

Comment No.	Comment	Response by Director of Communities
SHOUT Bridgend. Carnegie House, Wyndham St, Bridgend (Tuesday 30th May 2017)		
1	Concerns regarding vehicle congestion as drivers were looking for parking spaces	Due to there being specific bays then this is unlikely to occur
2	Affect street café trade due to vehicle noise and pollution.	Discussions will be held with the Environmental Department to mitigate noise and pollution
3	½ hour parking was not sufficient for disabled people or shoppers. Preference was for 2hrs.	Consideration will be given to increasing the parking time
4	Suggestion of a hop on hop off bus.	Due to the proximity of the bus station it is unlikely that such a facility would be viable
5	The scheme will not benefit disabled people.	It is considered that the scheme will improve access to the town centre for disabled people
6	The scheme will not bring people into the centre.	The town traders consider that improved access will encourage people to utilise the town centre more
7	Cost of scheme outweighs the benefits.	Discussions are ongoing related to this matter
8	Concern for small children who are used to a vehicle free environment	It will be important that parents and children are aware of the vehicular movement at the proposed location
9	Concern that skateboarders would damage the bollards.	This would be monitored
10	Positioning of the proposed bollards (not too far into the footway).	This will be a design issue and will be considered.
11	Too late to give their view through the public consultation exercise in Aug 2016.	The consultation was available for all to respond and lasted 12 weeks
12	The present proposal of 30 minutes free parking was not supported. The group felt that this was not sufficient time for disabled people or shoppers who wished to access parts of town further away e.g. Nolton St.	Consideration will be given to increasing the parking time
13	If the underlying premise for the proposed scheme is to increase trade, then shoppers need more time to park and shop around. 30 minutes is insufficient. 2 hours	Consideration will be given to increasing the parking time

	would be more acceptable to enable this to happen. The group expressed a view that the scheme would be a waste of money; it would not achieve its aims if the parking was limited to 30 minutes.	
14	Wider town centre issues such as the range of shops, free parking, the Rhiw flats and car park, rates, how BCBC are supporting the town centre and examples of other successful towns including Cwmbran.	Noted
15	The public consultation carried out in Aug 2016. Only two members of the group had seen the questionnaire. Over 50% of the group do not use the internet and could not fill the survey out on line (the survey was made available in paper format).	The consultation was available for all to respond and lasted 12 weeks
16	The group would also like an update as the project progresses.	Noted
17	A show of hands on the present proposal was taken; the scheme in its present format was rejected by 22 of the attendees.	Noted
Bridgend Viz Meeting. Evergreen Hall. Bridgend (7th April 2017)		
1	The use of bollards would cause an obstruction. Why not use pedestrian guard railings with intermittent gaps.	This will be considered as part of the design
2	A rail is more useful for helping partially sighted to negotiate their path	Noted and as above
3	The scheme was focusing too much on cars and traders and going against BCBC drive to bring people into the town centre by public transport such as buses.	It is considered by the town traders that a choice of access would improve usage of the town centre
4	Bollards should have different coloured or lit tops for easy identification. It takes time for the eyesight of visually impaired to adjust coming out of a shop into daylight.	This will be considered as part of the design

5	Cars will still park in-between bollards.	This will be considered as part of the design
6	Why is no additional disabled parking being provided?	This will be considered as part of the design
7	30 minutes staying time is too short. Need 2 hours.	Consideration will be given to increasing the parking time
8	This will not regenerate the town centre	The traders and council consider that the proposal will help to regenerate the town centre
9	Why are cars and traders being given the advantage at the detriment of normal pedestrians	There will still be a pedestrian area in Wyndham Street, Caroline Street and Adare Street
10	Where will the crossing points be located?	The crossing points will be located near the bus station and near the Wyndham Arms
11	Better to locate the market street crossing point near Home Bargains	This will be considered as part of the design
12	Any crossing points should have audio beepers	Noted
13	Cars are not going to wait for a parking place (if none exists) they will park anywhere	Double Yellow lines will be painted on the highway and any parking at these locations will be dealt with by Civil Parking Officers
14	What enforcement will be in place with traffic wardens?	The town centre will be covered by the Councils Civil parking Officers as part of their normal duties
15	The scheme will not achieve anything and is a waste of money.	Noted
16	It is supporting shop owners and not the average pedestrian.	It is considered that appropriate measures will be put in place to help pedestrian safety
17	Bollards will be good because guide dogs can be trained to walk on the inside of the bollards	Noted
18	There will be a large volume of traffic using the road causing congestion and making it impossible to get a space.	Noted
19	The road will become a rat run	This will be monitored
20	Visually impaired people are trained to not cross at a junction but to move down the road before crossing.	Noted
21	There will be more fumes by allowing vehicles into town.	Discussions will be held with the Environmental Department to mitigate noise and pollution
22	It will be crucial to enforce the scheme with more traffic	Noted

	wardens in town.	
23	Suggested crossing points at the Wyndham Arms and outside the job centre.	It is important to locate the crossings at places where the majority of pedestrians are likely to cross
24	Existing shops simply do not have the right goods in the window.	Noted
25	To increase trade use weekday markets	Noted
26	Make people walk as it is more healthy for everyone even the elderly	Noted
27	Make local parking cheaper for town centre visitors	There is currently a pilot being undertaken for parking with 2 hours free in the Rhiw Car park
28	Why not have a park and ride facility? Promote public transport instead	This would not be a viable proposition
29	The general opinion, 14 to 1 was against the scheme. Current proposal not acceptable.	Noted
Bridgend Equalities Forum (15th March 2017)		
1	Would the right hand turn from The Rhiw into Queen St need reconfiguring?	This will be looked at as part of the design
2	There needs to be an appropriate crossing point from the Rhiw car park to the Market.	A crossing point has been provided
3	Bollards could cause an obstruction/hazard for blind and partially sighted people.	This will be considered as part of the design
4	BridgeVIS felt that increasing the kerb height would be an appropriate solution and not bollards.	This has been considered on a previous Cabinet report
5	The use of tactile paving was discussed.	Noted
6	Re-education regarding the route would be required for blind and partially sighted.	Noted
7	BCBC officers invited to meet the disability groups on-site to discuss the plan.	Noted
8	There was a request from Y Bont and SHOUT to get involved in the consultation.	Noted

People First Bridgend. One Central Park, Western Avenue, Bridgend (9th May 2017)

1	Concerns regarding increased air pollution	Discussions will be held with the Environmental Department to mitigate noise and pollution
2	Road safety for pedestrians	This has been highlighted in a previous Cabinet report
3	Cost of scheme	This has been highlighted in a previous Cabinet report
4	Loss of disabled places	The proposal will increase access for the disabled
5	Cut in street activities	Temporary closures will be implemented to ensure no reduction in street activities
6	Speeding cars	Due to the nature of the route it is unlikely that vehicular speeds will increase
7	Speed reduction measures	This will be considered as part of the design
8	Use of bollards versus railings	This will be considered as part of the design
9	Insufficient parking time	Consideration will be given to increasing the parking time
10	Crossing points	This will be considered as part of the design
11	Education and awareness of changes	Noted
12	A discussion took place on Road Safety for pedestrians and how cars would affect movement of individuals who are currently used to crossing at any point. The group felt that safety was an important issue.	Noted
13	Speed reducing measures such as ramps or speed cushions was proposed to reduce vehicle speed on the proposed section of the road.	This will be considered as part of the design
14	The present proposal of 30 minutes free parking was not supported. This was regarded as insufficient time to off-load, set up, shop and then reload and specialist mobility transport. A minimum of 1 hour was suggested.	Consideration will be given to increasing the parking time
15	Safe crossing points were discussed and as to where they might be located.	Crossing points will be located at the appropriate desire lines
16	The loss of disabled spaces was mentioned and disabled badge holders not finding a space as it might	This will be considered as part of the design

	be taken up by a non-blue badge holder.	
17	The use of guard rails or bollards was debated and the group felt that guardrails had advantages but would spoil the shopping experience. Bollards would be preferred and people will have to remember not to simply cross the road.	This will be considered as part of the design
18	Telling everyone about the changes was regarded as a good idea.	Noted
19	Overall the group did not object to the present scheme and would like their views considered. The group would also like a site visit at a later date.	Noted
The Stroke Society. St Johns House, Minerva St, Bridgend (3rd July 2017)		
1	There was a very strong feeling that ½ hour parking was not sufficient for this group. Preference was for 1hr minimum but preferable to have 2 hrs.	Consideration will be given to increasing the parking time
2	The most appropriate location for disabled parking is close to the PO in Wyndham House.	This will be considered as part of the design
3	There was a concern that taxis would wait in the proposed parking bays all day reducing available parking.	The proposed limited waiting will be policed by the Civil Parking Enforcement Officers to prevent such activity
4	Parking bays for disabled users need to be longer than standard bays.	This will be considered as part of the design
5	Many people affected by a stroke have lost their independence by not being able to access the town centre. Being able to get to the PO to collect their pension will change those people's lives.	Noted
6	Why was the group not consulted earlier?	A 12 week consultation was undertaken between August and October 2016 including engagement events
7	If all the roads in the town centre were open to vehicles it would make more of a difference.	It is considered important that some roads remain a pedestrianised zone

8	How will the 20mph limit be enforced?	This will be a police matter but due to the nature of the roads affected it is unlikely that vehicles will exceed this speed limit
9	Wyndham St should be designated for disabled parking.	This is not part of the proposal and will remain pedestrianised
10	It was agreed that the crossing points were in the right place. There was a preference for the crossing point to be close to the PO.	Noted
11	No problems were foreseen with the proposal of installation of bollards.	Noted
12	Other towns are attractive and welcoming with artisan shops. Bridgend is full of pound shops and phone shops. The town needs more policing.	Noted
13	Moving Shopmobility was disastrous. Should not have moved it to the furthest point in town. Need to put Shopmobility back into the Rhiw.	Noted
14	Used to come to town regularly but find it difficult now that the toilets in the Rhiw are shut. Do not come to town anymore.	Noted
15	It was suggested that a disabled person is consulted with for any plans the Council produces.	This is being undertaken
16	Worst thing to have ever done to the town centre was to make Nolton St one way. Has cause gridlock.	The one way system has improved viability for the shops and improved pedestrian safety
17	Need a draw to get people into town.	Noted
18	The town needs more shops / M&S food, less charity shops.	Noted
19	Bridgend lacks a town hall / a focal point.	Noted
20	Bridgend market declining.	Noted
21	The town needs a big clean up and proper policing.	Noted
22	31 were against the scheme in its present format. Only 1 person was in favour. The majority of the group objected to the present scheme and would only support it if the	Noted

	waiting time for disabled people was extended. The group would also like an update as the project progresses.	
Bridgend Youth Cabinet (14th July 2017)		
1	Concerns regarding increased air pollution and impact this will have on asthmatics	Discussions will be held with the Environmental Department to mitigate noise and pollution
2	Road safety for pedestrians especially during the night-time economy.	This has been considered in a previous Cabinet report
3	Convenient for shoppers	Noted
4	Will bring more shoppers into the town centre	Noted
5	There needs to be a time limit on parking bays and this should be enforced in the evening.	Noted
6	Bollards should be made of reflective material to help partially sighted.	This will be part of the design process
7	A discussion took place around why young people do not come to Bridgend and prefer to meet in McArthur Glen.	Noted
8	Overall the group supported the present scheme.	Noted