

Eglwys Brewis Active Travel scheme

Consultation Report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's detailed design of the active travel connection through Eglwys Brewis 12th December 2022 and 13th January 2023. The public were asked to comment on the final design of the route before construction funding is requested from Welsh Government.

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 Active Travel fund. The Welsh Government funding application process advises that the public should be consulted at all stages of route development.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Social media posts;
- Letter drop to every household in the local housing estate;
- 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://eglwysbrewis.commonplace.is/>).

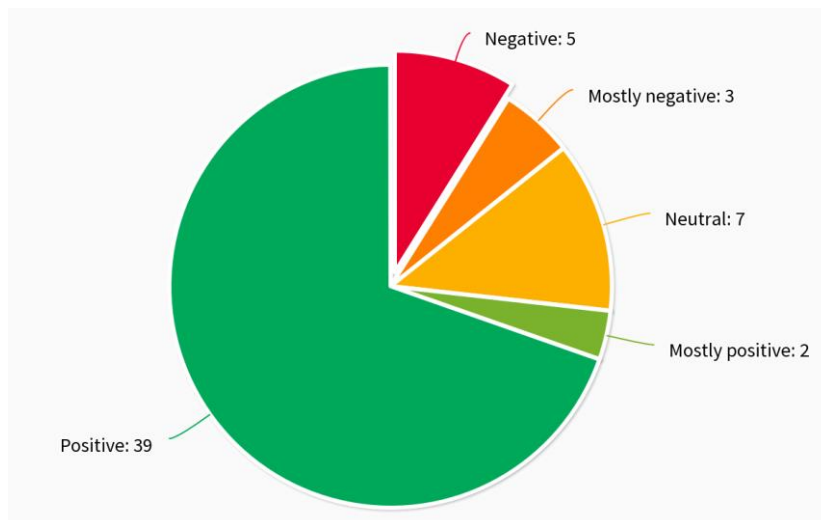
There were 1220 visitors to the consultation webpage.

45 unique users responded to the survey and there were 96 contributions. 37 respondents confirmed their email address. 15 respondents did not confirm their email address.

1 email was received to the activetravel@valeofglamorgan.gov.uk email address provided on posters and the website, and this is included in this report.

Online survey results:

Question 1 asked 'how supportive are you of this proposal'



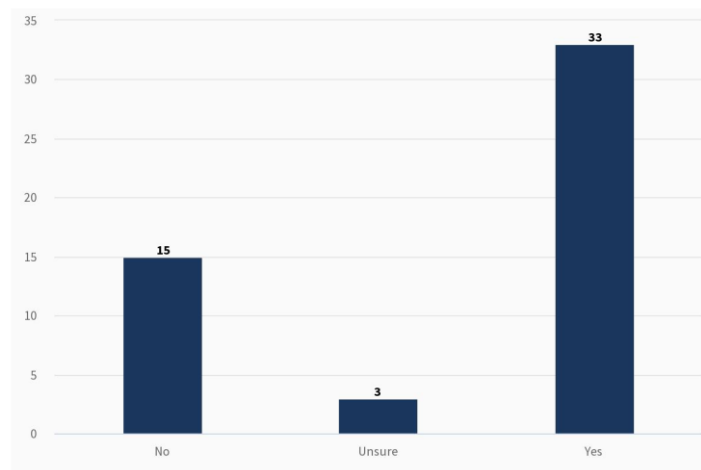
85% of the respondents thought the plans to improve conditions for cycling and walking in this area were positive, mostly positive, or neutral.

Question 2 asked 'If you have selected unsupportive to the questions 1, please explain your answer?'

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

The comments that were unsupportive of the scheme did not relate to this specific project and were related to transport in general.

Question 3 asked 'if these improvements go ahead, are you likely to travel more actively?'



65% think they are more likely to travel actively.

Question 4 asked for other comments or suggestions

A full list of comments can be found at Appendix B with Council Officer responses.

Responses received outside of the online survey:

1. Email from Vale Veloways.

December 2022

Vale Velo Ways / Llwybrau Beic y Fro (VWV) are heartened by VOG's commitment to active travel and are keen to work together to ensure that the Vale's active travel infrastructure is of an exemplar standard within Wales, making this truly the active travel nation, putting into practice its long-standing sustainable transport policies. In recent years, the VoG has been improving active travel links - much has been achieved, but we still have a long way to go to achieve exemplar standard in the county.

This proposed active travel route appears to be, by far and away one of the best projects that the VoG has designed. As drawn, this route fully segregates pedestrians from people on wheels, and separates both modes from motor traffic, and integrates at each end with existing active travel infrastructure. Lighting will be required along the route, and we are heartened that this is noted as a consideration in the proposal. VWV is fully supportive of the project as drawn and wishes the VoG every success in its implementation.

Vale Velo Ways / Llwybrau Beic y Fro represents the ordinary person travelling by bike through and within the Vale of Glamorgan. Our membership consists of, and welcomes people of all ages and bike-abilities, on bikes, trikes, recumbents, cargo bikes, e-bikes, and bikes we've never seen before. VWV's members are daily users of the Vale's Active Travel infrastructure, and are ideally placed to work with the VoG on the successful implementation of the Eglwys Brewis active travel route.

Council response to number 1 – thank you for your support of this project.

Recommendation

The Council will request full construction funding through the Welsh Government Active Travel process for FY23/24.

Appendix A

Question 2 - If you have selected very unsupportive to the question above, please can you explain your reasons for answering this way? (Included as they were written by respondent)

	Comment received	Council Response
1	As residents in Boverton, this would allow us to walk to St Athan for the first time. Great for running and walking the dog.	Thank you for your support.
2	I've selected very supported not very unsupportive. This proposal looks amazing - separates pedestrians and cyclists and both from motor traffic. More like this in the Vale please - could make a huge difference	Thank you for your support.
3	Maps are unclear, I would contradict improvements made by Barret! Houses built after demolishing historical hedges and wildlife corridors is not an improvement. Making the area busy and noisy is not an improvement. Coming from the north you can't get on the active pathway safely without crossing into traffic, and flowing the wrong side to join it! most strange. Very uncomfortable bumps and lines when riding a bike- has anyone rode over these who are in planning? The interesting wriggle through traffic lights at Aston Marten puts the cyclist at risk of falling off, being run over or taking the best route alongside the car on the road as most appear to. Maps are so unclear it is difficult to chose or see clearly where they relate to. Welcome maintenance of trees for bat safety and roosting. People will use quickest fastest route over safety as can be seen by those not using other active travel ways. Generally in principal a good idea but the area by Barret and Austen Marten are horrendous links I hope experts ride from East Camp to Eglwys Brewis first,. I hope these plans are better, but unfortunately this can't be seen on the pdf blur. Also the state left on the verge and doubled up kerb by st athan is a disgrace. The road is now narrower, more dangerous and hasn't been surfaced making the public less likely to be positive about further projects.	There is no clear objection to the AT route we are consulting on. However the points raised will be looked at internally.

4	I lived in St Athan until 2016 and would have absolutely loved this. My family were in Llantwit Major and my daughter was 2 years old at the time. I was quite often left with no transport when my husband was in work and on occasion felt quite isolated. The road is currently unsafe for pedestrians and cyclist so I think the proposal is fantastic. It will make a big difference to many families in the area. I would love to see the active travel continue into Llantwit Major, encouraging more children and parents to leave their cars at home and cycle/walk to school.	Thank you for your support.
5	The new part already built by Aston Martin has no street lighting. Really sensible when sending your children to walk to school or lone females on a dark winter morning	Street lighting is in situ along the Northern Access Road up to the Aston Martin junction.
6	I work in st athan and live in Llantwit, the improvements to the roads have already facilitated the ability to cycle, this will be a great addition to the route I.	Thank you for your support.
7	We need to be more active and safely, going from a to b without cars is something I want.	Thank you for your support.
8	It won't make any difference to the usage of cars. 20% is totally unrealistic.	Without the construction of active travel infrastructure, we will not be able to achieve modal shift ensuring people swap the use of the private car to a more active way of travelling.
9	No benefit to me.	Thanks for your response.
10	As i have many friends and family that live in this area and unable to drive there has been many times I have missed the bus and therefore affecting my travel to walking either way with a pram and 4 year old whose autistic and doesn't understand danger. This has cause many issues using this path where we've almost had near to death experience as the path cuts off or even using the new road the cars/buses speed out of the area without looking whose crossing or about to cross	This active travel infrastructure will improve safety for pedestrians and cyclists.
11	I live in eastcamp and we need a bus to school. Public transport is often late or cancelled which results in the children being late. As parents we then get letters from the school threatening us with further action I'd our children aren't at school on time but when you rely on the buses and they just don't show up there's nothing you can do. All the local taxi's are busy up till midday and parents get the blame. We need a bus!	Any school transport queries can be directed to schooltransport@valeofglamorgan.gov.uk

12	I have no idea what the 'proposal' is have been pro idea no information at all. I do not use public transport and would not bother due to its lack of availability and how badly unreliable it is	This is an active travel scheme and all details were available on the consultation page with an email address supplied if further clarification was required.
13	I think it is an unnecessary accessory to add to eglwys brewis. Most houses have trouble with parking so if they really wanted to help disabled people access this road better then Better parking should be put forth before anything else.	Active Travel funding cannot be used to provide car parking.
14	Although the aim of the project is good, your after experience is very, very poor. For instance, your previous section of work, ie; from the village, past the East gate and down to the new housing roundabout, the upkeep of the new verges was non-existent. It spoilt the good construction work.	Your comments will be passed on to our parks department who are responsible for maintaining grass verges.
15	The premise of an active travel route here is welcome, but every local resident who wants to use it has to cross the road when it could be on the side of the road where local residents live. You wouldn't build a pavement on one side of the road and put it on the opposite side of the road to where people live, it shouldn't be any different for active travel infrastructure.	The Council does not own the land alongside the houses. Construction where planned will provide a continuous path from St Athan village without the need for a user to undertake too many crossing manoeuvres.
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18	I don't think there will be as many people will use this as you seem to think. Already people are still cycling on the road and not using the cycle route, especially cycling clubs. Have even seen an electric scooter using the road irresponsibly.	Active travel infrastructure is used to improve facilities for pedestrians and not just cyclists. It is illegal to use electric scooters on anything other than private land in Wales.

Appendix B

Question 4 - Do you have any further comments or suggestions on these proposals? (Included as they were written by respondent)

	Comment received	Council response
1	More please - the more active travel provision like this the more attractive walking and cycling will become and it could become a viable alternative to the car for many people.	Thank you for your support
2	I really welcome the improved infrastructure for cycling as it will allow my children to be more active on their bikes as well as myself.	Thank you for your support
3	Please send clearer pictures of the routes	Plans available were provided on the consultation webpage.
4	Increasing biking and walking routes is a wonderful and necessary improvement to public services. Our families, and many others we know, would use them frequently.	Thank you for your support
5	some addition normal street light to be included in the Pinewood Square to Picketston Close section (currently none)	This area does not fall under the responsibility of the Council.
6	Can you identify which 7 trees will be removed on your drawings please. It is not clear and I think has a visual impact from my property into the MOD base possibly. It would be good for this to be clearly understood. Many thanks and good luck.	Email sent to respondent including details of trees to be removed.
7	Connections in and around Llantwit need to improve	Routes within Llantwit Major are on the ATNM for future development. Routes can be found on this page: https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel.aspx
8	It won't affect me as a commuter because I work in Cardiff but it will help me as a runner and a leisure cyclist, because the Northern Access Road is great to run on, but I feel like it's very risky to actually get to it from St Athan (cars come quickly around the bend). For that reason, I support these proposals, and in addition to your comments on protecting the trees, I agree that it is of vital importance to keep as many as possible to support local ecosystems.	Thank you for your support
9	Great for the area, a connection that has been needed for a while - it will make a difference to many and not just cyclists.	Thank you for your support

10	This is a remarkable example of the VoG designing active travel infrastructure to exemplar standard. I am fully supportive.	Thank you for your support
11	I think it would be safer for walkers and cyclists if they use it properly.	Thank you.
12	A cycle lane	This route provides segregated infrastructure for cycles.
13	Waste of time and money,	Thank you for your comment.
14	I walk/cycle from David Wilson estate to Aston Martin. Path is desperately needed so welcome this proposal	Thank you for your support
15	Need more comfortable busses, more frequently and in shorter journey time to get to where we need to go. Try getting to Morrisons or Lidl from Llantwit Major and see how long it takes you!	This is an active travel scheme. Any complaints regarding public transport can be directed to passengertransport@valeofglamorgan.gov.uk
16	Thank you for preparing such a detailed document with lots of information that can help us make an informed answer - although it's obvious already that some haven't read much at all! This route is needed and I will cycle it with my children - it'll also mean that they can look to ride to the comp when they're old enough, that'll save my petrol. I think this will be a really nice wide path that's not going to be right next to a road, I hope that the land at RAF St Athan stays nice and open and doesn't get built on so we can have a nice view. I know this isn't going to get loads and loads of support but please get it done, if we can reduce the number of cars travelling in this area by a few then it'll be worth it.	Thank you for your support
17	SPENDING THE MONEY ON OUR CHILDREN WOULD BE A BETTER IDEA	Providing a safe cycling and walking route will enable young people to walk/scoot or cycle to school and leisure activities.
18	ensure street lighting is part of this along with an on going maintenance/ cleaning budget for the full route.	Lighting will be included along this route and it will be put on a future cleaning schedule.
19	During construction will access be maintained during the day to the estate.	There should be no access issues to the estate as construction is on the opposite side of the road. Residents will be kept informed if there are restrictions on the road through here.
20	Can the bus pick up at eastcamp or somewhere within walking distance please?	Any complaints regarding public/school transport can be directed to

		passengertransport@valeofglamorgan.gov.uk
21	What is the proposal?	Details of the proposal were available on the consultation page.
22	We need zebra crossing at sycamore chase by the railway bridge, it's currently unsafe for children to crossover independently	This could be considered as part of a future active travel scheme. This area is outside of the scope of this scheme.
23	There is a problem with these shared footway /cycleway improvements in that they are often viewed as convenient off road parking areas. This can often be seen in Rhoose where existing and under construction paths have vehicles either fully or partly obstructing them, leaving insufficient room for a pram, cycle or mobility scooter to pass. Unless there is enforcement of the law regarding parking on cycleways this problem will get worse.	Welsh Government are progressing making pavement parking illegal.
24	Further to my previous comments, I don't think low level lighting would be sufficient to illuminate what is already a very poorly lit section of roadway, safety could be an issue. Safety would also be an issue if you continually refuse to install crossings to access the pathway .	The lighting design is being finalised and your comment will be taken on board.
25	With ref to my earlier comments, I have not seen any answers or if they are to be implemented.	Please email activetravel@valeofglamorgan.gov.uk as I am unaware of your previous comment.
26	Can't wait until it is completed, I do not cycle at the moment as the road with no cycle path is too scary to cycle on.	Thank you for your support
27	I would just use the road because then I don't have to cross the road to get to what is a short bit of cycle infrastructure.	Once this route is completed we would hope that residents would use it as a safe alternative.
28	I would just use the road because then I don't have to cross the road to get to what is a short bit of cycle infrastructure.	Repeat of number 27
29	I would just use the road because then I don't have to cross the road to get to what is a short bit of cycle infrastructure.	Repeat of number 27
30	Please ensure that appropriate material is used for boardwalk to avoid it becoming slippery for cyclists in wet or wintry conditions. Also please locate bus shelter opposite the junction with Picketstone Close in a way that it does not impede cyclists. If I interpret the GA drawings correctly the way it's shown seems appropriate, i.e. set back from the kerb behind what is the existing fence line rather than up against the kerb.	Appropriate material will be used for the boardwalk. As part of any active travel scheme we do look to move bus shelters where possible to ensure walkers, cyclists, scooters and bus stop users all have the appropriate space.

