

Cowbridge to Ystradowen Active Travel route options

Consultation Report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve the active travel connection from Cowbridge to Ystradowen between 28th June and 20th July 2022. The public were asked to choose which of the three possible route options they would like to see developed.

The aim of the Scheme is to provide a safer highway environment for pedestrian movements and provide opportunities for active travel, particularly for vulnerable road users and children of secondary school age.

Funding for this Scheme has been secured from the Welsh Government Core Active Travel fund. The Welsh Government funding application process advises that a list of options is considered as the first stage of scheme development and consulted upon.

A separate report has been produced on potential use of S106 sustainable transport improvements for the area under the Cowbridge by-pass. This will be published on the Council's website.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Social media posts;
- Information on the Council Active Travel webpage;
- Email to respondents of previous ATNM consultations;
- Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme) and an
- Email to stakeholders and statutory consultees

An online survey was provided to record consultation responses. Paper copies of the survey were also made available on request.

Consultation Results

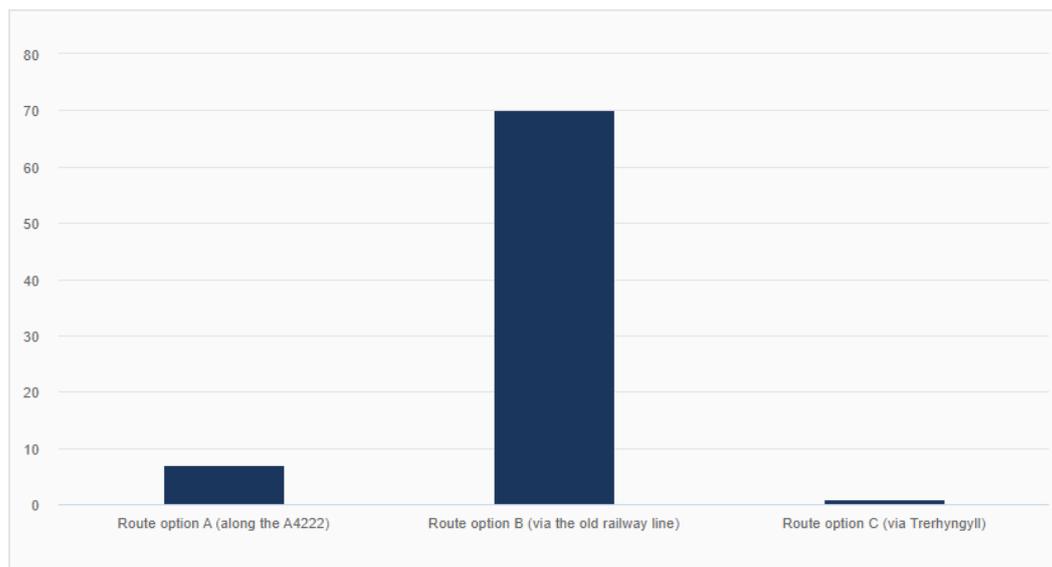
The route options consultation was hosted on the Welsh Government funded portal Commonplace (<https://ystradowentocowbridgeat.commonplace.is/>).

There were 1773 visitors to the consultation webpage.

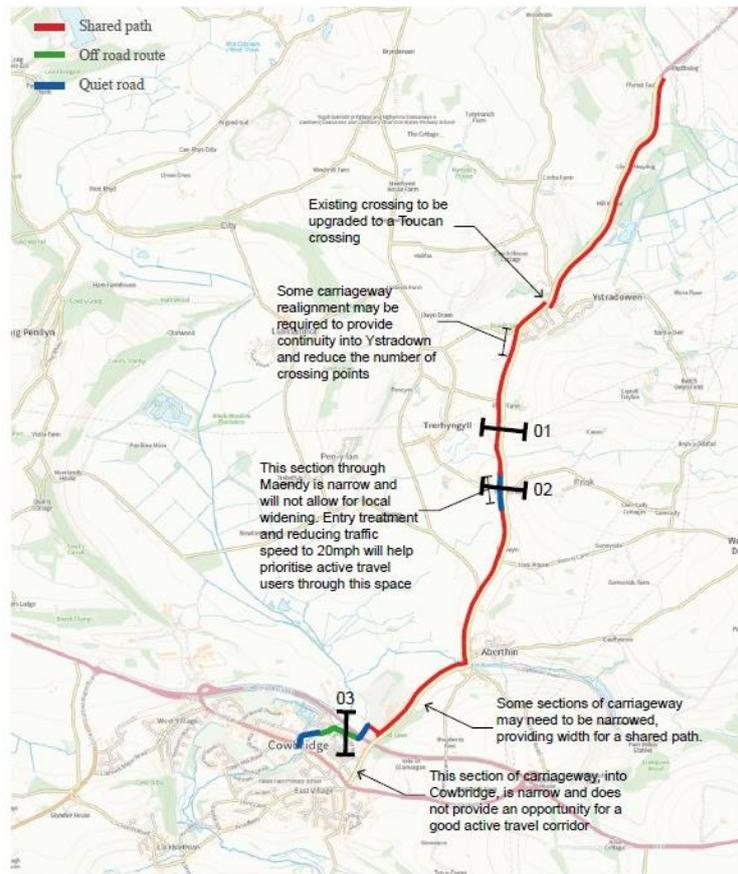
218 unique users responded to the survey and there were 898 contributions. 173 respondents confirmed their email address. 44 respondents did not confirm their email address.

7 further emails were also received regarding the scheme, to the activetravel@valeofglamorgan.gov.uk email address provided on posters and the website.

78 individuals chose their preferred route option. 7 (9%) chose route option A, 70 (90%) chose route option B, 1 (%) chose route option C and 1 (1%)



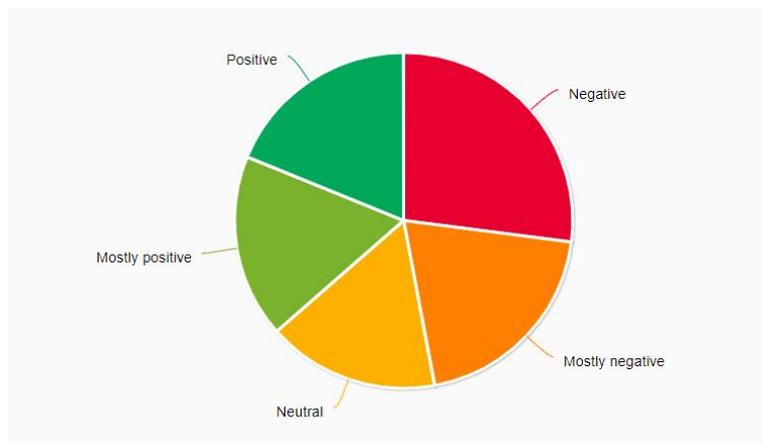
Route option A



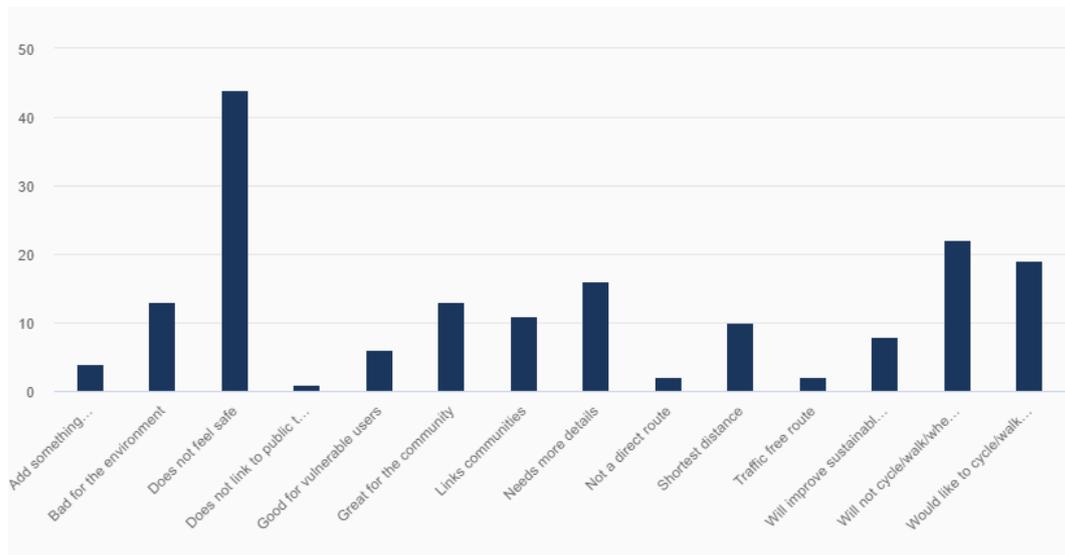
Consultation comments

The first question asked, 'What do you think about this proposed route?'

53% responded that they were positive, mostly positive, or neutral with the proposed route option:



Why do you feel this way?



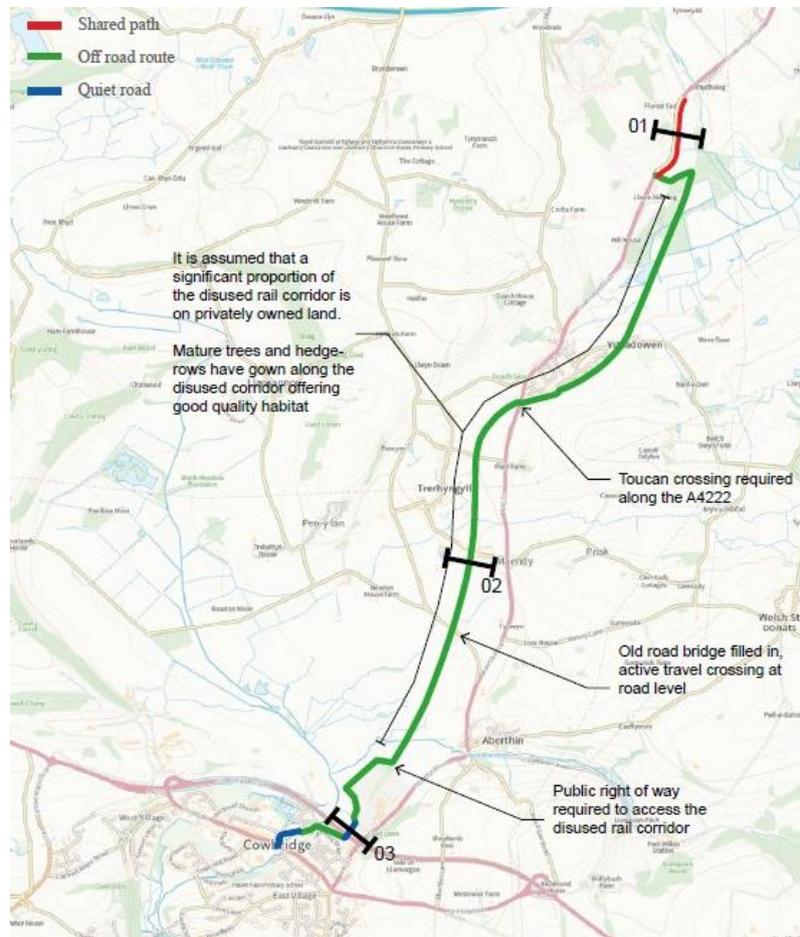
- 44 think it 'does not feel safe'.
- 22 'would not walk/cycle/wheel here'.
- 19 'would like to walk/cycle/wheel here'.

A full list of additional comments can be found at Appendix A.

Key themes from other comments: -

- Route would not feel safe without separation from traffic and without this is unlikely to be used by vulnerable road users.
- Less environmental impact than route B.
- Least expensive route.

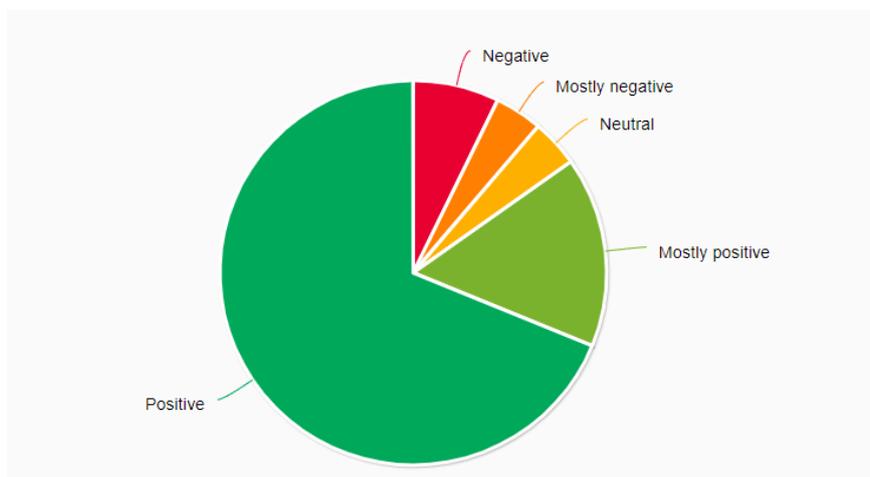
Route option B



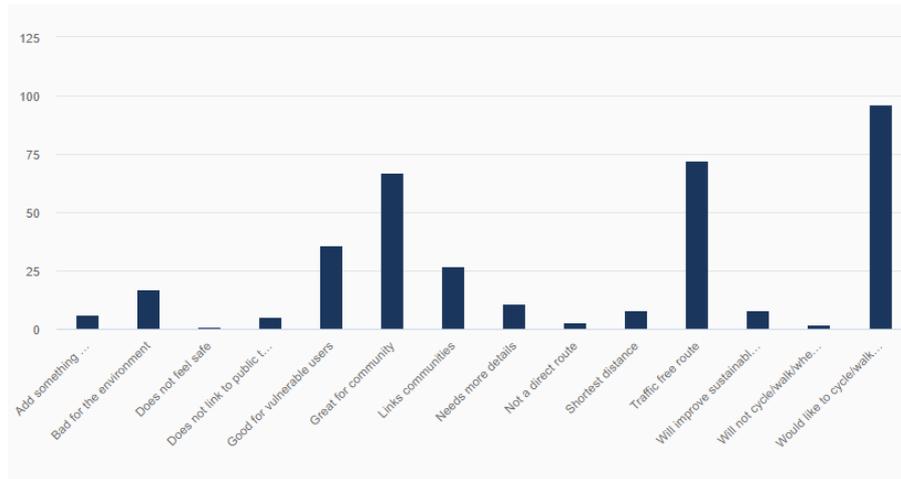
Consultation comments

The first question asked, **‘What do you think about this proposed route?’**

89% responded that they were positive, mostly positive, or neutral with the proposed route option:



Why do you feel this way?



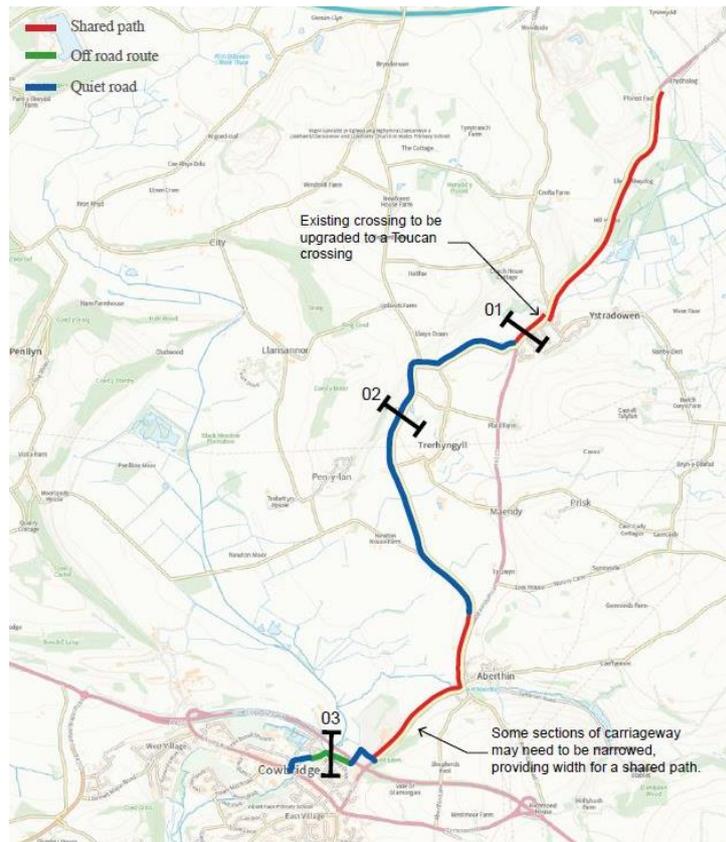
- 67 respondents think route option B would be 'great for the community'.
- 72 chose this route as it is a 'traffic free route'.
- 96 'would like to cycle/walk/wheel here'.
- 36 think it would be 'good for vulnerable users'.

A full list of other comments can be found at Appendix B.

The key themes from other comments are:

- This route would be the safest option.
- Concern over disturbance to current diversity.
- Would be used more than other options.
- Best option to keep vulnerable users, in particular children, away from road and traffic.
- Would require lighting.

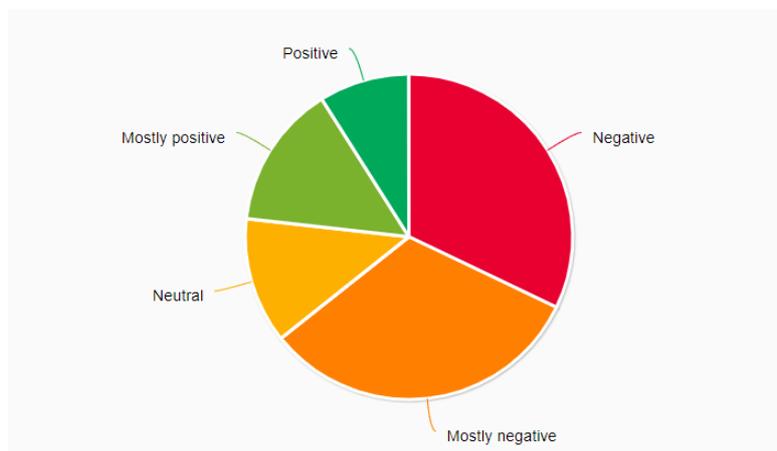
Route option C



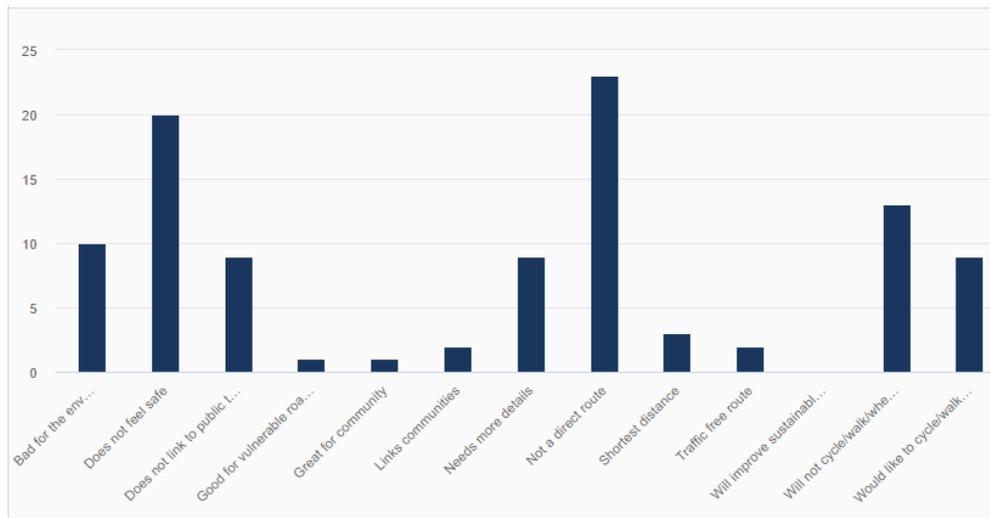
Consultation comments

The first question asked, **'What do you think about this proposed route?'**

77% responded that they were negative, mostly negative, or neutral with the proposed route option:



Why do you feel this way?



- 23 respondents felt that 'it's not a direct route'.
- 20 replied that it 'does not feel safe'.
- 13 'will not cycle/walk/wheel here'.

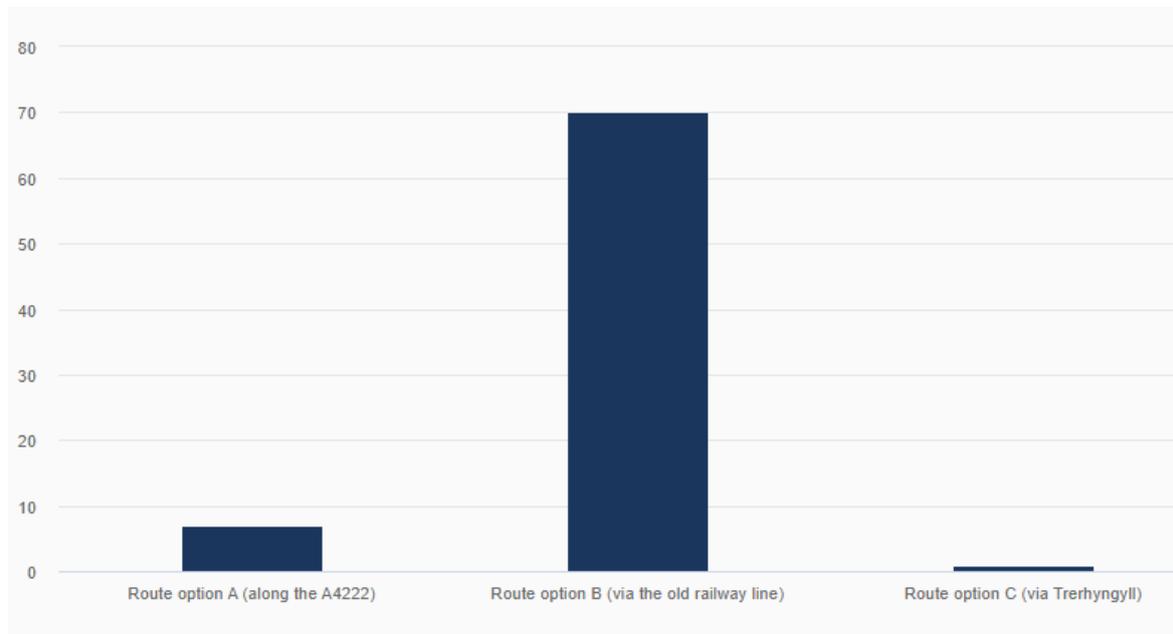
A full list of comments can be found at Appendix C.

The key themes from the comments added were:

- Very steep/hilly.
- Do not think it will be used by school children.
- Longer route option than the others.
- Route already exists as a walking route and is too narrow.

The final tile asked for respondents to choose their preferred route option from the three presented.

Which is your preferred route?



7 chose route A, 70 chose route B and 1 chose route C.

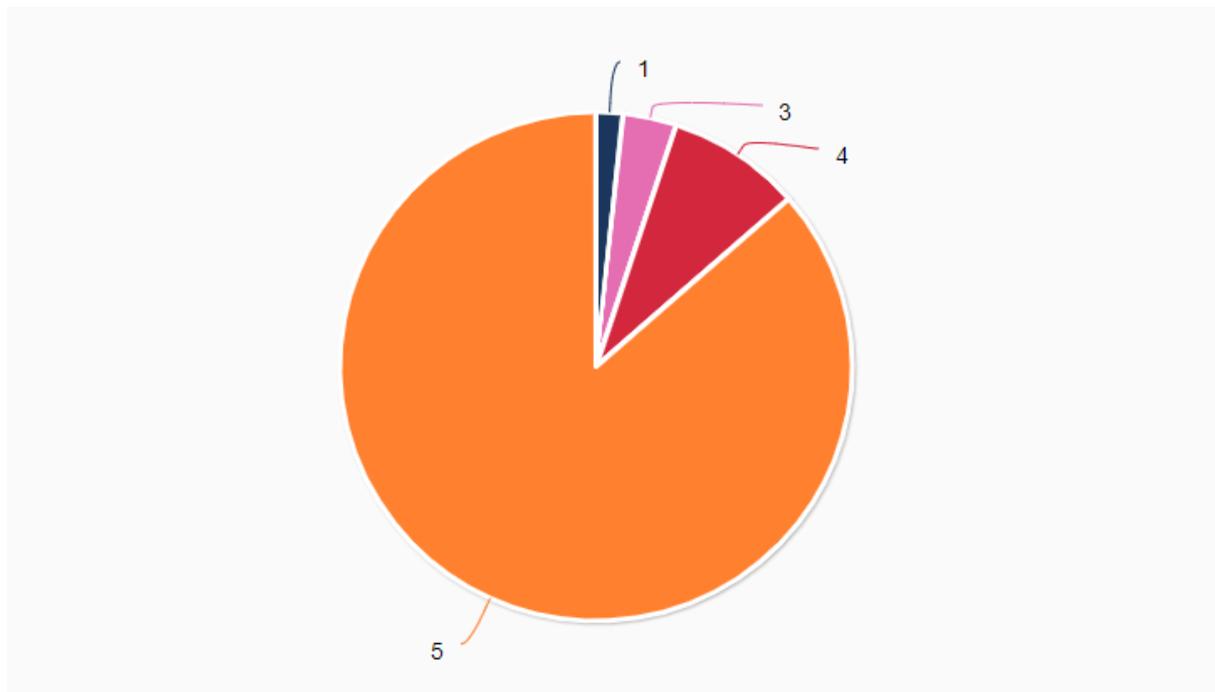
What are the current barriers to Active Travel in the area?

A full list of comments can be found at Appendix D.

The key themes arising are:

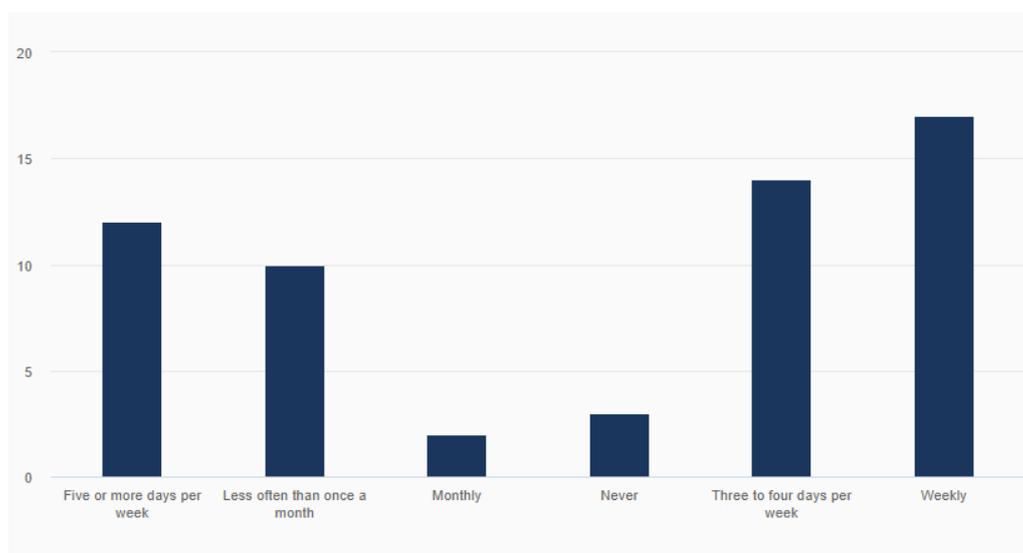
- Volume of traffic in the area.
- Speed of vehicles on the existing highways.
- Lack of segregated cycling and walking infrastructure.
- Terrain.

Do you think the proposal to develop an Active Travel route in the area is a positive one?



86% responded very positive to neutral (5 being positive and 1 being negative)

Current levels of walking or cycling by the respondents:



The final question asked for other comments or suggestions

A full list of comments can be found at Appendix E, but the key themes were:

- Concern over removal of free school transport from pupils living in Ystradowen attending Cowbridge Comprehensive.
- The need to address traffic volume and speed along the route.
- Support for the scheme in general and hope it is delivered.

The following responses were emailed into the Council (and are provided as they were received):

1. Please do not forget the horse riders in your list, thank you.

Council response to number 2 - The consultation was shared with the British Horse Riding Society for comment as a stakeholder. Any comments regarding horses will be considered.

2. Good afternoon.

Whilst I agree that the route should be improved, as a parent I am concerned about the implication a preferred route would have on the provision of free school transport from Ystradowen to Cowbridge. I would require confirmation that this is to remain.

In my view (having actively walked all routes), none of the proposed routes suggest a safe walking route for young children, especially in the winter months. If the proposal removes the provision of this free transport, you would not be achieving the wider issue of active travel and reduced carbon emissions as more cars would take to the road for the school run.

Please could someone provide clarity on this matter?

3. I am a resident of Ystredowen and speak on behalf of many residents who have concerns over pathway improvements with regards to the school bus that it provided to this village and surrounding ones.

I think it would be useful if someone from your team could make it clear to us what the impacts of these changes could have on the school bus service.

I look forward to hearing from you.

The Active Travel Officer replied to emails 2 and 3 above with the following:

The decision on whether free school transport would continue to be provided to pupils living in Ystradowen would be a matter for the school transport department, who I have copied into this email for information.

However having previously worked in school transport team I know that the reason the S31 is currently provided is because there is not an available walking route, due to the lack of footway in Maendy and not because the distance is over 3 miles. The

purpose of improving active travel links in this area is to provide a safer walking and cycling route connecting Cowbridge to Aberthin, Maendy, Ystradowen and to the RCT border.

If a route reaches construction phase the school transport department would measure the route and undertake the necessary risk assessment before making a decision on whether school transport would be removed. There was a similar situation in Eglwys Brewis a couple of years ago after the Northern Access Road was constructed that provided an available route for pupils previously eligible for a free bus pass.

4. Disappointed that the routes seem to involve a busy road We have so many excellent footpaths but they need upgrading and made accessible. Eg by the installation of kissing gates rather than stiles.
I don't understand why lighting is needed

Please consider improving footpaths and access to footpaths in Llansannor and Penllyn

Council response to number 4 – there were several options, one of which was completely offline and ran along the old railway track. Any active travel route that would be built would have minimal barriers along it. Lighting of an active travel route allows it to be used during the winter months. Routes to Llansannor and Penllyn are not currently on the Active Travel Network Map but could be considered in the future.

5. Why are the many horse riders in the area excluded from plans when there are so few alternatives to the dangers of riding on roads in the area?

Council response to number 5 - The consultation was shared with the British Horse Riding Society for comment as a stakeholder. Any comments regarding horses will be considered.

Cowbridge with Llanblethian Town Council submitted their response. There was a response regarding the area under the bypass that has been removed from this report, but included in the S106 report:

6. At the Cowbridge with Llanblethian Town Council meeting on 19 July 2022 the following responses to the Active Travel & S106 Consultation were agreed:

Route from Cowbridge to Ystradowen

“Cowbridge with Llanblethian Town Council favours option B for the active travel route from Cowbridge to Ystradowen. This is clearly the most popular with respondents and making use of the old railway line for a cycle and walking route is an excellent idea.”

I have also submitted these responses online.

I and the Town Council as a whole will be very interested to see the results of the consultation.

Council response – this response was noted.

7. South Wales Police submitted their response. Again, the response regarding the area under the bypass has been removed and included in the S106 report. The second part of the proposal is to install a cycle path from this area to Ystradowen using the old railway, this would be a good idea to improve road safety.

Council response – this response was noted.

Recommendation

The Council will undertake work to produce a concept design of an active travel route in line with the proposal listed as Option B.

After considering comments received through this consultation, the Council will ensure there is a route connection to Aberthin.

This will be fully funded by the 2022/23 Welsh Government Core Active Travel grant that has been awarded.

Appendix A – comments included with Route Option A *(included as they were received)*

	Comment received	Council response
1	<p>The reduction of speed limit to 20mph at Meandy is not sensible for that road and is unlikely to be followed by road users. Section 3 is sensible. Compulsory removal of large vehicles from this road would be more beneficial and more likely to encourage cyclists. Purchase of land is essential for this proposal to be anything but a flag waving exercise.</p> <p>As a cyclist may I point out that the lanes running parallel to this road are currently used and widening these would be more sensible.</p>	<p>Noted. Comments will be considered if route is preferred option.</p>
2	<p>The road is too dangerous for children to safely walk or cycle.</p>	<p>Noted. This scheme would provide safe walking and cycling routes for everyone in the area.</p>
3	<p>We urgently need a connection of footpath opposite Sandy Lane turning and have done so for years! I fear further speed restrictions will make a mockery of the project! We have so many beyween Cowbridge and Ystradowen now! Cowbridge comp should be 20mph when hazard warning flash (school times) Aberthin return to 30 because of a self policing bend. Then 40 until Maendy, where it should be 20 then 40 until Ystradowen where there should be a 30 mph camera!</p>	<p>Noted. Comments will be considered if route is preferred option.</p>
4	<p>Removing 2km of hedgerow in a nature emergency will have a big impact on the environment. Many nesting birds (and even buzzards and red kites) nest and feed in this area. I am all for active travel, but believe this should be enhanced footpath/bridleway that is currebtly there, and make key sections wheelchair friendly to Aberthin, andable to use bike but not directly beside the main road. My son will be walking to school from cpwbridge so understand the need but this is a poor option that will impact wildlife and not be safe.</p>	<p>Noted. Comments will be considered if route is preferred option.</p>
5	<p>Very bad idea. Routes along main highways are not safe for Children and will not be used. There is significant evidence that separating traffic from pedestrians / cyclists results in more sustainable use</p>	<p>Noted. Comments will be considered if route is preferred option.</p>

6	Too much disturbance to the road, already has enough differing speed limits. Don't want another 20mph limit put it. Active travel would be next to road. The railway path is by far the most appealing and pleasant option for all Inc road users who will not be able to transfer to walking /cycling.	Noted. Comments will be considered if route is preferred option.
7	Not safe or good As a family route	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
8	I might walk it.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
9	As a regular walker on this route, even early in the morning the road users do not keep to the speed limits. The road is currently not wide enough the the size of HGV vehicles using it. I would consider it a dangerous route with your proposals and would not be content with the suggestion it is an "active travel route"™ to Cowbridge Comprehensive School.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
10	Narrowing carriageway could cause collisions between motorists endangering people on the path.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
11	As a daily walker this is the most direct route. The least amount of land needs to be purchased.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
12	While possibly the cheaper option it doesn't keep cyclists and pedestrians far enough away from the traffic. Maybe other traffic calming features eg Road barriers would help	Noted. Should this route be developed then consideration would be given to traffic calming measures.
13	Will need speed restrictions and/or traffic calming measures along A4222 north of Aberthin to provide a safe corridor.	Noted. Should this route be developed then consideration would be given to reducing traffic speed limits.
14	Use the old railway line as a cycle path from talygarn quarry all the way through to Cowbridge	This option has been presented as part of this consultation.
15	Unless speed cameras are installed along the length of the route from Ystradowen to Cowbridge, people will continue to speed along this route. The route is far too narrow in places, it is too close to a lot of traffic and would not feel safe. I think this would cost a lot for very little gain in terms of users.	Noted. Comments will be considered if route is preferred option.

16	This will not be a safe route for pedestrians and cyclists without physical separation from traffic. The road is busy and certainly not safe for unaccompanied children. Having walked it on one occasion it is not an experience to be repeated.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
17	Would need to provide physical separation of vehicles from pedestrians to be a safe route. Certainly not safe for unaccompanied children. May be feasible with 20mph speed limit end to end with rigorous enforcement.	Noted. Comments will be considered if route is preferred option.
18	Nice to have a direct walking link between each of the villages and Cowbridge. It appears that this option would have far less environmental impact and potential cost than option B.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
19	Would need speed reduction measures so that it would feel safer	Noted. Speed measures were noted to be considered if this route option is taken forward.
20	This still puts pedestrians and cyclists at risk, traffic WILL NOT adhere to 20mph limit (see Aberthaw's recent 20mph experiment)	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
21	Too similar to what's already there	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
22	<p>Have both run and cycled regularly along this route.</p> <p>footpath is shocking, its uneven and often overgrown, plus as noted it is not continuous and in parts narrow. The traffic is travelling at +30mph in many places around the narrow area.</p> <p>Would need to resolve the very dangerous gap in the footpath at the bottom of watery lane, I have nearly been knocked over there whilst walking/running due to speed of cars/blind corner.</p> <p>Anything to improve the footpath alone would be welcome.</p> <p>Cycling the road is reasonable, although uneven road/bumps push you out into the middle of road. Just improving the road condition would make it easier for cyclists to travel more consistently on the road without having to more out to the middle.</p>	<p>Noted. Thank you for your support.</p> <p>An active travel route provides a safe walking, cycling, wheeling route for all users, including wheelchair users and less confident cyclists. The current conditions do not meet Active Travel guidelines.</p>
23	To encourage walkers on a busy main road with school coaches is irresponsible.	Noted. This comment will form part of the decision-making process on

		which option to take forward to the next stage.
24	I frequently cycle and walk between Aberthin and Cowbridge and would welcome a wider footpath / cycle lane. The 3m wide route would need to be white lined and marked so that pedestrians and cyclists understand it is shared. Lighting between the school and Aberthin [maybe 2no additional columns] would be beneficial as this is a dark section which may put people off.	Noted. Comments will be considered if route is preferred option.
25	Utilises the infrastructure that is already in place and seems like the most direct route. Possibly the most cost effective option too with the least disruption to the environment.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
26	Keep walkers and cyclists away from roads used by buses and other large transport vehicles.	Noted. Comments will be considered if route is preferred option.
27	My spouse and I regularly cycle from Ystradowen to Cowbridge with our young kids on the back of our bikes, to take them to/from nursery school in Cowbridge. We do this because as a family we want to make environmentally conscious choices and improve our health through active transport. In terms of distance / exertion, this route is easy. But the current road is so far from ideal. Regularly on this route, motorists overtake us too closely, or endanger us and other road users by overtaking at inappropriate times. We persevere with cycling at the moment as our kids are still passengers on our bikes, but there is no way we would do this route when our kids are old enough to be on tag-along bikes, or to cycle themselves. Particularly in adverse weather conditions the route can feel dangerous. Having a designated bike / walking path such as this one would be a huge improvement. It would make us feel much safer as the danger from overtaking traffic would be far reduced. Ideally I would prefer route B, but route A would still be a vast improvement over the current situation, if route B proves too expensive. If possible, there should be a physical barrier between the road and the shared path	Noted. Thank you for your support. Comments will be considered if route is preferred option.
28	The biggest issue facing the village communities is the lack of pavement between Maendy and Aberthin. Providing pavement for	Noted. By providing the missing piece of footway in this area would not bring

	the 70 metres or so not currently provided would make the single biggest improvement and ought to be relatively cheap.	the whole route up to active travel standards so this scheme would address this.
29	There does not seem to be enough space for the proposed plans to be implemented in a way that is safe.	Noted. The next stage of scheme development is to look at design and feasibility.
30	Not enough room.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
31	Not a nice place for a family or children as near fast vehicles / traffic fumes / lots of hills	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
32	Road is too narrow through Maendy and to build any type of path would require land purchase - the proposal of directing cyclists onto the road through 20mph is not safe for young children. The number of HGV's that speed along this route is off putting - they will not adhere to 20mph - they don't now through Aberthin!	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
33	The road is too narrow to have a cycle Lane. It doesn't feel safe.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
34	The road is too narrow for cars and cycling	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
35	The road is too narrow for cycling and cars. I think it will still be too dangerous for children to cycle. Even with 30 mile speed limit, many cars go faster.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
36	All plans unclear and confusing Narrowing of carriageway unsuitable due to usage by large lorries and farm vehicles What is meant by quiet lane through Maendy? Removal of hedgerows should not happen it would alter the character of the area and bad for wildlife What will happen in Aberthin on the sharp bend by the pubs? What is meant by a quiet road under the bypass and behind the houses in Millfield Drive? The pavement from Cowbridge to Ystradowen badly needs attention and a simpler idea would be to improve the pavement between Aberthin	The three route options presented are in the very early stages of concept design. The preferred route would be subject to more detailed investigation and further design work, which would answer the questions posed.

	<p>and Maendy so the is continuous. i cannot see serious cyclists using the cycleway as they never do in other areas How would cycling in both directions work especially as path will be shared with pedestrians This scheme should be scrapped</p>	
37	<p>The current situation is dangerous. Any of the options would be good, but I feel that this is the most likely to be used and could be the cheapest option therefore likely to actually be done.</p>	<p>Noted. Thank you for your support.</p>
38	<p>1.The clearance of 2km of hedges and walls would be an atrocious decision and be detrimental to wildlife and the rural nature of the area. 2, The so called 'Quiet Road' from behind town hall car park to under the flyover is at present a footpath with narrow bridge over the Thaw so land would need to be acquired and the change would effect lives of occupiers of a number of houses. 3. From the by pass to the A4222 the route is a track heavily used by school children and others on foot, cycle and car and parts of it would not be wide enough to allow for safe passage of pedestrians, cyclists and motor traffic in one direction let alone two. 4. The A4222 is used by buses, lorries and agricultural vehicles and also as it is likely that most if not all serious road cyclists will not use the pathway the width of the road should not be reduced. 5. Mention is made of the narrow section at Maendy but not in Aberthin by the Farmer's Arms where the pavement is even narrower and on a dangerous bend. 6. Increased lighting along the route would be damaging to wildlife, create additional light pollution and the demand for electricity. 7. At present the footway from Aberthin to Maendy moves from one side of the road to the other if this pattern is retained it will require more users to cross the road with the obvious risks this entails.</p>	<p>Your objection to this route option and the reasons for such, is noted.</p>
39	<p>This is not a great option. Even with some kind of separation this will be keeping Motor vehicles and walkers/cyclists in close proximity. This would be ok for experienced</p>	<p>Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.</p>

	cyclists, but would deter new cyclists young children etc. Other route along railway line much better	
40	Im not sure people who commute on to other places for work will use modified walking and cycling routes during the week. Chopping down hedges ruins character and is poor for wildlife. Money much better spent on improving the dire public transport to rural Vale.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
41	Road is too narrow to accommodate a cycle path and if the fast cyclists don't use it, it will be even harder and unsafe to pass than it currently is.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
42	<p>1. The clearance of 2km of hedges and walls would be an atrocious decision and be detrimental to wildlife and the rural nature of the area.</p> <p>2, The so called 'Quiet Road' from behind town hall car park to under the flyover is at present a footpath with narrow bridge over the Thaw so land would need to be acquired and the change would effect lives of occupiers of a number of house.</p> <p>3. From the by pass to the A4222 the route is a track heavily used by school children and others on foot, cycle and car and parts of it would not be wide enough to allow for safe passage of pedestrians, cyclists and motor traffic in one direction let alone two.</p> <p>4. The A4222 is used by buses, lorries and agricultural vehicles and also as it is likely that most if not all serious road cyclists will not use the pathway the width of the road should not be reduced.</p> <p>5. Mention is made of the narrow section at Maindy but not in Aberthin by the Farmer's Arms where the pavement is even narrower and on a dangerous bend.</p> <p>6. increased lighting along the route would be damaging to wildlife, create additional light pollution and the demand for electricity.</p> <p>7. At present the footway moves from one side of the road to the other if this pattern is retained it will require more users to cross the road with the obvious risks this entails.</p>	Repeat of number 38.

Appendix B - comments included with Route Option B *(included as they were received)*

	Comment received	Council response
1	Keeps walkers away from dangerous car drivers. Particularly children to schools.	Noted. A large section of this route would separate users from traffic.
2	Takes walkers and cyclists off road which is safer.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
3	I think these proposals are brilliant! There's a huge need for it for families to use bikes safely (with children), runners, walkers and school children walking to and from the comprehensive without the unsafe pavements (gaps in pavements) would be over the moon if this went ahead	Noted. Thank you for your support.
4	This is the safest option. The disturbance to current biodiversity would be more than compensated for by gains in carbon saving overall and there is always the potential for recreating even richer habitats.	Noted. Thank you for your support.
5	A safe pathway needs to be taken away from the busy road. Children with bikes could use this safely without risk	Noted. Thank you for your support.
6	Safest option all round!!	Noted. Thank you for your support.
7	I'd like to see a provision for protecting/replacing lost wildlife habitat should this plan be used. It would need to be well lit to feel safe.	Noted. Your comments will be considered if this is the preferred route option.
8	This would be a much more pleasant journey with less traffic. I appreciate the potential loss of biodiversity/habitat but considerate landscaping/tree planting etc could help mitigate this.	Noted. Your comments will be considered if this is the preferred route option.
9	Would be happy for my children to use this route and as it would be mostly traffic free, think it would be well used and sustainable. Other options are not fit for purpose	Noted. Thank you for your support.
10	I really think this is the best option to take forward. There have been many times where I have walked from Aberthin to Ystradowen along the main road, and via the lanes, where I have been worried about the amount and speed of the traffic. I feel this is the best way forward, it will be lovely to walk in an area that is traffic free, I appreciate that the wildlife may be affected but I am sure that with the right re-planting of plants, hedges and trees they will return. The only thing I would ask is that there are bins along the routes, this is helpful for general litter as well as dog poop bags.	Noted. Your comments will be considered if this is the preferred route option.

11	Traffic free, fume free, therefore safe from cars lorries etc. Certainly would be no pleasure in the other options with the volume of traffic on that road, and would discourage people from using.	Noted. Thank you for your support.
12	This would turn into a lovely walk for all to enjoy not just aid in active transport. Could be a lovely path for pushchairs / cyclists/ young and old.	Noted. Thank you for your support.
13	In Ystradowen the proposed route would run directly behind/to the side of many houses. The potential for noise, antisocial behaviour and general disruption to the residents is a massive concern. The effect that such a project would have environmentally is also a big concern, with the removal of wildlife habitats, flora and fauna. A further concern would be if any of the routes proposed were to replace the current Cowbridge Comprehensive bus service, this I'm sure, would lead to an increase of traffic on the roads.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage. Any decision on school transport would be taken if and when an active travel route was constructed.
14	An excellent option that will prove very popular. Compare with Padstow to Bodmin, very well used for cycle and pedestrian users, both tourists and commuters.	Noted. Thank you for your support.
15	I'm concerned about loss of biodiversity and ancient hedgerows but seems a good option	Noted. There would be ecology surveys undertaken if this is the preferred route option.
16	A reasonable route for leisure purposes; but am concerned regarding safety of pupils travelling actively to Cowbridge Comprehensive School as defined as one of your objectives. Would this proposal, and/or the others remove the school bus provision that currently serves the children along this route?	Any decision on school transport would be taken if and when an active travel route was constructed.
17	This route along the old railway line would create vastly more useage than along the road. On the proposed road route it is likely that people would only use it to commute, or go to/from school. Utilising the railway line would create a huge impetus for people to use as a recreation route. It could be used by cyclists dog walkers, runners. It would be a huge boost to increase activity in the community as well as reducing the use of vehicles	Noted. Thank you for your support.
18	A safe route is preferable especially to encourage families with yiunger children.	Noted. Thank you for your support.
19	Best option for families with small and older children. It would not feel safe to let my older children cycle to school along the A road.	Noted. Thank you for your support.
20	Good safe option but may be expensive.	Noted. This comment will form part of the decision-making process on

		which option to take forward to the next stage.
21	This is my favoured option though perhaps the most expensive	Noted. Thank you for your support.
22	Great idea. Like many other disused railway lines it would make a nice traffic free path for walkers and cyclists.	Noted. Thank you for your support.
23	Often use the old railway line to walk between Aberthin to Cowbridge so extending this route to Ystradowen would be beneficial. There is no way we would even walk to Maendy along the A4222	Noted. Thank you for your support.
24	There is no way we would walk even to Mandy from Aberthin it is not safe to do so	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
25	One of the reasons we chose to move to our house was it's quiet setting and that there were fields to the side of the house. This option would mean a path being built next to our house, impacting our privacy and increasing noise, and this would be the same for a large number of houses in the village.	Noted. Landowners would be engaged at the earliest opportunity if this is the preferred route option.
26	<p>If this route were to go ahead, I am sure we would want some guarantees that it would not open the way for the surrounding greenbelt land to be built on.</p> <p>Could the potential loss of habitat created during construction not be mitigated by planting along the new path?</p> <p>I think this is by far the safest option and I would definitely use it for cycling into Cowbridge rather than using the car. I am a nervous cyclist and find the current route terrifying. A relatively flat, traffic-free route would definitely encourage more walkers and cyclists, including children getting to / from school. However, the bus should always remain an option.</p> <p>I often walk from Treerhyngyll/Ystradowen to Cowbridge but am not comfortable doing so owing to the narrowness of the pavements in places. The new speed limits have helped, but cars still regularly speed through Aberthin and along the main road.</p> <p>I have long said that this would be a great option for the area and would welcome using it in future.</p>	<p>Noted. Thank you for your support.</p> <p>This is currently being treated as a standalone active travel scheme and should this route be taken forward to the next stage of design, ecology surveys would be undertaken.</p>
27	This sounds like an opportunity for footpath but not appropriate to bring down mature trees and natural habitats. This will remain a busy and dangerous stretch of road and i wouldn't want to cycle it	Option B utilises the old railway line and would provide a walking and cycling path away from traffic. Ecology surveys would be

		undertaken at the next stage of design.
28	Great for the kids to be properly away from the road	Noted. Thanks for your support.
29	The map for this route is labelled Cross Section 02 along the route marked in green which is defined as Quiet Lane although the route is described as 'provision of cycle and pedestrian provision via disused railway'. Which is it? Is the proposal for a Quiet Lane with vehicular access or an Active Travel line for pedestrians and cyclists?	The route proposed is an active travel route for pedestrians and cyclists.
30	To create a route for pedestrians and cyclists along the old railway line is something which should have been done years ago. It would provide a direct, predominantly level surface accessible to all, safely away from traffic and passing through open fields encouraging both commuting and amenity journeys. The downside would be the introduction of lighting into the rural environment though this could be mitigated with considerate environmental planning.	Noted. Your comments will be considered if this is the preferred route option.
31	<p>In theory it would be lovely to be able to walk the old railway route to Cowbridge and to some extent I'm in favour of this proposal. However, I have a number of concerns about using the section within Ystradowen:</p> <ul style="list-style-type: none"> - Huge amounts of wildlife in the trees and wooded areas - woodpeckers, hedgehogs particularly - Risk of anti-social behaviour and easier trespass / burglary access to people's back gardens if there is a path behind the houses, particularly where the railway is at the same level as the houses. - I'm sorry to raise it, but adverse impact on the value of houses that back onto the route. - Much of the railway route in the cutting is permanently under water. It would require drainage work in addition to the purchase of the land. - Presumably additional lighting would be needed, where currently it's dark at night. <p>Could you consider maybe starting to use the railway route as it leaves Ystradowen at the Cowbridge end? There is pavement through Ystradowen and this would reduce the cost of purchasing the land within Ystradowen and sorting out the drainage in the cutting. It would also avoid people walking / cycling along the back of the houses.</p>	<p>Noted. Your comments will be considered if this is the preferred route option and taken to the next stage of design.</p> <p>Your comment regarding how the route enters Ystradowen will be put to the design team for consideration should this route be taken forward.</p>
32	Fantastic safe route to school and community use	Noted. Thank you for your support.

33	The main bonus with this route is that it is largely traffic free and would make a pleasant and safe way to cycle to Cowbridge. It would need good lighting to be safe in the winter when the evenings draw in.	Noted. Your comments will be considered if this is the preferred route option.
34	This segregates from vehicular traffic but remains direct, which makes it the most attractive option for people that don't usually use active travel. It is also the safest, so most beneficial for vulnerable users.	Noted. Thank you for your support.
35	Level and easy to use	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
36	Best option - plus re-use a disused piece of land which is clearly overgrown and neglected.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
37	Before it became over grown people used to walk on it . It was good enough then so why not now	Active Travel routes should meet Welsh Government guidelines that govern width, usage etc.
38	The majority of the length is away from existing roads. It makes far more sense environmentally, Heath wise, safety wise, to use an existing rural structure.	Noted. Thank you for your support.
39	Using existing railway corridors and waggon ways is an excellent way of providing safe cycle routes. Whilst this would have an impact of the vegetation that has grown on the route, it would be a much safer route and would encourage families to cycle in to town.	Noted. Thank you for your support.
40	Eventhough a safer option as no motorists and possibly the most scenic route, it could have a big (negative) impact on the environment and will no doubt be very costly with land purchases - if landowners in agreement.	Noted. Your comments will be considered if this is the preferred route option.
41	Makes use of old railway line. Walkers and cyclists do not upset the environment. Ideal for families. Best solution all round	Noted. Thank you for your support.
42	If we are serious about reducing car journeys in the Vale of Glamorgan and switching to Active Travel, then we need to be bold, executing projects such as this one. In terms of distance and gradient, it is an easy cycle from Ystradowen to Cowbridge, but the current road is too dangerous. With a beautiful, off-road route such as this one, many of the next generation would be brought up cycling: cutting emissions, improving their mental and physical health. They could access: the 3 nursery schools in Cowbridge, the two primary schools (plus the new one that is under construction on the site of the comprehensive) and the comprehensive school, by	Noted. Thank you for your support. There may be opportunities for you to involved in the future. Please keep an eye on the scheme development: https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel-and-Safe-Routes-in-Communities-Projects.aspx

	bike. For shopping and leisure, bikes could be the new default over cars. Like other posters, I would be delighted if it went ahead, it would be transformative for the area. I would also be prepared to volunteer!	
43	Does not link Aberthin to other village communities. Likely to be quite expensive and not necessarily best environmental option.	Noted. Your comments will be considered if this is the preferred route option. If this is taken to the next stage environmental surveys will be undertaken.
44	the underpass on sandy lane of the old railway should be reinstated (not on your map was filled in) The whole area of there humpbacked bridge on entry to village where railway used to go under also filled in should be rethought (either re excavate or eliminate bridge and put lights /	Noted. Your comments will be considered if this is the preferred route option.
45	Great for children to use to cycle to school - away from traffic fumes. Great for them to safely meet their friends in neighbouring villages . Lovely surrounding countryside for family outings	Noted. Thank you for your support.
46	mitigation for any loss of biodiversity	Noted. Your comments will be considered if this is the preferred route option. If this is taken forward then environmental surveys will be undertaken.
47	Having a route away from traffic fumes and speed is exactly the type of infrastructure that will be used by many. Ignore the comments about school pupils not being entitled to a free bus to Cowbridge Comp - by doing this they could cycle quicker than it would take their parents to do a return journey - kids are so entitled these days! Please do all you can to implement this route - this has such great potential to get through to RCT and should be the ambitious plans that the Council and Welsh Government should be looking at - I hope the process is not too lengthy and ends up in the too difficult pile!	Noted. Thank you for your support.
48	Great idea need to just link with Aberthin and is best solution	Noted. Your comments will be considered if this is the preferred route option.
49	Love this route. I will definitely use this with my young children for family cycles and they can cycle to the comp when older.	Noted. Thank you for your support.
50	This is by far the best proposal. It is safe for children and nervous cyclists. It will be a good recreational route as well as a direct route for getting to and from communities. Separating the cycle route may cost more but will be a better	Noted. Thank you for your support.

	investment in the long term and tick all the boxes for safe travel in the area. Please please choose this route!	
51	Saw a post on Facebook regarding this, saying school bus would be withdrawn,if this option went ahead. Apparently they had to fight really hard to get those buses because the road was too dangerous for children to walk to school.. It would therefore be an absolute wate of money to go with the other routes that use the road. Too dangerous for the schoolchildren, too dangerous for everyone.	Noted. School transport would be considered if an active travel route was constructed.
52	Assume this is a traffic free route although there is an image of a car on section three t could be feasible Lighting this area would be intrusive and be light pollution in this very natrual area Removal of trees and bushes are damaging to wildlife	This route would be traffic free. There would be ecology surveys undertaken if this is the preferred route option which would consider lighting and impacts on the natural environment.
53	We regularly cycle Ystradowen / Cowbridge and the main A4222 doesn't feel safe with vehicles passing far too close for comfort. The A4222 is not suitable for youngsters to cycle on their way to school for example. Utilising the old railway line would be a perfect solution as has been suggested many times in the past - sadly I doubt the Councils resolve to see it through though as so many issues to solve (sorry)	Noted. Thank you for your support. Active Travel improvements across the Vale are of high importance to the Council and Welsh Government.
54	As long as this project does not effect the children's rights to a school bus to cowbridge comprehensive as I live and know that the community of ystradowen are very concerned as we feel the safety of our children should not be jeopardised because of a footpath you believe we need..	School transport would be considered if an active travel route was constructed.
55	Probably the best of the three options but means more digging up of the countryside and very little detail given about lighting and potential light pollution. Also doesn't connect to Aberthin.	Noted. Your comments will be considered if this is the preferred route option. Surveys would be undertaken if this is the preferred route option that would consider the impacts on the natural environment.

56	<p>1, The so called 'Quiet Road' from behind town hall car park to under the flyover is at present a footpath with narrow bridge over the Thaw so land would need to be acquired and the change would effect lives of occupiers of a number of house.</p> <p>2. Few of the trees mentioned in proposal are on the old rail bed but turning this into a pathway/track will be detrimental to wildlife.</p> <p>3. As mentioned in the proposal much of the track has been incorporated into adjoining fields and would need to be purchased, fences would be needed and cross overs would have to be provided to link land severed by track.</p> <p>4. The track would create additional problems for farmers and their use of the land</p> <p>5. increased lighting along the route would be damaging to wildlife, create additional light pollution and the demand for electricity.</p> <p>6. Crossing at road level at blocked in road bridge on side road to Llansannor etc would need to be placed some way from bridge to provide adequate visibility so path would run into adjoining fields to achieve this.</p> <p>6. Doubt serious bikers would use the track.</p>	<p>Noted. Your comments will be considered if this is the preferred route option.</p> <p>Further surveys would be undertaken on the route chosen for the next stage of development.</p> <p>Impacts on the natural environment would be considered.</p>
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Appendix C - comments included with Route Option C *(included as they were received)*

	Comment received	Council response
1	Still a viable option as takes majority of the path away from the road however the route is hilly which may not be feasible for elderly or less mobile users	Noted. Your comments will be considered if this route is developed.
2	Any route which still allows car traffic in close proximity to cyclists / pedestrians is unlikely to be used as much as a truly traffic free route. Get it right now and the route will be sustainable and used for many years	Noted. Your comments will be considered if this route is developed.
3	Great for leisure walking - use already and infrastructure is reasonable. It is a very rural and hilly route - not sure would be considered as a regular route to take by all when meeting the objective of "increasing the number of active journeys between Cowbridge and Ystradowen" therefore would not consider as an "inclusive" option.	Noted. Your comments will be considered if this route is developed.
4	Aberthin Road (section 3) is already narrow, making it smaller would cause accidents.	Noted. Your comments will be considered if this route is developed.
5	Some of this route is quite steep for cycling. It isn't a direct route which will put people off using it	Noted. Your comments will be considered if this route is developed.
6	Establishing a quiet lane would be a good idea if HGVs are excluded from the road. Currently it is too narrow in some places for safe passing of pedestrians/cyclists/horse riders and vehicles.	Noted. Your comments will be considered if this route is developed.
7	While I can see some benefits to this route, I believe it will just create more dangerous traffic through Trerhyngyll village as the traffic that currently uses the back lane will just divert through the village creating a 'rat run'. We already suffer from inconsiderate drivers and this will make the situation worse, making the village dangerous for children, walkers and cyclists.	Noted. Your comments will be considered if this route is developed.
8	Creating a 20mph speed limit would be a positive move as the current road is national speed limit and not safe for walkers/cyclists/horse riders, however, the route is quite steep in places and is far from being a direct route from Ystradowen to Cowbridge which is likely to put off the less able and will end up being underused. The introduction of lighting into the rural environment is not welcomed. Isn't Wales supposed to be one of top dark skies countries? Parts of the existing road verges along the route are designated conservation verges.	Noted. Your comments will be considered if this route is developed.

9	This would be a route for when people are walking for leisure, rather than trying to just get from A to B quickly. I can't see schoolchildren using this route to get to school - I suspect parents would drive them to school, particularly if the existing school bus was lost as a result of the implementation of the plan.	Noted. Your comments will be considered if this route is developed.
10	This could be a pleasant and safe route if made as traffic free as possible (a bit like it was during the first lockdown). Would need to be well-lit so that it is safe to use in the winter months when the evenings draw in.	Noted. Your comments will be considered if this route is developed.
11	Lanes are too narrow still and poor visibility for traffic, cars/lorries/tractors/vans travel at speed through lanes putting lives of pedestrians at risk-particularly children	Noted. Your comments will be considered if this route is developed.
12	Also a good idea, plus nice to transit through village but may not be as suitable if it adds too much extra miles	Noted. Thank you for your support.
13	This route pretty much exists already. The main reason it wouldn't be used is that it's not direct enough, but also the narrow lanes and high hedges make it undesirable to cycle though, particularly for families with young children. Too much hedge clearance and lighting would be required to create this route which would be too detrimental to biodiversity and landscape character of this area.	Noted. Your comments will be considered if this route is developed.
14	Option C Making a road which is used by many rural villagers in the area CANNOT be an option. How can you justify reducing access on a narrow country road to to a wide area to the W which has no public transport? This road is used by many people including farmers who are responsible for maintaining the environment in the area. How can you encourage more bikes on a lane which is less than 1.5 m wide and thus encourage illegal overtaking and passing by vehicles which need this road for access? Is partially closing rural lanes and thus rural economy, to enable them to be used by walkers a viable policy when the area is already crossed by many footpaths and bridle paths? This does not link existing communications. You suggest there may be an improvement to train links in your automated response. There are no train links in the area and this suggests very superficial investigation into the impact of such a change.	Noted. Your comments will be considered if this route is developed.
15	In the most part, this is a narrow lane and would therefore not be suitable/safe for a cycle/footpath. It is also quite a busy road, with tractors and agricultural machine using it frequently. There are no transport links along this route either.	Noted. Your comments will be considered if this route is developed.

	Another costly option, with the requirement of land purchase.	
16	Same as option A but with a loop through Trerhyngyll. Too near main roads with buses and large transportation vehicles.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
17	This will not be used and an awful waste of money.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
18	Agree with other comments here, the road past the church in Ystradowen and down through Trehyngyll is far too narrow. In the summer months when the vegetation is dense, it is hard to find passing places even for a car and a pedestrian. The cost (both financial and environmental) of widening this road would be so substantial. The suggestion to make the road access only, makes little sense. How would that be enforced? And there'd still be the problem of two way traffic with little visibility around bends. This does not seem to be a workable solution in any form.	Noted. Your comments will be considered if this route is developed.
19	Concerned that this is a longer route. Road uses for access needs clarification as to what this means for communities of Trerhyngyll, Maendy and Ystradowen, Concerns that making this route 20 mph will divert traffic to other roads increasing traffic in Trerhyngyll which is a community with a significant number of small children and potentially Cowbridge which is also busy at several times of day.	Noted. Your comments will be considered if this route is developed.
20	Can do this route anyway.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
21	This is a route which is used for Llansannor nursery and school to get to school from aberthin. Steep hills Prefer railway line route	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
22	I walk/cycle through the lanes of Trehyngyll now and it's OK as an adult but it's not suitable for school children to do with or without parents (under 12). This seems to be a lazy option and one that is not going to bring about much change.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.

23	Cyclists won't use as not a direct route. Also it may be a quieter road but will still be used for access which can still be dangerous. I cycled there passed a tractor and it was very tight. I felt unsafe. Please keep traffic and cycle separate where possible.	Noted. This comment will form part of the decision-making process on which option to take forward to the next stage.
24	I have cycled around here and although it will be a road for cyclists and access only, there will be no way to monitor traffic. I cycled in the narrow lane passed a tractor and it narrowly missed me. It was a frightening experience and not a safe one for my children. Please do not consider this route. The Lane may be quieter but it is still not away from the traffic.	Noted. Your comments will be considered if this route is developed.
25	<p>This is completely unsuitable Removal of hedgerows is damaging to the area and wild life bad for the environment The present road is very narrow and twisty It used by agricultural vehicles People use it to reach beyond Trehyngyll to LLanharry and further so limiting to access only is not sensible Lighting would be inappropriate in the middle of the countryside which is a natural and unspoiled area of the Vale Narrowing of the road in front of the school is not feasible especially as there will be considerably more traffic with the badly planned primary school Serious cyclists will not use the cycle paths especially as they will be shared with pedestrians This will be an accident black spot The scheme will be detrimental to the open countryside and the people who live in Trehyngyll and beyond Altogether this is a bad idea and I hope it will not be passed along with the other two options</p> <p>farm vehicles use this lane</p>	Noted. Your comments will be considered if this route is developed.
26	Impact on people who use the lanes to get to Llansannor Primary school or Trehyngyll is not mentioned at all.	Noted. Your comments will be considered if this route is developed.

27	<p>1. The clearance of 2km of hedges and walls would be an atrocious decision and be detrimental to wildlife and the rural nature of the area.</p> <p>2, The so called 'Quiet Road' from behind town hall car park to under the flyover is at present a footpath with narrow bridge over the Thaw so land would need to be acquired and the change would effect lives of occupiers of a number of house.</p> <p>3. From the by pass to the A4222 the route is a track heavily used by school children and others on foot, cycle and car and parts of it would not be wide enough to allow for safe passage of pedestrians, cyclists and motor traffic in one direction let alone two.</p> <p>4. The A4222 is used by buses, lorries and agricultural vehicles and also as it is likely that most if not all serious road cyclists will not use the pathway the width of the road should not be reduced.</p> <p>5. Mention is made of the narrow section at Maindy but not in Aberthin by the Farmer's Arms where the pavement is even narrower and on a dangerous bend.</p> <p>6. Increased lighting along the route would be damaging to wildlife, create additional light pollution and the demand for electricity.</p> <p>7. The road running from the A4222 about quarter of a mile to the north of Aberthin which in parts is very narrow is much used by agricultural and other traffic.</p> <p>8. This road is used for journeys to and from Llansannor, Penllyn, Llanharry etc and beyond. Converting this into a 'quiet lane' for access to properties on it only would greatly impact on those living in areas on both sides of it.</p> <p>9. It is unlikely that serious road cyclists will use the track as they understandably prefer the highway without the problems and delays created by crossovers and crossings</p>	Repeat of comment for Route Option A.
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Appendix D

What do you consider to be the current barriers to walking and cycling in this area?

1	There is a section of road between Ystradowen and Cowbridge with no footpath at all so it's very dangerous for school children and others to get to school and shops etc
2	I tend not to cycle anymore due to the speed at which drivers will overtake when travelling between Ystradowen - Cowbridge. I did not feel safe on the road when I cycled to work and back. Walking feels safer but the pavement is too narrow in some places, and where you have to cross to continue on pavement can often be dangerous.
3	Lack of safe cycle route from Cowbridge to Ystradowen and beyond, to Pontyclun.
4	Unsafe route from Ystradowen to Cowbridge
5	No traffic free route for kids. Unsafe main road - only experienced cyclists can cycle along it currently. Lanes are also unsafe so route c is not viable.
6	Finding safe routes/paths for my children. An off road cycle path for my children would be a huge asset.
7	Lanes are narrow & not suitable for walking or cycling. This route would put cowbridge on an easy access route for both and would be used by us.
8	None if you are fit and active and confident on a bike. However for children and more vulnerable people, provision is almost 0. This is why a quiet, safe route along the railway line would be by far the best option
9	privately owned land. Enough lighting and bins where possible
10	Poor infrastructure
11	speed of motorised traffic, sharing the road with HGVs and large coaches often moving at high speed. Impatience of drivers. Even walking on the pavement feels intimidating because of the volume and speed of traffic and narrowness/overgrown state of the pavements. The 20mph section in Aberthin is an improvement but is not enough.
12	Narrow road, pavement where provided is too narrow as well as being overgrown and poorly maintained.
13	No real safe route for either walkers or cyclists.
14	Busy main road so not safe with kids. Lack of Criccieth points in aberthin.
15	Road safety
16	The hilly nature of the area and the lack of off-road cycle routes. This addresses both of those. It is relatively flat and properly off-road which makes it safer for children.
17	Busy roads. Hills. Weather.
18	Traffic

19	Leisure walking and cycling is already good. The focus here is on trying to get people to walk or cycle instead of driving when they need to go somewhere. In our house, the lack of continuous pavement is the main barrier.
20	Maintenance of footpaths, clarity of signposting, safety of walkways along roads, and maintenance of pavements so there are no trip hazards
21	Roads are narrow with no verges in parts, footpaths are poor or non-existent, traffic density and speed are too high, there are too few safe passing places.
22	Safety. Volume of traffic and excessive speed of traffic on the A4222. Tractors and lorries including HGVs frequently use these routes. Lack of lighting. Pavements to Cowbridge are in a poor condition. There is no continuous route. Hedgerows are not cut back.
23	The current pavement is intermittent, too narrow, has a shockingly poor surface, and crosses the carriageway. An altogether dangerous route currently!
24	No safe direct route to the school.
25	Time, plus if shopping (90% of my trips into Cowbridge) I wouldn't want to carry this a mile from Cowbridge to Aberthin. I walk/cycle for leisure purposes only.
26	Width & Condition Of The Existing Footway
27	Fast traffic
28	Width of roads, blind bends, horses, mixed vehicular usage
29	Not enough safe cycle routes
30	I'm not sure there are barriers as such. You just walk where you can. Improvement to the walking/cycling amenities are always welcome.
31	Roads too busy and often traffic too fast
32	Lack of dedicated signed routes
33	We cycle regularly with pre-school kids on the back of our bikes. Vehicles regularly overtake us too closely and endanger other road users by overtaking in dangerous places. We are very conscious that we will have to stop cycling when our kids are large enough to have their own bikes, unless a safer route is implemented. The current route can feel dangerous even for experienced adults, especially in difficult weather conditions.
34	Traffic
35	The utterly crazy use of heavy vehicles on the B4270. There have already been two overturned lorries and multiple near misses. I no longer use this road but take long detours via Llysworney and the Sigginstone lane. Otherwise the need to use some of the B roads with heavy use
36	The busy road between Aberthin and Cowbridge is the main thing that stops me cycling
37	Road Safety - lack of continuous safe pavement; lack of safe crossing places; speeding traffic; high volume of HGVs using route Traffic pollution - inhaling traffic fumes
38	The lack of pavement at the Watery Lane junction. Having to cross road from one side to other to rejoin footpath.

39	Lack of pavement between Aberthin and Ystradowen, narrow, winding road with poor visibility, high traffic use on this road, particularly at start/end of school day and also morning/evening end-of-working day.
40	The pavement is discontinuous in multiple locations and involves crossing the road to access the next section. This is completely unsafe for children.
41	Traffic - volume and speed. No footpath in certain sections of the Maendy bit of road. You have to cross the road too many times to use a footpath. Biggest barrier is laziness though - parents spend too much time ferrying their children to and from school instead of making them walk with their friends getting exercise and learning social/road safety skills.
42	I would love to cycle more often than I do but safety is always the reason I hesitate. We cycle early on Sunday mornings as a family of young children to try to avoid heavy traffic but I would love to cycle at any time in the week or weekend which is why rout B is perfect.
43	Danger on road
44	No safe paths away from roads
45	A lot of traffic will put people off cycling especially with young children.
46	The main road. For most people, being on the road (or beside it) makes them extremely nervous. A route which keeps cars and cyclists apart is hugely beneficial.
47	lack of safe crossing on main road into Cowbridge
48	Lack of continuous pavement on main road and having to cross on blind bend. Amount of vehicles now using the lanes. Available time to walk 3 miles to Cowbridge and back. Personally I don't enjoy cycling.

Appendix E

If you have any other comments or suggestions, please enter them below

	Comment received	Council response
1	What about horse ridersâ€™?	The Council share all consultation with the British Horse Riding Society for comment.
2	This is desperately needed - please make it happen	Thank you for your support.
3	If it is considered problematic to engage private landowners and costly to develop the railway line option. Just open to the community to get involved in helping. There would be such a groundswell of support (and volunteers!) Iâ€™m sure this would not be as expensive as the projected cost. Email me, Iâ€™ll help	Thank you for your support and we will reach out to the community if the scheme develops. Please feel free to email activetravel@valeofglamorgan.gov.uk at any time.
4	If this proposal were to go ahead there would need to be provision of good lighting to ensure people feel safe, clear and flat paths wide enough for cyclists and walkers, litter bins so that people can dispose of litter and dog poo and finally considerate of the biodiversity of the area (re-plant hedges etc) and ensure that the path is not a hinderance to residents who may be on the route.	Your comments will be considered throughout the development of this scheme.
5	Need to address how aberthin residents can easily access this active travel route, especially crossing the busy main road which is one of the issues with the current arrangement	Noted. Your comments will be considered throughout the development of this scheme.
6	I suspect that whichever plan is progressed, it's not going to see an increase in use by schoolchildren. Ystradowen is still 3 miles away and for many that will be perceived as too far to walk or cycle to school. If the existing school bus service from Ystradowen to Cowbridge Comp is withdrawn as a result of implementing one of the schemes, if anything the number of cars on the road will increase as parents drive their children (who currently go by bus) to school.	The Council has a statutory duty to provide free school transport for pupils of statutory school age who reside beyond walking distance to the nearest appropriate school. Primary age pupils residing two miles or over from their nearest designated catchment area school of type Secondary age pupils residing three miles or over from their nearest designated catchment area school of type Distances are measured by the shortest available walking route and pupils will need to be accompanied by a responsible adult if necessary. Any decision on school transport will be taken if and when an active travel route is constructed.

7	<p>The existing public footpath network in the area is deteriorating through lack of maintenance. Numerous stiles are in a dilapidated condition and some frankly dangerous to use. Others are so overgrown as to be impassable preventing access to the footpath beyond. Before spending large sums on new projects a little focus on what we already have might be appropriate.</p>	<p>Your comments will be forwarded to the Public Rights of Way Team.</p>
8	<p>There is considerable concern that any route would lead to the removal of the school bus to Cowbridge Comprehensive School. It would be a shame to have an active travel route but lose the school bus which is highly valued by children and parents alike and reduces traffic at the school at peaks times. The reality is that if the bus is cancelled, parents are highly likely to still want to drive their children to school even if there is an active travel route. This would lead to more traffic and congestion at the school.</p>	<p>The Council has a statutory duty to provide free school transport for pupils of statutory school age who reside beyond walking distance to the nearest appropriate school. Primary age pupils residing two miles or over from their nearest designated catchment area school of type Secondary age pupils residing three miles or over from their nearest designated catchment area school of type Distances are measured by the shortest available walking route and pupils will need to be accompanied by a responsible adult if necessary. Any decision on school transport will be taken if and when an active travel route is constructed.</p>
9	<p>Implementing a safe route between Ystradowen and Cowbridge would be so impactful. Enabling users to get to work, nursery and several schools. It would give people in a rural community a viable option for active travel, reducing car journeys and improving mental and physical health. Please, please can the VOG be ambitious with this one, reaching out to this community if necessary to help fundraise/volunteer.</p>	<p>Thank you for your support. The scheme development will be updated on our website and you are welcome to contact activetravel@valeofglamorgan.gov.uk at any time for an update.</p>
10	<p>I think the B option is a super idea and could connect up with other cycle routes. With the increasing use of e-bikes it would take vulnerable cyclists off the road and speed up traffic. It would probably be the most expensive but is much the best scheme.</p>	<p>Thank you for your support.</p>

11	It seems to me that the cheapest and most beneficial improvements could be a compromise between options A and C. Providing pavement continuously between Maendy and Aberthin would be the single biggest improvement and requires only a relatively small section of pavement. Thus would be my priority. Beyond this making the lanes 20 mph would discourage through traffic from using and make them more suitable for walking, cycling, running and riding. This would require speed limits to be applied to all or most lanes as otherwise it will simply divert traffic from one lane to another. The combination of these would probably be the most cost effective option.	Noted. Your comments will be considered at the next stage of design.
12	For climate change alone councils should be working towards facilitating children walking and cycling to school. This seems absent from planning schools in Cowbridge. The new primary school on the Aberthin Road site will increase the number of children delivered by car	Noted. Should this scheme develop then children will be able to cycle and walk to schools in Cowbridge.
13	I love route B and would cycle more regularly off the main road as the Aberthin road is so narrow and dangerous. Although the speed limit is 30 by the comp, cars often race down that road.	Noted. Thank you for your comment.
14	This road is getting increasingly busy and traffic calming in Aberthin has improved things but further work is required to reduce the speed of the drivers. Would like to see average speed cameras between the Llantrisant side of Ystradowen and all the way to Cowbridge. It is sometimes like a race track, especially with the shift workers from the Aston Martin factory in St Athan. Having these cameras in place would really improve the safety for all motorists, pedestrians crossing the road in Aberthin and cyclists alike.	We will share your comment with the Traffic Team.
15	Cowbridge for years has suffered (relatively) against other areas locally for investment in health and well-being and getting people active. A route along the road would only be of benefit for encouraging a bit more commuting. A route along the old railway line would encourage far more people to use in their leisure time, and could be used for setting up further community projects like a park run.	The aim of each of these options is to encourage more people to travel actively for all purposes.
16	Just hope you can get on with this and that we don't have to wait for years to see action	Development of this scheme depends on continued funding.

17	<p>I think it is naive to expect a reduction in road use if this is built. I can see it being popular for recreational use but it would not change how I travel to Cowbridge (by car) for general reasons (food shopping for example). Also, being realistic, the welsh climate is not conducive to daily walking or cycling for non-recreational purposes. I also wouldn't feel comfortable with my daughter walking or cycling alone from school particularly in the winter and especially on a remote route such as Route B or C. Finally, I really hope you consult with cycling groups and put in cycle paths that work for them and are not like the ones in Barry where the cyclists use the narrowed roads to avoid the stop start cycle paths or the slower cyclists and pedestrians.</p>	<p>The Council engage with a variety of stakeholders, including cycling clubs and Sustrans Cymru, during scheme development.</p>
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