



January 2015

Local Transport Plan 2015 – 2030

Appendix C – Consultation Report



Local Transport Plan 2015 Consultation report

Date of issue: 27 January 2015

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1. Overview

A public consultation reviewing Bridgend County Borough Council's proposed Local Transport Plan highlighting key transport issues likely to affect the county borough over the next 15 years was undertaken over a seven week period from 12 November 2014 and 31 December 2014. The consultation received 19 responses from the consultation survey and ten community workshops were also held across the county borough. This paper details the analysis associated with the consultation.

2. Introduction

A public survey inviting views on Bridgend County Borough Council's proposed Local Transport Plan was conducted between 12 November 2014 and 31 December 2014. The plan sets out the transport issues likely to affect the county borough over the next 15 years, as well as the schemes needed to address them.

The consultation survey was made up of three sections, section one asked ten questions regarding the respondent to understand their demographic and their transportation habits, section two included five quantitative (closed) questions and two qualitative (open ended) questions regarding the content of the transport plan and section three featured the standard equalities questions recommended by Welsh Government. All questions asked in the survey were optional and all survey respondents had the opportunity to remain anonymous.

The survey was made available to complete electronically in either English or Welsh via a link on the current consultations page of the council's website. Click [here](http://www1.bridgend.gov.uk/services/consultation/hub/local-transport-plan.aspx)¹ to view the content of the now archived webpage, which still includes an active link to the survey. Paper copies of the consultation document and the accompanying surveys, on both English and Welsh, were made available at all local libraries throughout the borough.

Comments were also invited via letter, email and phone call. Contact details were also provided for anyone wishing to receive a paper copy directly or any alternative formats of the survey.

¹ <http://www1.bridgend.gov.uk/services/consultation/hub/local-transport-plan.aspx>

3. Promotional tools and engagement methods

Details of the consultation received promotion within the council through a 'message of the day' notification. Emails were also sent to the following stakeholders: councillors, town and community councils, neighbouring councils, and Local Service Board members. The consultation was also referenced as agenda items at the Bridgend Equalities Forum (BEF).

3.1 Consultation document and survey

A consultation document was prepared featuring information on the consultation itself and a link to the consultation questionnaire. Contact details were also provided to offer additional support or guidance if necessary. Both documents were written in plain English to maximise potential inclusion and translated into Welsh.

3.2 Social media

The council tweeted its 4900 @BridgendCBC followers and posted to the 560 users who have liked our Facebook page about the consultation on several occasions during the consultation period to help raise awareness of the consultation and the associated ten customer engagement workshops.

3.3 Local media

The consultation received publicity on the council website (www.bridgend.gov.uk) through a press release². The press release was also used in local papers.

² <http://www1.bridgend.gov.uk/media-centre/2014/13-11-2014-have-your-say-on-transport-plans-to-cover-the-next-15-years.aspx>

3.4 Community engagement workshops

Ten community engagement workshops were prepared based upon the geographical nature of the county borough. The events were open for two hours in the evening for all residents of the borough to attend. The events were designed to offer support to complete the questionnaire and answer any questions attendees may have had. The Maesteg workshop originally arranged for 20 November 2014 was re-arranged to 11 December 2014.

| Venue | Date | Time | Attendees |
|-------------------------------------|------------------|---------------|-----------|
| Cefn Cribwr Community Centre | 18 November 2014 | 16:00 – 18:00 | 2 |
| Porthcawl Pavilion | 24 November 2014 | 16:30 – 18:30 | 0 |
| Pencoed Miners' Welfare Hall | 25 November 2014 | 16:00 – 18:00 | 11 |
| Garw Valley Life Centre | 26 November 2014 | 16:30 – 18:30 | 5 |
| Pyle Life Centre | 27 November 2014 | 17:00 – 19:00 | 10 |
| Ogmore Life Centre | 02 December 2014 | 16:30 – 18:30 | 4 |
| Bridgend Life Centre (Bridgend Rec) | 03 December 2014 | 16:00 – 18:00 | 4 |
| Sarn Life Centre | 04 December 2014 | 17:00 – 19:00 | 4 |
| Coity Community Centre | 10 December 2014 | 17:00 – 19:00 | 2 |
| Maesteg Town Hall | 11 December 2014 | 16:00 – 18:00 | 2 |
| Total | | | 44 |

4. Response rate

19 responses to the survey were received in total by the closing date of Monday 31 December 2014. All responses received were in English.

The responses were made up of:

| Format | English | Welsh | Total |
|---------------|-----------|----------|-----------|
| Online* | 14 | 0 | 14 |
| Email | 3 | 0 | 3 |
| Paper | 1 | 0 | 1 |
| Telephone* | 1 | 0 | 1 |
| Total* | 19 | 0 | 19 |

*One respondent used two formats in which to contact the council – online and telephone responses. As such the two responses were combined to create 18 responses to the survey overall.

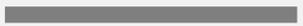
5. Headline figures

- 5.1 Walking and travelling by car were the two most used forms of transport. 79 per cent walked more than once a week, 86 per cent used their car more than once a week.
- 5.2 Almost two in three (63 per cent) of respondents agreed or strongly agreed with the local priorities in Section 2.1 of the Local Transport Plan being the right ones to address the four key Welsh Government priorities.
- 5.3 Three in five (60 per cent) of respondents agreed or strongly agreed with the current and emerging issues, opportunities and interventions identified in Table 2.1 of the draft plan.
- 5.4 Over two in five (44 per cent) supported the short-term programme of transport schemes, exactly one in four strongly agreed (25 per cent). One in three (31 per cent) disagreed or strongly disagreed with the schemes. This was the most contested response.
- 5.5 Exactly 50 per cent of respondents supported the medium and longer-term programme of transport schemes, with almost one in three (29 per cent) disagreeing or strongly disagreeing with the schemes outlined.
- 5.6 Over half of the respondents (53 per cent) supported the monitoring and evaluation proposals within the plan. One in five (20 per cent) disagreed with the proposals in the draft plan.
- 5.7 The impact of introducing the draft Local Transport Plan is seen as generally either having little impact to respondents and their families, or a positive impact.

6. Questions and Analysis

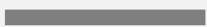
Question one and question two related to personal information which would be used later in conjunction with the final question of the consultation regarding future contact on the outcome of the consultation, if the respondent invited further interaction.

6.1 Do you currently live in Bridgend County Borough?

| Resident of Bridgend County Borough | # | % | |
|-------------------------------------|----|------|---|
| Yes | 14 | 87.5 |  88% |
| No | 2 | 12.5 |  13% |

The majority of respondents were residents within Bridgend County Borough, An official response from CTA Wales selected 'no' to being a resident of the area also.

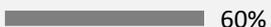
6.2 Please select your age category.

| Age category | # | % | |
|-------------------|---|------|---|
| Under 19 | 0 | 0.0 | |
| 20 – 29 | 0 | 0.0 | |
| 30 – 39 | 5 | 33.3 |  33% |
| 40 – 49 | 3 | 20.0 |  20% |
| 50 – 59 | 0 | 0.0 | |
| 60+ | 6 | 40.0 |  40% |
| Prefer not to say | 1 | 6.7 |  7% |

Two in five (40 per cent) were aged 60 or over, the youngest age category to respond to the questionnaire were aged 30 – 39 with one in three (33 per cent) selecting this age bracket.

An official response from CTA Wales selected 'prefer not to say'.

6.3 Are you a parent/guardian?

| Parent/guardian | # | % | |
|-------------------|---|------|---|
| Yes | 9 | 60.0 |  60% |
| No | 5 | 33.3 |  33% |
| Prefer not to say | 1 | 6.7 |  7% |

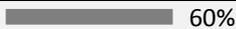
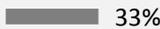
Exactly three in five (60 per cent) were parents or guardians. An official response from CTA Wales selected 'prefer not to say'.

6.4 What is your gender?

| Gender | # | % | |
|-------------------|----|------|---|
| Male | 10 | 66.7 |  67% |
| Female | 4 | 26.7 |  27% |
| Prefer not to say | 1 | 6.7 |  7% |

The majority of respondents (67 per cent) are male. An official response from CTA Wales selected 'prefer not to say'.

6.5 What is your employment status?

| Employment status | # | % | |
|-------------------|---|------|---|
| Employed | 9 | 60.0 |  60% |
| Self-employed | 0 | 0.0 | |
| Unemployed | 0 | 0.0 | |
| Student | 0 | 0.0 | |
| Retired | 5 | 33.3 |  33% |
| | | |  7% |
| | | | Occupation |
| | | | Civil engineer |
| | | | Lecturer |
| | | | Clerical assistant |
| | | | Banker |
| | | | TV broadcast engineer |
| | | | Public health practitioner |
| | | | Nurse |
| Prefer not to say | 1 | 6.7 | |

Exactly two in three (60 per cent) of the respondents were employed. As part of the response, seven of the nine detailed their occupational title (included in the table below). Five of the respondents (33 per cent) listed themselves as 'retired', given that six of the respondents were over the age of 60 (highlighted previously), it would be rational that the majority of these would be retired.

6.6 On average, how often do you use the following modes of transport?

| | Daily | More than once a week | Weekly | More than once a month | Monthly | Annually | Never |
|------------|-------|-----------------------|--------|------------------------|---------|----------|-------|
| Walk | 10 | 1 | - | 2 | - | - | - |
| Cycle | 1 | 2 | - | 1 | 1 | - | 7 |
| Car | 9 | 3 | - | - | - | - | 1 |
| Motorcycle | - | - | - | - | - | - | 12 |
| Taxi | - | - | - | 3 | 1 | 5 | 3 |
| Bus | 2 | 1 | 2 | 1 | 2 | 3 | 3 |
| Train | 2 | 1 | - | 2 | 2 | 4 | 2 |

6.6.1 Walk

The most used form of transport was walking with 13 of the 14 who answered the question (93 per cent) stating that they walked as a 'mode of transport', walking was also the most frequently used form of transport with 77 per cent of those who used the transport, using it daily.

6.6.2 Cycle

Of the 14 respondents who answered the question regarding modes of transport, only three (21 per cent) stated they cycled one a week or more. 14 per cent stated they cycle either monthly or more than once a month. Half of the respondents said they never cycle, while the remaining 14 per cent did not select a response to cycling (but did respond to another option within the question).

6.6.3 Car

The second most popular form of transportation, travelling by car received over two in three (64 per cent) response rate for daily use, with an additional 21 per cent stating they travel by car more than once a week, this makes the car the most popular form of transport over weekly use with 86 per cent using a car for transport at least once a week. Only one respondent (seven per cent) stated they never use the service. Additionally, the final seven per cent did not select a response to using a car for transport (but did respond to another option within the question). Interestingly, all those that travelled by car used the method at least once a week, as no respondent that travelled by car stated they used it less frequently than this.

6.6.4 Motorcycle

The least popular form of transport, All twelve who answered this question stated they never use this form of transport, this was the only form of transport to never be used by the respondents.

6.6.5 Taxi

Taxis were the least used form of public transportation. No respondent has stated using the service weekly, or more than once a week. Over one in five (21 per cent) used taxis more than once a month, with seven per cent using the service monthly and 36 per cent using the service annually. 14 per cent of respondents answered part of this section, but had no response on using the taxi service specifically.

6.6.6 Bus

The bus service was the most diversely used of all forms of transport available. 14 per cent used the service daily, followed by 21 per cent who used the service either weekly or more than once a week (but less than daily). The same figure (21 per cent) stated they used the service more than once a month (seven per cent) or monthly (14 per cent). 21 per cent stated they would use the service annually. Finally the remaining 21 per cent also said they never use the bus service. All respondents who answered a question in this section provided a response for the bus service.

6.6.7 Train

Similarly to the bus service, using the train as a form of transport received a diverse response rate. 14 per cent used the service daily, followed by 7 per cent who used the service more than once a week. 29 per cent used the service monthly or more than once a month and the same percentage (29 per cent) used the service annually. Only 14 per cent of the respondents stated they never use the service, seven per cent had no response to this question despite answering other modes of transport within this section.

6.7 On average, when do you use the following modes of transport?

| | Walk | Cycle | Car | Motorcycle | Taxi | Bus | Train |
|----------|------|-------|-----|------------|------|-----|-------|
| Weekdays | 11 | 2 | 11 | - | - | 6 | 6 |
| Weekends | 10 | 4 | 12 | - | 3 | 5 | 5 |

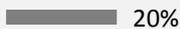
Of all modes of transportation, cycling and the taxi service were the most affected. Despite the low levels of respondents stating they cycled, the likelihood of cycling doubled during the weekends as opposed to weekdays. The taxi service was only used by respondents during weekends, and did not form part of weekly plans.

6.8 How much do you agree or disagree that the local priorities in Section 2.1 of the Local Transport Plan are the right ones to address the four key Welsh Government priorities?

| Section 2.1 priorities | # | % | |
|--------------------------|----|------|-----|
| Strongly agree | 2 | 12.5 | 13% |
| Agree | 8 | 50.0 | 50% |
| Neither | 3 | 18.8 | 19% |
| Disagree | 1 | 6.7 | 7% |
| Strongly disagree | 1 | 6.7 | 7% |
| Don't know | 1 | 6.7 | 7% |
| Other | 0 | 0.0 | |
| Summary: Agree | 10 | 62.5 | 63% |
| Summary: Disagree | 2 | 13.4 | 13% |

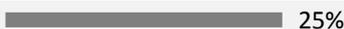
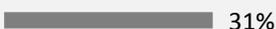
Exactly half the respondents agreed with the local priorities set in Section 2.1. Combining this with the 13 per cent who stated they strongly agree with the priorities gives a total of 63 per cent supporting the local priorities. Only two respondents (13 per cent) disagreed with the local priorities, both respondents were residents of the area as opposed to business/charity representatives. 19 per cent neither agreed nor disagreed with the local priorities. This is the most agreeable question asked within this section.

6.9 How much do you agree or disagree with the current and emerging issues, opportunities and interventions identified in Table 2.1 of the draft plan?

| Issues, opportunities and interventions identified | # | % | |
|--|---|------|---|
| Strongly agree | 2 | 13,3 |  13% |
| Agree | 7 | 46.7 |  47% |
| Neither | 3 | 20.0 |  20% |
| Disagree | 1 | 6.7 |  7% |
| Strongly disagree | 2 | 13.3 |  13% |
| Don't know | 0 | 0.0 | |
| Other | 0 | 0.0 | |
| Summary: Agree | 9 | 60.0 |  60% |
| Summary: Disagree | 3 | 20.0 |  20% |

Three in five (60 per cent) agreed or strongly agreed with the current and emerging issues, opportunities and interventions identified in Table 2.1 of the draft plan. This is in direct comparison to one in five (20 per cent) who either disagreed or strongly disagreed with the identifications in Table 2.1.

6.10 How much do you agree or disagree with the short-term programme of transport schemes identified in Table 3.1 of the draft plan?

| Short-term programme schemes | # | % | |
|------------------------------|---|------|---|
| Strongly agree | 4 | 25.0 |  25% |
| Agree | 3 | 18.8 |  19% |
| Neither | 4 | 25.0 |  25% |
| Disagree | 2 | 12.5 |  13% |
| Strongly disagree | 3 | 18.8 |  19% |
| Don't know | 0 | 0.0 | |
| Other | 0 | 0.0 | |
| Summary: Agree | 7 | 43.8 |  44% |
| Summary: Disagree | 5 | 31.3 |  31% |

The response to this was the closest contested with seven respondents (totalling 44 per cent) either agreed or strongly agreed with the programme and schemes identified, and five respondents (totalling 31 per cent) either disagreed or strongly disagreed with the programme and schemes identified. Exactly one in four (25 per cent) disagreed with the proposed short-term programme and transportation schemes suggested.

6.10.1 Qualitative responses

Please see appendix three.

6.11 How much do you agree or disagree with the medium and longer-term programme of transport schemes identified in table 4.1 and table 4.2 of the draft plan?

| Medium and longer-term programme | # | % | |
|----------------------------------|---|------|-----|
| Strongly agree | 2 | 14.3 | 14% |
| Agree | 5 | 35.7 | 36% |
| Neither | 3 | 21.4 | 21% |
| Disagree | 2 | 14.3 | 14% |
| Strongly disagree | 2 | 14.3 | 14% |
| Don't know | 0 | 0.0 | |
| Other | 0 | 0.0 | |
| Summary: Agree | 7 | 50.0 | 50% |
| Summary: Disagree | 4 | 28.6 | 29% |

Exactly half (50 per cent) of the respondents agree or strongly agree with the medium and longer-term programme of transport schemes. Almost one in three (30 per cent) have stated they either disagree or strongly disagree with the medium and longer-term programme of transport schemes in table 4.1 and table 4.2. This is the second most contentious response rate of the closed questions, the first behind the previous question regarding table 3.1 as mentioned.

6.11.1 Qualitative responses

Please see appendix three.

6.12 Do you agree or disagree with the monitoring and evaluation proposals in Chapter 7 of the draft plan?

| Chapter 7 | # | % | |
|--------------------------|---|------|-----|
| Strongly agree | 1 | 6.7 | 7% |
| Agree | 7 | 46.7 | 47% |
| Neither | 4 | 26.7 | 27% |
| Disagree | 1 | 6.7 | 7% |
| Strongly disagree | 2 | 13.3 | 13% |
| Don't know | 0 | 0.0 | |
| Other | 0 | 0.0 | |
| Summary: Agree | 8 | 53.4 | 53% |
| Summary: Disagree | 3 | 20.0 | 20% |

Over half of the respondents (53 per cent) of the respondents either agreed or strongly agreed with the monitoring and evaluation proposals in Chapter 7. One in five (20 per cent) have stated their either disagree or strongly disagree with the proposal as highlighted in the summary of the table above.

6.12.1 Qualitative responses

Please see appendix three.

6.13 If the draft Local Transport Plan is introduced, what would be the impact on you or your family?

Please see appendix three.

6.14 Do you have any other comments relating to the draft plan?

Please see appendix three.

7. Conclusion

The demographics gathered from the consultation in comparison to the demographic of Bridgend County Borough residents would suggest further research with the local community is required. No information has been gathered from motorcyclists, and a low response rate from commercial businesses (despite the consultation being communicated) would encourage further research being explored in these areas prior to the final local transport plan being published – fortunately, research highlighted in section eight of this paper – additional consultation data does include information from students, pupils and parents using the local transport infrastructure and importantly, references commercial businesses in cases.

The consultation covered neighbouring authorities sufficiently sending copies of the draft plan and inviting responses via the questionnaire or any alternative methods if preferred. Rhondda Cynon Taff County Council responded independently, the council formed part of the South Wales valleys board and its own transport plan. Cardiff capital region board also received a copy of the draft plan.

No response to the survey received more opposition than support. The most contested response was regarding the short-term programme of transportation schemes with over two in five (44 per cent) supporting the programme and one in four (25 per cent) disagree or strongly disagree with the schemes outlined.

The most supported response was regarding the local priorities to address the four key Welsh Government priorities. Almost two in three (63 per cent) of respondents agreed or strongly agreed, over one in ten (13 per cent) disagreeing or strongly disagreeing with the local priorities.

The qualitative information gained from the consultation could be hugely beneficial with many respondents providing knowledgeable and detailed responses. A detailed response has been included as part of appendix three. The qualitative data gathered has included any proposed changes the council could make to the Local Transport Plan based on each comment received.

8. Additional consultation data

Questions regarding local transport within Bridgend County Borough were asked as part of the Learner Travel Review Consultation³ which ran from 29 October 2014 to 22 December 2014. Results from this consultation have been shared, and will form a part of the Local Transportation Plans in the future.

9. Appendices

| | |
|------------------------|----------------|
| Consultation responses | Appendix one |
| EIA screening | Appendix two |
| Qualitative responses | Appendix three |
| Event comments | Appendix four |

³ <http://www1.bridgend.gov.uk/services/consultation/hub/learner-travel-review.aspx>

Appendix One – Consultation Responses

Table 1.1 below includes the comments received by the Council during the formal consultation process, and details the Council's response to each point together with the proposed changes to the draft Local Transport Plan as a result of the comment.

Table 1.1: BCBC Response to LTP Consultation Comments

| Ref. | Respondent and Comment | Chapter, Section &/or Page No. | BCBC Observations | Proposed Changes to LTP |
|-----------|---|--------------------------------|--|---|
| 1. | Margaret Jenkins | | | |
| 1.1 | Not much as north of Junction 36 - A4061 North is not having the necessary work needed to improve life for Ogmore valley residents. | n/a | Noted. | None. |
| 1.2 | A4061 - North of Junction 36, to enter Junction 36 from north no light control – scary. | n/a | Noted. Junction 36 of the M4 is included as a scheme within the long-term programme and the current operation of the junction will be assessed during the identification of potential improvements. | None. |
| 1.3 | Bryncethin village needs attention – junction at Wigan Terrace permission passed for possibly Bryncethin bowl entrance/exit. | Chapter 3 | Noted. The junction of Heol Canola and the A4061 has been identified as a scheme within the short-term programme. It is also considered appropriate to include an additional scheme to assess the operation and resilience of the A4061 between Ogmore Vale and Junction 36. | Insert new scheme within the proposed LTP programme to assess potential for improvements along the A4061. |
| 1.4 | Blackmill Bends - Drainage, surface and signs not replaced (on surface). | Chapter 3 | Noted. These maintenance issues will be addressed as part of the proposed strategic highway improvement scheme | Insert new scheme within the proposed LTP programme and assess potential for |

| Ref. | Respondent and Comment | Chapter, Section &/or Page No. | BCBC Observations | Proposed Changes to LTP |
|-----------|--|--------------------------------|--|---|
| | | | referred to in 1.3 above. | improvements along the A4061. |
| 1.5 | Bicycles a danger between Blackmill and Bryncethin (community route 4 runs alongside). | n/a | Noted. | None. |
| 1.6 | Old parish road Blackmill closed nearly 2 yrs due to landslip - needs re-opening (access in emergency on A4093 for local residents). | n/a | Noted. The issue will be referred to BCBC's Network Management team for consideration. | None. |
| 1.7 | Vision on to A4061 from Meadow View Blackmill is obstructed by bridge capstones. | n/a | Noted, however it is considered that as it is not a strategic transport issue it should be referred to the road safety team rather than being included within the LTP. | None. |
| 1.8 | Immediately North of Junction 36 East the layby is full of parked cars/vans sharing employment purposes this facility needs to be increased, to include parking for vans/lorries to keep them from residential areas also. | n/a | The LTP medium-term programme includes a scheme to assess potential locations for use as park and share sites. This is likely to include an assessment of existing sites such as the one at Junction 36. | None. |
| | | | | |
| 2. | Robin Campbell | | | |
| 2.1 | Whilst I support many of the interventions, there are some key omissions. Cycle provision south from Bridgend town centre are poor following one-way for Nolton Street. Station connectivity could be improved through rear. Provision of free very short-term car parking would help centre compete | Chapter 3, Table 3.1 | Noted. The ATN Route 30 – Ewenny Road Link scheme is included within the short term programme and access along Nolton Street will be | Amend document to include reference to the need to optimise the operation of the highway network and reduce |

| Ref. | Respondent and Comment | Chapter, Section &/or Page No. | BCBC Observations | Proposed Changes to LTP |
|-----------|---|--------------------------------|--|--|
| | with McCartha Glen etc. Review of phasing of traffic lights including peak/off-peak use required. | | considered as part of this proposal. Access to Bridgend station will be considered as part of the town centre active travel route proposals and the Bridgend interchange scheme included in the programme. The setting of car parking charges is being considered as part of other BCBC service reviews including the Medium Term Financial Strategy. A reference will be included for the need to optimise the operation of the highway network and reduce congestion, including monitoring the phasing of traffic signal controlled junctions. | congestion, including monitoring the phasing of traffic signal controlled junctions. |
| 2.2 | LTP proposals will provide better ability to commute to/from station from Ewenny | n/a | Noted. It is assumed that the respondent is referring to the Bridgend rail and bus stations. | None. |
| | | | | |
| 3. | Robert Hancock | | | |
| 3.1 | Concerned at lack of comment here about the Safer Routes to School and the problems particularly in Coychurch Road Pencoed outside the Croesty/Comprehensive School site. | Chapter 3, Table 3.1 | Reference is made to the Welsh Government's Safe Routes in Communities Programme as a key source of | None. |

| Ref. | Respondent and Comment | Chapter, Section &/or Page No. | BCBC Observations | Proposed Changes to LTP |
|------|---|--------------------------------|--|-------------------------|
| | | | <p>funding for walking and cycling schemes. This has its own assessment and prioritisation guidelines and therefore the programme, rather than individual schemes, has been identified within the LTP programme.</p> <p>The Safe Routes in Communities programme has been included within the short, medium and long term LTP programmes to reflect the fact that this is an ongoing, separate funding programme linked to the LTP objectives.</p> | |
| 3.2 | I believe safer routes to school particularly in the Pencoed area need addressing in the short term rather than the medium term. | Chapter 3, Table 3.1 | The Safe Routes in Communities programme has been included within the short, medium and long term LTP programmes to reflect the fact that this is an ongoing, separate funding programme linked to the LTP objectives. | None. |
| 3.3 | The predominant impact would be beneficial. Living in Pencoed the traffic congestion caused by the Railway Crossing is a major issue and along with the parking along Hendre Road causes great difficulty for residents living in | Chapter 3, Table 3.1 | Noted. | None. |

| Ref. | Respondent and Comment | Chapter, Section &/or Page No. | BCBC Observations | Proposed Changes to LTP |
|-----------|---|--------------------------------|--|---|
| | the various estates accessed via Hendre Road. The proposal to replace and hopefully widen the Bridge at Penprysg is vital for the longer term economy of Pencoed which is growing rapidly because of its proximity to the M4. | | | |
| 3.4 | The congestion around the schools at Penprysg and Croesty are issues that need addressing and noting that the Plan suggests that these will be dealt with in the medium term are of concern and I believe that these should be prioritised as urgent matters. | Chapter 4, Table 4.1 | Noted, however the proposals for improvements relating to the Bridgend to Pencoed active travel route, Penprysg Road bridge and Pencoed to Penprysg active travel route schemes are all included within the short term programme of the draft LTP. | None. |
| 3.5 | Discussions with the bus operators must include discussions with other bodies such as ABMU to ensure that access to Health Care Provision and hospital visiting are available. | Chapter 2 | Noted. It is the intention to engage with all relevant organisations, including health organisations, to identify opportunities for improving transport access to key services and facilities within the county borough. | The updated version of the LTP will include greater emphasis on partnership working with health organisations such as ABMU and Public Health Wales. |
| 3.6 | The Partnership Forum needs to work proactively in ensuring that access to all Emergency Services are not obstructed with indiscriminate parking particularly along routes like Hendre Road. | n/a | Noted. | None. |
| 4. | Alan Clarke | | | |
| 4.1 | No comments received. | n/a | n/a | None. |
| | | | | |

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| 5. | Leslie Meachin | | | |
| 5.1 | LTP would have no impact. | n/a | n/a | None. |
| 6. | Paul Jones | | | |
| 6.1 | Personal impact - better opportunities for commuting and using local transport for social and domestic purposes. | n/a | n/a | None. |
| 6.2 | Yes, I would like to see a greater emphasis given to cross-valley links between adjacent councils, e.g. Ogmore Valley to Maesteg, Ogmore Valley to Rhondda/Pontypridd especially during commuting hours. | Chapter 2 | Noted. The Council is keen to enhance transport access to key services and facilities, including those located in other local authority areas, particularly as part of the Metro programme. | New bus corridor enhancement schemes from Ogmore Vale to Bridgend and from Bridgend to Talbot Green will be included within the short-term programme of the updated LTP. |
| 6.3 | Also, links from the Valleys and Bridgend area to hospitals including Neath-Port Talbot, Morriston, Royal Glamorgan and Heath. | Chapters 2, 3, 4 & 5. | The LTP promotes improved transport access to key services and facilities, including major hospitals. The council will liaise with public transport operators to investigate potential opportunities to improve access to health services. | New bus corridor enhancement schemes from Ogmore Vale to Bridgend and from Bridgend to Talbot Green will be included within the short-term programme of the updated LTP. |
| 6.4 | A better interchange for services at Mc ARTHUR GLEN - Bridgend Designer Outlet - lots of interchange opportunities here, but exceptionally poor facilities! It should almost be like a mini Bridgend Bus Station in terms of facilities. | Chapters 3, 4 & 5 | Agreed. Although the bus and coach stops are located on privately owned land, it is recognised that this is a key hub for bus journeys. | Include a new scheme within the medium-term programme to improve public transport and active travel facilities and |

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| | | | | infrastructure at Bridgend Designer Outlet. |
| 7. | Andrea Richards | | | |
| 7.1 | No comments received. | n/a | n/a | None. |
| 8. | Christopher Grabham | | | |
| 8.1 | The cycle path between Porthcawl and Bridgend would be great. However it is something that is needed now not by 2030. | n/a | Noted. Current Welsh Government policy promotes the development of active travel routes and facilities which cater for journeys to key services and facilities, and which will lead to the greatest increase in people walking and cycling. In view of the above, and as the scheme requires the acquisition of third party land in order to progress the scheme, it is considered that the scheme is appropriately located within the programme at the current time. | None. |
| 8.2 | A train station in Porthcawl would be fantastic. | Chapters 3, 4 & 5. | Noted. However, the Welsh Government guidance explicitly discourages the inclusion of rail schemes within the LTP. In addition, rail | None. |

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| | | | schemes are the responsibility of the Welsh Government and Network Rail and at present this proposal is not contained within their rail programme. | |
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| | | | | |
| 9. | Countryside and Tourism (BCBC) | | | |
| 9.1 | The vision could include a reference to the natural environment e.g. <i>safeguards and enhances the natural environment</i> | Chapter 2, Section 2. | The LTP vision promotes the development of a sustainable transport system, this would include taking due account of the natural environment during the planning and construction of transport schemes. It is therefore not considered appropriate to include the additional text within the LTP vision. | None. |
| 9.2 | <p>Key Priorities do not mention the natural environment and the plan is focussed on economic growth see 1.1.4. The forthcoming Future Generations bill requires all plans and strategies to achieve the well-being goals.</p> <p>The Transport Act 2000 as amended requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and policies. The Act makes particular reference to opportunities regarding</p> | Key Priority | <p>The focus on economic growth is in line with Welsh Government guidance on the preparation of LTPs. However, the environmental impact of transport is captured within the bullet points under Key Priority 4.</p> <p>All schemes contained in the</p> | Remove reference to “emissions” from Bullet Point 3 under Key Priority 4 to reflect the wider environmental and health impact of transport. |

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| | <p>climate change mitigation and adaptation.</p> <p>Throughout the document a greater strategies and schemes do not explore how they relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.</p> <p>Local authorities have statutory duties regarding the protection of the environment through various European and national legislation, including the Transport Act 2000 (as amended).</p> <p>The countryside and planning departments have introduced a green infrastructure approach to development.</p> <p>Green infrastructure can deliver a range of benefits consistent with this plan for the natural environment and local communities, including health and recreation, climate change adaptation, flood alleviation and water management, sustainable transport and biodiversity.</p> <p>This plan provides an opportunity to highlight the non-motorised transport network threading through an urban area, linking homes to schools, places of employment, recreational areas and the countryside. A green infrastructure network of existing and new RoW, quiet lanes and greenways, and other green spaces and corridors provides an essential framework and strategic</p> | | <p>LTP will be designed and constructed in line with current guidance and best practice.</p> | |

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| | <p>plans such as this provide an opportunity to knit developments into the wider green network.</p> <p>Transport networks and their associated green infrastructure can play an important role in providing valuable ecosystem services that assist in the management of, and adaptation to, climate change e.g. carbon storage, sustainable drainage and water conservation, and cooling urban heat islands.</p> <p>Climate-proofing transport schemes by using green infrastructure and the natural environment should be included as a major influence over this plan.</p> | | | |
| 9.3 | <p>Therefore there is an opportunity to add a new key priority or add to</p> <p>Key priority 5 : Improving quality of life and promoting a healthy natural environment</p> <p><i>Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment.</i></p> <p><i>Improve accessibility to, and within, the natural environment taking account of the needs of disadvantaged groups and communities, particularly in relation to health and obesity.</i></p> <p><i>Recognise the importance of providing and maintaining a network of green infrastructure, including RoW, quality</i></p> | Key Priority 5 | <p>Whilst the desire to promote a green infrastructure approach along with improvements to the natural environment will be reflected within the LTP, the key priorities will remain in line with the four identified Welsh Government priority areas.</p> <p>However, promotion of wellbeing, healthy lifestyles and a sustainable environment is captured in Key Priority 4 of the LTP.</p> | Remove reference to “emissions” from Bullet Point 3 under Key Priority 4 to reflect the wider environmental and health impact of transport. |

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| | <p><i>greenspaces, quiet lanes, greenways and corridors, for an effective non-motorised transport network threading through urban areas and linking to more rural areas. Recognise the link between healthy communities and access to the natural environment and establish links with the health sector to foster partnership working and improve health and well-being through access to the natural environment Protect and enhance the natural environment, including biodiversity, landscape, geodiversity and soils by seeking net environmental gain from necessary transport development whilst avoiding, mitigating or compensating for negative impacts.</i></p> <p><i>Consider the effects of noise and light pollution from transport on the natural environment and loss of tranquillity.</i></p> | | | |
| 9.4 | <p>Planning policy and guidance acknowledge the sustainable transport hierarchy, and this must be translated into practice. For example, this transport plan must require new developments to include travel plans that ensure alternatives to transport and public/active modes are prioritised over private transport; and employment support should be conditional on travel planning.</p> | Chapter 2, Key Priority 1. | <p>The transport hierarchy and the requirement for travel plans are already addressed via the LDP and forms part of the standard DC process supported by Planning Policy Wales Technical Advice Note (TAN) 18.</p> | None. |
| 9.5 | <p>As mentioned above the transport plan focusses on the use of the transport network for economic activities. With little emphasis of how the local transport network can be used to contribute to factors such as community cohesion, sense of place etc. and maximise the use of sustainable transport of non-economic movements.</p> | Chapter 2, Section 2.2 Major influences on transport infrastructure | <p>The emphasis on targeting investment in transport that will support economic growth and tackle poverty is in line with the guidance provided by Welsh Government.</p> | None. |

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| | <p>The provision of green, attractive and safe travel routes could encourage people to walk and cycle more, helping to reduce carbon emissions from transport. Research in the Netherlands and Japan has suggested that people are more likely to walk or cycle to work if streets are lined with trees. In addition, the provision of local recreation areas could reduce the desire to travel further distances, potentially by car, for recreation.</p> <p>The transport plan does not emphasise how developments of the transport network can have these multifunctional benefits and encourage small distance movements to use sustainable transport.</p> | and modal choice | However, the potential wider benefits of delivering and promoting sustainable and active travel have been referenced within the LTP. | |
| 9.6 | <p>Climate-proofing transport schemes by using green infrastructure and the natural environment should be included as a major influence over this plan.</p> <p>Higher temperatures and more frequent flooding are the future outlook for a Wales impacted by climate change.</p> <p>Adaptation to climate change considerations must be made within transport decisions</p> <p>This plan should have an action or include the addressing of longer-term changes in vulnerabilities and risks to transport systems.</p> <p>This should identify risks and opportunities for transport,</p> | n/a | The LTP includes references to the impact of transport on the natural environment. | None. |

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| | <p>and put in place a programme for embedding climate change adaptation.</p> <p>This should also inform spatial planning, ensuring that adaptation is embedded within the transport plans.</p> | | | |
| 9.7 | <p>In addition to use of transport systems to get people from a-b the highway infrastructure has big contribution to the local environment. As stated above people are more likely to use sustainable transport methods on tree lined streets but also tree lined streets have many well-being and public health benefits.</p> <p>Some of the many benefits of trees include:</p> <ul style="list-style-type: none"> • Reduced and more appropriate urban traffic speeds. • Create safer walking environments • Increased security • Less drainage infrastructure • Rain, sun, heat and skin protection • Reduced harm from tailpipe emissions • Reduces air pollution • Lower urban air temperatures. • Lower Ozone • Convert streets, parking and walls into more aesthetically pleasing environments • Soften and screen necessary street features • Reduced blood pressure, improved overall emotional and psychological health • Time in travel perception | n/a | Noted. These issues will need to be considered during the design stages of transport schemes and could be considered for inclusion within a future BCBC design guide. | None. |

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| | <ul style="list-style-type: none"> • Reduced road rage. • Added value to adjacent homes, businesses • Connection to nature and the human senses <p>Bridgend CBC have commissioned an i-tree study of urban trees which will provide a valuation of how much urban trees are contributing to the community which we hope can inform the development of the transport plan and schemes within.</p> <p>Consideration of climate change is important – as mentioned above there will be more extreme weather events.</p> <p>Therefore existing design standards of the highway infrastructure has an important role to improve the resilience of infrastructure assets to climate change.</p> <p>For instance, the Highways Agency introduced new road surface specifications, similar to those applied in the south of France, to adapt to higher temperatures and new drainage standards allowing for increases in rainfall intensity of 20-30%.</p> | | | |
| 9.8 | <p>The transport plan highlights the importance of travel habits (through sustainable transport methods) to reducing contribution to climate change however the transport network must also be made resilient to a changing climate and this should be included in the major influences section.</p> | n/a | Agreed. Additional text reflecting the need to acknowledge the potential future impact of climate change, and transport's contribution to it, will be | Additional text reflecting the need to acknowledge the potential future impact of climate change, and transport's contribution to it, will be |

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| | <p>The use of green infrastructure, sustainable drainage systems (SuDS), street trees etc. must be promoted in the transport plan particularly as long term solutions.</p> <p>For example street trees can make current road systems more resilient to climate change such as increasing the life of the road. Studies conducted in a variety of California environments show that the shade of urban street trees can add from 60% more life to costly asphalt. This factor is based on reduced daily heating and cooling (expansion/contraction) of asphalt. As peak oil pricing increases roadway overlays, this will become a significant cost reduction to maintaining a more affordable roadway system</p> <p>Traditional piped highways drainage sewer systems cannot readily be adapted to deal with increased rainfall. Sustainable drainage systems reduce the quantity or speed of runoff from urban areas flowing into the sewer system. Regulations requiring the use of sustainable drainage systems in new development are impending but have yet to be fully introduced by the Government. The Pitt Review promoted sustainable drainage systems (SuDS) in urban design following the widespread surface water flooding in 2007.</p> <p>Sustainable drainage should be the preferred option for dealing with rainwater from the highways through the use of swales, permeable paving (where appropriate</p> | | <p>included within the final version of the LTP.</p> <p>Reference to the Flood Risk Management Plan will be included in the updated version of the LTP.</p> <p>Use of green infrastructure, SUDS etc. is already captured within various standards and guidance documents, including those supporting the LDP. As design considerations, it is not deemed appropriate to include this level of detail within this LTP.</p> | <p>included within the final version of the LTP.</p> <p>Reference to the Flood Risk Management Plan will be included in the updated version of the LTP.</p> |

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| | <p>etc.) to reduce the costs incurred from surface water flooding.</p> <p>To this end the plan should include an action to review surface water flooding events that have resulted in disruptions and look at SuDS schemes particularly in these areas. The transport plan should link to the local flood risk management plan.</p> | | | |
| 9.9 | <p>As above not only reducing car use but using green infrastructure such as street trees to reduce the level of pollution.</p> <p>There is evidence that urban trees remove large amounts of air pollution and improve urban air quality (Nowak et al 2006). Columbia University researchers found asthma rates among children aged four and five was significantly lower in areas with more street trees (Lovasi et al 2008). The UK has one of the world's highest rates of childhood asthma, with about 15 per cent of children affected and a higher prevalence in lower socio economic groups in urban areas (Townshend 2007). Where improving air quality outcomes is the primary objective, planting in areas of high pollution, for instance 'hotspots' such as traffic junctions and traffic lights, will yield proportionately greater rates of pollutant removal (Mitchell and Maher, 2009) [see woodland trust urban air quality report].</p> <p>In relation to BCB, Health Board data demonstrate that the Llynfi Valley practices have higher levels of chronic</p> | Paragraph 2.2.48 | Noted. | None. |

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| | condition patients on their disease registers than other ABMU practices. In order to in part address this issue, the former Maesteg Washery site has received Welsh Government funding to deliver a scheme that is based on Green infrastructure delivery. The scheme includes woodland planting and path creation. The NHS Llynfi20 project team will be actively monitoring the use of the woodland and informal path network at the site for health by working closely with the GP practices in the valley. In particular, there is an existing GP exercise referral scheme that will be boosted by the provision of infrastructure designed specifically for prescriptive exercise. The community has also made a request for green gym equipment. | | | |
| 9.10 | We would recommend that the funding appraisal for schemes include ensuring they are climate resilient. Promoting the use of green infrastructure. | Paragraph 3.1.3 | Noted. | None. |
| 9.11 | Active should include : Take opportunities to increase public access to green spaces for recreation and as green travel routes, by removing physical and other barriers that may stop people from using green spaces. Publicise them and encourage their use for commuting and recreation, to create walkable communities. This should be a core element of active travel plans. | Table 2.1. Issues, Opportunities and Interventions in Bridgend County Borough | Noted. The promotion of active travel routes for commuting purposes will be undertaken as part of the work required to satisfy the duties under the Active Travel (Wales) Act 2013. This has been reflected in the LTP. | None. |
| 10. | RailFuture (Rowland Pittard) | | | |

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| 10.1 | Railfuture is concerned that it was not invited to be one of the pre-draft consultation stage organisations in September 6.2.1. Railfuture was always consulted pre draft by Sewta and Swwitch. | Chapter 6, Section 6.1.2 | Noted | N/a |
| 10.2 | Railfuture notes that some councils have developed joint transport plans and would like to have seen Bridgend developing a joint plan with its former Sewta partners to ensure improved access from Bridgend to Cardiff and the east including the proposed larger Bristol- Cardiff city region. | Chapter 1, Section 1.1 | Noted. The rationale for this decision is explained in Section 1.1 of the Draft LTP. | None. |
| 10.3 | The present reversion to Local Transport Plans which exclude rail planning has resulted in a situation where transport planning is not well coordinated. The City Region Boards hold meetings in private and their minutes are not made public and they therefore do not embrace all individuals and groups interested in transport planning in their region. | Chapter 2 | Noted. However, the Welsh Government guidance explicitly discourages the inclusion of rail schemes within the LTP. | None. |
| 10.4 | Railfuture notes that the draft plan refers to the National Transport Plan of 2009 and not to the recently issued revised plan. This again indicates the lack of joined up planning for transport in Wales. | Chapter 1, Section 1.2.12 | Noted. The draft version of the document was prepared in advance of the publication of the updated version of the draft NTP issued on 10 th December 2014. | The final version of the LTP will include reference to the latest version of the draft NTP. |
| 10.5 | We refer you to the Railfuture Development Plan for the Railways of Wales which includes for proposals for light rail in Bridgend. | N/a | Noted. However, the Welsh Government guidance explicitly discourages the inclusion of rail schemes within the LTP. | Amend text relating to railway proposals within the LTP to reflect a desire to explore future potential railway, or light railway, schemes where |

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| | | | | sufficient justification exists. |
| 10.6 | The plan does not provide provision for horse riders. | N/a | Noted. The plan aims to cater for utility journeys (i.e. those to work/education/services) rather than for purely leisure/recreational ones, it is considered that horse riding predominantly relates to the latter. | None. |
| 10.7 | The sections 2.2.29 to 32 are inaccurate and require revision. | Chapter 2, Sections 2.2.29–2.2.32 | Noted. | Text to be amended as appropriate. |
| 10.8 | The Wales Spatial Plan now appears to be overtaken by the City Regions which should be mentioned in 1.2.9. The 14 key settlements are not listed but are important when considering road and rail transport implications. We suggest that those relevant to the Bridgend Plan are listed. | Chapter 1, Section 1.2.9 | The WSP remains the primary national land-use planning document, supported by the development of the City Region Boards. | Refer to Bridgend as one of the key SE settlements with Pyle and Porthcawl included in the Swansea Bay region. In addition, include references to any other relevant settlements in nearby local authorities. |
| 10.9 | 1.2.17 refers to the Metro. Improved rail links to Ebbw Vale are mentioned at this point but the enhanced half hourly service to Maesteg is not included. This should be reaffirmed at this point as it is fundamental to transport planning for Bridgend. | Chapter 1, Section 1.2.17 | The Ebbw Vale line is specifically mentioned as one of the 6 strategic priorities in the Cardiff Capital Region Metro: Impact Study Executive Summary, whereas the | Amend the text in the LTP to include reference to the BCBC schemes included within the wider Metro programme. |

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| | | | Maesteg service is not. | |
| 10.10 | There is no reference to Welsh Government Plans for the Welsh Trunk Road network or to studies including coach and air transport. The number of coach services serving Sarn Park has increased recently but there are none serving Bridgend Bus station. | Chapter 1 | The Welsh Trunk Road network has not been referenced in the LTP as there are no trunk roads within the county borough. Public transport facilities at Sarn Park (Bridgend Designer Outlet) have now been included within the updated version of the LTP. | A new scheme to identify public transport and active travel improvements at Bridgend Designer Outlet will be included within the long-term programme for the revised version of the LTP. |
| 10.11 | Section 1.4 refers to plans produced by Bridgend County Borough Council. We are concerned that the Rights of Way Improvement Plan is not listed and its proposals not included in the Draft Local Transport Plan. The Local Biodiversity action plan will also be relevant to Environmental Impact Assessment. | Chapter 1, Section 1.4 | Noted. These documents will be referenced in the amended version. | Amend document to included references to relevant documents. |
| 10.12 | A few further points re section 1. Section 1.2.14 could include tourism and leisure travel. There are large numbers of people travelling to Cardiff and other South Wales destinations for shopping , sporting events and cultural activities which are not provided for in Bridgend .Section 1.2.15 should also include the main line from Cardiff to Bridgend and Pyle. It is essential that Porthcawl and Pyle are not omitted from the Metro proposals. | Chapter 1, Section 1.2.14 | Sections 1.2.14 and 1.2.15 refer to information contained within external documents and it would therefore be inappropriate to include additional information. | None. |
| 10.13 | 2.2.7 should also include the needs of young people for transport to both school and college and for leisure activities. | Chapter 2, Section 2.2.7 | Noted. Reference should be included within Chapter 2 of the transport needs of children and younger people and the | Amend document as appropriate. |

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| | | | impact of changes in public transport provision. | |
| 10.14 | 2.2.12 is confusing as the source as the movement of over 15,000 people into and out of Bridgend CBC is unaccounted for. Some of these could be to and from the Vale of Glamorgan but it is unlikely that remainder are long distance travellers. These figures appear to be inaccurate and could omit those travelling by public transport. | Chapter 2, Section 2.2.12 | Noted. | Figures to be updated and corrected as appropriate. |
| 10.15 | 2.2.13 Does not include hospitals, schools and colleges and council offices all of which generate inward travel to Bridgend. | Chapter 2, Section 2.2.13 | Noted. However, the hospital, college and largest educational establishments are all located within Bridgend town centre which is already referenced. | None. |
| 10.16 | 2.2.16 Links to other South Wales valley communities are also important especially to Pontypridd where the University of Glamorgan is located and Merthyr which has government offices. | Chapter 2, Section 2.2.16 | Noted. The need to maintain links with settlements in neighbouring authorities has been identified within the LTP. | None. |
| 10.17 | 2.2.18 does not define multi modal corridors. It is not appropriate for pedestrians to share pavements with cyclists, for bus shelters to be compromised by cycle lanes and these corridors should provide links to railway stations. These corridors should not be at the expense of removing bus services from less favoured routes to proposed bus corridors with an oversupply of buses. We however support the need for good transport links from the Garw and Ogmore valleys to Bridgend. | Chapter 2, Section 2.2.18 | The term "multi-modal" refers to use of an identified transport corridor by more than a single mode of transport and is consistent with the approach taken in the LDP. The specific provision for each mode within the corridor would be determined on a scheme by scheme basis. | None. |
| 10.18 | The Llynfi valley could be better served by an enhanced | Chapter 2 | This has been recognised | None. |

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| | rail service. | | within the draft LTP. | |
| 10.19 | 2.2.21 Active travel should not be seen as the answer to a lack of public transport as all members of the community cannot engage in Active Travel. | Chapter 2, Section 2.2.21 | Noted. However, in many cases, and for many residents, enhanced active travel provision can significantly enhance transport access to key services and facilities. The draft LTP therefore suggests that enhancing active travel provision should be seen as one of a range of measures to potentially increase accessibility. | None. |
| 10.20 | 2.2.23 The plan does not state how freight by rail will be encouraged. The only freight facility in use in Bridgend is at Ford's factory. The coal loading point at Park Slip is out of use. | Chapter 2, Section 2.2.23 | Noted, however this represents an overall aspiration on behalf of the authority and is likely to be achieved through negotiation with local businesses, possibly as part of the development of travel plans, and train operating companies. | Include additional information as appropriate. |
| 10.21 | 2.2.25 The Garw Valley rail line remains and could be used for a light rail link to Tondy. | Chapter 2, Section 2.2.25 | The guidance issued by Welsh Government prevents the inclusion of rail schemes within the LTP. | None. |
| 10.22 | 2.2.27 These are now included in the revised National Transport Plan and this section should therefore be updated. The rail service should be Maesteg to Cardiff and | Chapter 2, Section 2.2.27 | Noted. | Amend the text as appropriate. |

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| | not to Bridgend. | | | |
| 10.23 | 2.2.28 The site of the Brackla station makes it difficult for the station to serve the community that is uphill to the north of the station with no public transport links. It will be a difficult location on the main line and will require a large disability compliant bridge with possibly up to 4 lifts. The Bridgend Industrial estate is to the south but there would be limited use by the employees of industrial concerns on the estate. Public transport links will have to be provided for Coychurch and the Waterton Industrial estate. | Chapter 2, Section 2.2.28 | Noted. | None. |
| 10.24 | 2.2.29 This statement is incorrect and understates the number of trains passing through Bridgend. The main concern is the west bound service from Cardiff which does not run at a standard pattern frequency and trains from London are often delayed. A five minute late train from Cardiff to Bridgend adds 25% to the journey time. The up service to Cardiff is approximately every 20 minutes and is very reliable. There are at least three passenger trains per hour in each direction with up to five per hour at peak times. In addition there can be up to 3 freight trains in an hour. The signalling equipment was renewed three years ago and no further improvements are planned and therefore it cannot be described as old. We agree that the level of service is inadequate and that there should be at least a 15 minute interval service between Cardiff and Bridgend in addition to express services to and from London. Cardiff Valley destinations such as Pontypridd have 6 trains per hour to and from Cardiff and Bargoed and Barry and Penarth 4 trains to and from Cardiff. We assume | Chapter 2, Section 2.2.29 | Noted. | Amend the text as appropriate. |

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| | that leapfrogging refers to the use of passenger loops between Cardiff and Pyle of which there are three in each direction. | | | |
| 10.25 | 2.2.30 The single line from Bridgend to Maesteg can only be used by one train per hour The line does not limit the ability if trains to traverse the section . The main constraint is that the line was recently relaid throughout for 50 mph running whereas 60 mph capability would have provided more resilience. | Chapter 2, Section 2.2.30 | Noted. | Amend text as appropriate. |
| 10.26 | 2.2.31 Bridgend itself provides a capacity constraint as there is no alternative route to the main line through the stations whereas there are alternative routes to the east and west. Railfuture suggests that the lines through Bridgend station should be bidirectional with at least a trailing crossover to the east of the station. | Chapter 2, Section 2.2.31 | Noted. However, the Welsh Government guidance explicitly discourages the inclusion of rail schemes within the LTP. | None. |
| 10.27 | 2.2.32 There are park and ride facilities at Pencoed . There are CCTV cameras at the station car parks and Bridgend is a secure station. | Chapter 2, Section 2.2.32 | Noted. | Amend text to reflect current CCTV coverage on the rail network. |
| 10.28 | 2.2.33 This is correct and the county must be the first in Wales to achieve this status. | Chapter 2, Section 2.2.33 | Noted. | None. |
| 10.29 | 2.2.39 We do not understand the term gradual pricing. We consider that there should be a lower tariff for short term parking but residents that have no alternative but to use a car to access the facilities of Bridgend town centre. | Chapter 2, Section 2.2.39 | Noted. | Amend text from “gradual pricing” to “graduated pricing”. |
| 10.30 | 2.2.40 We consider that the use of traffic lights in Bridgend could be reduced especially at off peak times. There is the need to coordinate the sequence of traffic lights especially in Bridgend town to ensure a steady flow of traffic and thus | Chapter 2, Section 2.2.40 | Noted. | Consider including reference to optimisation of existing traffic light controlled junctions in |

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| | reduce congestion. | | | order to reduce congestion. |
| 10.31 | 3.1.1 The plan does not state what will be monitored and what will be the base line. | Chapter 3, Section 3.1.1 | Noted. Monitoring and evaluation are covered in Chapter 7. | Include a cross-reference to Chapter 7. |
| 10.32 | 3.2.3 We support the proposal but it must be backed by economic data. Immediate priority must be given to the Maesteg half hourly and Sunday services and the Brackla proposal must be seen as a much later stage. Prevent should be added in the second line. | Chapter 3, Section 3.2.3 | Noted. | Amend text as appropriate. |
| 10.33 | 3.3.1 This should be revised following the publication of the National Transport Plan. The Maesteg line capacity enhancement and Sundays services should be seen as an immediate objective and must be achieved at least in parallel with the South Wales Valleys electrification which is scheduled to take place in the period of the LTP | Chapter 3, Section 3.3.1 | Noted. | Amend paragraph 3.3.1 to include reference to the Maesteg Line enhancements in-line with electrification. |
| 10.34 | 3.3.2 We strongly support this statement. | Chapter 3, Section 3.3.2 | Noted. | None. |
| 10.35 | 3.5.1 There is no mention of the earlier Bridgend plans to provide a rail bus interchange at Bridgend railway station for which we understand funding was available. | Chapter 3, Section 3.5.1 | The Bridgend transport interchange scheme has been included within the long-term programme for the LTP. | None. |
| 10.36 | There are no plans for the provision of bus rail links in the plan except at Maesteg. A number of routes pass Sarn station but there are no adjacent bus stops. It is important that such links are in place when the enhanced electric services commence | Chapter 3 | The location of individual stops on the public transport network has not been considered in the LTP as they are not strategic in nature. However, it is anticipated that as part of the strategic bus corridor schemes | None. |

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| | | | any additional stops will be identified. | |
| 10.37 | 3.7 We consider that Active Travel links to railway stations, bus stops, community facilities and inter community routes are the most important to be provided for the benefit of the community. | Chapter 3, Section 3.7 | We agree that improvements to the active travel infrastructure serving public transport interchanges and key services and facilities are vital and this is reflected throughout the LTP. | Include additional reference to improvements of active travel routes for such purposes within paragraph 3.7.1. |
| 10.38 | This section does not refer to the Bridgend Rights of Way Improvement Plan. | Chapter 3 | Agreed | Insert paragraph referring to the RoWIP and the links between the RoWIP, the Walking and Cycling Strategy and the schemes within the LTP. |
| 10.39 | 3.1 We wish to point out that the Wales Coastal Path has been completed in Bridgend | Chapter 3, Section 3.1 | Noted. | Amend references as appropriate. |
| 10.40 | The Maesteg rail bus interchange should be provided at the same time as the enhanced electric train services as should the park and ride at Ewenny Road. | Chapter 4 | The Maesteg bus rail interchange and the Ewenny Road P&R schemes are not reliant on electrification of the railway line and can therefore be progressed independently. | None. |
| 10.41 | There should be a monitoring of noise levels | Chapter 5 | Reference is made in the document to the impact of noise pollution. The respondent has provided no details relating to what | None. |

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| | | | potential locations or transport modes they would wish to see monitored.. | |
| 10.42 | We consider that Railfuture should have been involved in an earlier stage of the consultation as this would have prevented the publishing of a number of inaccurate statements in the draft | Chapter 6 | Noted. | None. |
| | | | | |
| 11. | Dan Webb | | | |
| 11.1 | Public transport in the Garw is terrible, especially the Sunday service. As a nurse I struggle to get to work. Also, as buses in the Garw are run at Sunday service many of the NHS employees can't get to work over the two week period. | | Noted. However, the majority of bus services in the county borough, including those in the Garw and all Sunday services, where they exist, are operated on a commercial basis and not by BCBC. | None. |
| | | | | |
| 12. | Christopher Caudy | | | |
| 12.1 | Difficult to say but I would hope that public transport links through Pen-y-fai would be improved. | | Bus infrastructure improvements in Pen-y-fai have been included as part of the bus corridor schemes from Maesteg to Bridgend and Blaengarw to Bridgend. However, improvements to the bus services are likely to remain the responsibility of commercial operators. | None. |
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| 13. | Rowland Pittard | | | |
| 13.1 | Very little as it is geared to walking and cycling and not improved public transport such as bus and train services. It is not an integrated approach . | | The plan includes schemes and proposals relating to all modes of transport. | None. |
| 13.2 | The plan is not integrated with the joint plan of those authorities to the east of Bridgend . Bridgend should have combined with other authorities to ensure public services to Cardiff and the east. | | The rationale for producing a stand-alone LTP has been explained within the document. | None. |
| 13.3 | There is no impact of the Cardiff metro proposals . | | The Cardiff Metro proposals have been referenced and included within the document where appropriate. | None. |
| 13.4 | There is no attempt to integrate cycling and walking routes with access to railway stations. | | All appropriate walking and cycling proposals will include consideration, at the design stage, of improvements to access to public transport interchanges. | None. |
| 13.5 | There is no attempt to improve connectivity between bus and rail in fact recently introduced bus service from Maesteg to Cardiff only duplicates the rail service. | | The bus and rail services are operated as commercial services by private companies and are therefore outside the remit of the Council. However, liaison with bus companies will continue regarding service coverage and frequency. | None. |
| 13.6 | It was written before the national transport plan and therefore did not take into account the contents of the plan. | | This was due to the timescales imposed by Welsh Government. However, the | Amend paragraphs 1.2.12 to 1.2.14 to reflect the draft NTP produced |

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| | | | final version will take account of the draft NTP produced in December 2014. | by Welsh Government in December 2014. |
| 14. | CTA Wales (Carl Gough) | | | |
| 14.1 | CTA Wales would like to query the content of the interventions which refers to Demand Responsive Transport (DRT) as part of addressing several of the identified priorities. If this term is being used in reference to Community Transport, we would advise actually using the term Community Transport because demand responsive transport is only one of a suite of services that can be provided through community transport schemes. Only referring to DRT in the plan will essentially limit the potential transport solutions available to the LTP, whereas using the term Community Transport will open up a range of options that can be applied to improve delivery. We also note that references to operators of public transport could also include community transport operators who can deliver registered and timetabled community bus services through section 22 permits. Therefore, where commercial operators are not in a position to deliver a particular bus route, community transport may be able to offer a solution e.g. reference point 7 on access to healthcare services and reference point 22 on the modal split for tourist destinations. By widening the term operators to include Community Transport, the LTP will have a greater range of options in addressing future transport issues. In general, there is very sparse use of the term 'Community Transport' | Chapter 3, Table 3.1 | Agreed. References to DRT to be replaced with references to Community Transport. It is considered that the potential for community transport to offer solutions would therefore be adequately reflected in the interventions. | The term DRT will be replaced with Community Transport in the short, medium and long-term programmes. |

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| | and no mention at all in section 2.1 which is disappointing given the valuable role CT plays in addressing many of your identified priorities. | | | |
| 14.2 | CTA Wales is not aware of any infrastructure issues that are hindering the operation of Community Transport in Bridgend and therefore holds a neutral position on this question. However we would welcome the consideration and inclusion of a project to support community transport operators to purchase vehicles as the legislation covering CT operations only allows them to build reserves for replacing existing vehicles. This has major implications for schemes that need to expand their service provision in order to meet identified transport gaps. Therefore a project to support the purchase of community transport vehicles would generate further opportunities in the delivery of the LTP, particularly with regard to access for health, education and employment. | Chapter 3, Section 3.1 | Welsh Government provides funding to support capital and revenue expenditure on community transport. In addition, where budget allocations permit the Council already funds some elements of community transport operations. The Council also provides development, managerial, administrative and governance support for community transport. | None. |
| 14.3 | In its current format, CTA Wales believes that the LTP will at best limit the involvement of Community Transport to DRT services and at worst ignore the valuable social and economic contribution that Community Transport offers, especially with regard to isolated rural communities, access to work and healthcare and those in danger of social isolation and/or marginalisation. By including some specific references to the broader services operated by Community Transport, the LTP will gain from a broader range of services that could potentially provide solutions and innovations where conventional approaches cannot be | Table 2.1 | Noted. Whilst DRT is specifically mentioned in Table 2.1 as a potential action for several issues, the Council is supportive of the development of wider community transport opportunities and recognises that DRT is only one of a number of potential community transport options available. | Amend references to DRT to reflect the broader range of community transport options available. |

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| | applied. | | | |
| 15. | Beth Preece (Public Health Wales) | | | |
| 15.1 | Agree with priorities. Although Priority 4 contains the bullet point "increased take up of active and sustainable travel", the contribution that active travel makes to increasing physical activity levels and therefore health could be contained and that the focus on deprived communities could be drawn out more - discussions have been held during consultation period with Transport Policy Officers to address. | Chapter 2 | Noted. Although Key Priority 4 refers to encouraging safer, healthier and sustainable travel, it is accepted that additional references could be included to highlight the contribution of active travel towards increasing physical activity levels will be included within the revised LTP. | Additional references to the contribution of active travel towards increasing physical activity levels will be included within the revised LTP. |
| 15.2 | Generally there is not an emphasis on a LTP that focuses on safer transportation, either by reducing speed limits in residential areas or ensuring that all new planning applications have street layouts to encourage active travel and pedestrian safety. We endorse actions proposed in the Welsh Government Active Travel Action Plan (2014) on making it safer to walk and cycle. | Chapter 2 | Noted. New or revised development proposals are currently required to consider provision for active travel during the design of the schemes. This is likely to be further strengthened through the introduction of the Active Travel (Wales) Act 2013. | An additional section of road safety will be included within the updated LTP. |
| 15.3 | Analysis of the Welsh Health Survey has shown that 37% or 42,550 adults in Bridgend were inactive or did not participate in 30 minutes of activity at any time in the past week (in 2012-2013). Physical inactivity leads to a much greater risk of up to twenty chronic diseases including heart disease, type 2 diabetes and high blood pressure. Physical inactivity is a cause of 17 per cent of premature | Chapter 2, Section 2.2.6 | Agreed. Additional text will be added reflecting the health impact of transport. | An additional section on Health will be included in Chapter 2. |

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| | <p>death in the UK. Walking and cycling specifically has been found to have benefits for both physical and mental health, communities that encourage more walking have been found to have more social interaction, be considered more attractive and have increased perception of safety⁶. Therefore more walking and cycling will contribute to a healthier workforce which will benefit the economy. In 2011 Bridgend was in the top ten of local authorities with the lowest combined rates of walking and cycling to work of all local authorities in England and Wales for distances under 2 km (34.1%) and between 2 and 5km (5.9%). We feel that the contribution that active travels makes to decreasing physical inactivity should be prioritised and measured in line with the Active Travel Bill. Decreasing levels of physical inactivity through prioritising walking and cycling schemes underpins the other priorities through the economic benefits that this itself brings: Physical inactivity is estimated to cost £650 million per annum including the cost to the NHS, cost of reduced productivity and work days and premature death. Investment in high quality walking environments has been found to increase economic value and economic activity in the local area and be of more value than other transport projects whilst at the same time improving the wellbeing of residents. Car ownership is becoming more unaffordable for those on a low income and is much lower in areas of deprivation. Without prioritising public and active transport options for our most deprived areas, people on lower incomes can become increasingly marginalised, finding it harder to</p> | | | |

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| | access services(including super markets for fresh fruit and vegetables and some centralised health services such as health screening and orthodontics), their community networks and jobs (as mentioned in 2.2.21). The description in 2.2.6 is welcomed and could be enhanced by the inclusion of information about the benefits of increasing walking and cycling to health as above. | | | |
| 15.4 | Agree with the issue, opportunities and interventions and from the consultation workshop appreciate how these ideas have been generated and prioritised. An additional issue that could be identified is the low levels of physical activity that are a benefit to health within Bridgend County Borough. We would like to see an increase in the proportion of the population that frequently use a bicycle or walk for active travel purposes. Research indicates that community engagement, reducing the speed and proximity of traffic to walkers, improving lighting, providing bike storage and creating a culture where walking and cycling is the norm could all contribute. The introduction of the Wellbeing of the Future Generations (Sustainable development) Bill could also be an opportunity in terms of its long term focus and environmental focus. | Chapter 2, Table 2.1 | Agreed. An additional issue relating to the contribution to health of active travel will be included. | An additional issue relating to the contribution to health of active travel will be included. |
| 15.5 | Agree with the high number of walking and cycling schemes identified. Agree that the regionalisation of health services may pose a challenge in the future and this may require an addition to the schemes focusing on travel towards Singleton hospital, Cefn Coed hospital, Neath Port Talbot Hospital and Morriston Hospital. | Chapter 3, Table 3.1 | Noted. | None. |
| 15.6 | Agree with the high number of walking, cycling and rail | Chapters 3 & | Noted. The Active Travel | None. |

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| | schemes. Suggest that all road schemes incorporate active transport and consider barriers to their uptake in line with planning policy. | 4, Tables 3.1, 4.1 and 4.2 | (Wales) Act 2013 requires local authorities provide proportionate active travel infrastructure as part of future highway schemes. | |
| 15.7 | Public Health Wales encourages staff to walk or cycle to work and has a cycle to work scheme. Public Health Wales also encourage journeys between sites by public transport. Provision of more active transport schemes would encourage more staff to do this which would have a beneficial impact on their wellbeing. | n/a | Noted. | None. |
| 15.8 | We are able to offer support with the equality and health impact assessments. The World Health Organisation Heat tool might be useful - there are free online training sessions in how to use this on the website. It is designed to help you conduct an economic assessment of the health benefits of walking or cycling by estimating the value of reduced mortality that results from specified amounts of walking or cycling. The tool can be used: when planning a new piece of cycling or walking infrastructure to value the reduced mortality from past and/or current levels of cycling or walking to provide input into more comprehensive economic appraisal exercises, or prospective health impact assessments. | Chapter 5 | Noted. | Additional text to be inserted reinforcing the role increased active travel can have on health. BCBC to work with PHW to undertake a Health Impact Assessment of the LTP once adopted. |
| | | | | |
| 16. | Andrew Mason, BCBC Rights of Way Manager | | | |
| 16.1 | Whilst I would Agree with the Issues, Opportunities and Emerging Issues identified in Table 2.1 I would suggest that 'Definitive Map', 'Improvements to the Rights of Way | Chapter 2, Table 2.2 | Agreed. | Insert additional references as suggested. |

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| | network' and 'Implementation of Actions in the RoWIP' could be included within the columns titled 'Evidence', 'How do we intend to achieve this' and 'Action Required' respectively for some of the numbered references. I would suggest this is particularly relevant for Ref. 2 but some or all of these could equally apply to Ref. 5, 6, 7, 8, 9 & 10. | | | |
| 16.2 | I strongly agree with the schemes identified in Table 3.1 but would advise that a number of the schemes (other than the Wales Coast Path) are identified in the Council's Rights of Way Improvement plan. As a result I would suggest that RoWIP grant should be included within the column headed 'Funding Source(s)' for the following schemes: a) Bridgend and Pencoed b) Improved links to the NCN in the VoG c) Porthcawl and Rest Bay. | Chapter 3, Table 3.1 | Agreed. | Reference to RoWIP grant to be included. |
| 16.3 | In addition to the schemes identified within the Table I would request that a number of other schemes identified within the Council's Rights of Way Improvement Plan could be included within this table. They are: 1) RoWIP Actions 2.4 – 2.6 'Updating Definitive Map' which would help to provide information additional to the Active Travel Network Plans to enable residents to plan their Active Travel journeys more efficiently. 2) RoWIP Actions 3.6, 5.5 & 5.6 'Designation of Community Routes as Cycle Tracks' which would protect the status of the routes and enhance provision for Active Travel Routes. 3) RoWIP Action 5.7 'Secure long term future and viability of Brynmenyn/Newmill section of Celtic Trail by concluding negotiations with Network Rail' which would again protect the status of the routes and enhance provision for Active | Chapter 3, Table 3.1 | Noted. The points raised are relevant, however they may be more appropriately reflected in the text of the document rather than within Table 3.1, as the points do not refer to specific capital projects. | Amend the document text to reflect the points raised. |

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| | Travel Routes. In view of the fact that RoWIP is already included within the Table it should also be included within the key at the end of the Table. | | | |
| 16.4 | Again I would strongly agree with the schemes identified in both Tables 4.1 and 4.2 but would advise that a number of the schemes in Table 4.2 are identified in the Council's Rights of Way Improvement plan. Therefore I would again suggest that RoWIP grant should be included within the column headed 'Funding Source(s)' for the following schemes: a) Bridgend and Porthcawl b) Brynmenyn and Pencoed, via Heol-y-Cyw c) Llynfi Valley Community Route d) Porthcawl and Pyle. As a result RoWIP needs to be included in the key for this Table. | Chapter 4, Table 4.1 and Table 4.2 | Agreed. | Amend the document text to reflect the points raised. |
| 16.5 | As I have indicated above the Council's Rights of Way Improvement Plan (RoWIP) has a number of Actions identified within it which are identical with some of the proposals included within the draft Local Transport Plan. Those same Actions are also identified within the Council's Walking and Cycling Strategy, which is referred to in the Draft Plan, and the some of the routes on the Definitive Map or even the cycle tracks that the Rights of Way section maintain will also be used as part of the Active Travel Routes. Therefore I feel that the RoWIP and the funding that has been received from the Welsh Government to implement the Actions identified in that Plan should be referred to in the draft Local Transport Plan. I would suggest, therefore, that the following additions should also be made to the draft Local Transport Plan: At section 3.2 'Funding the LTP': 'In addition the | Chapter 3, Section 3.2 | Agreed. | Amend the document text to reflect the points raised. |

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| | Council has received Annual Grants from the Welsh Government over the past 7 years (totalling almost £400,000) for the implementation of Actions identified within the Council's RoWIP. Whilst the annual allocation is quite small compared to other grants it can be significant in that it enables a number of small improvements to be made to the local rights of way network which in turn encourages better access opportunities.' The 'Rights of Way Improvement Plan' should be identified at paragraph 3.2.4. | | | |
| 16.6 | A paragraph about the Rights of Way Improvement Plan needs to be included probably between paragraphs 3.6 and 3.7 as follows: 'Rights of Way Improvement Plan. 'Waymarking the Future' the Rights of Way Improvement Plan for Bridgend sets out proposals for improved access to the countryside as well as identifying, prioritising and planning improvements to the local rights of way network which also includes off-road cycle routes. As well as outlining Actions for increasing opportunities for tourism, leisure and health the Plan also focuses on improvements that will potentially contribute to the development of walking and cycling as transport modes. The RoWIP together with the Walking and Cycling Strategy outlines the Council's programme for the development of walking and cycling within the County Borough. As a result some issues relating to walking and cycling are common to both documents and there are instances where actions points from the RoWIP overlap with those contained within the Walking and Cycling Strategy. It is appropriate therefore for | Chapter 3, Section 3.6 | Agreed. | Amend the document text to reflect the points raised. |

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| | this document to refer to the RoWIP.' | | | |
| 17. | Adrian Morgan, Strategic Transport Planner, RCT | | | |
| 17.1 | Para 1.1.1: I presume the county borough is 285 sq km in area, not 28.5 sq km. There are a number of paragraphs in the draft LTP where words are missing or need replacing. eg. 2.2.28; 2.2.44; 3.2.3; 3.8.1; 5.1.2; 5.3.2; 6.1.2; 6.1.3. | Chapter 1, Paragraph 1.1.1 | Noted. The document will be reviewed for errors during the editing process. | Amend the document during the editing process to correct outstanding issues. |
| 17.2 | Para 2.2.32: Prism Rail no longer exists. | Chapter 2, Paragraph 2.2.32 | Noted. | Remove reference to Prism Rail. |
| 17.3 | Section 1.4: Review of Policies and Other Plans: The draft LTP does not appear to include reference to documents such as Highway Asset Management Plan, Rights of Way Improvement Plan, Flood Risk Management Plan and Air Quality Action Plan which are all linked to / influence the LTP. | Chapter 1, Section 1.4 | Noted. Additional references will be inserted to reflect the links between these documents and the LTP. | Insert references to the Highway Asset Management Plan, Rights of Way Improvements Plan, Flood Risk Management Plan and Air Quality Action Plan. |
| 17.4 | Chapter 5: The Statutory Checks do not appear to include a Habitats Regulation Assessment. | Chapter 5 | Noted. | Insert reference to the Habitats Regulation Assessment. |
| 17.5 | Tables 3.1, 4.1, 4.2 LTP Schemes: These tables do not appear to include the following cross boundary schemes which are in the S E Wales Valleys LTP Pontypridd - Church Village - Talbot Green - Llanharan - Bridgend Bus Priority Scheme Porth - Trebanog - Tonyrefail - Gilfach Goch - Bridgend Bus Priority Scheme | Chapters 3, 4 and 5. | Noted. References to be included as appropriate. | A new bus corridor enhancement scheme from Bridgend to Talbot Green will be included within the short-term programme of the updated LTP. |

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| | Talbot Green - Pencoed Community Route | | | The Bridgend to Pencoed Community Route proposal will include a link to the county borough boundary which could form part of a route to Talbot Green. |