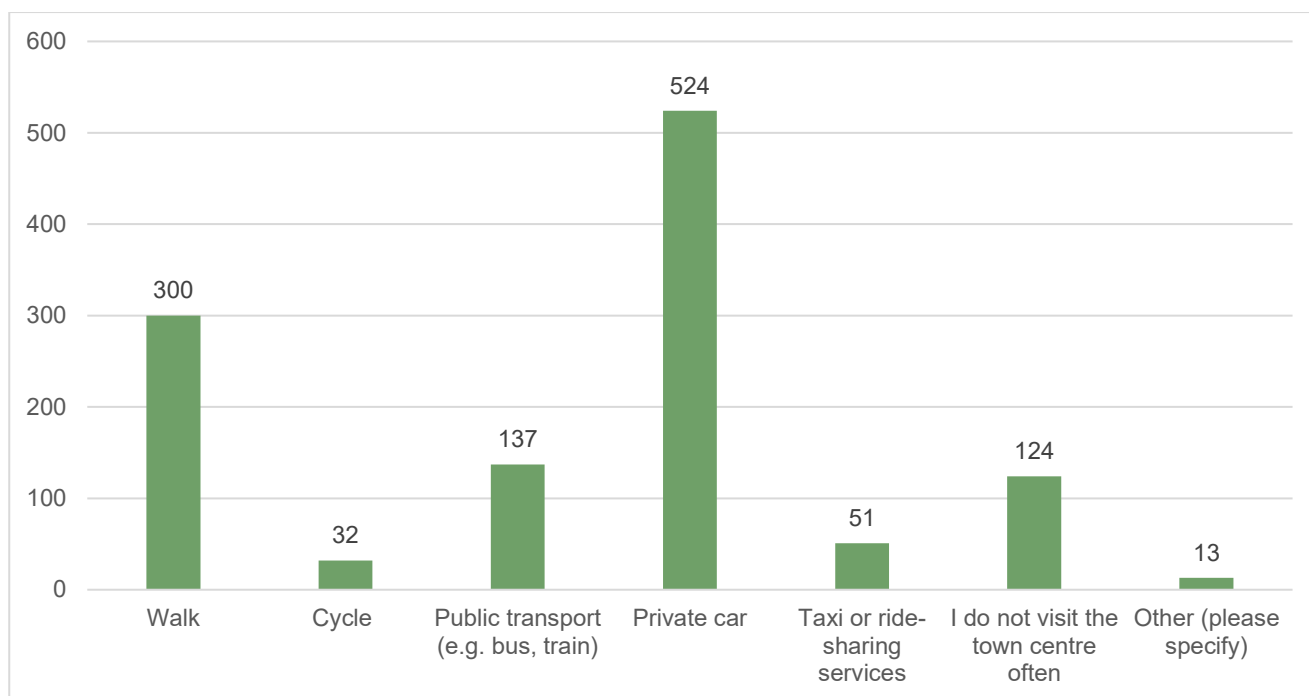


Figure 8: How do you usually travel to the town centre? (select all that apply)

3.7.4 Figure 8 shows that the most popular mode of transport for travel to the town centre is via private car, followed by walking. Cycling, taxi, or ride-sharing are amongst the least popular modes of transport.

3.7.5 Figure 9 below shows responses from part 2, section A, question 2. This question had 751 respondents.

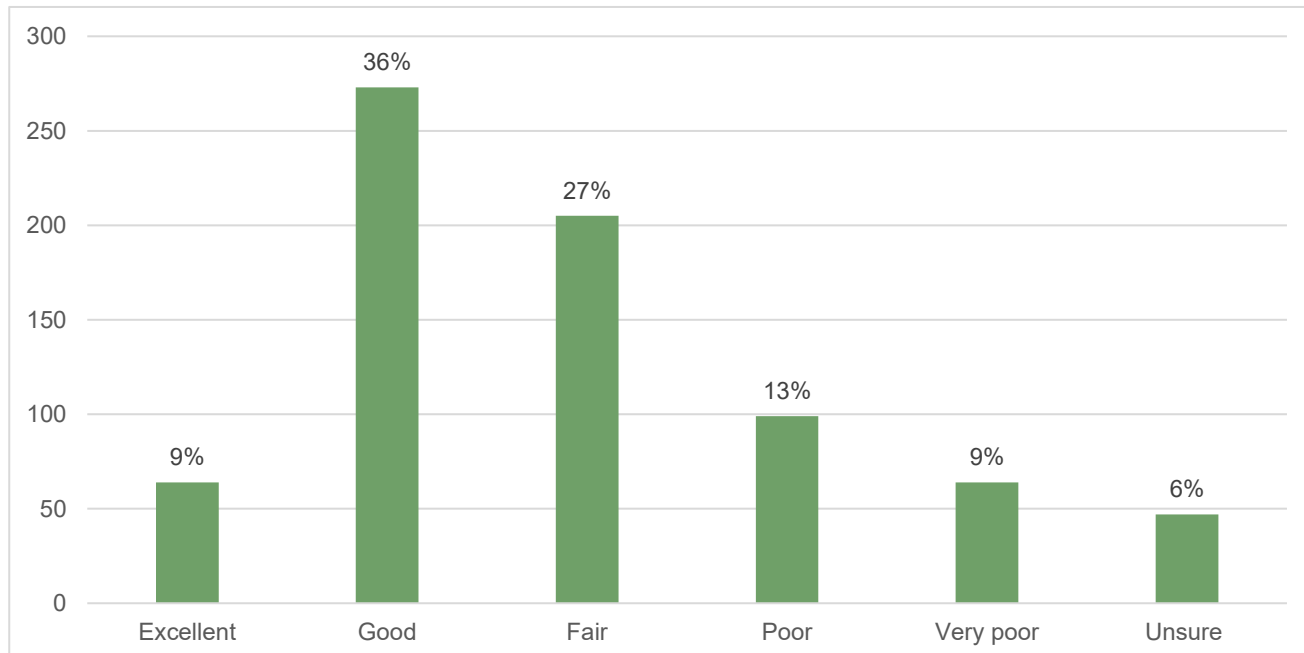


Figure 9: How would you rate the ease of town centre access for walking, cycling or public transport?

3.7.6 Figure 9 shows 36% of respondents stated that there is 'good' access to the town centre via walking, cycling and public transport, 27% of respondents stated that there is 'fair' access to the town centre.

3.7.7 Figure 10 below shows responses from part 2, section A, question 3. This question had 753 respondents.

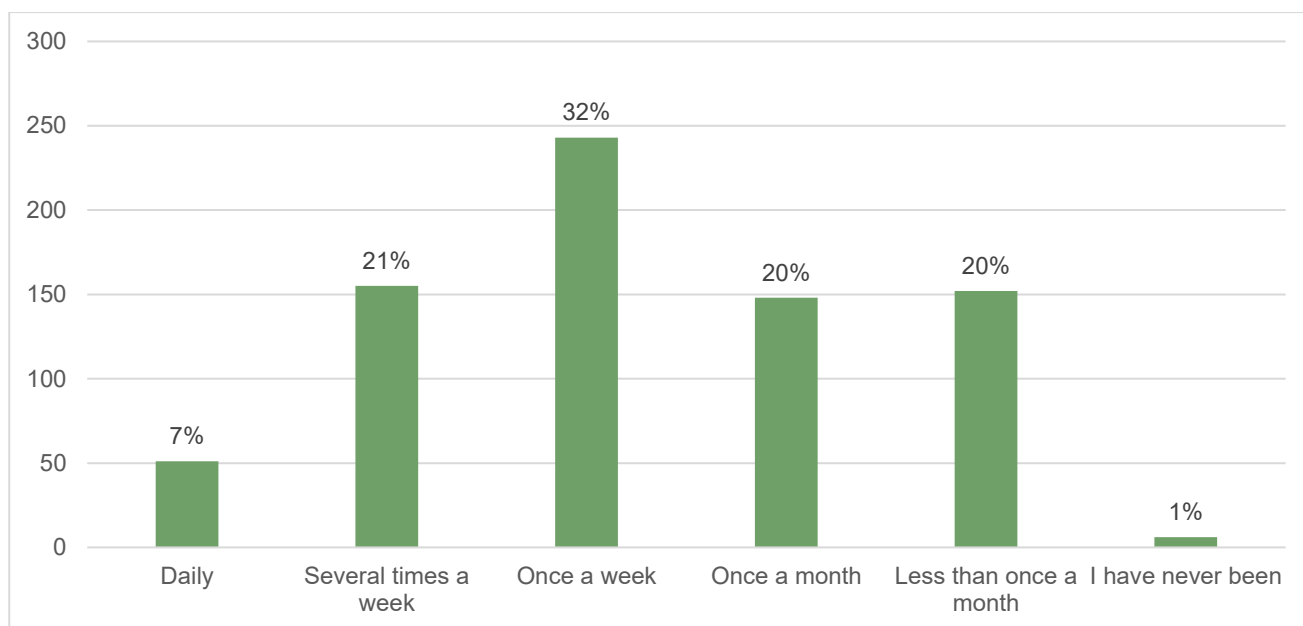


Figure 10: How often do you visit the town centre?

3.7.8 Figure 10 shows that 32% of respondents visit the town centre once a week, 21% visit several times a week, 20% visit less than once a month and 20% visit once a month.

3.7.9 Figure 11 below shows responses from part 2, section A, question 4.

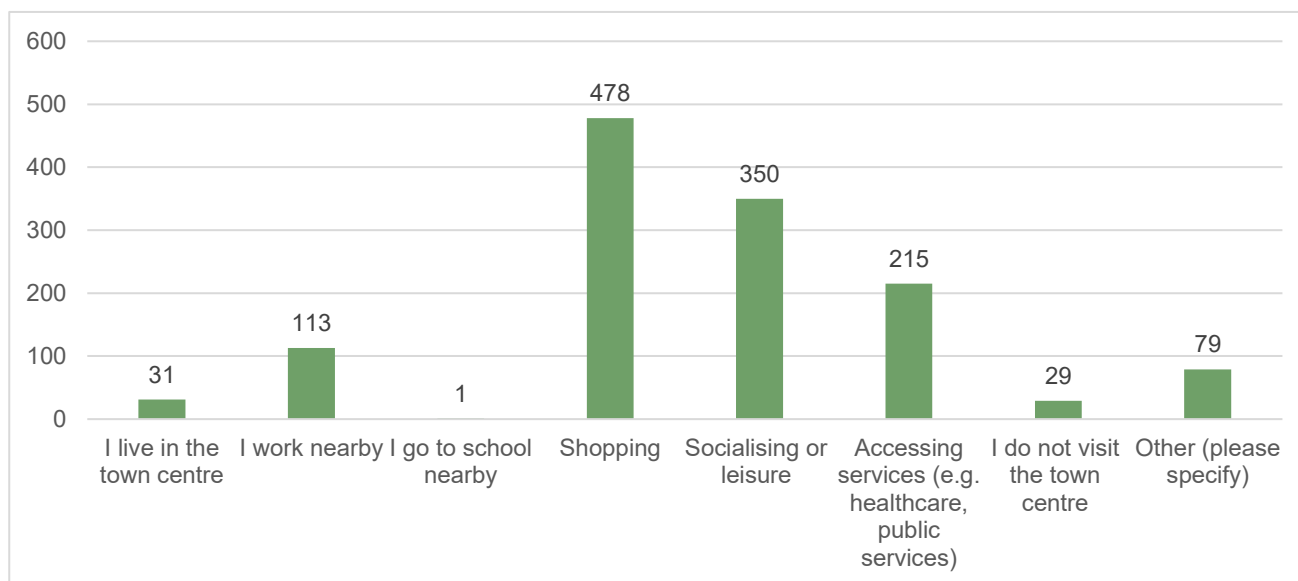


Figure 11: What is the main reason for your visits to the town centre? (select all that apply)

3.7.10 Figure 11 shows that the most popular reasons to visit the town centre are shopping, socialising or leisure and also access to services. Some of the least popular reasons for visiting are living in the town centre, school nearby and working nearby.

3.7.11 Figure 12 below shows responses from part 2, section A, question 5.

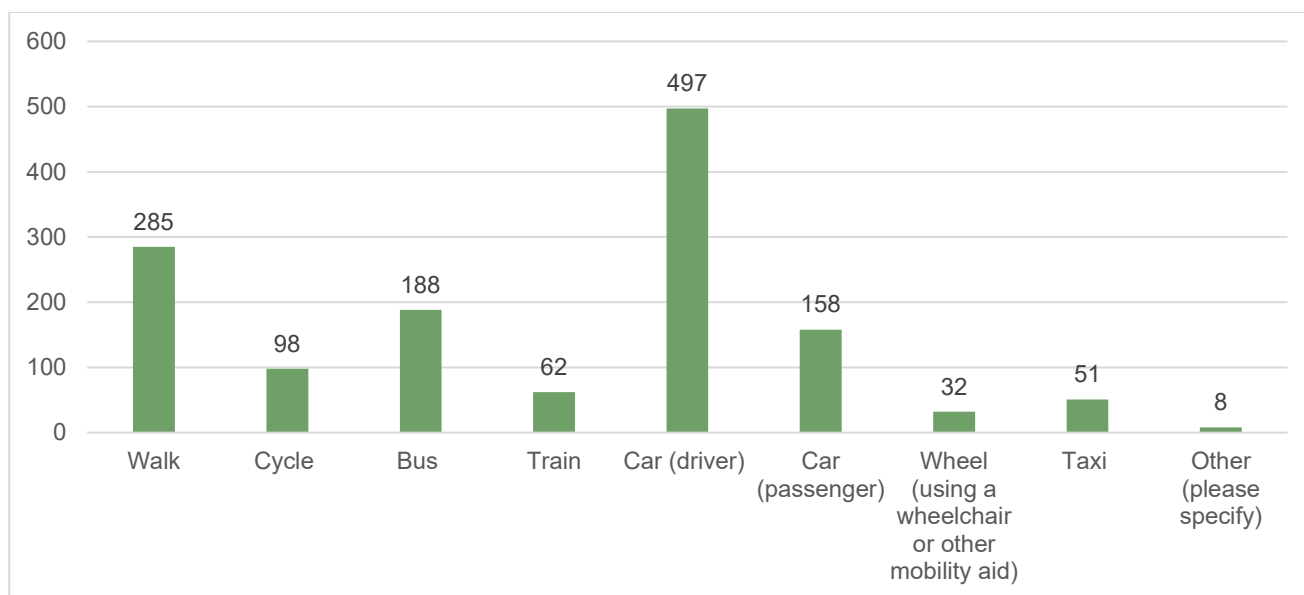


Figure 12: How would you like to travel to Bridgend Town Centre?

3.7.12 Figure 12 shows that the most popular way respondents would like to travel to the town centre is by car, followed closely by walking and bus.

3.7.13 Figure 13 below shows responses from part 2, section A, question 6.

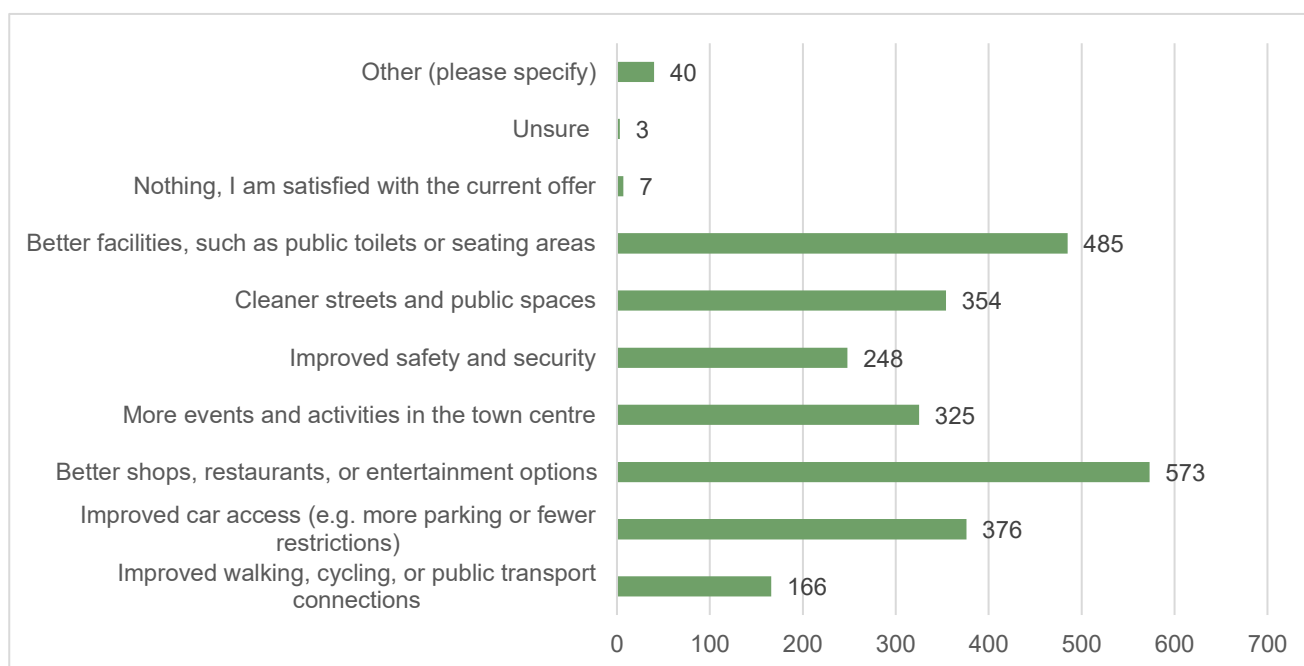


Figure 13: What would encourage you to visit Bridgend Town Centre more often? (select all that apply)

3.7.14 As shown in Figure 13, respondents believe that better shops, restaurants, or entertainment options as well as better facilities, like toilets and seating areas and cleaner streets and public spaces, will encourage respondents to visit the town centre more often.

3.8 Equalities Monitoring Questions

3.8.1 Figure 14 below shows responses from part 2, section A, question 7. This question had 787 respondents¹.

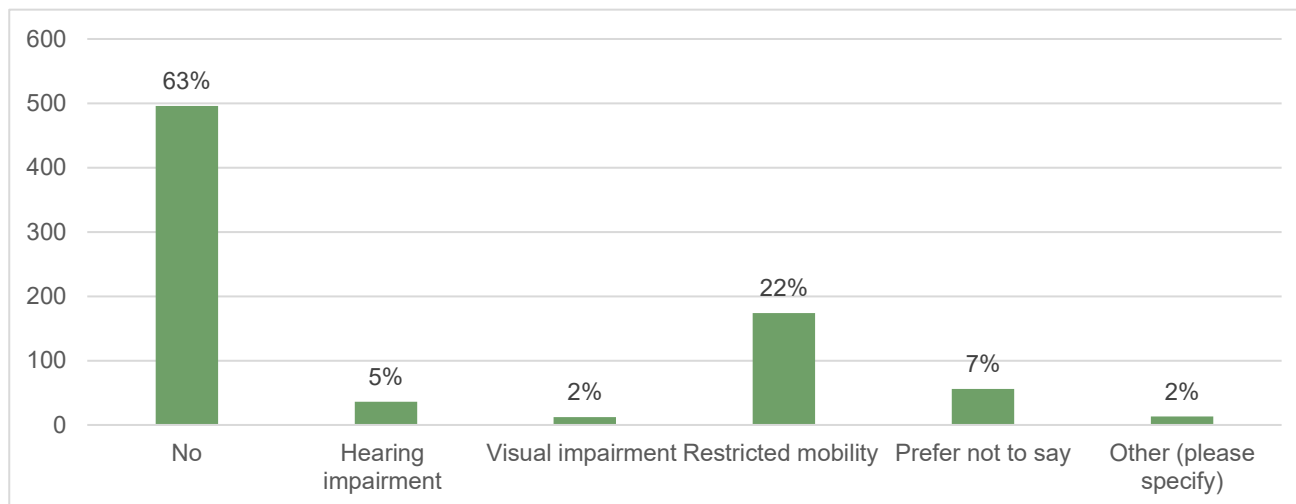


Figure 14: Do you have a health issue that affects your mobility?

3.8.2 Figure 14 shows that 63% of respondents do not have a health issue that affects their mobility, 22% of respondents have restricted mobility, 5% of respondents have an audio impairment and 2% of respondents are visually impaired.

3.8.3 This question had 507 respondents.

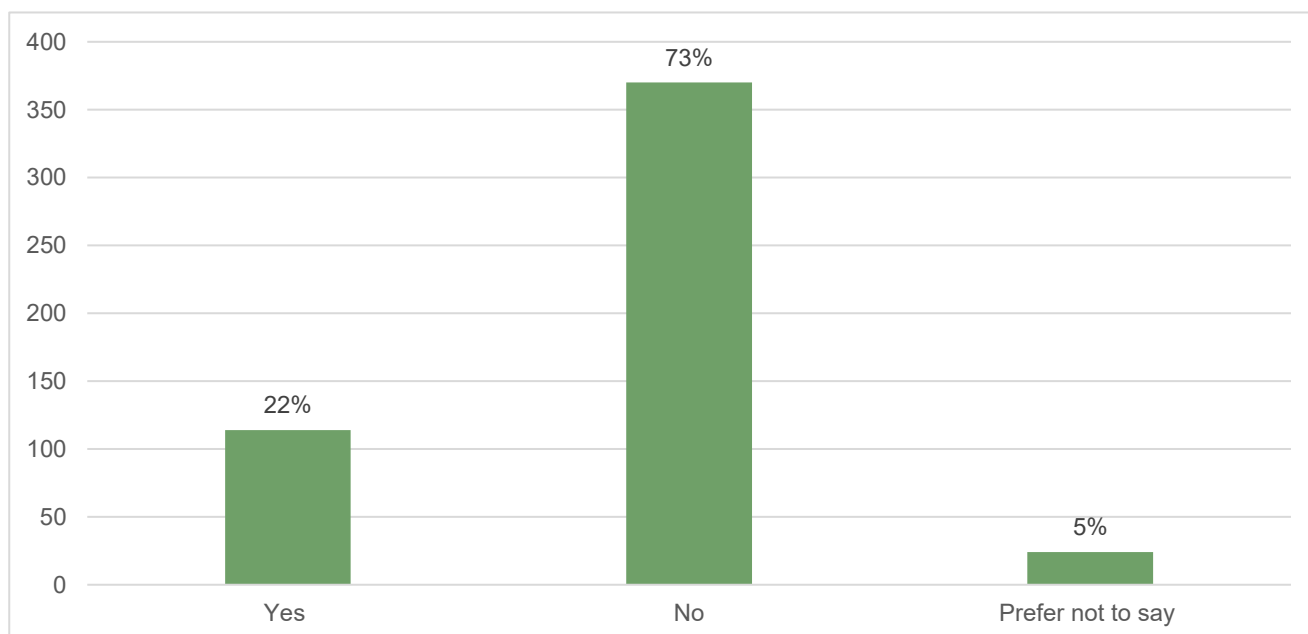


Figure 15: Do you consider yourself disabled?

¹ Note that this is higher ~~that~~ than the total survey completions due to this question allowing multiple responses. answers

3.8.4 Figure 15 shows that 73% of respondents stated that they are not disabled and 22% of respondents consider themselves disabled. 5% of respondents preferred not to answer this question.

3.8.5 This question had 511 respondents.

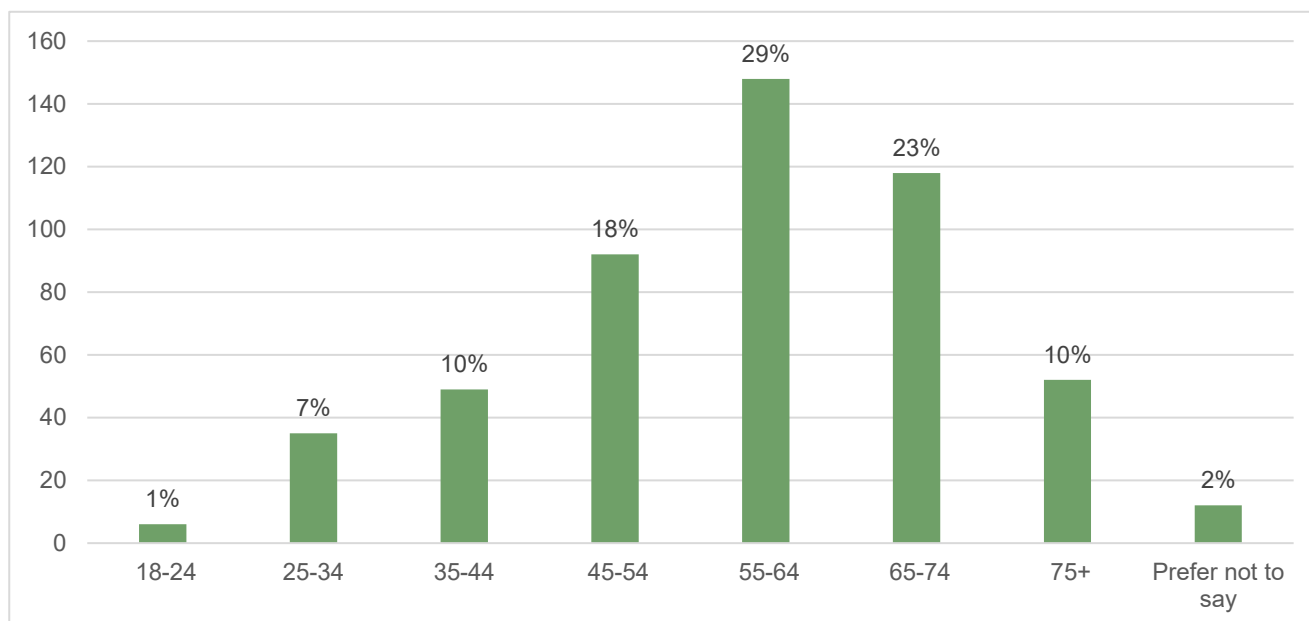


Figure 16: Please select your age category

3.8.6 Figure 16 shows that 29% of respondents are in the age range of 55-64, followed by 65-74 with 23% of respondents and then 45-54 with 18% of respondents. The age ranges with the least number of responses are 18-24 with 1%, 25-34 with 7% and 35-44 with 10% of respondents.

3.8.7 This question had 510 respondents.

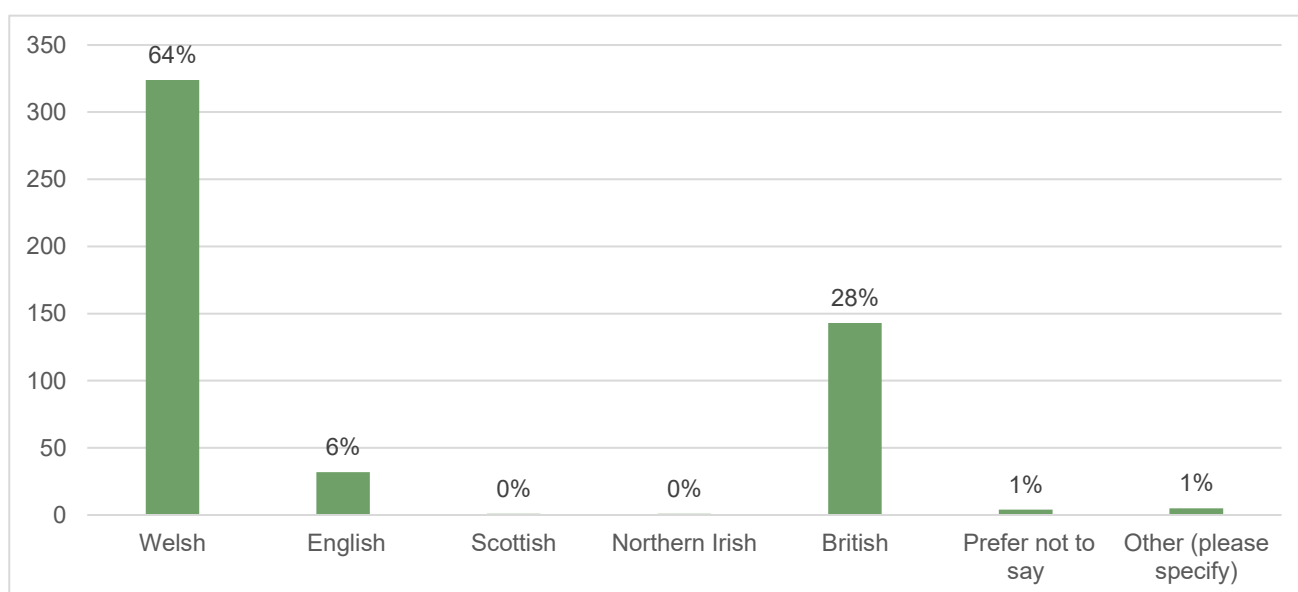


Figure 17: How would you describe your nationality?

3.8.8 Figure 17 shows that 64% of respondents describe their nationality as Welsh, another 28% of respondents describe their nationality as British.

3.8.9 This question had 511 respondents.

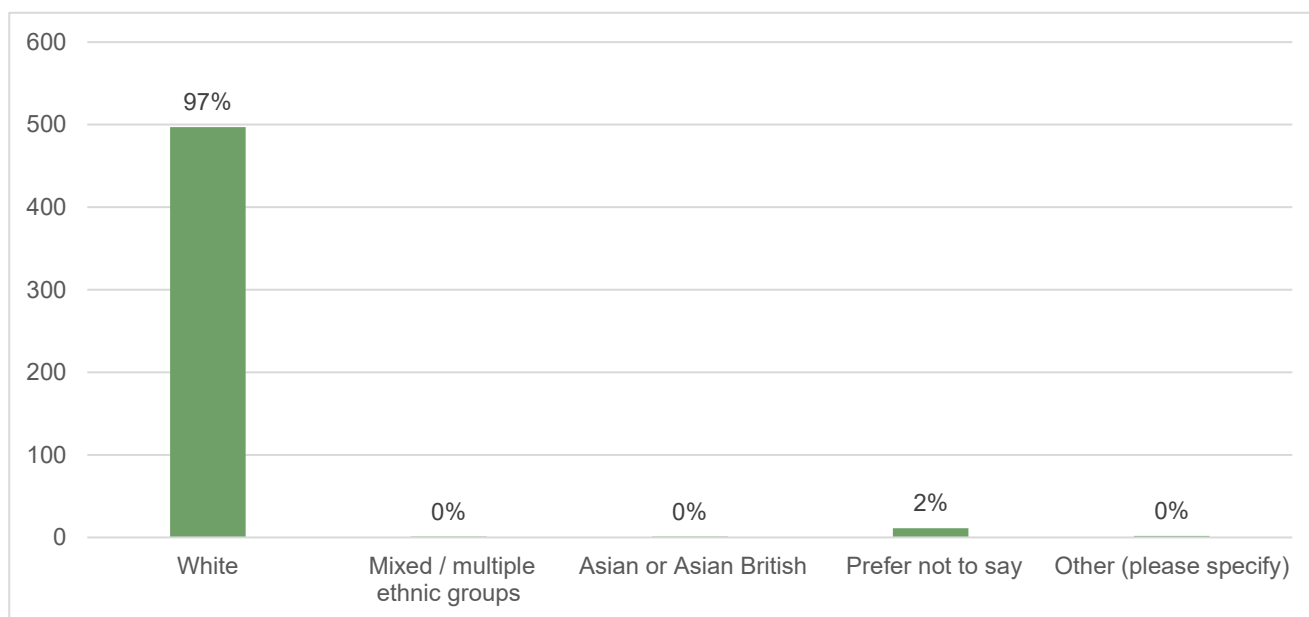


Figure 18: What is your ethnic group?

3.8.10 Figure 18 shows that 97% of respondents are 'white' ethnically and 2% of respondents answered 'Prefer not to say'. The remaining 1% falls within the other categories.

3.8.11 This question had 505 respondents.

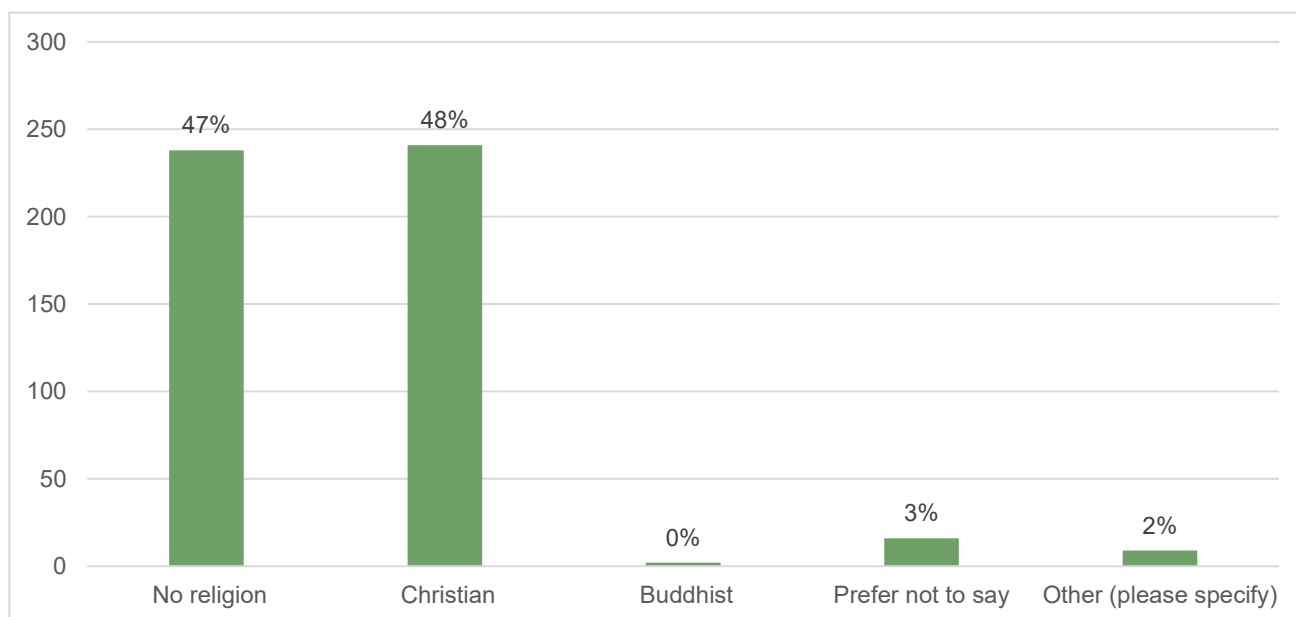


Figure 19: What is your religion or belief?

3.8.12 Figure 19 shows that 48% of respondents identify as Christian, and there are also 47% of respondents who do not identify with a specific religion.

3.8.13 This question had 509 respondents.

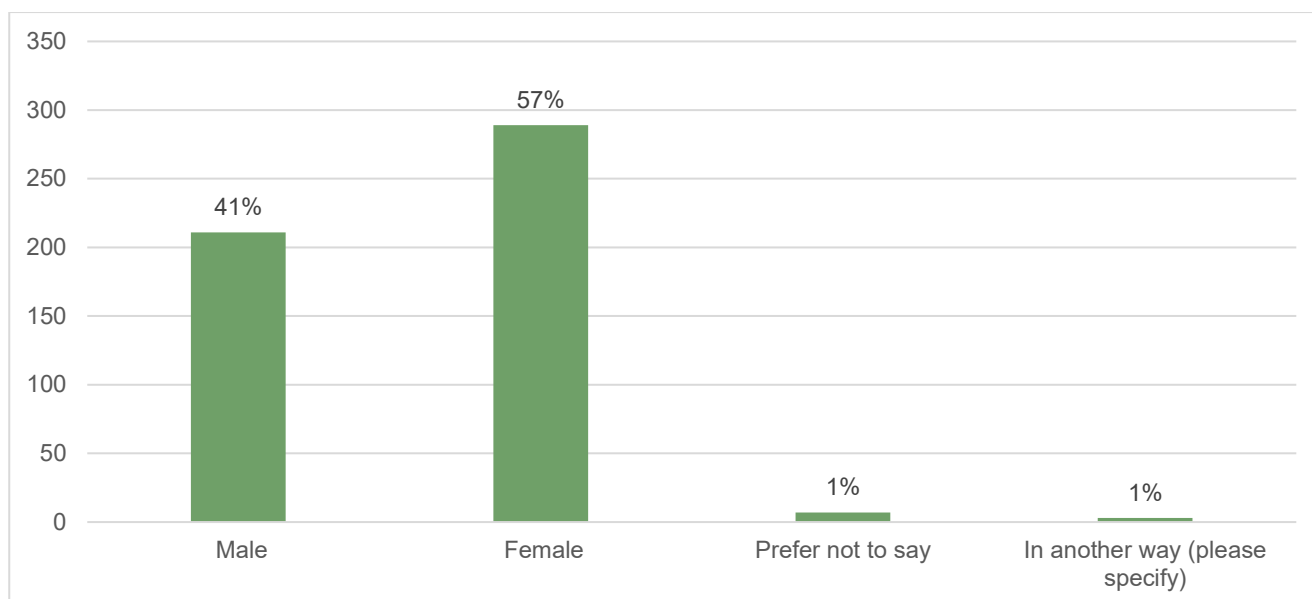


Figure 20: How do you describe your gender?

3.8.14 Figure 20 shows that 57% of respondents describe themselves as female and 41% of respondents describe themselves as male. There was 1% of respondents that answered 'Prefer not to say' to this question and 1% of respondents that describe their gender 'in another way'.

3.8.15 This question had 494 respondents.

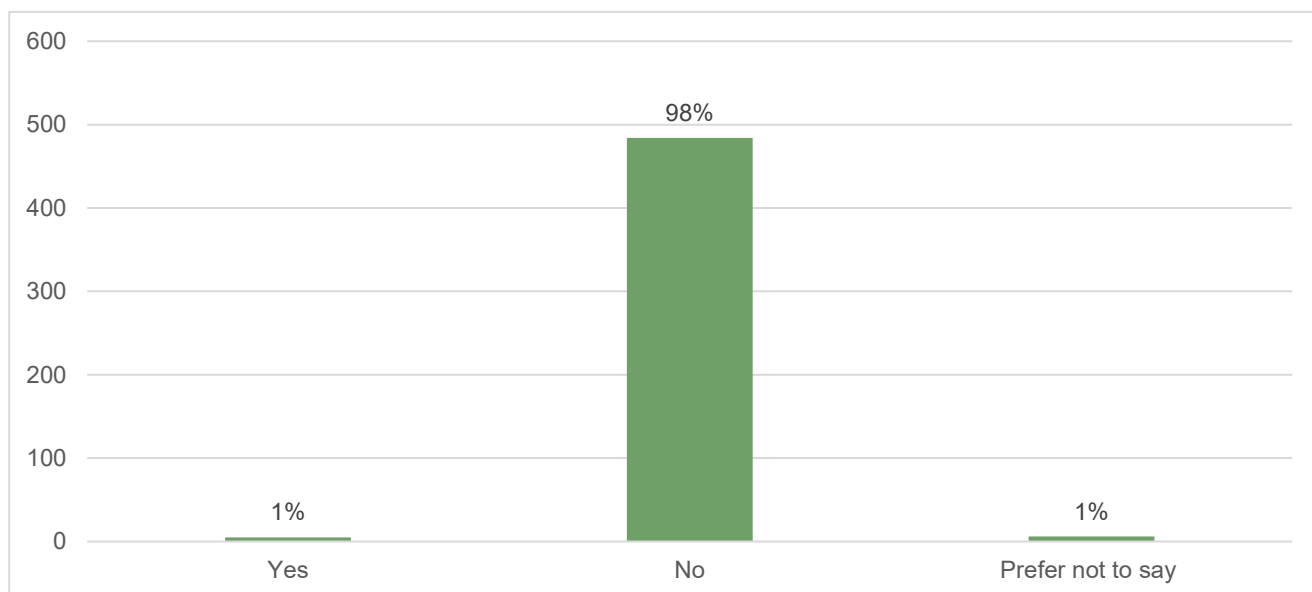


Figure 21: Have you given birth in past 26 weeks?

3.8.16 Figure 21 shows that 98% of respondents have not given birth in the past 26 weeks, 1% of respondents answered both 'Yes' and 'Prefer not to say' to this question.

3.8.17 This question had 506 respondents.

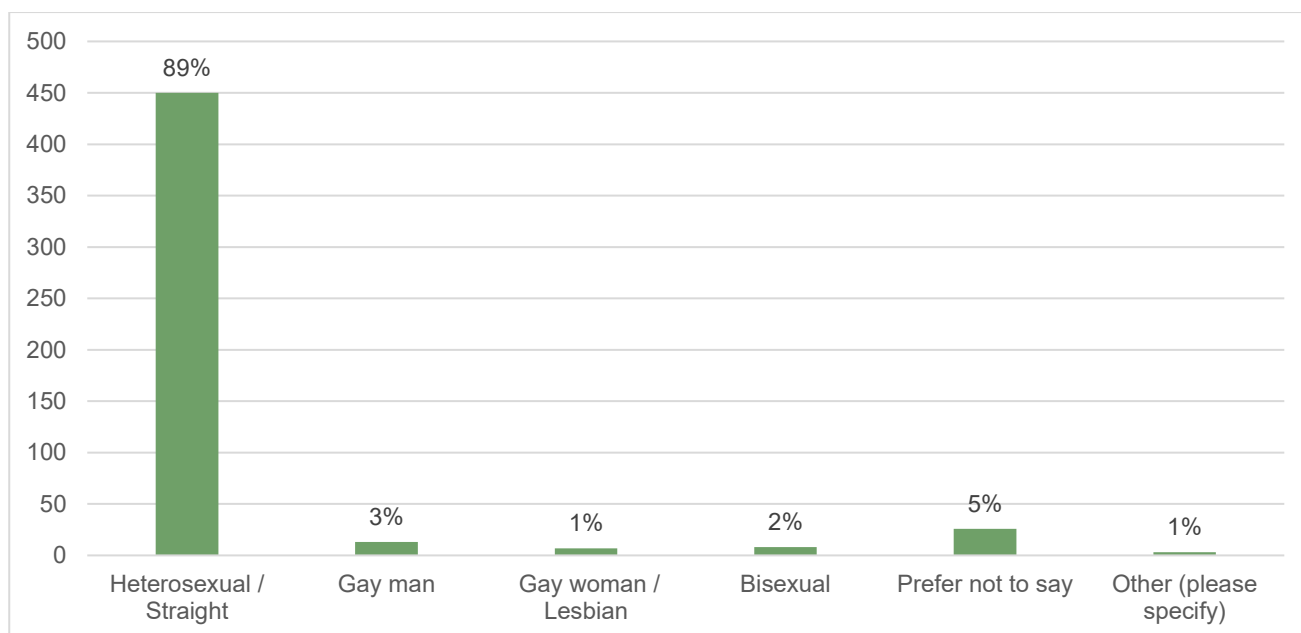


Figure 22: What is your sexual orientation?

3.8.18 Figure 22 shows that 89% of respondents are heterosexual/straight in terms of sexual orientation, 5% of respondents answered 'Prefer not to say' for this question.

3.8.19 This question had 507 respondents.

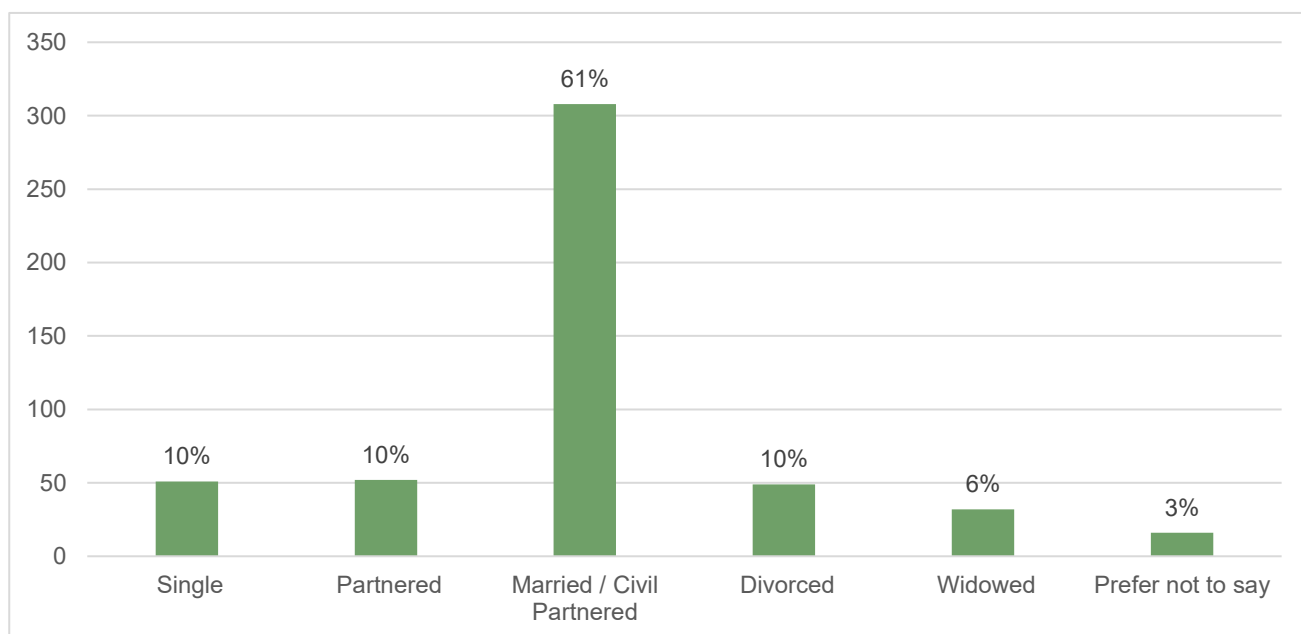


Figure 23: What is your marital status?

3.8.20 Figure 23 shows that 61% of respondents who answered this question are married or in a civil partnership, 10% of respondents are both single and partnered. Followed by 10% of respondents that are divorced, 6% are widowed and 3% of respondents answered 'Prefer not to say'.

3.9 Welsh Language

3.9.1 'Are you able to speak Welsh?' had 510 respondents.

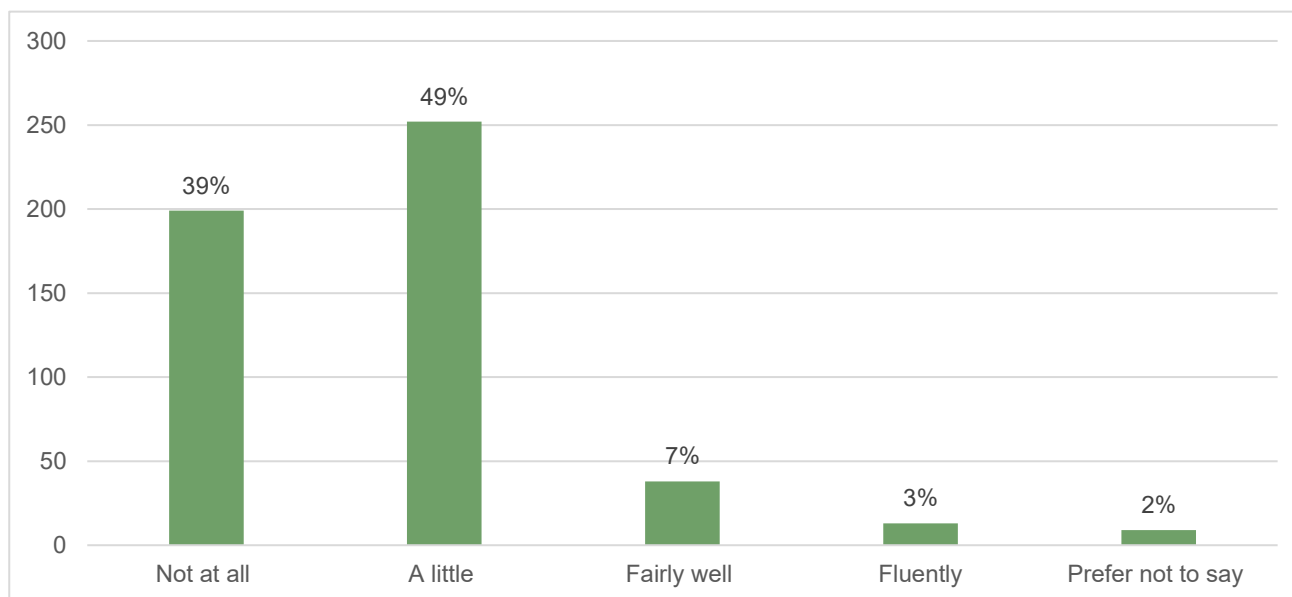


Figure 24: Are you able to speak Welsh?

3.9.2 Figure 24 shows that 49% of respondents are able to speak 'a little' Welsh, 39% of respondents are not able to speak any Welsh. 7% are able to speak Welsh 'Fairly Well' and 3% can speak Welsh fluently.

3.9.3 'Are you able to read Welsh?' had 507 respondents.

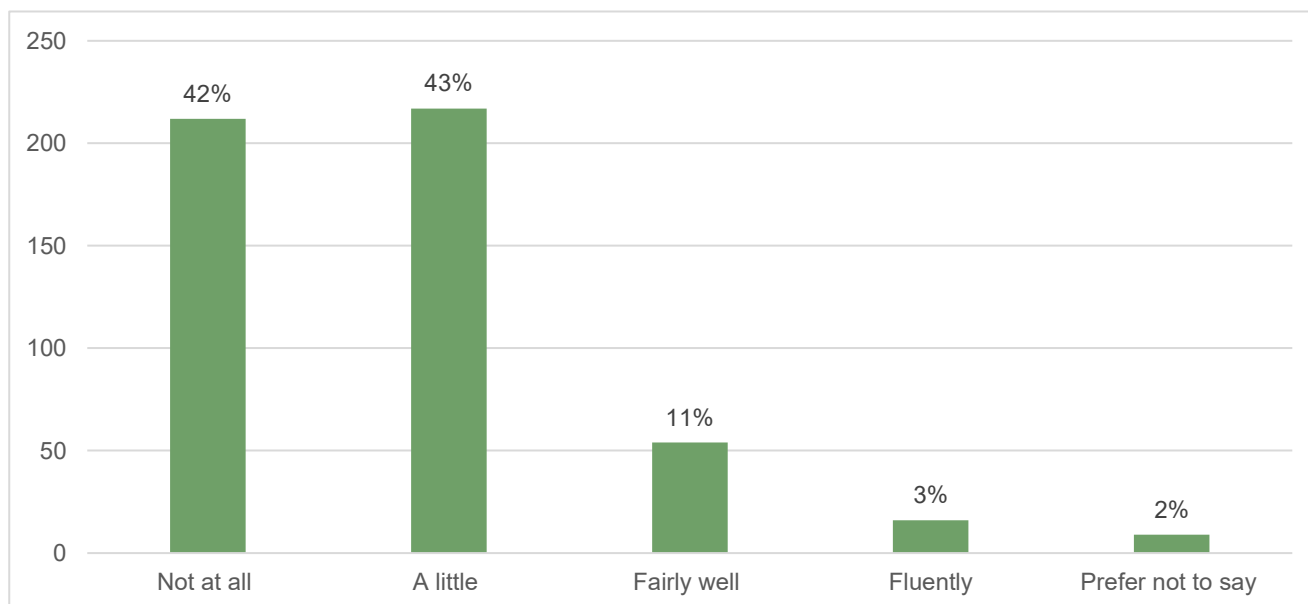


Figure 25: Are you able to read Welsh?

3.9.4 Figure 25 shows that 43% of respondents are able to read 'a little' Welsh, 42% of respondents are not able to read any Welsh. 11% are able to read Welsh 'Fairly Well' and 3% can read Welsh fluently.

3.9.5 'Are you able to write Welsh?' had 506 respondents.

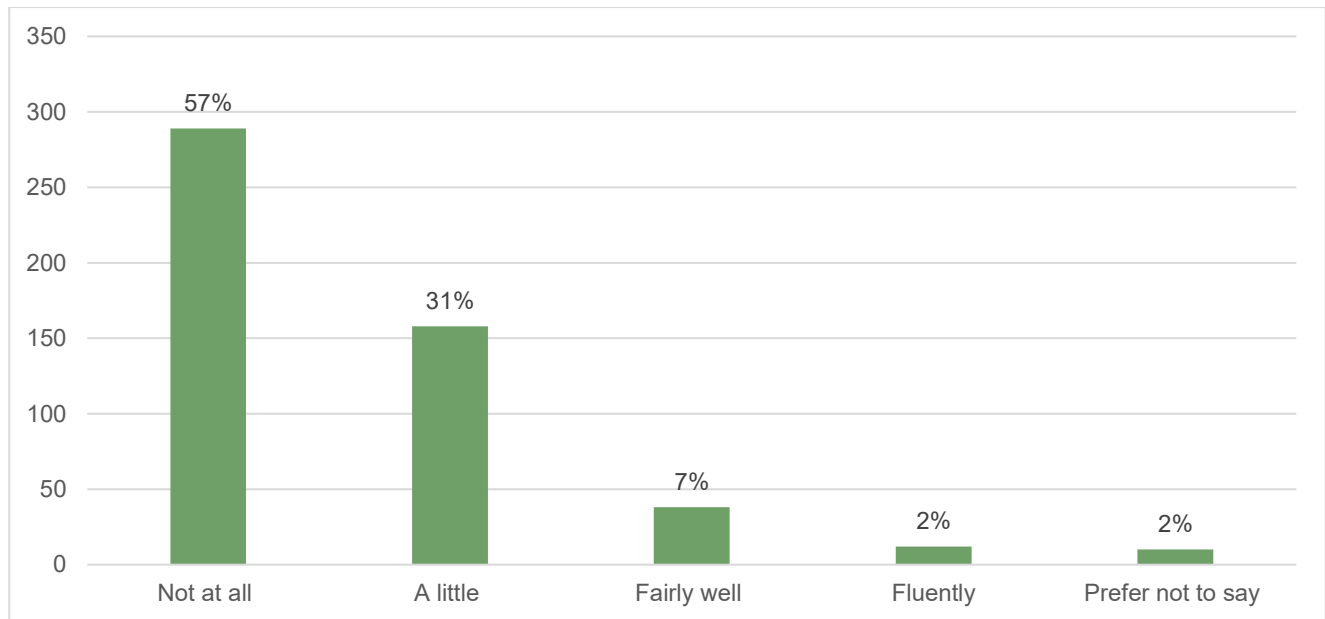


Figure 26: Are you able to write Welsh?

3.9.6 Figure 26 shows that 57% of respondents are not able to write any Welsh, 31% of respondents are able to write 'a little' Welsh. 7% are able to write Welsh 'Fairly Well' and 2% can write Welsh fluently.

4. GROUPS WITH PROTECTED CHARACTERISTICS

4.1 Introduction

4.1.1 This Chapter explores views from groups with protected characteristics, including audio, visual and physical impairments.

4.2 Audio impairments

4.2.1 The following shows views by respondents who consider themselves to be audio-impaired. This Figure shows responses to part 1, section A, question 1. There were 33 respondents who consider themselves to have an audio impairment.

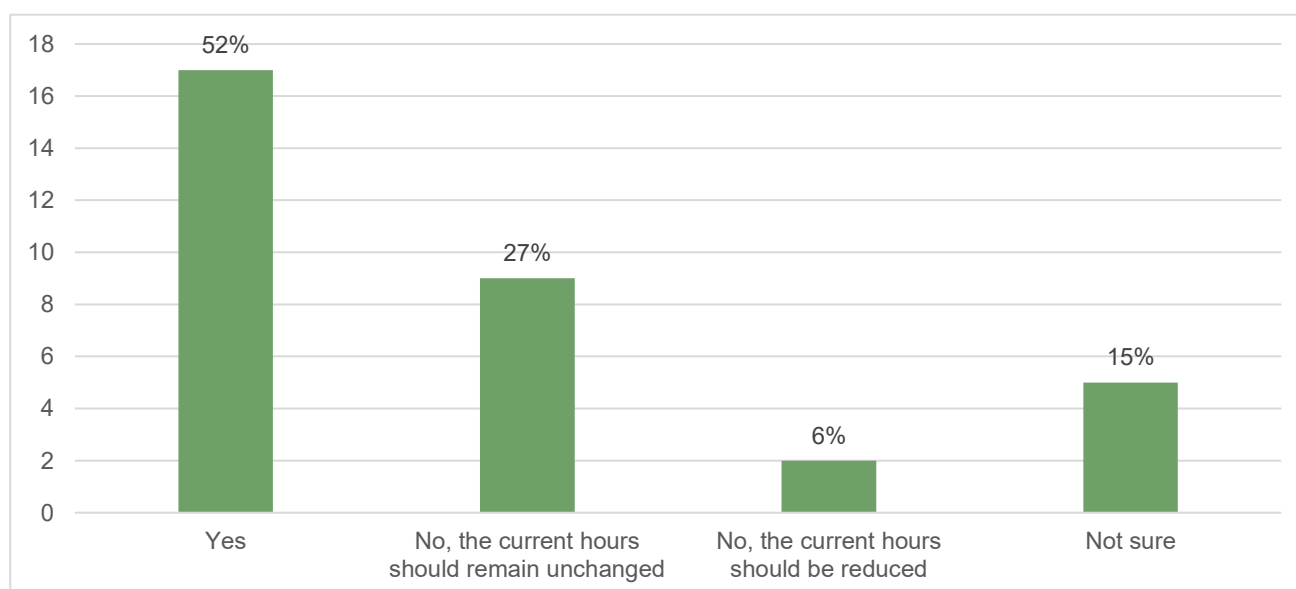


Figure 27: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

4.2.2 Figure 27 shows that 52% of respondents support the increase of loading and unloading hours in Bridgend Town Centre. 27% of respondents think that the hours should remain unchanged.

4.2.3 Figure 28 below shows responses from part 1, section B, question 1.

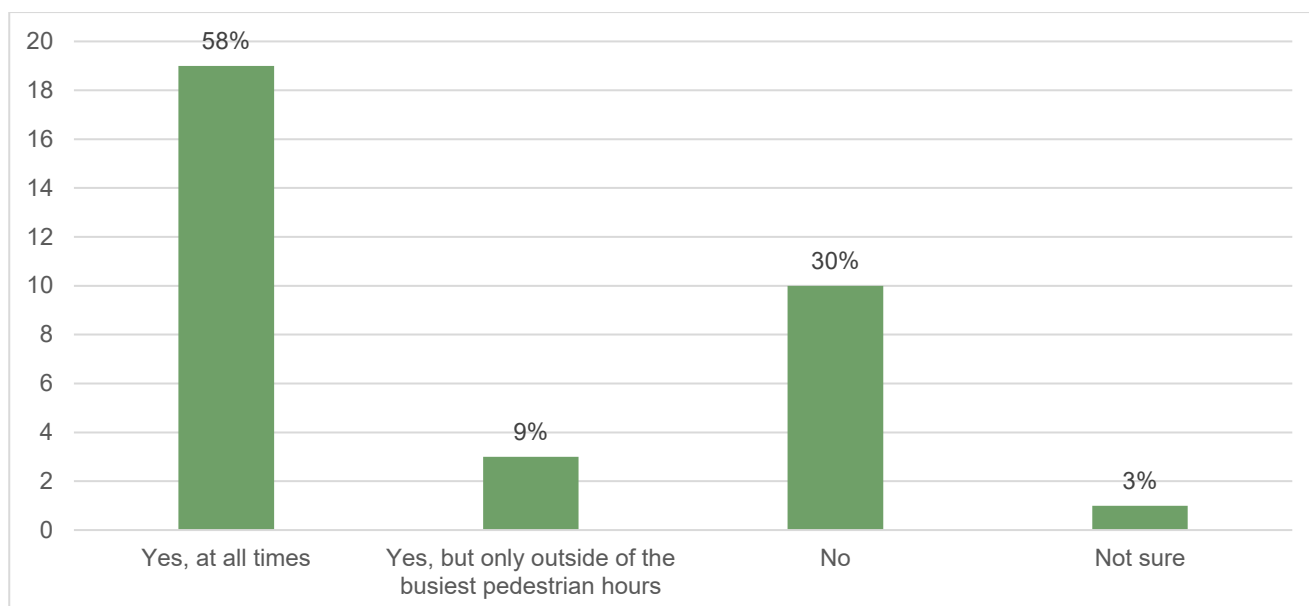


Figure 28: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

4.2.4 Figure 28 shows that 58% of respondents support opening Queen Street, Dunraven Place and Market Street to all traffic. A further 9% support opening these streets to all traffic but only outside of the busiest pedestrian hours. 30% of respondents believe that these streets should not be more accessible to all traffic.

4.2.5 Figure 29 below shows responses from part 1, section C, question 1.

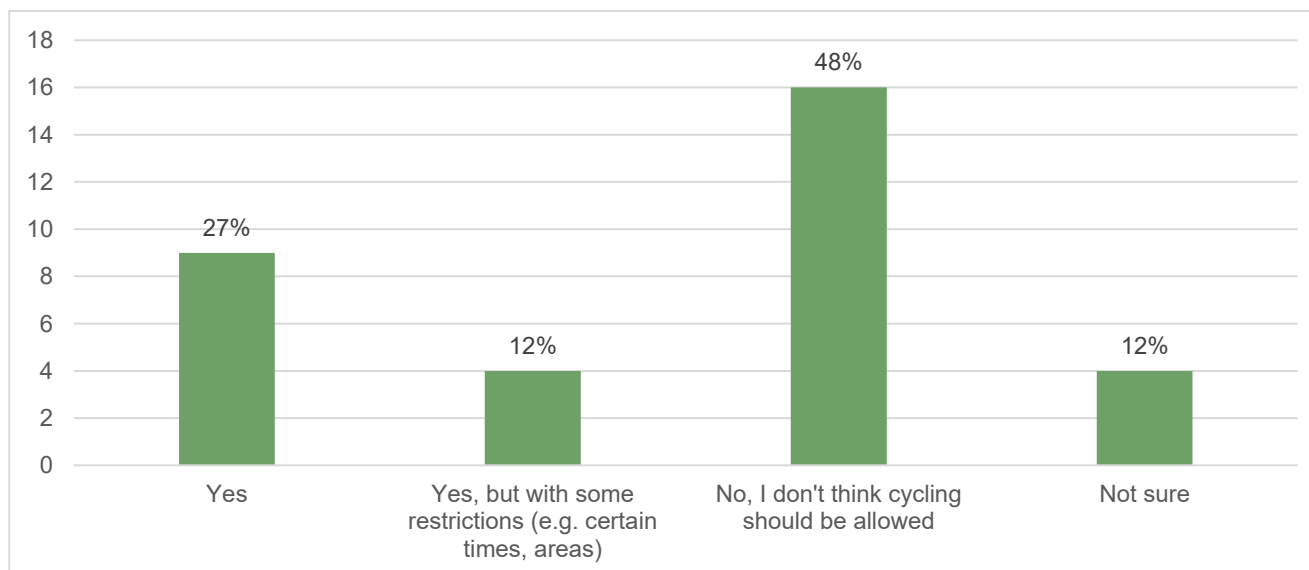


Figure 29: Should cycling be allowed in the town centre during pedestrianised hours?

4.2.6 Figure 29 shows that 48% of respondents do not support cycling in the town centre during pedestrianised hours. 27% of respondents support cycling in the town centre, and another 12% support cycling in the town centre but with some restrictions.

4.2.7 Figure 30 below shows responses from part 1, section D, question 1.

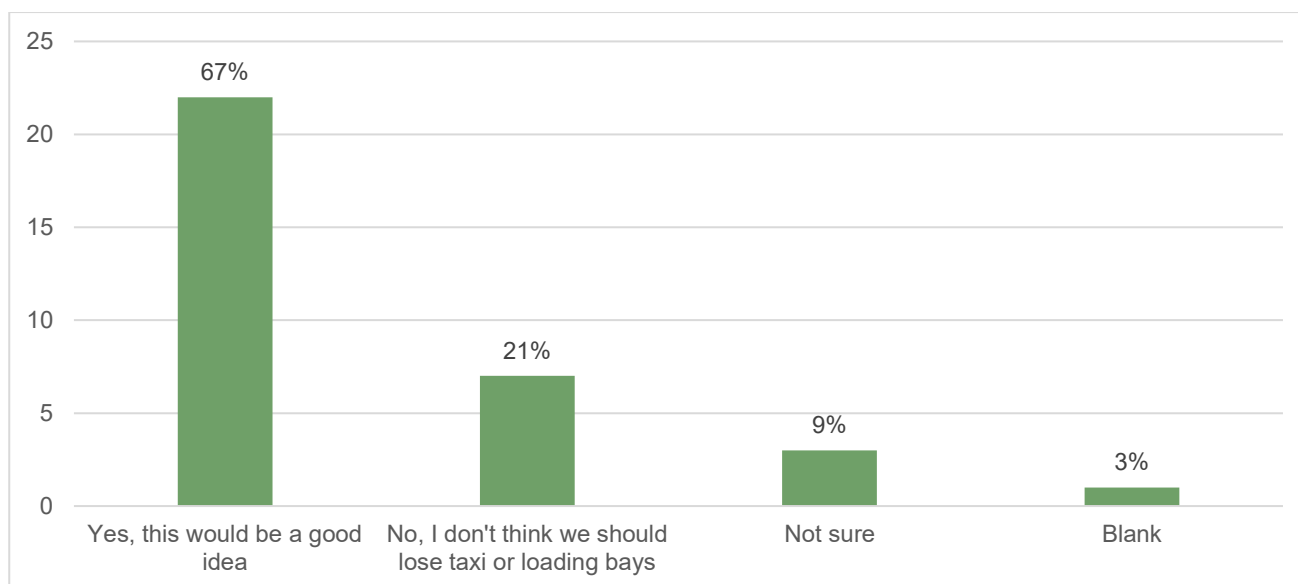


Figure 30: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

4.2.8 Figure 30 shows that 67% of respondents support the creation of disabled parking spaces along Derwen Road. 21% of respondents don't think taxi and loading bays should be lost for more disabled parking spaces.

4.3 Visual Impairments

4.3.1 The following shows views by respondents who consider themselves visually impaired. This Figure shows responses to part 1, section A, question 1. There were only 6 respondents who consider themselves visually impaired, which is a low sample rate, so the results should be treated with caution.

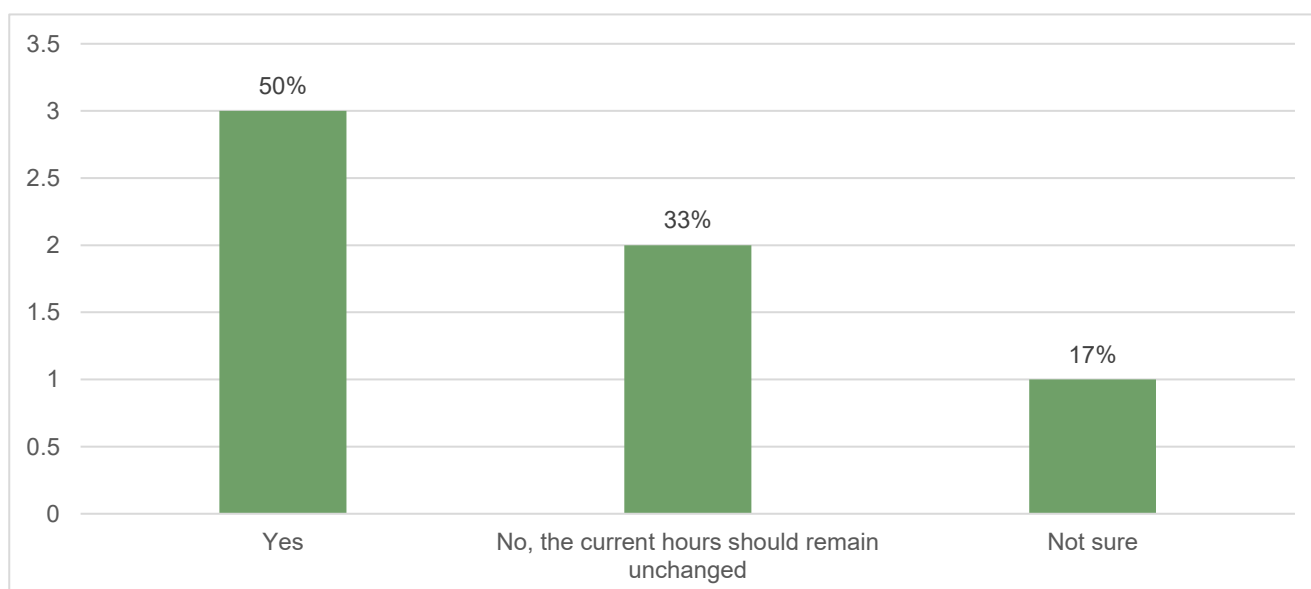


Figure 31: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

4.3.2 Figure 31 shows that 50% of respondents support increasing loading and unloading hours in Bridgend Town Centre. 33% of respondents support the hours for loading and unloading remaining unchanged.

4.3.3 Figure 32 below shows responses from part 1, section B, question 1.

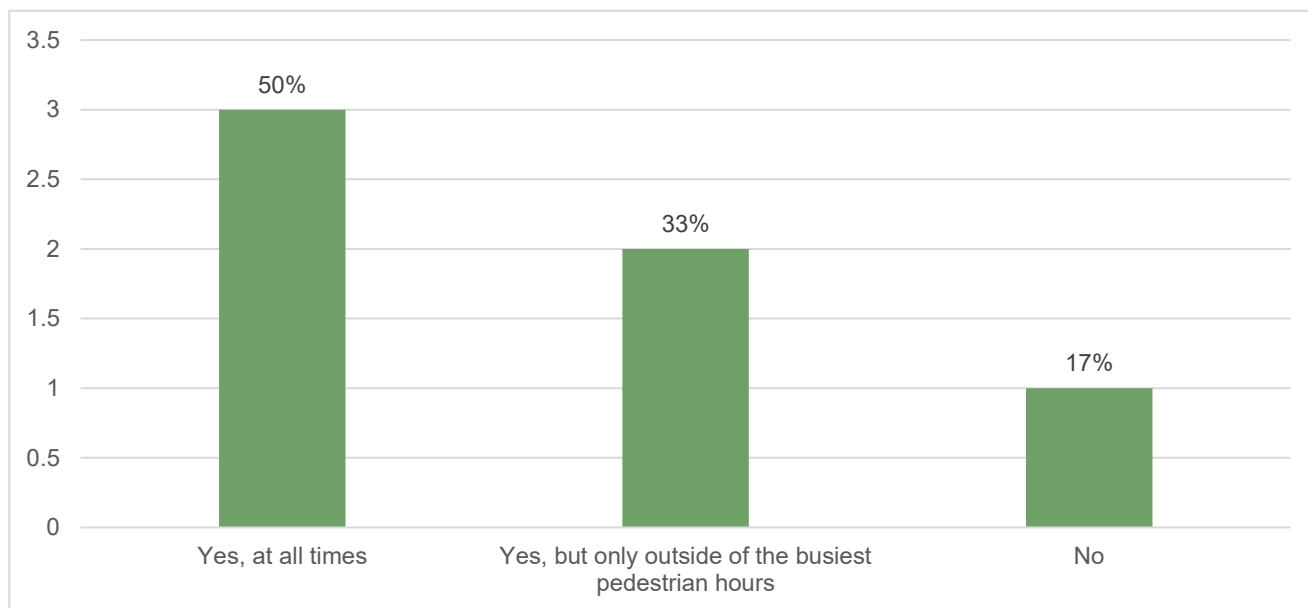


Figure 32: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

4.3.4 Figure 32 shows that 50% of respondents support opening Queen Street, Dunraven Place and Market Street to all traffic. A further 33% support opening these streets to all traffic but only outside of the busiest pedestrian hours. 17% of respondents believe that the town centre should not be more accessible to all traffic.

4.3.5 Figure 33 below shows responses from part 1, section C, question 1.

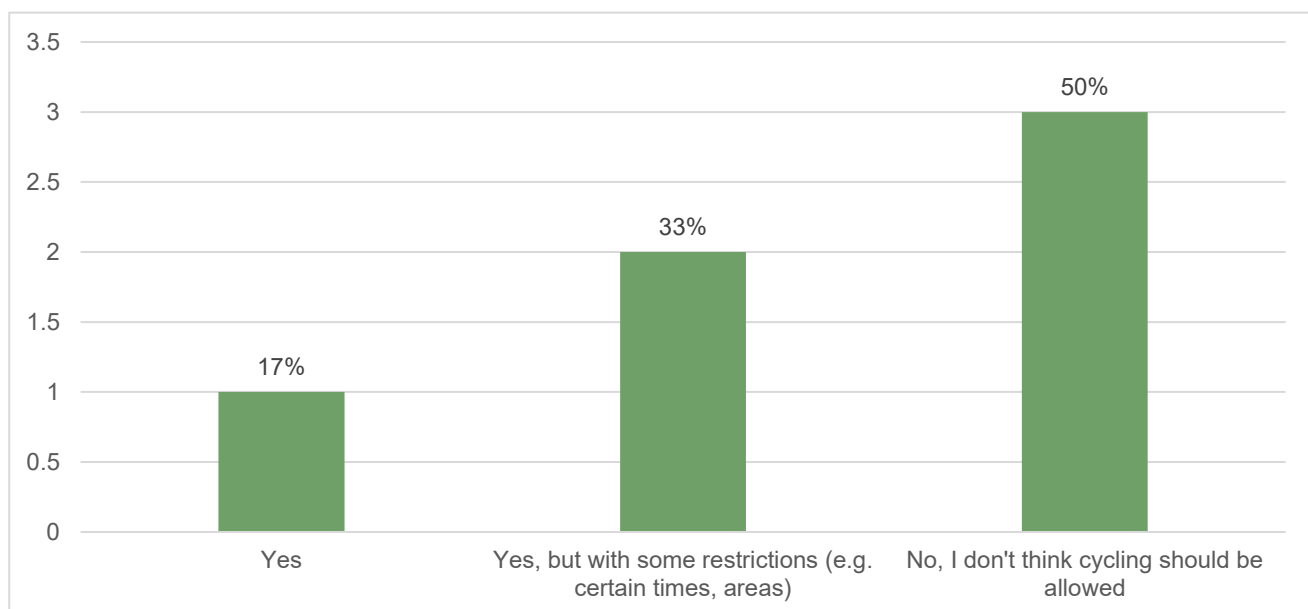


Figure 33: Should cycling be allowed in the town centre during pedestrianised hours?

4.3.6 Figure 33 shows that 50% of respondents do not support cycling in the town centre during pedestrianised hours. 17% of respondents support cycling in the town centre, another 33% support cycling in the town centre but with some restrictions.

4.3.7 Figure 34 below shows responses from part 1, section D, question 1.

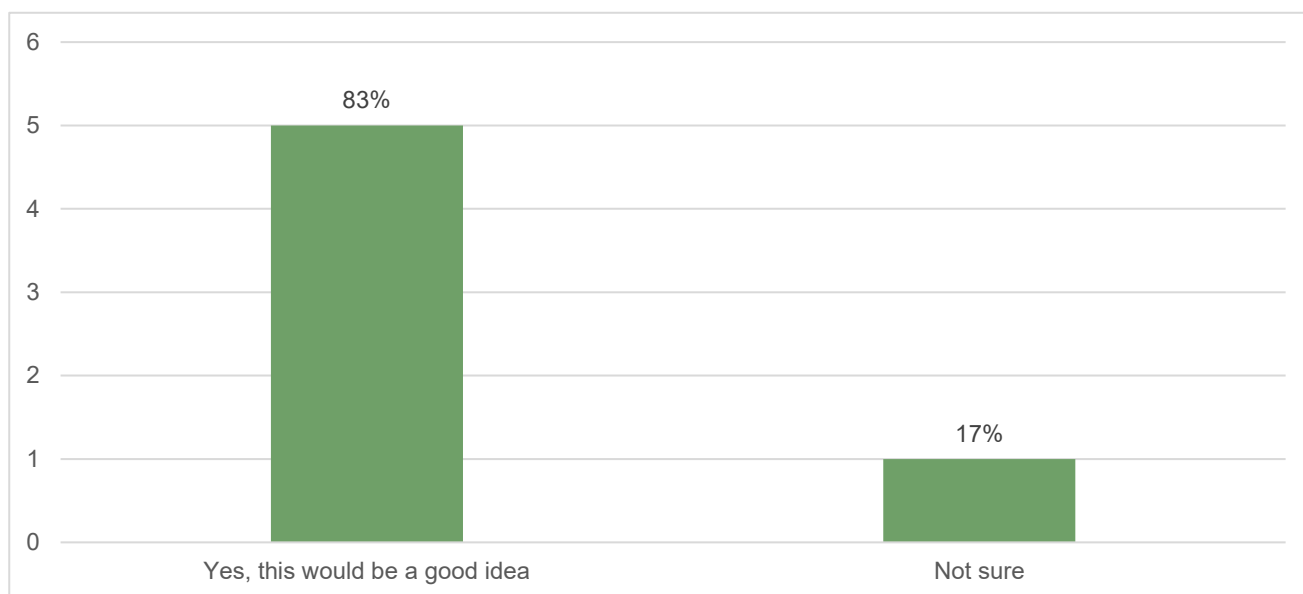


Figure 34: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

4.3.8 Figure 34 shows that 83% of respondents support the creation of disabled parking spaces along Derwen Road. 17% of respondents were unsure when answering this question.

4.4 Physical Impairments

4.4.1 Figure 35 below shows views by respondents that consider themselves physically impaired. This Figure shows responses to part 1, section A, question 1. There were 133 respondents that consider themselves physically impaired.

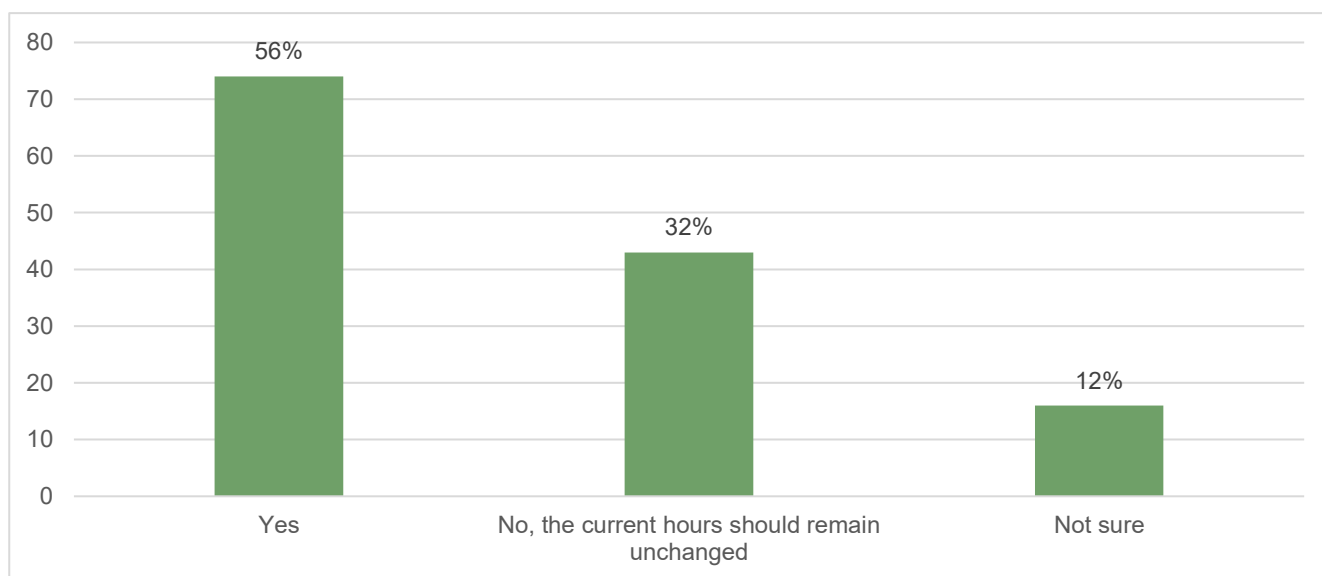


Figure 35: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

4.4.2 Figure 35 shows that 56% of respondents support increasing loading and unloading hours in Bridgend Town Centre. 32% of respondents support the hours for loading and unloading remaining unchanged.

4.4.3 Figure 36 below shows responses from part 1, section B, question 1.

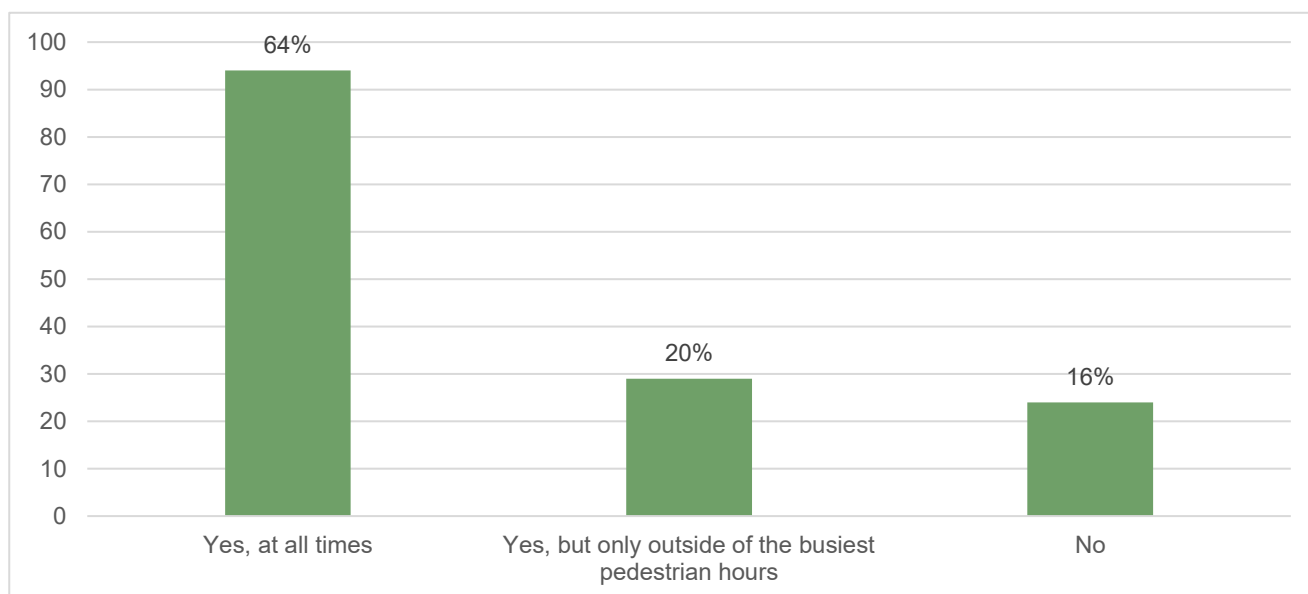


Figure 36: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

4.4.4 Figure 36 shows that 64% of respondents support opening Queen Street, Dunraven Place and Market Street to all traffic. A further 20% support opening these streets to all traffic but only outside of the busiest pedestrian hours. 16% of respondents believe that no traffic should have access to these streets.

4.4.5 Figure 37 below shows responses from part 1, section C, question 1.

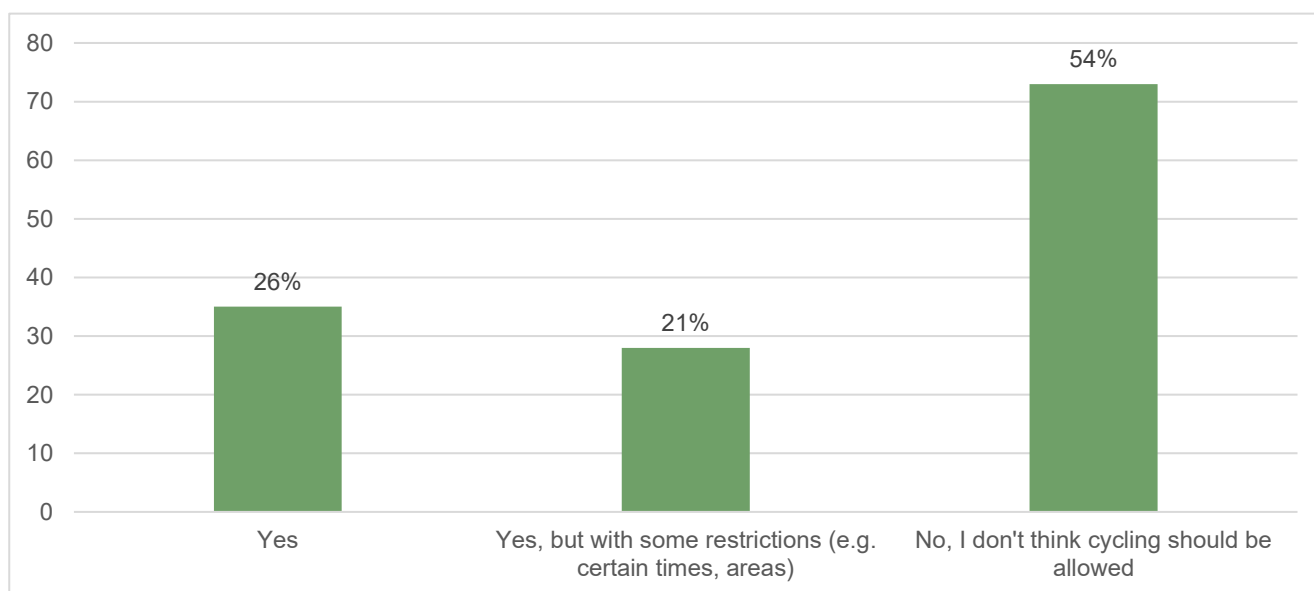


Figure 37: Should cycling be allowed in the town centre during pedestrianised hours?

4.4.6 Figure 37 shows that 54% of respondents do not support cycling in the town centre during pedestrianised hours. 26% of respondents support cycling in the town centre, and another 21% support cycling in the town centre but with some restrictions.

4.4.7 Figure 38 below shows responses from part 1, section D, question 1.

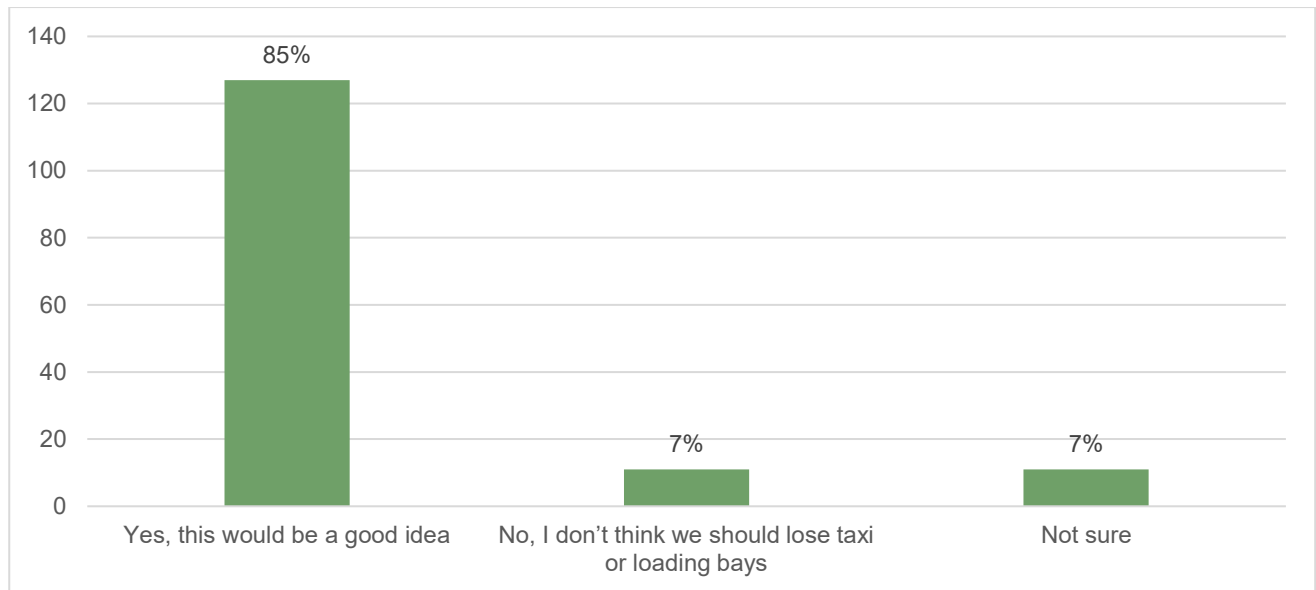


Figure 38: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

4.4.8 Figure 38 shows that 85% of respondents support the creation of disabled parking spaces along Derwen Road. 7% of respondents think taxi and loading bays should not be lost.

5. SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 This report presents the findings of a public consultation carried out between 4 April and 2 May 2025. The consultation generated 756 responses in total (754 online, 1 paper, 1 by email) and was supported by two in-person drop-in sessions attended by 17 people.

5.1.2 Key quantitative outcomes are:

- 64% support converting under-used taxi/loading bays to Blue Badge parking;
- 60% support extending loading/unloading hours;
- Public opinion on cycling during pedestrianised hours showed 56% are in favour of some form of cycling access (37% without restrictions and 19% with restrictions), while 37% remain opposed;
- On the question of re-opening Queen Street, Dunraven Place and Market Street to general traffic, 75% – support some form of access (56% for full access and 19% for limited access), compared with 22% who oppose re-opening altogether.

5.1.3 The respondent profile is skewed towards older age groups (29% aged 55–64; 23% aged 65–74), is predominantly White (97%) and records 22% self-declared disability or a mobility-affecting health condition. The predominance of online responses and the low in-person turnout limit the representativeness of the sample; these factors should be considered when interpreting the results.

5.2 Conclusion

5.2.1 The consultation findings provide material input for consideration but are not, on their own, determinative. They should form part of the broader evidence base Bridgend County Borough Council uses when deciding next steps and whether an intervention is appropriate.

Appendix A

Public Engagement Survey Form (English & Welsh Versions)

Bridgend Town Centre Access

GDPR Notice

All information received is stored using secure servers and in accordance with the Data Protection Act (1998). When gathering data, it is our policy to take all necessary steps to ensure personal information is processed lawfully. Your personal information will never be shared externally.

The council will take all reasonable precautions to ensure confidentiality and to comply with data protection legislation. Your information will be retained in accordance with the Council's Data Retention Policy.

You have several rights under data protection legislation. You may also withdraw your consent and ask us to delete your personal information at any time by contacting us. Further information about this is available on our website or you may contact the Data Protection Officer.

If you are dissatisfied with the manner in which we process your personal data, then you have the option to make a complaint to the Data Protection Officer and the Information Commissioner's Office.



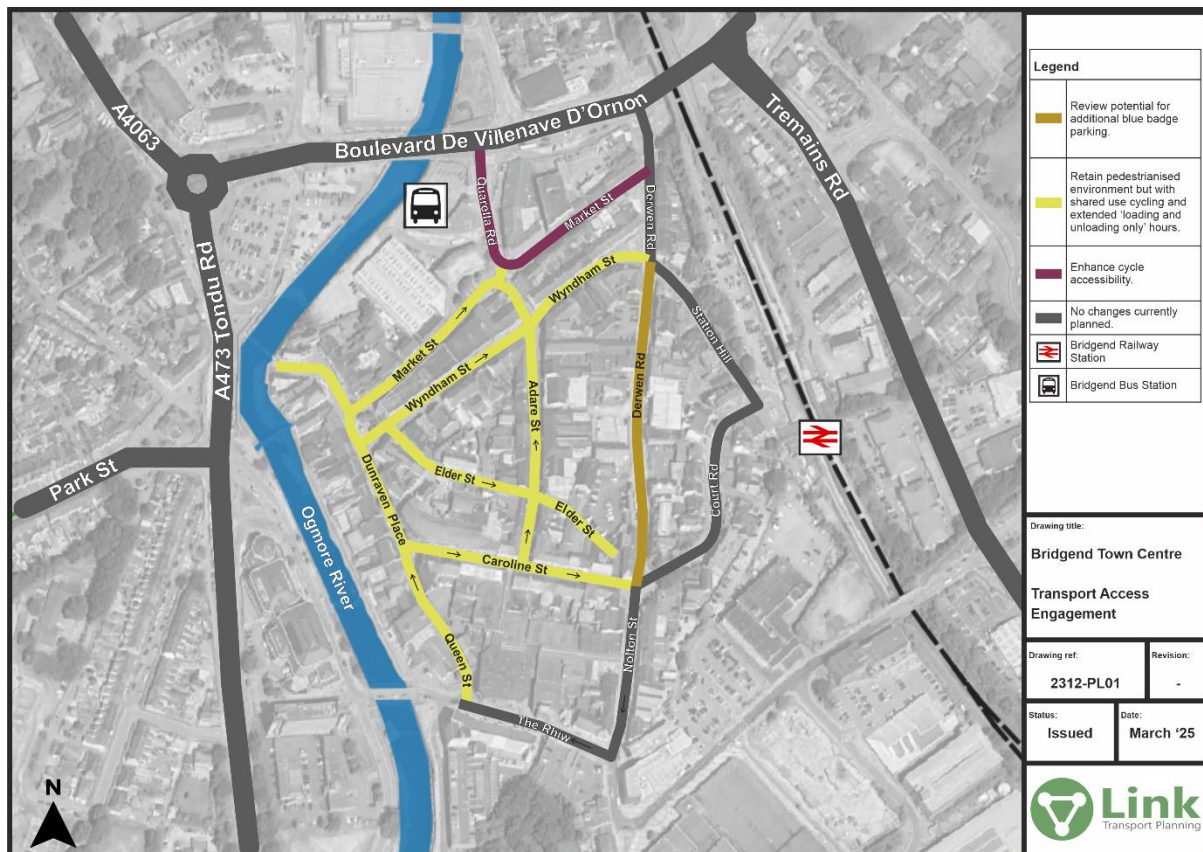
SURVEY

In recent years, there have been significant changes to how people use Bridgend town centre. These changes have been shaped by several factors, including the relocation of major stores to out-of-town retail parks, the growth of online shopping, the rise in remote services such as online banking, the shift towards home working, and challenges related to accessibility.

To address these evolving challenges, Bridgend County Borough Council is seeking your feedback on a range of potential improvements to enhance access to Bridgend town centre.

The proposed changes are shown in the overview map below and are summarised as follow:

- Extending loading and unloading hours throughout the town centre's pedestrianised areas to better support businesses and their customers.
- Allowing cycling in pedestrianised areas with the provision of enhanced cycle parking facilities.
- Increasing disabled parking opportunities by converting underutilised areas on Derwen Road.



These proposed changes are part of an initial phase aimed at improving the town centre's viability and resilience. We will closely monitor the impact and may consider further changes at a later date.

We recognise that some stakeholders favour allowing all traffic to use Queen Street, Dunraven Place, and Market Street. Although this is not included in the current proposal, we welcome all views via the survey, and your feedback will form an important part of our engagement analysis. This will help determine whether further investigation is needed for a potential follow-up phase.

You can choose to answer all sections of this questionnaire or just focus on the areas that matter most to you. Depending on which sections you choose to answer, the survey will typically take between 3 and 10 minutes to complete.

Your feedback in this survey is extremely valuable to help us shape a balanced plan that is safe, effective, and deliverable.

PART 1

Section A: Views on loading and unloading access to Bridgend town centre

Bridgend town centre is currently pedestrianised between 10 AM and 6 PM every day. Outside these hours, only vehicles that are loading or unloading can access the area. Traders in the town centre have shared feedback that they would prefer extended hours for loading or unloading, which would make it easier for suppliers and customers to deliver goods or collect goods.

This change would mean reducing the hours when the streets are fully pedestrianised. While this could help businesses, it is important to think about how it might affect pedestrians and the feel of the town centre.

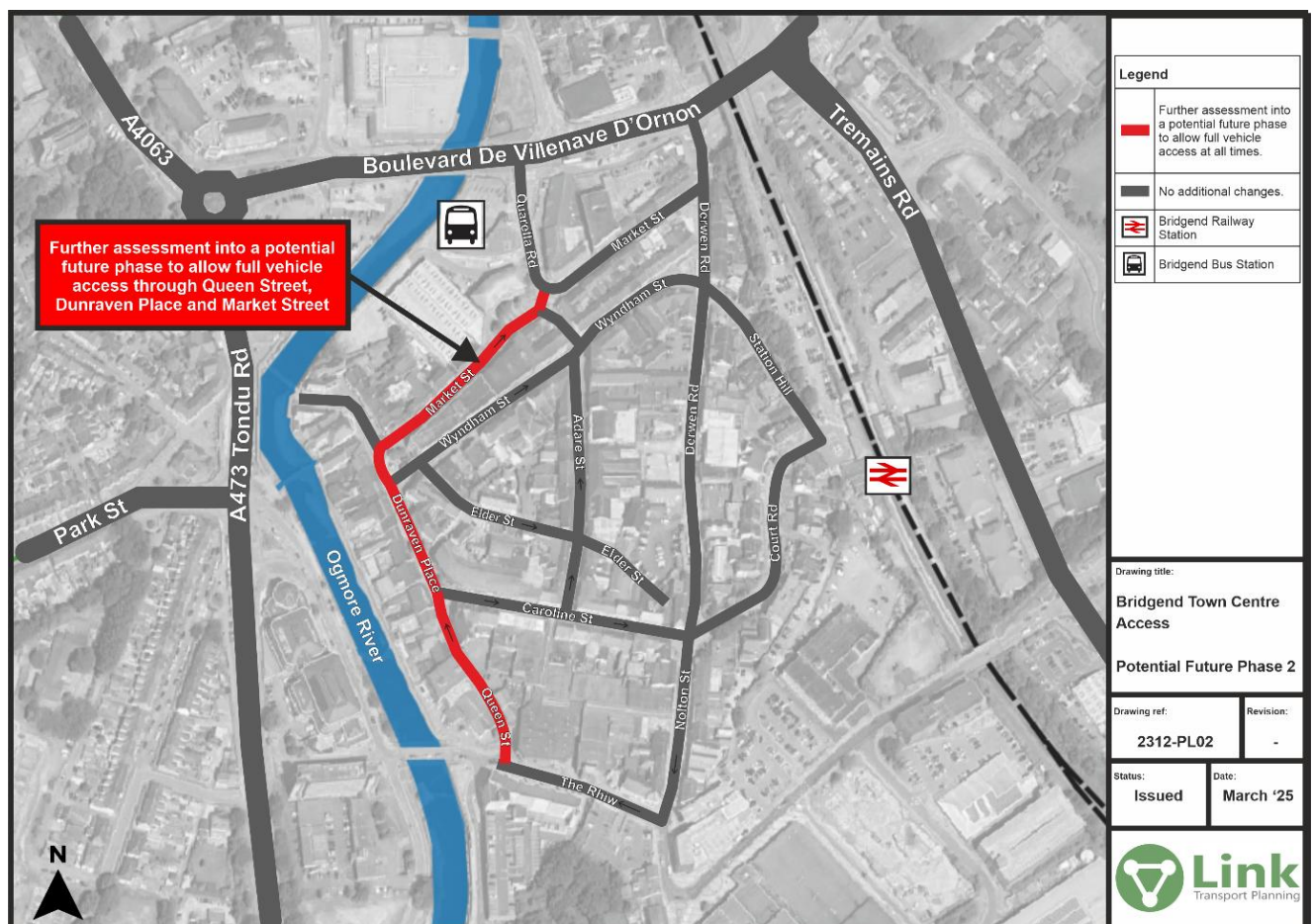
Q1: Do you support increasing the hours available for loading and unloading in Bridgend town centre?

- ☐ Yes
- ☐ No, the current hours should remain unchanged
- ☐ No, the current hours should be reduced
- ☐ Not sure

Follow-up: If you answered 'yes' or 'no, the current hours should be reduced', what loading and unloading only hours do you think should be in place and why?

Section B: Views on a potential future phase to allow full vehicle access through the peripheral town centre route of Queen Street, Dunraven Place and Market Street

Some stakeholders have shared feedback that the peripheral town centre route of Queen Street, Dunraven Place and Market Street should be opened up to all traffic, at all times. This does not form part of the current proposal, but we may undertake further assessment to determine if it could form a future follow up phase to the town centre's access arrangements. An overview map to highlight a potential future phase is provided below.



Q1: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

- ☐ Yes, at all times
- ☐ Yes, but only outside of the busiest pedestrian hours
- ☐ No
- ☐ Not Sure

Follow-up: Please add any further comments that you would like to make to explain your answer.

Section C: Views on cycling in the town centre

Cycling is a healthy, inclusive, low cost and zero emission form of transport. Current Welsh Government guidance states that consideration should always be given to allowing cycling through pedestrianised streets. However, cycling is not currently permitted through Bridgend town centre during pedestrianised hours. Please share your opinion on the following:

Q1: Should cycling be allowed in the town centre during pedestrianised hours?

- ☐ Yes
- ☐ Yes, but with some restrictions (*e.g., certain times, areas*)
- ☐ No, I don't think cycling should be allowed
- ☐ Not sure

Follow-up: Why do you feel this way?

Q2: Do you think there should be improved cycle parking in the town centre?

- ☐ Yes
- ☐ No
- ☐ Not sure

Follow-up: If you answered 'Yes' to Q2, please can you explain where additional or improved parking is required and what features are most important to you (*e.g. location near destination, personal and cycle security, weather protection*)

Section D: Views on disabled parking in the town centre.

Disabled parking in Bridgend town centre is available in Council car parks, private car parks, and marked blue badge bays on the street. Feedback has suggested that more blue badge spaces would make it easier for disabled users to get to places in the town centre. One idea is to add more blue badge spaces on streets like Derwen Road. This could be done by using areas currently set aside for taxis that are not often used.

Q1: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

- ☐ Yes, this would be a good idea
- ☐ No, I don't think we should lose taxi or loading bays
- ☐ Not sure

Follow-up: Why do you feel this way?

Q2: Thinking more widely, do you think there is enough disabled parking available to allow access to the town centre?

- ☐ Yes, there are enough spaces
- ☐ No, more blue badge parking spaces are needed

☐ Not sure

Follow-up: Why do you feel this way?

PART 2 ADDITIONAL OPTIONAL QUESTIONS

We would greatly value your additional feedback on current access to the town centre and your priorities for improvement. This will help us better understand existing conditions and identify further areas for enhancement.

All questions are optional, and your feedback will still be used even if you do not answer the questions in this section.

Section A: About your use of the area

Q1: How do you usually travel to the town centre? (*Select all that apply*)

- ☐ Walk
- ☐ Cycle
- ☐ Public transport (*e.g., bus, train*)
- ☐ Private car
- ☐ Taxi or ride-sharing services
- ☐ I do not visit the town centre often
- ☐ Other (*please specify*):

Q2: How would you rate the ease of town centre access for walking, cycling or public transport?

- ☐ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Very poor
- ☐ Unsure

Follow-up: Why did you choose that option?

Q3: How often do you visit the town centre?

- ☐ Daily
- ☐ Several times a week
- ☐ Once a week
- ☐ Once a month
- ☐ Less than once a month
- ☐ I have never been

Q4: What is the main reason for your visits to the town centre? (*Select all that apply*)

- ☐ I live in the town centre
- ☐ I work nearby
- ☐ I go to school nearby
- ☐ Shopping

- ☐ Socialising or leisure
- ☐ Accessing services (*e.g., healthcare, public services*)
- ☐ I do not visit the town centre
- ☐ Other (*please specify*):

Q5: How would you like to travel to Bridgend town centre?

- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train
- ☐ Car (*driver*)
- ☐ Car (*passenger*)
- ☐ Wheel (*using a wheelchair or other mobility aid*)
- ☐ Taxi
- ☐ Other (*please specify*):

Follow-up: What prevents you from using your preferred mode of travel to the town centre?

Q6: What would encourage you to visit Bridgend town centre more often? *(Select all that apply)*

- ☐ Improved walking, cycling, or public transport connections
- ☐ Improved car access *(e.g., more parking or fewer restrictions)*
- ☐ Better shops, restaurants, or entertainment options
- ☐ More events and activities in the town centre
- ☐ Improved safety and security
- ☐ Cleaner streets and public spaces
- ☐ Better facilities, such as public toilets or seating areas
- ☐ Nothing, I am satisfied with the current offer
- ☐ Unsure
- ☐ Other *(please specify)*:

Q7: Do you have a health issue that affects your mobility?

☐ No

☐ Hearing Impairment

☐ Visual Impairment

☐ Restricted Mobility

☐ Prefer not to say

☐ Other (*please specify*):

Equalities Monitoring

Under the Equality Act 2010 and the Public Sector Equality Duties, the Council has a legal duty to look at how its decisions impact on people because they may have particular characteristics. This question is optional.

How would these proposals affect you because of your:

Gender, Age, Ethnicity, Disability, Sexuality, Religion / belief, Gender identity, Relationship status, Pregnancy, Preferred language?

We would like to know your views on the effects that the proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be?

How could positive effects be increased, or negative effects be mitigated?

Please also explain how you believe the proposals could be formulated or changed to have positive effects or increased positive effects on opportunities for people to use the Welsh language, and on treating the Welsh language no less favourably than the English language and ensure there are no adverse effects on opportunities for people to use the Welsh language.

To help us ensure that we are providing services fairly to everyone who needs them, we would be grateful if you could answer a few more questions about yourself.

The information you supply will be kept confidentially and will only be used for the purposes of equalities monitoring.

Completion of these questions is not required as part of the questionnaire. You do not have to answer any of the questions if you do not wish to do so.

Alternatively, you can choose to answer some and not others by selecting the 'prefer not to say' options

Are you happy to answer a few more questions about yourself? *(Tick one option)*

☐ Yes

☐ No

Do you consider yourself as disabled? *(Tick one option)*

☐ Yes

☐ No

☐ Prefer not to say

Please select your age category: *(Tick one option)*

☐ Under 18

☐ 35 – 44

☐ 65 - 74

☐ 18 – 24

☐ 45 – 54

☐ 75 +

☐ 25 – 34

☐ 55 – 64

☐ Prefer not to say

How would you describe your nationality? *(Tick one option)*

☐ Welsh

☐ Scottish

☐ English

☐ Northern Irish

☐ Prefer not to say

☐ Other *(please specify)*:

--

What is your ethnic group? *(Tick one option)*

☐ White

☐ Asian/ Asian British

☐ Black/African Caribbean/Black
British

☐ Prefer not to say

☐ Mixed/Multiple ethnic groups

☐ Other *(please specify)*:

What is your religion or belief? *(Tick one option)*

☐ No religion

☐ Hindu

☐ Jewish

☐ Christian

☐ Muslim

☐ Prefer not to say

☐ Buddhist

☐ Sikh

☐ Other *(please specify)*:

How do you describe your gender? *(Tick one option)*

☐ Male

☐ Female

☐ Prefer not to say

☐ In another way *(please specify)*:

Are you pregnant? *(Tick one option)*

☐ Yes

- ☐ No
- ☐ Prefer not to say

Have you given birth in past 26 weeks? *(Tick one option)*

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

What is your sexual orientation? *(Tick one option)*

- ☐ Heterosexual/Straight ☐ Gay man ☐ Bisexual
- ☐ Gay woman/Lesbian ☐ Prefer not to say
- ☐ Other *(please specify):*

What is your marital status? *(Tick one option)*

- ☐ Single ☐ Divorced
- ☐ Partnered ☐ Widowed
- ☐ Married/Civil Partnered ☐ Prefer not to say

Are you able to? *(Tick all that apply)*

	Not at all	A little	Fairly well	Fluently	Prefer not to say
Speak Welsh	☐	☐	☐	☐	☐
Read Welsh	☐	☐	☐	☐	☐
Write Welsh	☐	☐	☐	☐	☐

Thank you for taking the time to complete this survey.

Please return to:

Bridgend County Borough Council

Consultation Department

Civic Offices

Angel Street

BRIDGEND

CF31 4WB

Email: consultation@bridgend.gov.uk

Mynediad Canol Tref Pen-y-bont ar Ogwr

Hysbysiad GDPR

Caiff yr holl wybodaeth a dderbynnir ei storio gan ddefnyddio gweinyddion diogel ac yn unol â'r Ddeddf Diogelu Data (1998). Wrth gasglu data, mae gennym bolisi ar waith i gymryd yr holl gamau priodol er mwyn sicrhau bod gwybodaeth bersonol yn cael ei phrosesu'n gyfreithiol. Ni fydd eich gwybodaeth bersonol yn cael ei rhannu'n allanol.

Bydd y cyngor yn cymryd yr holl gamau rhesymol i sicrhau cyfrinachedd ac i gydymffurfio â deddfwriaeth diogelu data. Bydd eich gwybodaeth yn cael ei chadw yn unol â Pholisi Cadw Data'r Cyngor.

Mae gennych nifer o hawliau dan y deddfwriaeth diogelu data. Cewch hefyd dynnu eich caniatâd yn ôl a gofyn inni ddileu eich gwybodaeth bersonol ar unrhyw adeg drwy gysylltu â ni. Mae rhagor o wybodaeth ynglŷn â hyn ar gael ar ein gwefan, neu gallwch gysylltu â'r Swyddog Diogelu Data.

Os ydych yn anfodlon gyda'r modd yr ydym yn prosesu eich data personol, cewch gyflwyno cwyn i'r Swyddog Diogelu Data a Swyddfa'r Comisiynydd Gwybodaeth.



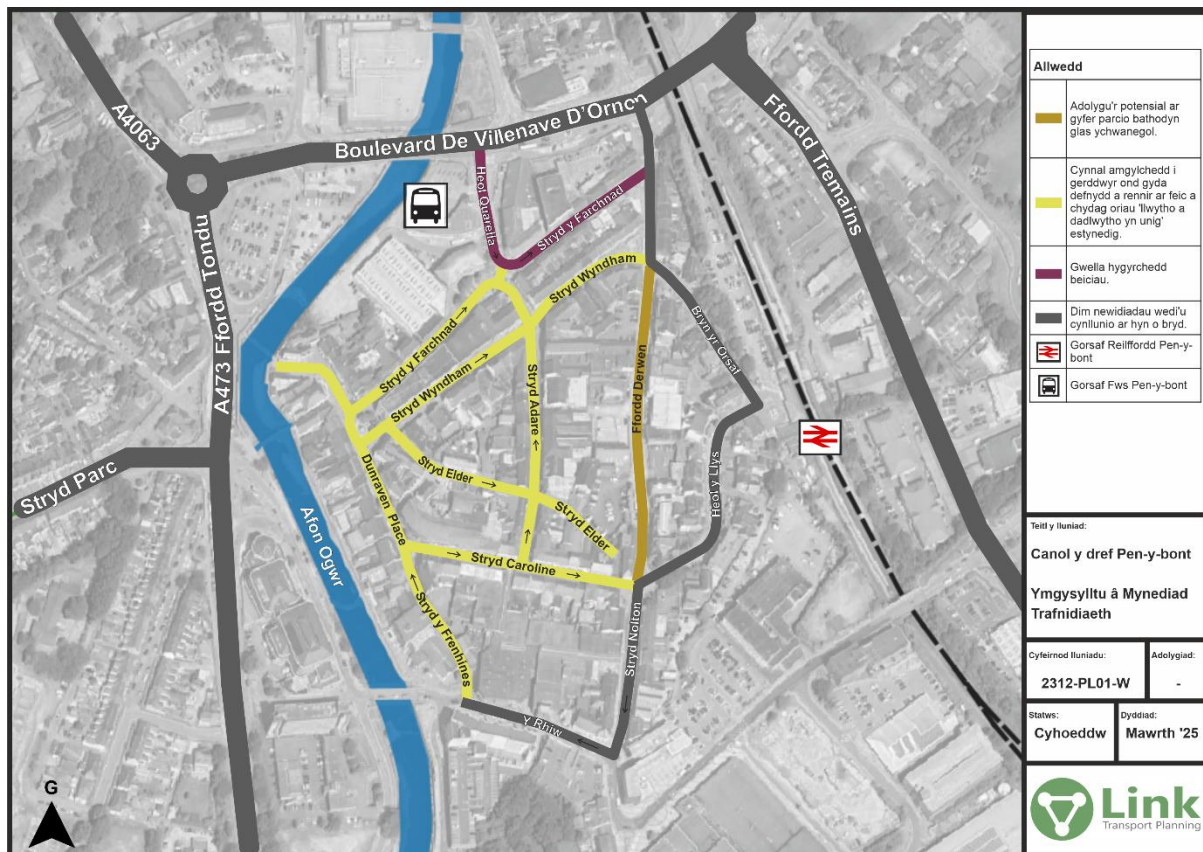
AROLWG

Yn ystod y blynyddoedd diwethaf, mae newidiadau sylweddol wedi bod o ran sut mae pobl yn defnyddio canol tref Pen-y-bont ar Ogwr. Mae'r newidiadau hyn wedi cael eu siapio gan nifer o ffactorau, gan gynnwys symud siopau mawr i barciau manwerthu y tu allan i'r dref, twf siopa ar-lein, cynnydd gwasanaethau o bell megis bancio ar-lein, a'r newid i weithio o gartref, a heriau sy'n gysylltiedig â hygrychedd.

I fynd i'r afael â'r heriau esblygol hyn, mae Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr yn ceisio eich adborth ynghylch ystod o welliannau posibl i wella mynediad i ganol tref Pen-y-bont ar Ogwr.

Crynoir y newidiadau arfaethedig fel a ganlyn:

- Ymestyn oriau llwytho a dadlwytho ar draws ardaloedd i gerddwyr yn unig yng nghanol y dref i gefnogi busnesau a'u cwsmeriaid yn well.
- Caniatáu beicio mewn ardaloedd i gerddwyr yn unig gyda darpariaeth o well cyfleusterau parcio ar gyfer beiciau.
- Cynyddu lleoedd parcio anabl drwy drosi ardaloedd nad ydynt yn cael defnydd digonol ar Ffordd Derwen.



Mae'r newidiadau arfaethedig hyn yn rhan o gam cychwynnol sydd â'r bwriad o wella hyfywedd a gwytnwch canol y dref. Byddwn yn monitro'r effaith yn agos ac efallai y byddwn yn ystyried newidiadau pellach yn ddiweddarach.

Rydym yn cydnabod bod rhai rhanddeiliaid yn ffafrio caniatáu pob traffig gael defnyddio Stryd y Frenhines, Dunraven Place, a Stryd y Farchnad. Er nad yw hyn wedi'i gynnwys yn y cynnig presennol, rydym yn croesawu pob barn trwy'r gymhorthfa, a bydd eich adborth yn ffurfio rhan bwysig o'n dadansoddiad ymgysylltu. Bydd hyn yn helpu i benderfynu a oes angen ymchwiliad pellach ar gyfer cam dilynol posibl.

Gallwch ddewis ateb pob adran o'r holiadur hwn neu ganolbwyntio ar y meysydd sydd bwysicaf i chi. Yn dibynnu ar ba adrannau rydych chi'n dewis eu hateb, bydd yr arolwg yn cymryd rhwng oddeutu 3 a 10 munud i'w gwblhau.

Mae eich adborth yn yr arolwg hwn yn hynod werthfawr i'n helpu i lunio cynllun cytbwys sy'n ddiogel, yn effeithiol ac yn gyflawnadwy.

RHAN 1

Adran A: Barn ynghylch mynediad i llwytho a dadlwytho yng nghanol tref Pen-y-bont ar Ogwr

Mae canol tref Pen-y-bont ar Ogwr ardal i gerddwyr yn unig rhwng 10 AM a 6 PM bob dydd ar hyn o bryd. Y tu hwnt i'r oriau hyn, dim ond cerbydau sy'n llwytho neu'n dadlwytho sydd â mynediad i'r ardal. Mae masnachwyr yng nghanol y dref wedi rhannu adborth y byddai'n well ganddynt ymestyn yr oriau ar gyfer llwytho a dadlwytho, a fyddai'n ei gwneud yn haws i gyflenwyr a chwsmeriaid ddanfôn neu gasglu nwyddau.

Byddai'r newid hwn yn golygu lleihau'r oriau pan fo'r strydoedd yn fannau i gerddwyr yn unig. Er y byddai hyn yn gallu helpu busnesau, mae'n bwysig ystyried sut y gallai hyn effeithio ar gerddwyr ac awyrgylch canol y dref.

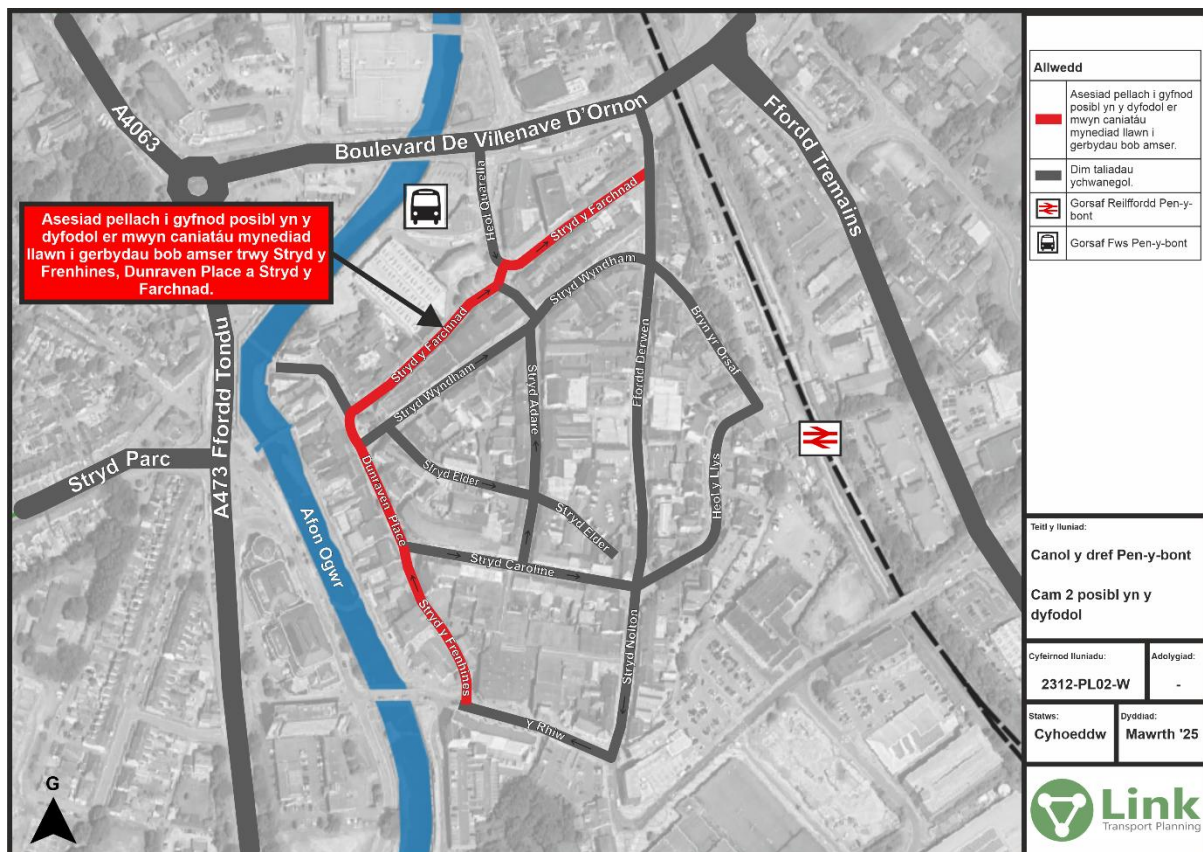
C1: A ydych chi'n cefnogi'r cynnig i ymestyn yr oriau lle caniateir llwytho a dadlwytho yng nghanol tref Pen-y-bont ar Ogwr.

- ☐ Ydw
- ☐ Nac ydw, dylid cadw'r oriau presennol
- ☐ Nac ydw, dylid lleihau'r oriau presennol
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Os wnaethoch chi ateb '*ydw*' neu '*nac ydw, dylid lleihau'r oriau presennol*', pa oriau llwytho a dadlwytho ydych chi'n credu y dylid fod ar waith a pham?

Adran B: Barn ar gam posibl yn y dyfodol i ganiatáu mynediad llawn i gerbydau drwy'r llwybr sydd ar gyrion canol y dref, sef Stryd y Frenhines, Dunraven Place a Stryd y Farchnad

Mae rhai rhanddeiliaid wedi rhannu adborth y dylid agor y llwybr sydd ar gyrion canol y dref, sef Stryd y Frenhines, Dunraven Place a Stryd y Farchnad i bob traffig, bob amser. Nid yw hyn yn rhan o'r cynnig presennol, ond efallai y byddwn yn cynnal asesiad pellach i benderfynu a allai ffurfio cam dilynol yn y dyfodol i drefniadau mynediad canol y dref.



C1: A ddylai Stryd y Frenhines, Dunraven Place a Stryd y Farchnad fod yn fwy hygyrch i bob math o draffig?

- ☐ Dylent, drwy'r amser
- ☐ Dylent, ond dim ond y tu hwnt i'r oriau prysuraf o ran cerddwyr
- ☐ Na
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Nodwch unrhyw sylwadau pellach yr hoffech eu gwneud i esbonio eich ateb.

Adran C: Barn ar feicio yng nghanol y dref

Mae beicio yn ffurf o drafnidiaeth sy'n iach, cynhwysol, cost isel ac yn rhydd o allyriadau. Mae canllawiau presennol Llywodraeth Cymru yn datgan y dylid rhoi ystyriaeth bob amser i ganiatáu beicio drwy strydoedd sydd wedi'u dynodi ar gyfer cerddwyr. Fodd bynnag, ni chaniateir beicio drwy ganol tref Pen-y-bont ar Ogwr ar hyn o bryd yn ystod oriau cerddwyr yn unig. Rhannwch eich barn am y canlynol os gwelwch yn dda:

C1: A ddylid caniatáu beicio drwy ganol y dref yn ystod oriau cerddwyr yn unig?

- ☐ Dylid
- ☐ Dylid, ond gyda rhai cyfyngiadau (*e.e., amseroedd, ardaloedd penodol*)
- ☐ Na, nid wyf yn credu y dylid caniatáu beicio
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Pam ydych chi'n teimlo fel hyn?

C2: A ydych yn credu y dylid gwella parcio ar gyfer beiciau yng nghanol y dref?

- ☐ Ydw

☐ Nac ydw

☐ Ddim yn siŵr

Cwestiwn dilynol: Os wnaethoch chi ateb 'Ydw' i C2, esboniwch ble mae angen rhagor neu well leoedd parcio a pha nodweddion sydd bwysicaf i chi (e.e. *lleoliad ger cyrchfan, diogelwch personol a diogelwch y beic, amddiffyn rhag tywydd*).

Adran D: Barn ar lleoedd parcio anabl yng nghanol y dref

Mae lleoedd parcio anabl ar gael yng nghanol tref Pen-y-bont ar Ogwr ym meysydd parcio'r Cyngor, meysydd parcio preifat, a lleoedd parcio bathodyn glas dynodedig ar y stryd. Mae adborth wedi cynnig y byddai rhagor o leoedd parcio bathodyn glas yn ei gwneud yn haws i ddefnyddwyr anabl fynd i leoedd yng nghanol y dref. Un syniad yw ychwanegu rhagor o leoedd parcio bathodyn glas ar strydoedd fel Ffordd Derwen. Gellid gwneud hyn drwy ddefnyddio ardaloedd sydd wedi'u neilltuo ar hyn o bryd ar gyfer tacsis nad ydynt yn cael eu defnyddio'n aml.

C1: A ydych yn credu y dylwn greu rhagor o leoedd parcio anabl yn lle cilfannau tacsis neu lwytho nad ydynt yn cael eu defnyddio'n aml?

- ☐ Ydw, credaf y byddai'n syniad da
- ☐ Nac ydw, nid wyf yn credu y dylem golli cilfannau tacsis neu lwytho
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Pam ydych chi'n teimlo fel hyn?

C2: Gan feddwl yn ehangach, a ydych chi'n credu bod digon o leoedd parcio anabl ar gael i alluogi mynediad at ganol y dref?

- ☐ Ydw, credaf fod digon o leoedd

- ☐ Nac ydw, mae angen rhagor o leoedd parcio bathodyn glas
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Pam ydych chi'n teimlo fel hyn?

RHAN 2 CWESTIYNAU DEWISOL YCHWANEGOL

Byddem yn gwerthfawrogi eich adborth ychwanegol ynghylch y mynediad presennol i ganol y dref a'ch blaenoriaethau ar gyfer gwella. Bydd hyn yn ein helpu i ddeall amodau presennol yn well a nodi meysydd pellach i'w gwella.

Mae pob cwestiwn yn ddewisol a bydd eich adborth yn dal i gael ei ddefnyddio hyd yn oed os n: ad ydych yn ateb y cwestiynau yn yr adran hon.

Adran A: Ynghylch eich defnydd o'r ardal

C1: Sut ydych chi'n teithio i ganol y dref fel arfer? (*Dewiswch bob un sy'n berthnasol*)

- ☐ Cerdded
- ☐ Beicio
- ☐ Trafnidiaeth gyhoeddus (e.e., *bws, trê*n)
- ☐ Car preifat
- ☐ Tacsï neu wasanaethau rhannu car
- ☐ Nid wyf yn ymweld â chanol y dref yn aml
- ☐ Arall (*nodwch os gwelwch yn dda*):

C2: Sut fydddech chi'n sgorio pa mor rhwydd yw cael mynediad i ganol y dref trwy gerdded, beicio a defnyddio trafndiaeth gyhoeddus?

- ☐ Rhagorol
- ☐ Da
- ☐ Gweddol
- ☐ Gwael
- ☐ Gwael iawn
- ☐ Ddim yn siŵr

Cwestiwn dilynol: Pam wnaethoch chi ddewis yr opsiwn hwnnw?

C3: Pa mor aml ydych chi'n ymweld â chanol y dref?

- ☐ Yn ddyddiol
- ☐ Sawl gwaith yr wythnos
- ☐ Unwaith yr wythnos
- ☐ Unwaith y mis
- ☐ Llai nag unwaith y mis
- ☐ Nid wyf erioed wedi bod

C4: Beth yw'r prif reswm dros eich ymweliadau â chanol y dref? (*Dewiswch bob un sy'n berthnasol*)

- ☐ Rwyf yn byw yng nghanol y dref
- ☐ Rwyf yn gweithio gerllaw
- ☐ Rwyf yn mynychu'r ysgol gerllaw
- ☐ Siopa

- ☐ Cymdeithasu neu weithgareddau hamdden
- ☐ Defnyddio gwasanaethau (e.e., *gofal iechyd, gwasanaethau cyhoeddus*)
- ☐ Nid wyf yn ymweld â chanol y dref
- ☐ Arall (*nodwch os gwelwch yn dda*):

C5: Sut hoffech chi deithio i ganol tref Pen-y-bont ar Ogwr?

- ☐ Cerdded
- ☐ Beicio
- ☐ Bws
- ☐ Trên
- ☐ Car (*gyrrwr*)
- ☐ Car (*teithiwr*)
- ☐ Olwyn (*gan ddefnyddio cadair olwyn neu gymorthyddion symudedd eraill*)
- ☐ Tacsï
- ☐ Arall (*nodwch os gwelwch yn dda*):

Cwestiwn dilynol: Beth sy'n eich atal rhag defnyddio'r dull o'ch dewis i deithio i ganol y dref?

C6: Beth fyddai'n eich annog i ymweld â chanol tref Pen-y-bont ar Ogwr yn amlach?
(Dewiswch bob un sy'n berthnasol)

- ☐ Gwell llwybrau cerdded, beicio, neu gysylltiadau trafnidiaeth gyhoeddus
- ☐ Gwell mynediad ar gyfer ceir (*mwyr o leoedd parcio neu lai o gyfyngiadau*)
- ☐ Gwell siopau, bwytai, neu opsiynau adloniant
- ☐ Mwy o ddigwyddiadau a gweithgareddau yng nghanol y dref
- ☐ Gwell diogelwch
- ☐ Strydoedd a lleoedd cyhoeddus glanach
- ☐ Gwell cyfleusterau, megis toiledau cyhoeddus neu fannau eistedd
- ☐ Dim byd, rwyf yn fodlon gyda'r cynnig presennol
- ☐ Ddim yn siŵr
- ☐ Arall (*nodwch os gwelwch yn dda*):

Cwestiwn dilynol: Pam ydych chi'n teimlo fel hyn?

C7: A oes gennych unrhyw broblemau iechyd sy'n effeithio ar eich symudedd?

- ☐ Nac ydw
- ☐ Nam ar y clyw
- ☐ Amhariad ar y golwg
- ☐ Symudedd cyfyngedig
- ☐ Byddai'n well gennyf beidio â dweud
- ☐ Arall (*nodwch os gwelwch yn dda*):

Monitro cydraddoldeb

Dan Ddeddf Cydraddoldeb 2010 a Dyletswyddau Cydraddoldeb y Sector Cyhoeddus, mae gan y Cyngor ddyletswydd gyfreithiol i edrych ar sut mae ei benderfyniadau'n effeithio ar bobl oherwydd gallent fod â nodweddion penodol. Mae'r cwestiwn hwn yn ddewisol.

Sut fyddai'r cynigion hyn yn effeithio arnoch chi oherwydd eich:

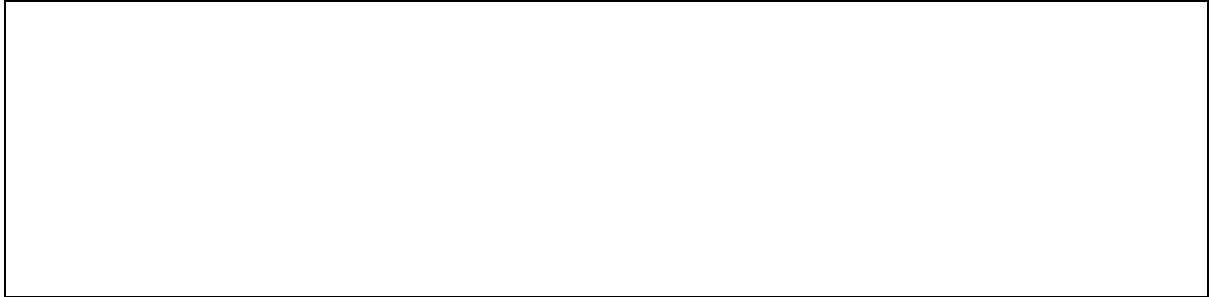
Rhywedd, Oedran, Ethnigrwydd, Anabledd, Rhywioldeb, Crefydd / Cred, Hunaniaeth ryweddol, Statws perthynas, Beichiogrwydd, Dewis iaith?

Hoffem glywed eich barn ynghylch effaith y cynigion ar yr iaith Gymraeg, yn arbennig y cyfleoedd i bobl ddefnyddio'r Gymraeg ac i beidio trin yr iaith Gymraeg yn llai ffafriol na'r Saesneg.

Pa effaith fyddent yn ei gael yn eich barn chi?

Sut ellir cynyddu effeithiau cadarnhaol, neu liniaru effeithiau negyddol?

Eglurwch hefyd sut y credwch chi y gellir creu neu addasu'r cynigion fel eu bod yn cael effaith gadarnhaol ar y cyfleoedd i bobl ddefnyddio'r iaith Gymraeg, ac i beidio trin yr iaith Gymraeg yn llai ffafriol na'r iaith Saesneg, a sicrhau nad oes effeithiau niweidiol ar y cyfleoedd i bobl ddefnyddio'r iaith Gymraeg.



Er mwyn ein helpu i sicrhau ein bod yn cyflwyno gwasanaethau i bawb sydd eu hangen mewn ffordd deg, byddem yn ddiolchgar pe baech yn ateb ychydig mwy o gwestiynau amdanoch chi eich hun.

Bydd yr wybodaeth a ddarparwch yn cael ei chadw'n gyfrinachol a'i defnyddio at ddibenion monitro cydraddoldeb yn unig.

Nid oes yn rhaid ichi ateb y cwestiynau isod fel rhan o'r holiadur. Nid oes rhaid ichi ateb unrhyw un o'r cwestiynau os nad ydych eisiau gwneud hynny.

Fel arall, gallwch ddewis ateb rhai cwestiynau a pheidio ag ateb rhai eraill drwy ddewis yr opsiwn 'byddai'n well gennyf beidio â dweud'.

A ydych chi'n fodlon ateb ychydig mwy o gwestiynau amdanoch chi eich hun?

☐ Ydw

☐ Nac ydw

A ydych chi'n ystyried eich hun yn anabl?

☐ Ydw

☐ Nac ydw

☐ Gwell gennyf beidio â dweud

Dewiswch eich categori oedran:

☐ Dan 18 oed

☐ 35 – 44

☐ 65 – 74

☐ 18 – 24

☐ 45 – 54

☐ 75 +

☐ 25 – 34

☐ 55 – 64

☐ Gwell gennyf beidio
â dweud

Sut fydddech chi'n disgrifio eich cenedligrwydd? (*Ticiwch un opsiwn*)

☐ Cymraeg

☐ Albanaidd

☐ Saesneg

☐ Gwyddeleg Gogleddol

☐ Gwell gennyf beidio
â dweud

☐ Arall (*many/wch os gwelwch yn dda*):

Beth yw eich grŵp ethnig? (*Ticiwch un opsiwn*)

- | | |
|--|---|
| ☐ Gwyn | ☐ Asiaidd/ Asiaidd Prydeinig |
| ☐ Du/ Affricanaidd/ Caribïaidd/
Du Prydeinig | ☐ Grwpiau cymysg/ aml-ethnig |
| ☐ Gwell gennyf beidio â dweud | |
| ☐ Arall (<i>manylwch os gwelwch yn dda</i>): | |

Beth yw eich crefydd neu gred? (*Ticiwch un opsiwn*)

- | | | |
|---|-------------------------------------|---|
| ☐ Dim crefydd | ☐ Hindŵaidd | ☐ Iddewig |
| ☐ Cristnogol | ☐ Mwslimaidd | ☐ Gwell gennyf beidio
â dweud |
| ☐ Bwdhaidd | ☐ Sicaidd | |
| ☐ Arall (<i>manylwch os gwelwch yn dda</i>): | | |

Sut fydddech chi'n disgrifio eich rhywedd? (*Ticiwch un opsiwn*)

- | |
|---|
| ☐ Gwryw |
| ☐ Benyw |
| ☐ Gwell gennyf beidio â dweud |
| ☐ Mewn ffordd arall (<i>manylwch os gwelwch yn dda</i>): |

A ydych chi'n feichiog?

- ☐ Ydw
- ☐ Nac ydw
- ☐ Gwell gennyf beidio â dweud

A ydych chi wedi rhoi genedigaeth o fewn y 26 wythnos ddiwethaf?

- ☐ Do
- ☐ Naddo
- ☐ Gwell gennyf beidio â dweud

Beth yw eich cyfeiriadedd rhywiol? (*Ticiwch unrhyw opsiwn*)

- ☐ Heterorywiol/ Syth ☐ Dyn hoyw ☐ Deurywiol
- ☐ Menyw Hoyw/ Lesbiadd ☐ Gwell gennyf beidio â dweud
- ☐ Arall (*manywch os gwelwch yn dda*):

Beth yw eich statws priodasol? (*Ticiwch un opsiwn*)

- ☐ Sengl ☐ Wedi ysgaru
- ☐ Gyda phartner ☐ Gweddw
- ☐ Priod/ Partneriaeth sifil ☐ Gwell gennyf beidio â dweud

A ydych chi'n gallu? (*Ticiwch unrhyw opsiwn perthnasol*)

	Ddim o gwbl	Ychydig	Yn weddol dda	Ydw, yn rhugl	Gwell gennyf beidio â dweud
Siarad Cymraeg	☐	☐	☐	☐	☐
Darllen Cymraeg	☐	☐	☐	☐	☐
Ysgrifennu Cymraeg	☐	☐	☐	☐	☐

Diolch am roi o'ch amser i gwblhau'r arolwg hwn.

Dychwelwch at:

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Yr Adran Ymgynghori

Y Swyddfeydd Dinesig

Stryd yr Angel

Pen-y-bont ar Ogwr

CF31 4WB

E-bost:

consultation@bridgend.gov.uk

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