

A48 to Colwinston Active Travel route options

Consultation report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to construct an active travel route from the A48 to Colwinston between 21st February and 23rd March 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 school pupils.

Funding for this scheme has been secured from the Welsh Government Additional Active Travel fund. This money was awarded to allow us to complete feasibility of routes in this area and conduct public consultation on three routes deemed feasible.

Consultation Activities

The following activities were undertaken to promote the consultation:

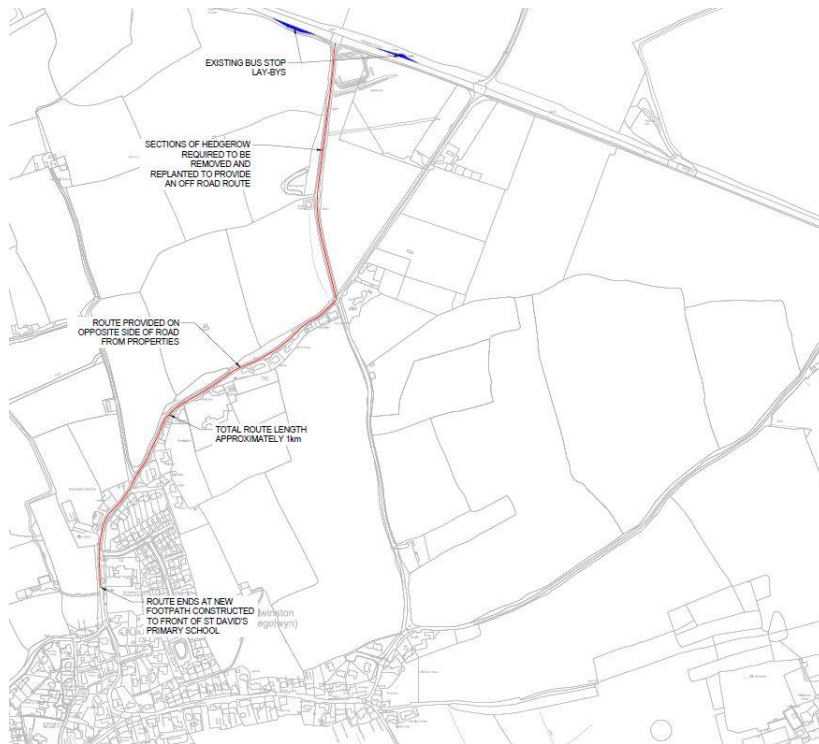
- Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme)
- Email to stakeholders and statutory consultees
- Information on the Council Active Travel webpage
- Social media posts

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

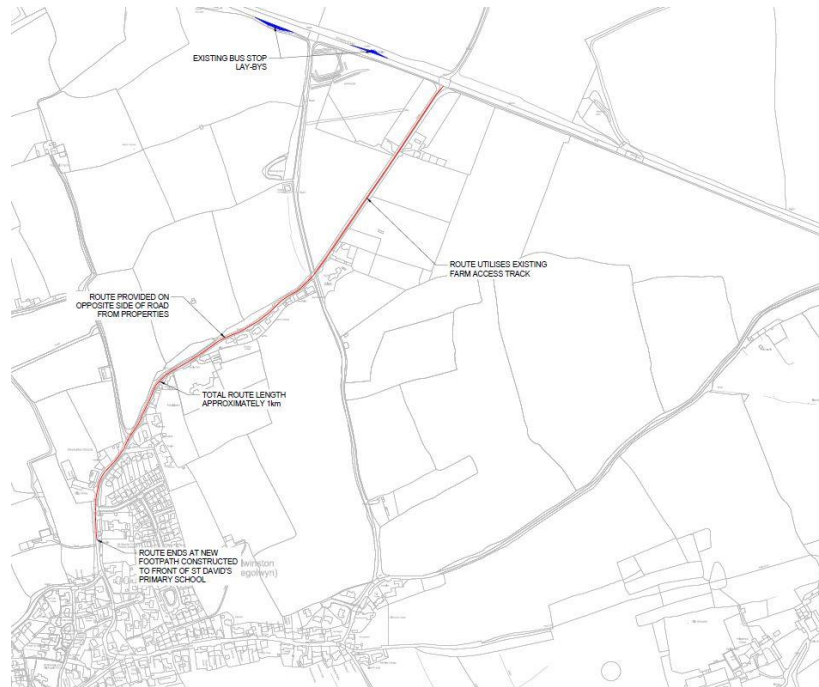
Consultation Results

We received 52 responses via emails (2) and the survey (50). 46% chose route option A and 37% chose route option B.

Route option A:

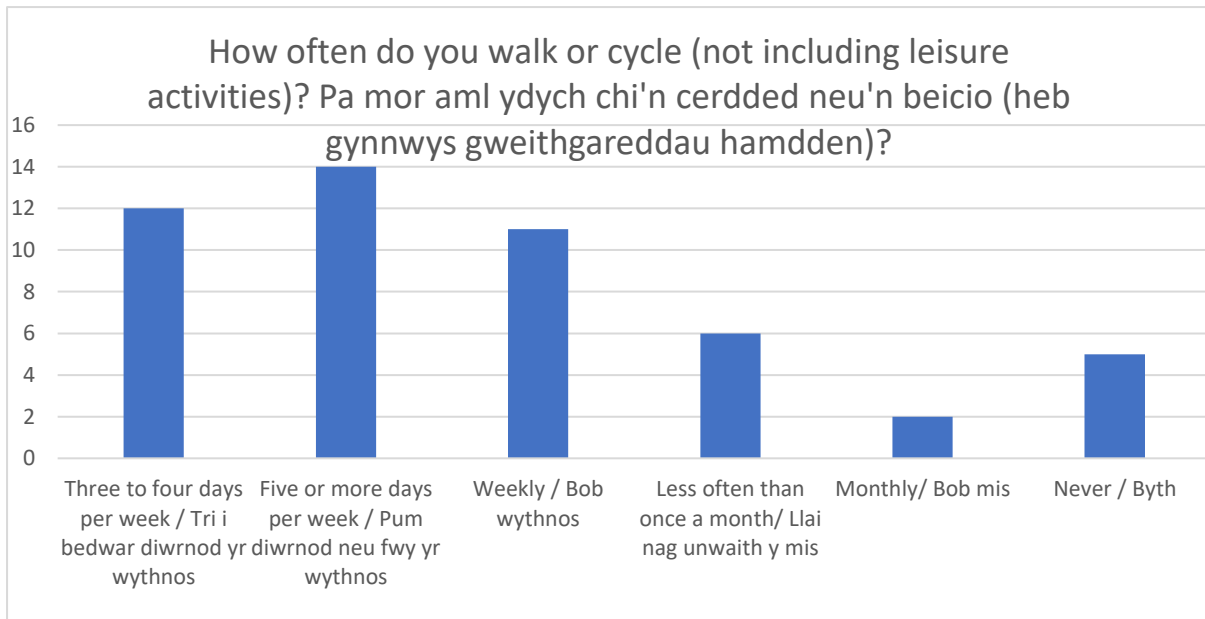


Route option B:



Survey results

Question 1



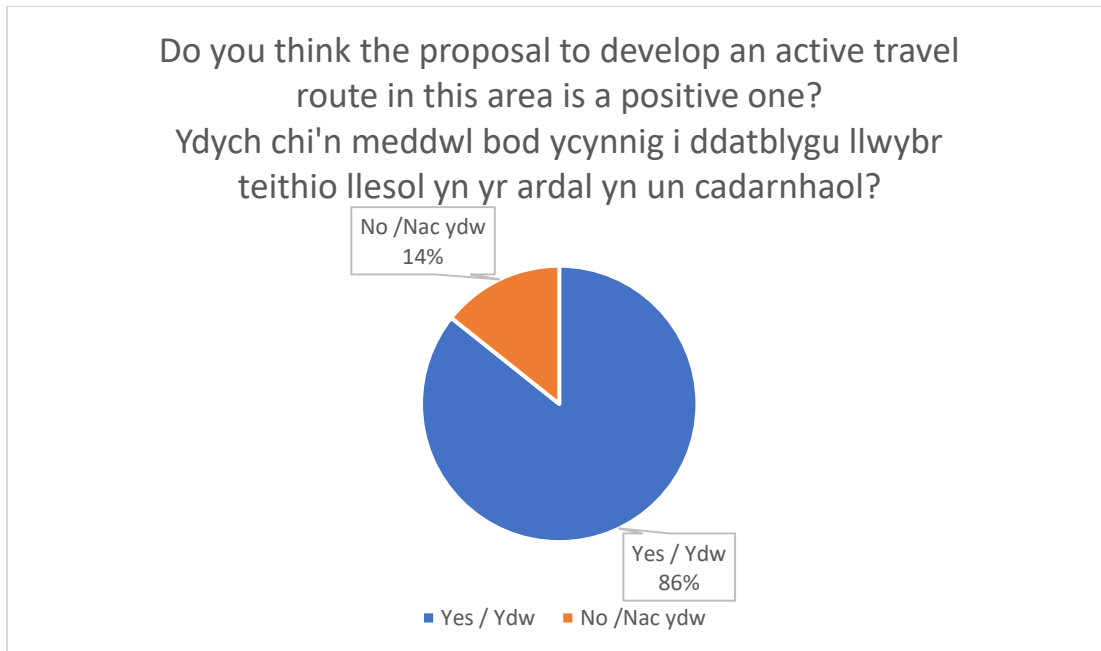
Question 2 asked *What do you consider to be the barriers to walking and cycling between Llangan and the A48?*

The answers, included as they were received, were:

- There's no safe route for pedestrians or cyclists other than the brave on sports bikes.
- At the moment there is no footway so you walk along the road. Years ago this wasn't too bad but there are so many cars that drive fast now, that it is not a pleasant experience. With the new school there are more cars and walking to the bus stop is not nice, plus have you tried crossing the A48 by foot? Wow, it's a death defying move! I hope that anything being done at Bro Castle as the document says, extends to our village - imagine how nice it would be for my Grandchildren to safely cycle from Corntown up to me.
- The speed of traffic and badly parked vehicles on kerbs and verges
- Lack of footpaths, volume of traffic - particularly since the new Redrow development and narrow roads
- Road widths are not suitable for 2 lane traffic. I would envisage major road widening required to include any sort of lane required for pedestrian/cyclist traffic.
- The lack of pavements and street lighting
- No pavement or other safe pedestrian route, poor street lighting
- No safe link
- Narrow lanes with too much traffic congestion during school drop off and pick up times.
- No footpath for walking , narrow roads and the increase in traffic over last 6 years. Walk to use bus stop is increasingly dangerous
- Lighting and no footpath
- Road conditions
- Distance

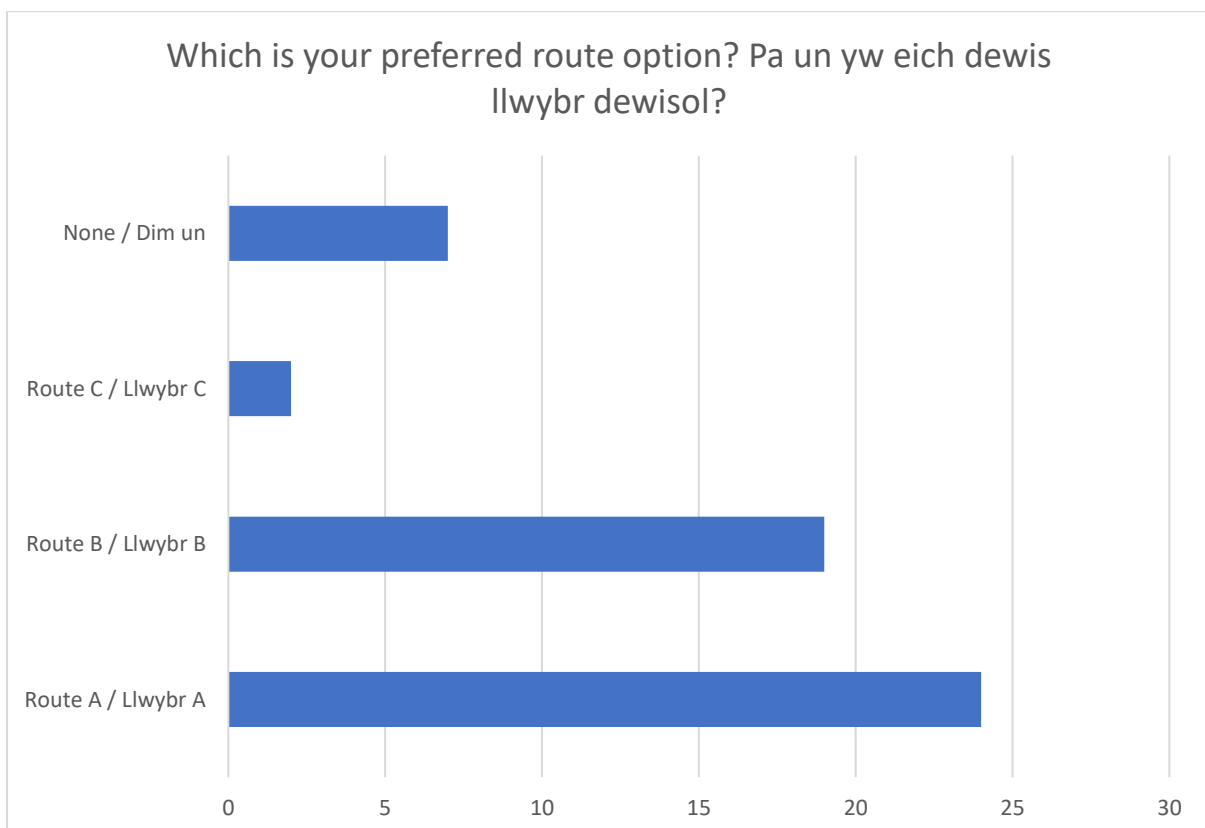
- Lack of safe route.
- Safety. Lack of footpath.
- The lane to the Village feels unsafe in the dark. I don't feel safe to use the X2 at night time for this reason. You often see car's parked in lay-by where X2 stops collecting people from bus stop for this reason.
- Road widths. Simply not wide enough. Struggle to have 2 cars side by side, so inevitably cars will need to drive in cycle/walking lane.
- No pavement or safe crossing across the A48. Cars - volume and speed.
- The lack of pavement. The speed of traffic through the village and along the roads approaching the village. The bus stop is on the A48 but I would not consider walking there in the dark or with my children as there is no pavement and it is not well lit at all.
- Road safety. Cars travel quickly and come too close to feel safe
- Road surface
- Road condition
- Risk of collision with cars
- Dangerous roads, lack of pavements, fast traffic.
- No pavements so unsafe
- Unsafe
- The roads are very narrow and the verges to the Twmpath are poor
- No way to safely get to east bound bus stop on A48
- narrow lanes
- There are insufficient pavements and also traffic speed is too high.
- Traffic
- Existing road condition
- Lack of pavement
- No existing pavement so you have to walk through the lanes. There are too many people who drive too quickly through them. Then the speed of the A48 makes it impossible to cross.
- There is nothing here at the moment to separate walkers from cars and speeding delivery vans. There is no safe crossing point on the A48 and the cars go in speeds much higher than posted limits.
- Being in the road with cars that don't slow down; also poor visibility for pedestrians/cyclists; edge of road surface uneven/dangerous so difficult to use
- Safety. Especially during school drop-off and pick-up its insanely dangerous, with cars parking on the pavement, driving fast, not looking out for pedestrians etc
- No barriers ... the lanes are quiet
- No clear separation between pedestrians and traffic, especially risky at night and when larger vehicles enter and leave Colwinston.
- No issues cycling, walking lack of a footpath
- Getting to the A48 is risky because the roads are narrow. Crossing the A48 is risky because the traffic is fast.
- No designated cycling /walking routes
- Existing routes bad conditions

Question 3



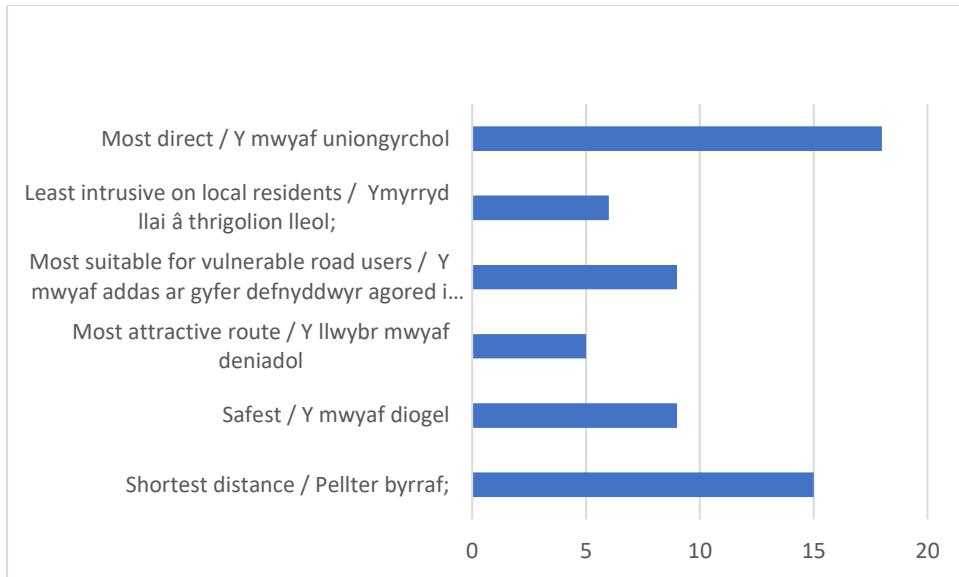
The pie chart above indicates that 86% of the respondents agree that the proposal to develop a walking and cycling route in this area is a positive one.

Question 4



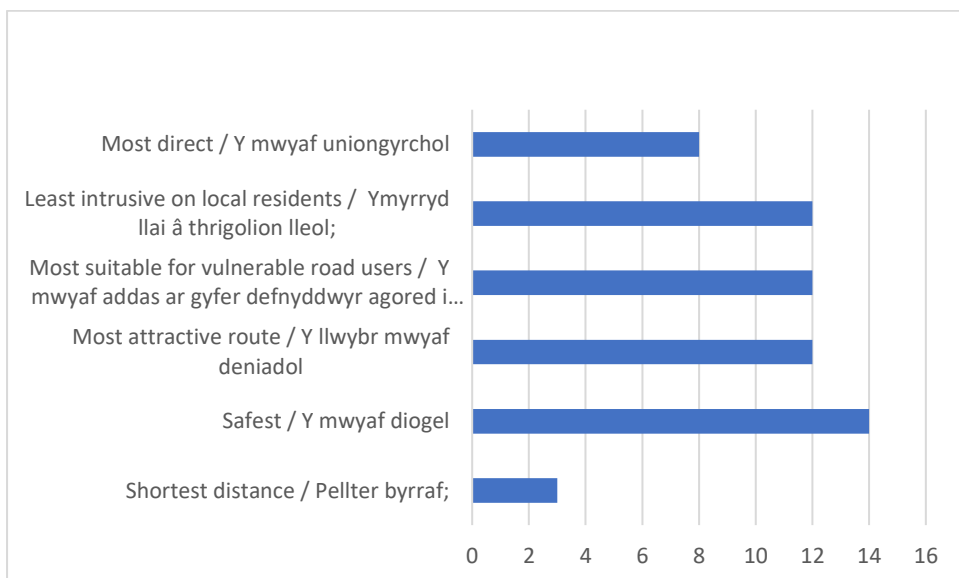
Question 5 asked why the respondent preferred their chosen route?

Route option A



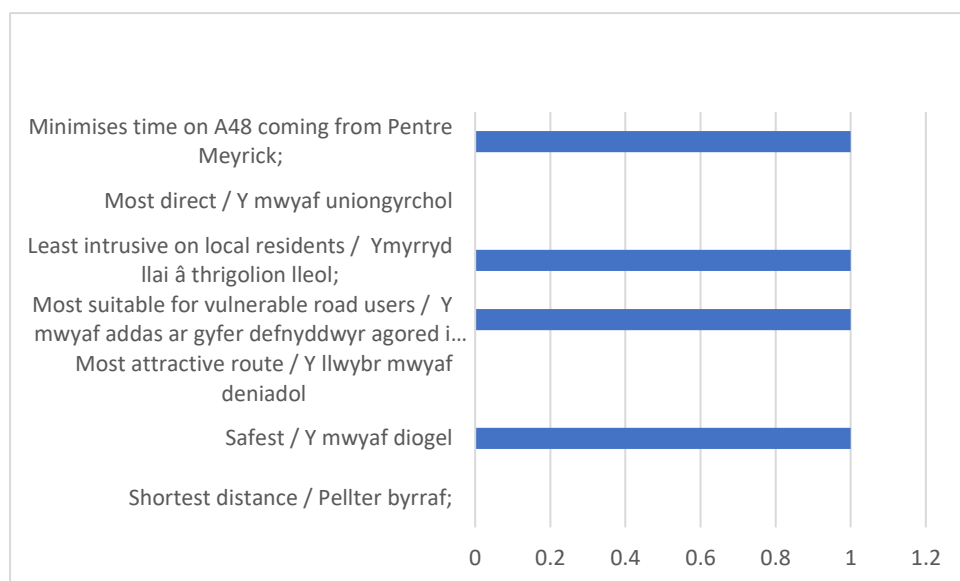
The graph above indicates why people prefer Route option A. The most popular reasons for choosing this route are because the respondents feel it is more direct and covers the shortest distance.

Route option B



The graph above indicates why people prefer Route option B. The most popular reasons for choosing this route are because the respondents feel it is the safest.

Route option C



The graph above indicates why the one person who chose this route did so.

Other comments received to question 5 were:

- It's not necessary. What is required is better policing of vehicle speed and parking to allow existing highways to be used in a safer way by pedestrians and cyclists
- Road widths not suitable
- Closest to Cowbridge

Question 6

Finally, if you have any additional comments or suggestions surrounding the proposals, please provide these in the space below.

	Comment received	Council response
1	I wonder whether there is an additional option following route A but then using the lane past Charlie's cafe and up to Highfield Holiday Cottages. Private land would need to be agreeably purchased to route the final section to A48 but this may be a cheaper, more direct alternative if a new path can be created to the A48. Less hedgerows may be affected. Additional gradient may rule out this option.	We will look at this suggestion as part of the next stage of design.
2	Nice for the rural areas to be considered, thank you. If you could look at Corntown next, that would be great.	Thank you for your comment. Further routes along the A48 will be explored as funding becomes available.
3	As above, infrastructure is not needed to encourage more people to walk and cycle. The roads in and around the village are already frequented by walkers and cyclists of all ages. What is needed is better policing of vehicle speed and parking to make the village and surrounding areas safer for the many people already walking and cycling in and around the area.	Any moving traffic offences such as vehicle speed are a matter for the police/Go Safe. We have found in other consultations that residents would prefer to see more permanent speed deterrents such as traffic calming and permanent speed cameras.

		This is something that the Council cannot consider and therefore we are looking to promote active travel infrastructure improvements.
4	Option B definitely not an option. It is very dark and secluded. It would be nice to Use option c, allowing a protected route through the main village but it is a longer distance to the a48 and not lit at night once you leave the main village. So option A is the only real option.	Noted.
5	Route A is best for access to the bus stops, the others would involve a longer walk and are more isolated as well.	Noted.
6	It would be even more helpful for a traffic free route if, at the end of the farm track junction, that the route turned left onto the cross lane and then went across fields towards the rear of the school, joining at the rear of Heol Cae Pwll.	Noted.
7	Use the bus stop on A48 but find it increasingly dangerous due to narrow roads and traffic especially at dusk or at night A footpath, active travel route would increase safety and allow greater use of public transport	Noted.
8	There is no need for this route. They follow existing paths and walkers and cyclists already use these routes with no problem. I dont believe that the cost of this plus the intrusion in the village will cause people to use it more. The routes are already well used by walkers and cyclists alike. What is required to make things safer for everyone is a newly resurfaced road through the village which will also help cyclists as currently potholes and badly damaged road means cyclists have to cycle in the middle of the road to avoid them. Limited money would be better spent on that.	Active travel funding cannot be used for resurfacing of the highway. Constructing a separate AT route from the village to the bus stops will encourage more vulnerable users to walk to them.
9	I think the improvements will be marginal. The main barrier to walking (to X2 bus stop on A48) is distance. These proposals provide a safer route but will not encourage many to use it. Cyclists will use most direct route regardless.	Noted.
10	Need more info on end solution	There would be a second stage of consultation once concept design has been completed.
11	It's ideal to utilise the bus stop outside school as it already has a lay-by etc.	Noted.
12	Route c would be the most ridiculous option, route A would damage the hedgerows and village feel, route B would have the least environmental impact	Noted.
13	The village does not need this. Current roads are too narrow to support traffic as is. Residents and delivery drivers drive too fast - that needs to be addressed first.	Noted.
14	This would need to connect to something other than the bus stops. Hopefully in time this could continue to Bridgend?	Further routes along the A48 will be explored as funding becomes available.
15	This is the council spending money unnecessarily on projects that won't be used. What is the environmental impact of the construction work and expected use. Little if none	Environmental and ecology studies form the next part of design.
16	Best route as blocked currently	Noted.

17	<p>This is very much needed as the drivers take very little care and can drive really fast, so walking on this route currently is not an option. I'd love to be able to walk to Cowbridge or the bus stop (to get to Cardiff) with my family (2 young children) but currently it's not an option.</p> <p>Plus it'll mean more pupils can walk to Llangan school.</p>	Thank you for your support.
18	<p>To get to the bus a crossing is needed on the A48 which has a 60mph limit so is very dangerous or a much lower speed limit or both</p>	Speed and crossing of the A48 would be considered at the next stage of design.
19	<p>Option B is safest best route</p>	Noted.
20	<p>Best route that fit the program</p>	Noted.
21	<p>Anything that can be done to get people to have no excuses to walk is a positive. Parents should be walking with their children short distances rather than jumping in a car to go 5mins. If there's a safe cycling route from the school to main road then kids could learn to ride a bike safely which is good for later on in life. Obviously the village is busier than ever with more houses and the bigger school, so putting in something safe to get everyone around is positive.</p>	Noted.
22	<p>This proposal will provide infrastructure of around 1km that will allow all villagers safe walking to and from the A48, therefore there will be minimal excuses for those able, to catch the service buses to Cowbridge/Bridgend etc. Many of those with free bus passes would be able to access a reliable bus service rather than having to rely on friends, taxis or hope for community transport. I read with interest that this could eventually go along the A48, so there is the potential for longer travel to Bridgend, those more able could cycle instead of the car.</p>	Noted.
23	<p>A lot of mature hedges are along the way, so it will be very important to replant any that would need to be removed. The road is also in generally poor condition, which forces cars into the middle of the road anyway, making walking/cycling even more dangerous. Despite that many people do try to cycle/walk, so improvements would be really welcome. Thank you!!</p>	Thank you for your support.
24	<p>Creating a route that brings you into a 60 mph road is of no use... ultimately we don't walk/ cycle to local activities.... We live in small rural communities that do not really provide large leisure activities. Creating a route to the a48 is a lovely idea but for 6 months of the year taking children to after School activities when it's dark From 4 pm and wet for 5-6 months is useless. The money would be better spent improving the sporting facilities and community halls in the local area. Let's not rip down more hedges for a few random walks. We are privileged in this area with so many footpaths that I use daily and rarely see another sole on..... maybe the money could improve cowbridge leisure centre or be utilised as funding to pay for classes art, sports drama for all ages.</p> <p>This would improve well being in local communities</p>	Speed and crossing of the A48 would be considered at the next stage of design.

25	Provide a bus shelter on both sides of the road and a zebra crossing. (In Sweden I have also seen bike shelters provided alongside bus shelters where the bus stop is further away from housing. This may be something to consider elsewhere in the Vale or in remote areas in Wales.)	Speed and crossing of the A48 would be considered at the next stage of design.
26	Existing roads need resurfacing also	Active Travel funding cannot be used to resurface roads.

1 email was received to the consultation inbox.

This email and the Active Travel Officer response is included below:

Dear Sirs

You have asked for locals feedback on the routes proposed for active travel but I note, not the concept itself.

A few points for your consideration:

1. Hopefully in practice most people in the village are working during the week so only of real benefit to a minority of villagers on weekends or public sector workers who enjoy the benefits of flexibility in their working hours.
2. How do you expect in practice people to use active travel routes if they commute 20 miles or more (in my case 130 mile daily commute to Bristol) by cycling or walking to the bus top at 4am in the morning to catch a bus to Cardiff and then train to Bristol all in a suit and laptop in hand?

It may be aspirational to have green credentials but most of us don't want it. All we want is for you to provide the basic services in an efficient and low cost way.

The roads in Colwinston are full of potholes and made worse by your previous planning approvals to allow a Redrow development and a ridiculously enlarged school in a small village where 70% of the roads are effectively single lane and impassable. We moved here 20 years ago because we were attracted to the small village feel but you are turning it into a commuter village which is not something either us or majority of residents want.

As ever, you are railroading these proposals through without us in reality having any say in your planning proposals and you are ruining the appeal of the Vale.

It's ok as an idea if you work within a few miles of the village and can cycle or walk to work because your employer has shower facilities or flexible working hours but most of us don't as we don't all work for WAG or local authorities.

There is no thought on these proposals from a practical perspective and like many other initiatives by you, great expense is prepared to be made for a small minority at the expense of the majority of us.

How are you going to secure a sufficiently wide enough road for cyclists or yet again the car driver pays the price and gets inconvenienced yet again!. Are you suggesting compulsory purchase of parcels of land on the roads out of the village towards the A48, because it is virtually impassable now and since the school was enlarged there are near accidents on a daily basis.

It is totally wrong that these proposterous ideas are approved by you when you don't live in the village and are unaffected by your decisions

The roads passing the school to the A48 are in a dreadful state due to construction lorries back and for over the last 18 months building the new school but you do nothing about that to relay a new road surface.

Andy why didn't you carry out this scheme at the same time to minimise the inconvenience to everyone. There is no joined up thinking by you whatsoever

I have no doubt my feedback will be dismissed but I certainly feel better giving you my feedback.

Active Travel Officer responded to the email and the email is included below:

I am disappointed you feel that your feedback will be dismissed, that is not the case and your comments will be included as part of the consultation report on the Active Travel route options between the A48 and Colwinston. See my responses below which I have highlighted in **bold**.

For your information during 2021 three active travel consultations took place on existing and future active travel routes in the Vale. AT routes have only been considered in our 8 designated localities but it became clear throughout Wales that the rural communities required AT route as well. In July 2021 we were given the opportunity to request funding for rural projects and we were successfully awarded funding for areas in the rural Vale. Areas that Local Councillors and Residents felt needed infrastructure to enable them to cycle with young children to school, or reach a bus stop.

1. Hopefully in practice most people in the village are working during the week so only of real benefit to a minority of villagers on weekends or public sector workers who enjoy the benefits of flexibility in their working hours. **A safe walking/cycling route can be used by anyone at any time. The aspiration is to connect to the AT route being constructed from Bridgend to Bro Castle which would connect to the transport connections in Bridgend. A less able bodied person could use a wheelchair/mobility scooter to access public transport, a young person could travel with their parent to school, it's not just about a 9-5 worker.**
2. How do you expect in practice people to use active travel routes if they commute 20 miles or more (in my case 130 mile daily commute to Bristol) by cycling or walking to the bus top at 4am in the morning to catch a bus to Cardiff and then train to Bristol all in a suit and laptop in hand? **Some commuters may well want to access public transport safely, results from this consultation will gather the evidence of further need.**

It may be aspirational to have green credentials but most of us don't want it. All we want is for you to provide the basic services in an efficient and low cost way.

The roads in Colwinston are full of potholes and made worse by your previous planning approvals to allow a Redrow development and a ridiculously enlarged school in a small village where 70% of the roads are effectively single lane and impassable. We moved here 20 years ago because we were attracted to the small village feel but you are turning it into a commuter village which is not something either us or majority of residents want. **Planning decisions do not fall under the remit of Active Travel and this particular funding pot cannot be used to maintain the highway.**

As ever, you are railroading these proposals through without us in reality having any say in your planning proposals and you are ruining the appeal of the Vale.

It's ok as an idea if you work within a few miles of the village and can cycle or walk to work because your employer has shower facilities –or flexible working hours but most of us don't as we don't all work for WAG or local authorities.

There is no thought on these proposals from a practical perspective and like many other initiatives by you, great expense is prepared to be made for a small minority at the expense of the majority of us. **Active Travel funding was granted by Welsh Government who have a hierarchy of transport with walking and cycling at the top of the triangle.**

How are you going to secure a sufficiently wide enough road for cyclists or yet again the car driver pays the price and gets inconvenienced yet again!. Are you suggesting compulsory purchase of parcels of land on the roads out of the village towards the A48, because it is virtually impassable now and since the school was enlarged there are near accidents on a daily basis. **Should funding be continued for next FY then these finer details will be investigated. Highway widths as stated in the guidance will be adhered to.**

It is totally wrong that these proposterous ideas are approved by you when you don't live in the village and are unaffected by your decisions. **The Local Councillor for Colwinston was one of the Councillors that commented through our consultation, that the rural Vale was missed out in terms of active travel. When I advised her of the funding approval last year, she was pleased that it was being looked into.**

The roads passing the school to the A48 are in a dreadful state due to construction lorries back and for over the last 18 months building the new school but you do nothing about that to relay a new road surface. **Active Travel and funding cannot be used to maintain the highway.**

And why didn't you carry out this scheme at the same time to minimise the inconvenience to everyone. There is no joined up thinking by you whatsoever. **This funding was not awarded until September 2021.**

Colwinston Community Council submitted their response:

Thank you for sending the Community Council a copy of the Active Travel Route options. This is the Community Council's response. I have not used the online form as it is not suitable for a group response such as this.

The Community Council supports the improvement of sustainable travel routes and recognises that providing an active travel route in a rural community which lacks adequate public transport and basic infrastructure, such as pavements and safe crossing points, is difficult. The Community Council would argue that such difficulties need to be tackled urgently and the lack of any current safe options means that the more isolated rural areas, such as Colwinston, should be the priority for action.

Having considered the three alternative routes, the Community Council takes the view that Route B, with possibly further amendment (see later), is the best option. This is because:

- the route across the fields provides the greatest level of safety to those who may make use of the route.
- Route A is considered far too high a risk. For its entirety the road is very busy and is not a safe environment for pedestrians or cyclists
- Route C is a lengthy stretch of roadway which, on occasion, is also narrow. It leads directly into the village and vehicles all too often drive at high speeds along it.
- the inclusions of Routes A and C suggests a lack of knowledge of the local roads and the inherent risks. It would be interesting to know how long those who proposed the routes actually spent on site in the village?

The Community Council would further suggest that Route B could be optimised by extending it from the school to the Village Green in the centre of the village. By Vale of Glamorgan standards Colwinston is quite a large, linear village. Terminating the route at the school would mean the vast majority of the village would not be connected to the active travel route, with many residents having to 'travel' towards the fringe of the village to access it. It is difficult to see how this detachment would encourage walkers and cyclists to make use of it. By extending it to the Village Green the route becomes an integral part of the village and opens up access to it.

The Community Council hopes these comments prove of assistance.

Recommendation

Following the comments made through the consultation, the Council will undertake concept design of active travel routes in line with the proposals listed as Option A and Option B.

During the next stage of development, we will consider:

- **Speed reduction on the A48 to allow installation of crossing points**
- **Minimal removal of hedgerows and trees should a route reach construction phase**
- **Early engagement with landowners to conduct studies**

Work will continue on scheme development during 22/23 using the Welsh Government Core Active Travel grant that has been awarded.