

Active Travel (Wales) Act 2013

Integrated Network Map

Consultation report

Date of issue: October 2017

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1. Overview

A public consultation relating to future walking and cycling (“Active Travel”) proposals in Bridgend County Borough was undertaken over a 12 week period from 12th June 2017 and 1st September 2017. The consultation received 375 responses from a combination of the consultation survey and engagement events held across the county borough. There were also events held in primary and secondary schools across the county borough to identify routes used by pupils, together with information gathered during the previous public consultation for the Existing Routes Map (ERM) in 2015. This paper details the analysis associated with the recent future routes, or Integrated Network Map (INM), consultation.

2. Introduction

A public survey based on Bridgend County Borough Council’s active travel routes was conducted over a 12 week period between 5th June 2017 and 1st September 2017. The survey was available to complete online through an interactive survey link on the consultations page of the council’s website¹ or by visiting www.bridgend.gov.uk/consultation. Paper copies of the consultation were also made available in each of the libraries/life centres in the county borough, and at the community engagement events. Alternative formats could be sent directly to the residents upon request in either English or Welsh. The content of the page remains available online.

There were a number of questions in the survey which referred to the 16 maps produced to illustrate the proposed future routes across nine designated settlements in the County Borough. All other questions in the survey were optional. All survey responses offered the option of anonymity. The council’s standard set of questions for equalities monitoring were also included with the survey, as is now recommended good practice for all public facing surveys carried out by the council.

Comments regarding the consultation were also invited via letter, email, social media and phone call. A full list of consultees that were directly invited to take part in the survey is attached at Appendix 6.

3. Promotional tools and engagement methods

Details of the consultation were sent as part of a press release, and emailed to a range of stakeholders, including 42 individuals who contacted the Council to request that they be advised of the details of the consultation. Further information on which external stakeholders were contacted can be found in Appendix 5. Facebook and Twitter were also used to promote the survey, along with a number of presentations and training sessions as set out below:

¹<http://www.bridgend.gov.uk/services/consultation/hub/active-travel-integrated-network-map-consultation.aspx>

Location	Time
Bridgend Coalition for Disabled People	7 th June 2016
Parc-y-Rhos, Pencoed Event	2 nd November 2016
Town & Community Councils Meeting	12 th December 2016
Bridgend Equalities Forum	15 th March 2017
DC Planning Committee Member Training	16 th March 2017
Bridgend Equalities Forum	24 th May 2017
Parc y Rhos Engagement Event	30 th May 2017
Pencoed Town Council Meeting	12 th July 2017

3.1 Social media

The council tweeted its 9,200 @Bridgend CBC followers and posted to its 8,800 Facebook fans about the consultation on three occasions during the consultation period to help raise awareness. Our Facebook statistics for the Active Travel posts were:

- 26th June: 32 likes and 23 shares, which reached 21,150 people;
- 24th July: 14 likes and 29 shares, which reached 7,672 and featured a video prepared by the Council to promote the consultation;
- 29th August: 24 likes and 24 shares with a reach of 9,900.

Details of the comments received via Facebook, the corresponding observations from the Council and the proposed changes to the INM are included in Appendix 3.

3.2 Local press

The consultation received two press releases which were both sent to a database of local media outlets. All information was also made available on the Bridgend County Borough Council website via the consultation webpages or by visiting www.bridgend.gov.uk/consultation.

3.3 Online survey

The online survey included an interactive tool designed to give respondents the ability to comment on routes they use more easily. The tool used interactive maps to allow respondents to select specific areas and routes they currently used and/or were interested in using. A summary report of the results of the online survey, including those received via paper questionnaires that were completed at the engagement events and the school consultation sessions and were manually entered online, can be found at Appendix 6. The Council's responses to the suggested amendments that were submitted by respondents when completing the online survey, together with the resultant proposed changes to the INM, are set out in Appendix 1. Details of responses received via email are also set out in Appendix 2.

3.4 Community engagement stands

In total, 13 community engagement events were undertaken across Bridgend County Borough. The table below details each engagement event undertaken. During the events passers-by were offered the opportunity to take part in the survey and those who engaged were asked whether they agreed with the proposed routes and to outline any potential additions using a large map. The completed paper questionnaire forms were then entered manually into the Council's online survey.

Venue	Date	Time
Bridgend College (Bridgend Campus)	Tuesday 13 June	10am to 2pm
Bridgend College (Pencoed Campus)	Wednesday 14 June	10am to 2pm
Bridgend Life Centre	Friday 16 June	10am to 2pm
Ogmore Valley Life Centre	Tuesday 27 June	10am to 2pm
Ynysawdre Life Centre	Tuesday 4 July	10am to 2pm
Betws Life Centre	Tuesday 11 July	10am to 2pm
Evanstown Community Centre	Tuesday 18 July	10am to 2pm
Pencoed Welfare Hall	Tuesday 25 July	10am to 2pm
Garw Valley Life Centre	Wednesday 26 July	10am to 2pm
Ogmore Valley Life Centre	Wednesday 16 August	2pm to 6pm
Asda, Pyle	Wednesday 23 August	10am to 2pm
The Grand Pavilion, Porthcawl	Wednesday 30 August	10am to 2pm
Asda, Maesteg	Thursday 31 August	10am to 2pm

3.5 Engaging with children and younger people

In addition to the consultation survey and the engagement events, further efforts were made to specifically engage with children and young people. A presentation was delivered at a meeting of the Bridgend Youth Council by the Transportation Policy and Strategy Officer. The presentation provided information on how young people and their wider network of contacts could take part in the INM consultation.

In terms of schools engagement, an email was sent out to all schools in the county borough on 20th June 2017 to invite them to host an engagement session as part of the consultation. As a result of this and the close partnership arrangement with the Sustrans' Active Journeys project, the Council's Transportation Policy and Strategy Officer supported the Sustrans Schools Officer for South Central Wales to deliver sessions to three secondary schools in the County Borough. During these sessions the pupils were invited to view a map of the proposed routes in the vicinity of their school, and to complete a copy of the questionnaire. The completed questionnaires were then entered on the online survey, along with those collected at the engagement events and those surveys completed directly through the Council's webpage. Sessions were held in the following schools:

Location	Time
Bryntirion Comprehensive School	23 rd May 2017
Coleg Cymunedol y Dderwen	25 th May 2017
Pencoed Comprehensive School	20 th July 2017

Prior to the consultation, INM sessions were also delivered to a number of primary and secondary schools in order to gather information that would inform the preparation of the draft INM. These sessions built upon the information that was gathered during the preparation of the Existing Route Maps, and were based on the Sustrans' Active Journey's programme and Safe Routes lessons. They enabled children and young people to identify routes that the pupils would like to use to get to school, and which were then used during the preparation of the draft maps. INM sessions were held in the following schools:

Location	Time
Afon y Felin Primary School	6 th January 2016
Garth Primary School	8 th January 2016
Llangewydd Junior School	20 th January 2016
Brynmenyn Primary School	27 th January 2016
Trelales Primary School	1 st February 2016
Mynydd Cynffig Primary School	2 nd February 2016
Cefn Cribwr Primary School	4 th February 2016
Ogmore Vale Primary School	24 th February 2016
Bryntirion Comprehensive School	21 st April 2016
Pencoed Primary School	18 th May 2016
West Park Primary School	22 nd June 2016
Brackla Primary School	27 th June 2016
Nantymoel Primary School	14 th July 2016
Bryntirion Comprehensive School	15 th September 2016
Coleg Cymunedol y Dderwen	17 th January 2017
Croesty Primary School	18 th January 2017
Tondu Primary School	20 th March 2017
Tondu Primary School (2nd session)	29 th March 2017

The Council also held an engagement event for pupils at Bridgend College at both the Bridgend campus and the Pencoed campus. These events invited students and staff to view a large map of the proposed routes in the area around the college locations, and to complete paper copies of the survey. The events were held on the following dates:

Location	Time
Bridgend College (Bridgend Campus)	13 th June 2017
Bridgend College (Pencoed Campus)	14 th June 2017

4. Response rate

The response rate is a combination of those who directly completed the online survey, and those responses that were gathered during the community engagement stand interactions and entered manually into the online system at a later date.

- In total there were 375 responses to the consultation survey alone.
- Six responses were also received directly via email.
- 57 comments were also received via Facebook.
- No comments were received by telephone call.
- Additional proposals were put forward by Coity Higher Community Council through the submission of a Community Access Plan which identified local priorities in nine “Hotspot” areas within the community council area.

4.1 Demographic

Of the 375 consultation survey responses received, 32 per cent were male, 32 per cent were female and the remaining 36 per cent selected “prefer not to say”.

	Under 16	16 - 24	25-34	35 – 44	45 - 54	55 - 64	65-74	75+	Prefer not to say
Age (n)	199	32	24	36	24	25	14	4	17
Age (%)	53	9	6	10	6	7	4	1	4

5. Headline figures

- 5.1 73% (269) of respondents to the online survey agreed with the routes proposed in the draft Integrated Network Map.
- 5.2 Women (75%) were marginally more supportive of the proposals than men (73%).
- 5.3 Those aged between 16-24 (80%), 45-54 (79%) and 65-74 (79%) were most in favour of the proposed routes, in comparison to those aged 55-64 (60%) and 35-44 (61%) who were less enthusiastic.
- 5.4 Where respondents disagreed with the proposals, 70% of them suggested additional proposals, 17% proposed a re-alignment or removal of a proposal and 13% proposed a change of another variety.

- 5.5 52% of those who responded stated that they walk on five or more days per week, compared to 4% of those that cycle.
- 5.6 51% of respondents who disagreed with the proposed routes indicated there were other problems than those shown on the maps (such as a lack of routes/crossing points or overgrown vegetation) that stopped them from travelling actively.

6. Question and Analysis - Consultation Survey

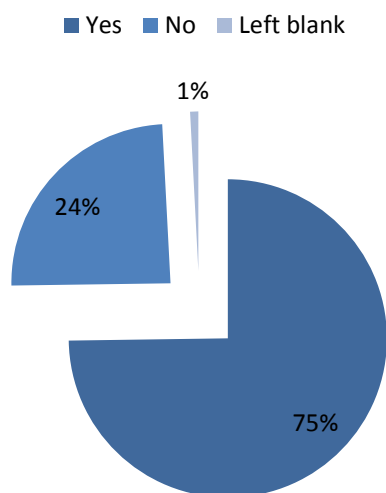
6.1 Do you agree with the routes proposed in the draft Integrated Network Map?

Respondents to the consultation survey were initially asked whether they agreed with the proposed routes and 73% (269) of those who completed the survey, whether online or at one of the community engagement events, stated that they agreed with the proposals.

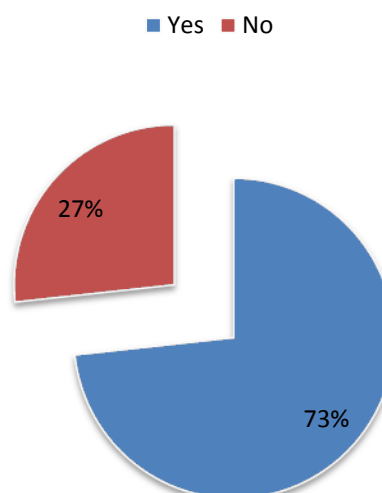
Agree with proposed routes?	#	%
Yes	269	73
No	101	27
Total		100

Of the 118 respondents who completed the survey and identified themselves as female, 89 of them agreed with the proposals in comparison to 85 of those who identified as male as indicated below:

Do you agree with the proposed routes? (Female)

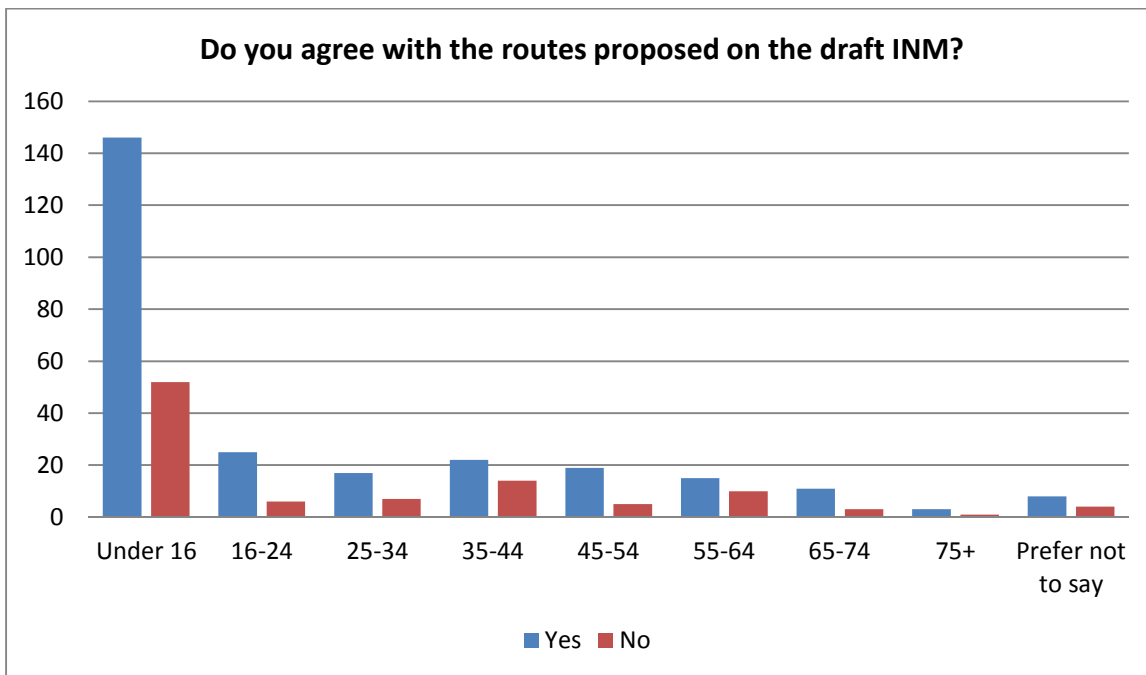


Do you agree with the proposed routes? (Male)



When assessing the extent to which various age groups agree with the contents of the draft INM, the greatest level of support for the routes was amongst those aged 16 to 24 with 80% agreeing with the proposed routes. In contrast, only 61% of those aged 35 to 44 stated that they agreed with the routes contained on the maps. However, this does not necessarily indicate that this age group is less supportive of the proposals overall, as it will also include

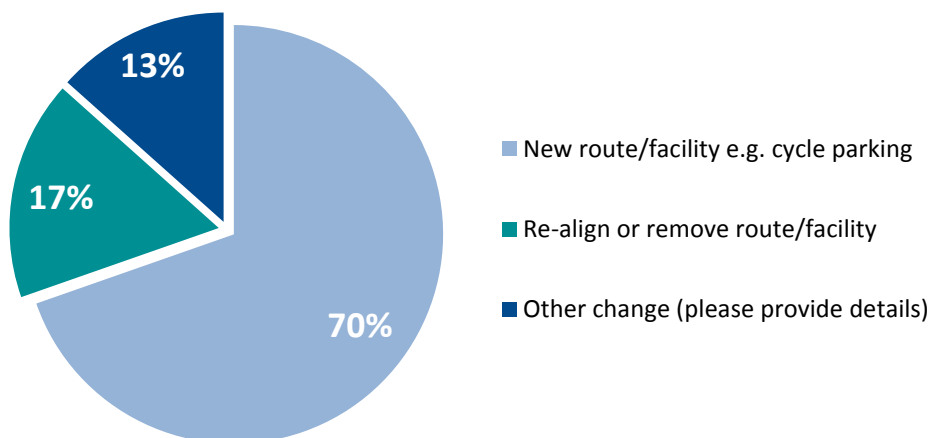
those responses from those who felt that further additional routes could be added to the maps.



6.2 What changes would you propose to the draft Integrated Network Map?

Of the 101 responses to this question (27%) received where the respondent disagreed with the proposed routes contained within the draft INM, Chart 1 below shows the type of changes that were put forward by respondents (some responses included comments in more than one category):

Proposed changes to draft INM



The most common locations where new routes were proposed were between Porthcawl and Bridgend (8 respondents), from Pen-y-fai to Bryntirion (5 respondents) and at the cycle route crossing on Bridge Street in Ogmore Vale (5 respondents).

Details of the proposed changes that were provided by respondents are contained within the Proposed INM Amendments table at Appendix 1.

6.3 Are there any issues or problems that stop you using active travel that aren't shown on the Integrated Network Map?

Are there any issues or problems?	#	%
Yes	49	51
No	47	49
Total	96	100

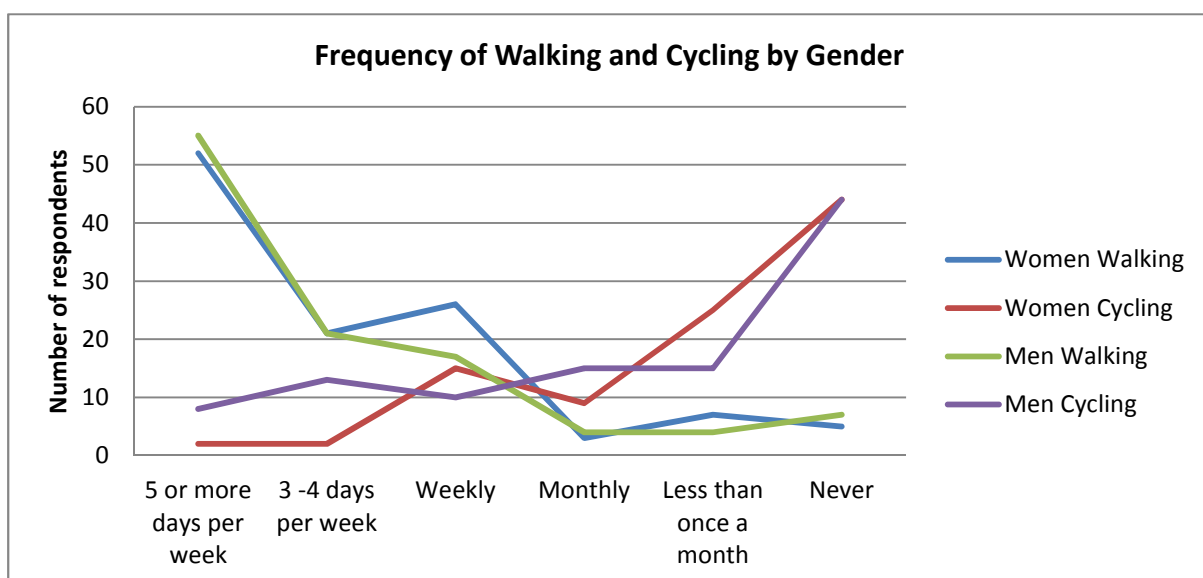
Respondents most commonly identified the route from Porthcawl to Bridgend (4), Bridgend Designer Outlet to Bridgend (4) and Bridgend College to the Picton Court/A48 as the locations where issues or problems existed.

The most commonly cited issues were a lack of a suitable cycling, walking or shared-use route (19), a lack of appropriate crossing facilities (6) and overgrown vegetation (6).

6.4 How often do you walk or cycle (including to work or school)?

Mode of transport	5 or more days per week	3 – 4 days per week	Weekly	Monthly	Less than once a month	Never	Total who responded
Walking	181	67	54	12	13	24	351
Cycling	13	20	35	34	56	162	320

For those respondents who identified their gender, as shown below there were broad similarities in the patterns of use for each transport mode with the majority of both men (55) and women (52) walking on five or more days a week, whilst the same number of both men and women (44) indicated that they never cycle.



6.5 What journeys do you regularly make (e.g. home to work)? These journeys can be made by any form of transport.

Respondents were asked to identify which journeys they regularly make by any mode of transport. The destinations which were identified most often by respondents were Bryntirion Comprehensive School (58) and Pencoed Comprehensive School (28), followed by Bridgend town centre (15). This is likely as a result of the large numbers of pupils consulted, however further information is contained in the survey summary report contained at Appendix 6.

6.6 Do you have any other comments you wish to make on the draft Integrated Network Maps?

The final question in the survey asked respondents whether they had any other comments that they would wish to make on the draft INM, although this was widened at the consultation events to capture any comments on walking and cycling in general.

Of the 375 completed surveys that were submitted online, 36% of the respondents made comments covering a range of different issues. The table below includes a sample of the issues that were raised:

Comments received (reproduced verbatim)

Concerned about lack of funding to build the routes

Lack of warning of upcoming cyclists on shared-use paths

Cars blocking dropped kerbs are dangerous and there's a general lack of dropped kerbs around town.

Particularly interested in cycle routes linking Bridgend college campuses & improving town entrance

Great opportunity for families and people commuting

Better provision for cyclists at Heol Simmonston junction under railway bridge from Coychurch

Maesteg to Bridgend cycle should not just be aspirational but implemented

I'm encouraged by the Council's efforts to improve cycle/walking provision and hope that due recognition is given to Coychurch and surrounding areas as currently we are subject to considerable development pressure but resources for infrastructure enhancements follow Welsh Government priorities for the Valleys North of the M4. Please, please start recognising the pressures that exist in our communities.

New cycle routes will need to have vegetation cut back to make them accessible. Some of the paths in the county are overgrown with invasive species and are difficult to use.

A walking route from Bryntirion School to Penyfai is desperately needed

Although I drive to work, I would much prefer to cycle but the A4063 is just impractical for commuting on two wheels. Although I would love the grass verges tarmacad'd for cycling/shared use, all the proposed routes in the draft INM would be of huge benefit for all cyclists and walkers whether for work or leisure.

Better signage advising what destinations can be accessed off the cycle track. Poor quality/narrow pavements from Carne at top of Blaengarw to go South to main area/shops. More access points from the cycle track.

New Road, Porthcawl cycle route is not fit for purpose. I would not cycle along it with my family in its current state.

Child safety is my primary concern, I would want to see any walking/cycling routes well marked and ensure safety for use. One of the proposed routes goes past my house, I would like thought given to

home owners who may not currently have a driveway but plan to in the future.

Unseen but cyclists should use the expensive cycle tracks that this council has provided.

Improved walking and cycle routes between Bridgend town and new estates like Parc Derwen should be a priority.

This map shows that there be a lot of good benefits for people who choose to not walk or cycle. The more paths, the more that people will choose to use active transport

I think it's good that they can link Bridgend to RCT. This would enable people to get from RCT to Bridgend quicker. I would like to have a route from Pencoed to Brynna

I would like to see routes that I can cycle or walk from Llanharan to Pencoed Comprehensive School and routes from Llanharan to Blackmill

No I don't have any other comments, I think the map & ways to places are really good.

I would like a path from Betws to the school because a lot of people in Betws need a place to get to school than going on a bus sometimes. Also there should be more parks and better parks because there's not many close parks in my area also there not very good there really boring. They should have a baby park then another park for older kids because the older kids most of the time go the baby things so they can't go on them or ruin them either tie the swings up or spray paint them or something.

Have a route from Brynmenyn to Betws. A safe walk to a bus stop.

A48 going from the Broadlands. Not much safe crossing and not much pavement, put more crossing areas on the road. Also, more pavement.

Don't over regulate, a line down the middle to separate users and direction of travel. Works well in Canada.

Good idea, it will bring down incidents of conflict between cyclists and drivers

Looks comprehensive. I agree with plan.

It'll make it easier to cycle and walk safely. Can we make sure that barriers are placed where paths end to ensure safety of users?

It'd be good to get more people active. What can be done to keep motorbikes and mopeds off the paths?

I don't agree with the scheme; the money could be better spend ensuring adequate public transport and filling the holes in the road and unsafe walkways.

Local authority departments and key stakeholders e.g. Police & Forestry Commission, need to come together and be more positive in terms of supporting local community initiatives

The cycle lane at the side of the house is a magnet for criminal activity, is too narrow for general use and leads directly to a one-way street

Dogs should be on a lead on cycle tracks. Keen for an off-road cycle link from NCN 4 to Tondu Station

I would be happy to campaign for greater use of trails, bike racks on buses and trail clearance and maintenance via volunteerism groups that could be created by Bridgend BC

A cycle route linking Maesteg to Cymmer and Bridgend is long overdue. The road from Maesteg to Bridgend is far too dangerous for cyclists, a dedicated cycle path would encourage far more people to cycle.

Dropped kerbs to allow access for wheelchairs to key destinations with crossings in the right places e.g. by Griffin Park

Developments of routes to engage with local residents, particular stakeholders and landowners.

Key link from Garth to Maesteg School. Wheelchair access for all routes. Ewenny Road Bridge pedestrian improvements definitely needed.

7. Conclusion

7.1 Current situation.

The information collected as part of the public consultation process has led to the inclusion of a number of proposed changes to the INM, as detailed in this Consultation Report and its Appendices. Where the suggested amendments have been accepted by the Council, these will be incorporated into the final version of the INM prior to submission of the INM to the Welsh Government in November 2017. A summary of the proposed changes to the INM is shown in the table below:

- Include an additional crossing point on Bridgend Road between junctions with Prospect Place and Parc Tyn-y-Waun to enhance access to Llangynwyd Primary School;
- Include an additional active travel route proposal between Pyle and Laleston along the A48;
- Include an additional active travel route proposal between Porthcawl and Laleston along the A4106 corridor;
- Extend INM-BR-40 from the junction of Cowbridge Road with the Bridgend Retail Park access road, through to Picton Court roundabout to connect to residential and retail destinations;
- Include a new active travel route proposal as an alternative to INM-POR-12 along the rear lane of the properties on New Road between Rhych Avenue and Sandy Lane to enhance access to Newton Primary School;
- Include an additional active travel proposal connecting INM-POR-12 to Dan-y-Graig along Church Street and the Public Right of Way between Bryneglwyns Avenue and Birch Walk;
- Include an additional crossing point between David Street and Blaengarw Primary;
- Extend INM-GG-1 to link to Heol-y-Deri to include provision of dropped kerbs to enhance access to Abercerdin Primary School;
- Include a new crossing point on Bridge Street, Ogmere Vale to improve the crossing for cyclists using cycle route NCN 883;
- Extend INM-BR-6 to connect to BRC2c and provide a suitable route, including any crossing points required, for shared-use from Station Approaches to Glan-y-Nant;
- Include a new shared-use proposal connecting Leyshon Way to Clos Tyn-y-Coed in Sarn;
- Amend the alignment of INM-BR-2 to provide a connection from NCN Route 4 directly to Gerddi'r Afon and onwards to Brynmenyn Industrial Estate by continuing west through residential estate to mini-roundabout;

- Include an additional active travel route proposal along the old tram road from Waun Goch Terrace to the NCN 883 in Nantymoel;
- Include an additional active travel route proposal to upgrade the path from Clos-y-Wern (Brackla) to Vernon Street, Bridgend;
- Extend INM-PY-5 through to Croft Goch Road including a widening of the existing path at the side of the properties from Garth Street to Bryn Llawen, Kenfig Hill;
- Include an additional crossing point along Fairfield, North Cornelly between the junctions with Cilgan y Lein and Maes-yr-Haf Road to enhance access to Ysgol y Ferch O'r Sger;
- Include an additional active travel proposal to enhance signing, surfacing and vegetation overgrowth along OVC1 and OVC2 (NCN Route 883);
- Extend INM-OG-3 to junction with Fairy Glen to provide dropped kerbs for pedestrians;
- Include an additional crossing point in the vicinity of the bus stop on Fronwen Terrace, Ogmere Vale to improve access to public transport and local retail opportunities;
- Include an additional crossing point near the playground and bus stop on Park Avenue, Ogmere Vale to improve access to public transport and the NCN 883;
- Include an additional proposal for a crossing point with dropped kerbs on Walter's Road, at the junction with Alma Terrace/Bridge Street, to enable access to retail facilities on Walter's Road;
- Amend the alignment of INM-BR-25 to provide a shared-use route through the Litchard Community playing field from Litchard Hill, to connect with the existing shared-use path linking to Parc Derwen and Coity;
- Include an additional crossing point on Heol-y-Parc, North Cornelly outside Afon-y-Felin Primary School.

8. Appendices

Appendix 1	Proposed Amendments to the Draft INM (survey)
Appendix 2	Additional Comments and Proposals Received via Email
Appendix 3	Additional Proposals from Coity Higher Community Council
Appendix 4	Additional Comments and Proposals Received via Facebook
Appendix 5	Sustrans INM Engagement and consultation response
Appendix 6	List of emailed consultees
Appendix 7	Online Survey Summary Report
Appendix 8	Consultation Questionnaire Example

Appendix 1 – BCBC Response to Proposed Amendments to the Draft INM (collected from survey)

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
1	CF32 8dp	Female	55-64	Pontycymer to Bryngarw Country Park		This path is now leased to the Garw Valley Railway Company.	They could close this path at any time, they do NOT maintain it.	BCBC is aware of issues along this section of the community route. Talks with the landowner are taking place to address existing maintenance concerns.	No change proposed.
2	CF34 9SR	Male	45-54	Bridgend Road (Maesteg) near Llangwnwyd Square; near Prospect Place jct. to rear of Parc Tyn y Waun	New crossing point on Bridgend Road & path from Prospect Place jct to railway bridge	Upgrade crossing point (wider/signalised)		Proposal is on an active travel desire line, serving the commercial area and the primary school.	Proposal to be added to INM.
3	CF33 4NA	Male	16-24	Pyle/Cornelly to Laleston on the A48	New shared-use path between the two settlements			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
4	CF72 9BS	Female	35-44	A4106 between Porthcawl and Laleston	New route for cyclists			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
5	CF36 5AE	Male	16-24	Along the A4106 from Porthcawl to Laleston	New shared-use path towards Bridgend			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
6	CF35 6BJ	Female	35-44	From Parc Derwen to Coity via Heol Spencer	New footway on Heol Spencer			A parallel route is to be delivered as part of the Parc Derwen development which will cater for active travel journeys.	No proposed change.
7	CF36 3RW	Female	55-64	Along West Drive, Porthcawl from Lock's Lane towards Windsor Road	New footway to link existing sections of path			There is an existing pedestrian access from Lock's Lane to Windsor Road via Crossfield Avenue and Hwtchin's Close that can cater for active travel journeys.	No proposed change.
8	SA13 2EG	Male	16-24	From Tesco (Cowbridge Road) to KFC	New/upgraded pedestrian crossings, especially for wheelchairs/mobility scooters			The proposals would cater for active travel journeys.	Extend INM-BR-40 from the junction of Cowbridge Road with the Bridgend Retail Park access road, through to Picton Court roundabout
9	CF32 0BD/ CD33 4NR	Female	35-44 55-64	Rights of Way links from Cefn Road through to NCN4 just to West of Kenfig Hill			Need for maintenance to allow access	This is a maintenance issue.	No proposed change.
10	CF31 3DF	Female	45-54	Between Tesco (Cowbridge Road) and McDonalds	New/upgraded pedestrian crossings with dropped kerbs			The proposals would cater for active travel journeys.	Extend INM-BR-40 from the junction of Cowbridge Road with the Bridgend Retail Park access road, through to Picton Court roundabout
11	CF31 4PS	Female	16-24	1. Park Street; 2.A48	1. Provide cycle path and upgrade pavement; 2. Cyclists & peds always in road, need thicker pavement			1. Proposal INM-BR-52 on the draft INM refers to enhancements along this route; 2. Proposals INM-BR-45 and INM-BR-48 refer to enhancements along this route.	1. No proposed change; 2. No proposed change.
12		Male	35-44	Heol y cyw	Excluded			This proposal has been included on the draft INM as proposed route INM-BR-10.	No proposed change.
13	CF36 5DJ	Male	55-64	INM-POR-15			Designation should be changed to improvement rather than aspirational.	The proposed scheme remains aspirational as it is contained within the Council's long-term programme due to the deliverability complications.	No proposed change.
14	Cf312ld	Male	55-64	Bridgend. Bridge between Tremains Road and North Road Bridgend industrial estate.	New Route pedestrian and cycle bridge. Would allow quick cycle and pedestrian access across main railway line. Alleviate pedestrian and Cycle traffic at junction outside Singletons car hire. Pedestrians frequently seen walking through railway arch where there is no pavement. Also walking along Tremains road where they are prohibited.			This suggestion is included on the draft INM as proposal INM-BR-34	No proposed change.
15	CF31 4LB	Male	25-34	Newton to Porthcawl town centre	Bridgend to Porthcawl, would be a very ideal cycle route. It can be	Remove Newton to Porthcawl Town, it's a route that's barely		Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
					accessible for anyone who doesn't wish to use public transport or have a car. Good for health and a boost to reducing carbon emissions - and boosts the economy as people will have more money to spend in Porthcawl	going to be used. It would be a waste of money and time			
16	cf36 3sb	Male	45-54	3 step hill out of porthcawl	provide a path for bikes and walkers			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
17	CF36 3LN	Male	35-44	There is no connection between Bridgend and Porthcawl. Pedestrians can often be seen having to walk along the grass verge of this busy road as no foot path is provided for half of the road and the other half is in very poor condition.	A connection between Porthcawl and Bridgend. A shared footpath and cycle route would allow for many more people to cycle and walk this. More Cycle parking within Porthcawl town centre and outside of the key facilities: GP, Dentists, Job Centre			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
18	CF63 4EF	Female	35-44	Rear of New Road from Rhych Avenue to Sandy Lane at the rear of the club	New shared-use path between Rhych Avenue and the school.			The suggested route has been identified as an alternative to the proposed route along New Road (INM-POR-12).	Proposal to be added to INM.
19	CF36 5SG	Male	35-44	1. Rear of New Road from Rhych Avenue to Sandy Lane at the rear of the club; 2. Route from Dan-y-Graig to Newton Primary School	Route route extension of existing path at rear of New Road	Upgrade existing estate routes including PRoW etc.		1. The suggested route has been identified as an alternative to the proposed route along New Road (INM-POR-12); 2. The suggested route could cater for active travel journeys.	1. Proposal to be added to INM; 2. Extend route INM-POR-14 from Beach Road to Birch Walk.
20		Prefer not to say	Prefer not to say	Singleton's junction, Heol Simmonston		Improve junction		Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-33 and INM-BR-35.	No proposed change.
21		Male	Prefer not to say	Junction with St. Mary's Hill/Treos	New link across A473 from PEC1 to Vale of Glamorgan as no facilities to cross. Possibly a foot/cycle bridge			The proposal does not cater for active travel journeys.	No proposed change.
22		Prefer not to say	Prefer not to say	Coychurch roundabout	A series of crossings from Coychurch to B&Q industrial area			Appropriate crossing points will be considered as part of the development of proposal INM-BR-36, INM-BR-37 and INM-BR-38.	No proposed change.
23	cf328as	Female	25-34	Church Terrace, Blaengarw	A new route is needed to enable access directly from Gwendoline Street to Church Terrace, without needing to go through Station Street. There is a leisure facility in Church Terrace and this would provide better access to the facility, encouraging walking to the building rather than driving. There is limited room for parking close to the gym building and there have been issues in the past concerning on road parking, in which the police have been involved. Cycle parking here would also be useful, people sometimes leave their bikes outside the gym building on the pavement. The leisure facility is close to the cycle track, people do use this route when travelling to the building, especially from Pontycymer.			This proposal does not cater for active travel journeys.	No proposed change.

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
24	CF32 7ET	Female	25-34	Ogmore Vale (2)- I dont think the maps produced are very detailed. They do not take into account the Wyndham				Detailed comments were provided by email and have been assessed and responded to in a separate section.	N/A
25	CF34 0NL	Male	65-74					N/A	N/A
26	CF32 8AL	Female	16-24	1. Station Street to cycle track from Primary school; 2. Crossing point between David Street and Blaengarw Primary; 3. Dan-y-Mynydd to David Street, Blaengarw	1. New cycle route/shared-use path; 2. New plateau crossing; 3. Formal pavement/footway for elderly residents to access shops			1. A connection to the cycle track already exists; 2. The suggested crossing facility would be on the desire line for active travel journeys; 3. A footway already exists between David Street and the shop.	1. No proposed change; 2. Proposal added to INM; 3. No proposed change.
27	CF39 8RW	Female	45-54	1. Dropped kerb at junction of lane (between Abercerdin Road and Heol-y-Derw) and Coronation Road; 2. By garages, nothing to connect from pavement to grass by the Church; 3. By opening to former 6 Bells site between the terrace housing and Waterfall on Western side of the road	1. New dropped kerb; 2. New dropped kerbs; 3. New dropped kerbs.			1. The suggested amendment is on a desire line for active travel; 2. The suggested amendment is not on a desire line for active travel; 3. The suggested amendment is not on a desire line for active travel.	1. Proposal INM-GG-1 to be extended to link to Heol-y-Deri and include suggested addition; 2. No proposed change; 3. No proposed change.
28	CF39 8RU	Female	25-34	1. From Adare St. to the school along existing roads; 2. Along road to the school	1. Pavement needed to separate pedestrians from traffic as cars park both sides; 2. Better prevention of parking via enforcement & cones/physical measures			1. The suggestion is on an active travel desire line; 2. The suggestion could be considered as part of proposal INM-GG-1 in the draft INM.	1. No proposed change; 2. No proposed change.
29	CF39 8RF	Female	35-44	1. Rear path/lane from community centre to bridge over to RCT (Dan y Bryn); 2. Links from Welfare Park to INM-GG-2	2. Improved route/surfacing		1. Improve route with surfacing and maintenance.	1. An alternative active travel route is available however some maintenance may be required; 2. Not on an active journeys desire line.	1. No proposed change; 2. No proposed change.
30	CF39 8RR	Female	35-44	On Abercerdin Road on the hill		Drop the kerb as a scooter is used and its very difficult at present to cross the road		Appropriate crossing points will be considered as part of the development of proposal INM-GG-1 in the draft INM.	No proposed change.
31	CF36 5HP	Female	35-44					N/A	N/A
32	CF36 5HP	Male	35-44	Porthcawl to Bridgend	New cycle route. Proposed route through dunes is not viable for bikes			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
33	CF32 8SR	Female	65-74					N/A	N/A
34		Male	Under 16					N/A	N/A
35		Prefer not to say	Under 16	Railway bridge by Coychurch			Widen for bigger walk path	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-33 and INM-BR-35.	No proposed change.
36	CF35 5PY	Male	Under 16					N/A	N/A
37	CF35 5PE	Female	Under 16	CF35 5PE	CF35 5LZ			Route from Heol-y-Groes, Pencoed to Pencoed Comprehensive School has been included on the draft INM as proposal INM-PE-9).	No proposed change.
38	CF72	Female	Under 16	Llanharan to Bridgend	Paths to walk and cycle			The route from the County Borough boundary to Bridgend has been included on the draft INM as	No proposed change.

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								proposal INM-PE-2.	
39	CF72 9PT	Female	Under 16					N/A	N/A
40	CF72 9PQ	Female	Under 16					N/A	N/A
41	CF35 6PG	Male	Under 16					N/A	N/A
42		Prefer not to say	Under 16					N/A	N/A
43		Prefer not to say	Under 16					N/A	N/A
44		Prefer not to say	Under 16	Just over the M4 footbridge after the 3 houses	A public footpath	Remove		Whilst the proposal would provide a shortcut, there is an alternative route available and the cost of the proposal is likely to outweigh the benefits due to issues with topography and land ownership.	No proposed change.
45		Prefer not to say	Under 16	Behind Pines overflow car park at end of M4 footbridge after the houses there is a short cut taking you to overflow car park up a dirt track and over a fence	A foot path and open the fence allowing to enter the overflow car park			Whilst the proposal would provide a shortcut, there is an alternative route available and the cost of the proposal is likely to outweigh the benefits due to issues with topography and land ownership.	No proposed change.
46		Prefer not to say	Under 16	Behind McArthur Glen outlet. Next to the M4 footbridge just past the houses.	A footpath and an open fence at the top of the footpath	Trees and bushes		Whilst the proposal would provide a shortcut, there is an alternative route available and the cost of the proposal is likely to outweigh the benefits due to issues with topography and land ownership.	No proposed change.
47		Prefer not to say	Under 16	Over M4 footbridge	Walking because it is steep (not enough room for bikes)	Chop the trees down and remove the fence		Whilst the proposal would provide a shortcut, there is an alternative route available and the cost of the proposal is likely to outweigh the benefits due to issues with topography and land ownership.	No proposed change.
48		Prefer not to say	Under 16	Pines	Near M4 bridge	Get rid of trees to get to car park		Whilst the proposal would provide a shortcut, there is an alternative route available and the cost of the proposal is likely to outweigh the benefits due to issues with topography and land ownership.	No proposed change.
49		Prefer not to say	Under 16	From Ogmores to Pontycymer, have a path to ride and walk on	So you could walk and path and not have to walk on the road			The suggested route offers limited potential for active travel.	No proposed change.
50		Prefer not to say	Under 16	From Ogmores to Garw. A path to walk or to cycle				The suggested route offers limited potential for active travel.	No proposed change.
51		Prefer not to say	Under 16	1. From Pontycymer to Ogmores and Nantymoel have a path to walk or ride on; 2. By the end of Red Row, Pontycymer have sort of thing that will slow cars down; 3. The pavement between Blackmill and Bryncethin	1. So you can walk on it and not have to walk in the road; 2. Cars are going around too fast; 3. So you're not walking on the road.			1. The suggested route offers limited potential for active travel; 2. Insufficient detail has been provided to consider amendments to the draft INM; 3. The existing cycle track provides for active travel journeys between the two settlements.	1. No proposed change; 2. No proposed change; 3. No proposed change.
52		Prefer not to say	Under 16	Poor visibility at the crossing point by Mason's Arms roundabout	New crossing point/improved crossing point.			This issue can be considered as part of the development of proposal INM-BR-10 in the draft INM.	No proposed change.
53		Prefer not to say	Under 16	Wyndham outside Wyndham boys/girls club	Parking facility	Alter/widen road as cars are double parked	Low speed limit	The parking issues are considered to be outside the scope of this process.	No proposed change.
54		Prefer not to say	Under 16	Ogmores rugby club	Platform to slow cars down around corners on road		speed signs	The suggested enhancement is on a route which has the potential to serve active travel journeys.	Proposal to be added to INM.

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
55		Prefer not to say	Under 16	1. By Ogmore rugby field (cycle route); 2. By Wyndham Boys & Girls club crossing to other side; 3. Clacks junction		1. Improve crossing; 3. Build out road	2. Speed bump make it visible to see	1. The suggested enhancement is on a route which has the potential to serve active travel journeys; 2. This suggestion can be considered as part of the development of INM-OG-1; 3. This suggestion can be considered as part of the development of INM-OG-3.	1. Proposal to be added to INM; 2. No proposed change; 3. No proposed change.
56		Prefer not to say	Under 16	South, Sarn railway station to the dual carriageway				An active travel route already exists for this suggestion.	No proposed change.
57		Prefer not to say	Under 16	Betws, Betws Road	A pavement because there isn't a pavement to walk on			An alternative route was identified as proposal INM-BE-2 on the draft INM.	No proposed change.
58		Prefer not to say	Under 16	Betws, Betws Road	A pavement because there isn't a pavement to walk on			An alternative route was identified as proposal INM-BE-2 on the draft INM.	No proposed change.
59		Prefer not to say	Under 16	Ogmore rugby club	Platform to slow cars down around corners making it easy active travel	Road because we're placing a platform there	Speed sign. Warning sign: slow down	The suggested enhancement is on a route which has the potential to serve active travel journeys.	Proposal to be added to INM.
60		Prefer not to say	Under 16	Ogmore rugby club	Platform to slow cars down around corners on road	Road	Sign for warnings, speed signs	The suggested enhancement is on a route which has the potential to serve active travel journeys.	Proposal to be added to INM.
61		Prefer not to say	Under 16	1. From Station Approach to Glan-y-Nant path gets thinner; 2. Bryn Road; 3. New crossing A4065 old railway line		1. Wider pavements; 2. Safe crossing point		1. The suggestion is on an active travel desire line; 2. The suggestion is on an active travel desire line; 3. The suggestion is on an active travel desire line but can be considered as part of development of proposal INM-BR-1 on draft INM.	1. Extend INM-BR-7 to connect to BRC2c and provide a suitable route for shared-use; 2. Extend INM-BR-7 to connect to BRC2c and provide a suitable route for shared-use; 3. No proposed change.
62		Prefer not to say	Under 16	1. Lyshon Way; 2. New crossing on the A4065 old railway line		1. Add a route that goes through the field to connect Lyshon Way and Barratts homes.		1. The suggestion is on an active travel desire line; 2. The suggestion is on an active travel desire line but can be considered as part of development of proposal INM-BR-1 on draft INM.	1. Add new shared-use proposal connecting Leyshon Way to Clos Tyn-y-Coed; 2. No proposed change.
63	CF31 5AB	Male	Under 16	Bryntirion Road	Cycle path			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-55.	No proposed change.
64		Prefer not to say	Under 16	Barnes Avenue	Cycle Route. It is very dangerous because there are only pavements		speed bumps to stop speeding	Traffic calming is to be provided as part of a residential development off Heol-ty-Maen which should improve on-road conditions for cyclists.	No proposed change.
65	CF31 5DL	Male	Under 16	Barnes Avenue	Cycle path. No cycle paths around there.			Traffic calming is to be provided as part of a residential development off Heol-ty-Maen which should improve on-road conditions for cyclists.	No proposed change.
66		Male	Under 16	Bryntirion Road	Cycling			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-55.	No proposed change.
67	CF31 5AQ	Prefer not to say	Under 16	Roundabout leading to traffic lights on Bryngolau	Route. Only one route has a proposed bike lane			There is a current active travel route along the desire line.	No proposed change.
68	CF31 5EW	Prefer not to say	Under 16	Roundabout leading to traffic lights on Bryngolau				There is a current active travel route along the desire line.	No proposed change.
69	CF31 4UF	Prefer not to say	Under 16	West Road	New bike route			An alternative proposal along Park Street was included in the draft INM.	No proposed change.
70	CF31 4HW	Prefer not to say	Under 16	Barnes Avenue hill	cycle parking at Bryntrion school because lots of people like cycling			Cycle parking at the school is being delivered through a current Safe Routes in Communities project.	No proposed change.
71		Prefer not to say	Under 16	Bryngolau	new cycle path because the crossing road there needs to be improved		The cars need to go slower by the turnings	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-55.	No proposed change.
72		Prefer not to	Under 16	CF32 0NR	Facility because roads are bad			Insufficient information has been provided to assess the need for any changes to the draft INM.	No proposed change.

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
		say							
73		Prefer not to say	Under 16	The lane going to Pen-y-Fai off Cefn Glas Road	New pavement to walk because people are paying to get buses and walking is free			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	No proposed change.
74		Prefer not to say	Under 16	Penyfai Lane	Add new path			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	No proposed change.
75	CF31 2ET	Male	Under 16	Pen-y-fai	New connection between Pen-y-fai and McArthurGlen			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-15.	No proposed change.
76	CF31 4TA	Male	Under 16	Pen-y-fai	A new route between Pen-y-fai and McArthur Glen (The Pines)	No, there is vacant land		Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-15.	No proposed change.
77	CF31 4BJ	Male	Under 16	Pen-y-fai	A new connection between Pen-y-fai and McArthurGlen	No, there is vacant land		Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-15.	No proposed change.
78		Prefer not to say		1. CF31 4RW; 2. CF31 5DD	Bryntirion School, preferably more routes as it's not too bad but it would be nice to have another one			1. Proposal INM-BR-55 connects to existing route BRc10 which caters for these journeys; 2. Proposal INM-BR-55 connects to existing route BRc10 which caters for these journeys.	1. No proposed change; 2. No proposed change.
79		Prefer not to say	Under 16	Pen-y-fai lanes	Walking path needed also new road placed down			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	No proposed change.
80		Prefer not to say	Under 16	1. Llangewydd Road from Bryntirion to Trelales; 2. Pen-y-fai lane	1. Cycle/walking because its not safe; 2. Cycle/walking its unsafe			1. An active travel route has been identified between Trelales and Bryntirion as proposal INM-BR-57 on the draft INM; 2. Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	1. No proposed change; 2. No proposed change.
81		Prefer not to say	Under 16					N/A	N/A
82		Prefer not to say	Under 16	St. Winifred's Road from Cefn Glas shops to the cycling shared-use route	Cycle path for children to get into school safely			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-56.	No proposed change.
83	CF31 4RB	Female	Under 16	1. Penyfai Lane; 2. Llangewydd Road from Bryntirion to Trelales	1. Cycle route; 2. Cycle/walking because its not safe			1. Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19; 2. An active travel route has been identified between Trelales and Bryntirion as proposal INM-BR-57 on the draft INM.	1. No proposed change; 2. No proposed change.
84		Prefer not to say	Under 16	Pen-y-fai	Pavement needed			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	No proposed change.
85		Prefer not to say	Under 16	Pen-y-fai lanes	New pavement			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-19.	No proposed change.
86	CF31 5AP	Prefer not to say	Under 16	St. Winifred's Road from Cefn Glas shops to the cycling shared-use route	Cycle/off-road path to school safely			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-56.	No proposed change.
87	CF31 1RX	Male	35-44	1. Tondy; 2. Bridgend to Porthcawl	1. New route for walking & cycling between A4063/Bridgend Road junction Tondy railway station; 2. New off-road route from Bridgend to Porthcawl along main road			1. Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-6 which partially cover this suggestion; 2. Proposal is within a distance suitable for active travel along a strategic transport corridor.	1. Proposal INM-BR-6 to be extended and converted to shared-use; 2. Proposal to be added to INM.
88	CF32 8HB	Female	16-24					N/A	N/A
89	CF32 9HT	Male	65-74	Brynmenyn - Link NCR 4 adjacent to playground on Abergarw Road directly to Gerddi'r Afon and continue west through estate to mini-	New route - it would provide a shorter & safer route from the new mini-roundabout to NCR4 than the present shared footpath (part of BCR3b) which is really too narrow to be used to be a shared			The route would provide a more suitable route for active travel journeys than existing route BRC3b.	Proposal to be added to INM.

ID Ref.	Postcode	Gender	Age	Location	New Route or Facility (e.g. cycle parking) (please explain why)	Alter or remove route/facility (please explain why)	Other change (please provide details)	BCBC Observations	Proposed Changes to INMs
				roundabout	route.				
90		Female	55-64	B4280	This project is almost ready to go and is looking for funding			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-10.	No proposed change.
91	CF35 6HY	Male	55-64	B4280 between Heol-y-Cyw and Pencoed	Due to currently awaiting Section 38 approval - look at priorities of projects that are or will soon be ready to go.			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-10.	No proposed change.
92	CF32 7PS	Female	55-64	Along the old tram road from Waun Goch Terrace to the NCN 883	New shared-use route			The suggested route could connect to NCN 883 for active travel journeys.	Proposal to be added to INM as a shared-use proposal.
93	CF31 2QR	Female	25-34	Path from Clos-y-Waun (Brackla) to Vernon Street	Improved lighting and surfacing			Proposed route would cater for active travel journeys.	Proposal to be added to INM as a shared-use proposal.
94	CF32 7LQ	Male	55-64	1. NCN 883 at entrance to Ogmere Vale; 2. NCN 883; 3. Llangeinor to Pant-yr-Awel	3. New shared-use route between the two NCN routes	1. Improved signage for drivers warning of cyclists and route users; 2. Improved signage along the route		1. The suggested enhancement is on a route which has the potential to serve active travel journeys; 2. Signing enhancements will be considered as part of scheme link proposals; 3. The suggested route offers limited potential for active travel.	1. Proposal to be added to INM; 2. No proposed change; 3. No proposed change.
95	CF33 6EU	Male	35-44	PYC3d - the cycle lane at the side of the properties from Garth Street to Bryn Llawen	Re-align route through the playing fields to discourage criminal behaviour			The suggested amendments is for a missing section of route along Garth Street, on an alignment which could cater for active travel journeys with the whole route being widened.	Extend INM-PY-5 through to Croft Goch Road and including widening of the existing path.
96	CF36 5BF	Female	45-54	Porthcawl to Bridgend	New shared-use path between the two settlements			Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
97	CF33 4AJ	Female	25-34	1. From Cilgan y Ten to Village Farm Industrial Estate; 2. Outside Village Farm Industrial Estate; 3. On the road from Cilgan y Ten to Ysgol y Ferch O'r Sger	1. Better access for pushchairs & cycles including ramps to replace existing footbridge and wider pavements from the roundabout; 2. New crossing for pedestrians/cyclists; 3. New crossing point on road from roundabout to Woodland Place, Cornelly			1. Suggested improvements for active travel have been included on the draft INM as proposal INM-PY-12 and proposal INM-PY-13; 2. Suggested improvements for active travel have been included on the draft INM as proposal INM-PY-12 and proposal INM-PY-13; 3. The suggested amendment would connect to an identified desire line for active travel journeys.	1. No proposed change; 2. Crossing to be considered as part of development of proposals INM-PY-9 and INM-PY-13 in the draft INM; 3. Proposal for enhanced crossing facility, potentially a central refuge, to be added to INM.
98	CF329FA	Male	55-64	Brynmenyn / Abergarw A4064	Join the Garw and Ogmere cycle trails via a field and possible access bridge North of "66m" on map 7. The A4064 has a good width path there which can be accessed from Bryncethin. This would reduce going through small and tight Brynmenyn with lots of cars and narrow rd			Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-1 and proposal INM-BR-2.	No proposed change.
99	CF31 1HD	Female	35-44	Morfa Street	cycle	concern with the route as it passes behind our garden at the rear of Morfa Street		Proposal INM-BR-24 included as a proposal in the draft INM and details will be considered during future scheme development.	No proposed change.
100	CF31 4QU	Male	75+	Map 16. Porthcawl. PORC 3	Concern over the cycling/shared use of the frontage in Porthcawl i.e. Cycling being potentially hazardous to pedestrians.			The route serves an identified desire line and issues relate to user behaviour.	No proposed change.
101		Male	25-34	Bridgend	Porthcawl Beach			Insufficient detail has been provided to consider suggested amendments.	No proposed change.

Appendix 2 - Additional Comments and Proposals Received via Email

ID Ref.	Respondent	Issue and Proposed Addition/Change	BCBC Observations	Proposed Changes to Existing Route Maps
1	Dean Brown	I believe a safe route via Gypsy Lane so Children and Parents of Broadlands can access Trelales Primary School Laleston should be a priority. So many schools and councils are encouraging people to leave the car behind, yet there are so many children of Broadlands who are in the catchment area for Trelales who do not have a safe route to cycle or walk to school unlike their neighbors and friends who attend Maes Yr Haul. I strongly believe this would also reduce the traffic congestion trying to leave Broadlands estate in the mornings.	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-58 and proposal INM-BR-59.	No proposed change.
2.1	Christopher Teague	Having completed the online consultation, I would just like to add that I agree with any increase in cycling and walking provision but I think an additional route is long overdue for a feasibility investigation. I live in Maesteg but drive to work in Bridgend. Despite there being several regular cycling commuters along the route, frankly any cyclist that takes the A4063 is risking their life each and every time, especially the exponential increase in HGV traffic lately for the paper mill. I admit that council budgets are tight, but there is ample space on the grass verges on either side of this road for a cycle/pedestrian shared-use path to be constructed and I know that I for one will make use of it, leaving my car at home - and I would imagine that more would do the same once they discover a safer route exists. To quote the line, "if you build it, they will come".	Proposed improvements for active travel between Maesteg and Bridgend have been included on the draft INM as proposal INM-MA-16, however this does not follow suggested alignment alongside the main road. This is to be considered as an alternative option during the development of INM-MA-16.	No proposed change.
2.2		As a regular traveller to Porthcawl, I've often driven along this road and just like the A4063 in Maesteg it just isn't suitable for today's mix of cycling and motorised traffic. Despite the fact that 90% of this A road to Porthcawl has a tarmac pavement, in most places it has almost disappeared due to the undergrowth. Cutting back this undergrowth would definitely help in the short-term by making the path more accessible for walkers especially. Just like with the A4063, both roads have ample grass verge space which make them perfectly suitable for the creation of a shared use path for pedestrians and cyclists.	Proposal is within a distance suitable for active travel along a strategic transport corridor.	Proposal to be added to INM.
3	Iona Delgado	I am emailing after seeing the proposals for cycle paths through bridgend. I am particularly in favour of the route INM-PE-16, map 12. A cycle path through the playing fields in Pencoed would enable my children to cycle to school, something which I currently don't allow them to do as they have to go out on the main road. It would benefit the children on the redrow estate as well as the verlands estate in getting to school safely. I work in Brackla and would also consider cycling to work if the routes INM-BR-33 to 35 were in place. I currently consider it too dangerous, especially at the junction by Singletons.	No response required.	No response required.
4.	Angela Arrowsmith	I wanted to say that I live on Broadlands and my kids go to Trelales school. The foot path expansion has been fantastic and safer for us walking and cycling to school. if you could just sort the brambles which grow out would stop some horrible scratches. I would also like to see the lane known as gypsy lane which links the A48 to laleston improved to allow more kids a safe footpath from broadlands to laleston. This improvement would not just benefit the school but local traffic at school times, but also for a lot of elderly dog walkers as they find the lane dangerous with cars driving down it too fast.	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-58 and proposal INM-BR-59.	No proposed change.
5.1	Geraint Thomas (Pencoed Town Council)	Reference No; Comment: INM-PE-1 Agreed	No response required.	No response required.
5.2		INM-PE-2 Agreed subject to consideration being given to joining up the cycle path from Heol y Cyw. At the roundabout	The active travel desire line is catered for through proposal INM-PE-1 in the draft INM.	No proposed change.
5.3		INM-PE-3 Agreed and interlinked with INM-PE-7 below	No response required.	No response required.
5.4		INM-PE-4 Agreed	No response required.	No response required.

ID Ref.	Respondent	Issue and Proposed Addition/Change	BCBC Observations	Proposed Changes to Existing Route Maps
5.5		INM-PE-5 Agreed	No response required.	No response required.
5.6		INM-PE-6 Agreed	No response required.	No response required.
5.7		INM-PE-7 Agreed subject to parking and speeding problems being addressed on Hendre Road (reference Minute 5 below)	No response required.	No response required.
5.8		INM-PE-8 Agreed subject to raising kerbs outside Town Toilets obviating parking	To be considered as part of development of proposal INM-PE-2 and INM-PE-8.	No proposed change.
5.9		INM-PE-9 Agreed	No response required.	No response required.
5.10		INM-PE-10 Agreed	No response required.	No response required.
5.11		INM-PE-11 Agreed	No response required.	No response required.
5.12		INM-PE-12 Agreed	No response required.	No response required.
5.13		INM-PE-13 Agreed	No response required.	No response required.
5.14		INM-PE-14 Agreed	No response required.	No response required.
5.15		INM-PE-15 Agreed	No response required.	No response required.
5.16		INM-PE-16 Agreed	No response required.	No response required.
5.17		INM-PE-17 Agreed subject to clarification as to whether or not the dual carriageway is to / can be used for cyclists	Proposal INM-PE-17 is on an active travel desire line. The details of the proposal are to be clarified following completion of the work associated with development of the new primary school.	No proposed change.
6.1	Councillor Dhanisha Patel	<p>Following the consultation earlier this week, I understood that the consultation focuses on access to amenities as oppose to leisure facilities. Based on this I set out below some comments on the maps and what routes are missing. I would also like to take the opportunity that many of the residents in Ogmore are aging and or use wheelchairs to get around.</p> <p>The map fails to identify a number of key routes, which I believe is due to it not accurately reflecting the area. For example, there are a number of widely used convenience stores that are omitted:</p> <ul style="list-style-type: none"> • Cemetery Road; • Blandy Terrace; • TyNewydd Row; and • Dunraven Place. <p>We agreed that in order to maximise residents ability to access amenities without using their cars, the cycle track played a key role, and hence access to it is key. We mentioned that the access point at Park Avenue should be looked at. Generally, speaking the condition of the cycle track should be addressed as there is no lighting on it, no seating for those who need to pause whilst walking, no litter bins, signs to advise people of what can be accessed at certain sections, over growth and the surface is broken for example outside the life centre where tree roots are growing through the tack leading to puddles and discomfort for those using wheelchairs. It was also brought to our attention that there were issues those using wheelchairs and pushchairs on most routes. I've attempted to capture what I can below.</p>	<p>The vegetation query is a maintenance issue;</p> <p>Additional access points to the route are to be considered as part of overall enhancements to the route;</p> <p>General signing along the route to be considered as part of general improvements along with other pertinent issues including provision of bins. Lighting along the route unlikely to be considered on the basis of installation costs and the ongoing revenue implications.</p>	A new proposal to be added to INM relating to improvements to the existing Ogmore Valley Community Route (OVC1 and OVC2).
6.2		Aber Houses/Aberfields View- The pavement is very narrow/ non-existent, and there is no safe space for residents to cross the road. The residents here are in Ogmore Vale ward and hence should be able to access amenities in this area but the connection is poor. To access the cycle path they need to walk or wheel either down a very dangerous road which has no pavement or go in the opposite direction for half a mile. There is an access point near Nantymoel RFC however the gate limits access to walkers.	The suggestion amendment is on an identified desire line for active travel. However, improvements for active travel have been included on the draft INM as proposal INM-OG-2.	No proposed change.
6.3		Adare Street- access to the cycle track from the southern end of the street requires walkers/wheelchair users to go down a steep hill past the park which doesn't have a pavement nor a hand rail, this is dangerous in the winter time. If the residents are looking to access the cycle path from the middle of the street, then a lack of a crossing point and dropped kerb on Dunraven Place/Fronwen Terrace should be looked at.	An alternative access is available via the central connection to Fronwen Terrace.	No proposed change.

ID Ref.	Respondent	Issue and Proposed Addition/Change	BCBC Observations	Proposed Changes to Existing Route Maps
6.4		Alma Terrace- there is a shop across the road which residents would use but no crossing point suitable for those on foot or using wheelchairs.	The provision of dropped kerbs on Walter's Road at the junction with Alma Terrace/Bridge Street would cater for active travel journeys to access retail facilities.	Proposal for new crossing facility to be added to INM.
6.5		Bethania Row- this is a very dangerous street, which everyone is well aware of. It has a very sharp blind corner at the end of the street and there is no pavement at this point either. It is difficult for those on foot to cross to get to the chemist let alone those with pushchairs and wheel chairs. I would recommend that a one way system or road widening plan be looked at. I was informed that a resident wishing to go to the chemist after attending the surgery has some difficulty. Due to the dropped kerb situation and lack of safe visible crossing points, they have to wheel down High Street on the opposite side of the road, then cross over near the Con Club, and back up the hill to the chemist and then the reverse to get home. They mentioned that the pavement is also very narrow, which means they cannot turn their wheelchair around. I was also informed that wheelchair users and pushchairs are finding it difficult to pass in front of the old police station due to vehicles being parked on the pavement there.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-2 and proposal INM-OG-3. These issues will be considered during the development of those proposals.	No proposed change.
6.6		Bridge Street- there is an opening for the cycle path here, which would allow residents to use the shop on Cemetery Road as well as connect to next section of the cycle path, however the access point is on a bend which makes it quiet difficult for people to decide when a good time to cross would be. There is also no pavement which would allow people to walk around the bend onto Bridge Street to find a safer crossing point. The speed at which cars travel around this bend, also put walkers off.	The suggested enhancement is on a route which has the potential to serve active travel journeys.	Proposal to be added to INM.
6.7		Bryn Road- there is no walk way connecting Bryn Road directly to Cemetery Road where the nearest shop is. As mentioned earlier the connection onto the cycle path via Park Avenue, would help unlock the access to the Post Office and the chemist for these residents.	The route is unlikely to cater for active travel journeys. An alternative connection to Walters Road/Park Avenue is available via a quiet lane.	No proposed change.
6.8		There is a lack of dropped kerbs at the end of Caedu Road, Cardiff Street, Fairy Glen, Fronwen Terrace, Hendre Avenue, Suffolk Place, St John's Street, Sunnyside, Railway Terrace and Meadow Street.	The suggested enhancement is on a route which has the potential to serve active travel journeys.	Extend INM-OG-3 to junction with Cuthbert Street.
6.9		Cemetery Road- the pavement is narrow and cars are always parked on them making it difficult for people to walk on one side of the road. On the other side the brambles are so overgrown that residents would rather just jump in their cars and pop to the shop/chemist that walk in the road.	Footway width is considered sufficient and the cars are parked by local residents. The suggestion has limited active travel potential.	No proposed change.
6.10		Corbett Street- there is no pavement or safe crossing point connecting it to the High Street near the chemist. The hill to connect it to High Street is in bad condition.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-5.	No proposed change.
6.11		Commercial Street- there is an access point connect two sections of the cycle path however, there are cars parked across it on a weekly basis. A formal crossing point such as a pelican might work well here. It would also help address the speed issue.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-3.	No proposed change.
6.12		Cwrt Ty Mawr- the connection onto the cycle track here is very frequently used by parents taking their children to school, however it is not obvious, difficult for those with pushchairs/ wheelchairs to access. Cars are often speeding here so a build out and or formal crossing space would be ideal in encouraging more parents to allow their children to walk to school.	Signing along the route, and at access points to it, could be considered as part of an additional proposal to improve the route.	A new proposal to be added to INM relating to improvements to the existing Ogmere Valley Community Route (OVC1 and OVC2).
6.13		Dunraven Place- there are no dropped kerbs on this street which restricts access to the cycle track. Also, there is a shop here which is used by those on the track and by those accessing the youth club on the opposite side of the road. A formal crossing point would very much be welcomed near the bus stop on Fronwen Terrace near the access point to the track.	The installation of a build-out/crossing point would enhance access to an active travel from Adare Street.	Proposal for new crossing point in vicinity of bus stop on Fronwen Terrace to be added to INM.
6.14		Glyn Street- is very narrow with a pavement only on one side of the road, but this pavement is often parked on which makes it difficult for those in wheelchairs and pushchairs to pass.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-3 and INM-OG-4.	No proposed change.
6.15		High Street- both sides of the road have narrow pavements often resulting in people having to walk in single file. As mentioned above the crossing point is considered to be at a less convenient part of the road than if it were outside the chemist/closer to it.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-4. Proposal to include	No proposed change.

ID Ref.	Respondent	Issue and Proposed Addition/Change	BCBC Observations	Proposed Changes to Existing Route Maps
			dropped kerbs and crossing points as part of future development.	
6.16		Llywelyn Street- in order to get to the shop on Tynewydd Row, or to access the cycle track people must cross the road. However, there is a blind corner leading up the hill towards Prospect Place and on Llywelyn Street visibility is restricted by part of a property which juts out. It would be ideal if there was a one way system or a formal crossing point near Sunnybank.	Suggested improvements for active travel have been included on the draft INM as proposal INM-OG-3 which would address issues at the junction of Llewellyn Street and Commercial Street.	No proposed change.
6.17		Moirra Terrace- has a very narrow pavement and then no pavement connecting to any of the other streets that a person would need to walk down to get to the shops or cycle path.	Moirra Terrace appears to be a quiet residential street with limited potential for significant active travel modal shift.	No proposed change.
6.18		North Road- there are a number of streets that join this street and hence drop kerbs are an issues.	The suggested improvements are on an active travel desire line.	Extend INM-OG-3 to junction with Cuthbert Street.
6.19		Park Avenue- a dropped kerb and crossing point would help residents here to access the cycle path to get to shops on the High Street and Blandy Terrace easier. Speed is also an issue on the street with GoSafe monitoring it.	Dropped kerbs/informal crossing near the park would enhance access to the active travel route.	Proposal for additional crossing point near the bus stop on Park Avenue to be added to INM.
6.20		Prospect Place- slight aside the road markings are off. Also there is a lack of pavement leading to the Shop on Tynewydd Row via Sunnybank or Llywelyn Street.	There is an existing continuous footway on one side of the street to cater for active travel journeys.	No proposed change.
6.21		Tynewydd Row- although there is a sign advising drivers that children are crossing the road here, it would be far better if there was a pelican crossing here, giving pedestrians the right of way. Parents have commented how the volume and speed of vehicles here can make it difficult for them to cross the road safely with their children. As mentioned above the surface of the cycle path around this areas needs some work.	<ol style="list-style-type: none"> 1. The crossing point is on an active travel desire line; 2. The cycle track surfacing can be addressed via general improvements to the cycle track. 	<ol style="list-style-type: none"> 1. Proposal for new crossing point to be added to INM in the vicinity of the junction between Cardiff Street and Tynewydd Row; 2. A new proposal to be added to INM relating to improvements to the existing Ogmere Valley Community Route (OVC1 and OVC2).
6.22		Walters Road- I have been advised by a resident that the street requires more dropped kerbs as currently those on mobility scooters cannot cross it at convenient points.	Low height kerbs are present along the length of the road with sporadic entrances/dropped kerbs present.	No proposed change.
6.23		Wyndham Street- there is access onto the cycle track in many places but the maintenance isn't very good, ie along the side of the Wyndham pub visibility of cars isn't very good. The stepped path leading to the cycle track in the gap after the terrace houses doesn't quite make it to the track and the up keep isn't the best. The hill that leads down, between Dunraven Place and Wyndham Street again isn't great, there isn't a hand rail and there is a lot of overgrowth.	This is a maintenance issue but could be considered during general improvements to the route. Suitable access points are also available either side of the stepped path.	No proposed change.

Appendix 3 - Additional Proposals Submitted by Coity Higher Community Council as Part of their Community Access Plan

ID Ref.	Location	Proposal	BCBC Observations	Proposed Changes to Integrated Network Map
1.1	Hotspot 1 – Coity Higher Community Centre	Lighting to be improved at steps leading into the park from Litchard Hill. Improved lighting outside community centre and in the car park. Additional lighting on the Bridge leading from the community centre to Park Derwen	Access to playing field to be reviewed as part of potential option for proposed active travel route to connect with overbridge across the A4061.	Amend INM-BR-25 to provide a shared-use route through the playing field to connect with existing shared-use path linking to Parc Derwen and Coity.
1.2		Safe points of crossing to enable residents from Joslin Terrace to access the community centre and fields safely. This would also enable them to access the facilities within Litchard and Pendre such as the Red Dragon, bus routes into town	A crossing point on Heol West Plas is to be provided as part of the North West Brackla development allowing onward connections to the Community Centre and playing fields via the existing shared-use routes and overbridge.	No proposed change.
1.3		A path leading from the steps at Litchard Hill to the swing park in the field. Also from the steps on Litchard Hill into the field up to the gate entrance on Heol West Place to benefit residents	Proposal does not cater for active travel journeys.	No proposed change.
1.4		A safe crossing point over Litchard Hill and Heol West Plas to enable residents and children to access the community facilities safely	There are existing informal crossing facilities on Litchard Hill to cater for these journeys, however the draft INM included proposal INM-BR-62 for enhanced crossing provision at Litchard Cross.	No proposed change.
2.1	Hotspot 2 – Litchard Cross & Heol West Plas (Litchard)	Tactile paving is overgrown at the entrance to Litchard Playing Field at the Litchard Hill end of Heol West Plas. Suggest clear away the overgrowth and clean it or re-paint the tactile pavement on Heol West Plas at the above entrance.	This issue could be addressed as part of the development of proposal INM-BR-62 in the draft INM.	No proposed change.
2.2		Suggest widening of pavement on north side of Heol West Plas and extending it to the Community Centre	There is limited scope to widen the existing footway on Heol West Plas, however there may an opportunity to provide a suitable route through the playing fields by changing the proposed alignment of INM-BR-25.	Amend INM-BR-25 to provide a shared-use route through the playing field to connect with existing shared-use path linking to Parc Derwen and Coity.
2.3		Improve the crossing provision from Heol Ty Sant across Heol West Plas to the playing fields.	Access to the playing fields not an active travel route. However, this issue could be addressed through the draft INM proposal INM-BR-62 for enhanced crossing provision at Litchard Cross	No proposed change.
2.4		Investigate improved crossing provision at Litchard Cross, consider comprehensive remodelling of the junction to ensure that it is pedestrian focussed.	The draft INM included proposal INM-BR-62 to enhance crossing provision at Litchard Cross.	No proposed change.
2.5		On Coity Rd at Litchard cross there is a bollard on the centre reservation. Some residents feel that it is too wide on the side where there is 2 lanes. the road is too narrow on the Pendre side. Going up the hill. The solution to the bollard in the central reservation isn't easily resolved and is dependent on what future plans for Litchard Cross.	The central refuge caters for active travel journeys by enabling pedestrians to cross Litchard Hill to access the Primary School.	No proposed change.
2.6		Establish an audit regime for bins throughout the community council area. This has been tabled for the community council July 17 agenda. It is a high priority	This issue is not relevant to this consultation and should be referred to the Council's Waste and Cleaner Street services.	No proposed change.

		and could be achieved this year		
3.1	Hotspot 3 – Litchard Terrace and Wildmill Station	Litchard Terrace/Taylor Road junction, near Litchard mission: pavement surface is very uneven because of tree roots. Investigate the removal of the tree adjacent to Litchard mission and the reconstruction of the pavement. Alternatively, consideration could be made to raising the pavement level to contain the roots	The draft INM included proposal INM-BR-25 which could consider the quality of the paving along in this area.	No proposed change.
3.2		Tactile pavement at Litchard Terrace/Taylor Road junction is not visible due to pine shedding of the aforementioned tree. Seek agreement with BCBC for responsibility for street sweeping following autumn leaf shedding. Consideration could be given to devolving services to Coity Higher Community Council	Outside of the scope of this consultation.	No proposed change.
3.3		At junction between Tan yr Allt and Litchard Terrace there is no Tactile Paving or dropped kerbs. Replace all defective kerbs and paving. Seek funding to install tactile paving	Route was audited as part of ERM process and was deemed suitable for active travel. However, it could be revisited as part of development of proposal INM-BR-26 in the draft INM.	No proposed change.
3.4		Route to Wildmill station is too narrow for wheelchair users and pushchairs. Pavement is hardly visible due to fallen leaves. Investigate the feasibility of widening the footpath on the approach to Wildmill station and under the bridge, including where appropriate a protective barrier. The improvements should include provision of adequate lighting.	The draft INM included proposal INM-BR-25 which would consider these issues.	No proposed change.
3.5		Consideration could be given to the imposition of a single lane running with traffic light control or “give and take” priority could be made to both increase pavement width and reduce traffic speeds	This is outside the scope of this process.	No proposed change.
3.6		Consideration could be given to increasing the pavement width along Lichard Terrace. This would depend on the existing road width and may require single side pavements and crossing.	The draft INM included proposal INM-BR-25 which would consider these issues.	No proposed change.
4.1	Hotspot 4 – Litchard Hill and Top of Link Road	Litchard Hill. Tactile paving and dropped kerbs on east side of Litchard Hill at all junctions are in unsafe positions on corners entering directly onto the very busy major road. Suggest that tactile paving and dropped kerbs should be moved to safer positions away from the corners.	Tactile paving is present on the desire line for pedestrians.	No proposed changes.
4.2		Access to and from Heol Castell Coity (a large private housing estate) is controlled only by a slightly larger Island than exists at the bottom of the hill at Litchard Cross. Suggest controlled crossing point(s) with dropped kerbs & footpath/cycle paths whole length of Link Road on eastern side from Litchard Hill to Bridgend town centre.	Existing pedestrian refuge has a depth of xm and therefore meets current Welsh Government design standards.	No proposed change.
4.3		McArthur Glen Shopping Village, the new Coity Housing Estate and Housing in Coity near the Prison	Consideration of the closure or partial closure of Litchard Hill is outside the scope of this process.	No proposed change.

		rely on simple Tactile Paving crossing areas to navigate the dual carriage link roads. Access across the roundabout at the top of Litchard Hill is also hazardous due to the nature of the roundabout. Crossing points in these areas it very difficult as the roundabout is an access point for the dual carriage ways heading to Bridgend, POW and the M4 as well as the substantial new housing development at Coity. Consideration could be given to the closure or partial closure of Litchard Hill to through traffic from the northern roundabout except for buses and emergency vehicles. This would significantly reduce traffic volume.		
5.1	Hotspot 5 – Joslin Road and Link Road (South)	Joslin Road/Avenue. This area is isolated from Litchard and Pendre by two very busy roads i.e Heol West Plas (East) & A4061 Link Road and from the town centre by lack of safe routes making it very difficult if not impossible for pedestrians, wheelchair users & cyclists. There are no safe crossing areas or suitable walkways or cycle paths. Installation of a crossing point linking Joslin Road to the foot bridge in Parc Derwen is urgently required	A crossing point on Heol West Plas to Parc Derwen is to be provided as part of the North West Brackla development.	No proposed change.
5.2		The crossing of the A4061 link road adjacent to the TA centre needs to be upgraded with pedestrian barrier. The trees in the centre of the roundabout should be removed to provide better visibility to those choosing to cross at this location.	The crossing on Heol West Plas will enable pedestrians and cyclists to use the alternative route via the overbridge to cross the A4061. The trees in the central island will be trimmed as part of the North West Brackla development.	No proposed change.
5.3		Bridge across A4061 Link Road is a potentially unsafe location after dark as access/exit areas are isolated, overgrown and unlit. Suggest improved lighting and cutting back of overgrowth in the approaches to the footbridge	Route previously assessed as part of ERM process and was deemed suitable for active travel. Potential improvements to the lighting could be considered as part of the development of INM-BR-25.	No proposed change.
6.1	Hotspot 6 – Parc Derwen	Parc Derwen has been designed with cyclist and pedestrian accessibility in mind, however, very few of the facilities are yet complete and it is likely to be many years before the roads are adopted. The Community Council be more forthright in their approach to BCBC and the Developers to expedite the completion of facilities and their adoption	Issues relating to the timescales for delivery of the development infrastructure are outside of the scope of this process.	No proposed change.
6.2		For access to the shopping area see hotspot 8	N/a	No proposed change.
6.3		The community council, BCBC and the Police could develop a joint plan to alleviate congestion in the vicinity of the school. This could include the opening of the drop off, investigation of the feasibility of additional parking drop off space, parking restrictions during peak times and driver/parent education	Issues relating to the timescales for delivery of the development infrastructure are outside of the scope of this process.	No proposed change.
7.1	Hotspot 7 – Heol Spencer	Heol Spencer is a main road linking Heol West Plas to Bryncethin. Within the village it is narrow with an extremely narrow pavement which is insufficiently	Heol Spencer is not on a desire line identified during the preparation of the INM and an alternative route via the Parc Derwen estate will be available once the	No proposed change.

		wide to enable wheel chair access to Gilead Chapel. As the road progresses northward is resembles a typical rural road with no pavement beyond the entrance into Pwll Evan Ddu. It is recommended that a scoping and preliminary pricing exercise is commissioned to establish a firm estimate for the provision of a footpath along Heol Spencer. This should lead to funding options to be considered.	development has been completed.	
7.2		Heol Spencer is also a notorious rat run with residents of the Ogmre and Garw valleys choosing to travel to Bridgend via Coity Common and Coity rather than face perceived delay at the M4 Junction. Solutions relating to the rat run are considered in Hotspot 8	This issue is outside the scope of this process.	No proposed change.
8.1	Hotspot 8 – Coity Village & Trem Y Castell	Heol Simonston. There are a number of houses on Heol Simonston that have been effectively cut off from the village since the construction of the Coity Bypass. Construct a short section of footpath linking the houses to the existing footpath.	This route has not been identified on a desire line during preparation of the INM. However this could be considered as part of the development of INM-BR-29.	No proposed change.
8.2		School Road “Triangle” - The solution is not straightforward. Consideration could be given to the imposition of a one way system for a trial period. Consideration could also be given to a weight limit on school road, however, due to the high number of farms and horse owners that access via school this may be impractical and unpopular	A continuous footway is available on Heol-yr-Eglwys leading to Heol-yr-Ysgol as an alternative to the section of Heol-yr-Ysgol with no footway.	No proposed changes.
8.3		Heol Simonston “Dead End” - More visible signage could be installed coupled with more active policing of the weight limit	This is outside of the scope of this process.	No proposed change.
8.4		Pedestrian and cycle access to Bridgend Town - It is proposed that a combined footpath/cycleway is constructed adjacent to the link road to facilitate direct pedestrian and cyclist access into Bridgend Town. Consideration could also be given to creating an alternative route via the Brackla industrial estate which may be more cost effective	The draft INM included proposal INM-BR-27 which runs along this alignment.	No proposed change.
8.5		Pedestrian and Cycle Access to Sainsburys and McArthur Glen - Construct a footpath along Heol Spencer and complete the footpath along Heol Hopkin John.	Heol Spencer is not on a desire line identified during the preparation of the INM.	No proposed change.
8.6		Ensure that the developer diverts and upgrades Footpath 17. Investigate the retention of the existing right of way in addition to the new route. Investigate the most appropriate means of installing a safe crossing point to enable cyclists and pedestrians to cross the Link Road opposite the retail centre.	The draft INM included proposal INM-BR-70 which could be developed as a connection from Parc Derwen to the Bridgend Designer Outlet.	No proposed change.
8.7		Heol West Plas traffic volume and speed - Consideration could be given to introducing crossing points that narrow the road in places to slow traffic	The issue of rat running traffic is outside the scope of this process.	No proposed change.

		and increase journey times thus reducing the attractiveness of the rat run. Consideration could also be given to restricting access to the village at the top of Heol Spencer thus removing or impeding access across the common, although this may inconvenience villagers.		
8.8		A further consideration could be to introduce a traffic order that made the Village “access only” thus prohibiting traffic from cutting through Coity. This could be supported by the installation of automatic number plate recognition (ANPR) cameras at the top of Heol Spencer at Coity Traffic lights that could be used to enforce the order.	This issue is outside of the scope of this process.	No proposed change.
8.9		Trem y Castell - Recommendation for a metal barrier/ railing adjacent to footpath opening from Trem-y-Castell as pavement is wide also a speed recognition sign which highlights the drivers speed and illuminate when excess speed is detected.	The speeding issue is outside the scope of this process.	No proposed change.
9.1	Hotspot 9 – Pendre	Pendre Community Centre /Playground/ Playing Field - Suggest installation of good and effective lighting in alleyway. Lighting within the areas could be improved especially where there are paths running through adjoining areas.	Route does not cater for active travel journeys.	No proposed change.
9.2		The Dell at the top of Glynbridge/Springfield Gardens - Suggest installing good, effective lighting in the Dell.	Route is on alignment of proposal INM-BR-24 in the draft INM. Consideration could be given to lighting as part of the development of that route.	No proposed change.
9.3		Davies Avenue - Suggest widening the pavement along the south side.	Pavement is of width suitable for active travel, however the verge may have encroached on the footway. This is therefore deemed to be a maintenance issue.	No proposed change.
9.4		The Road Signs either side of the Bryn Gorsedd access onto Litchard Terrace, obstructs the vision of motorists exiting Bryn Gorsedd onto Litchard Terrace. Cars are using Bryn Gorsedd for turning purposes, young children are playing in the cul de sac, and are subject to danger. There is a perceived issue with excess vehicle speeds in the street. Amend the positions of the Bryn Gorsedd road Signs and Stop parking opposite the junction (10m). Access only into Bryn Gorsedd. Consider establishing a community speed watch or formal speed enforcement.	The issue of access only is outside the scope of this process.	No proposed change.
9.5		Litchard park - Grass verges are poorly maintained and cars park on them, causing damage. Resident suggestion: Take up the grass verges and make rd wider for cars. Consideration could be given to reinforcing the grass verges with grids that allow cars to park on the crass verge but not damage the grass.	This proposal is counter to the aspirations of the Act and therefore not considered suitable for inclusion in the draft INM.	No proposed change.
9.6		Pendre – Coity Road/Post Office. Residents feel there	The issue relating to parking restrictions is outside the	No proposed change.

		should be Yellow lines by post office to stop cars from parking especially on the corner where it becomes dangerous for everyone. Enquiries for yellow lines outside Pendre PO need to be started this year but to be achieved in 18/19.	scope of this process.	
9.7		Pendre - Great Western Avenue/Park. Bin at car park needs to be bigger as it over flows. Otherwise residents feel it needs to be emptied more often. The bins are currently the small bins situated on the lamppost. Grass verges need cutting and it have a system to prevent cars from parking. The car park and pavements around field need maintaining. A path is needed where people can access the field from the cemetery as this is inaccessible to pushchairs and anyone with poor mobility. Solutions as per Litchard Park above, suggestion is to whether people parking to use the field could park at the bottom end because there is a large area of field not being used. Medium priority could be looked at in 2018/19. Follow up on Ward Councillor referral and apply pressure to BCBC. Consider asset transfer of the Great Western playing fields in enhanced condition	The issues relating to bins, car parking and asset transfer are not related to active travel and therefore are outside the scope of this process. The route through the cemetery does not cater for active travel journeys.	No proposed change.
9.8		Rushfield Gardens The residents have identified the requirement for a children's play area on the grass area as you enter the estate. Consider Rushfield Gardens Play area this as a community council project for delivery within the life of this council.	This is not an active travel issue .	No proposed change.
9.9		Glynbridge - Residents have identified the requirement for a bus shelter on opposite side to Glynbridge plus Bench and flowers in park behind Glynbridge which people walk through. The bench and flowers are easily achieved and could probably be done this year. The community council could enquiries for this to start the ball rolling. This could be a project for 17/18	These issues are outside the scope of this process.	No proposed change.
9.10		Springfield Gardens and Glynbridge - The road running from the entrance into the estate around Glynbridge and Springfield is in poor condition and needs resurfacing. Army camp has a shed with no landscaping. Residents are unhappy because it looks untidy and unsightly.	These issues are outside the scope of this process.	No proposed change.
10.1	10 - Community Wide	It is recommended that a schedule of deficient crossing points is established with a view to seeking funding for a programme of improvements.	Any additional crossing point proposals may be considered as part of future iterations of the INM.	No proposed change.
10.2		Aside from the key sites it is recommended that a schedule of deficient pavements is established with a view to seeking funding for a programme of improvements	Any additional pavement proposals may be considered as part of future iterations of the INM.	No proposed change.

10.3		It is recommended that a schedule of deficient streetlighting is established with a view to seeking funding for a programme of improvements	Any additional proposals for enhanced street lighting may be considered as part of the development of future active travel routes where relevant.	No proposed change.
10.4		<p>There are insufficient safe cycle routes. It is recommended that a comprehensive review of cycling routes is carried out during the next phase of the development of the community access plan.</p> <p>Consideration should be given to the establishment of “strategy” North/South routes along Litchard Hill/Coity Road and a new cycle/walkway alongside the A4061 Link road linking into Bridgend town.</p> <p>The East West corridor cycle corridor should be considered linking Coity Village with Wildmill Station and onwards to the Ogmere valley cycle path.</p> <p>These key cycle routes should connect to the existing designated routes thus creating an integrated cycling network across the community council area.</p>	The draft INM contains numerous proposals for active travel routes. Any additional proposals may be considered as part of future iterations of the INM.	No proposed change.

Appendix 4 - Additional Comments and Proposals Received via Facebook

ID Ref.	Facebook Comment	BCBC Response	Proposed Changes to Existing Route Maps
1.	Need a bridge over the train track, from somewhere on Longacre on Coychurch road, to North Road on Bridgend Ind Est. Would save people driving to work, and would ease traffic at the Coychurch Rd & Simonstone Road junction, which at rush hour is an accident waiting to happen.	There is a proposal (on Map 15 of the consultation booklet) for a link between Brackla and Bridgend Industrial Estate at the site of the proposed Brackla Station and Park and Ride site, the exact nature of the link hasn't been explored or developed yet but could take the form of an overbridge or an underpass.	No proposed change.
2.	Parc Derwen into Brackla along the dual Carriageway. We could then walk to school, and if you kept going and gave us direct access into town then that would also increase trade into town. Winner.	There is a proposal (on Map 11) which would connect Parc Derwen with Brackla along the dual carriageway. The proposal would form part of a longer route connecting Bridgend town centre and the Bridgend Designer Outlet (shown on Map 15).	No proposed change.
3.	May be if you took control and prosecuted for dog fouling -//cyclists would cycle more. At the moment they spend most of their time avoiding ending up covered in s@#t	Details of any locations with particular issues should be emailed to Cleanupthecounty@bridgend.gov.uk	N/A
4.	A safe cycle route from Litchard to Brynteg sch seeing as bcbc has changed the length you live from 2miles to 3miles so cant catch sch bus, my children always wanted to cycle to sch but having seen cycle/vehicle accidents on the dual carriage way from embassy bridge to top of crossroads/traffic lights, i couldn't risk my children cycling, traffic speed is 30 but loads dont abide by that, loads of cycle routes could link to each other from the Valley's to Bridgend on route to either Cowbridge/Southerndown/Ogmorebysea/Porthcawl/Kenfig nature reserve etc also bike helmets should be compulsory to wear and maybe insurance to hopefully more bike riders would be safe.	There are proposals (on Maps 11 and 15) which would connect Litchard to Brynteg Comprehensive School. There are also proposals to connect each of the three Valleys to Bridgend and then onwards to Bridgend Science Park (to link with proposals in the Vale of Glamorgan) and Porthcawl. The use of cycle helmets and insurance are not covered by this consultation as they are wider issues that would need to be dealt with by the Welsh or UK Government.	No proposed change.
5.	Parents at Trelales Primary School have been asking for a safe walking route to school for ages. We need the lane closed to traffic and traffic calming measures along the stretch of road from bryntirion lights to Laleston.	There are proposals (on Map 14) which would connect Laleston to Broadlands.	No proposed change.
6.	A safe path/steps from pen y fai to Bryntirion school. I often see students walking through the lanes. (On the road as there is no pavement) Its approx 400m distance in a direct line. Yet to get there on a pavement its nearly 2 miles.	There is a proposal (on Map 11) to connect Bryntirion Comprehensive School with Pen-y-fai.	No proposed change.
7.	Make the A48 safer by changing the speed limit to 40. The route from Broadlands to Brynteg and further to Tesco area and across to Merthyr Mawr would be safer.Doubt this would cost anything much.	There are proposals (on Map 14 and Map 15) for active travel improvements along the A48 between Broadlands and Waterton Roundabout, connecting to a route from Bridgend to Brocastle on the A48. The development of these options would look at the most appropriate way to provide suitable routes and facilities.	No proposed change.
8.	Sort out Coychurch Rd from the junction of Simonston Rd. A footpath/cycle path was built as part of the housing development along that road but it just stops a couple of hundred yards short of the junction. I have lost count the number of children I have seen walking along there partially obscured by the overgrown shrubs. I have reported this several times with the usual response, ABSOLUTELY NOTHING.	There is a proposal (on Map 15) to connect Brackla with Bridgend Industrial Estate, including a continuation of the existing pavement from Brackla through to Coychurch.	No proposed change.
9.	A path and a foot bridge over the mouth of the Ogmore River between Newton beach and Ogmore-by-Sea would be nice for cyclists so they do not have to cycle up the a-48 to Ewenny to get to Southerndown.	The main Welsh Government aim of this work is to encourage more walking and cycling as part of everyday journeys in urban areas. This includes links to schools, workplaces, bus/rail stations, and other services and facilities. It is not intended to provide routes for purely leisure purposes.	No proposed change.
10.	The black path from Wildmill along the river to Pendre? Of course, this would all be dependent on actually fixing, paving, securing and most importantly maintaining un-adopted lanes. Would that even be possible?	There are proposals (on Map 11) which would connect Wildmill and the "Black Path" with Pendre.	No proposed change.
11.	After spending a fortune of grant money on the "porthcawl cycle path" which in no way is useable and seems to have cost £10k per 90 quid bicycle shaped road transfer I don't think I want you throwing away any more cash thanks!!	No response required.	N/A
12.	I cycle to work most days where I work in the princess of Wales hospital , you need to put more cameras to protect cyclists on dual carriageway to bgd and back again to Porthcawl,and on the one to Pyle stormy to slow down the lorries and cars,they are	Your comments will be passed to our Road Safety and Traffic Management Officers.	N/A

ID Ref.	Facebook Comment	BCBC Response	Proposed Changes to Existing Route Maps
	racing along there at speeds exceeding the limit there is going to be a fatality on this road one day, at least more cameras will slow the traffic down and that would help possibly save a life should ever be a collision between bike and car.		
13.	Another thing that would help would for you to use the police static speed camera van to monitor these areas as motorists hammer it up the dual carriageway and slow down just before lights on Pyle section, I have been visibly shaken on these roads by cars getting really close to me on my bike and at high speed	N/A	N/A
14.	Improve things like fuel efficiency by taking away unnecessary traffic lights (like the crossing just down the road from Bridgend college, do we really need that one there now there's a series of crossings outside the college?)	The consultation carried out during the preparation of the maps has highlighted the importance of the crossing points along the A473 and the need to ensure that these are improved where necessary.	No proposed change.
15.	Cycle path to Bryngarw barely passable due to over grown hedges, called to find out what's going to be told "that's not our problem anymore "	Your comments will be passed on to our Rights of Way Manager.	N/A
16.	A bridal path to maesteg like the one to blaengarw, my husband cycles to work from Bridgend to maesteg and has been hit by a a mirror once, had a few near misses and gets verbally abused by drivers at least once a week. I have seen him cycle and he is very considerate and keeps as close as he can to the side of the road but it obviously irritates some drivers on the narrower parts of the road	There is a proposal (on Map 5, Map 7 and Map 8) to connect Maesteg with Bridgend. The exact route this would take is unknown at present although the aspiration is to provide a connection similar to that already in place in the Garw and Ogmores valleys.	No proposed change.
17.	A proper crossing on the main road between Aberkenfig North & South. Would make it much better for the children & parents access to schools	Although these is an informal crossing currently in place (dropper kerbs) should you feel that a more formal crossing, such as an island or signalised pedestrian crossing, is necessary then please complete the online survey with your suggestions.	No proposed change.
18.	Safe cycle routes to the Beaches would be great. Also routes that link nearby towns. The new cycle path to Pencoed is great but it falls short at the heavy traffic junctions - which is where you need it most!	There are proposals to connect Bridgend to Bridgend Science Park, which could then link with proposals in the Vale of Glamorgan (see Map 15), and Bridgend to Porthcawl (see Map 14 and Map 16). The maps also include proposed links between settlements.	No proposed change.
19.	Never mind cycle paths. A pavement on Papermill road between Tondu and Llan is desperately needed. The road is a death trap. Impossible to walk safely between the two.	There is a proposal (on Map 5, Map 7 and Map 8) to connect Maesteg with Bridgend. The exact route this would take is unknown at present although the aspiration is to provide a connection similar to that already in place in the Garw and Ogmores valleys.	No proposed change.
20.	I have more suggestions than you have money. All I can say is that I hope your future projects aren't as half-arsed as the new cycle route along the front in Porthcawl!	No response required.	N/A
21.	A48 between Pyle and Eweny is way wider than necessary. Begging for a dedicated and physically separated cycle path. Routes in and out of Porthcawl to South Cornelly and over Danygraig Hill require the same. The proposed route from Porthcawl to Merthyr Mawr will be unsuitable for commuters on road bikes unless tarmaced, which will completely spoil that environment. PS. Paint on roads and pavements don't work. Pedestrians still think they own the pavement and will not move, making forward travel very slow and filled with abuse. Drivers think they own the roads and every trip is becoming more of a gauntlet run and a gamble. The only way forward is dedicated and separate cycle paths.	There are proposals (on Map 14 and Map 15) for active travel improvements along the A48 between Broadlands and Waterton Roundabout, however if you feel that a route should be completed between Pyle and Laleston/Broadlands then please complete the online survey with your suggestions. There are also proposals (on Map 9 and Map 16) between Porthcawl and Pyle however any suggestions for a route from Porthcawl to Bridgend along the A4106 can be made by completing the online survey.	Proposal to be added to INM
22.	Please stop cycling through black mill bends it causes havoc somebody is going to get hurt, there's a purpose built cycle track that cost a fortune that nobody uses	As highway users, cyclists are entitled to use the road along with other types of vehicle even where dedicated cycle lanes/routes exist alongside the main road. However, poor cyclist behaviour can lead to frustration among other road users particularly where there are a lack of passing places.	N/A
23.	Always thought it would be nice to have a cycle track from Llangynwyd to Tondu. Maybe have other paths linking valleys with centre of Bridgend.	There is a proposal (on Map 5, Map 7 and Map 8) to connect Maesteg with Bridgend. The exact route this would take is unknown at present although the aspiration is to provide a connection similar to that already in place in the Garw	No proposed change.

ID Ref.	Facebook Comment	BCBC Response	Proposed Changes to Existing Route Maps
		and Ogmere valleys.	
24.	You need to get rid of the useless bit of cycle path on Heol y nant in Cefn Glas, nobody uses it, they cycle on the road instead, even the police cyclists ride on the road by there	The route is intended for use by young or inexperienced cyclists rather than competent and confident cyclists, such as the police cyclists, who often prefer cycling on the road as is more direct.	No proposed change.
25.	Heol Spencer is an accident waiting to happen. A footpath would be great! I am aware there's not much room but it's so dangerous	There are currently no proposals on Heol Spencer, however if you feel that a footway or other route is required please complete the online survey so that your views can be included in the consultation.	No proposed change.
26.	How about a cycling route from Bridgend to Porthcawl!	There is a proposal to connect Bridgend to Porthcawl (see Map 14 and Map 16). However, any suggestions for a route from Porthcawl to Bridgend along the A4106 can be made by completing the online survey so that your views can be included in the consultation.	Proposal to be added to INM.
27.	Think of popular routes, then have cycle tracks along them.	The proposed routes are intended to represent the key desire lines that are likely to encourage active travel.	N/A
28.	For those who have to get public transport from Bridgend to Porthcawl, could then use a bicycle. The routes proposed are quite frankly lacking!	There is a proposal to connect Bridgend to Porthcawl (see Map 14 and Map 16), however any suggestions for a route from Porthcawl to Bridgend along the A4106 can be made by completing the online survey so that your views can be included in the consultation.	Proposal to be added to INM.
29.	A safe cycle route from Broadlands/Bridgend town to Porthcawl please.	There is a proposal to connect Bridgend to Porthcawl (see Map 14 and Map 16). However, any suggestions for a route from Porthcawl to Bridgend along the A4106 can be made by completing the online survey so that your views can be included in the consultation.	Proposal to be added to INM.
30.	Definitely a link from Parc Derwen into bridgend town centre would be great.	There is a proposal (on Map 11) which would connect Parc Derwen with Brackla along the dual carriageway. The proposal would form part of a longer route connecting Bridgend town centre and the Bridgend Designer Outlet (shown on Map 15).	No proposed change.
31.	All for it - we don't own a car and cycle everywhere we can. Can I please stress tho can we please please please improve public transport to Porthcawl. We can't even get to Margam park - a mere 3 miles away by public transport any more.	Your comments will be passed to our Public Transport Officer.	No proposed change.
32.	You need to place a designated cycle track on the a4106 between laleston roundabout and dan-y-graig. Far too many cyclists using a very busy stretch of road with a large section of it with solid white lines. Its frustrating for motorists and dangerous for cyclists. Im surprised you havent done something sooner as it is by far the most convenient way into porthcawl.	There is a proposal to connect Bridgend to Porthcawl (see Map 14 and Map 16). However, any suggestions for a route from Porthcawl to Bridgend along the A4106 can be made by completing the online survey so that your views can be included in the consultation.	Proposal to active travel route be added to INM.
33.	a48 end of broadlands for a pedestrian crossing as no safe place to cross. 2) safe cycling path to Bryntirion Comp from broadlands. 3) safe cycling path down to Ogmere via ewenny maybe	There is a proposal (on Map 14) to connect Broadlands with Bryntirion Comprehensive School along Merlin Crescent but any suggestions for an improved crossing point on the A48 can be made by completing the online survey so that your views can be included in the consultation. The main Welsh Government aim of this work is to encourage more walking and cycling as part of everyday journeys in urban areas. This includes links to schools, workplaces, bus/rail stations, and other services and facilities. It is not intended to provide routes for purely leisure purposes such as a route to Ogmere via Ewenny unfortunately.	No proposed change.
34.	How about in summer months have a boat taxi service from Swansea to Cardiff stopping at Briton Ferry, Port Talbot, Porthcawl, Ogmere-by-Sea, Southerndown, Llantwit Major, Barry in between. Would take some pressure off the M4 and struggling rail.	This proposal is outside of the scope of the consultation.	N/A
35.	Safer routes obviously, maybe just maybe putting lights on cycle tracks instead of pitch blackness	We are currently considering what alternatives to providing lighting along routes may be available in order to reduce costs but encourage greater use.	No proposed change.
36.	What happened to the park & ride, proposed for Pendre, with access to wildmill	The proposed Park and Ride site at Wildmill is still in the Council's plans and is	No proposed change.

ID Ref.	Facebook Comment	BCBC Response	Proposed Changes to Existing Route Maps
	railway station, from coity road	included as a medium-term proposal within the Council's Local Transport Plan.	
37.	A nice clear cycle path up the garw!	There is a proposal (on Map 8) to connect Brynmenyn with Blaengarw Country Park which would complete the Garw Valley Community Route..	No proposed change.
38.	Bridgend industrial estate to Brackla industrial estate	There is a proposal (on Map 15 of the consultation booklet) for a link between Brackla and Bridgend Industrial Estate at the site of the proposed Brackla Station and Park and Ride site, the exact nature of the link hasn't been explored or developed yet but could take the form of an overbridge or an underpass. This would link to further proposals from Brackla to Brackla/Litchard Industrial Estate (as shown on Map 11 and Map 15).	No proposed change.
39.	Broadlands to Brynteg school	There are proposals (on Map 14) for active travel improvements along the A48 between Broadlands and Brynteg Comprehensive School.	No proposed change.
40.	I completely agree with Jane Jason smith above. I usually walk children to pencoed primary but the chaos has had the opposite effect on me - I will be driving to protect my kids. I would love to see the ethos and reasoning behind these works.	Suggested improvements for active travel have been included on the draft INM as proposal INM-PE-1. Enhancements are also due to be made as a result of the works to construct the new primary school.	No proposed change.
41.	On new road in Porthcawl, pavements are very narrow in parts, maybe widening of pavement, pedestrian crossings, traffic ramps don't slow traffic enough so maybe narrowing priority sections, less parked cars. Personally, with one child with autism it is not realistic to walk from dan y graig to newton as it would take 30 minutes each way and I wouldn't get to work on time. There are lots of reasons why people don't walk to school and they shouldn't b judged. Good idea to get ideas on helping to enable those who wish to though.	Suggested improvements for active travel on New Road have been included on the draft INM as proposal INM-POR-12.	No proposed change.
42.	Put up proper pedestrian lights crossings, instead of risking the life of four children on extremely busy roads early in the morning....the busy Aberkenfig village and Sarn busy roads by filco are not even mentioned in the proposal.	The junctions referred to are being assessed as part of the development of the new primary school being constructed next to Coleg Cymunedol y Dderwen and are therefore outside the scope of this process.	No proposed change.
43.	I'll be walking my son to school. It's uphill so a bike or a scooter is out of the question. I did once complain to a PCSO about the state of the parking around the Welsh school in Maesteg. There's going to be an accident there one day. Cars park opposite the bus stop, and you can just about squeeze a car through there. They park wherever they like and I bet half of them could walk it.	The issue of parking around schools is not being considered as part of the scope of this process.	No proposed change.
44.	I have to drive to take my children to their Welsh medium school and Cylch Meithrin as BCBC fail to provide accessible local Welsh medium education. This is particularly frustrating when a brand new school has recently opened in walking distance and BCBC failed to make it a dual stream school, despite evident demand in the locality.	The issue of access to Welsh Medium Education is not being considered within the scope of this process.	No proposed change.
45.	Need zebra crossing in Aberkenfig or fetch back lollipop lady or man to cross for Tondy School. My boy use to go on the school bus to Tondy from Sarn but guess what the council scrapped that too. When I was asked on a phone survey about school bus I was willing to pay slight increase. What's the point asking the public when the council go and do what they want anyway against our opinions. Tondy school trafficl was bad enough with school bus running but now no bus 10x worse more cars on the road. Reap what you sow.	Suggested improvements for active travel from the existing cycle route to Aberkenfig have been included on the draft INM as proposal INM-BR-12. This could also include consideration of the requirement to enhance crossing points.	No proposed change.
46.	An improved path from ger-y-coed to St Michael's Way. What should be a 3 minute walk or ride from north west Brackla to the schools in the centre of Brackla takes 20 minutes along roads with no cycle paths. This could also be a useful route for the new housing development north of Brackla.	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-30 along an identified desire line.	No proposed change.
47.	Clean up all the dog mess in Brackla and actually fine people who leave it there! Its a nightmare walking the kids to school and keeping their feet out of the dog mess spread across the pavements!	Issues relating to dog mess are to be referred to the Council's waste and Clean up the County team as they are not being considered within the scope of this process.	No proposed change.
48.	What with all these absolute nutters behind a steering wheel I don't think so but people in walking distance should leave their cars behind	N/A	N/A
49.	For many parents, not having to go to work straight after the school run. Active	N/A	N/A

ID Ref.	Facebook Comment	BCBC Response	Proposed Changes to Existing Route Maps
	methods are just not possible for most working parents		
50.	Put a crossing or lollipop person outside afon y felin school. It's right on a dangerous bend & some people drive around it at speed. I've no choice but to walk to school which I'm very happy to do but a chance to cross safely would be fab. Especially having to hold my daughters hand & manoeuvre a pram is hard enough.	The enhancement of a crossing facility outside Afon-y-Felin Primary were considered as part of a previous Safe Routes in Communities bid.	Proposal for additional crossing point to be added to INM.
51.	Coity primary/junior being allocated to brynteg instead of pencoed. Not really a viable/safe walking option for kids from there	This issue is considered to be outside the scope of this process.	No proposed change.
52.	There are so many sensible ideas above which really need to be put into place yet at the moment you are currently making a right mess of the road and pavements by Pencoed primary where you are now throwing cars into the paths of on-coming traffic. Where is the sense in that where there are plenty of places where your help is actually needed. I do believe that the people who are designing these changes are not actual drivers of the local community and they are just causing chaos and an accident waiting to happen	This issue is considered to be outside the scope of this process.	No proposed change.
53.	The paths are so narrow and the idiots that drive around the village at speed the children are not safe to walk anywherecome down Brynglas Terrace and sit back and watch so fast we don't even get to see what it is	This issue is considered to be outside the scope of this process.	No proposed change.
54.	Pavements not covered in dog poo! And safe crossing areas, 20 mph limits and cars not parked dangerously near the school making crossing the road a serious risk	Insufficient detail of the location of these issues means that amendments to the draft INM cannot be considered.	No proposed change.
55.	The road outside Cwmfelin primary in Maesteg is extremely dangerous. There is no zebra crossing, lights or lollipop person. It's an accident waiting to happen. There is a public bus stop right outside the school which takes up valuable parking space for parents. The council are happy to pay a traffic warden to wait at the bus stop to make sure nobody parks there but not happy to pay for a lollipop person???	Suggested improvements for active travel have been included on the draft INM as proposal INM-MA-15. This could also include consideration of widening footways and potential enhancements to crossing movements.	No proposed change.
56.	Any sort of safe crossing from Newbridge fields to cross A48 too many kids and families using this and literally run for their life across it.	Suggested improvements for active travel have been included on the draft INM as proposal INM-BR-45. This could also include consideration of potential enhancements to crossing movements although these are also being considered as part of other highway schemes.	No proposed change.
57.	Protected path along the A48 with minimum if any crossings, particularly for kids living in Broadlands going to Brynteg	Suggested improvements for active travel along the A48 have been included on the draft INM as proposals INM-BR-46 and INM-BR-48.	No proposed change.



Sustrans INM Engagement and consultation response

Sustrans believes facilitating and encouraging Active Travel as an alternative means to motorised transport for the purpose of making everyday journeys is key to building a healthier, more sustainable way of getting around in our everyday lives and changing the way we travel.

It's important because Wales is facing a number of serious challenges that active travel can help to address. Many of these challenges feature in the goals of the Well-being of Future Generations Act including: health; the environment; prosperity; equality and community cohesion.

Approach

Sustrans believes that the INM approach under the Active Travel Act offers the opportunity to deliver safe, attractive places to live, where walking and cycling are the obvious choices for short journeys and that routes for cycling are clear, coherent and connected.

The INM process represents an opportunity to change how streets, roads and urban spaces are designed and advocates an approach that places pedestrians and cyclists on an equal, if not preferential footing, to motorised modes. Delivery of the INM is an opportunity to identify where and how this can happen.

Sustrans strongly endorses optimising the approach to the INM development through defining key network aims at the outset, which will in turn determine how available data is used to identify trip generation and destination points and journey planning to generate desire lines. For example, prioritisation of routes to school will require different data sets and network considerations than a town centre or transport interchange.

Sustrans recognises that the delivery of schemes within the broad aim needs to fit with wider strategic priorities and consider appropriate resources for delivery within identified timescales. We are also aware that this is the first iteration of the authority's

INM and that further routes and priorities can be established with later revisions and developments as part of the ongoing ATA process.

Common elements

Although each individual local authorities INM will vary with specific local considerations and priorities, there are elements which should form part of any effective INM approach such as:

- Setting overarching targets and KPIs to achieve them, linked to the council's key strategies and plans. Eg. An ambition to double the number of cycling trips from defined baseline and for 60% of journeys to be made by sustainable transport by 2026.
- Developing a collaborative approach between local authority departments and with external agencies to mainstream delivery and promotion of infrastructure. This approach to active travel is essential to maximising the benefits from development and implementation of the INM. This should also include defining the ambitions for INM development in terms of achieving high standards under ATA design guidance as well as innovative approaches to solving problems and influencing future development.

In terms of infrastructure, key elements should include:

- **Routes reviewed and developed in line with the underlying principles** - Coherent, Direct, Safe, Attractive and Comfortable.
- **Continuous routes between key points** –continuous linkages between trip generation and destination points for identified routes. Broken routes defined by infrastructure type or pass/fail criteria are unlikely to be effective for a public-facing INM.
- **Existing Routes** – all upgraded to ATA Design Standards, including routes that 'Passed' pedestrian & cycle audit.
- **Time delays at signalised crossings** – need to minimise as a general approach. This is often cited as a key issue for pedestrians.
- **Comfort** – dropped (flush) kerbs, smooth surfaces. Generally good practice and in line with ATA Design guidance to ensure consistency.

- **Desire lines** – need to be catered for and linked to any local demand and evidence from consultation data. Redevelopment of signalised junctions should include all red phases to allow diagonal crossings for pedestrians, and ideally cyclists if possible.
- **Access controls** – reduce or remove wherever possible. Need to link provision to evidenced or known activity rather than general approach. Needs to be site specific solution and compliant with latest guidance.
- **Pavement parking and other route obstructions** – Obstruction of footways and existing Active Travel infrastructure is a significant problem and a strong deterrent to usage. Civil enforcement should consider opportunities to address persistent problems and councils should review procedures where other services may be impacting on infrastructure. Eg waste collection and obstruction by domestic bins.
- **Signing** – needs to be consistent and relevant to level of infrastructure. Eg Wayfinding strategy for local urban areas aimed at Pedestrians, Strategic direction signing for National Cycle Network and primary routes within urban areas. Statutory instructional signing should confirm to current ATA design standards and updated TSRGD guidance, avoiding negative signing such as ‘cyclists dismount’ and ‘route end’ .

Local route improvements and schemes that Sustrans believes should be included within the INM are:

Further details can be provided on the above if required.

Appendix 6 – List of External Consultees

The following external stakeholders were contacted by email with details of the consultation, including a link to the Council's consultation and active travel web pages:

- Abertawe Bro Morgannwg University NHS Trust
- ABMU Public Health Wales
- Bridgend & District Ramblers Association
- Bridgend Association of Voluntary Organisations (BAVO)
- Bridgend Biodiversity Partnership
- Bridgend Business Forum
- Bridgend Chamber of Trade
- Bridgend Children's and Young People's Partnership
- Bridgend Civic Trust
- Bridgend College
- Bridgend Community Safety Partnership
- Bridgend Environmental Education & Sustainability (BEES) Partnership
- Bridgend Equalities Forum
- Bridgend Local Access Forum
- Bridgend Local Health Board
- Bridgend Local Strategic Partnership
- Bridgend Tourism Association
- Cardiff City Council
- Children's Commissioner for Wales
- Community Transport Association (Wales)
- Confederation of British Industry (Wales)
- Cycling UK
- Cyclists Touring Club (Cymru)
- Disability Wales
- Footpath Secretary Maesteg Ramblers
- Ford
- Friends of the Earth (Cymru)
- Halo Leisure
- Healthy School Practitioner, Public Health Wales
- Institute of Directors (Wales)
- Keep Wales Tidy (Eco-Schools co-ordinator)
- Living Streets
- NAT Group (Public Transport provider)
- Natural Resources Wales
- Neath Port Talbot Council
- Network Rail
- NHS
- Police Architect
- Porthcawl Chamber of Trade
- Railway Paths
- Rhondda Cynon Taff County Borough Council
- RNIB Cymru

- South Wales Chamber of Commerce
- Stagecoach in South Wales
- Sustrans Cymru
- The Wildlife Trust of South and West Wales
- Vale of Glamorgan Council
- Welsh Cycling
- Welsh Government
- Welsh Water
- Woodland Trust

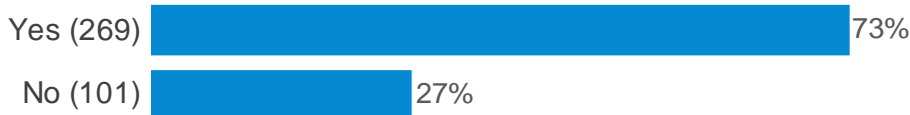
Appendix 7 – Online Survey Summary Report

ActiveTravel

This report was generated on 11/09/17. Overall 375 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

Do you- agree with the routes proposed in the draft Integrated Network Maps? Please select one option only.



Location - please provide details (e.g. include name of town/village and section of route along (insert street name) between junction with (insert street name) and junction with (insert street name))

Pontycymer to Bryngarw Country Park
Bridgend Road (Maesteg) near Llangwnwyd Square; near Prospect Place jct. to rear of Parc Tyn y Waun
Pyle/Cornelly to Laleston on the A48
A4106 between Porthcawl and Laleston
Along the A4106 from Porthcawl to Laleston
From Parc Derwen to Coity via Heol Spencer
Along West Drive, Porthcawl from Lock's Lane towards Windsor Road
From Tesco (Cowbridge Road) to KFC
Rights of Way links from Cefn Road through to NCN4 just to West of Kenfig Hill
Between Tesco (Cowbridge Road) and McDonalds
1. Park Street; 2.A48
Heol y cyw
INM-POR-15
Bridgend. Bridge between Tremains Road and North Road Bridgend industrial estate.
Newton to Porthcawl town centre
3 step hill out of porthcawl
There is no connection between Bridgend and Porthcawl. Pedestrians can often be seen having to walk along the grass verge of this busy road as no foot path is provided for half of the road and the other half is in very poor condition.
Rear of New Road from Rhych Avenue to Sandy Lane at the rear of the club
1. Rear of New Road from Rhych Avenue to Sandy Lane at the rear of the club; 2. Route from Dan-y-Graig to Newton Primary School
Singleton's junction, Heol Simmonston
Junction with St. Mary's Hill/Treoes

ActiveTravel

Location - please provide details (e.g. include name of town/village and section of route along (insert street name) between junction with (insert street name) and junction with (insert street name))

Coychurch roundabout

Church Terrace, Blaengarw

Ogmore Vale (2)- I dont think the maps produced are very detailed. They do not take into account the Wyndham

1. Station Street to cycle track from Primary school; 2. Crossing point between David Street and Blaengarw Primary; 3. Dan-y-Mynydd to David Street, Blaengarw

1. Dropped kerb at junction of lane (between Abercerdin Road and Heol-y-Derw) and Coronation Road; 2. By garages, nothing to connect from pavement to grass by the Church; 3. By opening to former 6 Bells site between the terrace housing and Waterfall on Western side of the road

1. From Adare St. to the school along existing roads; 2. Along road to the school

1. Rear path/lane from community centre to bridge over to RCT (Dan y Bryn); 2. Links from Welfare Park to INM-GG-2

On Abercerdin Road on the hill

Porthcawl to Bridgend

Railway bridge by Coychurch

CF35 5PE

Llanharan to Bridgend

Just over the M4 footbridge after the 3 houses

Behind Pines overflow car park at end of M4 footbridge after the houses there is a short cut taking you to overflow car park up a dirt track and over a fence

Behind McArthur Glen outlet. Next to the M4 footbridge just past the houses.

Over M4 footbridge

Pines

From Ogmore to Pontycymer, have a path to ride and walk on

From Ogmore to Garw. A path to walk or to cycle

1. From Pontycymer to Ogmore and Nantymoel have a path to walk or ride on; 2. By the end of Red Row, Pontycymer have sort of thing that will slow cars down; 3. The pavement between Blackmill and Bryncethin

Poor visibility at the crossing point by Mason's Arms roundabout

Wyndham outside Wyndham boys/girls club

Ogmore rugby club

1. By Ogmore rugby field (cycle route); 2. By Wyndham Boys & Girls club crossing to other side; 3. Clacks junction

South, Sarn railway station to the dual carriageway

Betws, Betws Road

Betws, Betws Road

Ogmore rugby club

Ogmore rugby club

1. From Station Approach to Glan-y-Nant path gets thinner; 2. Bryn Road; 3. New crossing A4065 old railway line

1. Lyshon Way; 2. New crossing on the A4065 old railway line

Location - please provide details (e.g. include name of town/village and section of route along (insert street name) between junction with (insert street name) and junction with (insert street name))

Bryntirion Road

Barnes Avenue

Barnes Avenue

Bryntirion Road

Roundabout leading to traffic lights on Bryngolau

Roundabout leading to traffic lights on Bryngolau

West Road

Barnes Avenue hill

Bryngolau

CF32 0NR

The lane going to Pen-y-Fai off Cefn Glas Road

Penyfai Lane

Pen-y-fai

Pen-y-fai

Pen-y-fai

1. CF31 4RW; 2. CF31 5DD

Pen-y-fai lanes

1. Llangewydd Road from Bryntirion to Trelales; 2. Pen-y-fai lane

St. Winifred's Road from Cefn Glas shops to the cycling shared-use route

1. Penyfai Lane; 2. Llangewydd Road from Bryntirion to Trelales

Pen-y-fai

Pen-y-fai lanes

St. Winifred's Road from Cefn Glas shops to the cycling shared-use route

1. Tondu; 2. Bridgend to Porthcawl

Brynmenyn - Link NCR 4 adjacent to playground on Abergarw Road directly to Gerddi'r Afon and continue west through estate to mini-roundabout

B4280

B4280 between Heol-y-Cyw and Pencoed

Along the old tram road from Waun Goch Terrace to the NCN 883

Path from Clos-y-Wern (Brackla) to Vernon Street

1. NCN 883 at entrance to Ogmere Vale; 2. NCN 883; 3. Llangeinor to Pant-yr-Awel

PYC3d - the cycle lane at the side of the properties from Garth Street to Bryn Llawen

Porthcawl to Bridgend

1. From Cilgan y Ten to Village Farm Industrial Estate; 2. Outside Village Farm Industrial Estate; 3. On the road from Cilgan y Ten to Ysgol y Ferch O'r Sger

Brynmenyn / Abergarw A4064

Morfa Street

Map 16. Porthcawl. PORC 3

Bridgend

ActiveTravel

New route/facility e.g. cycle parking (please explain why)

New crossing point on Bridgend Road & path from Prospect Place jct to railway bridge

New shared-use path between the two settlements

New route for cyclists

New shared-use path towards Bridgend

New footway on Heol Spencer

New footway to link existing sections of path

New/upgraded pedestrian crossings, especially for wheelchairs/mobility scooters

New/upgraded pedestrian crossings with dropped kerbs

1. Provide cycle path and upgrade pavement; 2. Cyclists & peds always in road, need thicker pavement

Excluded

New Route pedestrian and cycle bridge. Would allow quick cycle and pedestrian access across main railway line. Alleviate pedestrian and Cycle traffic at junction outside Singletons car hire. Pedestrians frequently seen walking through railway arch where there is no pavement. Also walking along Tremains road where they are prohibited.

Bridgend to Porthcawl, would be a very ideal cycle route. It can be accessible for anyone who doesn't wish to use public transport or have a car. Good for health and a boost to reducing carbon emissions - and boosts the economy as people will have more money to spend in Porthcawl

provide a path for bikes and walkers

A connection between Porthcawl and Bridgend. A shared footpath and cycle route would allow for many more people to cycle and walk this. More Cycle parking within Porthcawl town centre and outside of the key facilities: GP, Dentists, Job Centre

New shared-use path between Rhych Avenue and the school.

Route route extension of existing path at rear of New Road

New link across A473 from PEC1 to Vale of Glamorgan as no facilities to cross. Possibly a foot/cycle bridge

A series of crossings from Coychurch to B&Q industrial area

A new route is needed to enable access directly from Gwendoline Street to Church Terrace, without needing to go through Station Street. There is a leisure facility in Church Terrace and this would provide better access to the facility, encouraging walking to the building rather than driving. There is limited room for parking close to the gym building and there have been issues in the past concerning on road parking, in which the police have been involved. Cycle parking here would also be useful, people sometimes leave their bikes outside the gym building on the pavement. The leisure facility is close to the cycle track, people do use this route when travelling to the building, especially from Pontycymmer.

1. New cycle route/shared-use path; 2. New plateau crossing; 3. Formal pavement/footway for elderly residents to access shops

1. New dropped kerb; 2. New dropped kerbs; 3. New dropped kerbs.

1. Pavement needed to separate pedestrians from traffic as cars park both sides; 2. Better prevention of parking via enforcement & cones/physical measures

2. Improved route/surfacing

New cycle route. Proposed route through dunes is not viable for bikes

CF35 5LZ

Paths to walk and cycle

A public footpath

ActiveTravel

New route/facility e.g. cycle parking (please explain why)

A foot path and open the fence allowing to enter the overflow car park

A footpath and an open fence at the top of the footpath

Walking because it is steep (not enough room for bikes)

Near M4 bridge

So you could walk and path and not have to walk on the road

1. So you can walk on it and not have to walk in the road; 2. Cars are going around too fast; 3. So you're not walking on the road.

New crossing point/improved crossing point.

Parking facility

Platform to slow cars down around corners on road

A pavement because there isn't a pavement to walk on

A pavement because there isn't a pavement to walk on

Platform to slow cars down around corners making it easy active travel

Platform to slow cars down around corners on road

Cycle path

Cycle Route. It is very dangerous because there are only pavements

Cycle path. No cycle paths around there.

Cycling

Route. Only one route has a proposed bike lane

New bike route

cycle parking at Bryntrion school because lots of people like cycling

new cycle path because the crossing road there needs to be improved

Facility because roads are bad

New pavement to walk because people are paying to get buses and walking is free

Add new path

New connection between Pen-y-fai and McArthurGlen

A new route between Pen-y-fai and McArthur Glen (The Pines)

A new connection between Pen-y-fai and McArthurGlen

Bryntirion School, preferably more routes as it's not too bad but it would be nice to have another one

Walking path needed also new road placed down

1. Cycle/walking because it's not safe; 2. Cycle/walking it's unsafe

Cycle path for children to get into school safely

1. Cycle route; 2. Cycle/walking because it's not safe

Pavement needed

New pavement

Cycle/off-road path to school safely

1. New route for walking & cycling between A4063/Bridgend Road junction Tondu railway station; 2. New off-road route from Bridgend to Porthcawl along main road

New route - it would provide a shorter & safer route from the new mini-roundabout to NCR4 than the present shared footpath (part of BCR3b) which is really too narrow to be used to be a shared route.

This project is almost ready to go and is looking for funding

ActiveTravel

New route/facility e.g. cycle parking (please explain why)

Due to currently awaiting Section 38 approval - look at priorities of projects that are or will soon be ready to go.

New shared-use route

3. New shared-use route between the two NCN routes

New shared-use path between the two settlements

1. Better access for pushchairs & cycles including ramps to replace existing footbridge and wider pavements from the roundabout; 2. New crossing for pedestrians/cyclists; 3. New crossing point on road from roundabout to Woodland Place, Cornelly

cycle

Porthcawl Beach

Re-align or remove route/facility (please explain why)

This path is now leased to the Garw Valley Railway Company.

Upgrade crossing point (wider/signalised)

Remove Newton to Porthcawl Town, it's a route that's barely going to be used. It would be a waste of money and time

Upgrade existing estate routes including PRow etc.

Improve junction

Drop the kerb as a scooter is used and its very difficult at present to cross the road

Remove

Trees and bushes

Chop the trees down and remove the fence

Get rid of trees to get to car park

Alter/widen road as cars are double parked

1. Improve crossing; 3. Build out road

Road because we're placing a platform there

Road

1. Wider pavements; 2. Safe crossing point

1. Add a route that goes through the field to connect Lyshon Way and Barratts homes.

No, there is vacant land

No, there is vacant land

Re-align route through the playing fields to discourage criminal behaviour

concern with the route as it passes behind our garden at the rear of Morfa Street

Other change (please provide details)

Thy could close this path at any time, they do NOT maintain it.

Need for maintenance to allow access

Designation should be changed to improvement rather than aspirational.

1. Improve route with surfacing and maintenance.

Widen for bigger walk path

Low speed limit

speed signs

2. Speed bump make it visible to see

Speed sign. Warning sign: slow down

Sign for warnings, speed signs

speed bumps to stop speeding

The cars need to go slower by the turnings

Improved lighting and surfacing

1. Improved signage for drivers warning of cyclists and route users; 2. Improved signage along the route

Join the Garw and Ogmores cycle trails via a field and possible access bridge North of "66m" on map 7. The A4064 has a good width path there which can be accessed from Bryncethin. This would reduce going through small and tight Brymenin with lots of cars and narrow rd

Concern over the cycling/shared use of the frontage in Porthcawl i.e. Cycling being potentially hazardous to pedestrians.

Are there any issues or problems that stop you using active travel that aren't shown on the Integrated Network Map?



Please state location of problems (Please state the location of the problem, what the issue ...)

The layby and route along the A48

1. Near Coney Beach (Fairground); 2. Caravan Parks in Porthcawl

From Parc Derwen to Bridgend town centre

Lock's Lane

Crossing from Bridgend Retail Park to KFC

Rights of Way connections from Cefn Road to NCN 4 not usable

Between Tesco (Cowbridge Road) and McDonalds

1. Park Street; 2. A48

Heol y cyw

INM-POR-12 & 14 , PORC 3

Many paths overgrown and poorly maintained.

The roads across the borough are full of idiots

ActiveTravel

Please state location of problems (**Please state the location of the problem, what the issue ...**)

3 step hill,

No Cycle route between bridgend and porthcawl

See above

General

Coychurch to Waterton Cross

The maps aren't detailed and thus cannot pick up all the possible issues

General

1. From Mount Pleasant to cycle track; 2. Link from Marian Street to Main Road; 3. Steps at end of Marian Street/Bryn Bedw Street

Main road to school

As above.

1. 3-step hill; 2. New Road,Porthcawl

3 step hill

Brynmenyn to Blackmill

M4

Pines

Pines

Area where you enter Bryntirion

1. Barnes Avenue; 2. Merlin Crescent

Bryntirion Road

Hill to school

Hill to school

barnes avenue

Bryngolau

CF32 0NR

Brynteg

Pen-y-fai

Pontcymmer to Brynmenyn cycle/pathway

Park Road, Aberkenfig at the staggered junction with Bridgend Road.

Playing fields through Aber Fields

Brackla to Princess of Wales Hospital

1. NCN 883; 2. Blackmill/rear of John's Street,Ogmore; 3. Along the NCN

Porthcawl to Pyle

Cilgan y Lein

Bridgend County Borough

ActiveTravel

Please state the issue/problem

Lack of cycle routes and trucks using the layby

1. Need extra space for cyclists and pedestrians on the front in Porthcawl; 2. Lack of cycle storage

Lack of direct routes

Overgrown vegetation narrows the existing path

Lack of crossing facilities for pedestrians

Overgrown vegetation prevents path links from being used

Lack of crossing facilities for wheelchairs

1. No cycle path, poor quality pavement, very dark at night; 2. Always cyclists/pedestrians on road

Lack of provision

Existing designated cycle lane / route inadequate/dangerous

Road rage drivers

no safe path

the existing footpath only runs half way and is in very poor condition.

see above

Need to ensure a clear link with a dedicated officer for ongoing maintenance of routes.

No safe walking route

Poor connections; too much emphasis on cars many with only the driver; lack of services

1. Difficulty crossing due to parked cars & lack of dropped kerbs; 2. Poor quality surface on path for pedestrians; 3. Poor steps and missing handrails

Lack of crossing points due to parked cars along both sides of the road

1. Very dangerous for cyclists; 2. Valid as cycle way but drivers have no regard

Extremely dangerous to cycle between roundabouts

Sometimes its slippery with leaves

Not safe

Need short routes

Trees in way of pines

No cycle path

1. Speeding; 2. Speeding

cycle paths

Not flat

Not flat

too much people speed

Cars are going too fast for turnings

roads are bad

Brynteg

Pavement needed

Completely overgrown

Hazardous crossing point well used by pedestrians wishing to access facilities in village e.g. shops (including post office), takeaways etc.

Lack of surface for users

Speed of traffic on A4061 and lack of signalised crossing

Please state the issue/problem

1. Dog mess; 2. Lack of cycle parking; 3. Inappropriate use of route by bikes/scramblers or dangerous use of route

Lack of shared-use route

Large vehicles near to pedestrians on route to Village Farm Industrial Estate

Lack of bike racks on buses that are available in other parts of rural areas of the world

Dangerous drivers, not enough safe cycle routes to cycle safely

How do you feel it could be solved?

New shared-use route between Pyle and Laleston

1. Extra space provided for pedestrians and cyclists; 2. More storage

Direct footway/cycleway from Parc Derwen to Bridgend town centre.

Maintenance to cut back overgrown vegetation

New crossing points should be provided

Maintenance to cut back overgrown vegetation

Install dropped kerbs

1. Cycle path, more lights needed; 2. Thicker pavement

Provision of additional footpaths and cycle routes

Proper segregation from automobile traffic. e.g. Cycle only lanes. Parking prohibition within cycle lanes.

Look after them

MORE CYCLE ROUTES FREE OF CARS

put a pavement in

upgrade and extension of existing footpath to a shared cycle / walking route.

see above

Safe routes across Main Road.

A more detailed map be produced and further consultation be carried out

1. Install dropped kerbs; 2. Resurface and widen for pedestrians only; 3. Upgrade steps and new handrail for pedestrians

New parking places and crossing points.

1. Dedicated & wider cycle path; 2. Dedicated and wider cycle path.

cycle path

Clean paths

short cuts/paths

cut them down to make a new route

Build cycle path

1. Speed bumps and speed cameras; 2. Speed bumps and speed cameras

Adding better cycle paths

It can't

It can't

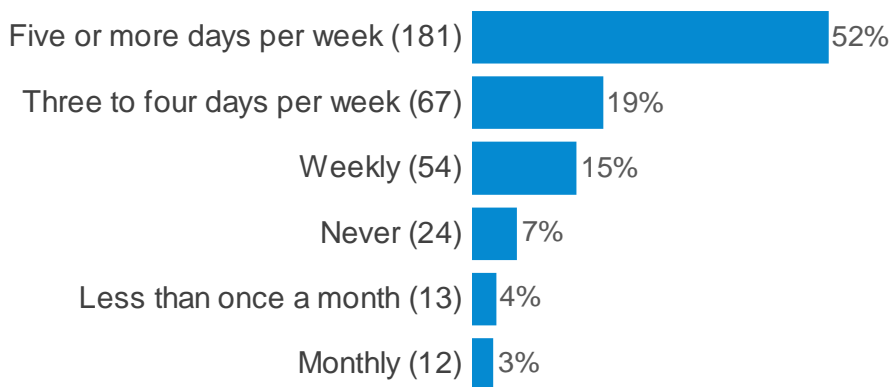
a new cycle path

redo the roads

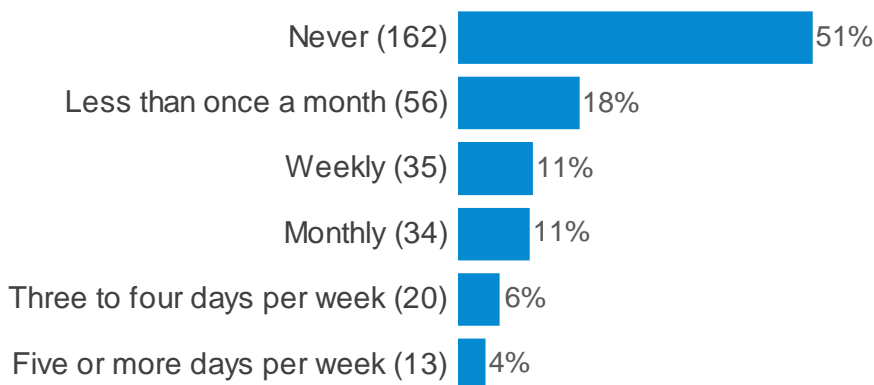
How do you feel it could be solved?

- Bryntirion
- Put a pavement on the side of the road
- Clear it.
- Central refuge/realignment of junction/enforcement of speed limit/fencing/pelican crossing
- Build a surfaced route
- Have a formal crossing and slow traffic
- 1. Better bin provision & enforcement at the washeries; 2. Provide cycle storage; 3. Effective policing
- New shared-use route
- Widen the pavements and provide crossings.
- Bike racks on buses would be a huge asset for many reasons including linking bike trails that are not otherwise linked.
- More cycle routes to avoid using main roads

How often do you walk or cycle? (Including to work or school) **Please select one box per row (Walking)**



How often do you walk or cycle? (Including to work or school) **Please select one box per row (Cycling)**



ActiveTravel

Mode of Transport (e.g. walk, cycle, train, car, bus etc.)

1. Walk; 2. Walk; 3. Walk	1. Walk; 2. Walk; 3. Walk
1. Car; 2. Car; 3. Car	1. Walk; 2. Walk
1. Walk; 2. Car; 3. Car	1. Walk; 2. Walk
1. Car; 2. Car; 3. Walk	1. Walk; 2. Walk
1. Walk; 2. Cycle; 3. Car	1. Car/walk; 2. Walk
1. Walk; 2. Car; 3. Walk	Walk
1. Car; 2. Walk and bus; 3. Car	1. Walk; 2. Car; 3. Walk
1. Walk; 2. Walk; 3. Walk	Walk/car
1. Car; 2. Walk; 3. Car/Walk	1. Walk/car; 2. Walk; 3. Walk
1. Walk; 2. Walk or car; 3. Walk or car	1. Walk; 2. Car; 3. Car
Walk	Walk and Bike
Walk/Car	1. Car; 2. Walk; 3. Car
Walk/car	1. Car; 2. Car; 3. Car
1. Bus; 2. Car	1. Car; 2. Bus/walk; 3. Car/walk
Walk	1. Bus; 2. Bus/train
1. Car/Bike; 2. Walk/bike; 3. Car/Walk	1. Bus; 2. Walk
Car	1. Bike/walk; 2. Walk
1. Walk; 2. Walk; 3. Walk	1. Left Blank; 2. Train and bus
1. Walk; 2. Walk; 3. Walk	1. Car/bus; 2. Walk; 3. Car
1. Walk; Cycle; Car	1. Walk/cycle; 2. Bus/cycle
Walk	1. Car; 2. Car; 3. Car (Sometimes)
1. Walking; 2. Car; 3. Walking	1. Car; 2. Car; 3. Car
Walk	1. Car; 2. Car; 3. Walk
1. Walk; 2. Walk	1. Walk; 2. Walk; 3. Car
1. Walk; 2. Walk	1. Walk; 2. Car; 3. Car
1. Walk; 2. Cycle/walk	1. Bus; 2. Walk
1. Car; 2. Walk/Car; 3. Car	1. Bus; 2. Walk
Car/Walk	1. Bus; 2. Bike and walk
Walk	Bike/Walk
Walk/car	1. Bus; 2. Bus/train; 3. Bus or walk
Walk	Bus/bike
Car/Walk	Walk/cycle & bus
1. Walk; 2. Car; 3. Car	1. Car; 2. Walk; 3. Car
1. Walk; 2. Car; 3. Car	1. Walk; 2. Car; 3. Walk
Walk/car	journey 1 by car, journey 2 by cycle or walking
Car	Car
1. Walk; 2. Car; 3. Car	Car
1. Car; 2. Car; 3. Walk	Car
1. Car; 2. Car; 3. Walk	1. Walk; 2. Walk
Walk	1. Walk; 2. Walk
1. Walk; 2. Walk; 3. Walk	Walk

Mode of Transport (e.g. walk, cycle, train, car, bus etc.)

- 1. Car; 2. Cycle
- 1. Walk; 2. Walk/car
- Walk (leisure)
- 1. Walk; 2. Walk; 3. Walk
- 1. Cycle; 2. Walk/cycle
- 1. Car; 2. Walk
- 1. Walk/car; 2. Walk
- cycle
- Walk
- Car
- walk
- Car/walk
- Cycle
- Car
- Walk
- Car
- Bus
- 1. Van; 2. Walk; 3. Car & Walk

Journey 1 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

- My house (CF31 4DP); The dance centre (CF31 4EA)
- CF31 4PL (my house); School
- Graham Avenue; Merlin Crescent
- Bryntirion Comp.; Bryntirion Close
- CF31 5BW; Bryntirion Comp.
- CF31 5AE; Bryntirion Comp.
- CF31 5FR; Bryntirion Comp. (School)
- CF32 0AW; CF31 0AW
- 1. Cricklewood Close; Bryntirion Comp.
- CF31 4HW; Bryntirion School
- Chiswick Close; Bryntirion Comprehensive
- CF31 5FR; Bryntirion comprehensive school
- CF31 5BS; Bryntirion School
- CF31 5EW; Bryntirion Comprehensive
- CF31 4BF; Bryntirion Comprehensive
- Penyrheol; Bryntirion Comp.
- CF31 5BG; Bridgend life centre
- Maes Dewi Pritchard; Bryntirion Comp.
- Parcau Avenue; Bryntirion Comp.
- Wood Green; Bryntirion Comp.

Journey 1 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

- Coeg y Gog; Bryntirion Comp.
- CF31 5AP; Bryntirion Comprehensive
- CF31 4RW; Bryntirion School (by going past the pub)
- CF31 4QA; Bryntirion Comprehensive
- CF31 5DD; Bryntirion School
- My house (Llwyn Glas, Broadlands); Bryntirion Comprehensive school
- My house (CF31 4RH); School
- CF31 5AQ; Bryntirion Comp.
- CF31 5BW; Bryntirion Comp.
- CF31; Clos Manteg
- CF31 5BD; Bryntirion Comp.
- CF31; Bryntirion
- CF31 4XB; Bryntirion Comprehensive
- CF31 5FQ; Bryntirion Comp.
- CF31 5AH; Bryntirion Comp.
- CF31 4RB; Bryntirion Comp.
- Laleston (CF32 0HW); Bryntirion Comprehensive
- Broadlands; Bryntirion Comp.
- Broadlands; Bryntirion Comp.
- Pen-y-fai; Bryntirion comprehensive
- CF31 5DW; Newbridge Fields
- CF31 5BX; Bryntirion Comprehensive
- CF31 4TH; Islington Road
- CF31 5AT; Bryntirion Comp.
- CF31 5FR; Bryntirion Comp. (School)
- CF31 5AE; Bryntirion Comp.
- CF31 4HH; Bryntirion Comp.
- Bryntirion Comprehensive; Cae Gwylt
- CF31 5AQ; CF31 5BX
- Coed Coeradin; CF31 4TN
- CF31 5DT; Bryntirion Comprehensive
- CF31 5AP; Bryntirion Comprehensive
- Cf36 3he
- Wildmill; Brackla Triangle
- Pyle; YMCA Bridgend
- Brackla; YMCA Bridgend
- Home; school/college
- Home; school/college
- Home; College
- Pencoed; Bridgend

Journey 1 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

- Maesteg; school/college
- Nantymoel; Ogmores Vale
- North Cornelly; YMCA Bridgend
- Ogmores Vale; YMCA Bridgend
- CF36; CF31
- CF36; School (Porthcawl)
- CF36 3EN; School (Porthcawl)
- Maesteg; school
- Cornelly; Llangynwyd school
- North Cornelly; Bryncethin
- Porthcawl; Porthcawl
- Pontycymmer; Bridgend town centre
- CF32 8HB; CF31 4WB
- CF32 8HB; CF31 4HS
- CF36; Bridgend town centre
- CF32 9HT; CF32 9ET (Heol-yr-Ysgol)
- CF36 3QA to CF5 6ES
- Broadlands to bridgend ind est
- High Street, Heol-y-Cyw; Pencoed
- High Street, Heol-y-Cyw; Bridgend Industrial Estate
- Home; High Street
- Home; Pen-y-bont school
- Home; Blackmill
- Home; Blackmill
- Home; Mynydd Cynffig
- Home; Rest Bay
- Home; Pyle, Asda
- Home; Parc Slip
- Pyle; Porthcawl
- Home; Asda
- CF32 9FA - Bridgend Town Center
- Cf315fp Trelales primary school
- CF34 9GG Heol Cerdin Cwmfelin / CF32 9TG
- CF31 !HD to angel street
- CF31 5FR to Heol Trelales
- Cf35 6Td to Cf31 3xx
- Cf356lz cf355ly
- Cf32 9re - meadow street
- Cf31 5bf to Trelales primary school well street laleston
- CF31 1HD (Bridgend Morfa Street); Players industrial estate, Clydach, Swansea

ActiveTravel

Journey 2 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

School; home

Cae Coed; Field

Home; Football (Maesteg)

CF35 5LZ

CF35 6LS, Pant Ardwen; Pencoed swimming pool/gym

CF72 9ST; Heol-y-Cyw

High Street; Penprysg Road

CF72 9PJ; Vale of Glamorgan

19 De Afan, Pencoed; Brynna (field)

Pencoed

McCols local shop; Brynnau village

Duffryn Close; Glenwood Close;

Heol-y-Cyw high street; Heol-y-Cyw Park

Hendre Road; Tesco Coychurch Road

CF35 5HE; Starbucks, Waterton Retail Park

Hendre Road; Bridgend

CF35 9PX; Coychurch

Bus stop; Home

School; home

CF31 2QN; Bryntirion Club

CF31 4UG; Willesden Road

3 Bron Hafod, Broadlands (CF31 5DL); 1 Mount Pleasant

CF31 5DY; School

23 Heol-y-Foelas CF31 4RR; 33 Bryn Deri (CF31 4EN)

Bryntirion Comp.; CF31 5AJ

Bryntirion Comp; Llys Pentre (CF31 5DY)

School (Cf31); My house (CF31 4DP)

CF31 4PL (my house); Newbridge fields

Graham Avenue; Porthcawl

Bryntirion Close; Bryntirion Comp.

CF31 5DW; Cardiff Swimming Pool

CF31 5AE; Laleston

CF31 5FR; Llangan

CF31 0AW; Bryntirion Comprehensive

2. Cricklewood Close; Laleston

Bryntirion School; CF31 4HW

CF31 4RA; Coity Road

CF31 4BF; Bryntirion Comprehensive

CF31 5BG; Tesco

Parcau Avenue; Broadlands Tesco (Ffordd Tirion)

ActiveTravel

Journey 2 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

Wood Green; Bro Dirion

Coeg y Gog; Laleston

CF31 4RW; Bryntirion School (past Cefn Glas school)

CF31 5DD; Bridgend recreation centre

Bryntirion comp; my house

My house; Heol-y-Bardd

CF31 5AQ; Tesco express, Broadlands

Erw Deg; Westward Place

CF31 5FQ; Oaktree surgery, Brackla

CF31 5AH; Llantrisant

Broadlands; Newbridge fields

Bryntirion School; Broadlands

Pen-y-fai; Porthcawl

CF31 5BX; CF31 5AQ

Islington Road; Bryntirion Comp.

CF31 5AT; Newbridge Fields

Bryntirion Comp.; CF31 5FR

Bryntirion Comp.; CF31 5AE

Bryntirion Comp.; CF31 4HH

CF31 5AQ; Bryntirion Comp.

CF31 5DT; Maes-yr-haul school

CF31 5AP; Maindy leisure centre/velodrome

Wildmill to work;

Pyle; Every link counts

Brackla; Bridgend town centre

Home; Cardiff

Home; Shops (Tesco Maesteg)

Home; Bridgend shops

Pencoed; college

Maesteg; Tesco Maesteg

Nantymoel; School/college

North Cornelly; Every link counts (Maesteg)

Ogmore Vale; Every link counts (Maesteg)

CF36 (home); Shops (CF36)

CF36; local shops

CF36 3EN; McArthurGlen

Maesteg; shops and high street

Cornelly; Local

North Cornelly; Asda, Pyle

Pontycymmer; Cardiff

ActiveTravel

Journey 2 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

CF36; Porthcawl seafront leisure activities

CF32 9HT; CF32 9AP (Bridgend Road)

CF36 3QA to John St Porthcawl

Bridgend ind est to broadlands

Home; Pavilion/playing fields

Home; Bridgend town centre

Kenfig Hill; Margam

Home; Pyle, Asda

Home; GP on Waunbant Road

Home; Pyle shopping area

Cilgan y Lein; Ysgol y Ferch o'r Sger

Home; The Prince of Wales, Mawdlam

CF32 9FA Various routes including Garw and Omgmore trails over Carn peak, over Ogmore to Heol Y Cyw

Trelales primary school Cf315fp

CF34 9GG /Sa11 3Se

CF31 1HD to Penybont Primary

CF31 5FR to CF14

Cf355ly cf312ez

Cf31 5bf to Cf31 4ln

CF31 1HD (Bridgend Morfa Street); Town centre

Journey 3 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

Charles Street to Brewery Lane

CF349SD Bridgend Station

CF36 5DJ - CF36 3AP

Port talbot

CF72 9TF/Meadow Rise to CF31 4WB/Angel Street

Porthcawl to Pyle

From CF33 6LL to Bedford Park

cf365ba to cf355bl

Waunlon CF36 5RT to Newton beach

Home (CF35 5NF) to Starbucks

CF36 5BH, 3BD

CF32 0EB to Bryn Garw

cf356td around the village

CF31 4GF - Bridgend Town (no safe crossing point on main road)

Parkefields Pen y Fai - Bridgend

CF31 4LQ, CF32 9ET

ActiveTravel

Journey 3 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

CF31 4NS - town centre

CF31 4BF to CF32 9SU

Wyndham Boys and Girls Club - Bryn Road

CF31 4 NT To CF34 0NB

CF34 0NL to Cardiff

CF32 7HF. SA1 3AR

CF32 7hf. Sa1 3ar

School; my house

School; cousin's house

My house; My friend's house

Brynna; Llanharan

Brynna; Pencoed

CF35 5LZ; Pen-y-fro

Home; Maccies

Cae Coed; Pencoed

Home; Boxing (Pencoed)

CF35 6LS, Pant Ardwen; Bridgend life centre

CF72 9ST; Bridgend

CF72 9PJ; Bryncae

19 De Afan, Pencoed; Cefn ?

Bridgend outlet superstore; Brynnau village

Plousane Road; Halo swimming pool

Heol-y-Cyw high street; Heol-y-Cyw club

Pencoed; Coychurch

CF35 9PX; Bridgend

School; my house

CF31 4UG; Mount Pleasant (No.1)

School (CF31); The dance centre (CF31 4EA)

CF31 4PL (my house); Park

Graham Avenue; Sainsburys

Bryntirion Close; McDonalds

CF31 5DW; Tesco Express

CF31 5AE; Barry

CF31 5FR; Tesco Express

CF32 0AW; Sainsburys

3. Cricklewood Close; Broadlands

CF31 4HW; Kensington Drive

CF31 4RA; Allt Dderw

CF31 5BG; Bryntirion Comp.

Parcau Avenue; Newbridge Fields

ActiveTravel

Journey 3 - Please provide starting point (postcode/street) followed by destination point (postcode/street)

Wood Green; Newbridge Fields

Coeg y Gog; McDonald'

CF31 4RW; Bryntirion School (through friend's road)

Cardiff

CF31 5FQ; Old Brynmenyn Comprehensive school (netball club)

CF31 5AH; Cardiff (CCYC)

Broadlands; Bryntirion football club

Broadlands; Newbridge fields

Pen-y-fai; Hill Crest

CF31 5BX; Newbridge Fields

Bryntirion; CF31 4TH

CF31 5AQ; Newbridge Fields

CF31 5DT; Beechwood Avenue

CF31 5AP; Newport velodrome

Wildmill to work

Pyle; Bridgend town centre

Brackla; Porthcawl

Maesteg; Bridgend

North Cornells; Asda, Pyle

Ogmore Vale; Brackla

CF36; Town (CF36)

CF36; McArthurGlen

CF36 3EN; Newton Beach

Pontycymmer; Bettws

CF36; Cardiff town centre

CF32 9HT; CF32 8UU (Bryngarw Park)

Home; Porthcawl

CF32 9FA - Bettws

CF34 9GG!/ Sa 13 2Re

Cf312ez cf356lz

CF31 1HD (Bridgend Morfa Street); Litchard, Bridgend, CF31 1QG

Do you have any other comments you wish to make on the draft Integrated Network Maps?

Please use the box below

To have necessary zebra crossings at appropriate places, and to have short cuts to places e.g. Pines

Short-cut to overflow car park in Pines

Short cut to the Pines.

Short cut to the Pines, safer crossings on busy junctions.

They need to add another build out by Canola care home, as there is already one by Filco. There is a traffic problem.

ActiveTravel

Do you have any other comments you wish to make on the draft Integrated Network Maps?

Please use the box below

I am very happy.

No

We will need a path going from Betws to Coleg Cymunedol y Dderwen for the Betws people who would like to walk to and from school

No I don't have any other comments to make about the map

No I don't have any other comments, I think the map & ways to places are really good.

No I don't have any other comments

Zoom in more to see little places

I would like a path from Betws to the school because a lot of people in Betws need a place to get to school than going on a bus sometimes. Also there should be more parks and better parks because there's not many close parks in may area also there not very good there really boring. They should have a baby park then another park for older kids because the older kids most of the time go the baby things so they can't go on them or ruin them either tie the swings up or spray paint them or something.

I think there should be a path that could take you from Llangeinor so we wouldn't need a bus, but the route would need to be safe and away from any cars/busy roads.

Have a route from Brynmenyn to Betws

Have a route from Brynmenyn to Betws. A safe walk to a bus stop.

No comment

No comment

No

Add Ogmores Vale to find even more ideas

Add Ogmores Vale

No

No

No

none

The problem about our school is the hill. Going up and down it two times a day is exhausting.

None

No

No

No

Improve/create a crossing route on the A48 by Merthyr Mawr Road to improve access to the dunes/dipping bridge as the road is very dangerous and difficult to cross

No

No

No

No

No, but get bike storage in school

No

No

No

ActiveTravel

Do you have any other comments you wish to make on the draft Integrated Network Maps?

Please use the box below

No

Broadlands to Bryntirion football club

n/a

A48 going from the Broadlands. Not much safe crossing and not much pavement, put more crossing areas on the road. Also, more pavement.

No

No I don't

No

Nothing, I think the map is well designed

N/a

Don't over regulate, a line down the middle to separate users and direction of travel. Works well in Canada.

It could be dangerous for walkers and cyclists to mix on the same path

It'll be good to get people active

Good idea, it will bring down incidents of conflict between cyclists and drivers

Nice idea

I like the idea

Looks comprehensive. I agree with plan.

Good idea, less accidents

It'll make it easier to cycle and walk safely. Can we make sure that barriers are placed where paths end to ensure safety of users?

It'd be good to get more people active. What can be done to keep motorbikes and mopeds off the paths?

Concerns re: how this might be implemented, cost and impact on travel as work is done. Maintenance and permanency as previous cycle route was implemented in Porthcawl and then taken away - waste of money and time.

Make sure there is clear signage so that people don't walk on a cycle path

I think it's a good idea

Nice idea

Good ideas. I'd like to see this happen.

No

I don't agree with the scheme; the money could be better spend ensuring adequate public transport and filling the holes in the road and unsafe walkways.

No

ActiveTravel

Do you have any other comments you wish to make on the draft Integrated Network Maps?

Please use the box below

1. INM-BR4 is described as "Direct connection from Coleg Cymunedol y Dderwen to Brynmenyn Industrial Estate using disused railway line". Under the planning conditions for the new Brynmenyn Primary School (P/16/578/BCB & P/17/262/RLX condition 10) plans for a corridor for a shared route from the new school to NCR 4 have to be prepared. It is not clear to me if this route would follow the exact line of the western end of INM-BR4, but in any event it would be better if the section from the new school to NCR 4 was shown as a separate scheme. This would perhaps make it more likely see its early completion than if it were part of a much larger project. 2. INM-BR8 is described as "New part traffic-free link to Coleg Cymunedol y Dderwen". From INM 8 the route appears to run from Heol y Fferm Tondy to A4063 Cross valley link. The section from Heol y Fferm to NCR 4 is also a subject of the new Brynmenyn Primary School planning applications (condition 11) and it would be better to show it as a separate scheme. The route needs to be completed by around spring 2018. 3. From my observations, cycling on pavements is now commonplace and no action appears to be ever taken in BCB to discourage this unlawful activity. It is likely therefore that any new walking route will in practice be used by both pedestrians & cyclists. I suggest therefore that wherever feasible, new routes should be designated at the outset as shared routes. As far as INM 8 is concerned this applies to INM-BR5, INM-BR6, INM-BR13 & INM-BR71.

INM PY 12 linking A48 to Pyle Train station is very sensible, would be even better to have buses from Porthcawl that tie in with commuter trains to Cardiff and Swansea. In Porthcawl INM POR 11 dropped kerbs on that route are essential for mobility scooters to access town centre. There are also far too many driveways with kerbs cutting across the footpaths in Rest Bay area with very high proportion of elderly who are becoming trapped in their own homes. West End Avenue leading to Nottage shops is a particularly bad road for unnecessary kerbs.

CF35 6HY

More dropped kerbs in community and relocate zebra crossing in Pricetown by the post office so it's more on desire line.

n/a

Local authority departments and key stakeholders e.g. Police & Forestry Commission, need to come together and be more positive in terms of supporting local community initiatives

No, as long as they actually get built.

The cycle lane at the side of the house is a magnet for criminal activity, is too narrow for general use and leads directly to a one-way street

Lack of leisure routes for a circular route around Porthcawl and Pyle.

1. Pisgah Street to Cynffig Comp. route is full of dog mess and the bins are always full; 2. Parking on cycle route & pavement through Village Farm Industrial Estate; 3. Rubbish along the route to Cynffig Comp. from school pupils

Dogs should be on a lead on cycle tracks. Keen for an off-road cycle link from NCN 4 to Tondy Station

n/a

Needs to be improved and encouraged

Cyclists not being courteous on the routes (some, not all cyclists)

Need to improve crossing point and junction with Pisgah Street at the exit from Asda link/car park as there are always queues. Need a pavement on the lane from Marlas bridge to Mawdlam.

I would be happy to campaign for greater use of trails, bike racks on buses and trail clearance and maintenance via volunteerism groups that could be created by Bridgend BC

I think Gypsy lane should be closed to traffic completely there is only 2 house 1 at each end that need access just to their driveways. All other drivers use it as a shortcut only.

ActiveTravel

Do you have any other comments you wish to make on the draft Integrated Network Maps?

Please use the box below

A cycle route linking Maesteg to Cymmer and Bridgend is long overdue. The road from Maesteg to Bridgend is far too dangerous for cyclists, a dedicated cycle path would encourage far more people to cycle.

We would walk/cycle from Broadlands to Trelales school so much more if Gypsy Kane was made car free or there was a designated path/cycle route

Road surfaces need significant improvement asap

No

Extremely important that gypsy lane and associated paths in laleston are introduced to ensure safe walk and cycle to school. We have raised concerns for over 7 years route from broadband to laleston school is not safe

Other areas e.g. Cefn Glas/Brynhyfryd have areas marked 'off road cycling' which are currently in use as footpaths. The same concern.

Dropped kerbs to allow access for wheelchairs to key destinations with crossings in the right places e.g. by Griffin Park

Need to extend route south to Tondy from Maesteg. Also want to see link from Anne's Enterprises to NCN 885 via disused railway line.

Formal surfaced access to the Miner, as only a gravel surface at the moment.

Important to complete missing sections of pavement, including through fields to key destinations e.g. Croeserw. Dropped kerbs needed. Key routes are from paper mills to Llangynwyd and Caerau to Croeserw.

Something needs to be done about motorcyclists on the routes.

N/a

Developments of routes to engage with local residents, particular stakeholders and landowners.

Existing highway network is not suitable for cycling but there's no space at the moment as the A4063 is the main arterial road in.

Key link from Garth to Maesteg School. Wheelchair access for all routes. Ewenny Road Bridge pedestrian improvements definitely needed.

Lack of visibility for pedestrians crossing by the Cross Inn.

INM-BR-24, INM-BR-25 - Live @ 79 Morfa Street which INM-BR-24 passes behind, would be interested in finding out more but also concerned about security/access/disruption with the route and the rear garden area which currently is reasonably secure.

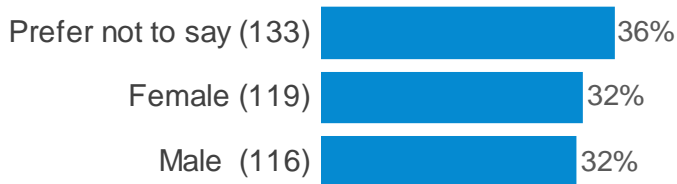
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CF35 5HE	CF31 W32	CF31 4UF	CF	CF32 0HW	Cf363he	CF32 8HB
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CF35 9PX	CF31 5BS	CF31 5AJ	CF31 5BS	CF31 5BX	CF32 8LS	CF36
CF72 9TN	CF31 2QN	CF31 5DY	CF31 5BG	CF31 5FR	CF34 9YH	CF32 9HT
CF72 9TS	CF31 5AB	CF31 4HW	CF31 2ET	CF31 5AE	CF32 7PE	CF36 3QA
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Postcode:

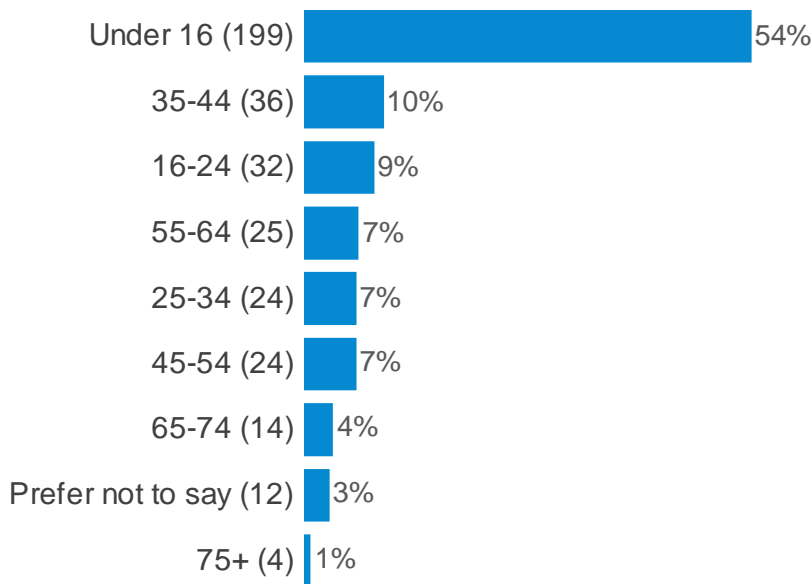
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- CF33 6AL
- CF329FA
- Cf315fp
- CF34 9GG
- CF31 1HD
- CF31
- Cf356lz
- Cf32 9re
- Cf31 5bf
- CF31 4QU
- CF83 1LP
- CF34 0LG
- CF34 0DN
- CF34 0HS
- CF34 9YH
- CF34 9YN
- CF34 0DD
- CF34 0NT
- CF34 0NT
- CF34 9JL
- CF31 1HD

Gender? Please tick one box only.

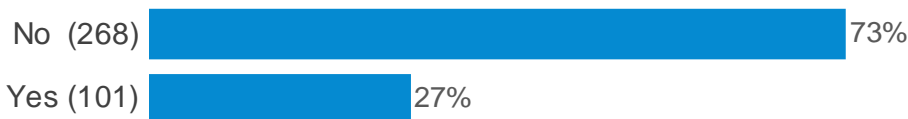


ActiveTravel

Please select your age category. **Please tick one box only.**



Would you like to be emailed once the consultation report is available?



If you would like to be contacted in the future regarding further information on cycling and walking in Bridgend County Borough, please include your preferred contact details below.

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ClIrtombeedle@bridgend.gov.uk

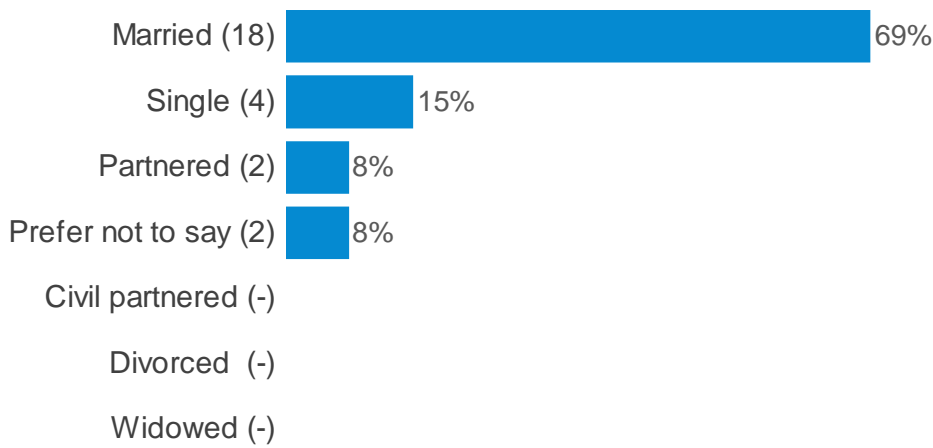
lynne.beedle52@gmail.com

melgoldsworthy@supanet.com

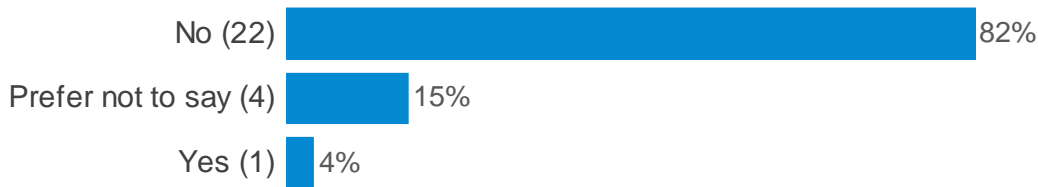
simon.johnson79@hotmail.co.uk

ActiveTravel

What is your marital status? Please select one option only.

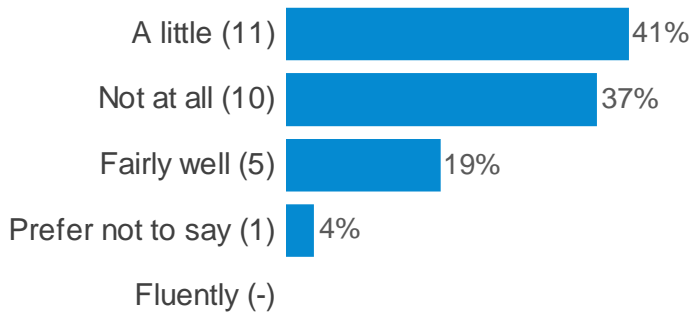


Are you a carer? Please select one option only.



Are you able to...

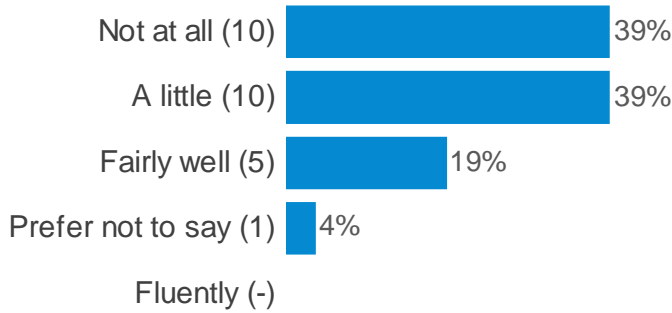
Please select one option per row. (speak Welsh?)



ActiveTravel

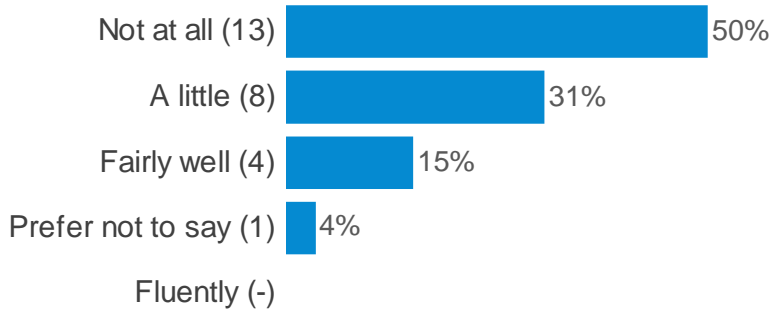
Are you able to...

Please select one option per row. (read Welsh?)



Are you able to...

Please select one option per row. (write Welsh?)



If you would like to be entered into the free prize draw to win a £100 gift voucher for events held at Porthcawl Pavilion and Maesteg Town Hall please opt in and include your details below.



If you would like to be kept up to date on our key consultations please opt in and include your details below.



ActiveTravel

Name

martin morgans

Rod Shaw

Tony Jones

Dana

phil protheroe

Chris Morgan

Ruth Oliver

Frances Samuel

jeffrey jones mbe

Mike Komor

Mark Petter

Mina Patel

Christopher Teague

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cllralexharris@walesgreenparty.com

alansmiles@gmail.com

clairesey50@hotmail.com

lonadelgado@yahoo.co.uk

ActiveTravel

House no.

81

9

41

30

10

262

1

5

81

55

46

5

2

43

116

12

2 Duraven Apartments

59

57

10

Street

darren view

Gloucester Buildings

07800867805

07988786977

new road

Waunlon

Victoria Street

hendre road

Angelton Green

Wernlys Road

Dunraven Place, Wyndham

Hearts of Oak Cottages

43 Glenavon terrace

Heol Glannant, Bettws

Curlew Road

Blackmill Road

Hendre Rd

Duffryn Oaks drive

Rhodfa mes

ActiveTravel

Postcode

CF34 9SG

CF32 8DW

CF36 5DJ

CF31 2LD

CF36 3SB

CF36 5BA

CF36 5RT

CF32 8NW

CF35 6TD

CF31 4LQ

CF31 4NS

CF32 7ET

CF34 0TU

CF39 8RB

CF36 3QA

CF32 9FA

CF35 6TD

CF35 6LZ

CF31 5BF

Appendix 8 – Consultation Questionnaire Example



Last year we asked you which active travel routes you use to walk and cycle for short-distance everyday journeys, such as journeys to school, work, or for access to shops or services. These routes were then assessed and any routes suitable for active travel were included on our Existing Routes Maps and submitted to Welsh Government as part of our duties under the Active Travel (Wales) Act 2013.

We now want to know which active travel routes you would like the Council to develop over the next 15 years as part of our Integrated Network Maps. We also want to know about any active travel facilities you think are needed, such as crossing points, cycle parking, signing or seating. Remember, active travel does not include journeys purely made for recreation or social reasons.

This survey should take around 10 minutes to complete.

Internal Use Only

Reference No.

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Section 1

Please refer to the draft Integrated Network Maps

Q1. Do you agree with the routes proposed in the draft Integrated Network Maps?

Please tick one box only.

Yes (go to Q.4)

No (go to Q.2)



Q2. What changes would you propose to the draft Integrated Network Maps?

Location	Details of proposed change:		
Please provide details (e.g. include name of town/village and section of route along (insert street name) between junction with (insert street name) and junction with (insert street name))	New route/facility (e.g. cycle parking) (please explain why)	Re-align or remove route/facility (please explain why)	Other change (please provide details)

Q3. Are there any issues or problems that stop you using active travel that aren't shown on the Integrated Network Map?

Yes (go to Q.3a)

No (go to Q.4)

Q3a. Please give details of the issues or problems in the table below:

Location	What is the issue/problem?	How can it be solved?

Q4. How often do you walk or cycle (including to work or school)?

Please select one box per row.

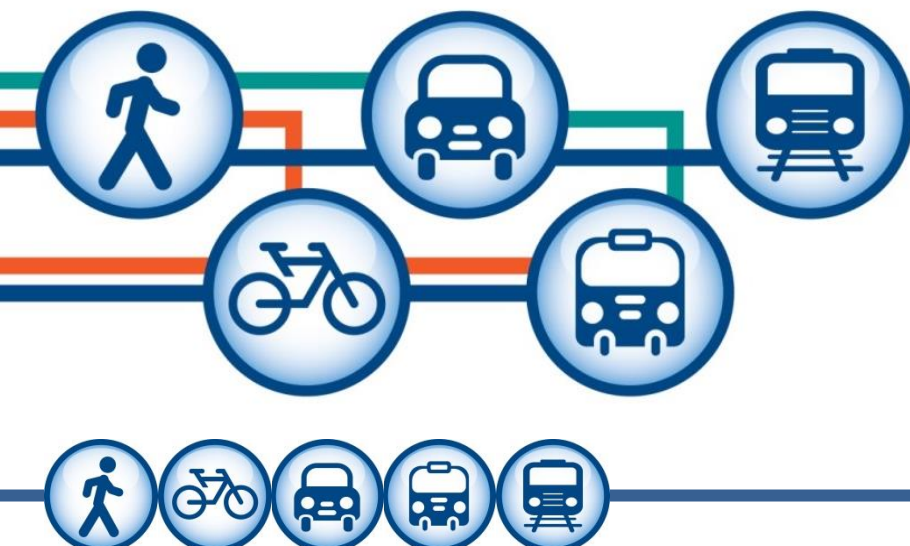
	Five or more days per week	Three to four days per week	Weekly	Monthly	Less than once a month	Never
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Q5. What journeys do you regularly make (e.g. home to work)? These journeys can be made by any form of transport. Please use the boxes below.

	Starting point (postcode / street)	Destination (postcode / street)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Car)
1			
2			
3			

Q6. Do you have any other comments you wish to make on the draft Integrated Network Maps? Please use the box below.



About you

Q7. Postcode:

Q8. Gender? Please tick one box only.

Male

Female

Prefer not to say

Q9. Please select your age category. Please tick one box only.

Under 16

35 - 44

65 - 74

16 - 24

45 - 54

75+

25 - 34

55 - 64

Prefer not to say

Thank you

Q10. Would you like to be emailed once the consultation report is available?

Yes

No

If you would like to be contacted in the future regarding further information on cycling and walking in Bridgend County Borough, please include your preferred contact details below.

Thank you for taking the time to complete the survey.

Please return to: Communications, Marketing and Engagement, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB.

Remember you can always have your say on improving council services by visiting www.bridgend.gov.uk/CitizensPanel to join our Citizens' Panel.



