

Eglwys Brewis - Active Travel proposed new route

Consultation report

Introduction

Further to route option consultation undertaken in August 2021, a further consultation was undertaken on the Vale of Glamorgan Council's concept design of a new active travel route through Eglwys Brewis between 15th December 2021 and 12th January 2022

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 school pupils. The route will link with the existing shared use facility along Ffordd Bro Tathan and will connect to the newly constructed shared use footway/cycleway connecting to St Athan village.

Funding for this scheme has been secured from the Welsh Government Core Active Travel fund.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Letter drop to properties in the vicinity of the scheme (included in the letter was a telephone number to call to discuss the scheme)
- 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
- Information on the Council Active Travel webpage
- Social media posts

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

Consultation Results

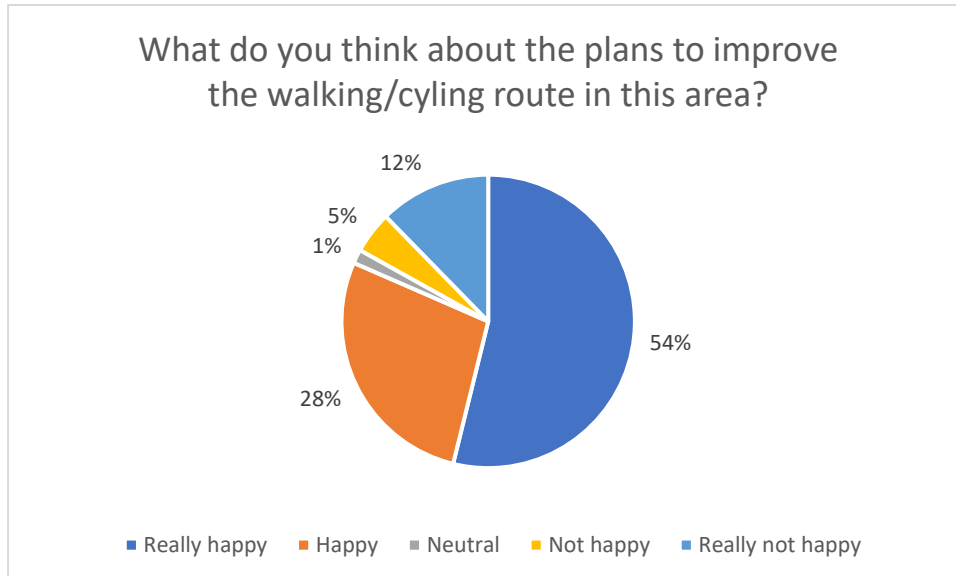
A mail drop was undertaken to 300 houses in the vicinity, promotion on social media took place and emails were sent to stakeholders.

We received 65 individual responses through the Commonplace portal used to host the consultation (<https://eglwysbrewisactivetravel.commonplace.is/>)

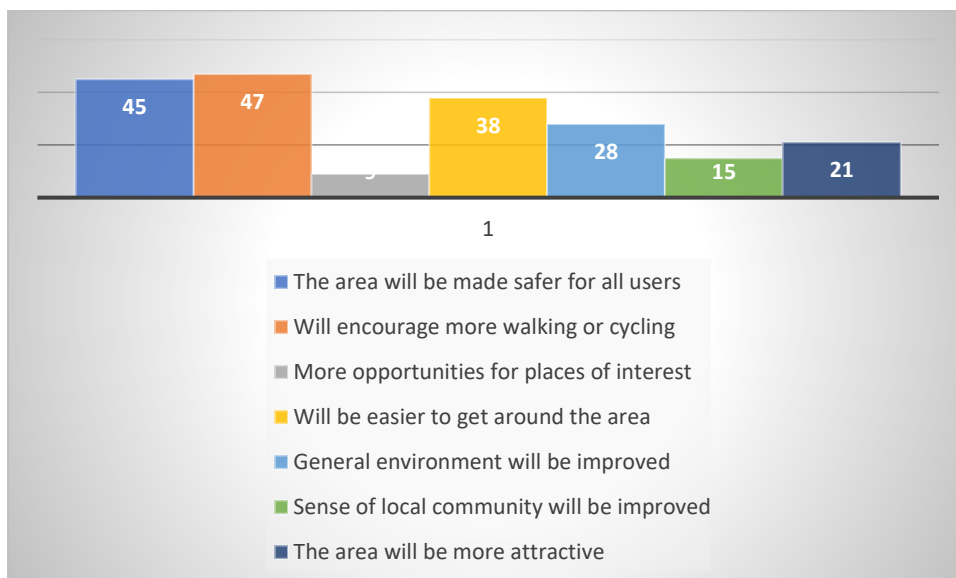
Online survey results

Question 1

83% of the respondents felt really happy, happy or neutral to the proposed improvement.



Question 2 asked what they liked about the proposal and there was a choice of options that the respondent could choose.

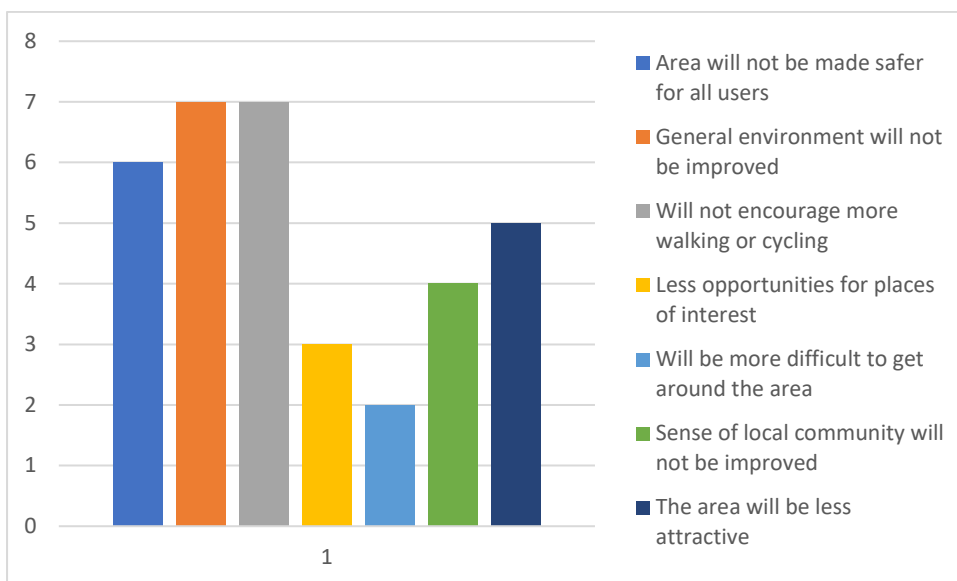


Additional comments were received:

- A bit more information on how it will join to the existing path by the new development road is required

- Something must be done about the very excessive speed of car using the road as a race track open road. Litter bins installed and regularly emptied. At present we have none and the one we did have by the shop car park lost. Dog mess if it is cleared up and often isn't is just dumped in a bag and seldom removed.
- It would mean I no longer have to cut through the housing estate as at the present there is no pavement to safely walk this route

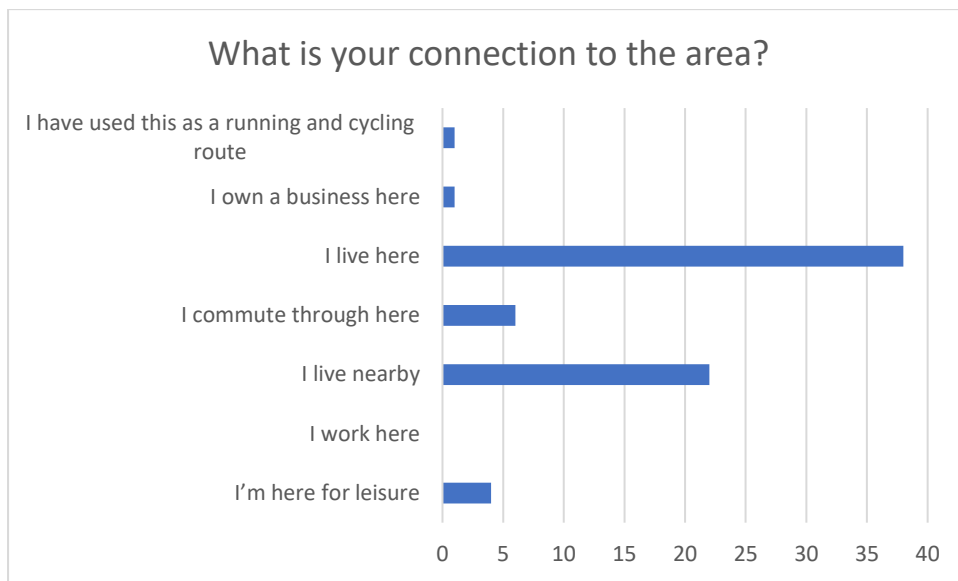
Question 3 asked what they did not like about the proposal



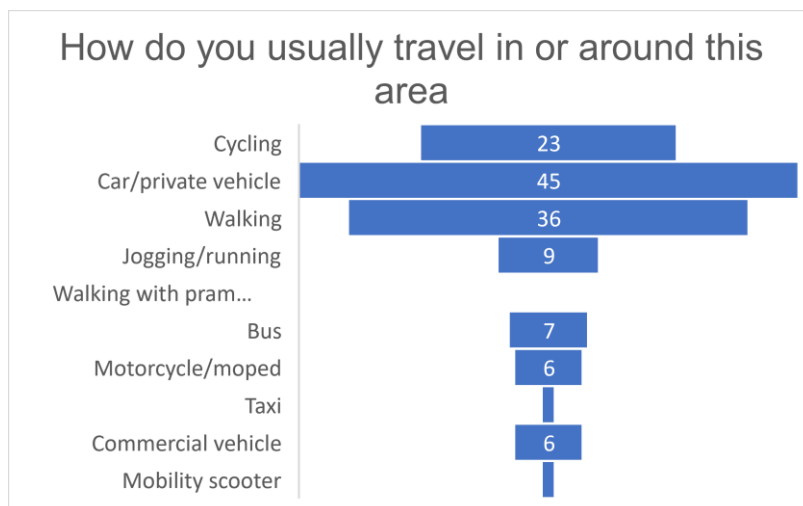
Additional comments were received (*included as they were received*):

- Doesn't seem to indicate any Zebra crossings !!
- Cyclists don't use there dedicated areas already and have no idea how to behave on a public highway.
- Currently does not address biodiversity- proposal under future gen legislation should also include its environmental proposition ie what aspect improves local biodiversity, bus stops unlit and the road no crossing point shop demolished if walking and are fit 45mins there and back even by bus has a hourly service shurely with the new estate this would be a priorty for the infirm and unable to drivet local sts

Question 4

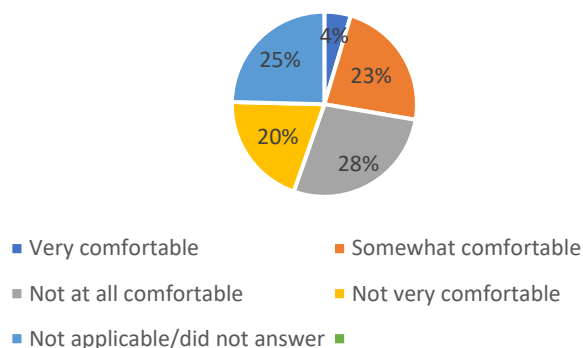


Question 5



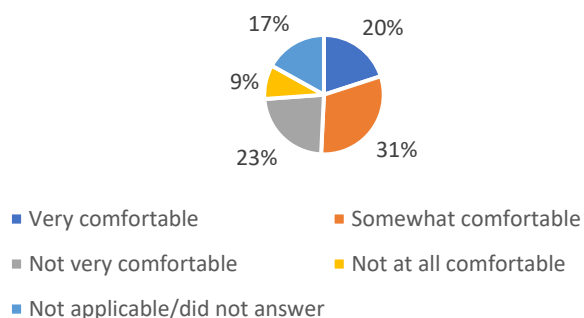
Question 6

How comfortable do you currently feel about cycling in the area?



Question 7

How comfortable do you currently feel about walking in the area?

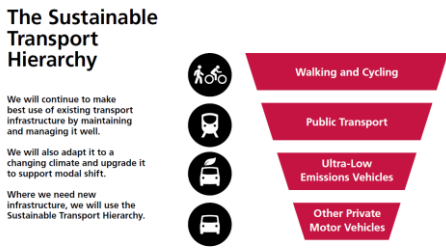


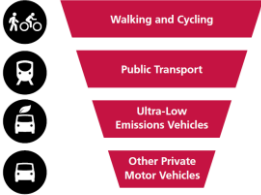
Question 8 asked “if you have any additional comments or suggestions surrounding the proposals, please provide these in the space below”

(comments included as they were received)

	Comment	Council officer response
1	This will provide the missing link between the new Northern Access Road, and the new development / wider area in St. Athan.	Agreed. Thank you for your response.
2	Looks good, really like the boardwalk idea and the visuals are helpful in understanding what this will look like. Separating out different modes of transport, as has been done here, is essential to providing safe infrastructure	Thank you for your response.

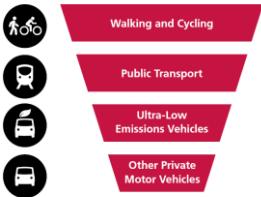
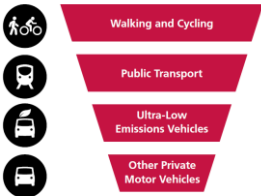
	for all users, and fully support this. Thank you	
3	It seems like you are keeping a lot of the existing trees which is good to see. I like the idea of the boardwalk area to add a bit of a 'nature walk' feel to the area. Some benches through here would be nice maybe? Hopefully it will be easy to cross over to the housing estates.	We will explore the addition of benches along this route to allow resting places. Uncontrolled crossings will be provided to the housing estates near this route.
4	Proposals look good. Glad to see you've gone for the direct route along the main road. I presume there will be a suitable maintenance regime in place for the boardwalk to prevent it from becoming slippery in wet conditions. Where this active travel route ties in with the existing route to the west of the Picketstone Close junction isn't there a bus shelter blocking most of the width of the footpath. Would that bus shelter need to be moved to provide sufficient width for pedestrians and cyclists to pass?	The active travel route will be adopted once it is a maintainable standard and will be placed on a cleaning schedule. The bus shelter at Picketstone Close will be renewed as part of this Active Travel scheme and the widths will be considered. This will be reviewed during the detailed design process.
5	Proposed composite decking section through a tree line is likely to become very slippery and dangerous to use when leaves fall onto it in autumn and winter, more so than a tarmac surface. There is a note that designing a link from the proposed facility to an existing crossing point was considered but deemed unsafe due to proximity to a corner. This is an admission that there is currently an unsafe crossing but the council is unwilling to do anything about it. Perhaps the crossing could be tied into the proposed facility and the road design changed to make it safer for people to cross it. Otherwise the road will act as a moat severing the local community from the only possibly safe to use active travel facility in the area. It is good to see land at the side of roads with no walkway or cycleway	The active travel route will be adopted once it is a maintainable standard and will be placed on a cleaning schedule. Crossing facilities will be installed where visibility is safe to do so.

	being use to create this new facility. So many roads that connect communities in the Vale have no walkway or cycleway at the side of them so this is encouraging to see the council is willing to start putting in pavements where there have been none previously.	
6	Road is currently fairly dangerous for cyclists due to large vehicles, fast vehicles, poor road surface and narrow width. This additional shared path can only be good for cyclists and pedestrians. Maintenance will be essential as current path becomes covered in hedge debris and new path will share same problem. Needs to continue all the way to the junction on the main road. A coastal path to Rhoose is the obvious next step to really add connectivity.	<p>The active travel route will become an adopted highway and therefore be regularly cleaned and maintained.</p> <p>Funding has been received to continue the detailed design for FY22/23 and start ground clearance works. Further details will be updated on our webpage https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel-and-Safe-Routes-in-Communities-Projects.aspx</p> <p>An options feasibility report has been completed on an active travel between St Athan and Rhoose.</p>
7	Going to cause massive disruption to the residents of eglwys brewis Estate. I can't see a great deal of people using it in the future. Most people drive everywhere the village isn't going to cope with the extra volume of traffic created by the new housing estate but sadly adding an active travel route will not encourage them to walk or cycle. In fact a lot of cyclist won't use a cycle path and will still cycle on the road alongside the cycle path	<p>The route is within the existing fence line at Bro Tathan so there should be minimal disruption to residents.</p> <p>By constructing this route, we are providing a safe walking and cycling route through this area where there is currently nothing. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd</p> <p>The Sustainable Transport Hierarchy</p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
8	We have an autistic son who loves to go walking but it's very dangerous currently walking from the estate towards St Athan or towards Northern access road, this would give us the	Thank you for your support.

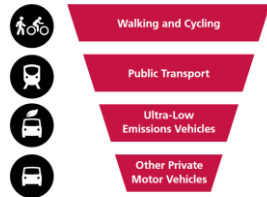
	chance to take our son out locally far more than we can now	
9	Thank you for thoughtfully taking into consideration protecting the wildlife, mature trees. I like the idea of the low lighting minimising disturbance to nocturnal animals and also the boardwalk area through the trees.	Noted and thank you for your support.
10	It will be better for cyclists and walkers as the main road is not in a good state at the moment.	Noted and thank you for your support.
11	Cyclists dont use the parth that you put in they still use the road unless your going to start fining them for not using it i dont see the point it a wast of money that can go on to some that we actually need	<p>Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd</p> <p>The Sustainable Transport Hierarchy</p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
12	Love the bollard lighting	Thank you for your response.
13	<p>What about Lighting along the whole route ! Zebra crossings along the route !</p> <p>Unlike the previous section currently under construction, I do hope that you finish the path which is adjacent to the highway with kerbs, it make the construction " finished "</p> <p>Is it going to be maintained in the future as previous NAR sections have not been maintained since the NAR was opened. {ie: Picketston bus stop to AM lights }</p>	Street lighting design will be undertaken to ensure sufficient lighting is in place whilst taking into account the surrounding environment.
14	Will the main road be tarmaced at some stage, the main road is damaged due to the HGV's that still use it causing water to collect and flood after heavy rain falls.	<p>Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.</p> <p>This funding does not allow highway maintenance such as resurfacing of a road and your comment has been referred to the Highways Manager.</p>

	<p>The improvements connecting our village to Llantwit have so far increased the number of people walking, cycling and running along the village and new road.</p> <p>Unfortunately lorries still move through the village travelling back and forth from the Aston Martin site and speeding motor vehicles travelling to and from there at either end of the shift makes travelling along the Eglyws Brewis road dangerous at times for other road users. The road from the Monument towards the Aston Martin New Road will require wholesale replacement due to the repeated temporary repairs failing, resulting in dangerous driving conditions. This clarification on the road surface repairs isn't clarified in any consultations thus far.</p> <p>The integration of the new route located around / within the existing trees is welcomed and the retention of the existing mature tree line is applauded. The low level lighting is appropriate to the rural location and absolutely preferable for residents in the nearby residential area. Lighting columns here wouldn't be appropriate for adjacent properties. Overall the application (providing this is not exchanged with 6m lighting columns and trees removed during construction) will be appropriate to the rural community and improve our connection to St Athan Village and Llantwit.</p>	<p>I note your positive comment regarding the increase of people walking and cycling along Ffordd Bro Tathan, and the construction of this missing link will enable higher numbers of cyclists and pedestrians to travel along here.</p> <p>Active Travel funding is not eligible under this grant to resurface roads however it will be brought to the attention of the Highway Manager</p>
15	<p>I am hopeful that the current roads around the Eglwys Brewis estate will be renewed as it is ruining my car. And hopefully will make it safer for motorcycle users on the road as at the moment it is extremely unsafe with the amount of dips and potholes around.</p>	<p>Active Travel funding cannot be used to resurface or repair roads however, we will bring it to the attention of our Highways Manager.</p>
16	<p>Great proposal. Looking forward to seeing it completed</p>	<p>Thank you for your support.</p>
17	<p>Plans appear to show well designed route which, most importantly, provide safe route for walking and cycling</p>	<p>Thank you for your comment.</p>

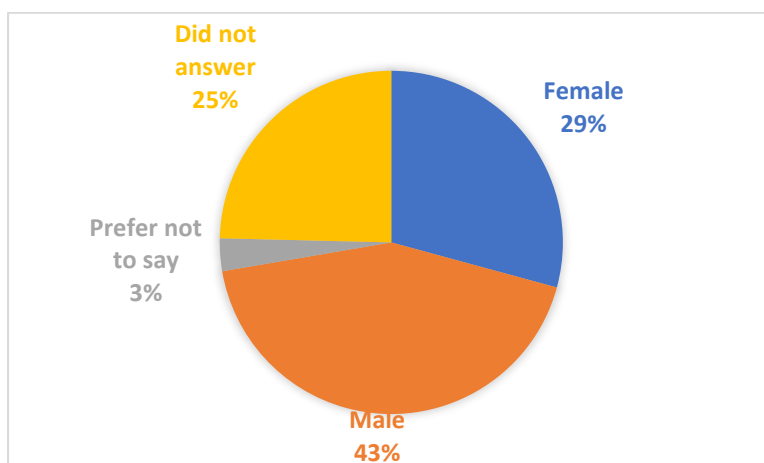
18	Lack of lighting in areas already widened, still not safe enough for kids to walk and the weather is a great deterrent	Lighting will be considered as part of the detailed design, but consideration would be given to the environment surrounding.
19	Could the old mod fence not be taken away or moved back temporarily and make use of the trim trail as well as part of this upgrade?	The Council is in negotiation with Welsh Government about the land to accommodate the proposals.
20	There is presently no pavement to walk	Agreed and this proposal would construct a segregated cycleway and pedestrian route where there is currently nothing.
21	This project will significantly improve the current pedestrian links in the area.	Agreed and thank you for your comment.
22	Seems to be that more money is being thrown at cycle/walking routes than sorting out the diabolical states of the roads. The road in this proposal is more pot holes than a good driving surface. This needs sorting then car damage, near accidents would not happen...instead of hitting pot holes all the time. The cycle path going into St Athan village has been completed , but NOTHING has been done to resurface the road! God forbid if a cyclist hits one particular pothole...they could easily be thrown underneath a car! It's bad enough driving there. The cycle routes are wider than the actual roads in a lot of places, and yet drivers are the ones that pay road tax. These roads need attention asap.	Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this scheme as well as the construction of the shared use facility into St Athan village. This funding does not allow highway maintenance such as resurfacing of a road.
23	More trees please	We will look to include additional trees and planting as the scheme develops.
24	As long as this doesn't produce more fast vehicles and road noise I'm all for it. Since the new road has been built I am aware of constant traffic noise which I didn't hear before. Obviously this isn't a bonus but area regeneration is inevitable and I'm all for improvement.	The construction of this cycling and walking route should not increase the number of vehicular traffic.
25	The road through st Athan itself is not suitable for two wheeled transport, it is full of potholes and uneven surfaces which cause damage to cycle wheels	This funding is to look at this scheme. This funding does not allow highway maintenance such as resurfacing of a road, however we shall bring it to the attention of our Highway Manager.
26	Waste of money. No need for this at all! St Athan itself needs the money spent on it to enhance the historic beauty of	Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.

	<p>the town. Most shops, council properties etc look run down</p>	<p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd</p> <p>The Sustainable Transport Hierarchy</p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> 
27	<p>Stop wasting money on rubbish</p>	<p>Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd</p> <p>The Sustainable Transport Hierarchy</p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> 
28	<p>No matter how much you think people might want to walk or cycle miles everyday, especially to commute and particularly in the winter, have you not noticed that not one cycle path or widened footpath you've laid at enormous expense is hardly used? Yet in Church Meadow, Boverton and Eglws Brewis there is a population of several thousand within sight of a railway line they have no access to unless they can catch a bus to Llantwit Major or Rhoose. We need the halt that used to be at the RAF St Athan West Gate entrance to be reinstated. This will entice a lot more people out of their cars and onto the trains. And don't forget that cyclist's can take advantage of this service too.</p> <p>Otherwise to catch a bus to Cardiff from Boverton takes almost 2 hours! I've had a free bus pass for over 3 years now and haven't used it once as I'm not going to sit in a bus for almost 2 hours to travel 17 miles.</p>	<p>Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.</p> <p>Any study into a future rail station would be undertaken as a separate investigation and would not be funded by Active Travel funding.</p>

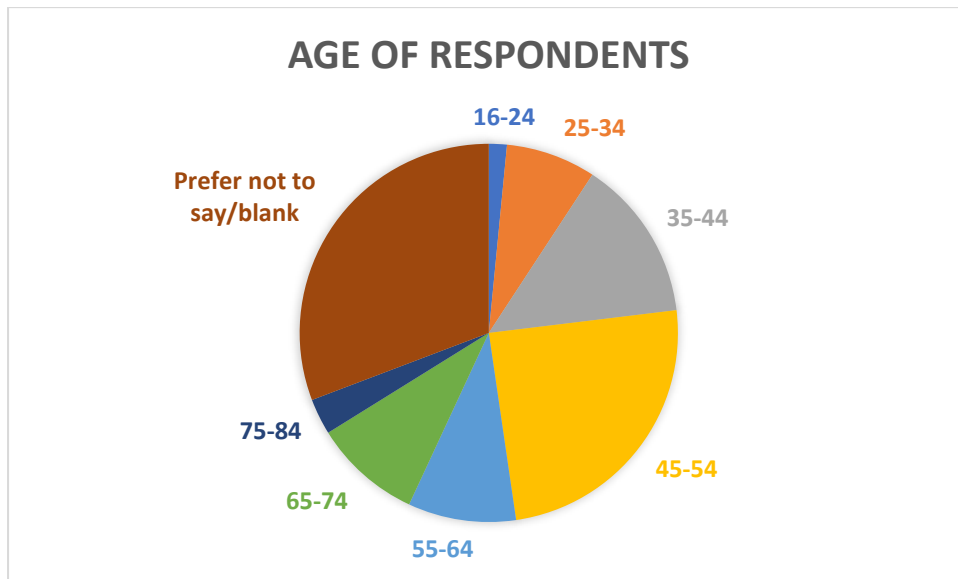
	<p>Instead of taking the easy option and polling internet savvy people on here, why don't you go door to door and ASK the people who really need the service instead of glorified cycle tracks and footpaths for the use of a handful of people.</p>	
29	<p>Why would you shave a foot off the road at a very narrow spot in order to widen a pavement that is never busy ! No acces from existing estate without crossing the mud you dumped where the grass used to be !</p>	<p>Existing carriageway widths would remain. Proposed improvements are to be constructed on surrounding grass verges.</p>
30	<p>Currently area is a wasteland. What biodiversity improvements will occur to make active travel more desirable ie people switch to bike if they can get away from urban infrastructure. The other way of saying this is what Green infrastructure will be included as part of the design?</p>	<p>As part of this scheme we would look to include additional trees and wildflower planting along the route to enhance the environment.</p> <p>A SuDS application would have to be submitted to the SAB approval body to ensure all drainage systems take into consideration loss of any vegetation and improve drainage methods.</p>
31	<p>I live on West Camp it would be really good to safely link our estate to the new northern access road (especially when walking with a pram as you have to walk on roads with no paths to access the road, this would allow more people to fully benefit from the improved section here.</p>	<p>Thank you for your comment.</p>
32	<p>Wish no trees had to be removed, otherwise a very exciting prospect to be able to cycle from St Athan to Llantwit while barely touching a road</p>	<p>Unfortunately, a few trees will have to be removed in order to construct this route, but we will be planting new trees as well as wildflowers along the route.</p>
33	<p>a complete waste of time and money</p>	<p>Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.</p>

		<p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd</p> <p>The Sustainable Transport Hierarchy</p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> 
34	<p>While I support the increased provision of cycle paths, many that currently exist in the Vale (e.g. Five Mile Lane between Amelia Trust Farm and junction with A48; Wenvoe to Culverhouse Cross), are not well maintained in terms of being kept clean of thorny hedge clippings, broken glass and other debris. Failure to do so makes them unfit for purpose. All my punctures in the last few years have occurred on cycle paths, although less than 10% of my riding time is spent on them.</p>	<p>The active travel route will be adopted once it is brought to a maintainable standard and will be placed on a cleaning schedule.</p>

Question 9



Question 10



Recommendations

Officers will look at all the comments and recommendations received through this consultation.

Enhancements to the scheme will be made based on consultation feedback and once detailed design is complete, further public consultation will take place in the summer/autumn 2022.

Active Travel Funding has been awarded in FY22/23 to complete detailed design of the scheme and commence ground clearance works.