

Eglwys Brewis Active Travel route options

Consultation report 31 August 2021

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to construct an active travel route through Eglwys Brewis between 30 July and 25 August 2021. 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 school pupils. Whichever route is developed to detailed design, will link with the existing shared use facility along Ffordd Bro Tathan and will connect to the shared use footway/cycleway currently under construction to St Athan.

Funding for this scheme has been secured from the Welsh Government 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 53 responses via emails and the survey. 85% of those that chose a preferred route option chose route option A.



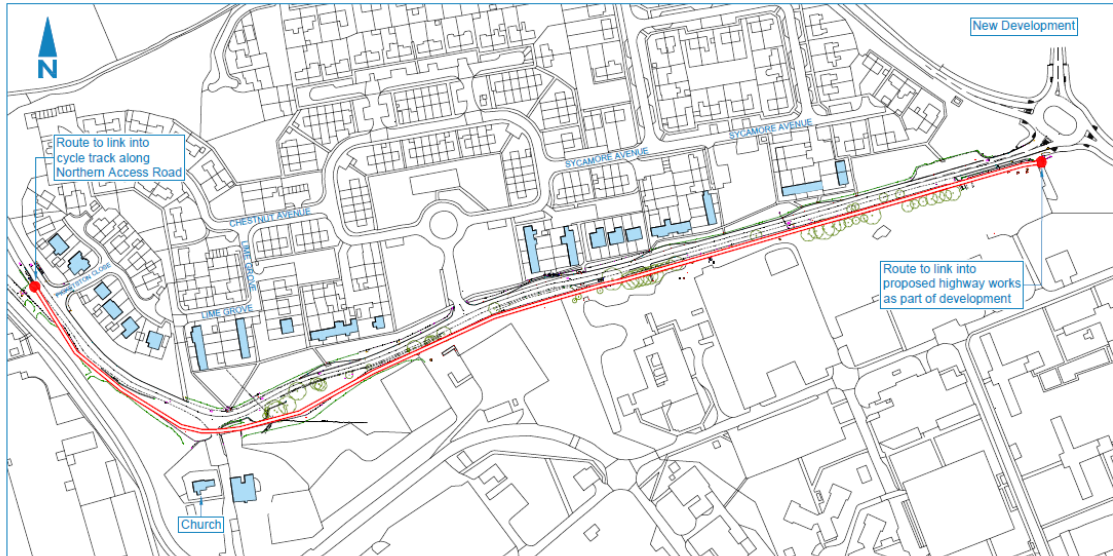
OPTION A: EGLWYS BREWIS, PROPOSED ACTIVE TRAVEL IMPROVEMENT

BENEFITS

- Provides link between Llantwit-Major and St Athan
- Avoids conflict around properties
- Segregated from carriageway
- Direct route to destinations

CONSIDERATIONS

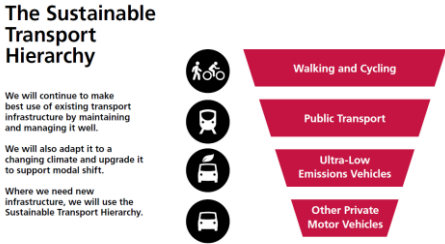
- Lighting would need to be installed
- Potential tree removal

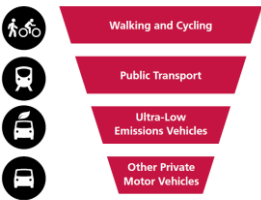
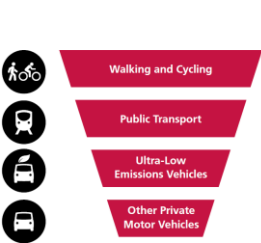


Consultation comments

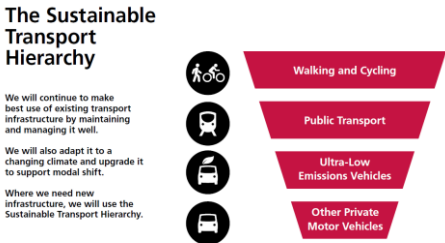
The concerns and comments raised through the survey are listed below, along with the Council's response to each.

Comment received	Council response
<p>Whilst choosing Route A, there needs to be a high level of segregation for pedestrians</p>	<p>The route design will follow the Welsh Government Active Travel Act Guidance July 2021, which prioritises segregated active travel infrastructure.</p>
<p>Directing the route through a private housing estate (as per proposal B and C) isn't appropriate and is unfair on residents. In addition, the majority of active travel users will need to cross the road multiple times, which impacts their safety on what is a fast road, despite the 30-mph speed limit. Proposal A (using the 'camp' side of the road) would mean there could be one continuous safe route from St Athan to Llantwit without the need for multiple crossing points and reducing the impact on residents who have already been impacted significantly by Aston Martin and the building of the new housing estate. I would not wish to have increased foot fall on the estate (and in my case, directly past my house). We pay a monthly maintenance fee for the estate grounds, so this seems particularly galling. I live on Eglwys Brewis Road and there is currently space between my front garden and the main road and a hedge marking the boundary with the road which shields us from the traffic and noise. To remove this will be devastating for us. Many residents also rely on the lay-by's on Eglwys Brewis Road for parking which is essential in a rural community with insufficient public transport links. In my view, proposal A is the only option. If proposal A is chosen it would be wonderful if the</p>	<p>All comments noted.</p>

<p>active travel route could somehow be routed behind the treeline so as not to require removal of all the trees.</p>	
<p>Option A is the best option as it will not interfere with the resident's pavement whilst its being constructed.</p>	<p>Noted.</p>
<p>Route B and C are not an option as they encroach on the residents of Eglwys Brewis Estate space. Also, the paths are not maintained by the council but by the residents. Encouraging bicycles to go through the estate is dangerous., even though the routes only go around the edge. Due the massive amount of houses being built in St Athan and proposals for more to be built towards Llantwit Major and by Gileston Road then there will be exceedingly more traffic so I think it makes more sense to sort out the roads. Even if you do build bicycles paths, often the riders still use the roads.</p>	<p>The scheme is being funded through the Welsh Government Active Travel fund, so we are unable to complete Highway work with this funding. However, your comments will be passed onto the Highways team.</p> <p>Under the Welsh Government Transport Strategy 2021 (Llwybr Newydd) we need to prioritise sustainable modes of transport.</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>
<p>A walkway/cycle path could link up with the new access road</p>	<p>Whichever option is developed will link to Ffordd Bro Tathan and the shared use to St Athan.</p>
<p>Please try to keep crossing the rd for cyclists to stay on a cycle path to a minimum, as this is virtually impossible if you are trying to cycle with children. The proposed route for st athan road makes you cross the rd at a very vulnerable spot near the village</p>	<p>When designing the final route, we will keep it as direct as possible.</p>
<p>Hope it goes on to St. Athan as well</p>	<p>The route would connect with the St Athan footway/cycleway that is being constructed this FY.</p>
<p>Wonderful! Fantastic! When will you start? It would make crossing the road from the bus stop at Pinewood square so much safer. At present, you have to hope nothing is coming from Aston Martin lights, as you cannot see over/around the vegetation. Thank you</p>	<p>We will be undertaking concept design of the preferred route this financial year. We would then request funding from Welsh Government for detailed design and construction in future years.</p>
<p>How much disruption will there be to traffic during construction</p>	<p>Any disruption would be kept to a minimum.</p>
<p>One proposal removes laybys. this would mean the cars that currently park there have to find an alternative area to park.</p>	<p>There will be further consultation on the preferred route as the scheme design develops.</p> <p>Under the Welsh Government Transport Strategy 2021 (Llwybr Newydd) we need to prioritise sustainable modes of transport.</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> 
Route A would make it easier to keep to the same side of the road so therefore reducing the need to cross over making car accidents less likely.	Noted.
None	No response required.
As a daily commuter though Eglwys Brewis, I don't want to hang around, so it's Route A for me.	Noted.
I do not agree that current streets and cul de sac's should be considered as a new proposed route. Especially with new housing estates being built which will increase pedestrian traffic.	Noted.
<p>With the extra houses being built in the area a better road structure is needed.</p> <p>Also look at the Boverton Rd to the traffic lights. This road is too narrow and has no path way for pedestrians</p>	<p>The scheme is being funded through the Welsh Government Active Travel fund, so we are unable to complete Highway work with this funding. However, your comments will be passed onto the Highways team.</p> <p>Under the Welsh Government Transport Strategy 2021 (Llwybr Newydd) we need to prioritise sustainable modes of transport.</p> 
Please not too much destruction of natural habitat or at least replace.	As part of scheme design an ecology survey would be undertaken. The removal of natural habitat would be kept to a minimum and where possible, replanting would be explored.
Good lighting will be needed.	As part of detailed design, the lighting requirements would be considered.
Any of the 3 options would be an improvement to make the route safer to walk.	Noted.
<p>1. This form has been completed by the Council Clerk on behalf the St. Athan Community Council.</p> <p>2. Answer to Q1 given in order to submit this form.</p>	No response required.
There have been a few accidents with speeding vehicles crashing into the bushes by the tight bend near the church in the MOD grounds. These types of accidents could have much more severe consequences if the	As part of the detailed design process we will look at accident and speed data and any

active travel route is on the south side of the route. I still think option A is the best route, but perhaps the design needs to take that dangerous bend into consideration (I'm not sure what the best solution is but am thinking of potential traffic calming / speed enforcement / barrier between road and footpath on bend or moving the alignment of the active travel route away from the carriageway with a wide verge separating the two on that bend - a bit like further along towards Aston Martin.	mitigations that can be put in place to make the active travel route as safe as possible.
Be good to link up from Llantwit to Gileston via this route to include a traffic light-controlled crossing at the monument	The development of linkages to and from this route is dependent on future funding from Welsh Government and would need to be considered as a separate scheme.
Current plans exclude horse riders who are also vulnerable road users and part of the community.	Forms of equestrian travel are not considered forms of active travel as it rarely displaces a car journey.
Option b and c are directly out side of our front gate and a playing green which I feel would be a safety risk as bikes go fast and could cause a lot of harm to small children. Option a is much less intrusive and separate from playing spaces.	Noted.
Great initiative	No response required.
Good initiative	No response required.
Option A is safest given other options are going directly in front of houses which put small kids at risk if they are playing outside, this needs to be addressed	Noted and should options B or C be developed; the safety of residents would be paramount.
N/A	N/A
Will there be lighting along the path as well?	As part of detailed design, the lighting requirements would be considered.
N/A	N/A
My phone wouldn't open the options hence no preference but brilliant that you're doing this	No response required. This was checked and options could be opened on other mobile devices.
The footpath option B and C pass through 2 resident owned estates, they are not council and they have not been contacted. An onsite consultation needs to be carried out with the directors of these 2 estates first. Some owners work away with forces and rent their property temporarily, the 2 companies should be given the opportunity to contact such owners. A letter through the door does not reach all those affected. Option A or nothing as it stands.	At this concept design stage we feel the engagement was proportionate. Any further detailed design of options B and C would involve contacting land owners direct.
I would rather ride my bike to work but it's becoming harder to do due to safety, a cycle route would even make me consider not using a car at all	Construction of an active travel route in this area would be to provide safe walking and cycling to all users.
No	No response required.
N/A	N/A
I'm a resident of XX Rowan grove. These plans are outside my house. I've opted for A because it's not outside our house. B AND C are outside our house.	No response required.
Try not to make the road more narrow as this causes problems in itself. Cyclists will always go the most direct route with least intrusions where they may have to stop and start.	Further consultation on this scheme will be undertaken once the preferred route option has been through detailed design.

Residents do not need any more obstructions to their properties	Noted and disruption to residents would be kept to a minimum.
I feel route A offers the least intrusive route it flows better from St Athan with no unnecessary crossing of the roads which would make the other proposed routes (B & C) more dangerous for its users. It will also not impact on the residents on the housing estate or the parking or vehicles, which is already a problem in this area. So, Route A is obviously the best option.	Noted.
Is there going to be provision for horse riders in the plans. There a a number of horse riders using the roads and lanes. The cyclists do not use the roads appropriately when dealing with horses on the roads.	Forms of equestrian travel are not considered forms of active travel as it rarely displaces a car journey.
<p>There are already paths available to use. Put some double yellow lines on the road through Eglwys Brewis to stop cars parking on pavements (and resurface the entire road - years and years overdue, despite clearly being unsafe due to the condition of it)</p> <p>TOO MANY MONTHS OF ROADWORKS IN THIS AREA CAUSING MAJOR DISRUPTION. WE DON'T NEED ANY MORE.</p>	<p>The current provision for pedestrians and cyclists was audited early in 2021 and the route was deemed a 'critical fail' and therefore improvements are required. The scheme is being funded through the Welsh Government Active Travel fund, so we are unable to complete Highway work. Should the scheme proceed then disruption would be kept to a minimum.</p> <p>Under the Welsh Government Transport Strategy 2021 (Llwybr Newydd) we need to prioritise sustainable modes of transport.</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>
Eglewis Brewis is a private estate. Why on earth would residents want people riders etc going past there front room window. Very strange of the planners to even consider this. Would the council have to buy the land? As this is deemed private and the council haven't even adopted the pavements. Where's the sense. I for one live on the estate I won't be happy at all. Keep the continuity of the path way by keeping it on the left hand side of the road	The purpose of this consultation is to see what route would be preferred by potential users. Should the preferred routes be through the housing estate then the necessary highway adoptions would take place.
The council should consider an active traffic route to link Eagle Road with the Northern Access road as currently and walkers have to traverse the road which is very dangerous with a sharp bend.	Eagle Road does not fall under the area covered by this consultation. There is an active travel route along Ffordd Bro Tathan that residents from Eagle Road can access to walk/cycle to Llantwit Major and/or St Athan.
When are the council issuing bikes instead of cars to staff?	The Council run a successful Cycle2Work scheme each year and there is a fleet of pool bikes available for business use.

Recommendation

The Council will undertake concept design of an active travel route in line with the proposal listed as Option A. This will be fully funded by the 2021/22 Welsh Government Active Travel grant that has been awarded.