

# **St Athan to Rhoose 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 Rhoose to St Athan between 11<sup>th</sup> July and 1<sup>st</sup> August 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 S106 sustainable transport improvements for Porthkerry Road, Fontygary Road and Station Road. This will be published on the Councils 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).
- Email to stakeholders and statutory consultees.
- In person event at Rhoose Library.

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

### **Consultation Results**

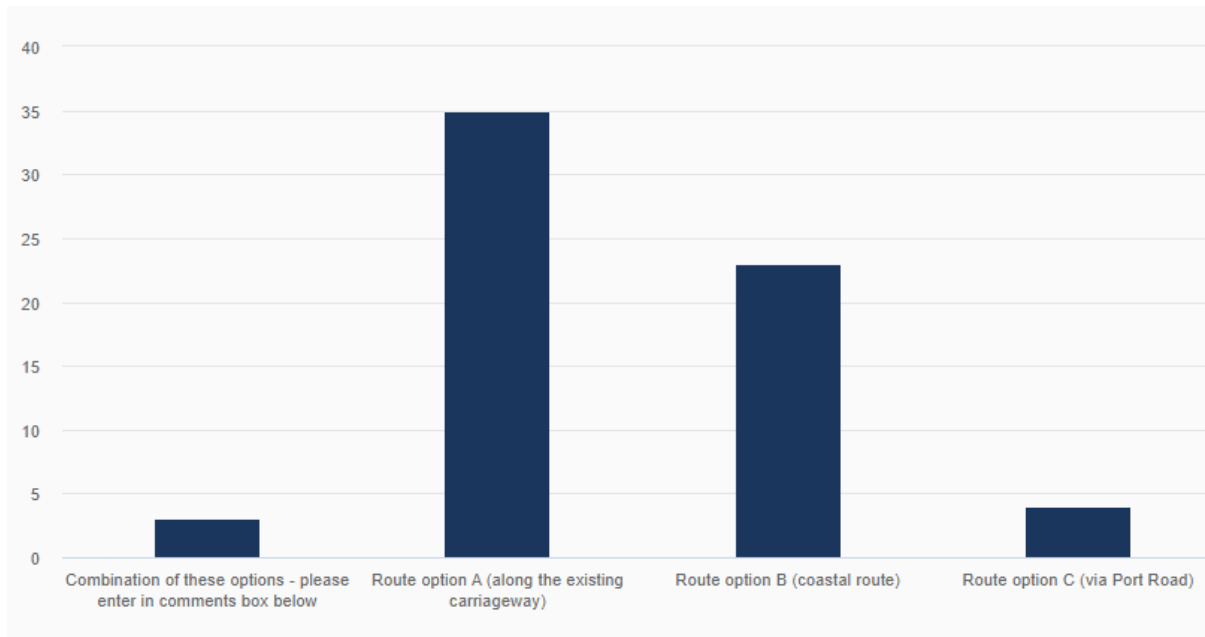
The route options consultation was hosted on the Welsh Government funded portal Commonplace (<https://stathantorhooseat.commonplace.is/>).

There were 1004 visitors to the consultation website and 19 people attended the consultation event.

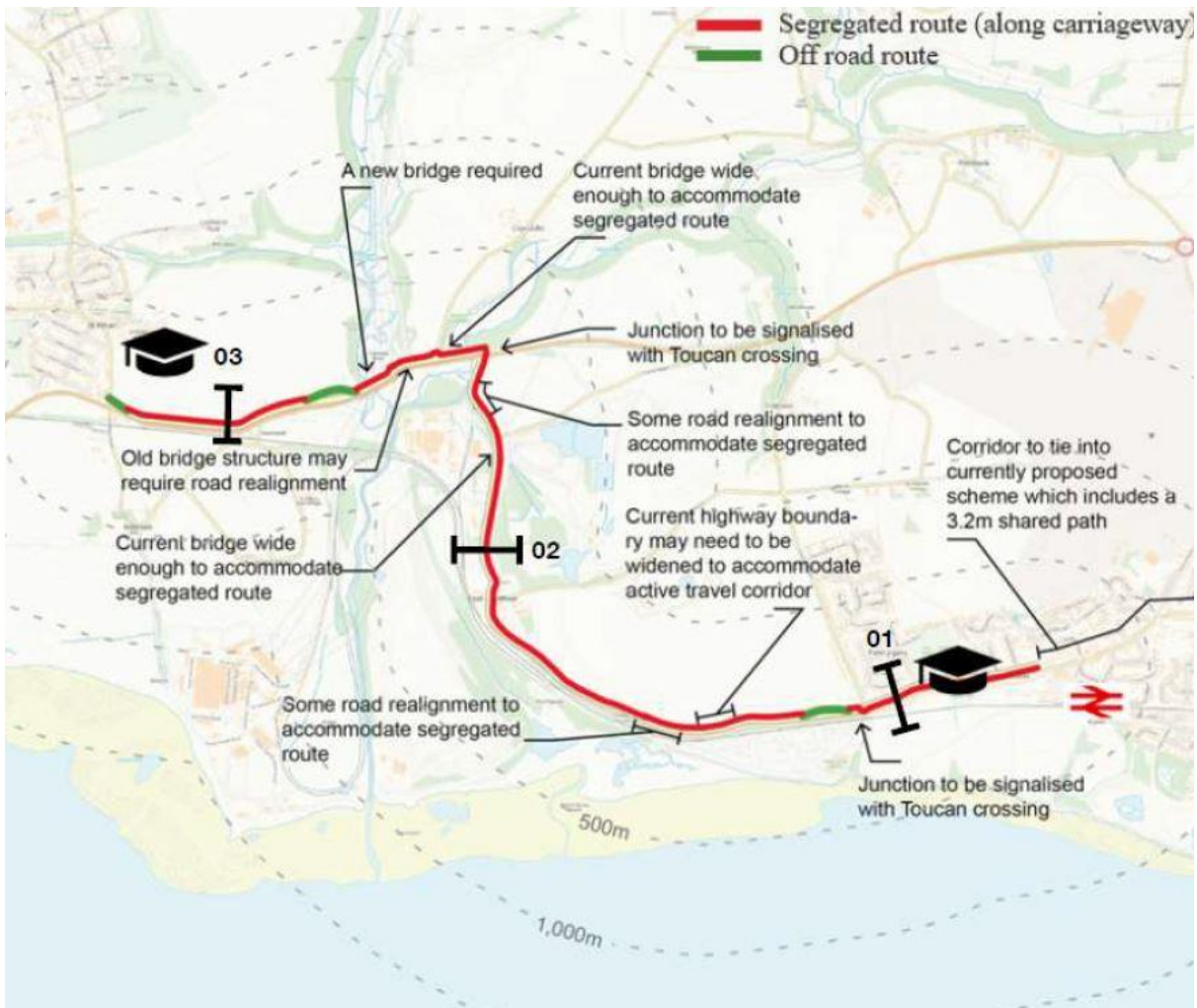
105 unique users responded to the survey and there were 432 contributions. 86 respondents confirmed their email address, and 50 respondents did not.

65 individuals chose their preferred route option.

35 (54%) chose route option A, 23 (35%) chose route option B, 4 (6%) chose route option C and 3 (5%) suggested a combination of routes.



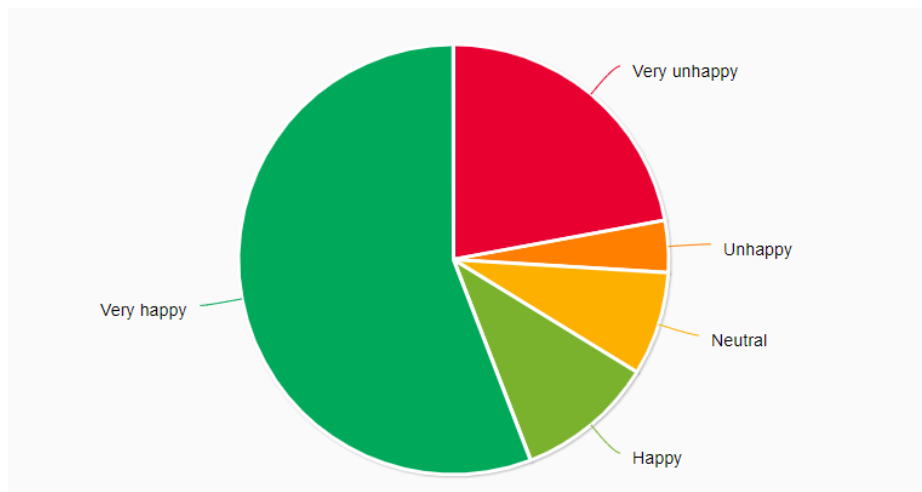
## Route option A



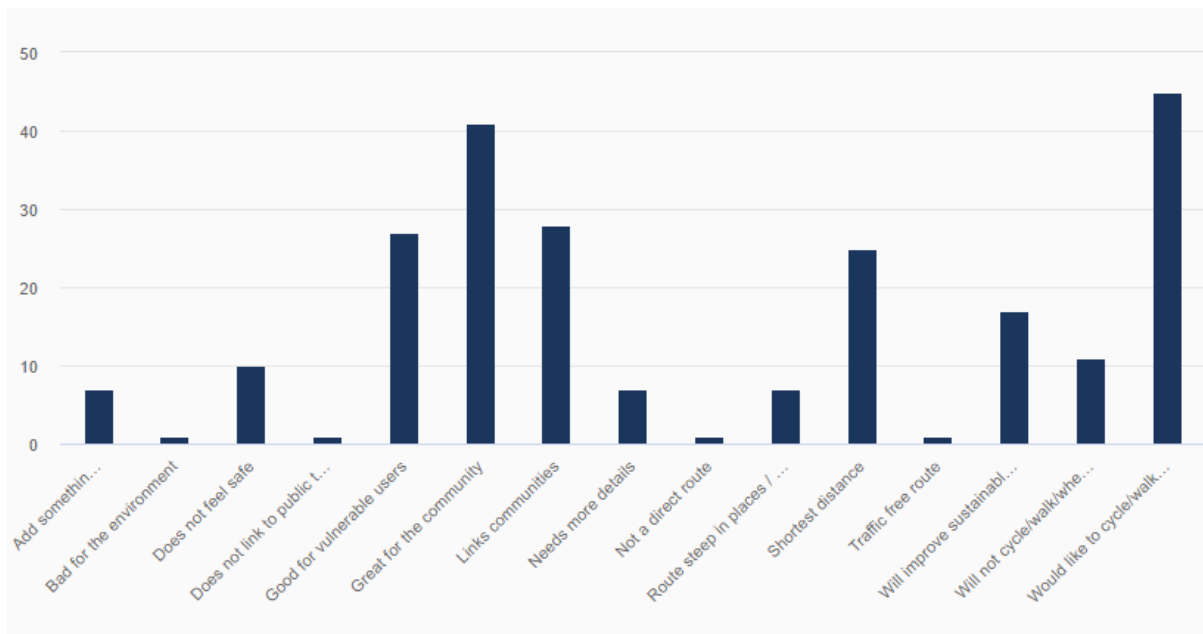
### Consultation comments

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

74% responded that they were very happy, happy, or neutral with the proposed route option:



## Why do you feel this way?



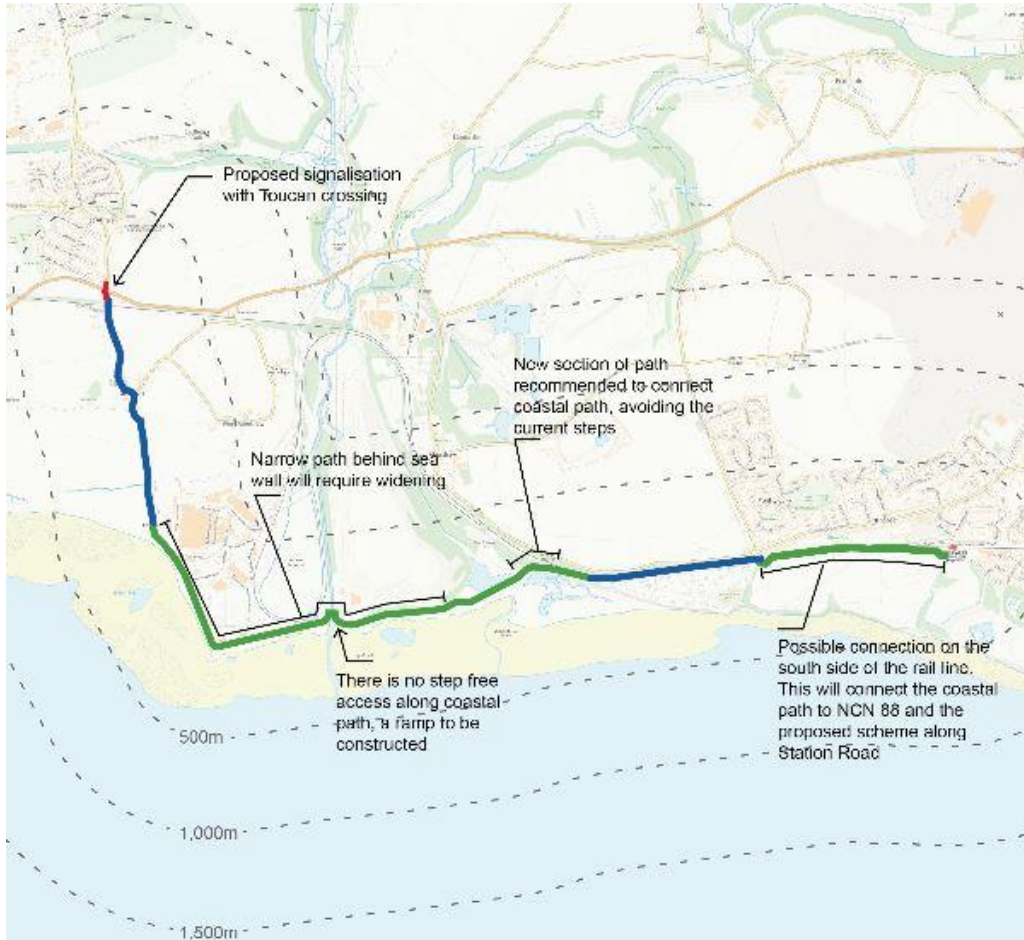
- 41 think it would be 'great for the community'.
- 45 'would walk/cycle/wheel here'.
- 28 think it would 'link communities'.
- 27 think it would be 'good for vulnerable users'.

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

Key themes from other comments: -

- Route fulfils the requirements of active travel.
- The route connects communities.
- It is the shortest and most direct route.

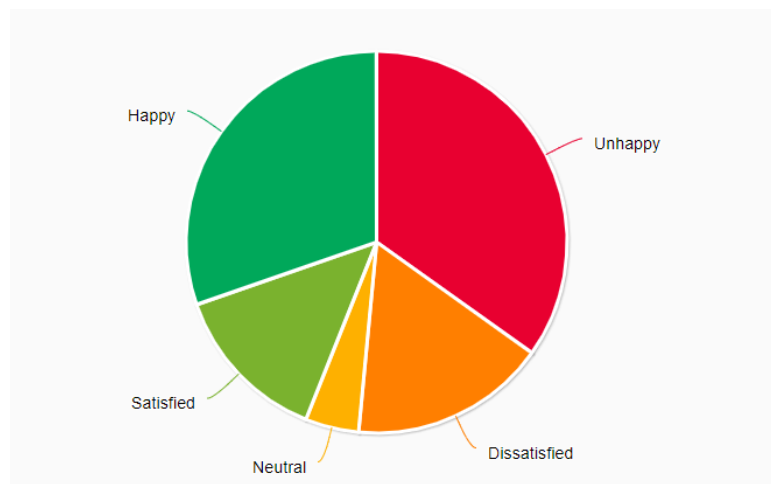
## Route option B



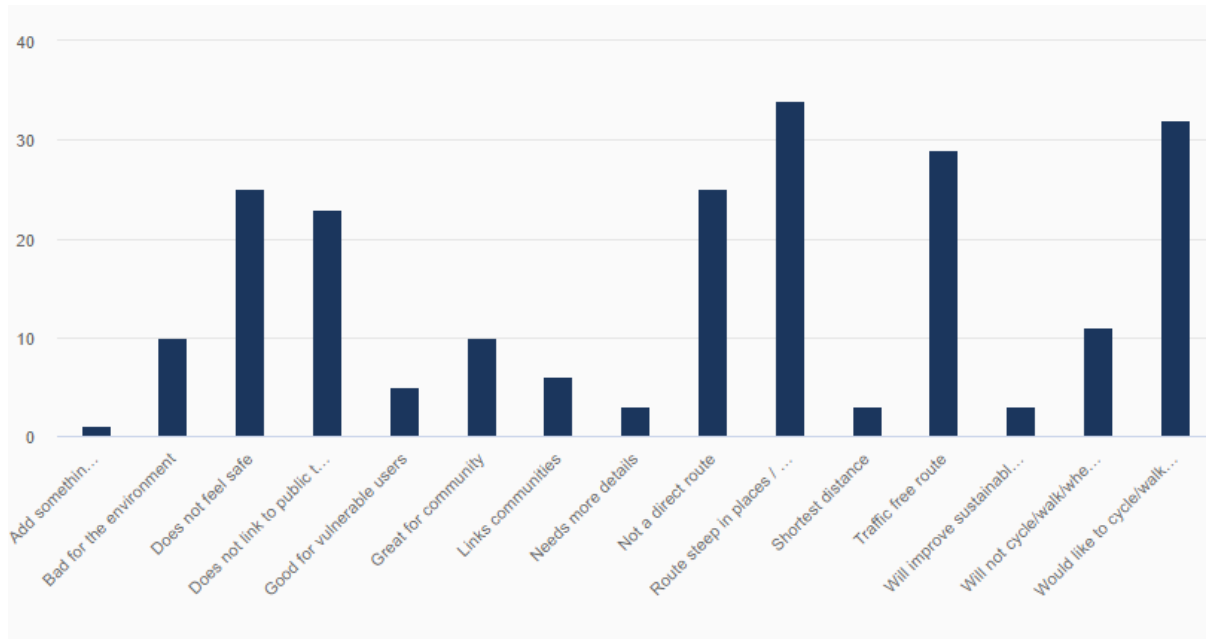
## Consultation comments

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

56% responded that they were unhappy, dissatisfied, or neutral with the proposed route option:



## Why do you feel this way?



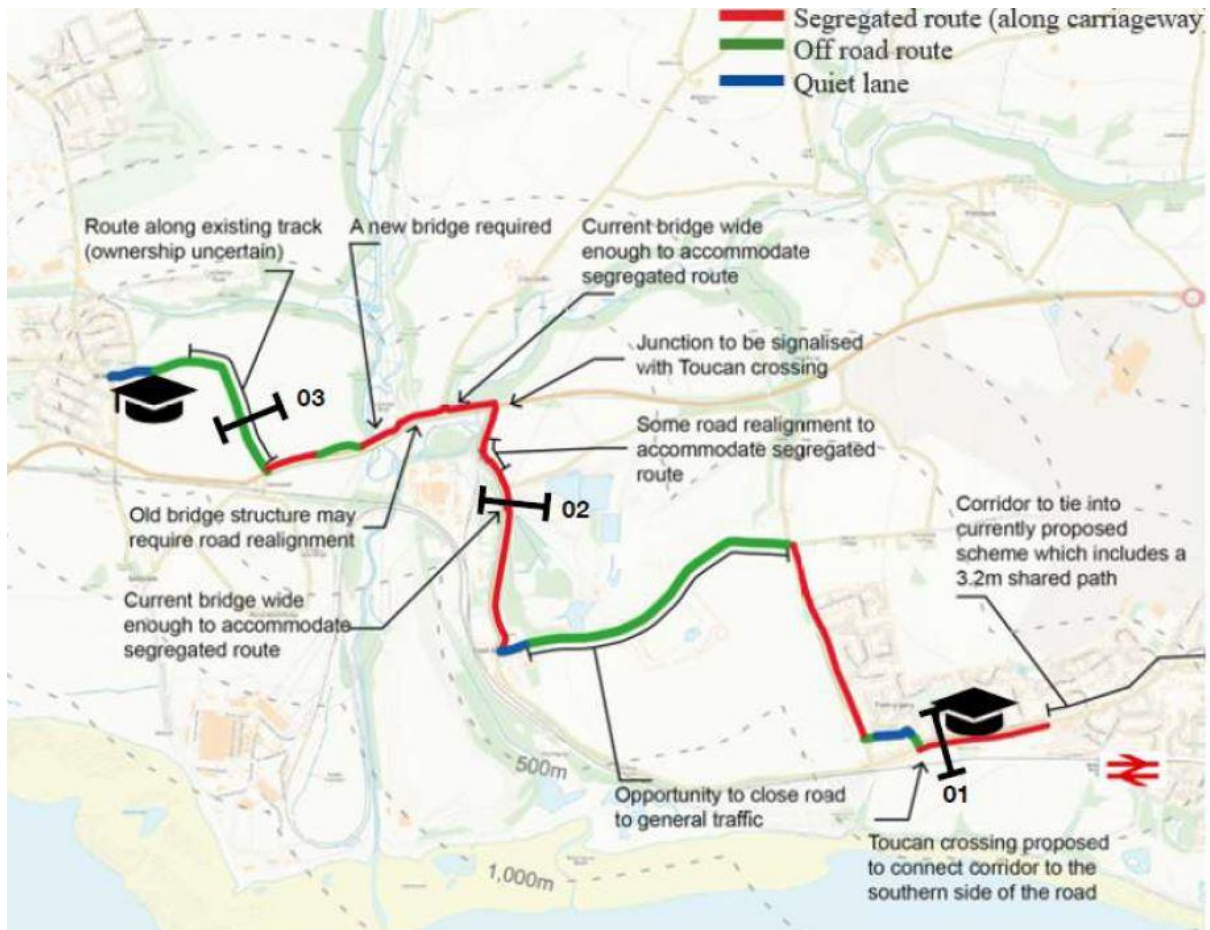
- 34 respondents think route option B would be 'steep in places / not accessible for all'.
- 25 don't think it's a direct route.
- 32 'would like to cycle/walk/wheel here'.
- 29 chose 'it's a traffic free route'.
- 25 of people don't think it would feel safe.

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

The key theme from other comments are:-

- This route would be a pleasant, leisure route.
- Does not provide access for residents at East Aberthaw.
- Route would be difficult in winter/bad weather/the dark.

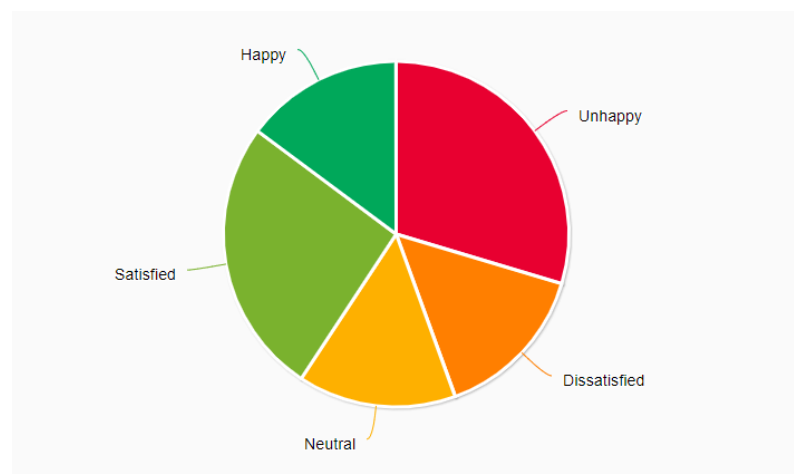
## Route option C



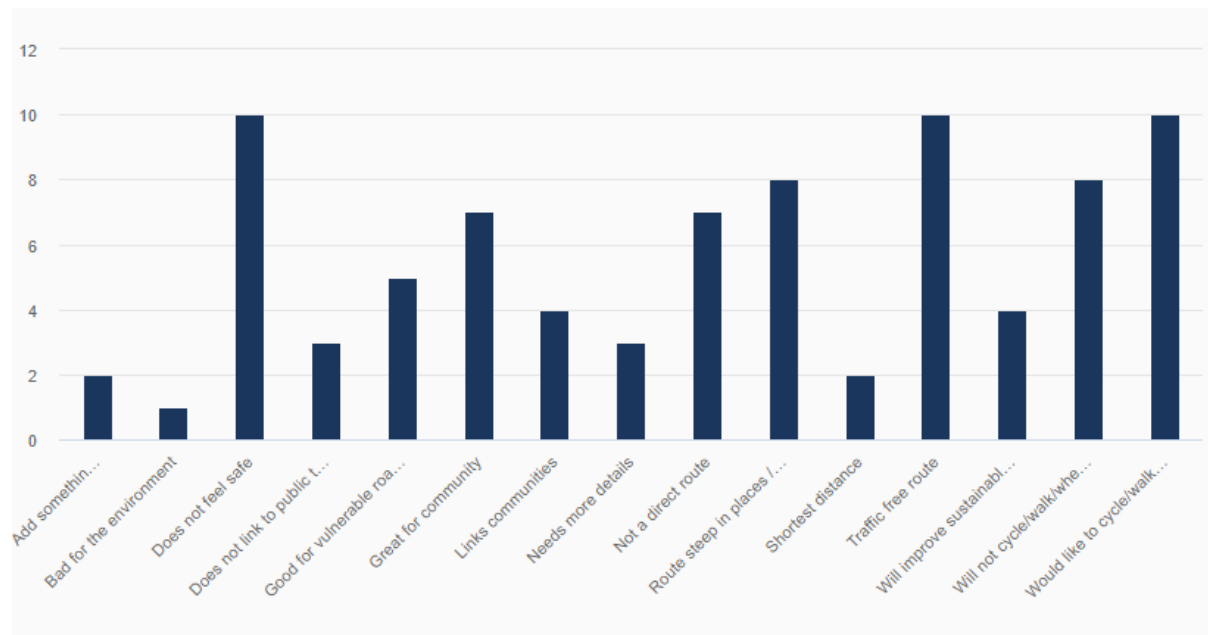
### Consultation comments

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

59% responded that they were unhappy, dissatisfied, or neutral with the proposed route option:



## Why do you feel this way?



- 10 respondents felt that it is a 'traffic free route'.
- 10 replied that it 'does not feel safe'.
- 10 'would like to cycle/walk/wheel here'.

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

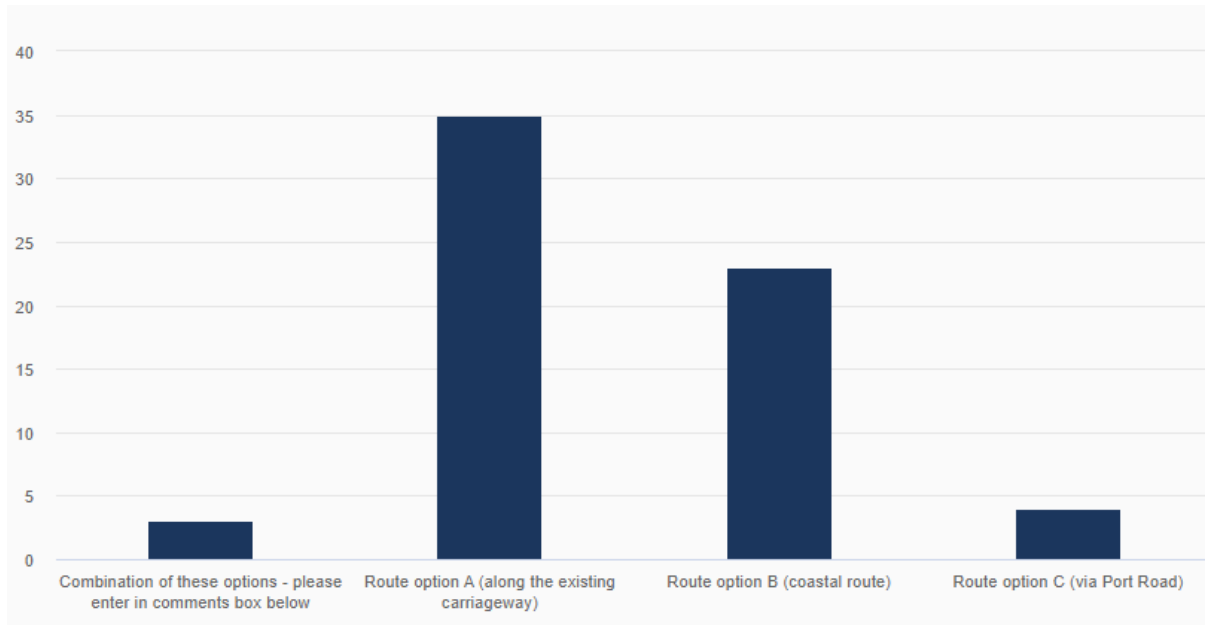
The key themes from the comments added were:-

- Route longer than other options.
- This route passes by the most houses allowing more direct access to it.
- The closure of Port Road could push traffic elsewhere.
- The closure of Port Road would provide horse riders with a safer route.



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

### Which is your preferred route?



35 chose route A, 23 chose route B, 4 chose route C with 3 proposing a combination of options.

Of the 3 who chose 'combination of these options' one provided an alternative:

*Combination of route A to access aberthaw but then an alternative route through to StAthau as I fear the cost of changing bridges could be enough to half the entire project. From local knowledge I know of an alternative route from east aberthaw to Stathan that I feel would be more direct, cost effective and safer (away from traffic)*

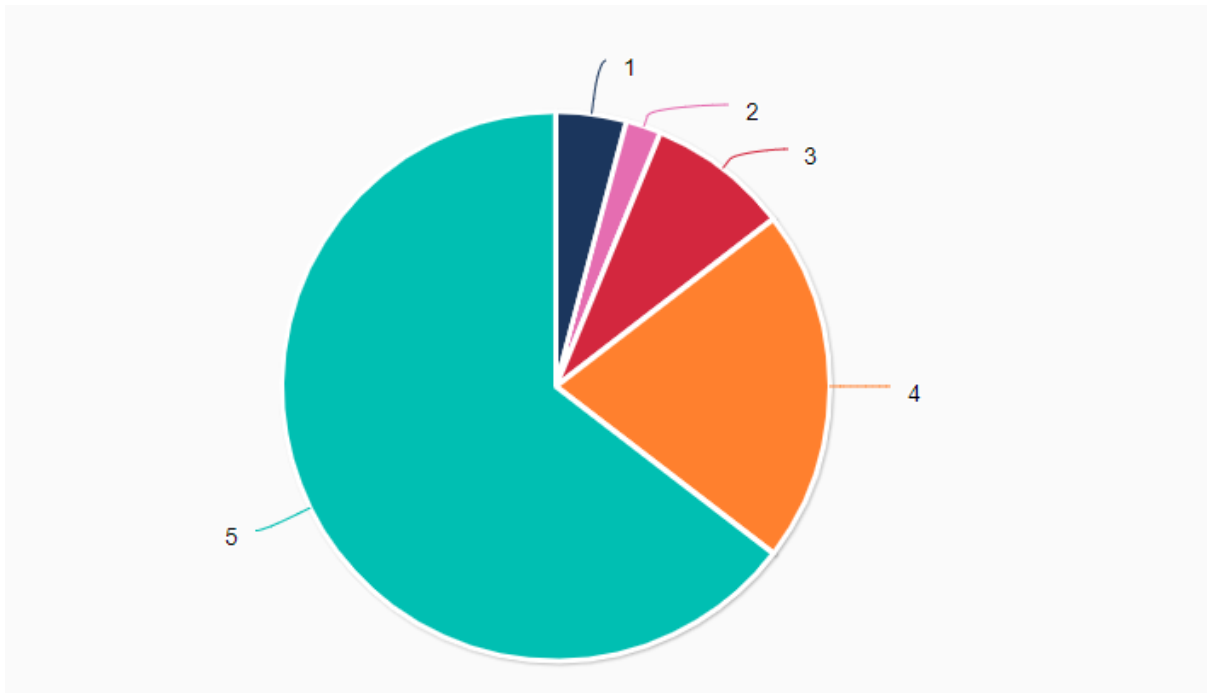
### What are the current barriers to Active Travel in the area?

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

The key themes arising are:-

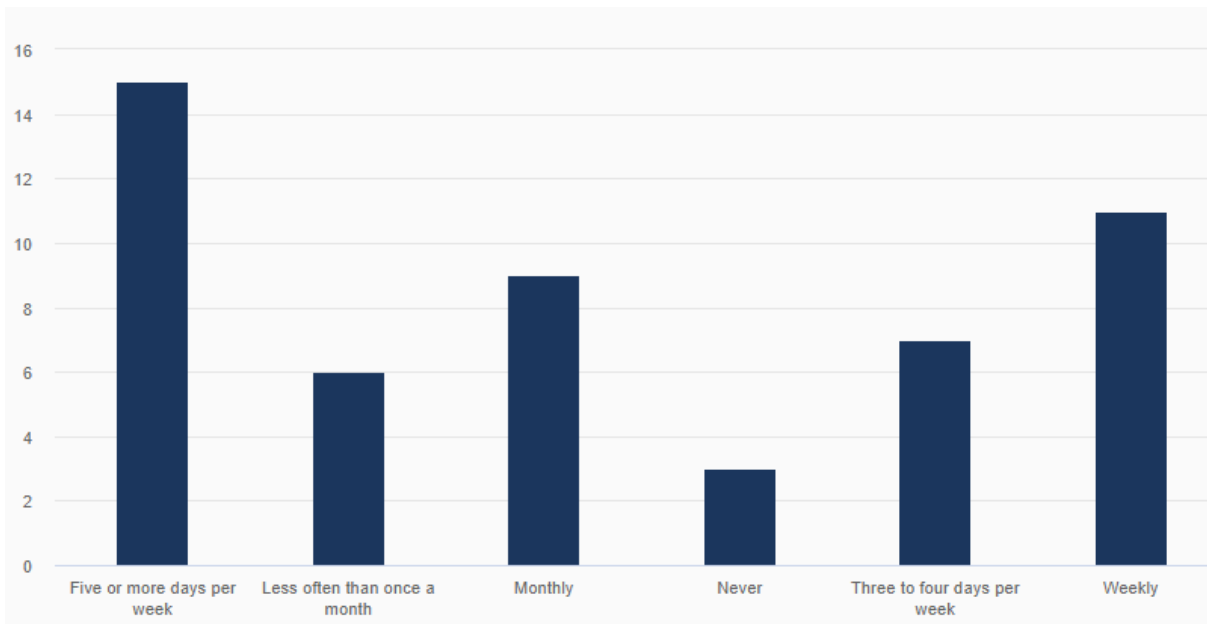
- Volume of traffic in the area and large amount of HGVs.
- Speed of vehicles on the existing highways.
- Lack of segregated cycling and walking infrastructure.
- Lack of infrastructure, and poorly maintained footways.

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



65% 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:-

- Route must link to schools, shops, community facilities.
- Support that a safe route reaches construction.

### **Recommendation**

**The Council will undertake work to produce a concept design of an active travel route in line with the proposal listed as Option A with considerations for route option C, connection next to St Athan Primary and Old Port Road, as well as provision of a layby for Police and/or utilities vehicles.**

**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).*

	<b>Comment received from the public</b>	<b>Council response</b>
1	Far more important schemes money could be used for than linking Rhoose and St.Athan. the current cycle lanes aren't used by cyclists.	Funding was received from Welsh Government for this study.
2	wht about an option to the south of the old power station. An option though the power station site now in WG ownership?	This is shown as route option B.
3	Its on a main route with 44 tonne + STGO class 2 HGV's, Buses, cars the lot - safety is by being away from these issues....ROUTE B!!!	Noted. Your comment will be considered as part of the decision making process.
4	this seems a ridiculous proposition given the need to do road alignments to create the route. It is very unclear what you mean by construct a path along Fontygary Road but I assume you mean cycle path - this will simply not be safe because of the number of drives that connect to the road. Coming out of our drive we already encounter difficulties because of people walking along - but people cycling along at fast speed is a recipe for an accident	Your comment will be considered should this route be developed.
5	By far the best route. Active Travel is about helping pedestrians and cyclists to travel conveniently and safely to a destination such as school, shops, medical facilities and public transport in a safe, direct route. The other two routes are scenic detours for pedestrians and cyclists and nothing to do with active travel.	Noted. Thank you for your support.
6	Waste of public money How many would use it How many cyclists use cycle paths More disruption for nothing Disturb hedgerows and wildlife	Noted. Your comment will be considered as part of the decision making process.
7	Great for East Aberthaw residents as well as the wider community would finally be a safe access to reach both Rhoose and St Athan for walking and cycling!	Noted. Thank you for your support.
8	Great for my commute to work	Noted. Thank you for your support.
9	Could use existing bridge at <a href="https://goo.gl/maps/YWf8ZNbsydRvRH2m9">https://goo.gl/maps/YWf8ZNbsydRvRH2m9</a>	Thank you. Your comment will be considered should this route be developed.
10	This is the most direct and shortest route and is mainly level.	Noted. Your comment will be considered as part of the decision making process.
11	not clear where this is	Apologies that you did not feel the route was clear on the PDF.
12	Route would need to be segregated along main carriageways	Noted. Your comment will be considered as part of the decision making process.

13	The road from Rhoose by pass to Fontygary Road is currently not wide enough and could only be widened from North side. (A dangerous road already.) This is currently farm land in the main and destruction of thisxwoud be detrimental to environment	Noted. Your comment will be considered as part of the decision making process.
14	These proposals will only work if the Council is realistic about its "greening up" policy. Whilst it is good to see plenty of meadows, it is essential that highway verges are kept cut including the overhanging bushes and trees. This will allow pedestrians and cyclists to use all routes safely. Safety is of prime importance for pedestrians and cyclists and the overhanging vegetation results in them having to step of their designated route into the path of other road users. Sight lines around pedestrians must be kept clear. The meadow by the pedestrian crossing on Court Road is so tall that you cannot see a child approaching the crossing. This is a general problem in the Vale, so any proposals must build in the Environmental maintenance requirements and of course costs.	Noted and your comments will be passed on to the relevant department.
15	Quite apart from the map provided here in support of this idea, being ludicrously short on detail and too small for scrutiny, this is a hare-brained scheme with absolutely no prospect of getting off the starting blocks. How do you envisage widening Fontygary Road sufficient to allow for a cycle path and two-way traffic? Do you really imagine funds for this aspect and for the new bridge and road realignment en route to Gileston will ever be drummed up? Where is your evidence of the legions of walkers, cyclists and wheelchair users petitioning up to use such a route to go to St Athan from Rhoose or vice versa? This idea is complete pie in the sky. All this impractical proposal will bring is a litany of committee meetings, studies, reports and fat cheques for consultants. Result, after many years, a fudged compromise or, more likely, no action at all.	Noted. Your comment will be considered as part of the decision making process.
16	Quite apart from the map provided here in support of this idea, being ludicrously short on detail and too small for scrutiny, this is a hare-brained scheme with absolutely no prospect of getting off the starting blocks. How do you envisage widening Fontygary Road sufficient to allow for a cycle path and two-way traffic? Do you really imagine funds for this aspect and for the new bridge and road realignment en route to Gileston will ever be drummed up? Where is your evidence of the legions of walkers, cyclists and wheelchair users petitioning up to use such a route to go to St Athan from Rhoose or vice versa? This idea is complete pie in the sky. All this impractical proposal will bring is a litany of committee meetings, studies, reports and fat cheques for consultants. Result,	Repeat of number 15.

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17	Improving active travel in the West of Rhws has to be a priority and this plan addresses most of the issues. This route would encourage safe walking and biking along Fontygary Road, link with East Aberthaw and give most of Rhws access to a safe route to school/shops etc. However, this route does miss out residents along Fonmon Road who will still have a section of dangerous road ( without any foot path at all in places). This could be addressed by converting the Airport perimeter foot path into an active travel path.	Noted. Your comment will be considered as part of the decision making process.
18	This is the least attractive of the three route options. The major detractors are 1) being on / adjacent to motor traffic on all thr route, (2) - most significantly, the hill south of the B4265 to Aberthaw - it really is a stinker (really steep), and is a major negative factor to using this route. It would be preferable to take the traveller instrad further east along the B4265 and up the quarry access road onto Castle Road - the gradient is more gentle, and then, from Castle Road, either double back toward Aberthaw, or continue to Fonmon.  Not my favourite option.	Noted. Your comment will be considered as part of the decision making process.
19	The previous consultation map didn't include the village of East Aberthaw. So I'm pleased that we are now linked in with St Athan and Rhoose and not just cast adrift. A lot of cyclists and walkers already use this route and with traffic calming measures it will make it a lot safer for all. I would love to be able to walk to St Athan and Rhoose along this road but at present it's just not safe enough with the current volume and speed of traffic.	Noted. Your comment will be considered as part of the decision making process.
20	This would be the best route for a variety of reasons - 1. This is the way most cyclists use anyway and they will continue to use it because it is the shortest route between St Athan and Rhoose. 2. This connects the communities of St Athan, Rhoose and East Aberthaw nicely. 3. This is a beautiful route which takes users past the historical Blue Anchor pub, which is enjoyed by tourists, cyclists and walkers already - let's make it easier for these people to enjoy the facilities.	Noted. Your comment will be considered as part of the decision making process.
21	Perhaps would encourage a better standard of verge and borders maintainance.	Noted. Your comment will be considered as part of the decision making process.
22	This is clearly the most sensible option because this is the route people take already so let's please make route A safe for walkers and cyclists.	Noted. Thank you for your support.

23	Great for the residents of East Aberthaw	Noted. Thank you for your support.
24	I am 12 and I have friends in Rhoose and St Athan, I live in East Aberthaw but I can't go to see them because there's no pavement and it's too dangerous. So my parents have to drive me. I used to have a bike but I couldn't use it around here because it was too dangerous so now I don't have one. There are kids who go to school in Rhoose who live in my village and they should be able to walk there. I'd like to walk to the train station.I think this route would be good for the children of East Aberthaw to see their friends.	Noted. Thank you for your support.
25	I am 12 and I have friends in Rhoose and St Athan, I live in East Aberthaw but I can't go to see them because there's no pavement and it's too dangerous. So my parents have to drive me. I used to have a bike but I couldn't use it around here because it was too dangerous so now I don't have one. There are kids who go to school in Rhoose who live in my village and they should be able to walk there. I'd like to walk to the train station.I think this route would be good for the children of East Aberthaw to see their friends.	Repeat of number 24.
26	I am 12 and I have friends in Rhoose and St Athan, I live in East Aberthaw but I can't go to see them because there's no pavement and it's too dangerous. So my parents have to drive me. I used to have a bike but I couldn't use it around here because it was too dangerous so now I don't have one. There are kids who go to school in Rhoose who live in my village and they should be able to walk there. I'd like to walk to the train station.I think this route would be good for the children of East Aberthaw to see their friends.	Repeat of number 24.
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30	It would be Fantastic to link communities and make it safer to walk and cycle with my children. This would be a really positive step to accessibility for everyone, working hand in hand with 20mph speed limit.	Noted. Thank you for your support.
31	This will not be used by your intended audience, please review how many walkers and cyclists use the shared cycle/foot path on the 5mile lane (against how many use the road) for reference.	Noted. Your comment will be considered as part of the decision-making process. Data from cycle counters is reviewed at regular intervals as part of our monitoring and evaluation process.
32	Feel this is the best route of all but worry that realistically the cost could be a major red light for this as an option	Noted.
33	This seems a really common sense option.	Noted. Thank you for your support.
34	Is going to squash in these routes with already small roads. Danger to all especially motorists	Noted. Your comment will be considered as part of the decision-making process.
35	This is probably the most practical route, however, unless there is full segregation from road then it will not be as safe as other local routes and so will gain little extra use. Building a bad route is worse than not building at all as once done all better solutions are lost due to rework cost and public opinion becomes negative. The idea of Active Travel is to attract people away from their cars for commuting, school and shopping so you have to get it right if you are not to waste resources. Better to run path on south side of B4265 as a light controlled crossing at the Burton Bridge / Aberthaw junction would invite high speed accidents and people would ignore new path and stay on south side. (Consider "desire lines" ) St Athan Cross would be the better crossing point. That way the path could be routed via the old Burton Bridge avoiding the hazardous Aberthaw junction. Using the old gated off	Noted. Your comment will be considered as part of the decision-making process.



	loop of road at Old Mill bend may look attractive but is a mistake due to steep gradient.....it would not get used. The path south of the railway line in Rhoose from Fontygary to Station Road would be a good modification.	
36	This is a fantastic proposal	Noted. Thank you for your support.
37	I prefer b as this is along a main busy road.	Noted. Your comment will be considered as part of the decision-making process.
38	It's the only choice, seriously. The route would need major improvements and a lot of consideration, for example - a solution to the steepness of Burton Hill. But it's the shortest and most direct route and the one which cyclists use anyway because they stop at the Blue Anxhor all the time. Why not make it safer for them? They're just not going to go the other two ways, let's face it. If this route could be upgraded and improved then it would be an asset to the entire area, not least the children who currently have to be driven the mile from East Aberthaw to Rhws Primary when they should be able to walk or cycle safely. Come on Vale Council, do the right thing!	Noted. Thank you for your support.
39	A is the only option if your trying to get people out of there vehicles and commute to work. Being the shortest route and less effort.	Noted. Thank you for your support.

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

	<b>Comment received from the public</b>	<b>Council response</b>
1	brilliant, the link in the Vale of Glamorgan coastal route that's been effectively missing. Imagine taking a ride whilst being able to stop and watch wildlife, look at the sea, etc, etc.... would much prefer this to using a road with HGV's, cars, buses, etc,...	Noted. Thank you for your support.
2	By far the least disruptive of routes and the one more people are likely to use because it goes through a natural landscape, avoiding a significant amount of traffic and pedestrians. So much safer	Noted. Thank you for your support.
3	This lonely winding route is not an active travel route but a pleasure/tourist trail which misses out East Aberthaw. One benefit would be that the gradient from sea level to Rhoose will be so steep that it could become a regular mountain stage of the Tour de France!	Your comment will be considered if this route is taken to the next stage of development.
4	I fail to see how this option facilitates active travel. Yes, it's a pleasant scenic route used by many for leisure purposes but is unsuitable for active travel. It bypasses the village of East Aberthaw - for residents of the village it would mean, for a majority of the year, battling through a muddy nature reserve to join the route. This, together with the ascent required to access Rhoose, would also make this a no-go for people with mobility issues.	Your comment will be considered if this route is taken to the next stage of development.
5	Any possibility for a link for East Aberthaw residents? There is currently no safe access to reach this route for children and cyclists.	Your comment will be considered if this route is taken to the next stage of development.
6	Gradient for new path west of Fontygary to beach very steep - circa 1:10 (25m over 250m). Will be expensive to construct but would be spectacular!	Noted. Your comment will be considered as part of the decision-making process.
7	This is a difficult route which I have walked. It's very steep up to the caravan park and unsuitable for anyone with mobility issues, with children and pushchairs and with bicycles. The route around the headland is Napoli accesible at high tide.	Noted. Your comment will be considered as part of the decision-making process.
8	No lighting or suitable path for walkers or cyclists, dangerous for people with young children , not suitable for anyone with a disability dangerous during flash high tides during the winter months - really silly idea who ever proposed this way have obviously never walked or cycled this area.	Noted. Your comment will be considered as part of the decision-making process.
9	Council should review a planning application already made by Fontygary Caravan Park for a cycle path south of railway line to the rear of Fontygary Road. A land purchase by the Council would be necessary to	Noted. Your comment will be considered as part of the decision-making process.

	ensure cycle path is a community project without private influence.	
10	Sounds more expensive than option A ? is this a good use of public money	Noted. Your comment will be considered as part of the decision-making process.
11	This is by far the safest and most direct route. The Fontygary Caravan Park had an application passed to run a cycle path and footway along the fields behind Fontygary Road if the Council purchases this strip of land from S106 monies for this purpose then the land will be for the community and there will be no private influence.	Noted. Your comment will be considered as part of the decision-making process.
12	As long as this doesn't add movement complications to the already-congested Fontygary Road it's fine.	Noted. Your comment will be considered as part of the decision-making process.
13	Although this will be a lovely ride it does not help people travel safely to Rhoose on bike or foot and therefore, will not reduce traffic and noise/air pollution. You can only access the path from Fontygary or Gileston.	Noted. Your comment will be considered as part of the decision-making process.
14	Oh this route is a hidden gem, one which I use already, and one which would be greatly improved by this project.  I love using it because it's the best traffic-free route between St Athan and Rhoose - I don't use it much, because it's such a mission to get a bicycle up and down steps and in/out of the Aberthaw nature reserve.  Yes please, make it happen.	Thank you for your support.
15	Cyclists and walkers will still use the main route through East Aberthaw regardless. Whilst this route may be okay in Spring and Summer, Autumn and Winter will be a different matter with paths being inaccessible due to tides and weather and mud. Also this area will probably undergo change with the sale of the power station to CCR.	Noted. Your comment will be considered as part of the decision-making process.
16	Completely impractical route although scenic in the summer. Would anyone want to cycle this route in November during a storm and spring tide when the wind is howling and the rain is coming in sideways? I think not. Sending children on this route alone would not feel safe either.	Noted. Your comment will be considered as part of the decision-making process.
17	Safer for children going to school from fonmon side of the village to the new school. South point primary x	Noted. Your comment will be considered as part of the decision-making process.

18	<p>Would be a lot safer to walk our children to the new school, or use there bikes etc to get there –also to be able to do that route with them on weekends is alot safer.</p> <p>Currently have to walk along main road, past another school where all the pavement is blocked by other cars and parents –very unsafe</p>	Noted. Your comment will be considered as part of the decision-making process.
19	Safest route for children and for them to learn how to access other areas via foot or bike	Noted. Your comment will be considered as part of the decision-making process.
20	In winter and times of high tide this is almost inaccessible and is very steep in places. It is also not easily accessed from East Aberthaw, thereby cutting off the village from Active Travel which is totally contrary to the overall objectives.	Noted. Your comment will be considered as part of the decision-making process.
21	No good for mobility restricted users. Difficult in winter.	Noted. Your comment will be considered as part of the decision-making process.
22	It's nice here but it would be scary in the winter and there's no way my parents would let me cycle here alone. Also it doesn't connect to my village and it means kids in East Aberthaw wouldn't be able to get to school in Rhoose on bikes.	Noted. Your comment will be considered as part of the decision-making process.
23	It's nice here but it would be scary in the winter and there's no way my parents would let me cycle here alone. Also it doesn't connect to my village and it means kids in East Aberthaw wouldn't be able to get to school in Rhoose on bikes.	Repeat of number 22.
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27	It's nice here but it would be scary in the winter and there's no way my parents would let me cycle here alone. Also it doesn't connect to my village and it means kids in East Aberthaw wouldn't be able to get to school in Rhoose on bikes.	Repeat of number 22.

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29	It's nice here but it would be scary in the winter and there's no way my parents would let me cycle here alone. Also it doesn't connect to my village and it means kids in East Aberthaw wouldn't be able to get to school in Rhoose on bikes.	Repeat of number 22.
30	This is, to be fair, more of a leisure route rather than Active Travel as it would not appeal to many in the dark or in poor weather. I would love to see this route built but sadly it will never be done under AT for the above reasons. I did approach RWE a couple of years ago to suggest they improve the paths in this area as part of their community relations before they left but got short shrift from them. This is an ideal time to improve the public access before new development takes place and opportunity is lost.	Noted. Your comment will be considered as part of the decision-making process.
31	Providing you can guarantee that everyone will use this, it is the best option, doesn't reduce the road space and uses existing routes to the best potential. You need to find a way for ensure its used by cyclists though.	Noted. Your comment will be considered as part of the decision-making process.
32	Unfortunately this option doesn't give access for residents of East Aberthaw. Maybe a link from the lays up to the village would help overcome this?	Noted. Your comment will be considered if this is the preferred route.
33	A key challenge will be to get the path up from behind the sea wall to Fontygary Caravan Park at a gradient suitable for all users	Noted. Your comment will be considered as part of the decision-making process.
34	Away from traffic for a large part of the route is good as long as itâ€™s not affected by high tides / flooding.	Noted. Your comment will be considered if this is the preferred route.
35	This is already a lovely stretch of the Welsh coastal path and regularly walk here, would not want it to be changed to include a cycle route. As also a cyclist is it not a direct route, it would be no good in the winter or in the dark.	Noted. Your comment will be considered as part of the decision-making process.
36	At high tide in the winter the coastal path from Gileston beach to Fontygary can be treacherous. High winds and tides can blow all sorts of debris over the wall incl. rocks/logs from the beach, making this route unsafe for some of the year. I wouldn't want anybody having to negotiate the problematic volume of dog faeces from Gileston beach to Fontygary either-walking or bike! It is a health hazard now. Dumping ground for doggy day care facilities. From St Athan monument junction to Gileston beach are single track country lanes full of blind bends and turns with no safe places to pass and	Noted. Your comment will be considered if this is the preferred route.

	<p>is poorly lit-quite unsuitable for walkers and cyclists in the winter. Increase of vehicles from Gileston Manor incl. massive coaches also make this route unsafe for pedestrians and cyclists as no room to negotiate a safe passage should one pass you whilst using this route-very dangerous conditions. The gradient up to Fonygary makes this route inaccessible to a lot of people</p>	
37	<p>This would make a pleasant leisure route which in all honesty exists now, just not accessible by less mobile. This is not going to be a viable option for commuters as its much longer.</p>	<p>Noted. Your comment will be considered if this is the preferred route.</p>
38	<p>Don't get me wrong, I love a stroll down here but only when it's a fine day. When it's raining and stormy it's horrible and certainly not suitable for an active travel route. ever been down during a storm? The sea comes in so strongly that boulders have been thrown metres into the power station fences. Is that an appropriate place to cycle?? The concrete path in front of the power station is saturated with dog mess and a hazard to all. It's also unlit and remote. Are we seriously expecting children and elderly folk cycle all the way down to Gileston and onto the Wales Coast Path in order to get to Fontygary? Get real. This would make a nice leisure route but only with a lot of upgrading. It's not an active travel route because it's not direct enough. It also cuts out East Aberthaw and denies those children the opportunity to be able to cycle or walk to Rhws Primary.</p>	<p>Noted. Your comment will be considered if this is the preferred route.</p>
39	<p>Does not link to other amenities housing in Rhoose.</p>	<p>Noted. Your comment will be considered as part of the decision-making process.</p>

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

	<b>Comment received from the public</b>	<b>Council response</b>
1	If you close one section of a road, how is traffic meant to get through? Bear in mind there is just one road into and out of Rhoose. If you close down one section you are pushing traffic to use another route which simply causes congestion there	Noted. Your comment will be considered as part of the decision-making process.
2	<p>The path between East Aberthaw and Rhoose is steep, dark, narrow and not direct in the slightest. Would any patents be happy with their children walking this section in the dark/winter?</p> <p>How has the length of Route C been calculated? How can this route be nearly 2km shorter than route A?</p>	Noted. Your comment will be considered as part of the decision-making process.
3	This route is in fact 0.3 k longer than Fontygary Rd and is quite steep and Very narrow in places. It is not a direct route.	Noted. Your comment will be considered as part of the decision-making process.
4	Any scheme which involves pairing motor vehicle routes with a cycle path along Fontygary Road surely can't work. The road is not wide enough to allow contraflow lanes of cars etc and a separate lane for cycles (plus, presumably, wider pavements). How do you propose to achieve this? By encroaching on the front gardens of residents? Concentrate on the things that can be done now, in the short term, without consultations, studies and jargon-choked reports going back and forth. Resurface Fontygary Road and make the pavements safe for pedestrians.	Noted. Your comment will be considered as part of the decision-making process.
5	This is the best proposal but please leave Port Road open to traffic so it does not affect Bus routes and disrupt the few people who drive along this lane. This route improves option A in that it provides safe active travel along Fonmon Road.	Noted. Your comment will be considered if this is the preferred route.
6	Not many vehicles use Port Road this would reduce costs negating the need for extra work just street lighting.	Noted. Your comment will be considered as part of the decision-making process.
7	<p>Generally this feel slike a decent route. I particularly like the idea to bring into use the track east out of St Athan - it's a great route which I use currently to avoid the main road, but would certainly be improved by paving the track.</p> <p>The huge negative on Route C is the hill south of the B4265 towards Aberthaw -it really is a stinker (steep), and no amount of segregation will change that. A less hilly route would take the user further along the B4265</p>	Noted. Your comment will be considered as part of the decision-making process.

	and cross at the "new" quarry access road, then on to Castle Road, then to Fonmon and Rhoose.	
8	Best option of 3 as it passes more houses allowing more people direct access to all or even small parts of it where other options don't. Uses a path i already use. Downside is the steep 10% hill on fontygary Rd near the B4265. Also the road junction near the Blue Anchor pub does not feel safe for those that may not be so confident, shame the option doesn't use the road North of the quarry, past the duck pond and Fonmon Castle grounds entrance.	Noted. Your comment will be considered as part of the decision-making process.
9	This is not a direct route and will not be used by cyclists and walkers. It is narrow and cars drive dangerously fast along here.	Noted. Your comment will be considered as part of the decision-making process.
10	This route is not practical unfortunately. Cyclists don't use this route at present and I can't see them doing so in future. It's a longer way than the others also	Noted. Your comment will be considered as part of the decision-making process.
11	Most direct route, easy for East Aberthaw residents	Noted. Your comment will be considered as part of the decision-making process.
12	This is ok but it's a bit out of the way and I think people would like to go the shortest route. I like the idea of shutting the road to cars. Could we shut the coast road to cars? That would be amazing.	Noted. Your comment will be considered if this is the preferred route.
13	How can the rough track from Four Cross Service Station to Rock Road at St Athan village be of uncertain ownership when there is a recent new gate installed at the Garage end?	Noted. Your comment will be considered as part of the decision-making process.
14	This will not be used by your intended audience, please review how many walkers and cyclists use the shared cycle/foot path on the 5mile lane (against how many use the road) for reference. Will the proposed route that you intend to close remain accessible for farm traffic and horses?	Noted. Your comment will be considered if this is the preferred route.
15	By closing Port Road to general traffic I would be able to ride my horse safely, without fear of cars driving at speed around the blind bends.	Noted. Your comment will be considered as part of the decision-making process.
16	This route would make travelling to the train station in Rhoose from Llanccadle much safer and enjoyable for cyclists and pedestrians	Noted. Your comment will be considered as part of the decision-making process.
17	I love the idea of closing Old Port Road to traffic - vehicles can use the Old Castle Road if they want to cut through. I'm not sure about cutting behind St Athan primary as it looks a bit out of the way, but there isn't	Noted. Your comment will be considered if this is the preferred route.



	much width on the main road and I suppose it gets away from traffic.	
18	Ambivalent about this one. I like the idea of closing the road over the quarry down. But why couldn't the coast road be closed down to enable people to travel actively that way? It's not beyond the realms of possibility is it? I just don't think people would go this way even if they're enabled to sadly.	Noted. Your comment will be considered if this is the preferred route.

## Appendix D

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

1	Idiots in lycra who think they are on the Tour de France with no consideration for pedestrians or even other cyclists who follow the highway code and go out of their way to obstruct their road users
2	The chronic road situation.....blind bends, not wide enough of have visual on oncoming traffic. Being hidden to approaching traffic - lots of HGV's and now of course many more with the Aston Martin plant at St.Athan.....
3	No direct safe route for pedestrians between East Aberthaw and Rhoose. For most of the year the nature reserve is a mud bath and is inaccessible for those of us who would like to walk from the village to the train station and show up for work in a relatively presentable state.
4	No dedicated, safe, direct cycle/pedestrian routes to schools, train station, etc
5	No safe access to walk to connecting communities. Apart from the East Aberthaw conservation area which is now overgrown and always muddy. Lack of maintenance and dark at night. Not a direct route. No safe access for pushchairs, children and cycling for the residents of East Aberthaw.
6	Lack of AT routes, especially those connecting communities.
7	No or narrow footpaths. Narrow roads with 40 mile a hour or higher speed limits. Overgrown verges with ditches or walls.
8	Heavy fast traffic, no cycle or footpath.
9	Currently seen as private property
10	There is no safe cycling routes to go out with my young family from east Aberthaw
11	Traffic between Barry and Rhoose too dangerous on port road. Need safe cycle routes to link Barry to Rhoose and St athen and Llantwitt
12	No safe access to travel with children from East Aberthaw. A safe access would allow residents to travel to Rhoose and St Athan with ease and would encourage more active travel negating the need to travel by car reducing our carbon footprint.
13	Broken pavements neglected for decades.
14	Narrowness of road between Rhoose and East Aberthaw

15	The volume and speed of traffic through East Aberthaw stops me using this route. I would like to walk to Rhoose and St Athan but at present it is too dangerous. Our village is effectively a rat run at present. I have witnessed many near incidents with pedestrians and cyclists. This route with traffic calming measures is needed to make it safer for all to cycle/ride/walk.
16	It's impossible to walk safely or cycle locally due to the dangerous roads situation. The country lanes have tractors or cars roaring through at high speed and you wouldn't dream of actually going on the roads because of the speeds at which people drive. Kids can't even cycle to school safely at the moment which is crazy. We're all stuck in our cars and when we do want to go cycling or walking we have to drive to get there. So the area desperately needs active travel routes.
17	Not able to walk safely between East Aberthaw and Rhoose as there is no pavement for pedestrians.
18	Feeling unsafe when overtaken by speeding motorists. Abuse from drivers. Poorly designed cycle paths. Poor road surface especially towards the edges where cyclist are expected to ride. Lack of secure bike storage (Fontygary). Lack of segregated cycle paths. Bike crime
19	Traffic speed
20	Traffic speed
21	Traffic speec
22	Volume of traffic and speed
23	No pavements. High volume of traffic not sticking to speed limit.
24	It's too dangerous. There aren't pavements here in East Aberthaw. It's like we're stranded or something. The cars go too fast so we have to drive everywhere to do things. It's rubbish for kids. I have swimming lessons in Fontygary but my parents have to drive me but it's not that far away and I should be able to walk there safely. I think everyone is too scared of being run over to do walking or cycling around here.
25	I would love to cycle and walk more from my home in east aberthaw, with my children but the road is too dangerous. Cars need to be slowed down with the 20mph speed limit and active travel route introduced. Bringing people through the village and using the pub etc..
26	Road not safe enough

27	Too much HGV / Bus traffic that doesn't slow or give way to other road users, let alone pedestrians or cyclists
28	My job
29	Roads between Rhoose and St Athan are very busy and there are no existing cycle paths
30	Lack of safe infrastructure and impatient / unsafe drivers (speeding and unsafe overtaking of cyclists, as well as drivers not giving way to pedestrians at priority junctions despite recent Highway Code changes - perhaps road markings could make it clearer that pedestrians crossing a side road have priority, for example by pulling back the location of the give way line.
31	Not a safe route, especially for children.
32	Heavy goods vehicles, fast traffic on narrow or congested roads and dangerous drivers. Steep hills. Lack of bicycle maintenance skills (my generation learnt how to fix bikes as kids) Rhoose and perhaps to a lesser extent St Athan are now 'dormitory communities' in that many travel quite some distance for work and that makes cycling unattractive for most. It is possible the rapid growth in electric motor assisted bikes may change that dynamic in the future.
33	No football path, over grown brambles making it impossible to walk to work place from st athan(tarmac) . Lorrys speeding down the hill and having no safe footpath to get on to get out of their way. No cycle path.
34	unsafe due to speed of traffic
35	Lack of segregation on busy routes
36	Large sections with no pavement. Speeding vehicles.
37	Traffic speed and volume.
38	Racing traffic and speeding. It's dangerous as hell everywhere. All of our communities are so close together but so far apart because of the roads. It's really unacceptable.
39	The volume and speed of traffic through East Aberthaw at present. Route A is the best option for residents, visitors and anyone trying to pursue a more active life.
40	Cycle routes are not connected up. Took my daughter on a bike ride, wanted to complete a look around the airport and back home. Followed the cycle path to the airport but then had to cycle on the main road to Llantwit which is exceedingly dangerous. Also no connection to Weycock Roundabout, otherwise could cycle to Cardiff safely.

41	Sharing road with cars and lorries when trying to access shops library and school
42	speed and volume of traffic , lack of easy to navigate seperated routes

## Appendix E

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

	Comment received from the public	Council response
1	PLEASE be sensible and make a stunningly beautiful and visual route for the communities to use along this rather OBVIOUS route.	Noted.
2	At a loss to see how route B would comply with active travel guidance and receive active travel funding.  How were the route lengths calculated? They appear to be way out.	Route lengths will be double checked at the next stage of development.
3	If there was a footpath I would walk.	Noted.
4	If such a scheme is needed at all “ which open to debate considering how many other things need to be improved in Rhoose village* “ then the coastal route is the best and safest option and might take some traffic away from Fontygary Road (eg campers and holidaymakers cycling rather than using vehicles from their base at Fontygary Bay). *Resurfacing Fontygary Road for example.	Noted. Fontygary Road is on the resurfacing programme for FY22/23.
5	I support the installation of traffic lights at junction of Burton Hill and Rhoose bypass.	Noted.
6	This is the only viable route. As mentioned previously, it will still be used by walkers and cyclists as it is the most direct route.	Noted.
7	This route passes the most residential properties and is an improvement on Option A. It addresses the lack of pavement issue from Rhws to crossroads. It will slow down speeding traffic along Fonmon Road. Port Road is very scenic and already quiet.	Noted.
8	Traffic calming	This will be looked at during the next stage of development if appropriate.
9	Traffic calming	Repeat of number 8.
10	Traffic calming	Repeat of number 8.
11	Option B is ***** , unsafe for vulnerable or pram/wheelchair users, no lighting, rough terrain and secluded. It is also on Private land.	Noted.
12	Please avoid cycle/walking paths that run alongside busy roads. These do not encourage people half as much as completely off road alternatives which seem to thrive in other areas.	Noted.

13	<p>Combination of route A to access aberthaw but then an alternative route through to StAthau as I fear the cost of changing bridges could be enough to half the entire project. From local knowledge I know of an alternative route from east aberthaw to Stathan that I feel would be more direct, cost effective and safer (away from traffic)</p> <p>I hope you don't mind but I will email my thoughts on this directly to you shortly.</p> <p>Appreciate your help in what could be a vital link for my children in years to come.</p>	<p>Please email any comments or suggestions at any time:  <a href="mailto:activetravel@valeofglamorgan.gov.uk">activetravel@valeofglamorgan.gov.uk</a></p>
14	<p>The "Active Travel" definition as opposed to "Leisure Travel" is in itself a mistake as one promotes the other and vice versa. The two overlap so to limit provision to only if it promotes business, school travel and commuting wastes much opportunity to generally encourage less vehicle use. This is especially true for a rural area with limited local employment opportunity.</p>	Noted.
15	<p>Lower speed limit down Burton hill, put in a pavement rather than grass verges that need regularly mowing or cutting.</p>	Noted.
16	<p>There is a safety issue with the steep hill between Burton Bridge and East Aberthaw in regard to the large lorries that go this way on a very regular basis. I believe it essential a shared path must be on the outside of the bend and totally separate from the road. Within the trees well off the road would be ideal. Path needs steel barrier protection also.</p> <ol style="list-style-type: none"> <li>1. As the bend is very sharp lorries can cut in tight to the verge with their rear wheels or even mount the kerb.</li> <li>2. I have on several occasions noticed tyre marks in the verge where a lorry has 'missed a gear' and rolled back onto the soft verge.</li> </ol> <p>These two issues alone dictate path position.</p>	Noted.
17	<p>In my opinion route B would be unsuitable for the active travel route as it is very narrow and on a bus route</p>	Noted.
18	<p>Narrowing roads to make segregated cycle ways shared with pedestrians do not work, you only have to look at the cycle way near Wenvoe to see this, most cyclists remain on the road as it is more convenient for them but can make overtaking more dangerous</p>	Noted.
19	<p>I hope one of these routes is developed and eventually constructed.</p>	Noted. Future development and construction is subject to continued funding.

20	Traffic calming in East Aberthaw and diverting the main bulk of traffic down the B4265 would mean that cyclists and walkers are safer.	Noted.
21	If route does not link to school, shops , pubs, library, community center, and other community facilities no one will use it	Noted.