

AGENDA ITEM 3

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

8TH SEPTEMBER 2016

STAG SQUARE TREORCHY JUNCTION IMPROVEMENTS

REPORT OF THE DIRECTOR, HIGHWAYS AND STREETCARE IN DISCUSSION WITH THE LEADER OF THE COUNCIL, COUNCILLOR A. MORGAN.

AUTHOR(s): Roger Waters, Service Director Highways and Streetcare Services (01443 494702)

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to;
- Update Cabinet on the outcomes of consultation and the current status of *shared space* projects
 - Seek approval for proposed improvements to ease congestion and improve the pedestrian environment.

2. RECOMMENDATIONS

It is recommended that the Cabinet:

- 2.1 Note the outcomes of the consultation process and the evolving situation regarding the use of *shared spaces*.
- 2.2 Agree to revise the scope of the scheme in accordance with this report to allow further development, consultation and subject to agreement, implementation.

3 REASONS FOR RECOMMENDATIONS

- 3.1 The outcomes of the consultation together with the evolving situation regarding the nature, status and design guidance related to *shared space* concepts has lead to a review of the merits of implementing such an initiative at Stag Square. The proposed alternative solution builds on feed back from the consultation exercise and identifies a way forward that has potential to deliver beneficial outcomes in the shorter term.

4. BACKGROUND

- 4.1 Stag Square sits at the confluence of the A4061 Bute Street and Station Road, and A4058 High Street, which together with the minor arm known as Chapel Street meet at a 4-arm signalled controlled junction commonly referred to as Stag Square.
- 4.2 The junction is congested in the morning and afternoon peak hours and has been subject of numerous studies which have sought to identify a credible solution to the problem.
- 4.3 In November 2015, funding was approved to consider the potential for a “*shared space*” concept solution and specialist advice indicated that this may offer benefits over the current situation.
- 4.4 The advice was based on examples of *shared space* where congested high streets had been converted to incorporate *shared space* principles to diminish the dominance of heavy traffic movements within the public realm. The prime example of such a scheme is Poynton in Cheshire which appears to be able to sustain very high traffic flows and still accommodate relatively easy pedestrian movement across such traffic flows.
- 4.5 This concept has not been applied anywhere in Wales where similarly high traffic and pedestrian flows are present.
- 4.6 Initial concept designs were worked up and consultation materials were displayed at Treorchy Library and at the Park and Dare Theatre which was also utilised for a specific engagement day on 21st January 2016 where presentations on the principles behind the proposals were made throughout the day. Consultation responses were sought via a range of media.
- 4.7 212 people were recorded as visiting the engagement day and 88 written comments were received on the day. In addition the Council received 45 responses via the Councils website and a further 8 written comments including the local elected Councillors, Guide Dogs Cymru, Rhondda Tunnel Society, RCT Access Group and Accessible Wales. Sustrans proved comments via the council’s website.
- 4.8 Details of the responses are included at Appendix A.
- 4.9 In broad terms, of the 141 responses received, 68 supported the principle of implementing a shared space for Stag Square, whilst 68 expressed objections to the proposal and the other 5 neither supported

nor opposed. Of the responses that did indicate a preference 50% supported and 50% opposed.

- 4.10 For those that supported the proposal, their support was mainly centred on;
- Reduce congestion
 - Improve traffic flow
 - Improve the visual appearance in Treorchy
- 4.11 Objectors were predominantly concerned regarding the following;
- Difficult to cross roads without controlled crossing
 - Crossings too close to roundal
 - Pedestrian Safety
 - Build a By-pass instead
- 4.12 Many of those that indicated support for the principle also raised concerns regarding aspects of the proposal, primarily related to;
- Pedestrian Safety.
 - Doubts whether it would work in Treorchy.
 - Loading and unloading for traders who do not have rear access.
- 4.13 The Council has also received strong representation from a group that is involved in wider campaigns against the principle of *shared space* concepts and this lead to a focused meeting involving the campaigners and senior highways and transportation officers.
- 4.14 A report by Lord Holmes titled Accidents by Design: The Holmes Report on “Shared Space” in the United Kingdom has also been gaining prominence and has lead to a review of central guidance issued to influence consideration of the design and implementation of *shared space* projects. It was initially reported that new guidance would be issued in draft during March 2016 with the anticipation of publication during the summer.
- 4.15 At the time of compiling this report, the draft guidance is yet to be made available though it is widely anticipated that it will include significant emphasis on providing greater definition and heightened formality for crossing points. This would be likely to erode some of the anticipated benefits of the *shared space* ethos by removing some of the efficiency generated by the informal integration of pedestrians with slow moving traffic in a *shared space* environment.

5 PROPOSED WAY FORWARD

- 5.1 Responding to the concerns raised during the engagement day and the wider consultation exercise, and in light of the continued uncertainty regarding potential changes to official guidance of *shared space*, it is

proposed that the Council does not implement a *shared space* solution at this time at Stag Square.

5.2 From the comments made by the public, a number of measures have been identified to address factors that exacerbate congestion in the vicinity of the signal controlled junction.

5.3 These measures are identified as follows;

- Servicing commercial premises; loading from the highway fronting A4061 Bute Street is uncontrolled meaning delivery vehicles often load and unload during peak traffic hours and obstruct north-bound traffic that has exited the signals and is heading up the valley. Queues immediately form behind the obstruction, which quickly extend through the junction creating further issues and delays. It is proposed to initiate proposals to introduce limitations on the hours of loading in the immediate vicinity of the signals to prevent commercial vehicles obstructing traffic flows in the peak hours.
- Location of bus stops; there are north and south-bound bus stops located just after the junction in the direction of the respective flows. These stops do not have the benefit of lay-by arrangements. Consequently, buses using these stops obstruct traffic flows for vehicles exiting the junction leading to queues extending back through the junction. It is proposed to initiate proposals to relocate each stop further from the traffic signals thereby reducing the potential for obstructed traffic to queue back through the signals.
- Chapel Street; Chapel Street is subject to a traffic order that allows traffic to flow in one-direction only, away from Stag Square junction. It is also subject to a 3T weight limit and becomes part of a 20mph zone. Turning movements into Chapel Street from Stag Square add to the complexity of movements at the junction generally and also have some (albeit minimal) impact on delays to traffic moving through the junction. In addition, it is the only arm of the junction that does not have the benefit of a signal controlled crossing for pedestrian movements. To accommodate turning vehicles the junction is wide and skewed at an angle that means can be difficult for pedestrians to cross and observe oncoming vehicles. It is proposed to initiate proposals to close this arm of the junction and introduce a footway across the junction. This will allow pedestrians to have unrestricted and protected movement along the east side of Stag Square for the entire retail frontage between Prince's Street and Glyncoli Road.
- There is a recognised issue with congestion and delays at the junction. It is possible to improve the efficiency of the signals by introducing modern software (MOVA) to dynamically manage the signal timings in response to prevailing queues. This work will involve providing new

queue detection facilities on each approach to the junction which will then be linked to new software installed in the control cabinet at the junction. Whilst these works will have no significant outward physical presence they will nevertheless lead to a reduction in overall delays at the junction as a result of a more sophisticated approach to managing the signal timings and providing more green-time to the busiest approaches.

6 EQUALITY AND DIVERSITY IMPLICATIONS

- 6.1 An Equality Impact Assessment screening form has been prepared for the purpose of this report. It has been found that a full report is not required on the basis that whereas previous proposals would have introduced measures that may have been considered to have some potentially detrimental impacts on those with protected characteristics (namely those who are visually impaired), the amended proposals offer improvements that have a beneficial impact on the safety of pedestrians, particularly those with vision or mobility issues.

7 CONSULTATION

- 7.1 The report highlights the outcome of the extensive consultation and engagement that has taken place to date and further consultation will be undertaken for each of the first three proposed measures highlighted at 5.3.

8 FINANCIAL IMPLICATION(S)

- 8.1 The amended proposals can be delivered within the existing allocated budget.

9 LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 9.1 The first three measures at 5.3 will require the introduction of a range of traffic orders which are covered by legislation.

10 LINKS TO THE COUNCILS CORPORATE PLAN / OTHER CORPORATE PRIORITIES/ SIP.

- 10.1 The proposals to improve traffic flows and pedestrian movement in the centre of Treorchy will make a positive contribution towards the Corporate Priorities "Building a Strong Economy" and "Improving our Communities".

11 CONCLUSION

- 11.1 The Council has carefully considered the views, comments and suggestions of the public during the consultation exercise. Consequently, the Council has amended its strategy in favour of the introduction of a number of discrete measures that should combine to incrementally improve the situation for drivers and pedestrians at Stag Square.
- 11.2 Whilst the proposal to introduce a *shared space* concept at Stag Square is no longer included in the current initiative; the measures identified at 5.3 do not prejudice such a solution in future if new guidance on such concepts delivers projects that prove to be suitable for consideration at Stag Square.

Other Information:-

Relevant Scrutiny Committee

Background Papers

Contact Officer

Roger Waters 01443 494702



LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

DATE

**REPORT OF (DIRECTORATE) IN DISCUSSIONS WITH THE RELEVANT
PORTFOLIO HOLDER (CLLRS)**

Item:

Background Papers

Officer to contact: Roger Waters (01443 494702)

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Stag Square - Response Summary of Consultation Exercise Between 14 January - 5th February (Exhibition 21st January)

ID	Support / Oppose	Comments	Summary	Officer Comment
1	Support	No comments provided		
2	Support	It was mentioned that there should be no right turn onto Glyncoli road, the right turn would be further up at the next junction. This junction is already congested enough as is Dumfries street but not 100% convinced by the idea at the moment	Not convinced. Should be No right turn onto Glyncoli Road	Vehicle turning movements would be considered further at detail design stage
3	Support	It would have helped if an actual model of the scheme was included as part of the presentation photos have limited values also, when I visited a group of councillors & officials stood in front of the screen taking for ages and made viewing the film very difficult. I thought they were very inconsiderate.		It was felt that illustrations, a short video, and formal presentation was adequate to inform the public of the proposals. A model would have been costly and not provide much further benefit.
4	Support	No comments provided		
5	Support	No Comments Provided		
6	Support	Sound common sense		
7	Support	Sustrans Cymru is pleased to see an innovative approach being taken by RCTCBC and CHA to improve the high street in Treorchy. The approach will create a focal point and sense of place that benefits the streets as the centre of Treorchy. It addresses the balance between pedestrians, cycle and vehicular movement. Please ensure cycle parking is visible, secure with room to expand None shown on plans. Extent of scheme to define town centre very much agree with using visual clues to signify a change in driver behaviour. (Would agree with some trialling if felt needed.)	Creates a focal point Request for cycle parking Likes visual divide Requests Trialling	A trial would be used. Cycle stands could be provided.
8	Support	Existing Congestion problem is worrying , proposal/video very well presented MAIN CONCERN is road crossings demo shows illustrated "young" persons crossing road not aged population such as valleys	Elderly may find it difficult to cross road	Controlled crossing facilities will be considered
9	Support	Well thought out proposal to deal with a long standing problem. Will no doubt be opposed by those who resist any change on principle. But excellent proposal will improve the experience of shopping in Treorchy	Improve Shopping experience	
10	Support	Agree with the proposal but would also like to see "KEEP CLEAR" on the road junction of Brook Street / High Street	Keep Clear on junction of Brook street and High street	Keep Clear marking will be considered
11	Support	No Comment		
12	Support	No Comment		

ID Support / Oppose	Comments	Summary	Officer Comment
13 Support	Parking is very important for local shops. This is a must. Tonypandy's shopping area has been ruined by the pedestrian walk way.	Parking for local shops	Parking provision and restrictions will be considered.
14 Support	The traffic lights at the present cause chaos to motorists during all hours of the day. Consideration needs to be taken on the bus stop by "the Prince" pub as there is a problem with moving traffic when the lights are on green. The Stag is a small area and putting 4 pelican crossings right at the junction will cause problems especially during busy times. The lay-by or loading bay going to be placed outside the deli and nail bar is not ideal as main delivery vans need the opposite side of the road to deliver fruit and veg to the grocery shop. Are the delivery men going to walk across the road when delivering items?	Review of bus stop by 'the prince' Loading bay to be located on opposite side of road	Bus stop locations will be reviewed and relocated where possible. Location of loading bay will be reviewed.
15 Support	To improve very serious traffic flow do a reasonable trial first 3-4 weeks minimum	Requests Trialling	The proposals would be trialled first.
16 Support	Excellent presentation considering the important relationship between motorist/pedestrian and the viability of Treorchy shopping centre.	Improves viability on stag square	
17 Support	With Reservations. Important there must be adequate signage etc. Why cant you utilize the River Road?	Adequate Signage	Alternatives routes or by-passes were outside the scope of this project.
18 Support	On the whole I support the scheme, my only concern is the traffic coming up the High Street and turning left onto Station Road will be on the wrong side of the road while negotiating the curve of the Stag Hotel	traffic coming up high street and turning left onto station road	Swept path analysis would be considered further during detail design.
19 Support	Traffic flows better without the lights the tail backs at the moment are awful. Loading / unloading could block road totally if road narrowed. Pity council allowed large house to be built on waste ground behind shops - Short sighted. Must look at delivery times can delivery be done at the back if changes were made. Council must consult with shops, pedestrians, drivers, disability groups, police, fire, ambulance. Try to use all these traffic work at a chance to level dangerous pavement issues near Treorchy pets Exc..	Requests Trialling Loading bay issues Emergency Service Access Through stag Square	The proposals would be trialled before final installation. Loading would only be permitted in loading bays, loading in vehicle lane would be prohibited. Emergency services would be a consultee if the project moves forward to detail design.
20 Support	Pedestrians safety is a priority people from across the road now in front of the traffic will there be enough visibility from the Stag to travel agents	Concerns of safety of pedestrians	Visibility requirements will be considered further at detail design. The design would also be safety audited prior to installation.
21 Support	what an excellent presentation thank you very much in the past traffic was flowed much better when the lights were broken. In have no doubt that once people get used to the new system the traffic will flow much better in all directions I'm sure that (eg) if the children from Treorchy comp - plus other local schools - were involved in discussions and were taught how to cross safely it would help. Also how about talking to local community groups eg. WLS, PACT meetings, so that people feel they 'owned' it. You dealt with criticism and negative comments very graciously. Please don't lose any sleep over it. (and please use the microphone with people are asking questions!) Great plan. I am on your side	Improve traffic flow Raise awareness with local school / Educate community about Shared Space Use Microphone	Liaison with schools will be considered at detail design. Schools often provide artwork for 20mph signage.
22 Support	I'm all for it its got to be better than it is now, when they stopped the lights a few months ago traffic flowed much better.	Will Improve traffic flow	
23 Support	The lights are the main problem and regularly cause traffic chaos. The quicker these lights are removed the better. It will improve the traffic flow and reduce pollution. The scheme outlines in the discussion would also help business in the town and create a better environment for pedestrians and reduce the stress of drivers.	Will Improve traffic flow Better Environment for Pedestrians / Motorists	

ID	Support / Oppose	Comments	Summary	Officer Comment
24	Support	Worth a reasonable trail to fine tune these ideas	Requests Trialling	Proposals would be trialled before final implementation
25	Support	I think the idea has potential to make the junction flow better and safely	Will Improve traffic flow	
26	Support / Oppose	Crossings too close to roundabout, What about a small raised roundabout? , Blind people go on noise of lights on crossing	Elderly / Disabled unable to cross road Small Raised Roundabout not roundel	Crossing locations should be as close to the desire line as possible to be well used and mimic the existing crossing locations. Mini roundabout can be considered at detail design. Sight impaired pedestrians use the audible beeps on the traffic signals to cross the road. Without these facilities it will be more difficult to cross the road. Note that Guide Dogs Wales, RCT Access Group have also been consulted.
27	Support	No Comment		
28	Support	We have no objections to the proposals but out of concern are as follows: 1) We have noticed illegal parking whether it be deliveries to shops or public houses at peak times. 2) cars parked illegally i.e. double yellow lines 3) bus bays have to be installed. 4) traffic wardens need to be on duty at all times. 5) Yellow or keep clear boxes on all junctions.	Enforce TROS Install Bus bays Keep Clear boxes on all junctions	Proposals will be progressed to introduce a 'No Loading' on the double yellow lines during peak times. Bus stop locations will be reviewed and relocated to more suitable locations. Enforcement levels will be reviewed. Additional Keep Clear markings will be considered at junctions.
29	Support	Firstly I'd like to say that I welcome any investment or projects that will improve the Treorchy area. My initial concern are overflow traffic through Dumfries street, Treorchy. Currently at peak times vehicles use Dumfries street, South bound, through Horeb street to avoid the traffic and lights in Treorchy. Where this traffic is trying to beat the main road traffic they tend to travel at excessive speed. My concern are that during the roadwork process this traffic is going to increase dramatically causing a very dangerous situation in this side street. This side street is not just used for residents it is a busy street, where shoppers, workers and visitors to Treorchy park. This high volume of pedestrians along with the high speed traffic is an accident waiting to happen and I feel this risk is going to be higher during the roadwork's. I would suggest either improving traffic speed control within the street with improved lighting and crossings to prevent the possibility of "beating the traffic" by making Horeb street a one way street (North bound traffic only)	Overflow on Dumfries street Speeding on Dumfries street Make Horeb street a one way system	Side streets will be reviewed during detail design and measures considered to stop through traffic using the side streets to avoid the queues.
30	Support	Agree with proposals except to ease pedestrian crossing highway move the existing crossing back 20M from existing position	Move Crossing locations back from current position	Exact location of crossing facilities will be reviewed during detailed design.
31	Support	Yes, Please do this work		

ID	Support / Oppose	Comments	Summary	Officer Comment
32	Support	I support an initial trial period of at least 1 month(without spending too much money). Just Road marking exc. To educate drivers and pedestrians concerns about width of carriageways for emergency vehicles, buses stopping and large delivery lorries turning ETC No scheme is ever going to solve the problem completely as these roads were never designed for the volume of traffic but I welcome any attempt and hope that the people of the upper Rhondda realise that they have to make adjustments to the way they drive through these valleys	Requests Trialling Raise awareness with local school / Educate community about Shared Space Emergency Services Not Able to get through stag Square	The proposals would be trialled before implementation. Swept path analysis of larger vehicles will be confirmed during detail design. If the project is progressed, emergency services will be consulted and will be involved in the safety audit process.
33	Support	No Comment		
34	Support	No Comment		
35	Support	roundabout rules must apply	Small Raised Roundabout not roundel	A mini-roundabout will be considered at detail design
36	Support	No Comment		
37	Support	No Comment		
38	Oppose	See Over leaflet - (No Comments were on the back side of the leaflet)		
39	Oppose	Don't think it is feasible	Not Feasible	
40	Oppose	Don't think it will work because of small space at Stag Square. Also concerns over safety elements to do with pedestrians	stag Square too small for it to work Elderly / Disabled unable to cross road	Space is smaller than would have been ideal but principles of proposal will work
41	Oppose	On cost basis can be achieved for less. Bollards not needed, push crossing back 20 Metres	Don't Implement bollards Move Crossing locations back from current position	Crossing locations are positioned on the pedestrian desire lines and mimic the existing locations. Moving the crossings away from the junction will be considered at detail design.
42	Oppose	please rethink safety issues	Impairs Safety	If progressed, the detail design would be put through the full road safety audit procedure.
43	Oppose	vehicles need to be properly controlled to allow disabled + others safe crossing + speed limits properly controlled	Elderly / Disabled unable to cross road Enforce TROS	Controlled crossings will be considered further at detail design. Speed limit would be police enforceable however design should maintain a slow but moving flow of traffic.

ID	Support / Oppose	Comments	Summary	Officer Comment
44	Oppose	From personal experience, shared space schemes make it difficult for pedestrians to cross the road and the median will make the street very unpleasant to cycle. if the scheme goes ahead, chapel street should incorporate a cycle contra flow as recommended in the active travel act guidance.	Elderly / Disabled unable to cross road unpleasant for cyclists – contra flow on chapel street as recommended in the active travel act guidance	If the project is progressed controlled crossings and cycle facilities will be considered at detail design.
45	Oppose	<p>Re Traffic Proposal at stag Square, Treorchy.</p> <p>I wish to make the following comments regarding the proposals. · Treorchy needs a Traffic Reduction Scheme, NOT a Traffic Management Scheme. These proposals will not result in even 1 less vehicle passing through the junction ever. · In Porth when there were significant traffic delays, a by-pass was seen as the solution. In Tonypany when there were significant traffic delays, a by-pass was seen as the solution. In Aberdare when there were significant traffic delays, a by-pass was seen as the solution. In Llantrisant when there were significant traffic delays, a by-pass was seen as the solution. In Llantwit Fardre when there were significant traffic delays, a by-pass was seen as the solution. In Treorchy, when there are significant traffic delays, using yellow paint is seen as the solution!!!! · There is no basis in the Highway Code for ANY of the proposed measures to be used. Local people may adapt to the scheme in a matter of months, but visitors (both pedestrians and motorists) to the area will have no reference to enable them to safely negotiate the junction. · At present, there are clear enforceable legal regulations which cover the use of traffic lights, pedestrian crossings, parking on double yellow lines, parking on zigzags, in the vicinity of junctions etc. Doing away with all of these means that apart from a 20 m.p.h. speed limit, motorists and pedestrians have no guidelines to follow. If this scheme is adopted, when a pedestrian is knocked down/injured/killed by a motorist, then it would appear that neither would be to blame as long as the motorist was doing less than 20 m.p.h. ! · Would Councillors be happy to explain to the families of injured or bereaved pedestrians that they believed that some yellow paint on the road and a few cobblestones down the centre of the road was sufficient to protect pedestrians from injuries? · No attempt has been made to ensure safe crossings for people in wheelchairs, people pushing prams, the hard of hearing or the blind/partially sighted. In fact, no provision has been made for anyone with a disability to cross in safety. At present the pedestrian crossings ensure that traffic is stopped, and that there are visual and audible indications that it is safe to cross the road. All of these would be done away with under this scheme. The central reservation cobblestones also make crossing “at informal crossing points” with a wheelchair or pram particularly difficult. · At the moment, shops and businesses both North and South of the stag Square take deliveries from lorries which park on the main road. Reducing the road width to one lane in each direction would mean that during the delivery operation it would not be possible for traffic to pass. At present, when there are lorries making deliveries, it is possible for traffic to pass by moving into the turning lane. Although this is not ideal, it does mean that there can be some traffic movement during deliveries. · Much has been made of their Poynton (Cheshire) scheme by the Consultants. However, the two junctions are not in any way comparable. If you look at a map of the area around Poynton you will notice that there are very many other alternative routes avoiding the area which traffic, especially local traffic with local knowledge can use. This has no doubt resulted in there being less traffic using the “calmed” junction. In the case of Treorchy, there is NO alternative route motorists can use. It is also noticeable from their website that although the Consultants have produced many proposed schemes, very few have actually been put into operation. · Rather than spend money on this traffic management scheme I believe that the money would be much better invested on planning for a by-pass for Treorchy, which would take through traffic away from the town centre. This would result in a great deal of traffic being diverted away from the congested narrow junction and would result in significant advantages both to residents and in attracting commerce to the Upper Rhondda Fawr. Shoppers would be encouraged to shop locally without having heavy lorries travelling through the main shopping area, and through traffic would have much improved journey times. Surely a By Pass would qualify for European funding as a Capital Infrastructure Scheme?</p>	<p>Build a By-Pass</p> <p>Proposed Measures have no basis within the highway code</p> <p>Currently has clear enforceable legal regulations Safety of Pedestrians is at risk</p> <p>Would Councillors be happy to explain to injured or bereaved how the measures implemented couldn’t keep them safe.</p> <p>Road Reduction to One lane that would impair the flow of traffic during shop deliveries.</p> <p>You cannot compare Poynton to stag Square</p> <p>Elderly / Disabled unable to cross road</p>	<p>A by-pass is outside the scope of this project and unlikely to be supported by the residents of Treorchy.</p> <p>Motorists should take the highway as the find it and take care to proceed. Has worked well in other parts of the Country but noted that there are safety concerns and every town is different.</p> <p>Deliveries would need to be controlled and no-loading introduced to ensure free flow of slow moving traffic.</p>
46	Oppose	I don't feel that the pedestrian crossing without signals will be safe for all pedestrians to use	Safety of Pedestrians is at risk because of no controlled crossings	Controlled crossings will be considered at detail design.
47	Oppose	Very Concerned over how pedestrians safety will be addressed. Visibility of crossing especially crossing from Lanyon's to the stag.	Safety of Pedestrians is at risk because of no controlled crossings	<p>Crossing locations will be considered further at detailed design.</p> <p>The design will also be subjected to normal safety audit procedures.</p>

ID Support / Oppose	Comments	Summary	Officer Comment
48 Oppose	will cause more problems we have one in Bailey Street, Ton-Pentre, there has been many crashes and near misses. It has also been moved twice more cost, Lost count How many car crashes there!!	Traffic Calming Schemes (like Bailey street, Ton-Pentre) cause more accidents	The roundabout at the end of Bailey Street is a standard mini-roundabout. Once installed the 5 arm roundabout was safety audited and safety concerns were raised by the auditor. The location of the roundabout and associated markings were altered in accordance with the safety auditors recommendations. Bailey Street, Ton Pentre is different to Treorchy which needs to be considered on its own merits.
49 Oppose	1) who will enforce 20 MPH speed limit I hope the boy racers who pass through the junction at night will respect the speed limit. 2) The safety of pedestrians using the crossings will be put more at risk by the removal of the lights. 3) I am at a loss to understand why the removal of the lights will result in traffic flow improvements. 4) whilst appreciating that the existing arrangement is far from satisfactory, it is the best option and should be retained.	Lack of enforcement of current / future TRO's Safety of Pedestrians is at risk because of no controlled crossings Doesn't think removing lights would improve traffic flow Current situation is best option available and shouldn't be changed	The Council can enforce parking restrictions, but the police would enforce moving traffic offences. Controlled crossing facilities will be considered at detail design.
50 Oppose	People crossing all the time will cause traffic to come to a complete stop .	The Scheme would cause many accidents these accidents would impair traffic flow	Will be reviewed at detailed design
51 Oppose	Principle good but loading bay and pavement redevelopment on the wrong side of the road.	Good Principle Loading Bay / Paving redevelopment is on the wrong side of the road	Loading bays and widened footways can be considered further at detailed design
52 Oppose	Will cause more problems having a few crossings on the roundabout with people constantly crossing it will hold up the traffic more than it is now I have experienced a roundabout at the bottom of Bailey Street, Ton-Pentre where that have been several crashes	Traffic Calming Schemes (like Bailey street, Ton-Pentre) cause more accidents Crossing points close to roundel would impair traffic flow from pedestrians crossing	Locations of crossing points can be reviewed during detailed design. The roundabout at the end of Bailey Street is a standard mini-roundabout. Once installed the 5 arm roundabout was safety audited and safety concerns were raised by the auditor. The location of the roundabout and associated markings were altered in accordance with the safety auditors recommendations. Bailey Street, Ton Pentre is different to Treorchy which needs to be considered on its own merits.
53 Oppose	Concerns over safety of young, elderly and disabled pedestrians. Concerns over possible obstruction of emergency vehicles would support a trial if above concerns are addressed.	Safety of Pedestrians is at risk Emergency Service Access Through stag Square Requests Trialling	Controlled pedestrian crossings will be considered at detail design to address pedestrian safety concerns. If the project is progressed, the emergency services will be consulted further. A trial would take place before final implementation

ID Support / Oppose	Comments	Summary	Officer Comment
54 Oppose	very poor presentation unable to hear most of it and didn't seem to answer the questions why spend all this money simply turn the lights off again and stop people parking where they are not supposed too.	No Adaptations just turn the lights off Poor Presentation and didn't answer questions Lack of enforcement of current / future TRO's	The first presentation of the day the presenter did not use the microphone and when questions were asked the microphone was not handed around. This was noted and later presentations were better. Parking and loading / unloading does disrupt traffic flow. No loading TRO's will be progressed to stop loading / unloading during peak times.
55 Oppose	Narrowing of the road will cause problems further along the carriageway	Road Reduction would impair traffic flow	
56 Oppose	No Comment		
57 Oppose	Safety for pedestrians + traffic using crossing on junctions. Traffic will be slower with pedestrians crossing all down road. I don't think this junction suits this type of project it is too small. Has anyone taken account of the buses, their stops, the effect they have on traffic flow	Safety of Pedestrians is at risk because of no controlled crossings Crossing points close to roundel would impair traffic flow from pedestrians crossing stag Square is too small for this type of project	The provision and location of controlled pedestrian crossings will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic.
58 Oppose	When the lorries are delivering to the Shoe Zone shop the traffic is going to build up and cause problems the crossing are going to be dangerous for both pedestrians and drivers. At the moment a lot of people together at the lights, without them there will be someone crossing all the time and will cause chaos. The parking bay on the left as you head down from up the valley when full will block the view of the roundabout. I think they should leave it as it is and use the money for a more worthy cause.	Safety of Pedestrians / Drivers is at risk from pedestrians crossing road Vehicles / lorries loading would restrict traffic flow Crossing points close to roundel would impair traffic flow from pedestrians crossing Parking bays on approach from up the valleys would impair visibility to roundel Current situation is best option available and shouldn't be changed	The provision and location of controlled pedestrian crossings will be considered at detail design. Loading bays will be provided and 'no loading' restrictions added to the double yellow lines at peak periods to keep traffic flowing. The location of parking bays will be considered further at detail design stage to ensure that parked vehicles would not obstruct pedestrian visibility. The design would also be safety audited to address any further concerns.
59 Oppose	A provision of pedestrian crossings around the roundabout (see whitchurch near velindre for example) very dangerous for drivers constantly stopping. Need light control or accidents will cause problem. See Dunraven Hotel in Treherbert.	Controlled Crossing Points Required	The provision and location of controlled pedestrian crossings will be considered at detail design.
60 Oppose	At least with the traffic lights people have a chance to cross the road. With an ordinary crossing with no lights not all drivers will stop for people to cross. Elderly people will have trouble, also with other roundabouts there are not raised some drivers will drive straight across it. Which I have seen done at other roundabouts which are not large.	Pedestrians won't be able to cross road with no lights Drivers will drive straight across the roundel if not raised Elderly / Disabled unable to cross road	The provision and location of controlled pedestrian crossings will be considered at detail design. The roundel is not intended to be raised however further consideration will be given at detailed design.

ID	Support / Oppose	Comments	Summary	Officer Comment
61	Oppose	No point. Won't improve traffic flow. Move bus stops or switch lights off.	Review of bus stop Switch off lights Won't Improve traffic flow	Bus stop locations will be reviewed and relocated where possible. Switching off the signals without any other measures would make it difficult for pedestrians to cross the road.
62	Oppose	I don't find it necessary to spend money on this	Waste of money	
63	Oppose	Courtesy crossings will be too dangerous and not inclusive of people who are disabled. High volume of pedestrians in the community and 1800 pupils in Treorchy comprehensive during term times. Cover the river at the stag and create a bypass to avoid and create a bypass to avoid the main road off Treorchy. Especially for Cwmparc traffic. Trail it without lights first to assess situation.	Courtesy crossings are too dangerous Elderly / Disabled unable to cross road Build a By-Pass Requests Trialling	The provision and location of controlled pedestrian crossings will be considered at detail design. By-pass is beyond the scope of this project. Proposals would be trialled before permanent implementation
64	Oppose	Move crossings back + move bus stops	Crossing points close to roundel would impair traffic flow from pedestrians crossing Review / Move bus stops	The provision and location of controlled pedestrian crossings will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic.
65	Oppose	Trail 2 months, block off inner lane from 3 High Street to HSBC, put down temp roundabout, knock off lights, stop busses from waiting at the Prince of Wales pub and opposite post office	Requests Trialling	Proposals would be trialled before permanent implementation
66	Oppose	The removal of the traffic lights at stag square Treorchy will be a disaster for all vehicles travelling from Cwmparc and the Treorchy comprehensive school because road users have to give way to traffic approaching from their right at all roundabouts. Due to the position of the Stag Hotel and the positions of the pedestrian crossing, drivers can not even see the traffic coming from the right as they have to stop so far back. At certain times the volume of traffic from the school and the number of parents collecting their offspring, makes the journey from Cwmpark into Treorchy town a nightmare	Lights keep traffic flowing from every direction evenly Visibility issues on the roundel causing accidents Further Inhibits traffic flow	Crossing point locations would be carefully considered at detail design
67	Oppose	The Road is too narrow	Road Reduction would impair traffic flow	
68	Oppose	My main concern is pedestrians safety, plus how emergency vehicles can gain access + pass through the stag area of Treorchy	Safety of Pedestrians / Drivers is at risk Emergency Service Access Through stag Square	Detail design would be put through the road safety audit procedure and problems highlighted addressed.
69	Oppose	Safety issues with speed of traffic approaching roundabout, parking facilities for loading, bus stops need to be moved, but will move problem further down road, opening to Brook street, needs to be kept clear	Safety of Pedestrians / Drivers is at risk Loading bay needs to be relocated Opening to Brook street needs to be kept clear	The speed of traffic, loading bays, loading restrictions and bus stop locations will all be considered further. Keep Clear markings will be considered at Brook Street.

ID	Support / Oppose	Comments	Summary	Officer Comment
70	Support / Oppose	I am the manager at shoe store Treorchy. I neither support or oppose because not enough information was given whilst I attended the meeting at parc and dare. I started off asking a man about how we were to do deliveries which was my main question I had as a manager, the man moved on to speak to someone else without answering my question I then spoke to a lady who had the same response I left there none the wiser. Also had questions about safety with the informal crossings for blind people etc also the primary school take children to the boys club and library. The thing is no questionnaires have been given to businesses about delivery etc times etc. I understand that it is to do with flow of traffic but a bit more research is required regards to businesses and peoples safety to cross the road.	Not Enough Information Provided Poor Presentation and didn't answer questions No Questionnaires conducted with local businesses More Research required Safety of Pedestrians / Drivers is at risk	Main concerns are around loading and unloading. Loading bays would be provided and deliveries scheduled accordingly. 'No Loading' restrictions are also proposed around the junction at peak traffic times. Proposal is a concept and further consultation would be needed for detailed design.
71	Support / Oppose	I need to be aware of / see statistics / evidence for how roundabouts improve flow without difficulty to make informed decision.	Not Enough Information Provided	
72	Support / Oppose	Topography too awkward to positive progression with this plan. Keep it simple a roundel no parking bays- keep lights (not something to see how things go)	Keep Lights Active More Simple Design	
73	Support / Oppose	My main concern is the safety aspect. I am not convinced drivers will drive slowly and carefully as shown in the video. At busy times, especially early evening where people are returning from work, drivers are more likely to become frustrated and risk pulling out	Safety of Pedestrians / Drivers is at risk Drivers taking risks / Driving dangerously	
74	Oppose	The proposal scheme doesn't appear to have been subject to proper analysis.1) reducing to single lane will likely cause great congestion. 2) Lorries Devliering / collecting at premises north of Stag Square are expected to use short term loading bay on the opposite side of the road. This means that they will have to pass the premises if travelling northwards and would have to double back on myself prosuming that there is still a parking space available in the lay-by. 3) Delays will also occur when the refuse vehicle are obstructing the road. 4) pedestrians crossing are too near the junction and should be pelican crossings 5) approaching the junction at 20 MPH could apply even now	More Research required Road Reduction to One lane that would impair the flow of traffic. Loading Bay / Paving redevelopment is on the wrong side of the road Delays from refuse vehicle Crossing points close to roundel would impair traffic flow from pedestrians crossing Approach Speed Too High	The provision and location of controlled pedestrian crossings and the loading bays will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic. The proposals will be designed to maintain slow traffic speeds.
75	Support / Oppose	Reducing the number of lanes from 3 to 2 on this scheme would be a serious lack of planning, look for space is always an advantage. Given some thought to retails with this in mind. The north bound lane is quite often used by vehicles for deliveries, the middle or outside eastbound lane then acts as the northbound lane where traffic using this lane allows the northbound traffic to pass delivery vehicles. The road being reduced to two lanes would completely block traffic flow, it would be more than likely to block up the roundabout and to stop traffic in both directions. Reducing the speed to 20 MPH, that is a good idea. But keep the lamp standards way back from the edge of the pavements on the corners. The pedestrian crossing points could also pose a problem with some elderly people having to watch for traffic from two directions on a blind corner. IE crossing from the stag hotel to the Travel Shop.	Road Reduction to One lane that would impair the flow of traffic(On Each side) North Bound often used by delivery vehicles Speed limit should be reduced to 20 MPH Elderly / Disabled unable to cross road	Deliveries and loading would be restricted to the proposed loading bays only and a loading restriction traffic regulation order would be imposed on the traffic lanes. The provision and location of controlled pedestrian crossings will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic. The proposals will be designed to maintain slow traffic speeds and could include a 20mph zone.

77	<p>Oppose</p> <p>Dear Councillors and Officers, Many towns are now alleviating their road congestion problems by installing Shared Spaces or Courtesy Crossings, where drivers are expected to stop voluntarily for pedestrians to cross, after the removal of existing Zebra, Pelican and Puffin crossings where pedestrians previously had right of way. The removal of kerbs and safe footways then forces pedestrians to try to share the roadway with moving vehicles where drivers control both traffic and pedestrian movements, and the removal of traffic signals can then assist by allowing motorists to pass through without meeting a red light, and perhaps even without stopping, so traffic keeps moving and congestion is reduced. Pedestrians can of course still cross the road when there are no vehicles approaching, and drivers can stop to allow people to cross, but on busy town streets vehicles often travel in batches, each driver matching his speed with the vehicle in front, whilst keeping an eye on its rear lights in case it stops quickly. In the rush hour short batches of vehicles with gaps in between will often turn into longer convoys where shoppers may need to wait over five minutes for a gap in the traffic flow sufficient to allow them to dash across the road. This is not sharing, but traffic domination, and is happening in more towns as pedestrian controlled crossings are removed. Mothers with small children, people who are old or infirm, and especially people who are blind or visually impaired who cannot see moving traffic, all find such streets very frightening, and Lord Holmes Shared Space survey in July 2015 found that over 60% of respondents disliked these streets whilst over 30% actively avoided them, even though 88% of respondents were normally sighted fit and able drivers, cyclists and pedestrians! At an inquest on a nine-year-old girl who was run down on a courtesy crossing in Swindon in 2014, the Coroner commented that the girl must have wrongly assumed that this was a pedestrian crossing, whilst a policeman giving evidence said that motor vehicles had priority at this place. Such streets contravene the Public Sector Equality Duty, which requires local authorities to provide equality of access to everyone in public places, and legal cases are being prepared against several local authorities whose street layouts discriminate against blind and other vulnerable people. 2) Raising road surfaces and realigning gullies and drains to eliminate curbs is a major and very expensive way to change the appearance of a street, in the hope that this will improve pedestrian access to shops and other premises by persuading motorists to change their long-standing driving habits, and to drive slowly and carefully, and stop voluntarily for pedestrians who wish to cross the road. This wonderful but unrealistic theory seems to be ignored by most drivers, who are not legally obliged to stop for pedestrians in these places, and in practice footfall may even reduce as vulnerable people find other safer places to walk, meet and shop. You may have seen blind people with a long cane or a guide dog safely walking traditional streets, guided by kerbs and pedestrian crossings, even without being able to see where they are going, but after these street features have been removed they will not risk stepping in front of approaching vehicles which they can't see, and may thereafter be permanently excluded from those same streets, which they may have walked for many years. Traffic in your town falls into two categories: firstly vehicles who need to pass through your streets as quickly as possible to reach their destination somewhere else; and secondly, vehicles whose driver and passengers will leave their vehicle and become pedestrians, walking to shops and other destinations in your town. Some Councils use shared spaces and courtesy crossings to give priority to the vehicles passing through, but most local people and traders instead prefer improved facilities for pedestrians who sustain the life and energy of the town by visiting and spending money. Is your Council spending large amounts of unnecessary cash to reduce congestion and speed the journey of drivers who want to pass through your town more quickly, at the expense of local residents and business customers? Lowered or removed kerbs are features which can help traffic flow by allowing motorists to</p>	<p>Lack of Kerb Up stands Unable to determine direction of cars moving Lack of controlled crossing points</p>	<p>Concerns regarding safety are noted and it is understood that following the Lord Holmes report the Department of Transport are due to issue new advice to local authorities but this advice is not yet available. The provision and location of controlled pedestrian crossings will be considered at detail design to ensure that less able pedestrians can cross the road. It is noted that a kerb upstand is vital for blind pedestrians to navigate streets, a kerb upstand will be maintained except for crossing points where the appropriate tactile paving will be provided.</p>
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ID	Support / Oppose	Comments	Summary	Officer Comment
77		swerve onto the footway to park or to pass along inside cars turning right, actions which cause considerable problems for many different types of pedestrian, as do Advertising boards, low height bollards and cluttered footways, and a telephone call to one of the numbers below will bring you further information on these aspects of safety for pedestrians.		
78	Support	I work in Treorchy and the delays by the traffic lights cause me a problem both going to and leaving work. I welcome this initiative.	Supports idea and concept	
79	Support	Something needs to be done. Good presentation on 21/1/16 At park and dare. Very interesting would strongly recommend widening the narrow pavement from travel agents up to principality BS. Have you considered moving the bus stop 1) opposite the post office back to its old location 2) Bus stop at the middle of Treorchy causes problems due to exiting road narrowing. Can something be done about large delivery vehicles At peak times. Hope you keep traffic light infrastructure. If these changes fail to improve matters. Move crossings further back from junctions	Good Presentation Widen Footway more Review / Move bus stops Review Deliveries at Peak times Keep Traffic Light Infrastructure Move Crossing Facilities further back from roundel	Deliveries and loading would be restricted to the proposed loading bays only and a loading restriction traffic regulation order would be imposed on the traffic lanes. The provision and location of controlled pedestrian crossings will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic. The proposals will be designed to maintain slow traffic speeds and could include a 20mph zone.
80	Support	Excellent - will reduce speed of traffic and improve safety.	Reduces Speed Improves Safety	
81	Support	We need to have the lights removed as soon as possible as they are killing the town centre and causing massive disruption. The proposed system would be a vast improvement on the shambolic system of lights we now have to put up with every day. It would also breathe new light into the town centre and improve the quality of life for drivers and shoppers. Bring in the scheme ASAP	Remove Lights Improve stag Square	
82	Support	The video clearly shows how the suggested ways have worked. The early stages do however require clear notice of speed restrictions until drivers become more aware of the new measures. I also feel that some traffic needs to be rerouted to reduce the flow such as northbound from stations road rerouted over the old chapel area with a bridge onto riverside terrace up to the existing Abergarki Estate Road and out by the Baglan Hotel area.	Adequate Signage Re-Route Traffic Clearly Notice any speed Restrictions	Speed limit signage will be provided for 20mph zone There is no viable alternative to re-route traffic away from Stag Square.
83	Oppose	The safety of pedestrians will be compromised due to the uncontrolled crossing especially for the blind and disabled and elderly. Delivery vehicles at shop at present already cause problems for the flow of traffic and this will not after with the new layout. Also the down valley bus stop will cause backup of traffic near the 'roundabout' Better traffic light management and control of illegal parking would seem a better option.	Safety of Pedestrians / Drivers is at risk Lack of controlled crossing points Elderly / Disabled unable to cross road Vehicles / lorries loading wouldn't effect traffic flow Review / Move bus stops Current situation is best option available and shouldn't be changed	Deliveries and loading would be restricted to the proposed loading bays only and a loading restriction traffic regulation order would be imposed on the traffic lanes. The provision and location of controlled pedestrian crossings will be considered at detail design. Bus stop locations are also being reviewed to ensure that stopped buses do not impede the flow of traffic. The proposals will be designed to maintain slow traffic speeds and could include a 20mph zone.

ID Support / Oppose	Comments	Summary	Officer Comment
84	Oppose people will be killed spend money on road repair	Safety of Pedestrians / Drivers is at risk	
85	Oppose I believe that the money should be spend on activities for young people and to help with other issues	Money should be spent elsewhere	
86	Oppose No comment		
87	Oppose I believe that it would make the crossings more hazardous for pedestrians.	Safety of Pedestrians / Drivers is at risk Lack of controlled crossing points	The provision and location of controlled pedestrian crossings will be considered at detail design.
88	Oppose Drivers already jump through the red lights giving them a free licence would make the stag square a very dangerous spot for drivers and pedestrians.	Safety of Pedestrians / Drivers is at risk Drivers takings risks / Driving dangerously	The provision and location of controlled pedestrian crossings will be considered at detail design. Proceeding past a red light is a moving traffic offence which can be enforced by the police
89	Oppose Thank you for meeting us on 27 January, we appreciate the opportunity to consider the scheme in more detail. I have summarised what I think are the main points below. We understand that Mr Hamilton-Baillie's proposals include road narrowing and a central strip which is apparently intended to make crossing the road easier for pedestrians, but the junction is too noisy, and the traffic too busy, to allow people with sight loss to hear with any clarity when it might be safe to step out. Consequently, it would be impossible for them to cross independently as they could never assess when it was safe to do so. We appreciate that attempts will be made to limit traffic to a 20mph limit, but as discussed, this will not be strictly enforceable and experience tells us that some drivers will exceed the limit. Given that a person with sight loss cannot hear clearly when it is safe to cross, (because of the volume of traffic), it is therefore possible that they will step out into the path of a vehicle doing more than 20mph as there is nothing to prevent them from doing so. With the increasing prevalence of electric vehicles, this becomes more likely, regardless of the width of the road or any central island. We feel strongly that the current controlled crossing should be maintained, along with the kerbs which provide essential orientation clues for people with sight loss, and mean that there can be no misunderstanding as to where the pavement stops and the road begins. We look forward to hearing the outcome of the consultation and thank you again for seeking our views at an early stage.	Lack of controlled crossing points Unable to determine direction of cars moving(visually impaired) Lack of enforcement of current / future TRO's Lack of Kerb Up stands	The provision and location of controlled pedestrian crossings will be considered at detail design as it is understood that a blind pedestrian would not be able to tell where a vehicle is. Kerb up-stands will also me maintained except for crossing points where the appropriate tactile paving will be provided.
90	Support When the tunnel re-opens, there will be an increase in traffic through Treorchy, especially at weekends. There will be more traffic going "over the top" between the two tunnel portals including large coaches. Traffic coming over the top will use the A4061, Station Road. Slide 3 shows the route of the proposed National Cycle Network Route 882, which runs up Rhondda Fawr from Porth to the tunnel portal at Blaencwm. The Society is actively promoting this route.	reduces segregation between traffic and pedestrians Reopening of tunnel will increase traffic flow through Treorchy Concerns over junction of station Road and Dyfodwg street Largely used by cyclists	Comments are noted and will be kept for consideration and inclusion at detail design stage of this project
91	Oppose Your proposals include the removal of all timed light pedestrian crossing, which all at present, are some distance in advance of the actual Square, on all roads leading onto the Square which drivers must now observe to give users safe passage across the road. By replacing them directly on the Square, with "informal crossing places", will remove that safeguard for pedestrians, particularly those blind or partially sighted.	Lack of controlled crossing points Elderly / Disabled unable to cross road Safety of Pedestrians / Drivers is at risk	The provision and location of controlled pedestrian crossings will be considered at detail design.
92	Support I think in this time of austerity it's brilliant that someone has taken the decision to invest in Treorchy. (Thank you) The traffic problem is well known to all of us locals and to frequent visitors (bus drivers, delivery drivers etc) From what I can see of the proposed plans there's a chance it might work a similar bottle neck in ponty was solved when the lights by the bridge failed and traffic flowed through ponty a simple no right turn off the bridge was all that was needed and it made a big difference so I think we should go ahead and try it. As suggested paint the new lay out on the road so we can try it and if it works then build it. PLEASE.	Requests Trialling Improves Traffic Flow	Proposals would be trialled before implementation

ID Support / Oppose	Comments	Summary	Officer Comment
93 Support	I've looked at the stag Square traffic flow proposals and I think they will provide a very good solution to a longstanding problem. I think the pedestrian question has been carefully thought out. I fully support these plans. (It is also worth noting that drivers are also pedestrians and need to cross the road as well. Pedestrians who are not drivers should therefore not be allowed to monopolise opinions on the proposals)	Fully Supports Proposed Plans	
94 Oppose	I oppose this scheme because approaching this junction on the A4061 coming from Cwmparc, from the Maindy 'fast road'(i.e. the main commuter road from Cardiff where many people work), from the Afan Valley or from the Ogmore Valley you would not be able to see traffic coming on your right until you were straddling the pedestrian crossing, thus preventing pedestrians from crossing. If you move the pedestrian crossing further back then the pedestrians would not be able to see traffic approaching from High street or Bute street. This system would give constant priority to the traffic coming up the valley travelling on High street to Bute street. It would increase the waiting time on the road from Cwmparc and the traffic stretches already often up to Cwmparc Bridge in the rush hour.	Visibility issues on the roundel causing accidents Won't Improve traffic flow Increase waiting times	Visibility requirements will be considered further at detail design stage. Proposal was concept design.
95 Oppose	Whilst appreciating there are traffic congestion problems at this location, these tend to occur at peak times only and at other times of the day, through traffic flows relatively freely. In the interests of public safety, I consider the existing arrangement, despite its shortcomings, to be by far the best option. I have several comments to make regarding the proposal and shall bring them to the attention of officers at the forthcoming public exhibition at the Parc and Dare.	Current situation is best option available and shouldn't be changed Safety of Pedestrians / Drivers is at risk	
96 Oppose	Whilst I can see the removal of the lights may benefit traffic flow I must say I am extremely concerned by the narrowing of the road and the informal crossings especially given the amount of pedestrians at busy shopping periods I feel this would actually be quite disruptive to the traffic flow. This will cause major disruption with no by-pass route We still only have one road access to the top of the valley which is crazy. If there was an accident at the critical point then there is no alternative route to the top of the valley. When we had access around the back street by turning up by the post office or Phill Jones bicycle shop and down Glyncolili Road at least you had an alternative access route to by-pass the stag Square bottle neck. Plus Cwmparc traffic could once turn down by the co-op and by-pass the Stag.	Don't Narrow Road No Alternative routes if an accident occurs Lack of controlled crossing points	The provision and location of controlled pedestrian crossings will be considered at detail design.
97 Oppose	The roundabout is a really good idea but the crossings near there are not if they were moved further away from the centre like by boots, a fish called Rhondda and by betfred as I think it's dangerous right on the roundabout	Move Crossing Facilities further back from roundel	The provision and location of controlled pedestrian crossings will be considered at detail design.
98 Support	I welcome the proposals for the reasons given in the on-line video presentation. I am convinced that the proposals will work and as someone who commutes through the Stag Square every morning and evening, I look forward to the improved traffic flow.	Improves Traffic Flow	
99 Oppose	the crossing on the roundabout seems dangerous for pedestrians and also there will be people crossing all the time so you will not be able to actually use the roundabout properly.	Move Crossing Facilities further back from roundel Visibility issues on the roundel causing accidents Crossing points close to roundel would impair traffic flow from pedestrians crossing	The provision and location of controlled pedestrian crossings will be considered at detail design.
100 Support	I have lived in Treorchy all my life, traffic problem was much easier when the lights were out of action, but I do understand the problem of pedestrians trying to cross the road at this time.	Safety of Pedestrians / Drivers is at risk Improves Traffic Flow	
101 Support	I support with some reservations. For example, the pedestrian crossing are immediately on the roundabout which will impede the flow of traffic from all directions. Where will the bus stops be located? Currently the bus stop outside the Prince public house stops traffic from flowing. Will these bus stops be moved. What enforcement of traffic regulations will there be to ensure access to parking for all including disabled drivers or passengers?	Crossing points close to roundel would impair traffic flow from pedestrians crossing Review / Move bus stops Lack of enforcement of current / future TRO's	The provision and location of controlled pedestrian crossings will be considered at detail design. The location of the bus stops will be reviewed and relocated to suitable alternative locations
102 Support	If the council are proposing parking bays on High street these have to be limited to a maximum of 1 hour parking to help business's in the area as otherwise the bays will be congested by residents and people working in the Treorchy area	Limited Waiting must be 1 Hour max	Parking bays would require a traffic regulation order and detailed consultations. For example the restrictions could be 7am until 11am loading only, then 11am to 6pm limited waiting for a short duration to be agreed.

ID Support / Oppose	Comments	Summery	Officer Comment
103 Support	Changes to the Stag Square traffic issue is long overdue so I think it is great you are tacking the problem. There is another major issue that does not seem to have been addressed and that is the bus stops in the area. The bus stops by the Prince of Wales public house opposite Treorchy Post Office cause terrible traffic congestion issues and frequently bring traffic to a complete gridlocked standstill. These bus stops seem to be used as a waiting area by the bus companies as buses can be at these stops for many minutes. It seems unnecessary to have a bus stop by the Red Cow and then also these ones by the Prince of Wales as they are so close together. Could these stops both be removed and a new one set at a mid-point between the two which would further relieve the traffic congestion around the Stag Square.	Review / Move bus stops	The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic.
104 Oppose	I feel such a scheme could prove to be dangerous for both drivers and pedestrians . I cross the road at the Stag Square at 6.30 am in the morning and drivers continually jump the lights at present (at all times of day) .With no lights in place, the junction will be like a race track . Also , without the traffic lights , people of impaired vision will have no beeps to inform them that it's safe to cross . At present drivers are continually travelling through the one way system in the wrong direction , this could prove disastrous with no lights in place	Safety of Pedestrians / Drivers is at risk Drivers takings risks / Driving dangerously Don't Remove Lights Elderly / Disabled unable to cross road Lack of enforcement of current / future TRO's	The provision and location of controlled pedestrian crossings will be considered at detail design. Driving past a red light is a traffic offence which the police have the powers to enforce.
105 Oppose	A large proportion of shoppers who use Treorchy High Street are elderly and as such are less mobile, and also more likely to suffer from hearing and visual impairment. To remove the pelican crossings would be of great disadvantage and dangerous to elderly shoppers and residents. Although the changing of the traffic light system to a mini roundabout will improve traffic flow, I believe a set of connected puffin crossing lights would be safer for residents and shoppers. i.e. A pedestrian would press the button to cross and all entrances into the roundabout would be stopped.	Lack of controlled crossing points Elderly / Disabled unable to cross road Improves Traffic Flow	The provision and location of controlled pedestrian crossings will be considered at detail design.
106 Support	I support the proposal as it would make the area safer for drivers and pedestrians, as well as benefitting the shops.	Improve stag Square Improves Safety	
107 Oppose	Chapel Street is already overloaded with traffic it is almost impossible to park in the street due to non residents parking in the area also on average 20 plus motorists drive up Chapel Street the wrong way ignoring the one way traffic signs . Action is required to address this issue I pay for a parking permit yet I find it almost impossible to park in my street . Chapel street should be made resident parking only due to the increased flow of traffic which will pass once the roundabout is installed . Also I can see a lot more hgv vehicles driving down chapel street .	Chapel street Oversaturated with parking from non residents Lack of enforcement of current / future TRO's More HGV travelling through Chapel street	Proposals to close Chapel Street off at its junction with High Street are being progressed. Driving the wrong way along a one-way street is a moving traffic offence which can be enforced by the police
108 Oppose	Shared space has proven to be a failed concept in Poynton, Oxford, London, and every other location at which it has been implemented by Hamilton Baillie Associates. It creates an environment that is difficult to use by bicycle, that is difficult for pedestrians to cross, and only achieves installing fancy paving in an area. It also prevents access to an area for the visually impaired, which raises questions of legality under the Disability Discrimination Act. The project could also be challenged under the Active Travel Act for failing to properly consider pedestrians or cyclists.	Difficult for cyclists to use Concept failed in many other locations Elderly / Disabled unable to cross road Lack of Kerb Up stands Safety of Pedestrians / Drivers is at risk	Points raised are all noted and will be taken in to account during detail design of this project. The proposals will also be subjected to the road safety audit process.
109 Oppose	As you intend to narrow the road into only two lanes, put a delivery lorry outside olivers shoe shop which is regularly parked there for an hour. You have now only one lane for the traffic to pass.(I use olivers as an example I could use any of the main road shops that have no rear access)	Road Reduction to One lane that would impair the flow of traffic during shop deliveries.	Deliveries and loading would be restricted to the proposed loading bays only and a loading restriction traffic regulation order would be imposed on the traffic lanes to ensure free flow of traffic is maintained
110 Support	I broadly support the proposal although I have concerns about the 'informal' nature of the pedestrian crossings and roundel.... who is going to give priority to whom? I lived in Gloucester with a similar 'informal' situation for pedestrian crossings and it was terrible with many near misses taking place as pedestrians and vehicles never knew who had priority. Would your system not work better with formal pedestrian crossings and a mini-roundabout?	Lack of controlled crossing points Concept failed in many other locations Use of a Mini-Roundabout not a Roundel	The provision and location of controlled pedestrian crossings will be considered at detail design.

ID	Support / Oppose	Comments	Summary	Officer Comment
111	Oppose	<p>Congestion improved while the lights were out in Treorchy for the 2 way flow of traffic up and down the town only. I am a resident of Cwmparc and a HGV driver and know only too well the unintended consequences that such schemes can cause throughout the country. While the lights were out, the traffic backed up Cwmparc, over the bridge and back along the Pentwyn road, WHY? because at the Stag Square, who has the right of way, all traffic from the right of you, so as long as plenty of traffic flows up and down through Treorchy then the traffic coming from Cwmparc will have to sit and wait for the right of way out into the flow. A better response to the problem would be to bring a road through the land to one side of the Parc & Dare Theatre, build a bridge over the small river and allow traffic from Cwmparc to turn left into this road onto the back road of the town. This traffic can then make its way up to the main street via any of the roads off the back road. Make the road from the stag/co-op travel corner up to that new road one way up Cwmparc. Traffic would not be allowed to pass this new road down. This would also suit the bus route which can go all the way along the back road up to the industrial estate road, turn right and come out by the Cardiff Arms, do his route and come back down along the town and back up one way up Cwmparc. The HGV that also deliver to the CO-OP would not have to contend with waiting traffic at the stag while they try to make their manoeuvre left into the Cwmparc road to make their delivery, with no waiting traffic at this point, a HGV would also not have to cross over to the right of this proposed roundabout causing an obstruction to the flow of traffic coming down the town whilst trying to get onto the Cwmparc road. A roundabout only imposes the rule of giving way to all traffic from your right onto that area which will only cause problems for a three way flow area. I hope these concerns are taken into consideration and maybe someone might have the foresight to see what I am talking about as they visualise this area in their own minds as fully working and the problems that such a development will bring about.</p>	Cause additional congestion from Cwmparc	<p>Additional queues from Cwmbach are noted but that would be with a standard junction and not a roundel with the principles of a roundabout. Concerns are noted and will be reviewed before progressing further with detail design.</p>
112	Support	<p>If the proposal are to work then the two bus stops should be moved, South bound to where the loading bay is proposed and north bound moved south 20 yards as these are more of a bottle neck than the lights. The parking of cars with Blue badges outside boots and Iceland should also be better managed. The Traffic wardens turning up on a regular basis would act as a deterrent to cars blocking the road.</p>	<p>Review / Move bus stops Lack of enforcement of current / future TRO's</p>	<p>The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Parking bay locations and restrictions will be reviewed at detail design.</p>
113	Oppose	<p>I am a rehabilitation Officer/mobility Officer and work for the council. I regularly work in the area with people who have a visual impairment. The people rely heavily on the use of controlled crossings to travel around their community safely. With the proposed plans they would not be able to do this as there are only zebra crossings. These require the ability to make eye contact with drivers to make sure that it is safe to cross. I frequently use this area as a driver and know how busy this road is. There will be limited gaps in traffic. A visually impaired person would not be able to use hearing to identify where traffic is because the crossings are too close to the proposed roundabout. My professional opinion is that this is an accident waiting to happen. Please feel free to contact myself or the team for suggestions on how to make this area inclusive to all people.</p>	<p>Lack of controlled crossing points Unable to determine direction of cars moving(visually impaired) Move Crossing Facilities further back from roundel Safety of Pedestrians / Drivers is at risk</p>	<p>The provision and location of controlled pedestrian crossings will be considered at detail design.</p>
114	Oppose	<p>The replacement of existing crossings with informal crossing points is likely to make it more dangerous for pedestrians. reducing the lanes coming up the valley is likely to lead to greater congestion</p>	<p>Road Reduction to One lane that would impair the flow of traffic. Safety of Pedestrians / Drivers is at risk Move Crossing Facilities further back from roundel</p>	<p>The provision and location of controlled pedestrian crossings will be considered at detail design.</p>
115	Support	<p>I suggested this many years ago when the lights failed the traffic always flows better. If you look back in the files you will see letters and emails from my self suggesting this very set up.</p>	<p>Previously suggested this arrangement in the past</p>	

ID Support / Oppose	Comments	Summary	Officer Comment
116 Oppose	<p>What has been proposed is not enough to deal with the volume and type of congestion in the area. Your proposal is ideal if only cars were using that road but this is not the case, Stag Square is often blocked by HGV's making deliveries to the shops, Bin lorries picking up the business and domestic waste, busses stopping at halts along this stretch of road and not forgetting HGV's using it to gain access to the industrial estates and Rhigos road. The areas has several schools, doctors surgeries and medical facilities, all of which attract high volumes of traffic throughout the day. If the proposal included allocating rubbish collection out of prime time and deliveries being allocated to non-peak times, bus halts being moved to non-congesting positions, then it may be slightly feasible. None of the business are going to agree to this and moving bus halts defeats the whole purpose of accessible public transport. One thing we do agree on, is that it is in everyone interest to get this junction sorted out once and for all because it is highly unlikely that it will receive any further investment in the future because it is not in the Cynon Valley. Any traffic that does not want to use the services provided in the town i.e. Through traffic, should be diverted from the A4058 at the Lidl Supermarket junction onto the old EMI road that lies behind Treorchy Co-op and exits onto A4061. A new junction will need to be opened up adjacent to the Park & Dare near the river, to connect the road to River Terrace. River Terrace would provide access for non-through traffic with the Thomas Lloyd Ind Estate and beyond. The diverted traffic could rejoin the A4058 at the Baglan street/Rhidol Close junction. Your proposal would work then as part of a two pronged approach. My doctor is based in Ysyswen and you have to factor in at least 45mins to travel from Gelli to Treorchy via the Maindy, which is the shortest route to ensure you get there on time because you cannot predict the traffic problems that you may encounter. I've given up trying to shop in Treorchy because trying to cross the road to gain access to the shop either side, means that you are jay walking between traffic without exception, The only reason that people have not been knocked down is that the traffic is normally moving slowly for the majority of the time. The current situation is putting these business and the jobs they created at a disadvantage. Yes, it would be more expensive but it would go a long way to solving the problem and improve the economic viability of the area. We don't want Treorchy to turn into Tonypandy and Porth. If the old EMI road was upgraded/improved this old factory site could be reopened and developed to create more even jobs as part of the whole upgrade for the area. The return on your investment would be even more than current predictions.</p>	<p>Won't Improve traffic flow Review / Move bus stops Deliveries / Refuse only allowed off peak times Upgrade existing roads / Build a By-Pass</p>	<p>The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Parking bay locations and restrictions will be reviewed at detail design and a prohibition of loading traffic regulation order provided along running lanes. Refuse vehicles will temporarily hold up the flow of traffic whilst refuse is being collected. Alternative routes or proposals are outside the scope of this project but can be investigated in the future.</p>
117 Support	<p>Due to the congestion at peak times. But you should ensure that you also:- 1. stop parking outside Boots and Iceland for anyone, even disabled badge holders. This stops the flow of traffic towards Cwmparc and adds to the tailbacks. 2. stop delivery vans delivering at peak times.... for example to The Lion (this caused chaos the morning of Black Friday). Also to Superdrug, Boots and various other shops and public houses. 3. stop parking outside a Fish Called Rhondda which again causes congestion and tail backs. 4. Move the bus stop from outside the café opposite the Parc and Dare to outside the old police flats. 5. Ensure there are more enforcement officers at busy times. 6. stop parking outside the Post Office which again interferes with the flow of traffic especially buses when trying to get through a narrow gap.</p>	<p>Lack of enforcement of current / future TRO's Review / Move bus stops Deliveries / Refuse only allowed off peak times stop parking outside a Fish Called Rhondda</p>	<p>The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Parking bay locations and restrictions will be reviewed at detail design and a prohibition of loading traffic regulation order provided along running lanes. Parking enforcement of restricted areas is a council function so enforcement can be increased from time to time if required.</p>
118 Support	<p>I support the idea of a need for change. I can see a problem arising at peak times with congestion gathering around the roundabout while the 3 crossings are in use. I would move the crossings back 10 metres or so. I don't see the need for new road surfaces because I think it will imply to pedestrians that they can cross the carriage way anywhere as it gives the impression it's a pedestrianised area. Keep the layout of the road as you've stated with wider kerb sides and an offloading area but keep the road surfaces as normal. It's a good idea to limit speed to 20 mph but I would also suggest that the crossings are raised (like in Ton Pentre) this slows traffic down by itself and just before approaching the roundabout I would also add speed humps, this would be a safety feature because not all drivers will abide with the 20 mph limit. I respect the professional input into this project but it's just a starting point. Public opinion from residents and commuters are equally important. Why don't you publish what ideas and comments have been submitted, this way you can cherry pick between comments and maybe come up with the right solution.</p>	<p>Move Crossing Facilities further back from roundel Resurfacing road can cause confusion Implement a 20 MPH speed limit</p>	<p>The provision and location of controlled pedestrian crossings will be considered at detail design, however the proposed locations mimic the existing locations which are on pedestrian desire lines. Crossing locations could be on raised plateaus.</p>

ID Support / Oppose	Comments	Summary	Officer Comment
119 Oppose	I drive through Stag Square 5 or 6 days a week as a car driver commuting to work and I also cross here as a pedestrian, particularly at weekends. Restricted turning access into Station Road from High Street due to widening of the pavements - long vehicles already have problems turning into Station Road. Traffic travelling West to East and East to West along High Street, will dominate the traffic flow, making it difficult for traffic to exit Station Road at the junction. Making High Street single file will simply intensify the traffic flow into a single lane, creating longer tail backs down High Street in both directions. Informal shorter pedestrian crossings in the absence of traffic lights, will simply encourage pedestrians to "run the gauntlet" against the traffic flow, which will make school children, the elderly and the disabled vulnerable to traffic collisions. An opportunity for pedestrians to cross the roads in safety must be retained - shortening the distance between each sides of the road by widening pavements will not be sufficiently safe - particularly for the elderly and disabled.	Restricted turning access into station Road from High from pavement extension East / West Traffic Flow will dominate the roundel Road Reduction to One lane that would impair the flow of traffic. Elderly / Disabled unable to cross road Lack of controlled crossing points Safety of Pedestrians / Drivers is at risk	Comments are noted and will be taken into consideration during detail design. The proposals will also be subjected to the standard road safety audit procedure to identify risks and mitigate them where possible.
120 Support	The layout needs to be changed as it is a bottleneck. However 1. There need to be changes for the bus stops so that once a bus pulls over it does not then block the traffic until it leaves again 2. There are many pedestrians and I am unconvinced informal crossing areas will work 3. Too much indiscriminate parking - especially by people who need to visit the cash points. Yellow lines at these are ignored constantly 4. Practically daily I see vehicles travelling the wrong way up the one way streets - either Police them or change them into 2 way. 5. Traffic calming measures will be required if you seriously expect people to drive through at 20mph !!	Review / Move bus stops Lack of controlled crossing points Lack of enforcement of current / future TRO's Traffic Calming Measures will be required	The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. The provision and location of controlled pedestrian crossings will be considered at detail design. Parking enforcement of restricted areas is a council function so enforcement can be increased from time to time if required. Vehicles travelling the wrong way along a one-way street is a traffic offence which the police have powers to enforce. Traffic calming measures can be considered during detailed design
121 Oppose	A roundabout would be of no use as you would never get the traffic to flow from Cwmparc. Alterations to create a single lane for straight on and turn right would result in further delays. To create parking/unloading bays would again defeat the object of getting traffic to flow smoothly. As I see it there are three major problems: - The parking whilst they do shopping. The unloading of goods to the shops, and drivers following blindly nose to tail so that when there is a blockage the cars are stranded in the middle of the square. My suggestions would include: - Put keep clear hatch markings for the up traffic with a camera to monitor that. Put a camera to catch the cars parking to go shopping. Make sure that offenders are fined as a deterrent to others. Restrict the times that goods can be delivered to the shops to late nights or at the very least to less busy times. These restrictions should be applied both sides of the road from the Prince pub up to the Lion pub. Any future applications for a business that requires deliveries should be refused unless they agree to deliveries being made between 2400 and 0500 hours or the they have rear access that they must use. One further comment I would like to make concerns bus stops. What idiot decided that doing away with bus bays and building out into the road was an improvement. Tosh! People travelling to and from work have a long enough day as it is without being stuck behind a bus for very long periods. Drivers get frustrated and take risks in order to get past the bus.	Remove Parking / Loading Bay East / West Traffic Flow will dominate the roundel Keep Clear Markings with CCTV Lack of enforcement of current / future TRO's New Waiting Restrictions Introduce Bus Bays	Parking bay locations and restrictions will be reviewed at detail design and a prohibition of loading traffic regulation order provided along running lanes. Timings of loading restrictions would be determined through further consultations The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Parking enforcement of restricted areas is a council function so enforcement can be increased from time to time if required.
122 Support	The present situation at Stag Square is very difficult for pedestrians and drivers alike. Treorchy is a thriving town - I think the proposed scheme will benefit all concerned and make walking and driving through the town less of an ordeal. Apart from traffic/pedestrian lights holding everyone up, delivery lorries/vans parked almost on top of the pedestrian crossing cause real difficulties for drivers turning left at the lights towards Treherbert - can't pass the lorry, leaving cars stuck on the corner and not knowing whether it's safe to continue (can't see the state of the lights). Is there any way this could be resolved in the interests of all road users and without adversely affecting the businesses concerned?	Improves Traffic Flow Improve stag Square Lack of enforcement of current / future TRO's Deliveries / Refuse Prohibits Traffic Flow	It is noted that lorries loading and unloading add to the congestion during peak times. Parking bay locations and restrictions will be reviewed at detail design and a prohibition of loading traffic regulation order provided along running lanes to ensure they are not obstructed.

ID Support / Oppose	Comments	Summary	Officer Comment
123 Support	Both my wife and I were present at the 6.30 presentation held on Thursday 21/1/16. Prior to this we were both of the opinion that the Councils Cabinet decision to invest monies to improve the traffic flow at the Stag Square was wonderful news for the rate payers of the Upper Rhondda Fawr. We were impressed with the outline innovative plans presented to us on the evening which in our view will rejuvenate the Treorchy High street at the same time offering a more pleasant safer shopping experience for the pedestrian that hopefully will turn into an increase in sales and profits for our independent traders. We are also confident that with co operation on the part of the pedestrian and the car user the problem of congestion that has blighted the Stag Square for decades will be improved by the proposed scheme. The areas that we believe need to be considered are:- 1) The reposition of bus/coach stops 2) Heavy goods vehicles disrupting the flow of traffic offloading goods to the local retailers. This will also apply to private cars parking any where in the designated areas that will cause frustration to all and sundry. 3) Use of good quality materials and pleasing to the eye colour schemes for the crossing points etc. Whether there is a need for a trial period this is debateable as far as we are concerned if the project is to proceed the quicker it is implemented the better it will be for all concerned. We would hate for a prolonged period of disruption on top of the redevelopment time and by using chalk and bollards we would hate the area looking like a war zone. If the Highways professionals are confident the proposal will succeed then lets proceed with haste after the agreed consultation planning time scales	Improves Safety Review / Move bus stops Deliveries / Refuse only allowed off peak times Use good quality good looking materials Requests Trialling	The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Parking bay locations and restrictions will be reviewed at detail design and a prohibition of loading traffic regulation order provided along running lanes to ensure free flow of traffic. Timings of loading restrictions would be determined through further consultations.
124 Oppose	The main problem with the current set-up at the Stag Square is the presence of a busy formal pedestrian crossing in a busy road junction. When the traffic lights are out of action, traffic flows freely because no-one can cross at the stag Square. Although no-one in their right mind would want to cross the road at such a busy junction. Proper Pelican crossings where Bute street becomes High street and at the Post Office would be a more sensible • Informal crossing points are dangerous as road users will ignore them and pedestrians will not know how to use them. • The practical upshot of the Marquis of Bute insisting on wide roads for his carriages in the Nineteenth Century is the surfeit of on-street parking in Treorchy. The proposed scheme removes this almost entirely. All that remains is a bay for no more than half a dozen cars, which is located on the junction that is currently congested. • The bus stops in Treorchy are opposite each other. When up and down bus stops are full, there is no way for traffic to pass and Bute street is strangled. This problem is going to increased if this scheme is implemented. Delivery vehicles, which have no choice but to park outside the shops they are delivering to will block the carriageway, and with the proposed central reservation, it will be impossible to pass them. • This is not a residential road, where the reduction of traffic speed to 20mph is a sensible idea. Although 20mph is a net increase of 19mph on the speed of traffic through Treorchy at the moment. The traffic does not need calming, it needs speeding up. • I expect this consultation to be as thoroughly ignored as the public consultation over the dangerous and unnecessary traffic calming measures in Treherbert was. At a meeting at the old Treherbert Library, Treherbert residents objecting to the scheme were told that "we have been given this money by the EU for a traffic calming measure in Treherbert. We have to spend it, so you are getting a traffic calming measure whether you want it or not." Over-all 2/10. Must try harder.	Pelican crossings where Bute street becomes High street and at the Post Office Lack of controlled crossing points Review / Move bus stops 20 MPH zone isn't needed Doesn't feel that residents feedback is going to be taken seriously	The provision and location of controlled pedestrian crossings will be considered at detail design. The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. The principle of allowing un-controlled pedestrian crossing is based on maintaining low traffic speeds.
125 Support	Better access is required at the stag Square as at present with a bus stop outside The Prince of Wales pub, people parking (supposedly DPCB holders) to collect prescriptions from Boots or shopping from Iceland the traffic going down the valley infringes on both lanes of traffic. The bus stop opposite the Post Office is on a blind corner so traffic coming up are pulling across the carriageway into the oncoming traffic and again flow is hindered by those parking outside the Post Office or trying to gain access from the side street. Similarly from the Lion down we have the same issues when people stop outside the shops for deliveries so blocking the on coming lane of traffic or stop outside The Deli to get their order as they can't possible walk from a side street or off street parking area. Any improvement must be a good thing so long as the general public and vehicle owners actually adhere to the rules of the road (or pavement or crossing area). as a driver and also a pedestrian it is not difficult but to some people stopping where they like or walking out into traffic appears to be their given right.	Review / Move bus stops Lack of enforcement of current / future TRO's Deliveries / Refuse Prohibits Traffic Flow	The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic. Loading will be restricted to the loading bays proposed and a traffic regulation order progressed to prevent loading elsewhere to ensure the free flow of traffic.
126 Support	Something needs to be done urgently. No scheme is prefect but this one is the best proposal so far, short of a by-pass which would be very expensive. Any parking facilities outside the shops should be of short duration and strictly enforced.	Lack of enforcement of current / future TRO's Best Solution	Limited waiting could be for a short duration, subject to further consultations.
127 Support	Something has to be done otherwise Treorchy will become completely gridlocked within the next five years. Observing the other areas of the country shown in the presentation that have benefitted from similar schemes, there is no reason why it will not work here. I was quite disappointed to here several negative comments at the meeting from people who had preconceived views prior to the meeting and did not listen to the evidence presented. They seemed to have a defeatist attitude that nothing can be done to alleviate the problem.	Best Solution Supports that something needs to be done	

ID	Support / Oppose	Comments	Summary	Officer Comment
128	Support	My only opposition is the positioning of the crossings. They are too close to the roundabout and would impede the flow of traffic. Also a pedestrian crossings would have to check all exits are clear before crossing. You could have vehicles stopping mid manoeuvre on the roundabout. I also think there is a safety risk to pedestrians as vehicle users will need to concentrate on both other vehicles and people crossing. A better solution would be to pull back the crossings away from the roundabout so that the traffic flow is slowing or stationary approaching the roundabout. There also needs to be multiple crossings dotted along the High Street. This is possible as it will be a 20 zone. This system is used in French villages and small towns and works very well. This will stop there being pinch points of people at single crossings.	Move Crossing Facilities further back from roundel Crossing points close to roundel would impair traffic flow from pedestrians crossing Safety of Pedestrians / Drivers is at risk Implement a 20 MPH speed limit Effective in different areas of the country	The location of the pedestrian crossing points and a 20mph speed limit can be considered at detail design stage.
129	Oppose	Reducing lanes to one in each direction will cause longer delays at Stag Square as traffic turning to travel to Cwmparc from either direction will be merged into one lane as opposed to two lanes at present. Thereby creating greater delays and problems of access to station road. The proposals will increase danger to pedestrians such as the elderly or blind pedestrians with the removal of the controlled pedestrian crossings. The Lay-bys are in the wrong places and should be on the opposite side of the road serving the shops that need them most. Emergency vehicles will have greater problems travelling through the street by creating single lanes and central reservations	Road Reduction to One lane that would impair the flow of traffic. Safety of Pedestrians / Drivers is at risk Elderly / Disabled unable to cross road] Emergency Service Access Through stag Square	The provision and location of controlled pedestrian crossings and the locations of lay-bys will be reviewed and considered at detail design. Emergency services will be consulted further as the detail design progresses and moves forward from the concept design.
130	Support	The Rhondda Tunnel Society committee have examined the proposal. Our main concern is the proposed cycle route up Rhondda Fawr, which crosses Station Road from the park and goes along Dyfodwg street. This junction needs to be calmed in the same way that you are proposing for Stag Square.	Concerns over junction of station Road and Dyfodwg street	Dyfodwg Street is currently outside the scope of this project, but the gateway could be relocated to include Dyfodwg Street if funding allows.
131	Oppose	Due to the lack of safe road crossing facilities for the disabled, hard of hearing and blind or partially sighted.	SAME AS ID 117 ----- Lack of enforcement of current / future TRO's Review / Move bus stops Deliveries / Refuse only allowed off peak times stop parking outside a Fish Called Rhondda	To provide provision for disabled, hard of hearing and blind pedestrians the provision and location of controlled pedestrian crossings will be considered at detail design.
132	Oppose	How are large vehicles / lorries travelling up the valley going to turn left (90 degree bend) to go to Cwmparc without impeding the traffic approaching the roundabout from Cwmparc. At the moment large vehicles / lorries use the other lane to swing around the bend. This is going to cause accident upon accident. On a more serious note school buses use that route frequently on a daily basis. This has not been thought through. I'm all for improving the flow of traffic at the Stag Square. An option would be to purchase the HSBC Bank on Stag Square which is closing for business in April 2016. This would enable the roundabout to be sited in a more advantageous location, easing the flow of traffic again and in particular allowing large vehicles / lorries to manoeuvre around the 90 degree bend.	Large Vehicles manoeuvring roundel / stag square Purchase HSBC building and demolish it for more usable space	It is noted that the swept path movements of larger vehicles would need to cross onto the other side of the road to complete turning especially left turns. This will be given further consideration during the detail design process. The purchase of the HBC bank was considered but would not deliver substantial improvements to the concept design proposed.
133	Oppose	Northbound traffic is likely to take priority at the proposed roundabout since they would not have to give way for traffic from Chapel Street as this arm of the proposed roundabout is an exit arm into a one way street. If drivers are not required to give way	Over priority from northbound traffic	Comments noted, will also look at the possibility of closing off Chapel Street so that right turning traffic would not hold up the flow of traffic.

ID Support / Oppose	Comments	Summary	Officer Comment
134 Oppose	I disagree with the suggested proposals. The overall area is not big enough for long vehicles to manoeuvre without overlapping the footpath. Also think the island of the proposed roundabout would be overrun. The parking bays would not be practical because deliveries need to be made to shops on both sides of the main road, and both north and south of the junction. I agree there should be a reduced speed limit through the town from the CARDIFF ARMS to PHIL Jones cycle shop. Think that pedestrians will find it difficult to cross between moving traffic and so would suggest that either a pedestrian phase is provided that allows all arms to be crossed simultaneously and the traffic lights to be adjusted to allow for the flow of traffic or no signals at all. With any change to the operation of this junction think there initially should be a visible police presence to ensure things run smoothly.	Large Vehicles manoeuvring roundel / stag square Roundel would be driven over not around Remove Parking / Loading Bay Deliveries / Refuse Prohibits Traffic Flow Implement a 20 MPH speed limit Safety of Pedestrians / Drivers is at risk Lack of controlled crossing points	The location of the loading bays will be reviewed during detail design. The provision and location of controlled pedestrian crossings will be considered at detail design. The proposals will be designed to maintain slow traffic speeds and could include a 20mph zone.
135 Oppose	1. The use of 'informal' crossings at peak rush hour times provides for inadequate pedestrian safety. 2. At peak times pedestrians will inevitably be crossing between stationary traffic queuing to enter the junction whilst dodging free flowing traffic travelling the opposite direction. 3. North bound traffic entering the junction and turning into Station Street will have late sighting of pedestrians crossing from the south side of Station Street. 4. Traffic calming measures are unlikely to prevent, particularly north bound, traffic from crossing the junction at speed. 5. South bound traffic may have late sighting of pedestrians crossing from the Lanyons estate agent side of High street. 6. The lack of controlled crossings will present risks to younger children going to and from local schools. 7. Whilst there is provision for parking on the southward side of High street on the approach to the junction the proposal will lead to delivery vehicles delivering to businesses on the northward side reducing the road to single lane traffic with the consequence that this will back up into the Stag junction and back traffic up down High street and up station Road. 8. The reduced effective road width to the south side of the junction will exacerbate the existing problems caused by the location of bus stops outside the Prince pub and opposite the Post Office. These already generate tail backs and create a 'blind' bend. 9. The example quoted of a 'similar' road layout in Poynton Cheshire is misplaced. This is a far more open junction with lines of site well into the roads entering the junction and quite unlike the Stag Square. I would also doubt that it has the concentrated foot traffic experienced in Treorchy.	Safety of Pedestrians / Drivers is at risk Visibility issues on the roundel causing accidents Traffic Calming won't reduce speed Lack of controlled crossing points Road Reduction to One lane that would impair the flow of traffic during shop deliveries. Road Reduction to One lane that would impair the flow of traffic. You cannot compare Poynton to stag Square	Numerous points raised have been noted. All points will be reviewed and considered at detail design stage.
136 Support	I'm not sure whether there's the need to reduce the speed limit to 20 mph - surely the roundabout will be sufficient reason to reduce speed on approach. I think a reduced speed limit will hinder the flow of traffic during quieter periods.	20 MPH zone isn't needed as roundel acts as traffic calming feature	Points noted, concerns are that at quieter times when traffic speeds could be higher pedestrians will still need to cross the roads without a controlled pedestrian crossing facility, therefore a 20mph speed limit would help to maintain reduced traffic speeds

ID	Support / Oppose	Comments	Summary	Officer Comment
137	Oppose	<p>Thank you for asking us to provide feedback on the above development, we have reviewed several pieces of research (including the report provided by Hamilton-Baillie) and visited the area. We will provide feedback relating to access and usability for people with disabilities, as you have consulted with a representative from the Guide Dogs for the Blind Association I will not be concentrating on the issues that may arise for people with visual impairments. During our meeting you pointed out that the route in question was classed as a safer route to school, which is important. It is, therefore, important to consider the impact change may have on children, young people, parents and carers with disabilities. Often children with conditions such as Autism, Aspergers Syndrome and other behavioural conditions do not respond well to change. A change in their route may have an adverse effect on their physical and mental wellbeing and in turn an adverse affect on their education. As this is an uncontrolled crossing vehicles have the right of way, this may cause problems for children who are used to crossing via a conventional crossing. Under the current system pedestrians have the right of way those people using the crossing may get confused to the new layout; this could also lead to accidents and maybe fatalities. We discussed the centralised strip or "central reservation"; this also worries me because it does not appear to be wide enough for a mass group of people. It is paramount that it is wide enough for wheelchair users, people using shop mobility scooters, people with prams / pushchairs and those with shopping buggies. Those on the central reservation should feel safe and not obstruct other pedestrians or the traffic. Your plan states that you are proposing to relocate the bus stops, I'd like to ask where they are going to be relocated to? As you know a large amount of our service buses are used by people with physical disabilities and are accessible to wheelchair users. For people with limited physical ability, the elderly or young children any extra distance to travel may result in physical difficulties. Due to the intensity of traffic on the roads in question I feel that establishing uncontrolled pedestrian crossings in this area would be dangerous to people who fall under various elements of the Protected Characteristics outlined in the Equality Act 2010. At these uncontrolled pedestrian crossings the pedestrians do not get priority; this causes concern for me when you consider not only the volume of traffic but also the demands on drivers in the area. You highlighted in page 10 of the report created by Hamilton-Baillie that there has been "observed a number of vulnerable street users navigating the crossings... for which the crossing timings were not long enough." I am anxious that the proposed changes to Stag Square would enhance this problem because there would be no formal crossing time. As discussed in our meeting I feel drivers may be impatient and not have the time or inclination to wait for a wheelchair user, someone with walking aids, slow moving pensioner or someone with pushing a pram/pushchair to cross. This would also be a problem if these people were part of a larger group and could not get across quick enough. The research I have carried out to put this letter together suggests that the type of crossings that are being proposed in the plan for stag Square would be better served in an area where the traffic volume is lower. I have some further questions that I will email to you separately, however, I have grave concerns about this type of uncontrolled crossing. I've outlined my concerns regarding the pressure on drivers in that area and the vulnerability of those using the crossing not having enough time to cross. I fully acknowledge that there is a need for change in this area to alleviate some of the traffic congestion in this area I would strongly urge you to steer away from crossing that are uncontrolled. Thank you for meeting with me, and for giving us the opportunity to consult in this process, as we discussed previously, should you require an Equality Impact Assessment (EqIA) please do not hesitate to get in touch and we can set up a framework to carry that out.</p>	<p>could effect those with illnesses such as Aspergers and Autism Children will find it difficult to use the area Lack of controlled crossing points width of central reserve is too small for wheelchair users / prams exc.. Where is the new bus stops going to be located too? Drivers wouldn't give way and too much risk is associated with driver cooperation</p>	<p>Lengthy correspondence with a number of valid points raised. Points will be considered at detail design stage and accommodated where possible. Further consultations with disability groups will continue during the detail design stage.</p>
138	Support / Oppose	<p>Undoubtedly traffic, together with the concerns of pedestrian having to negotiate the present and unacceptable situation at the Stag Square, Treorchy has long-since been a real concern. It is creditable that at last, your department is addressing this matter. Having viewed your video clip on your site regarding the proposed improvements by your department at this location, time will tell if there's to be any advantage by doing so. Ideally, and as your are surely aware, a worthwhile traffic by-pass is the solution to resolve the present situation, for undoubtedly, this present and unacceptable matter can only worsen. Being a frequent victim of the Stag Square and the present chagrin it presents whenever one encounters it, I posses an empathy with all other who are also being subjected to its obvious shortcomings. However, having viewed the video regarding the proposed improvements, I'm disappointed at what seems to be an adequate alternative to relieve the traffic congestion at the Stag Square. This is, to develop the access road to the Pioneer store and the Treorchy Boys/Girls Club from Station Road, Treorchy, into a bypass. Nearby, is a roadway that already affords good access for vehicles using the Allotments alongside the river. That vehicle access extends from that location with onward access past the upper end of the Treorchy Industrial Estate and then past the Lidl store, then having very good traffic access to and from the main Treorchy to Pentre highway. Undoubtedly, considerable amounts of traffic that approach the Stag Square along Station road, then turn right onward in the direction of Pentre. Moreover, a considerable amount of traffic emanating from the direction of Pentre towards Treorchy also turn left at the Stag Square to enter Station Road. Surely, the development of this by-pass could then be utilised from non-HGV traffic and thereby, alleviate congestion at the Stag Square? Given that this alternative could possibly create a solution of the present stag Square situation, one wonders why this is not noted within your department's proposal for the Stag Square?</p>	<p>Build a By-Pass / improve local roads</p>	<p>A by-pass and or other alternative routes are beyond the scope of this project an unlikely to achieve sufficient funding in the short term or even medium term future. Proposals intend to mimic when the traffic lights failed with the addition of improving pedestrian crossing locations.</p>

ID	Support / Oppose	Comments	Summary	Officer Comment
139	Support / Oppose	<p>Thank you very much for organizing the recent stag Square consultation. We are very supportive of the proposed development of the stag Square junction and very much welcome the investment into Treorci. Whilst we agree mostly with the proposal put forward by the consultant Ben Hamilton Baillie, we would like to make the following observations and suggestions.</p> <p>1)We are very concerned that visually impaired pedestrians will find it difficult to cross the road without controlled traffic lights. A.We would like to suggest that a pedestrian crossing is installed further down the street, possibly by the Post Office, and another by the Parc & Dare. Our visually impaired residents will then have the option of crossing safely. B.That Chapel street be blocked off to traffic at the junction and a continuous pavement be created to allow safe pedestrian passage past the square on the northern side.</p> <p>2)We don't believe that having a pedestrian crossing so close to the roundel is safe. Drivers will have enough to contend with focusing on other vehicles. We believe that the informal crossing points should be at least a dozen yards from the roundel.</p> <p>3)We welcome the 20mph speed limit and hope that it will be obeyed by drivers. To enforce this limit, we would like the option of a speed camera at the junction.</p> <p>4)Trial run. We believe that this is a good idea to see if the 'roundel' works, but during the trial, we would like to know how pedestrians will safely cross. None of the streetscape works will be in place, so pedestrians and motorists may not be sure what to do.</p> <p>5)Disruption during works. We understand that if this scheme is progressed there will be many months of roadwork's at an already busy junction. We would like to be re-assured that disruption to both pedestrians and traffic is kept as minimal as possible.</p> <p>6)Delivery vehicles. We are quite concerned that delivery vehicles will cause major problems for traffic due to the narrowed carriageway. We understand that a single road approaching the roundel is necessary, but it does mean that any vehicle stopping outside a business to unload will bring the traffic to a standstill.</p> <p>7)The bus stops need to be repositioned and the current 'timed' stop moved away from the Square. Is it possible to have a pull-in for buses outside the Post Office where the pavement is wide</p>	<p>Elderly / Disabled unable to cross road Lack of controlled crossing points Chapel street should be blocked off to traffic at the junction Move Crossing Facilities further back from roundel Introduce 20MPH speed limit Requests Trialling Minimal Disruption Deliveries / Refuse Prohibits Traffic Flow Review / Move bus stops</p>	<p>The provision and location of controlled pedestrian crossings will be considered at detail design.</p> <p>Chapel Street could be blocked off and a footway continued across the junction.</p> <p>Traffic calming measures can be considered during detailed design and include a 20mph zone.</p> <p>A trial run would be carried out before the proposals are implanted.</p> <p>It is understood that delivery vehicles add to the congestion, the proposal includes delivery bays and a traffic regulation order will be progressed to restrict loading on the running lanes.</p> <p>The location of the bus stops will be reviewed and relocated to suitable alternative locations so that waiting buses do not obstruct the flow of traffic.</p>