



Link
Transport Planning

**BRIDGEND TOWN CENTRE ACCESS SURVEY
CONSULTATION REPORT**

SEPTEMBER 2025

BRIDGEND COUNTY BOROUGH COUNCIL

www.link-tp.com

enquiries@link-tp.com

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Link Transport Planning Ltd

Registered address: Tondu Enterprise Centre, Bryn Road, Tondu, Bridgend, CF32 9BS
Registered in England and Wales: 14892629

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APPENDICES

APPENDIX A – PUBLIC ENGAGEMENT SURVEY FORM

1. INTRODUCTION

1.1 Context

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

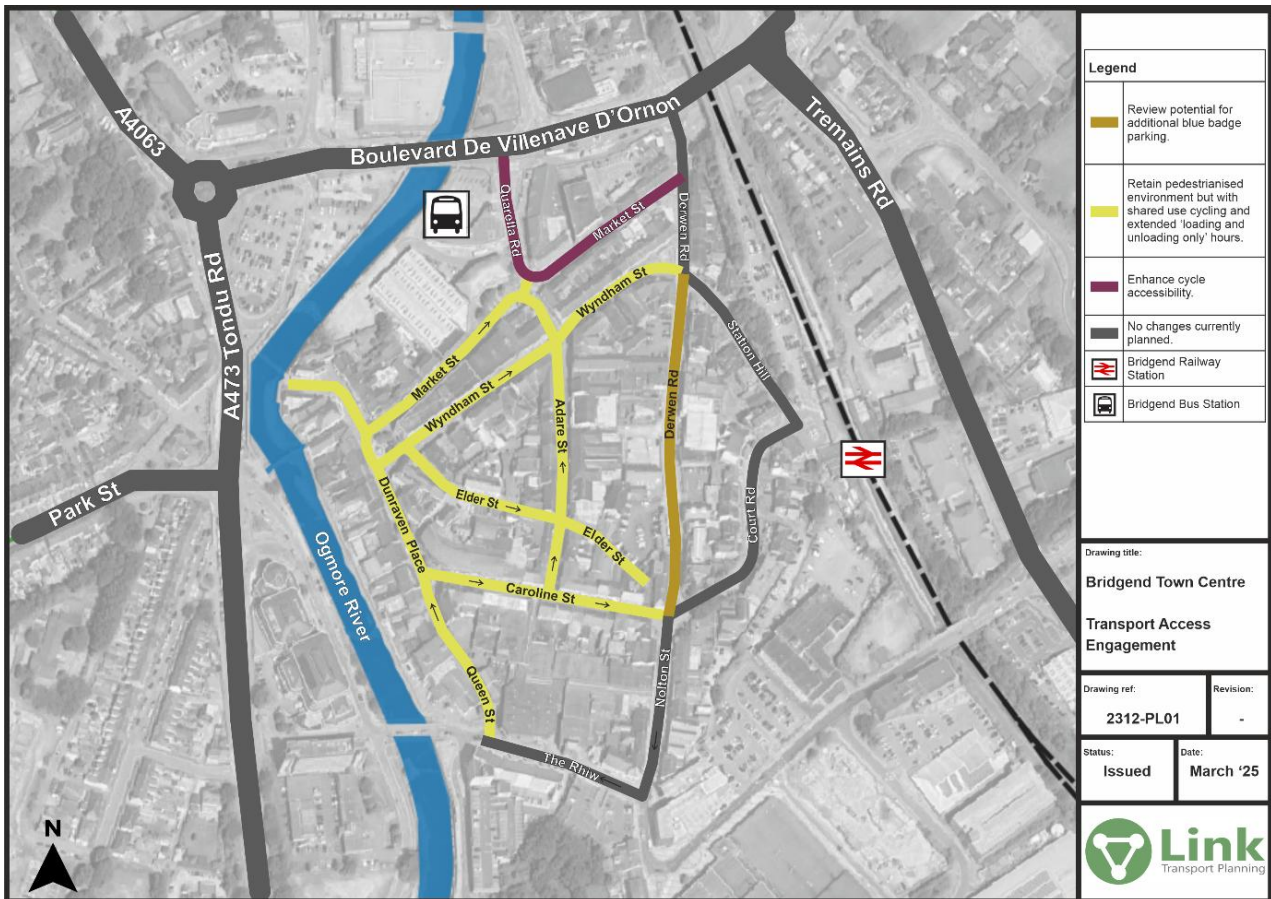


Figure 1: Overview plan for Bridgend Town Centre.

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

1.2 Equality Impact Assessment

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

1.3 Purpose

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

2. ENGAGEMENT METHODS

2.1 Introduction

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

2.2 Online Survey

2.2.1 The project team developed an online survey, which was hosted on Bridgend Council's engagement platform. The online survey gave respondents the ability to respond on a variety of devices, including laptops and smartphones, and was made available in English and Welsh.

2.2.2 The surveys were accessible by visiting the council's website link directly or by following the advertisement on the various social media platforms.

2.2.3 A qualitative section within the survey allowed respondents to suggest any alternative considerations residents would like the council and consultants to review.

2.3 Key Stakeholder Groups

2.3.1 Details of the consultation were sent to several key stakeholder groups, which are included in Table 1 below.

2.3.2 Three online consultation sessions were organised and offered to stakeholders during the first week of May 2025. However, multiple organisations agreed to share the consultation details within their networks as they were unable to participate directly.

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

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

Table 1: Full list of Stakeholders contacted by Sustrans

2.4 Social Media

2.4.1 Bridgend County Borough Council actively promoted the consultation through a range of digital platforms to maximise reach and public engagement.

2.4.2 The consultation was publicised on three social media channels: Facebook, ‘X’ (formerly Twitter), and Bluesky. The first social media post was published on ‘X’ on 9 April 2025, with the final post shared on 30 April 2025. In total, the Council issued:

- 6 posts on ‘X’
- 1 post on Facebook
- 1 post on Bluesky

2.4.3 In addition to social media activity, the consultation received further exposure via the Council’s e-newsletter, with announcements published on 1 April and 10 April 2025. There were also non-council media reports that generated significant discussion and awareness.

2.5 Leaflet Drop

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

2.6 Community Engagement

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

2.7 Response Rate

2.7.1 The recorded response rates were as follows:

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

3. QUESTION AND ANALYSIS

3.1 Introduction

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

3.2 Support for Increased Loading/Unloading Hours

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

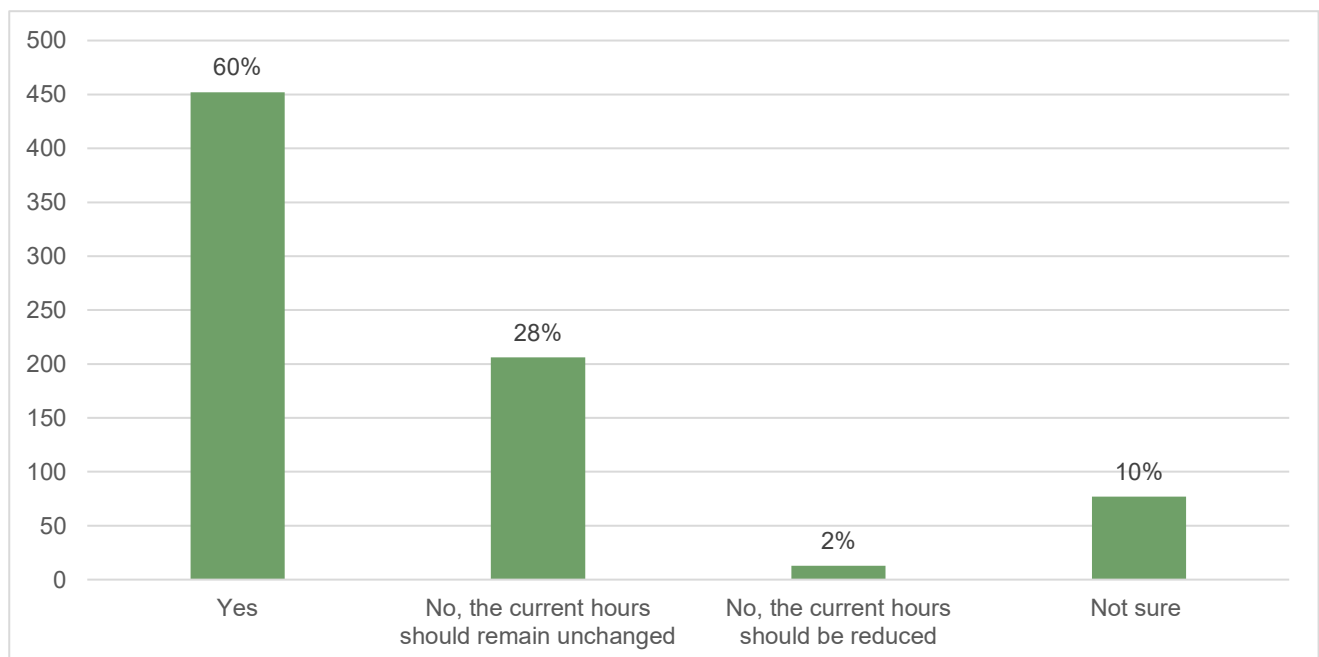


Figure 2: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

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

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

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

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

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

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

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

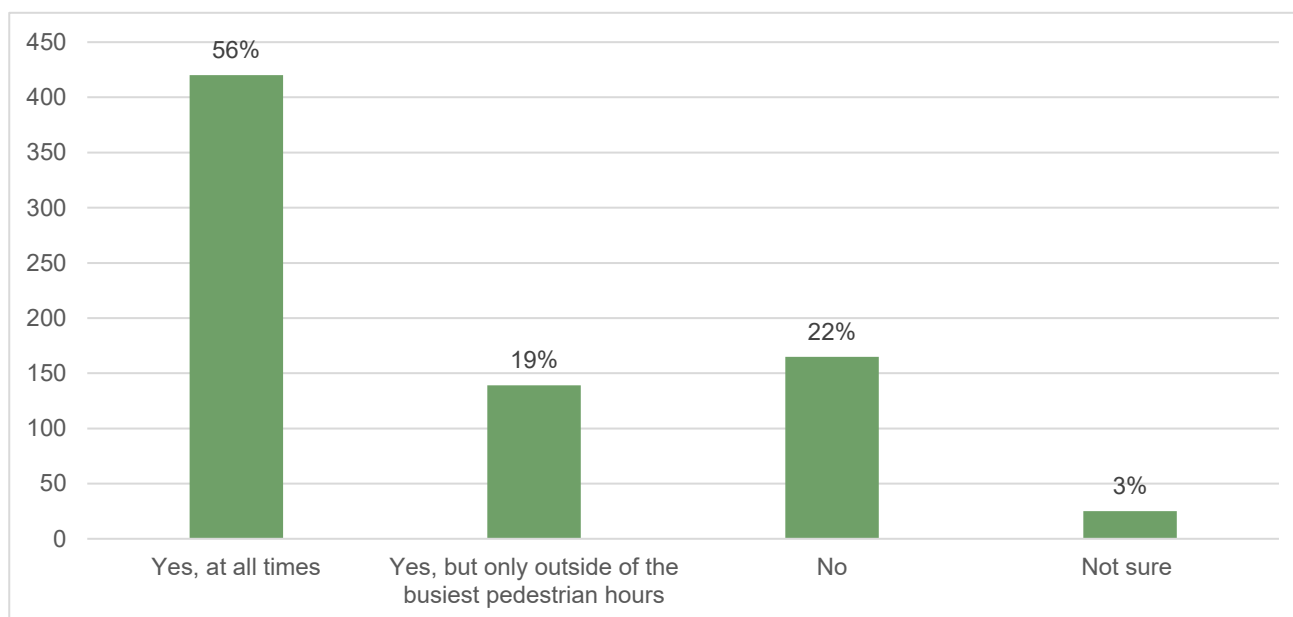


Figure 3: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

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

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

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

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

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

3.4 Support for Cycling through the Town Centre

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

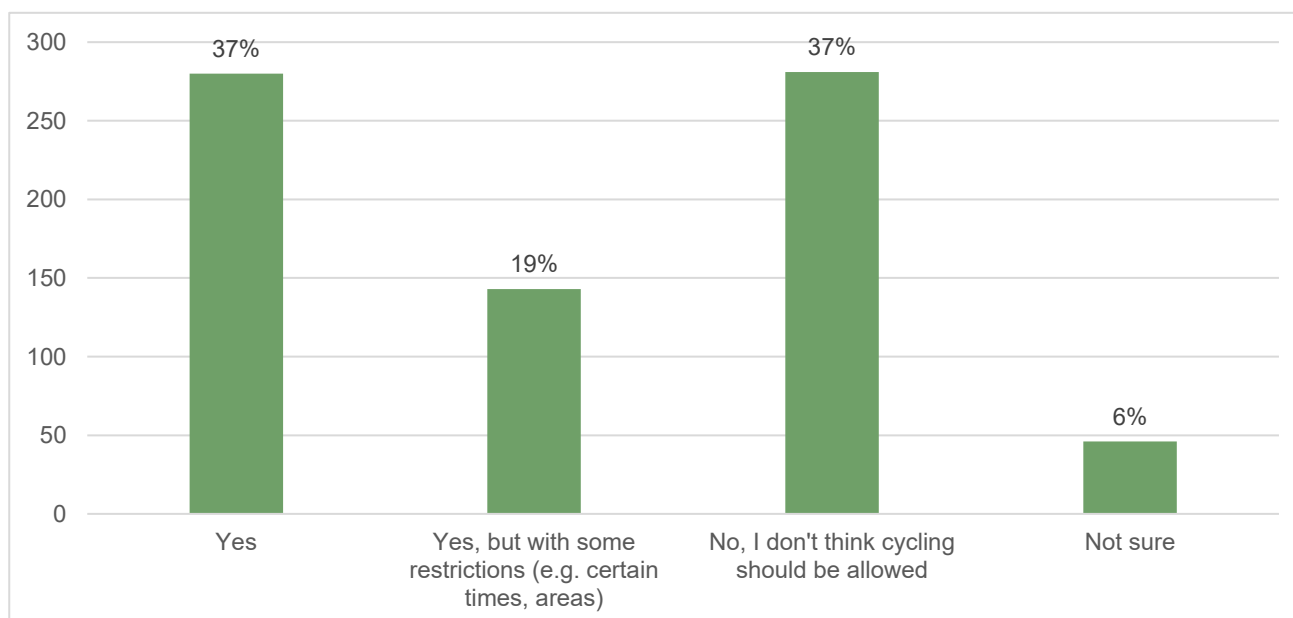


Figure 4: Should cycling be allowed in the town centre during pedestrianised hours?

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

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

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

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

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

3.5 Support for Improved Cycle Parking in the Town Centre

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

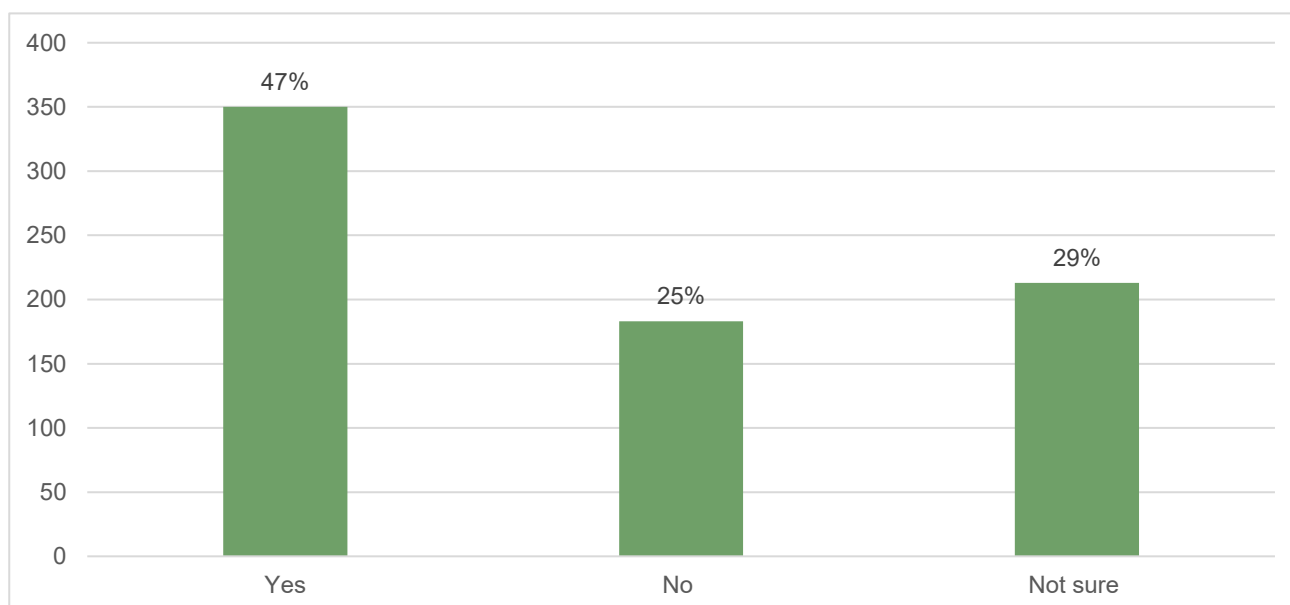


Figure 5: Do you think there should be improved cycle parking in the town centre?

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

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

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

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

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

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

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

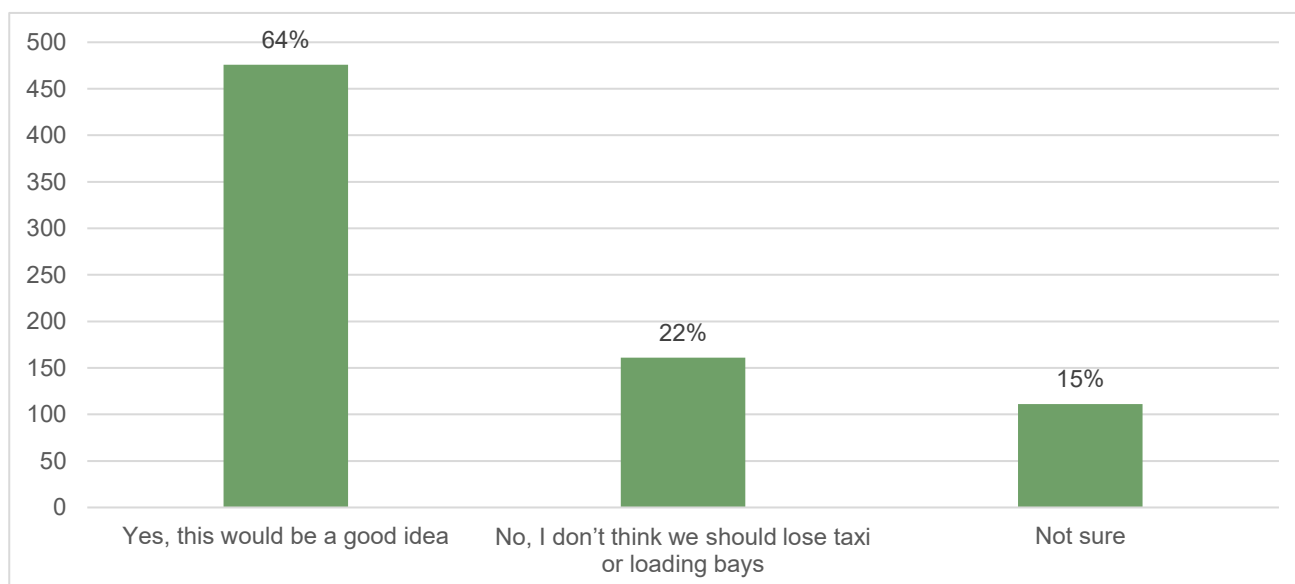


Figure 6: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

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

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

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

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

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

3.7 Insights on Ancillary Data

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

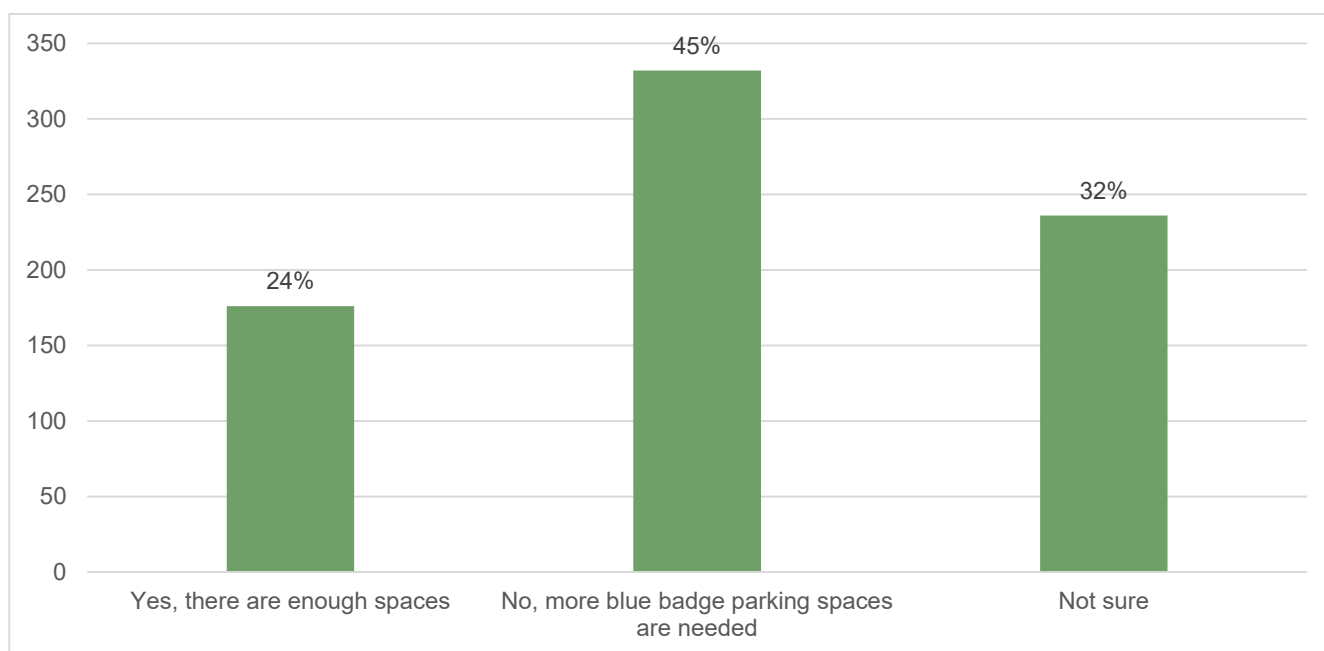


Figure 7: Thinking more widely, do you think there is enough disabled parking available to allow access to the town centre?

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

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

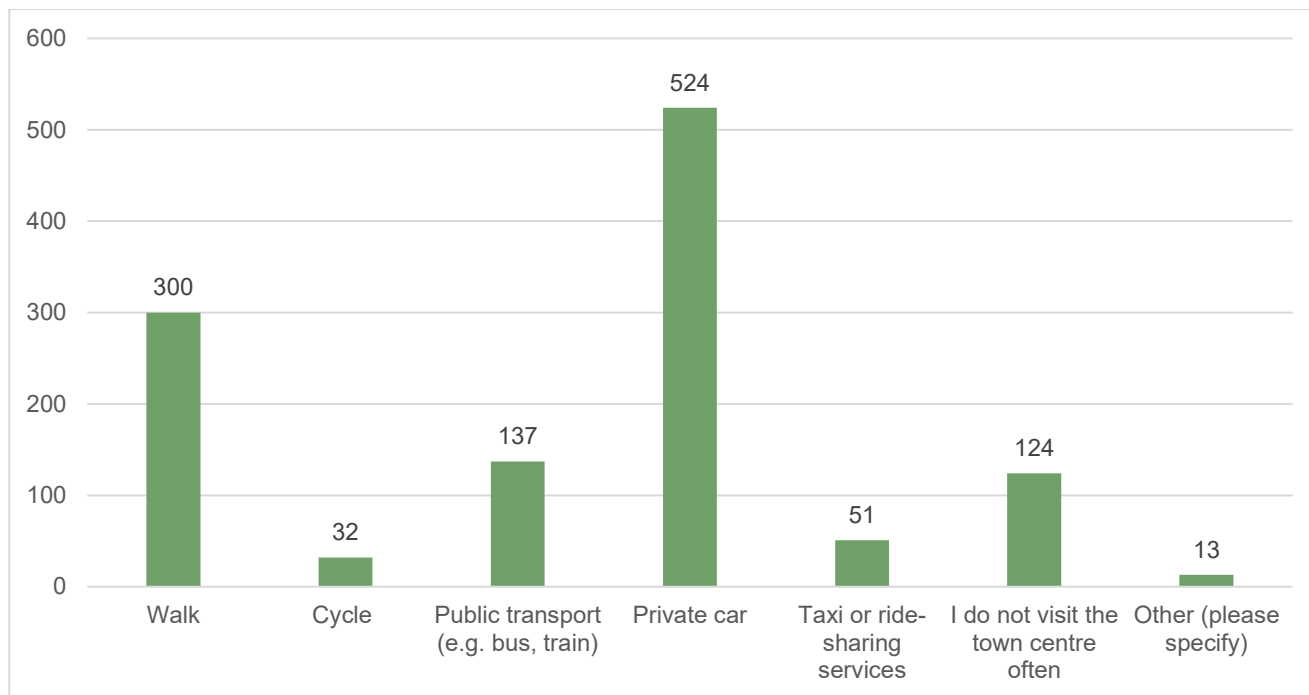


Figure 8: How do you usually travel to the town centre? (select all that apply)

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

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

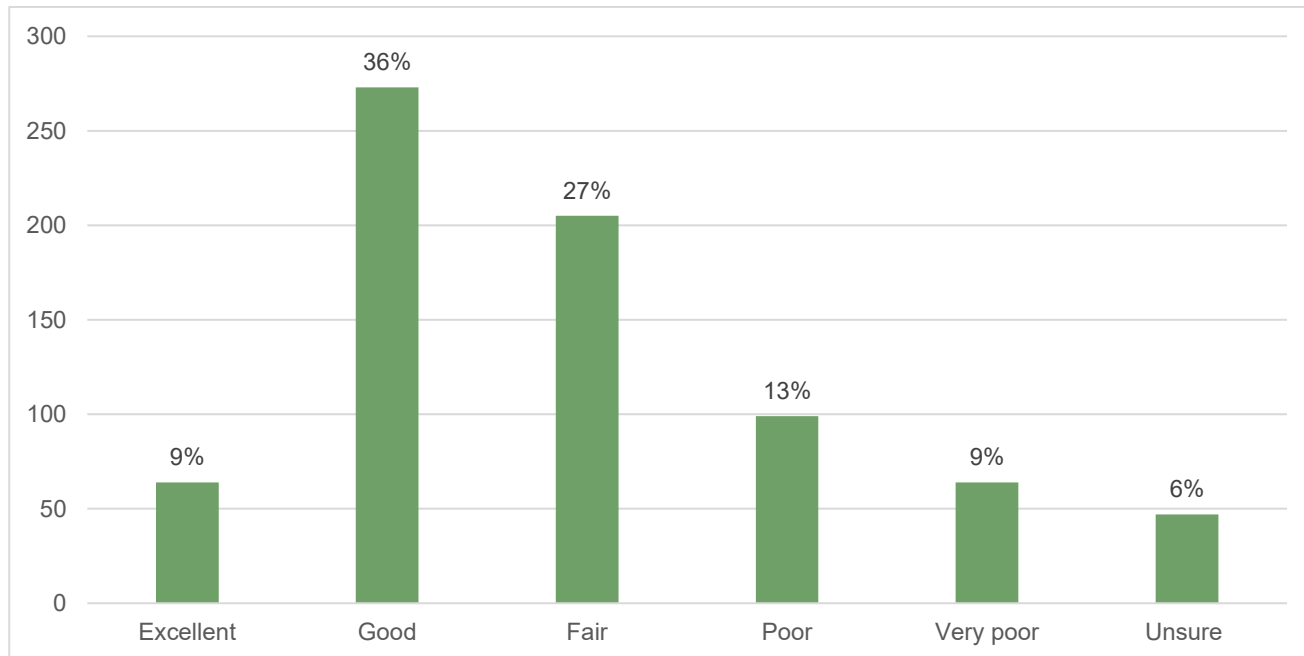


Figure 9: How would you rate the ease of town centre access for walking, cycling or public transport?

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

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

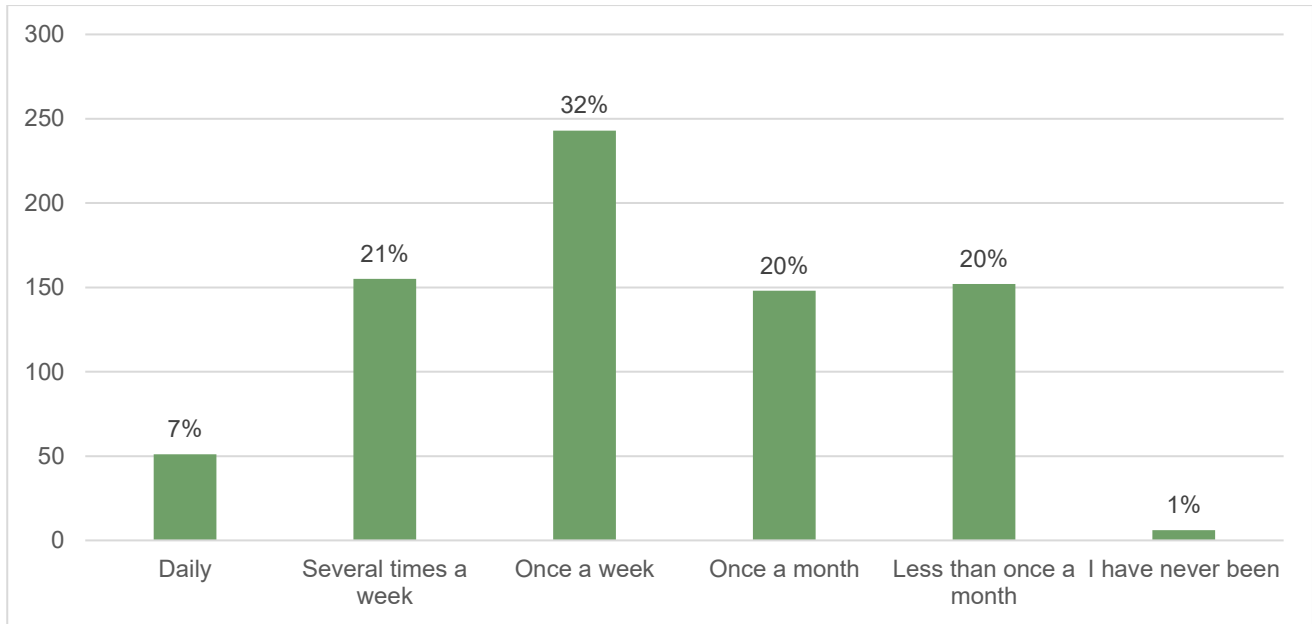


Figure 10: How often do you visit the town centre?

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

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

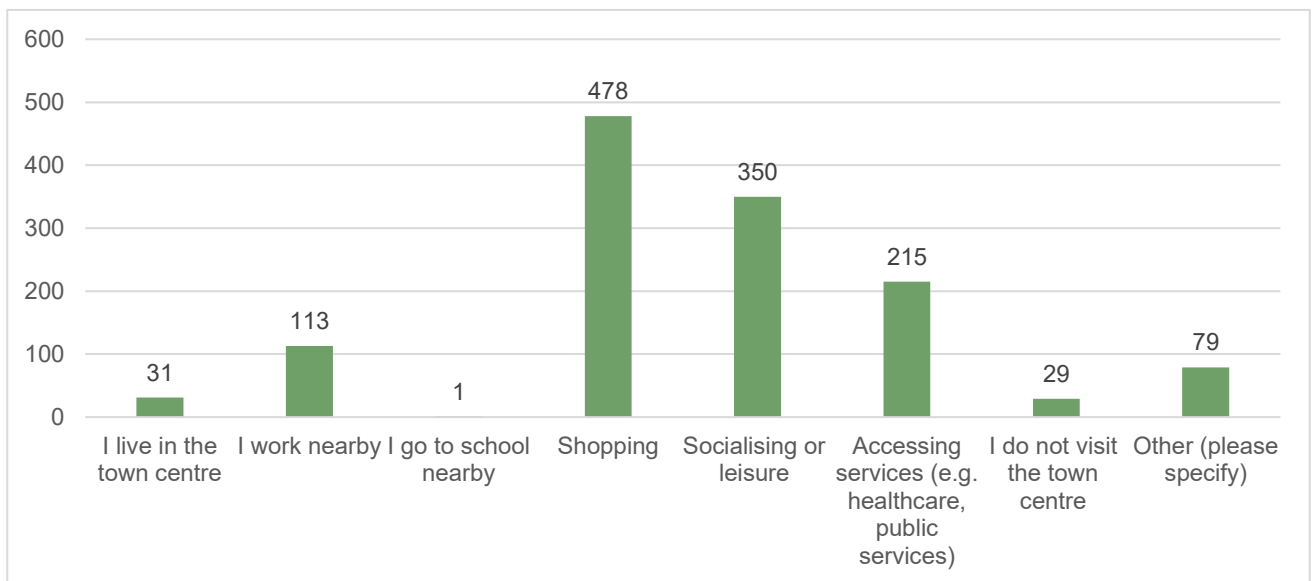


Figure 11: What is the main reason for your visits to the town centre? (select all that apply)

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

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

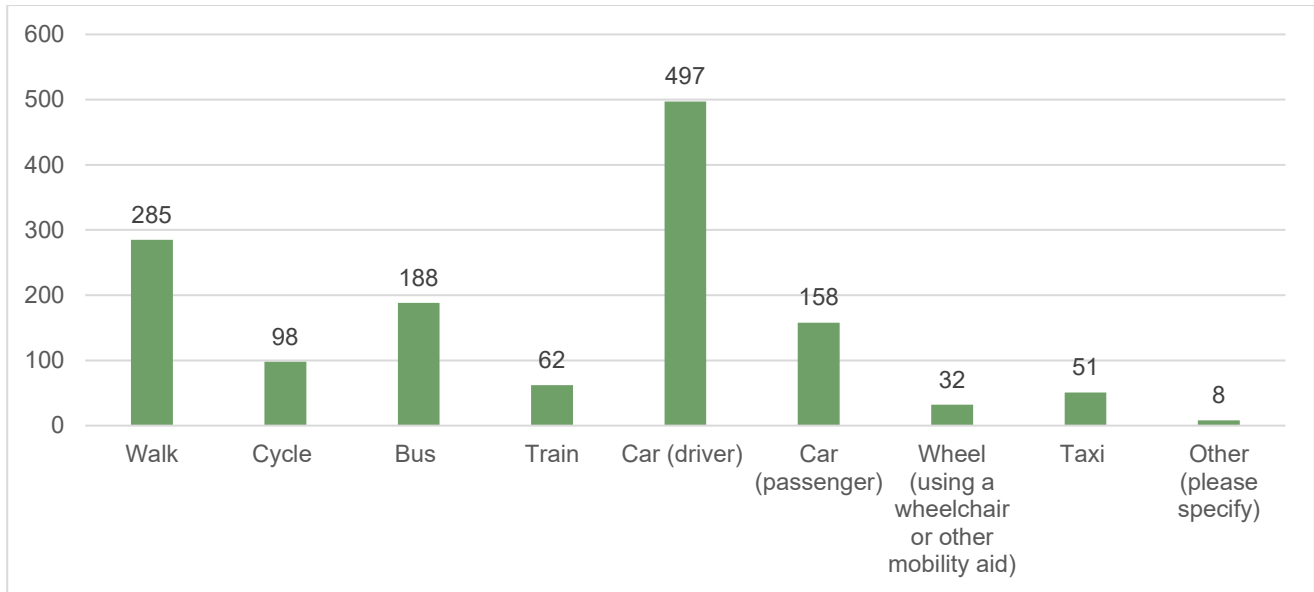


Figure 12: How would you like to travel to Bridgend Town Centre?

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

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

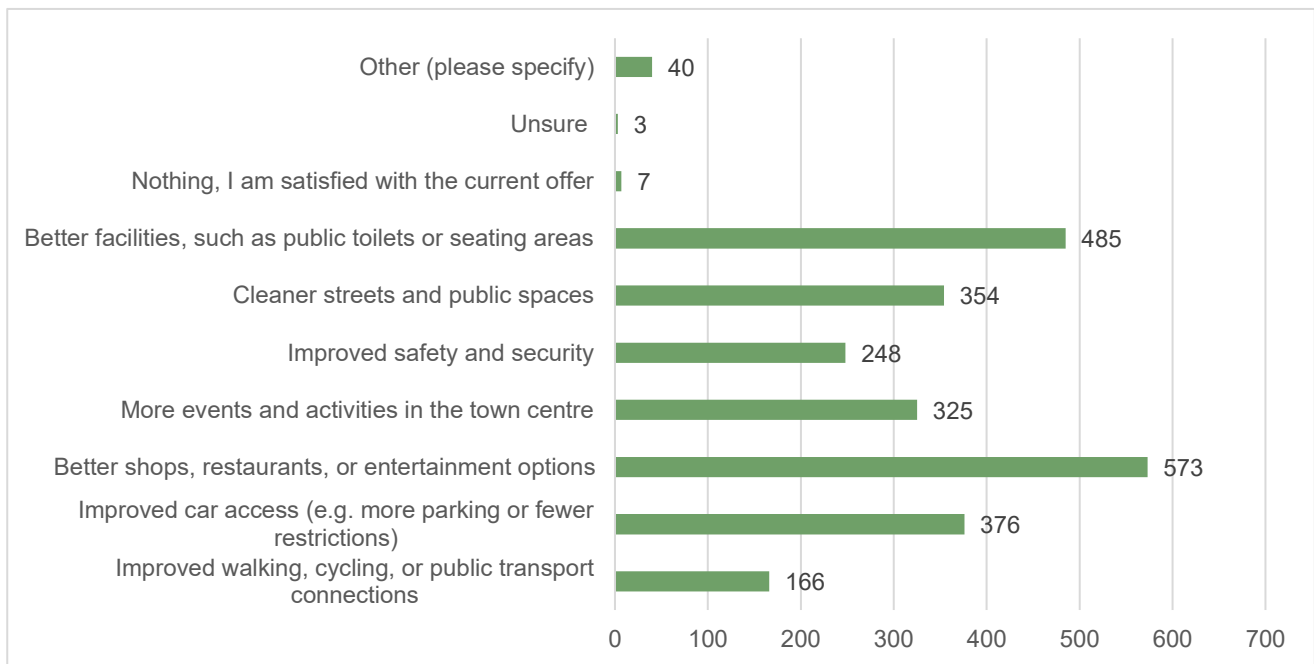


Figure 13: What would encourage you to visit Bridgend Town Centre more often? (select all that apply)

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

3.8 Equalities Monitoring Questions

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

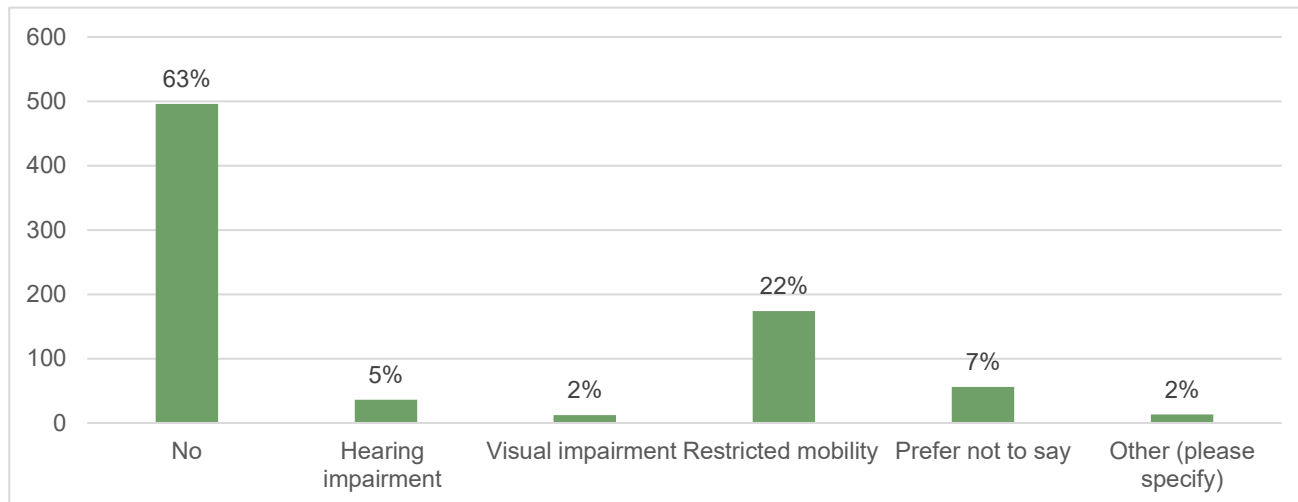


Figure 14: Do you have a health issue that affects your mobility?

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

3.8.3 This question had 507 respondents.

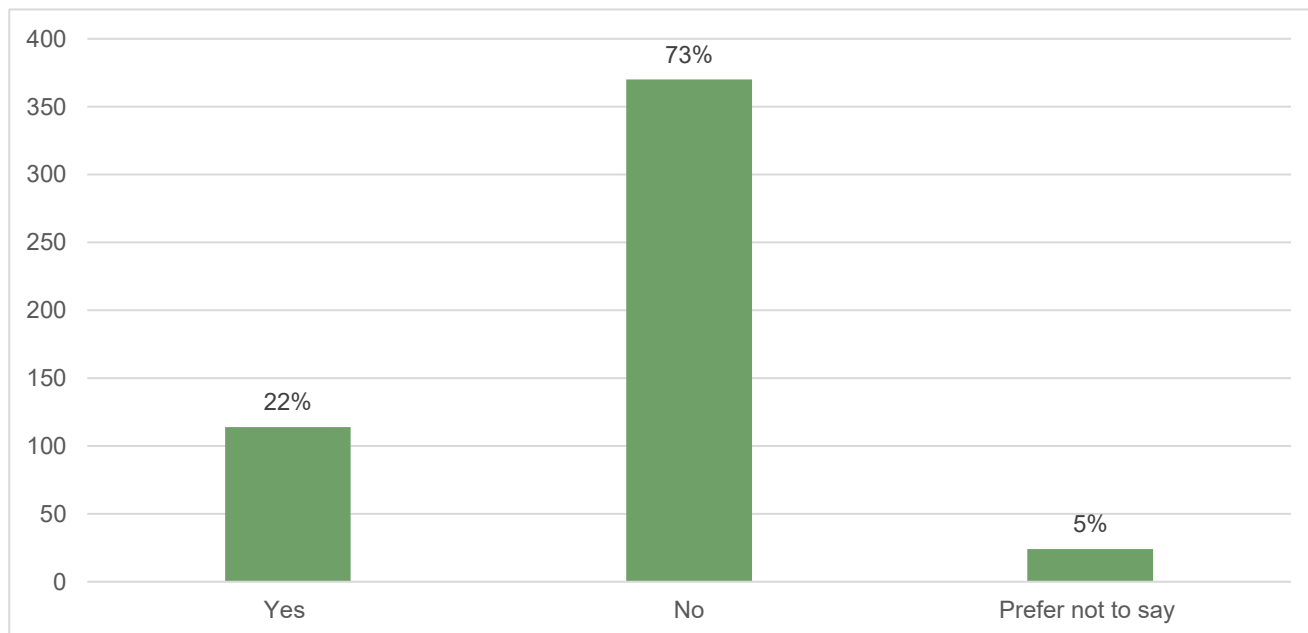


Figure 15: Do you consider yourself disabled?

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

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

3.8.5 This question had 511 respondents.

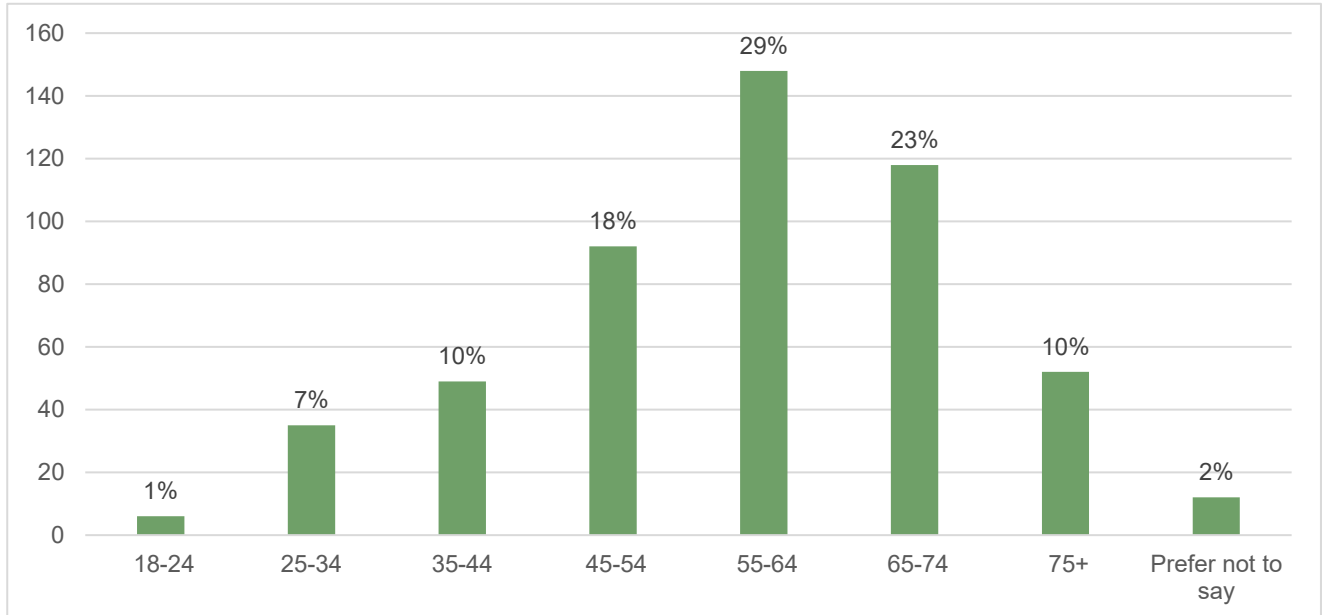


Figure 16: Please select your age category

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

3.8.7 This question had 510 respondents.

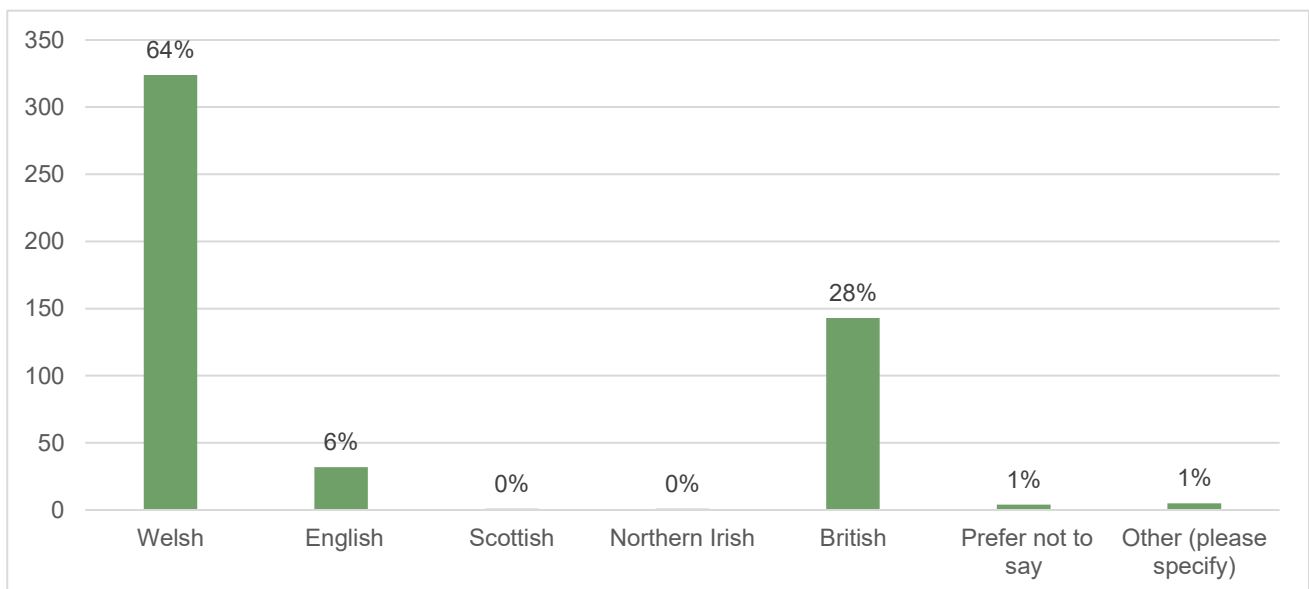


Figure 17: How would you describe your nationality?

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

3.8.9 This question had 511 respondents.

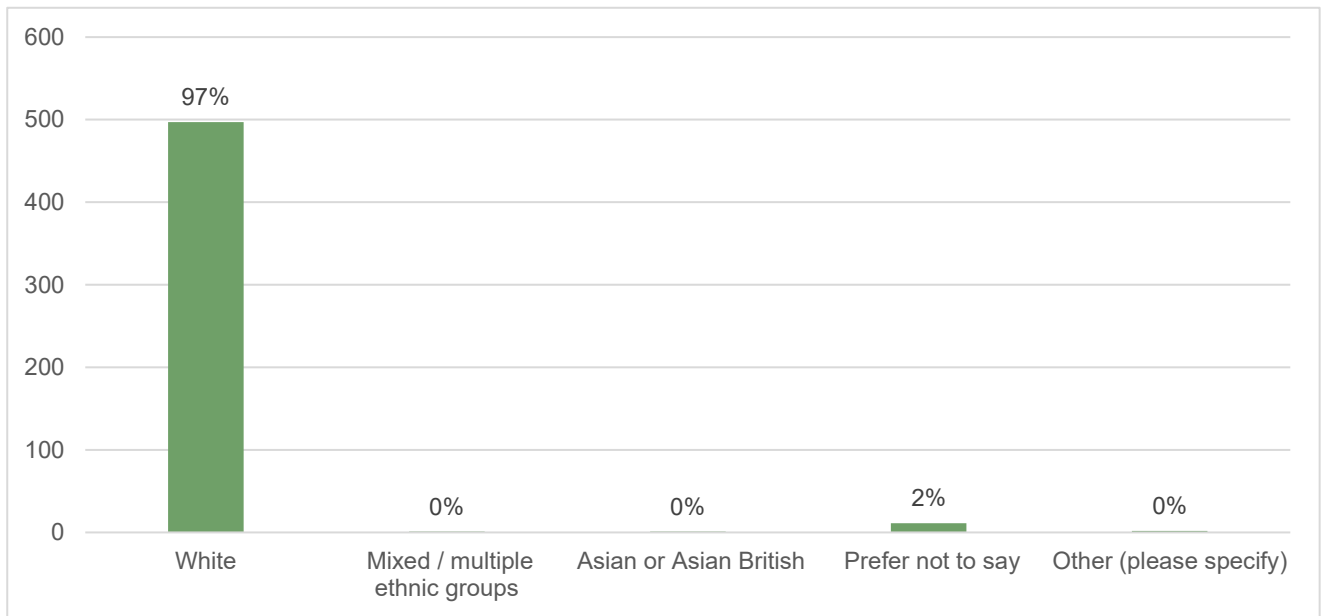


Figure 18: What is your ethnic group?

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

3.8.11 This question had 505 respondents.

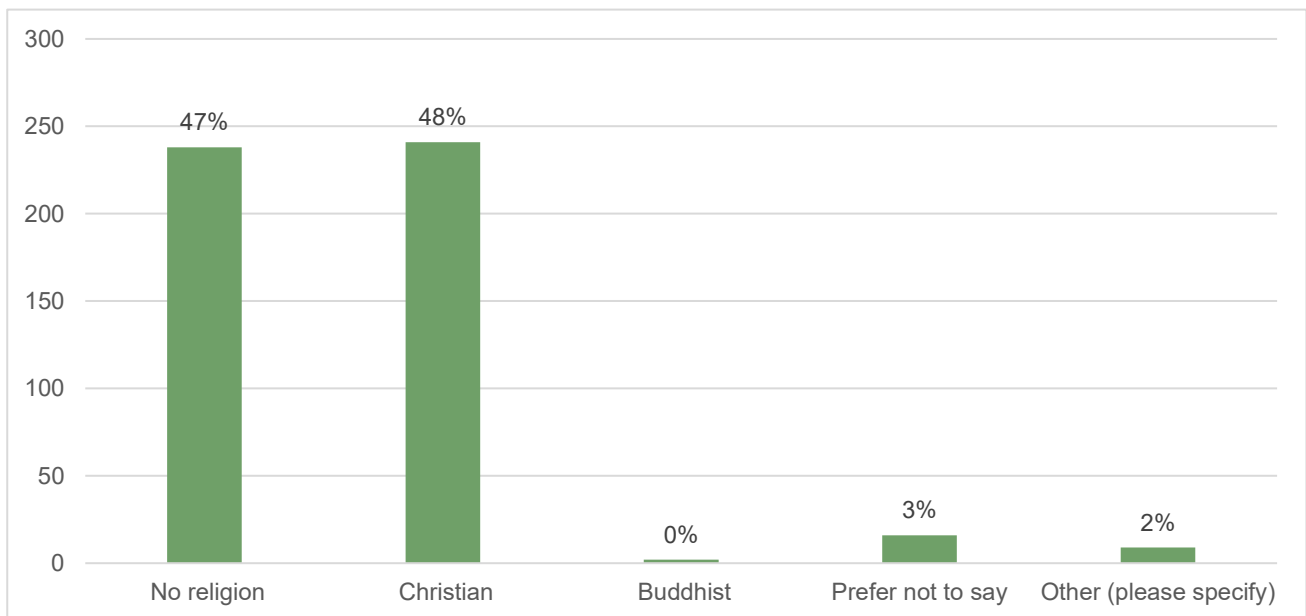


Figure 19: What is your religion or belief?

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

3.8.13 This question had 509 respondents.

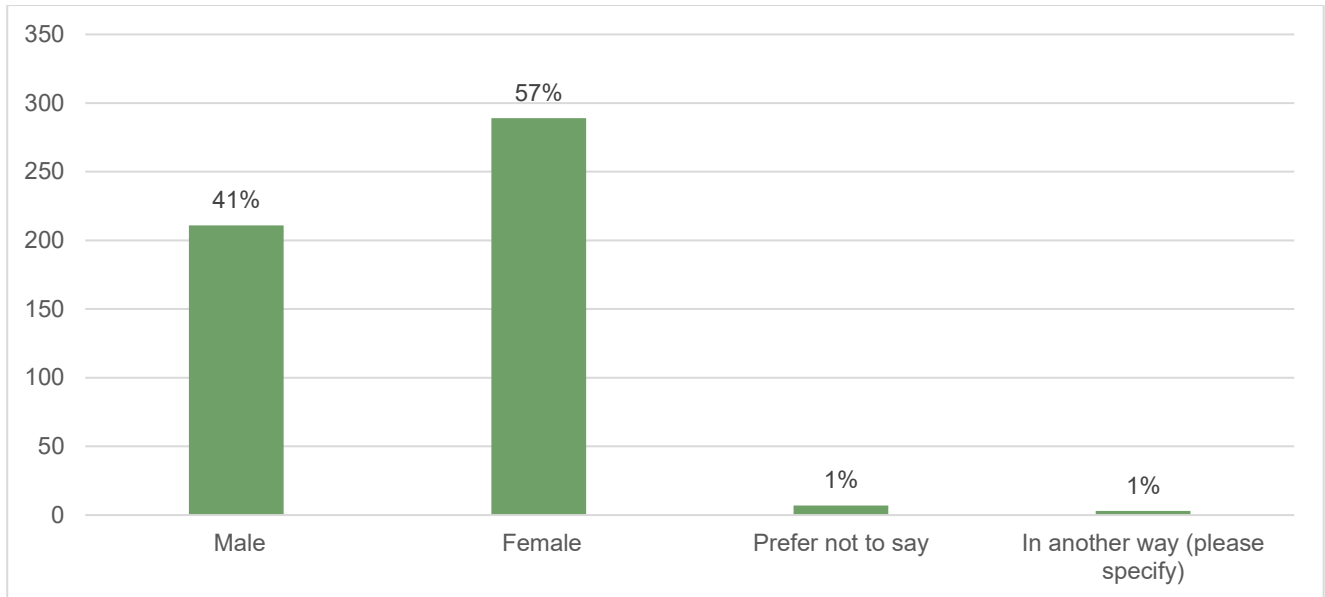


Figure 20: How do you describe your gender?

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

3.8.15 This question had 494 respondents.

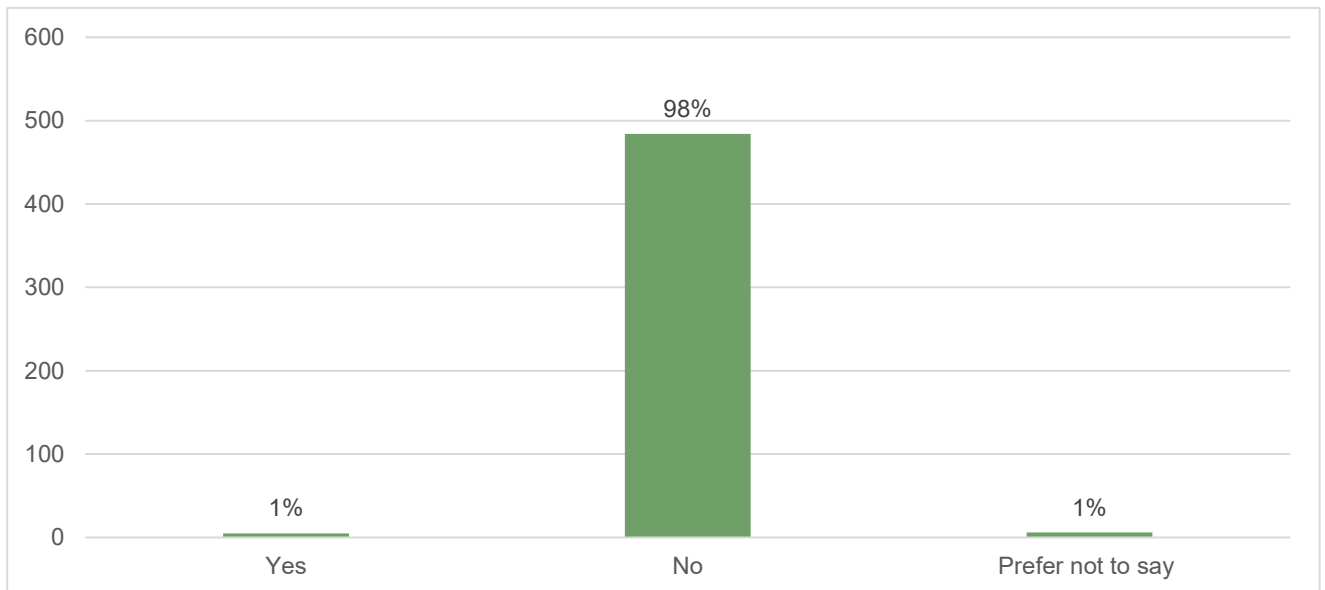


Figure 21: Have you given birth in past 26 weeks?

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

3.8.17 This question had 506 respondents.

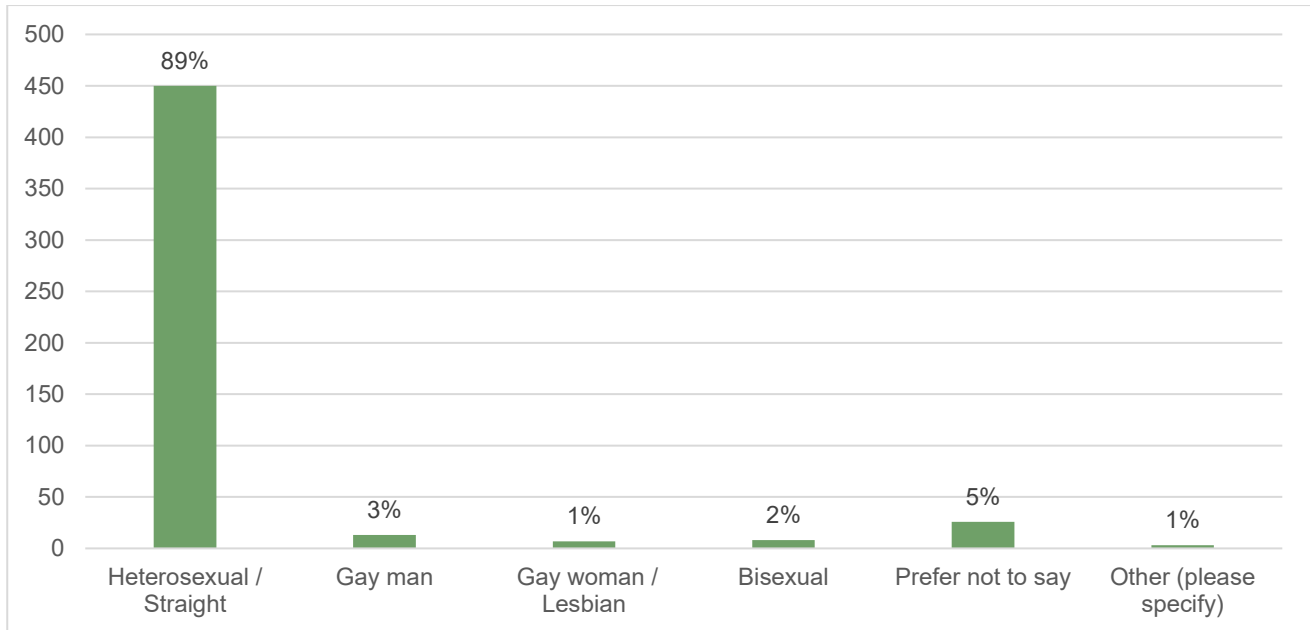


Figure 22: What is your sexual orientation?

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

3.8.19 This question had 507 respondents.

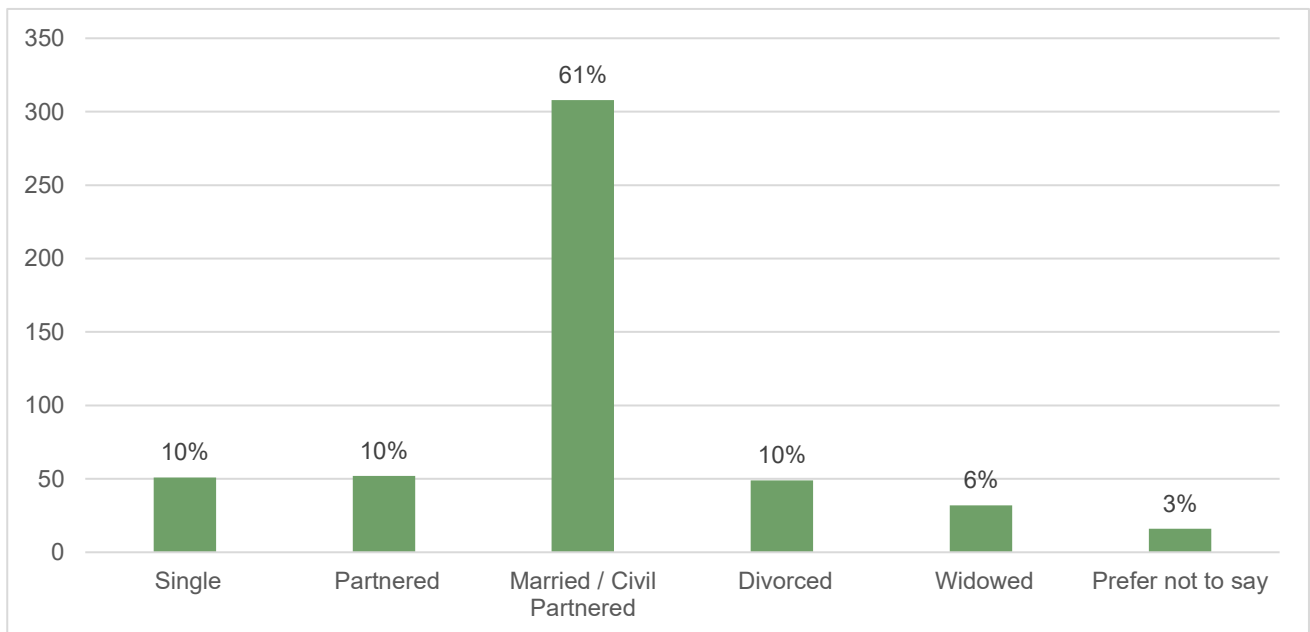


Figure 23: What is your marital status?

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

3.9 Welsh Language

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

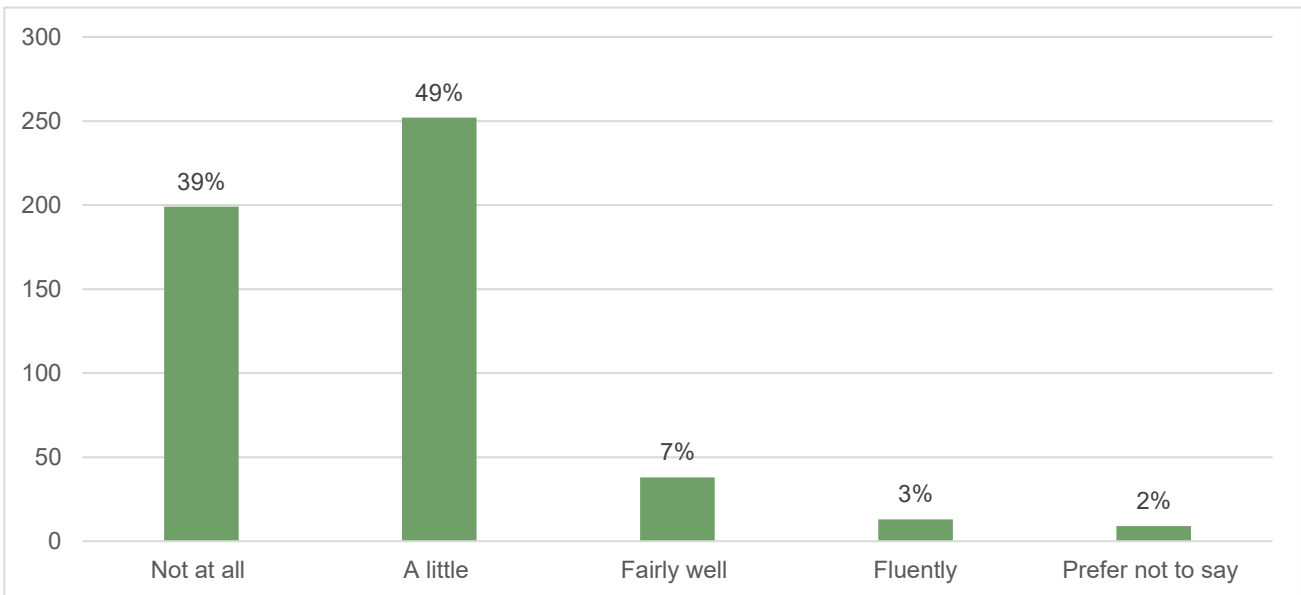


Figure 24: Are you able to speak Welsh?

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

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

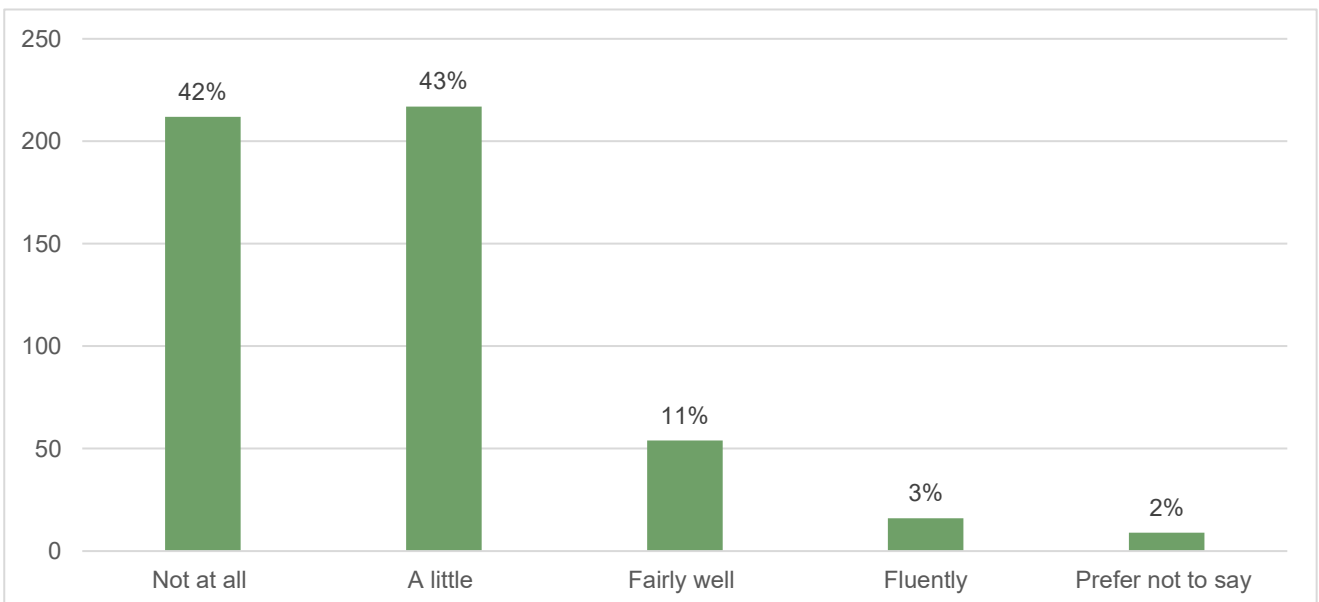


Figure 25: Are you able to read Welsh?

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

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

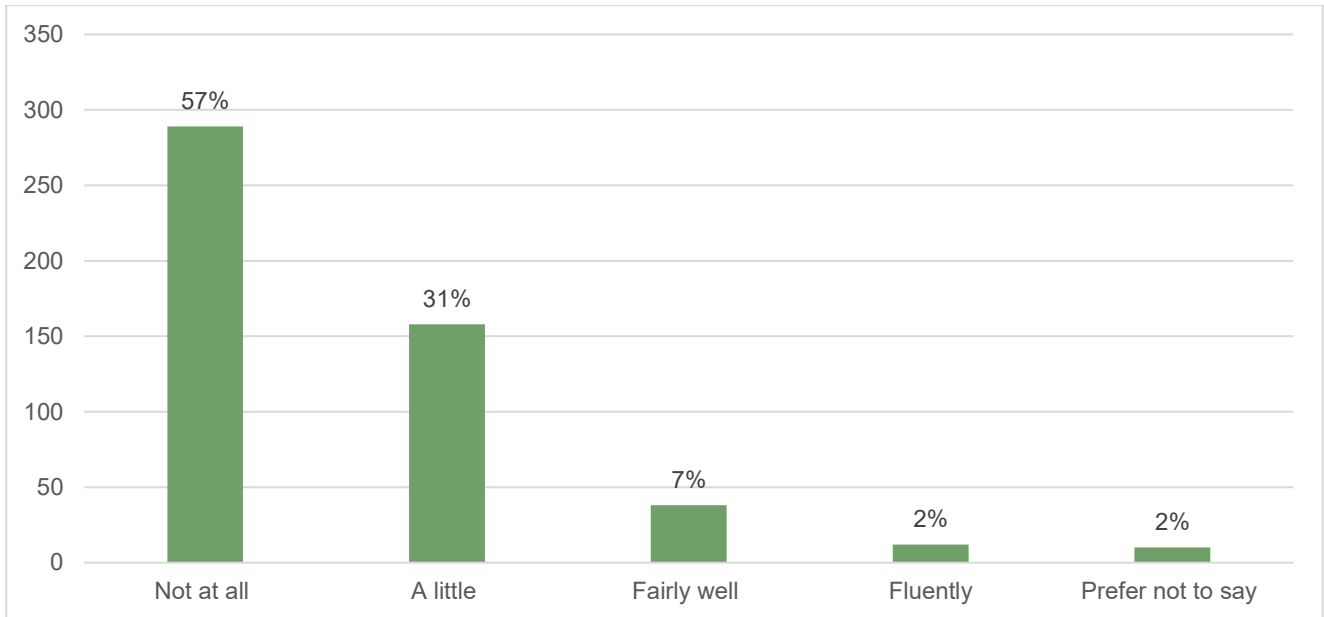


Figure 26: Are you able to write Welsh?

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

4. GROUPS WITH PROTECTED CHARACTERISTICS

4.1 Introduction

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

4.2 Audio impairments

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

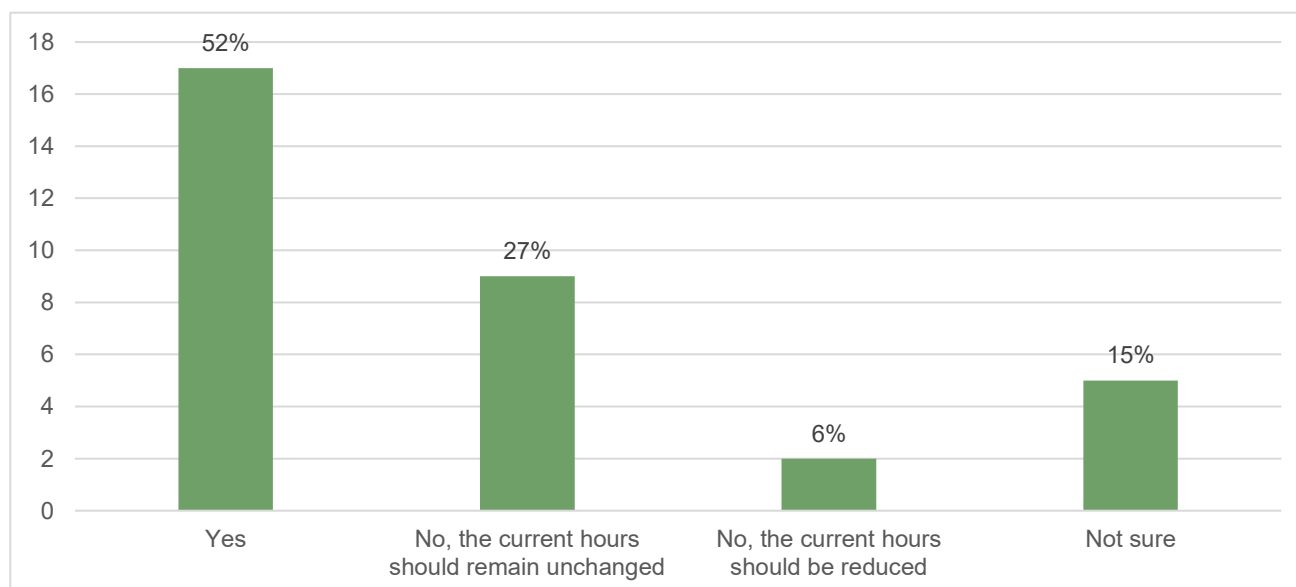


Figure 27: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

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

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

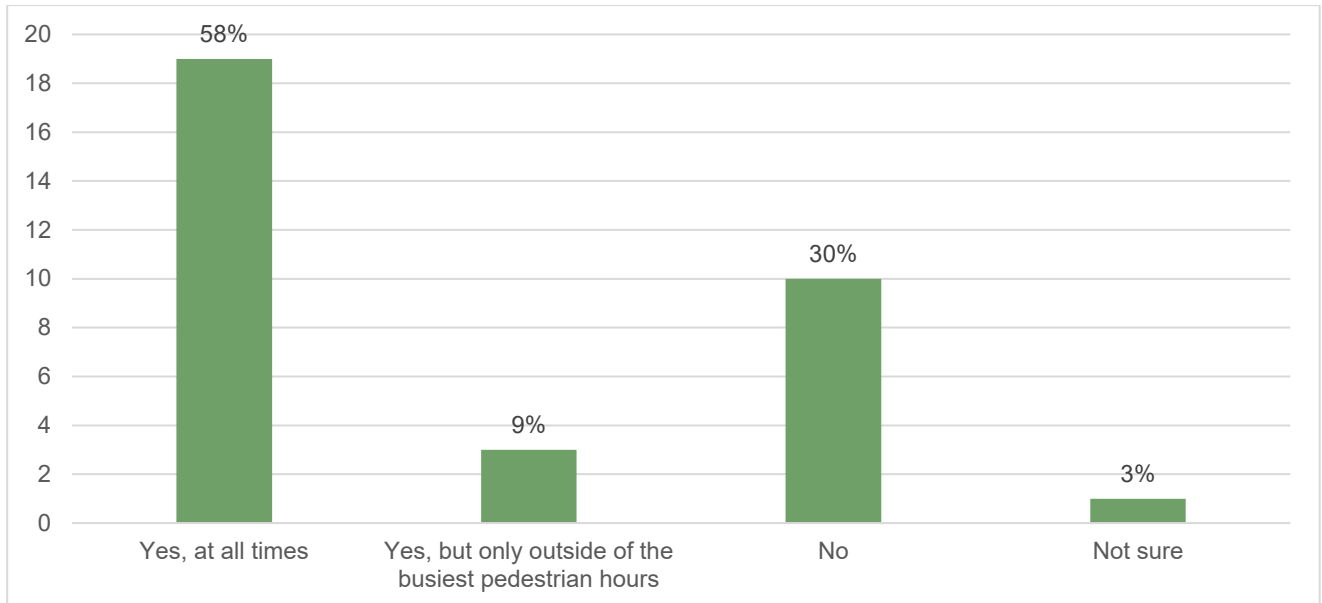


Figure 28: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

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

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

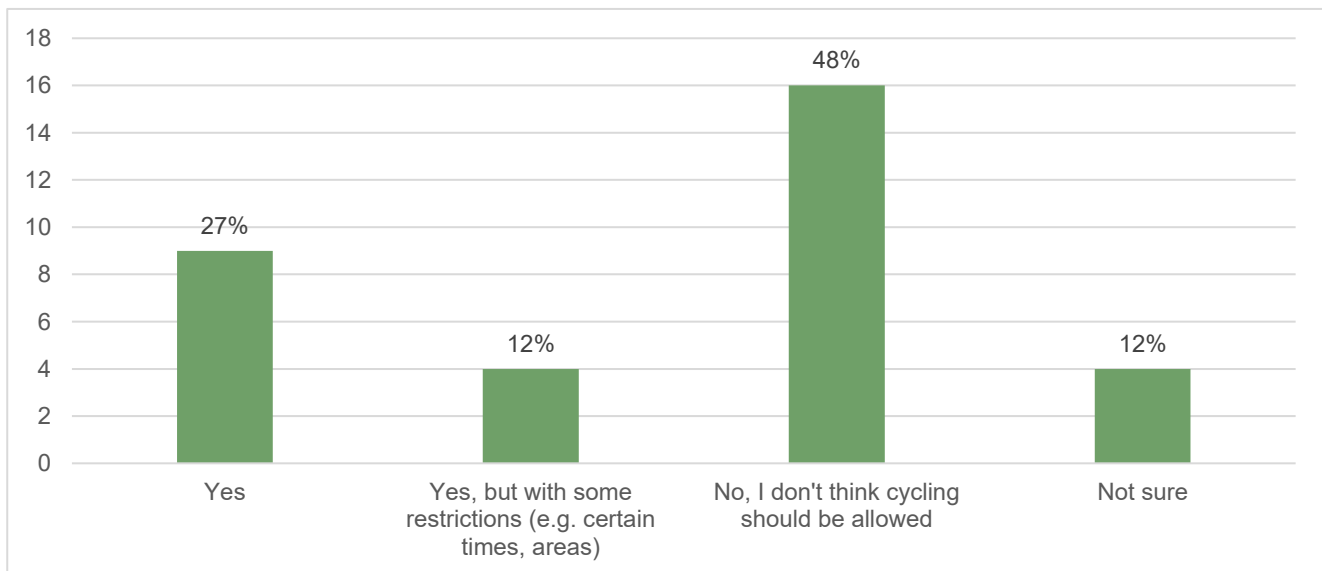


Figure 29: Should cycling be allowed in the town centre during pedestrianised hours?

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

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

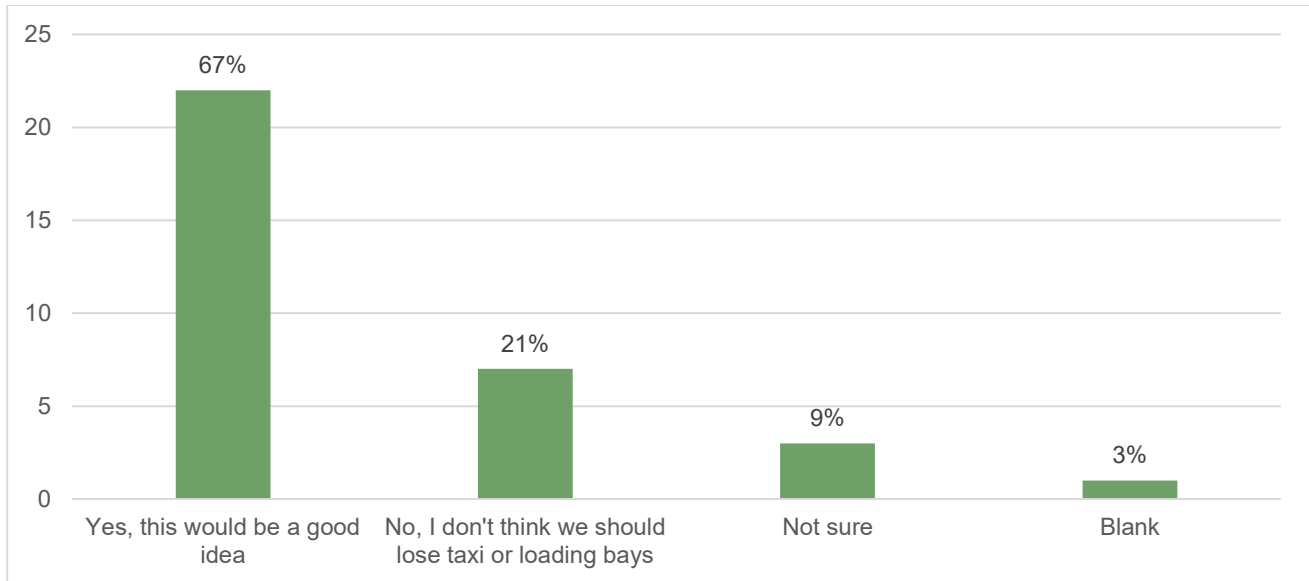


Figure 30: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

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

4.3 Visual Impairments

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

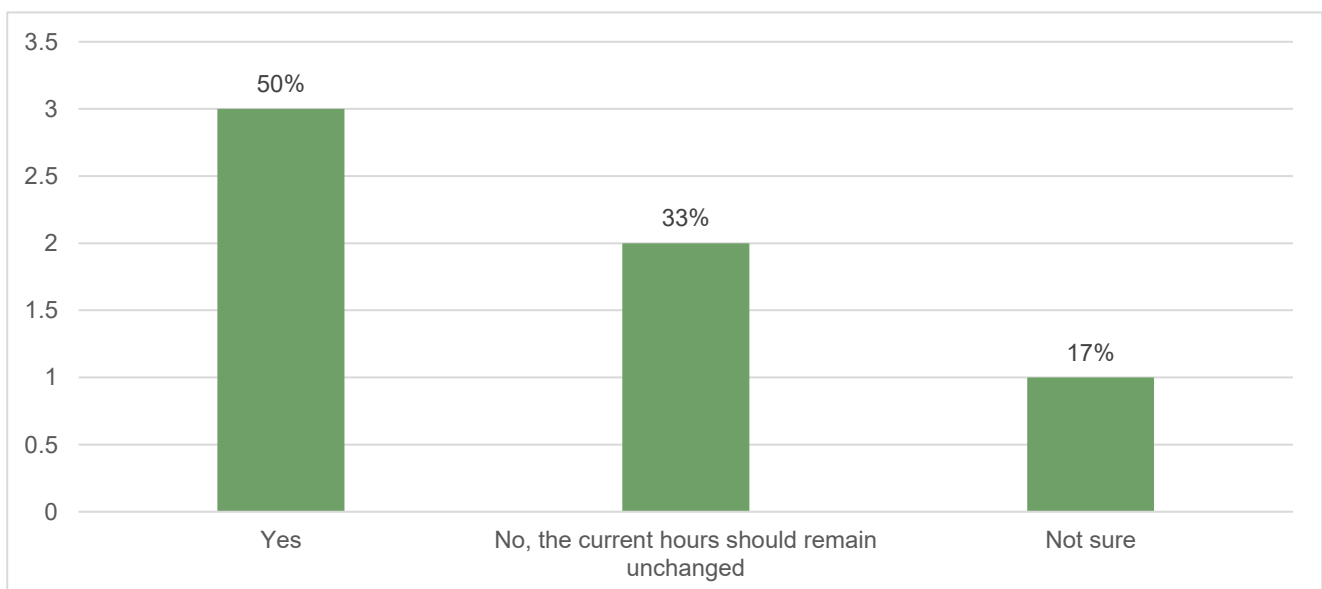


Figure 31: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

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

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

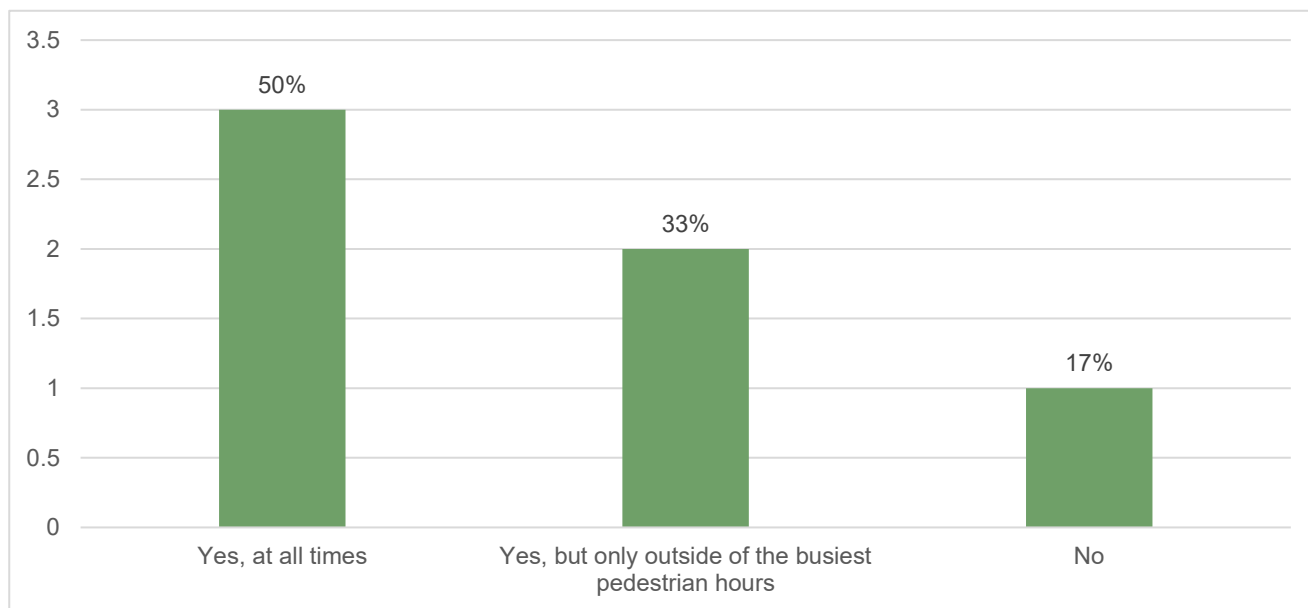


Figure 32: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

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

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

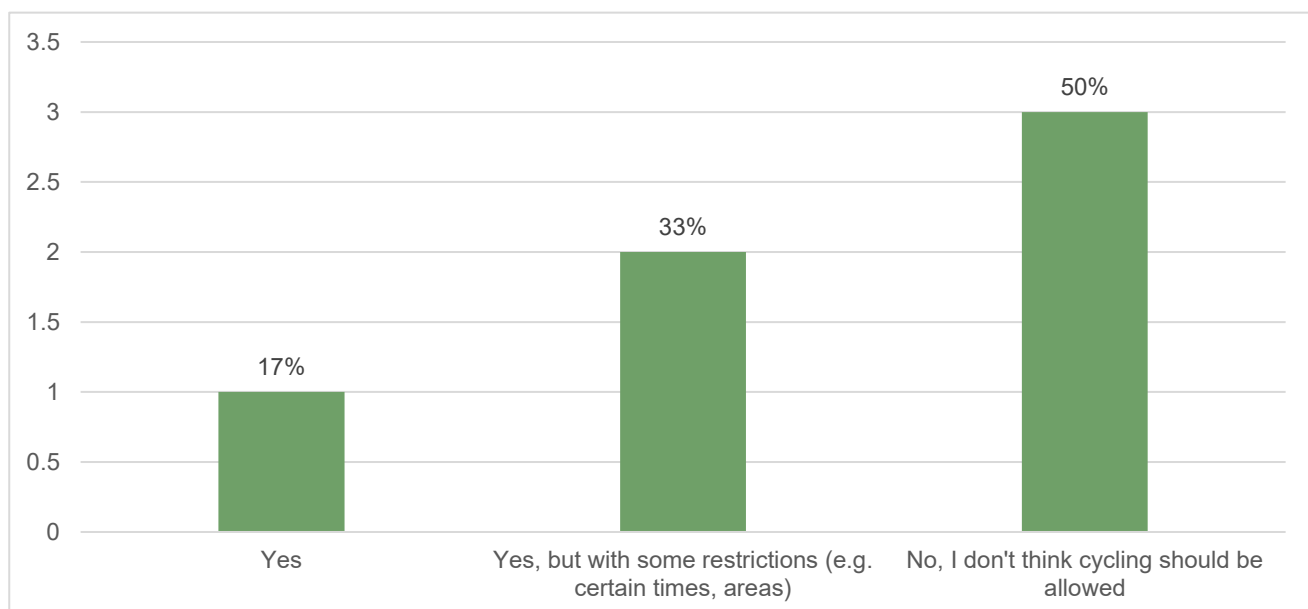


Figure 33: Should cycling be allowed in the town centre during pedestrianised hours?

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

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

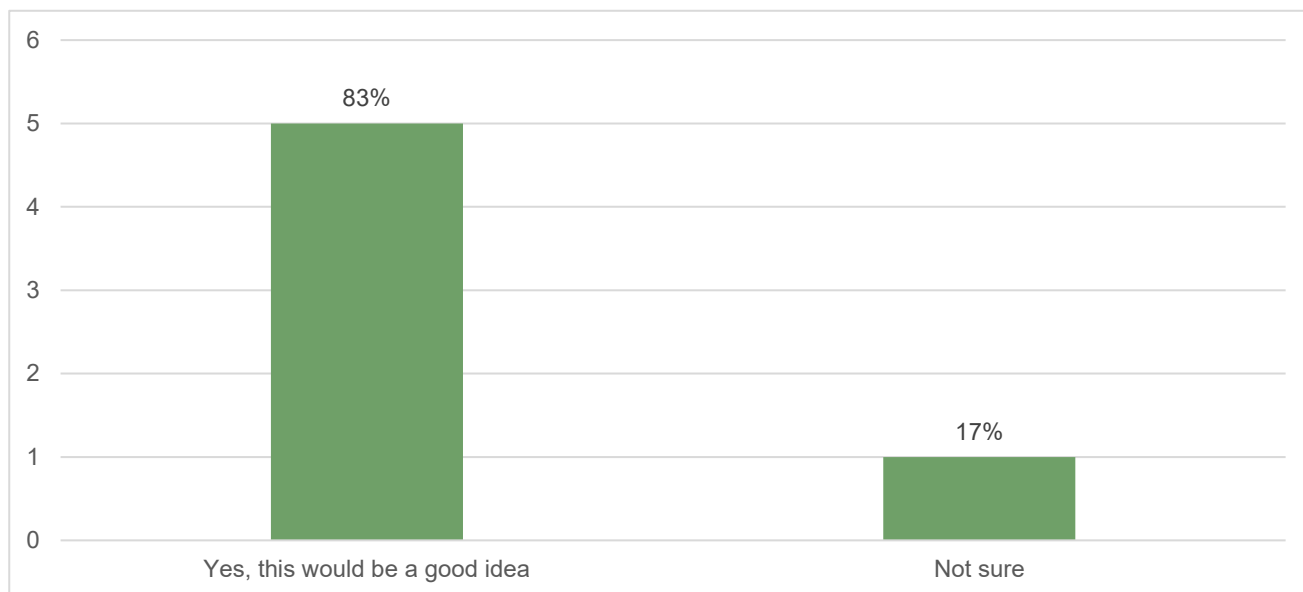


Figure 34: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

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

4.4 Physical Impairments

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

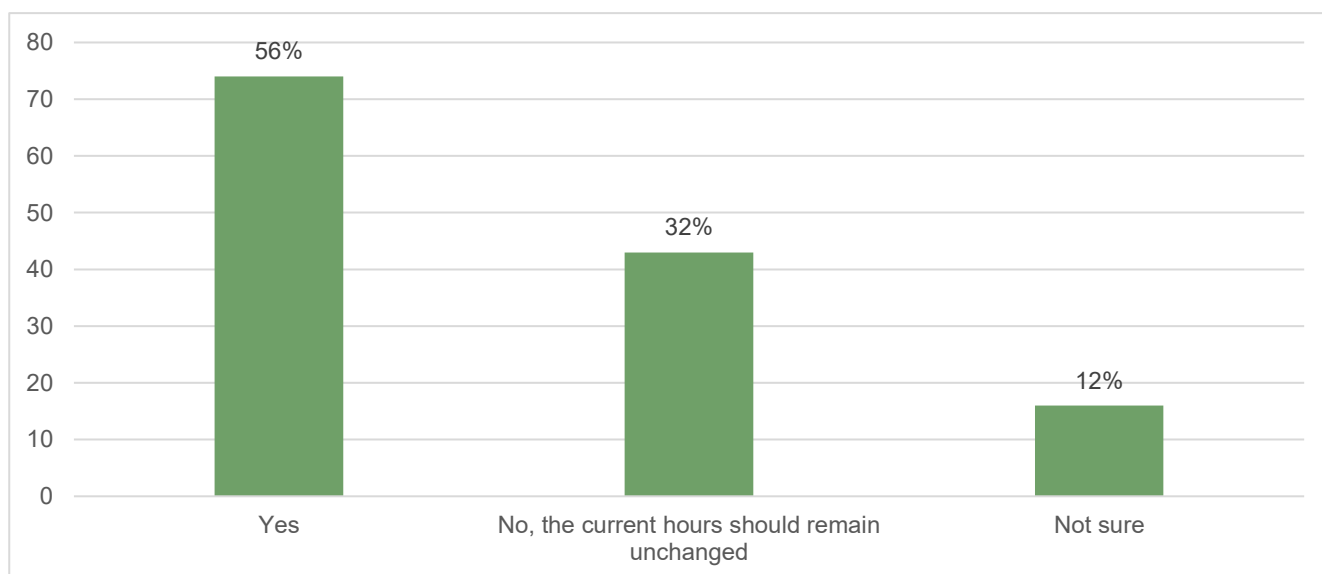


Figure 35: Do you support increasing the hours available for loading and unloading in Bridgend Town Centre?

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

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

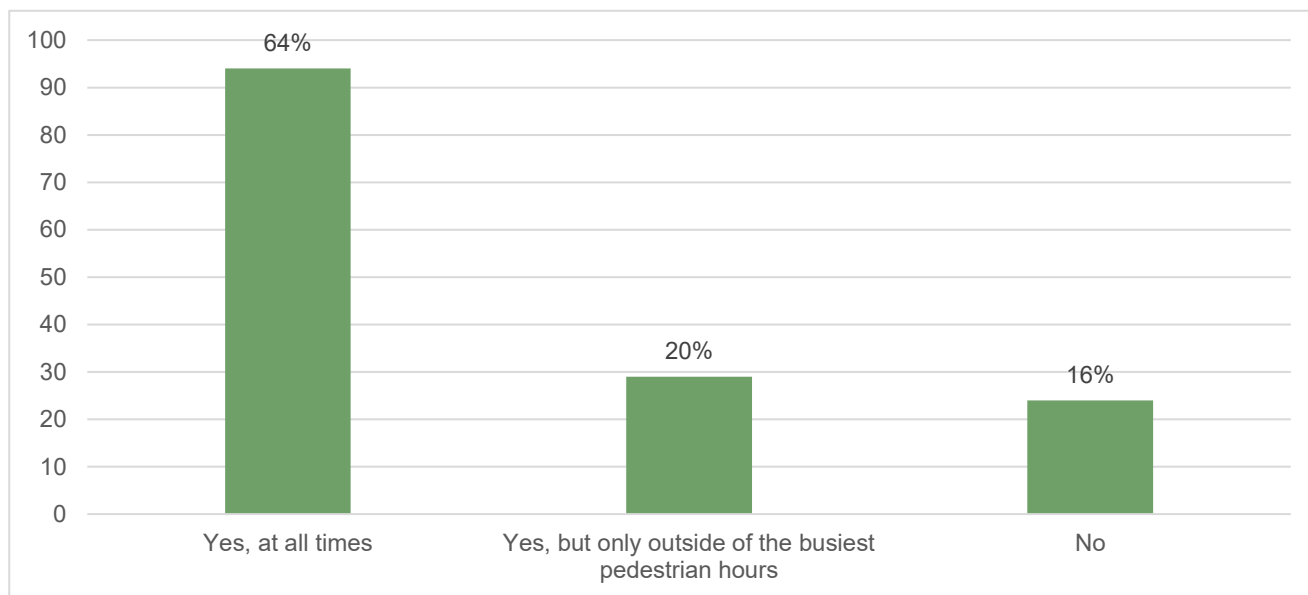


Figure 36: Should Queen Street, Dunraven Place and Market Street be more accessible to all traffic?

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

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

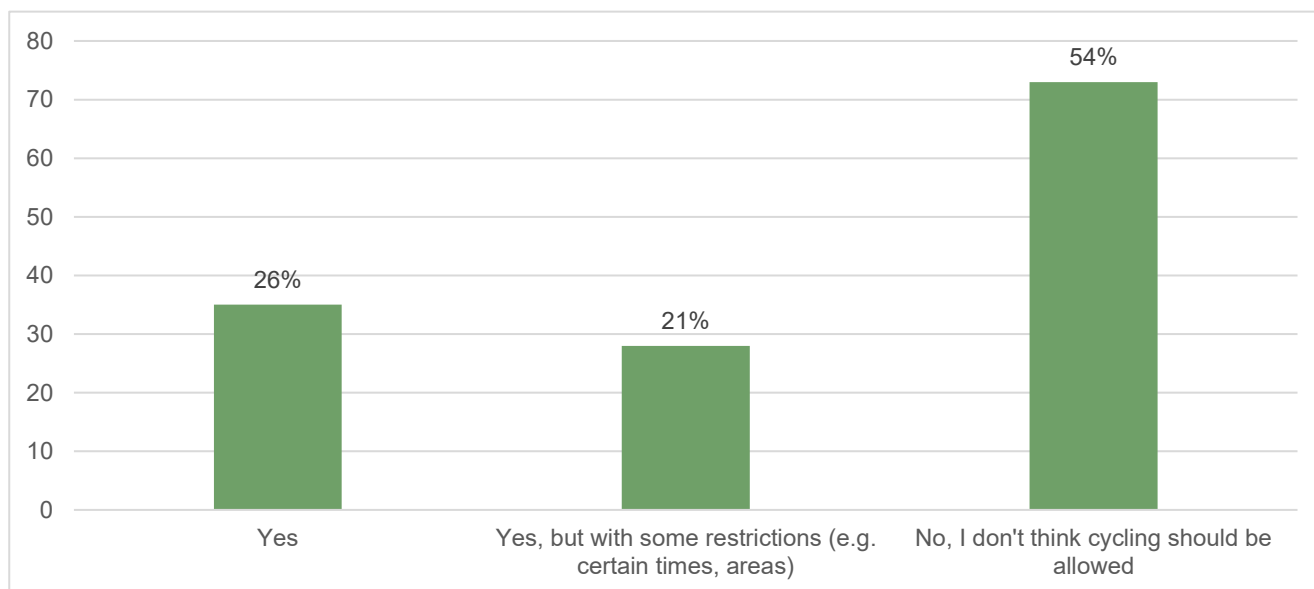


Figure 37: Should cycling be allowed in the town centre during pedestrianised hours?

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

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

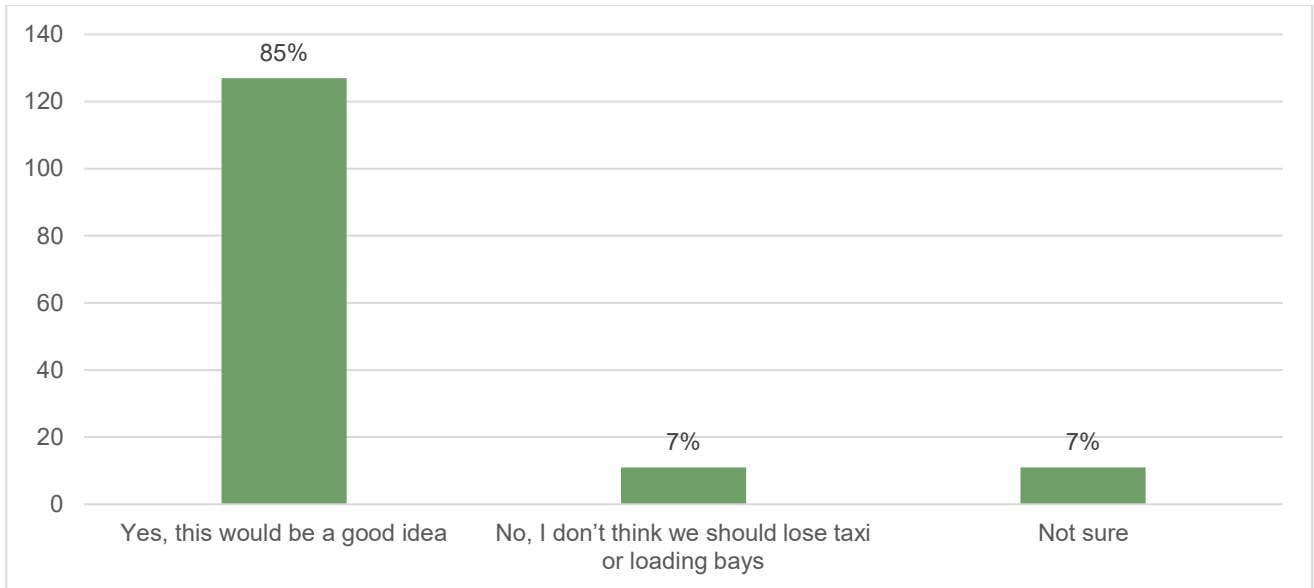


Figure 38: Do you think that we should create more disabled parking spaces in place of taxi or loading bays that are not regularly used?

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

5. SUMMARY AND CONCLUSION

5.1 Summary

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

5.1.2 Key quantitative outcomes are:

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

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

5.2 Conclusion

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

Appendix A

Public Engagement Survey Form (English & Welsh Versions)

Bridgend Town Centre Access

GDPR Notice

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

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

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

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



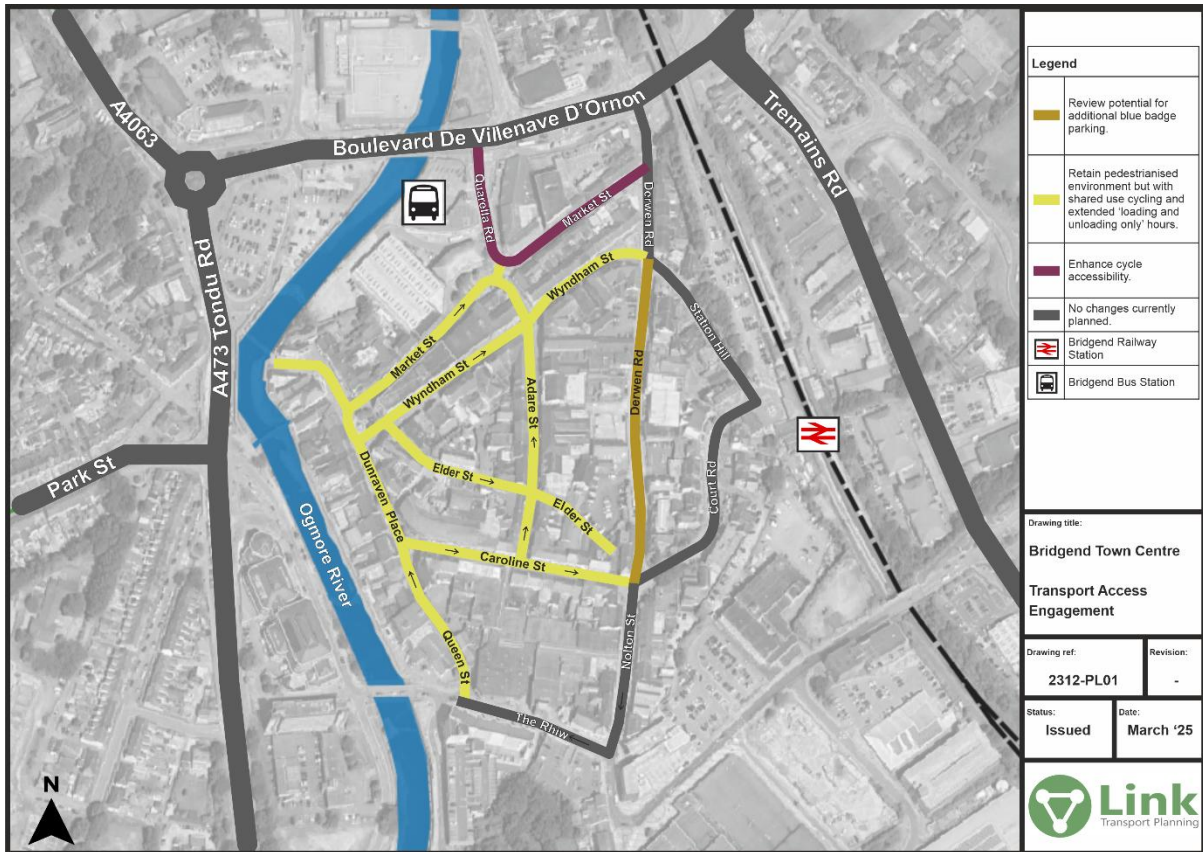
SURVEY

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

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

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

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



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

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

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

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

PART 1

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

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

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

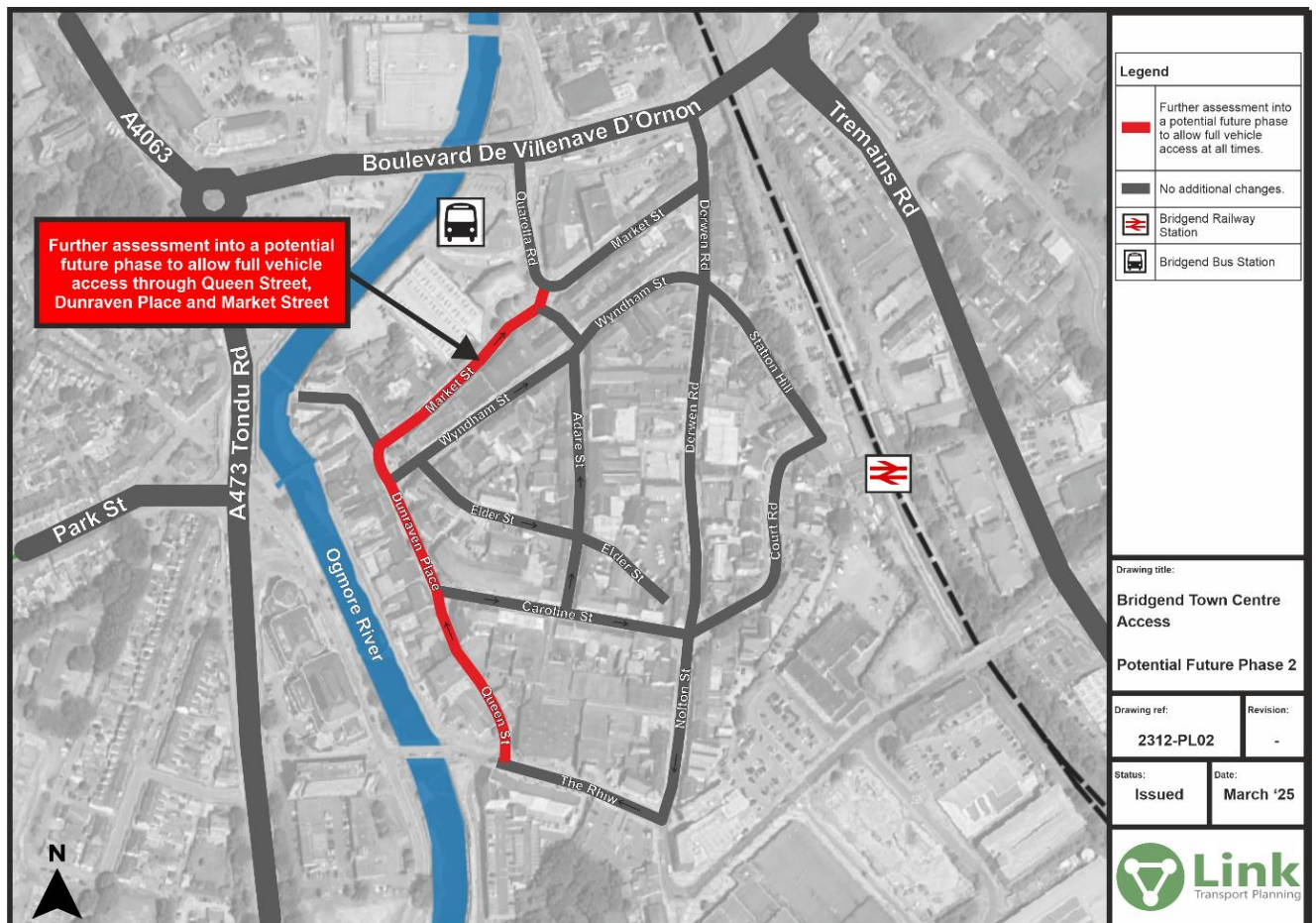
Q1: Do you support increasing the hours available for loading and unloading in Bridgend town centre?

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

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

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

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



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

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

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

A large, empty rectangular box with a thin black border, intended for the user to provide further comments or explanations. The box is currently blank.

Section C: Views on cycling in the town centre

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

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

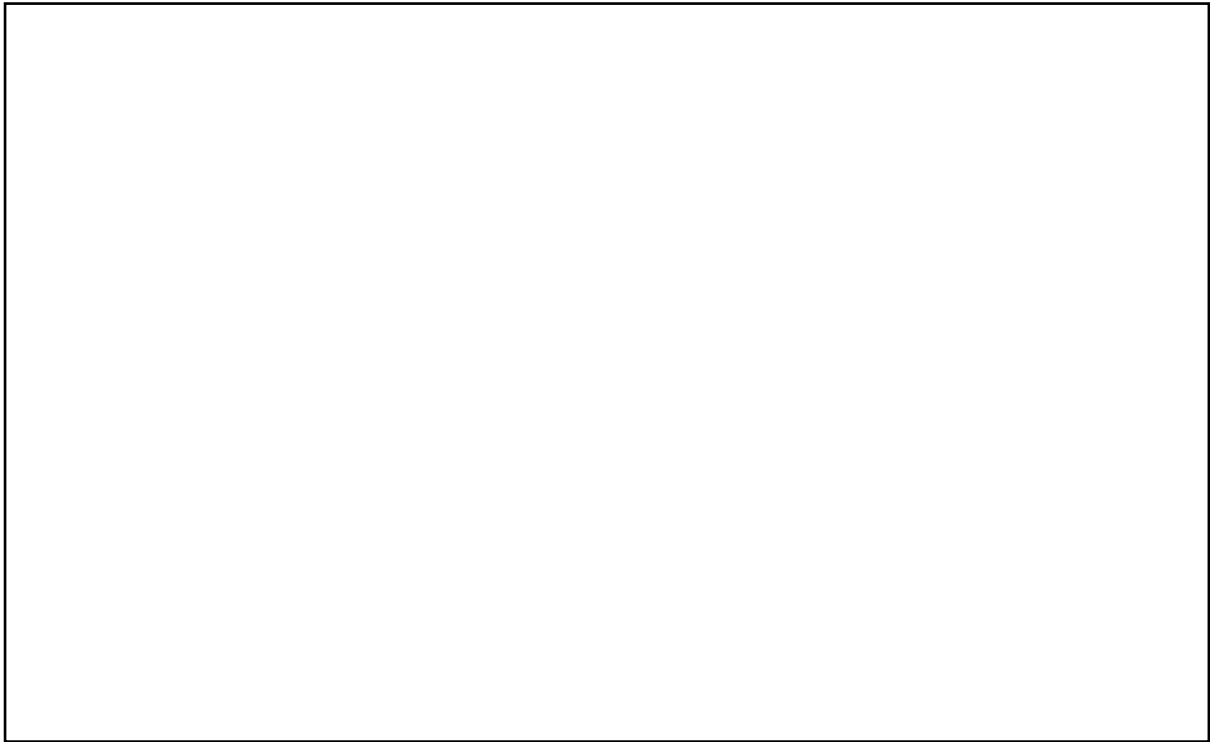
- Yes
- Yes, but with some restrictions (*e.g., certain times, areas*)
- No, I don't think cycling should be allowed
- Not sure

Follow-up: Why do you feel this way?

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

- Yes
- No
- Not sure

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

A large, empty rectangular box with a thin black border, intended for the respondent to provide their answer to the follow-up question. The box is currently blank.

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

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

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

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

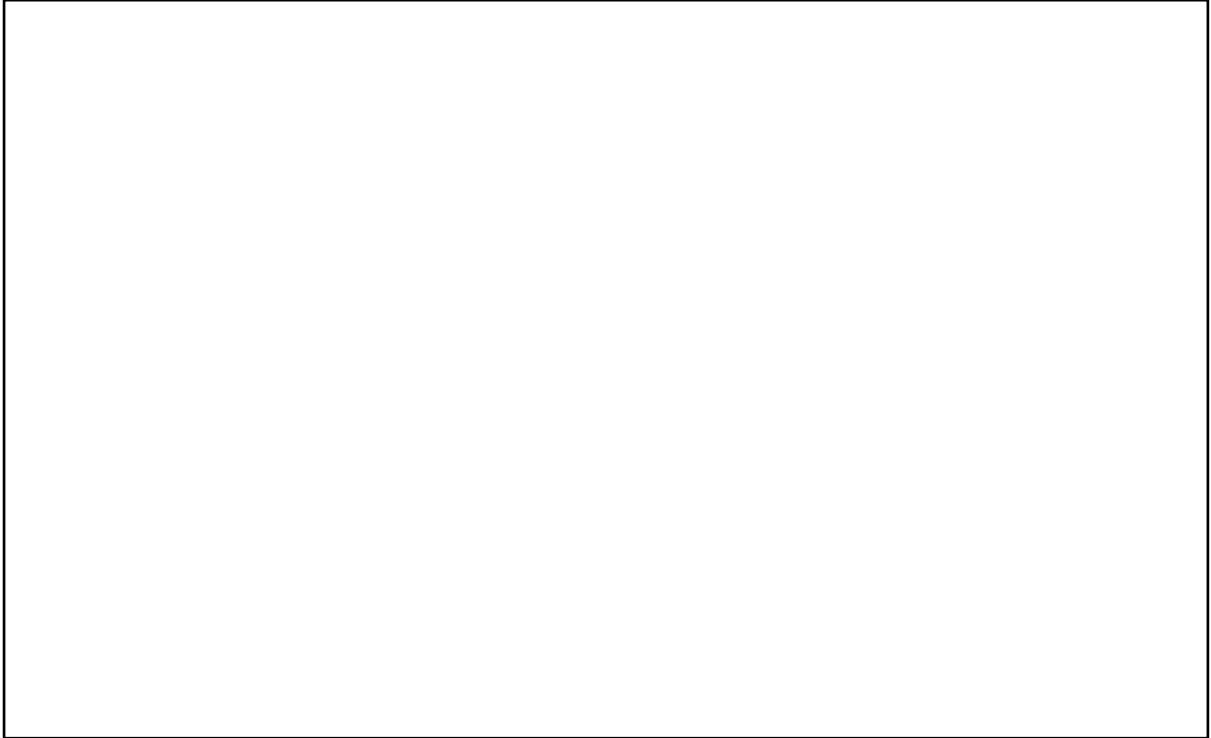
Follow-up: Why do you feel this way?

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

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

Not sure

Follow-up: Why do you feel this way?

A large, empty rectangular box with a thin black border, intended for the user to provide a written response to the follow-up question.

PART 2 ADDITIONAL OPTIONAL QUESTIONS

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

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

Section A: About your use of the area

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

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

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

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

Follow-up: Why did you choose that option?

Q3: How often do you visit the town centre?

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

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

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

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

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

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

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

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

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

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

- No
- Hearing Impairment
- Visual Impairment
- Restricted Mobility
- Prefer not to say
- Other (*please specify*):

Equalities Monitoring

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

How would these proposals affect you because of your:

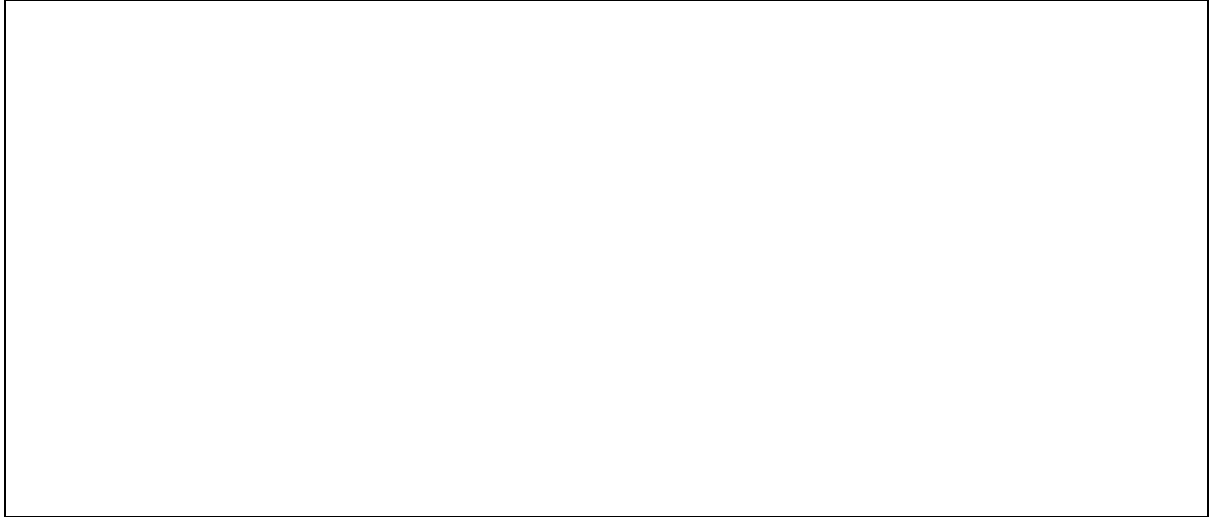
Gender, Age, Ethnicity, Disability, Sexuality, Religion / belief, Gender identity, Relationship status, Pregnancy, Preferred language?

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

What effects do you think there would be?

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

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



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

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

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

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

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

Yes

No

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

Yes

No

Prefer not to say

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

Under 18

35 – 44

65 - 74

18 – 24

45 – 54

75 +

25 – 34

55 – 64

Prefer not to say

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

Welsh

Scottish

English

Northern Irish

Prefer not to say

Other *(please specify):*

--

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

- | | |
|---|---|
| <input type="checkbox"/> White | <input type="checkbox"/> Asian/ Asian British |
| <input type="checkbox"/> Black/African Caribbean/Black
British | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Mixed/Multiple ethnic groups | |
| <input type="checkbox"/> Other <i>(please specify)</i> : | |

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

- | | | |
|--|---------------------------------|--|
| <input type="checkbox"/> No religion | <input type="checkbox"/> Hindu | <input type="checkbox"/> Jewish |
| <input type="checkbox"/> Christian | <input type="checkbox"/> Muslim | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Sikh | |
| <input type="checkbox"/> Other <i>(please specify)</i> : | | |

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

- Male
- Female
- Prefer not to say
- In another way *(please specify)*:

Are you pregnant? *(Tick one option)*

- Yes

- No
- Prefer not to say

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

- Yes
- No
- Prefer not to say

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

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

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

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

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

	Not at all	A little	Fairly well	Fluently	Prefer not to say
Speak Welsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Read Welsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Write Welsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thank you for taking the time to complete this survey.

Please return to:

Bridgend County Borough Council

Consultation Department

Civic Offices

Angel Street

BRIDGEND

CF31 4WB

Email: consultation@bridgend.gov.uk

Mynediad Canol Tref Pen-y-bont ar Ogwr

Hysbysiad GDPR

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

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

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

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



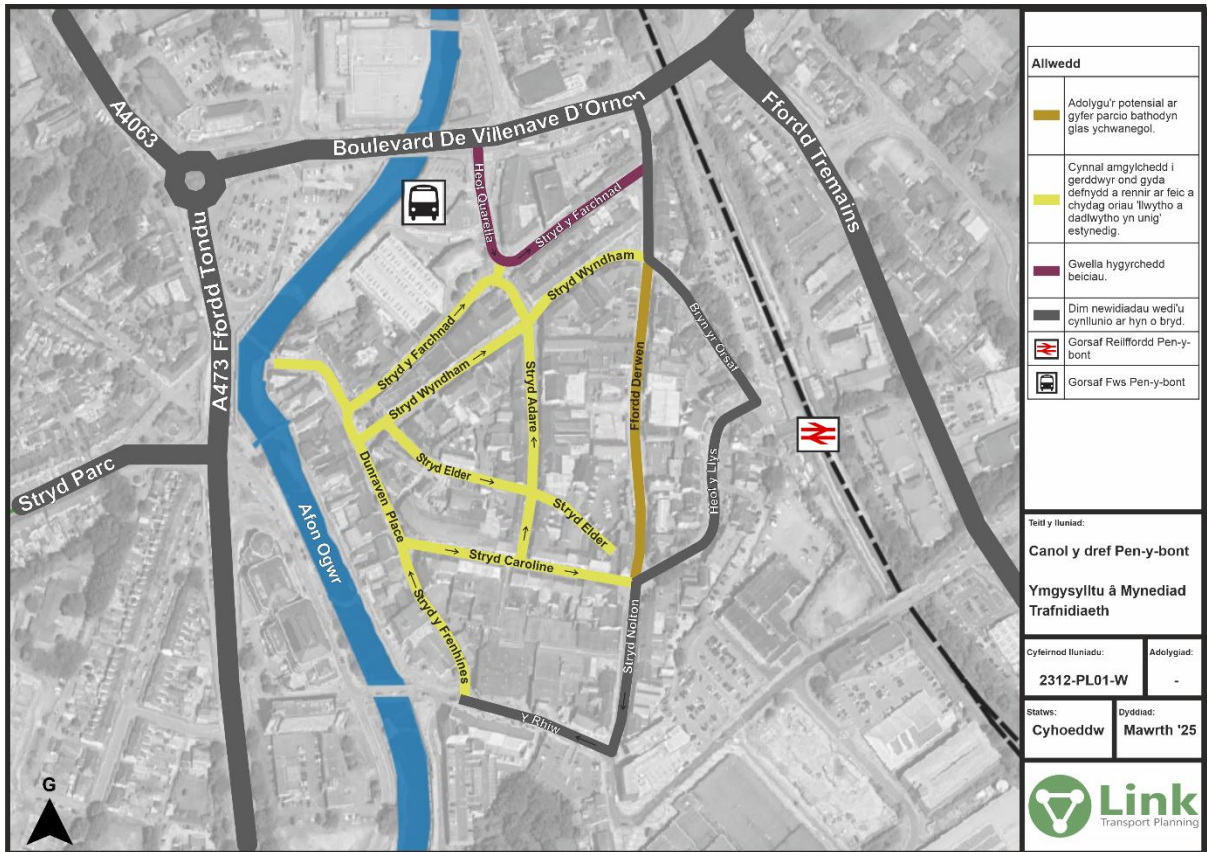
AROLWG

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

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

Crynoir y newidiadau arfaethedig fel a ganlyn:

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



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

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

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

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

RHAN 1

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

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

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

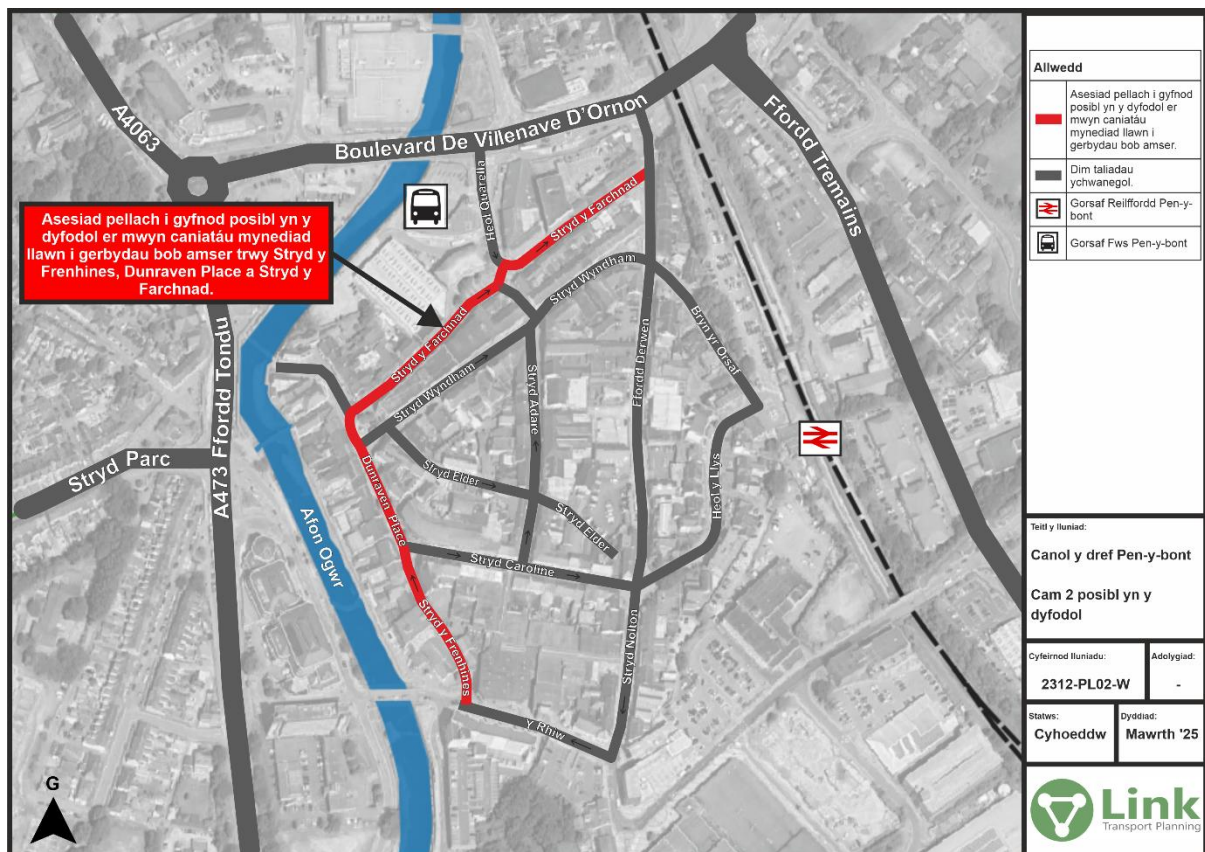
C1: A ydych chi'n cefnogi'r cynnig i ymestyn yr oriau lle caniateir llwytho a dadlwytho yng nghanol tref Pen-y-bont ar Ogwr.

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

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

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

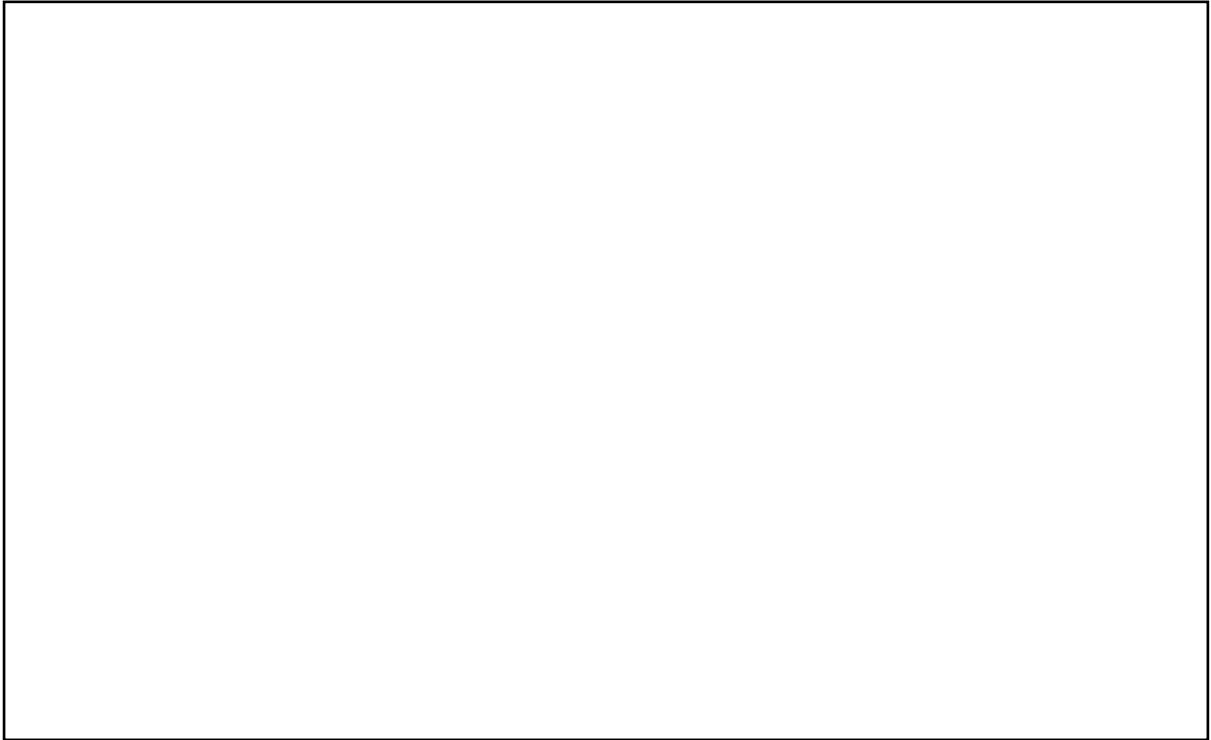
Mae rhai rhanddeiliaid wedi rhannu adborth y dylid agor y llwybr sydd ar gyrion canol y dref, sef Stryd y Frenhines, Dunraven Place a Stryd y Farchnad i bob traffig, bob amser. Nid yw hyn yn rhan o'r cynnig presennol, ond efallai y byddwn yn cynnal asesiad pellach i benderfynu a allai ffurfio cam dilynol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



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

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

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

A large, empty rectangular box with a thin black border, intended for the student to write their answer to the question above.

Adran C: Barn ar feicio yng nghanol y dref

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

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

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

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

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

- Ydw

Nac ydw

Ddim yn siŵr

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



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

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

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

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

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

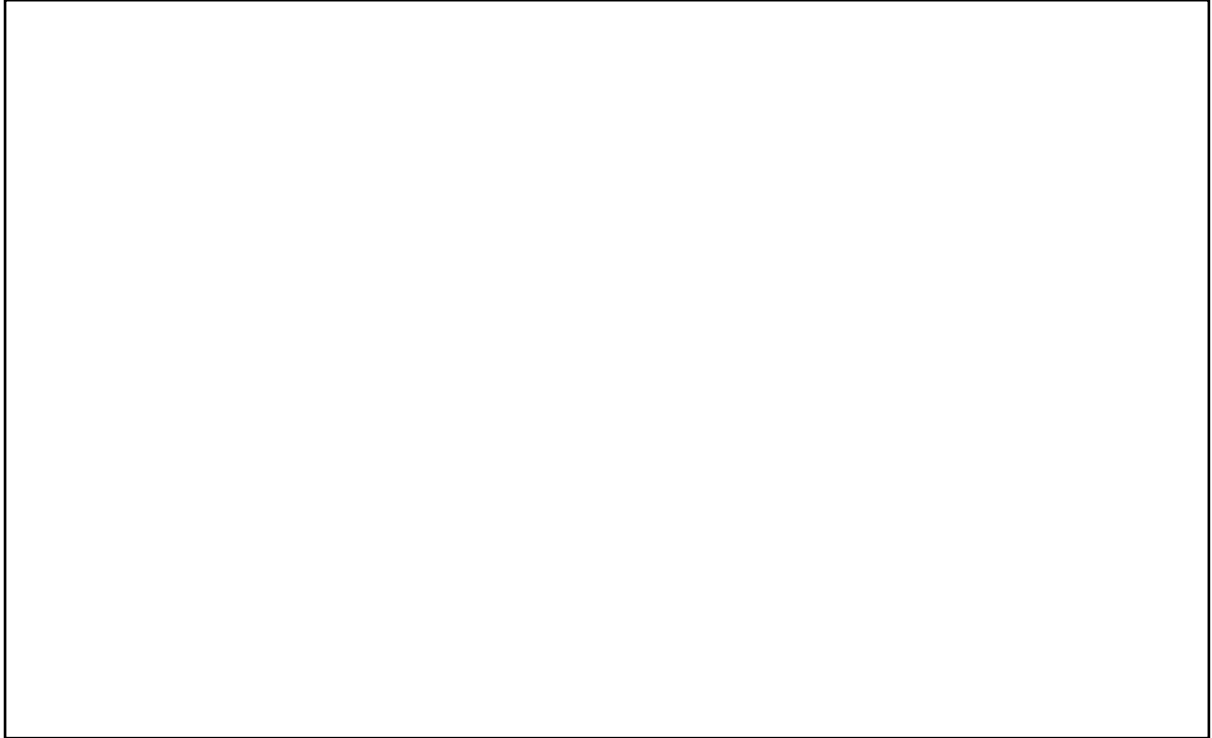
C2: Gan feddwl yn ehangach, a ydych chi'n credu bod digon o leoedd parcio anabl ar gael i alluogi mynediad at ganol y dref?

- Ydw, credaf fod digon o leoedd

Nac ydw, mae angen rhagor o leoedd parcio bathodyn glas

Ddim yn siŵr

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



RHAN 2 CWESTIYNAU DEWISOL YCHWANEGOL

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

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

Adran A: Ynghylch eich defnydd o'r ardal

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

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

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

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

Cwestiwn dilynol: Pam wnaethoch chi ddewis yr opsiwn hwnnw?

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

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

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

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

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

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

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

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

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

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

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

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

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

Monitro cydraddoldeb

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

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

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

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

Pa effaith fyddent yn ei gael yn eich barn chi?

Sut ellir cynyddu effeithiau cadarnhaol, neu liniaru effeithiau negyddol?

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



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

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

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

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

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

- Ydw
- Nac ydw

A ydych chi'n ystyried eich hun yn anabl?

- Ydw
- Nac ydw
- Gwell gennyf beidio â dweud

Dewiswch eich categori oedran:

- Dan 18 oed
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 +
- Gwell gennyf beidio â dweud

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

- Cymraeg
- Albanaidd
- Saesneg
- Gwyddeleg Gogleddol
- Gwell gennyf beidio â dweud

Arall (*manywch os gwelwch yn dda*):

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

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

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

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

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

- Gwryw
- Benyw
- Gwell gennyf beidio â dweud
- Mewn ffordd arall (*manylwch os gwelwch yn dda*):

A ydych chi'n feichiog?

- Ydw
- Nac ydw
- Gwell gennyf beidio â dweud

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

- Do
- Naddo
- Gwell gennyf beidio â dweud

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

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

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

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

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

	Ddim o gwbl	Ychydig	Yn weddol dda	Ydw, yn rhugl	Gwell gennyf beidio â dweud
Siarad Cymraeg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Darllen Cymraeg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ysgrifennu Cymraeg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Dychwelwch at:

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Yr Adran Ymgynghori

Y Swyddfeydd Dinesig

Stryd yr Angel

Pen-y-bont ar Ogwr

CF31 4WB

E-bost:

consultation@bridgend.gov.uk