

March 2021

M4 Junction 34 to A48 Transport Improvements

Vale of Glamorgan Council

Consultation Report – to be read in
conjunction with Cabinet Report of
22/03/2021

Contents

1.0 Introduction	2
Consultation Process.....	2
Responses.....	3
2.0 Survey	3
<i>Profile of respondents</i>	3
2.1 Question 1 - Opinion for implementation of the 5 Options	4
2.2 Question 2 - Reasons for choices to Question 1	5
2.3 Question 3 – Do you have any suggestions as to how each of the options could be improved?.....	7
2.4 Comment Examples.....	10
3.0 Emails and other correspondence	12
<i>Profile of respondents</i>	12
3.1 Main themes:	14
3.2 Responses from key stakeholders.....	15
3.2.1 Responses from other Local Authorities.....	15
3.2.2 Responses from Community Councils	16
3.2.3 Responses from other key stakeholders.....	18
4.0 Complaints.....	20
5.0 Freedom of Information Requests	21
Appendices.....	22
Appendix A – Survey	22
Appendix B – Survey comments	25
Appendix C – Email and other correspondence	63
Appendix D – Map overview	1184

1.0 Introduction

The WelTAG Stage Two Plus study considered potential highway options for improving strategic connectivity in the corridor from M4 Junction 34 to the A48 at Sycamore Cross, which includes Pendoylan.

The Council has been working with an independent technical consultant (Arcadis UK) to develop proposals to improve the transport network between Junction 34 of the M4 and the A48 and on to Cardiff Airport and a new park and ride site at Junction 34 of the M4.

Prior to this stage of the WelTAG process work has been undertaken on WelTAG Stage One and WelTAG Stage Two studies.

The public and other interested groups were previously asked to comment on these proposals in 2018.

This consultation was an important step in the Welsh Transport Planning and Appraisal Guidance (WelTAG) Stage Two Plus Outline Business Case study, which Arcadis Consulting (UK) Limited is undertaking on behalf of the Vale of Glamorgan Council with full details of the history of the scheme provided in a report to Cabinet on 22nd March 2021.

Consultation Process

At the start of this consultation letters were initially sent to both landowners who could be impacted by the proposed routes and addresses within 250 metres of the study area. In addition, signs were put up in surrounding villages and all community councils were made aware of the consultation, with those in the study area provided with information they could put in their information boards. Following feedback during the consultation, additional letters were sent out to all addresses within the ward area informing them of the consultation to ensure it was publicised as widely as possible.

The letter contained information on how the consultation could be accessed, provided a standalone email address that people could email with queries or questions, and details on how to contact transport officers within the department on the telephone.

A press release was issued to the local press at the start of the consultation period. The consultation was also promoted through the Council's social media channels, Facebook, Twitter and LinkedIn. A list of stakeholders was identified, that included local residents, businesses, community groups and Community Councils, all of whom were contacted at the start of the consultation period to inform them of the study.

Responses

The WeITAG Stage Two Plus consultation received 2185 individual pieces of communication. This included:

- Petition from the Vale Communities for Future Generations – 953 responses
- Emails from the Woodland Trust campaign – 571 emails
- Emails from cyclists – 157 emails
- Consultation survey – 338, including hard copies as well as online questionnaire
- Other correspondence - 166

Where provided, the post codes from each respondent has been analysed and the distribution of responses is illustrated in [Appendix D](#) in the form of an overview map.

2.0 Survey

A copy of the survey questionnaire is contained in [Appendix A](#). The survey questionnaire included questions as well as the opportunity to make comments.

Due to the volume of responses, this consultation report summarises by theme the main issues raised but full details of every comment received can be found in the [Appendix B](#).

Profile of respondents

A total of 338 responses were received with 336 completing the survey questionnaire in English and 2 in Welsh.

The vast majority (96%) of responders live in the CF post code area, whilst the remaining 4% lived in the SA or NP areas or lived outside of the other Welsh post code areas.

When asked “Which is your local authority area”, 69% responded with Vale of Glamorgan, 21% with Cardiff, 3% for Rhondda Cynon Taf, 2% for Bridgend and the remaining 5% stated other.

2.1 Question 1 - Opinion for implementation of the 5 Options

Question 1 of the survey questionnaire consultation form was “**Please can you give us your opinion for implementation of the following options**”. This question allowed responders to give their opinion on the 5 options including the Do Minimum - No change, maintain the existing highway network.

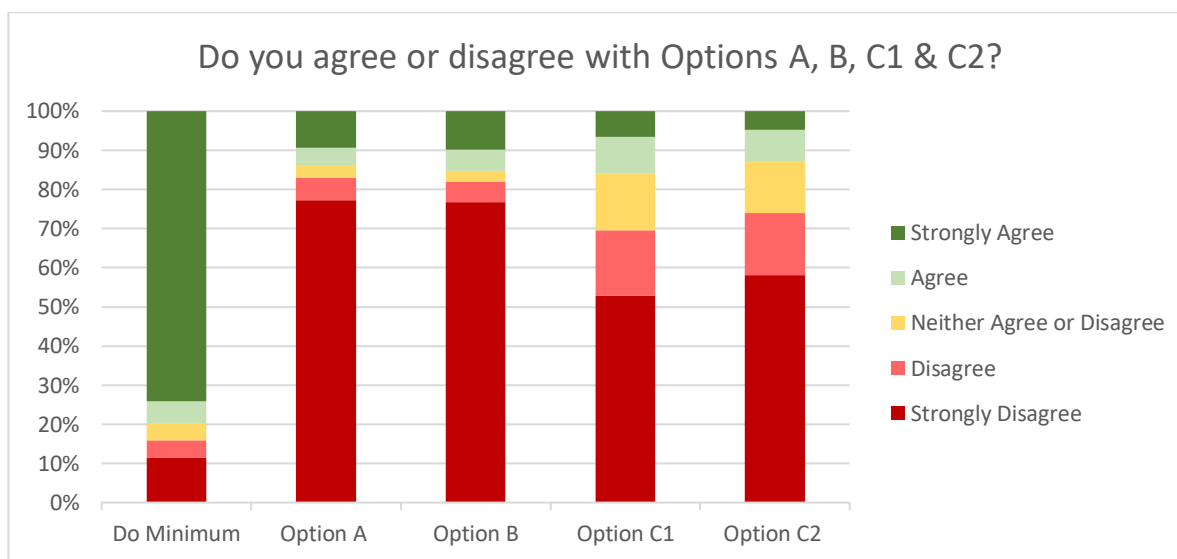


Figure 1

As illustrated in Figure 1 approximately 80% of respondents stated that they agreed or strongly agreed with the first proposal of “Do Minimum”. This was by far the most popular proposal with at least 70% of respondents who either Disagree or Strongly Disagree with the other 4 options (A, B, C1 and C2). The least favoured option, with the highest share which selected Disagree or Strongly Disagree, is Option A followed closely by B with 83% and 82% respectively. The most favoured option, excluding the “Do Minimum” proposal, is Option C1 with 16% selecting Agree or Strongly Agree.

The two Options with the highest percentage stating Neither Agree or Disagree is Option C1 with 14% and C2 with 13%.

	Do Minimum	Option A	Option B	Option C1	Option C2
Strongly Disagree	11%	77%	77%	53%	58%
Disagree	4%	6%	5%	17%	16%
Neither Agree or Disagree	4%	3%	3%	14%	13%
Agree	5%	4%	5%	9%	8%
Strongly Agree	74%	9%	10%	7%	5%

Figure 2

2.2 Question 2 - Reasons for choices to Question 1

Question 2 allowed respondents to state the reasons for their choices in Question 1. E.g. Respondent selected Strongly Disagree for Option A due to Environmental Impacts. The options for this question include Environmental impacts, Impacts on property, Improved transport journey, Reduced impact on community and Other which allowed respondents to state their reasons in their own words.

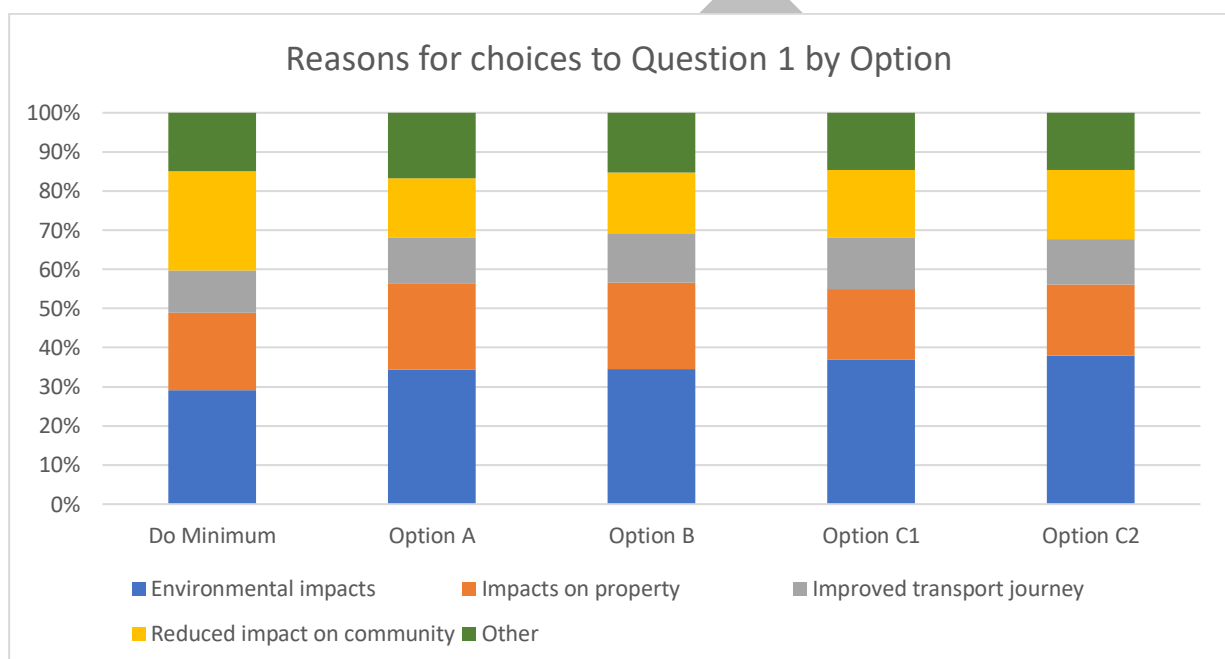


Figure 3

As illustrated in Figure 3 the reasons behind people choosing their preferred option are relatively well distributed. The response with the largest share is environmental impact with 29 – 38% across the 5 options. The second largest response is impacts on property with values of 18 – 22% for the 5 options, third is reduced impact on community with 15 – 25%, fourth is Other with 15 – 17% and the response with the lowest share is improved transport journey with 11 – 13%.

If Other- Please can you provide your reason(s) for your choices to Q1

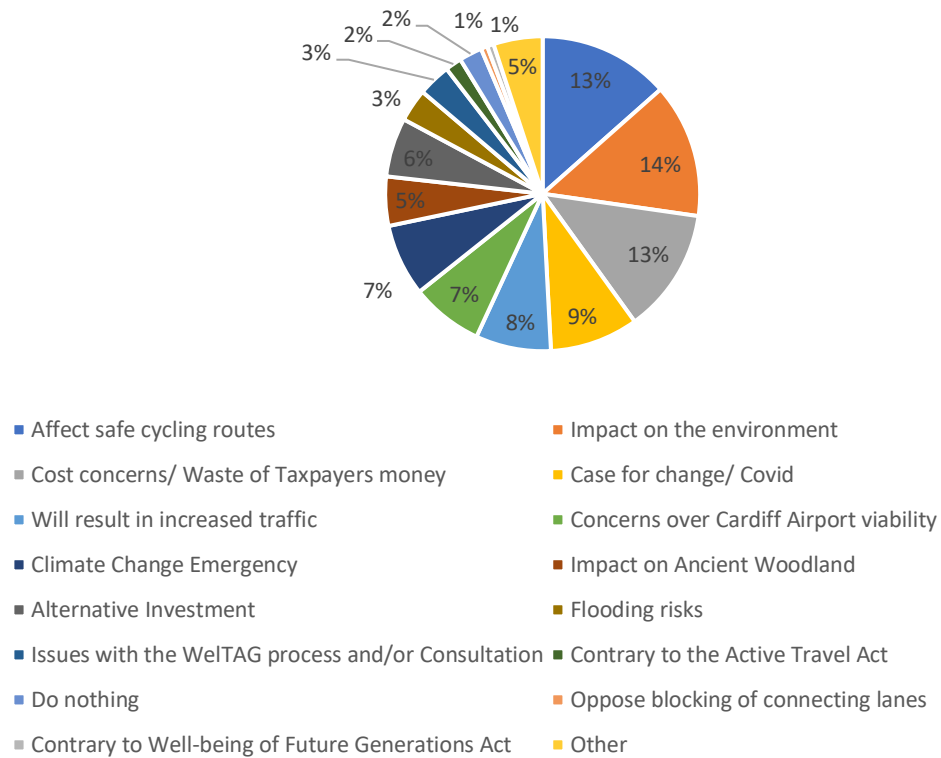


Figure 4

As seen in Figure 4, there are 16 other reasons as to why respondents provided their answers to Question 1. These are listed below in Figure 5.

Affect safe cycling routes	40	13%
Impact on the environment	41	14%
Cost concerns/ Waste of Taxpayers money	38	13%
Case for change/ Covid	27	9%
Will result in increased traffic	23	8%
Concerns over Cardiff Airport viability	22	7%
Climate Change Emergency	22	7%
Impact on Ancient Woodland	15	5%
Alternative Investment	18	6%
Flooding risks	10	3%
Issues with the WelTAG process and/or Consultation	10	3%
Contrary to the Active Travel Act	5	2%
Do nothing	7	2%
Oppose blocking of connecting lanes	2	1%
Contrary to Well-being of Future Generations Act	2	1%
Other	15	5%

Figure 5

2.3 Question 3 – Do you have any suggestions as to how each of the options could be improved?

Question 3 allowed responders to provide their suggestions to improve each of the Options. This question excluded the option of “Do Minimum -- No change, maintain the existing highway network”.

However, upon analysing the results of the answers given to this question, many respondents gave further detail on the reasons for not undertaking any improvements on this transport corridor.

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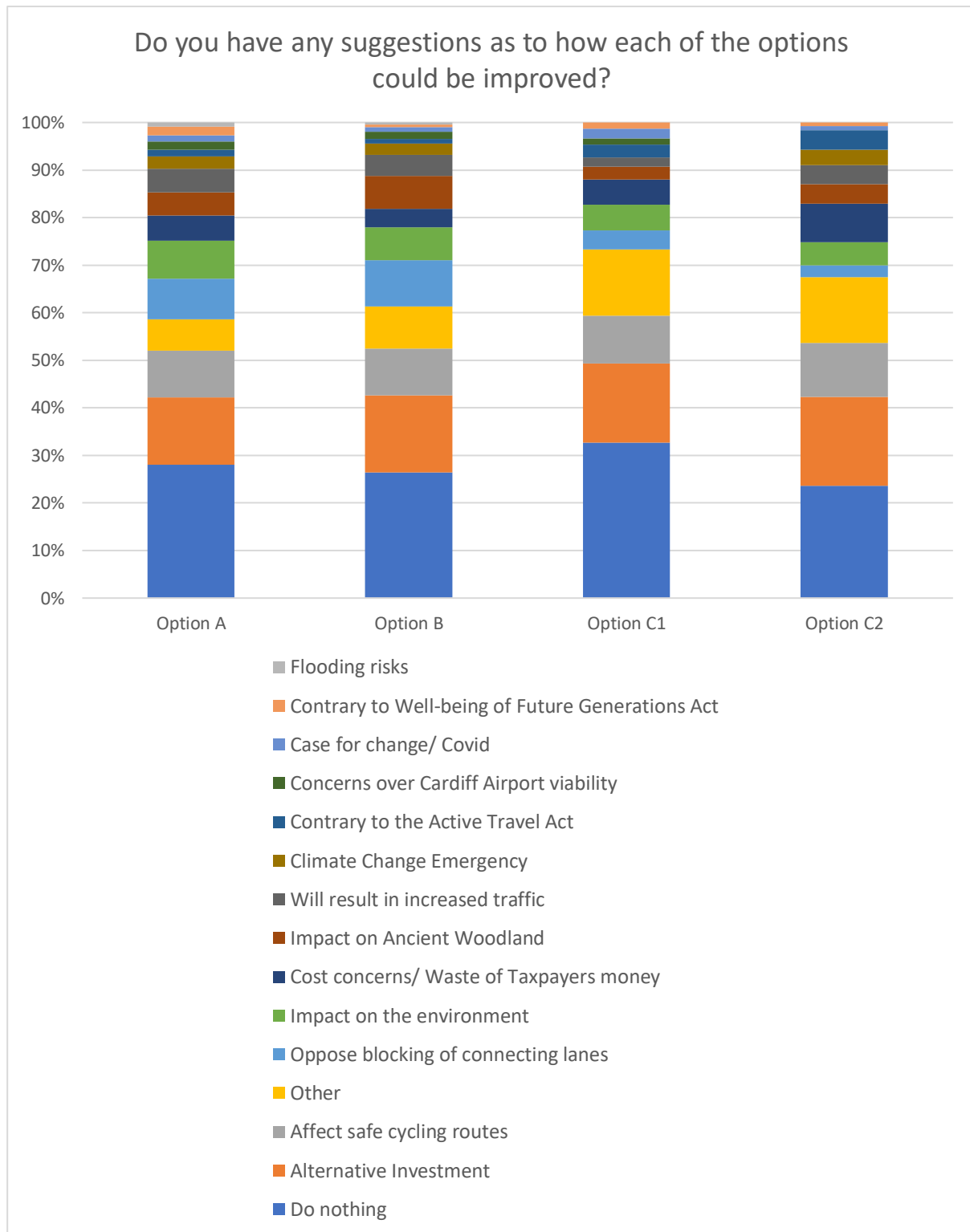


Figure 6

Figure 6 illustrates that over half of the suggestions for each of the 4 options were made up of the:

Do Nothing comment with 25 – 32%,

Alternative Investment suggestions with 14 – 19%, and

Uncategorised/ Other comments with 8 – 19%.

The remaining suggestions and their percentage range across the four options include concerns that proposal(s) will affect safe cycling routes with 9 – 12%, Impact on the environment (4 – 8%), Cost concerns/ Waste of Taxpayers money (4 – 7%). The remaining responses consist of concerns that proposals will result in increased traffic, comments stating concerns over the impact on Ancient Woodland and Flooding, and remarks stating that the proposals are contrary to the Climate Change Emergency, Active Travel (Wales) 2013 Act and Well-being of Future Generations Act. Other comments contain concerns over the viability of Cardiff Airport and opposition to the proposals to block connecting lanes.

	A	B	C1	C2
Do nothing	28%	26%	33%	24%
Alternative Investment	14%	16%	17%	19%
Affect safe cycling routes	10%	10%	10%	11%
Other	7%	9%	14%	14%
Oppose blocking of connecting lanes	8%	10%	4%	2%
Impact on the environment	8%	7%	5%	5%
Cost concerns/ Waste of Taxpayers money	5%	4%	5%	8%
Impact on Ancient Woodland	5%	7%	3%	4%
Will result in increased traffic	5%	4%	2%	4%
Climate Change Emergency	3%	2%	0%	3%
Contrary to the Active Travel Act	1%	1%	3%	4%
Concerns over Cardiff Airport viability	2%	1%	1%	0%
Case for change/ Covid	1%	1%	2%	1%
Contrary to Well-being of Future Generations Act	2%	0%	1%	1%
Flooding risks	1%	0%	0%	0%

Figure 7

2.4 Comment Examples

To assist in the analysis of the comments received, some examples of the comments for each category can be found in Figure 8 below.

	Example comment
Do nothing	<p><i>"Just leave it as it is you are going to ruin a lovely village where my family live"</i></p> <p><i>"Do nothing please."</i></p>
Alternative Investment	<i>"Spend it on sustainable transport. Until this is done no money should be spent on new roads. Ridiculous."</i>
Affect safe cycling routes	<p><i>"Recreational cycling routes will be seriously disrupted."</i></p> <p><i>"A48 is one of the most dangerous roads for cyclists, blocking alternate routes is ill-advised for cyclist safety. There are large earthworks proposed, so no reason not to put a cycle/foot tunnels through to maintain slow speed access."</i></p>
Other	<p><i>"60mph infrastructure isn't worth the negatives over such a short stretch. 30 v 60mph equates to approximately a 5 minutes journey time difference."</i></p> <p><i>"This does not help the Vale, only RCT."</i></p>
Oppose blocking of connecting lanes	<i>"Lanes cutting across new proposed road should not be blocked as they are of vital importance to community especially cyclists to access the Vale from Cardiff. Alternative routes in the area are extremely dangerous"</i>
Impact on the environment	<i>"the environmental damage of these developments is well documented, and we need to be thinking of alternative methods of transportation that doesn't prioritise cars"</i>
Cost concerns/ Waste of Taxpayers money	<i>"Public money should not be wasted on vanity road projects."</i>
Impact on Ancient Woodland	<p><i>"Not building on any Ancient woodland, or not building it at all"</i></p> <p><i>"Why destroy so much of the surrounding countryside and ancient woodlands together with disturbing the archaeology?"</i></p>

Will result in increased traffic	<i>"it will encourage greater local use which will create issues, keeping the route as a very minor country lane is the best option"</i> <i>"Bigger/more roads means more traffic. This won't resolve the problem."</i>
Climate Change Emergency	<i>"Climate change is not being considered with this route - destroying countryside to put a highway route is not appropriate"</i>
Contrary to the Active Travel Act	<i>"This option has no benefits and does not meet any requirements to improve active travel."</i> <i>"The airport really does not warrant increased transport links - when was the last time anyone didn't get to the airport due to traffic problems??!! Once the airport has a reputation for growing passenger numbers and flights - then consider it."</i>
Concerns over Cardiff Airport viability	<i>"The business use of airports will plummet along with travel to work. Personally, I really hope offices are not closed completely but very few people will be travelling from the Vale to Cardiff 5 days a week."</i>
Case for change/ Covid	<i>"Traffic projected to reduce by 30% post Covid."</i> <i>"If Covid has shown us anything-then more people will be working from home, or travel will not be as relevant."</i>
Contrary to Well-being of Future Generations Act	<i>"The plans clearly pay lip service to the Future Generations Act and have very much tried to fit it in rather than truly follow it. Shame on the Vale council for such poor plans."</i>
Flooding risks	<i>"Flooding is often a problem in Pendoylan Village as a result of run off from the fields. This would be exacerbated by the construction of a road and would necessitate extensive flood prevention measures being taken"</i>

Figure 8

3.0 Emails and other correspondence

During the consultation period, excluding the 338 questionnaire survey responses, **1847** individual pieces of communication were received and considered. Each piece of correspondence can be found in [Appendix C](#).

Similarly, to the responses from the questionnaire survey, to facilitate the analysis of each piece of information received, 13 main themes were identified, including an uncategorised grouping.

Correspondence received included emails, letters and petitions from local residents, businesses, charities, other local authorities, councillors, politicians (including MSs, MPs), Community and Town Councils and local and nationwide organisations.

Profile of respondents

91% or 1681 of the 1847 of those who contacted with their views supplied a post code of their home or business address. As seen in Figure 9 below, the majority of 72% are from the CF post-code area. The remaining 28% are from the SA (5%), NP (3%), LL (2%), SY (1%), LD (<1%) with the remaining 17% from non-Welsh post code areas.

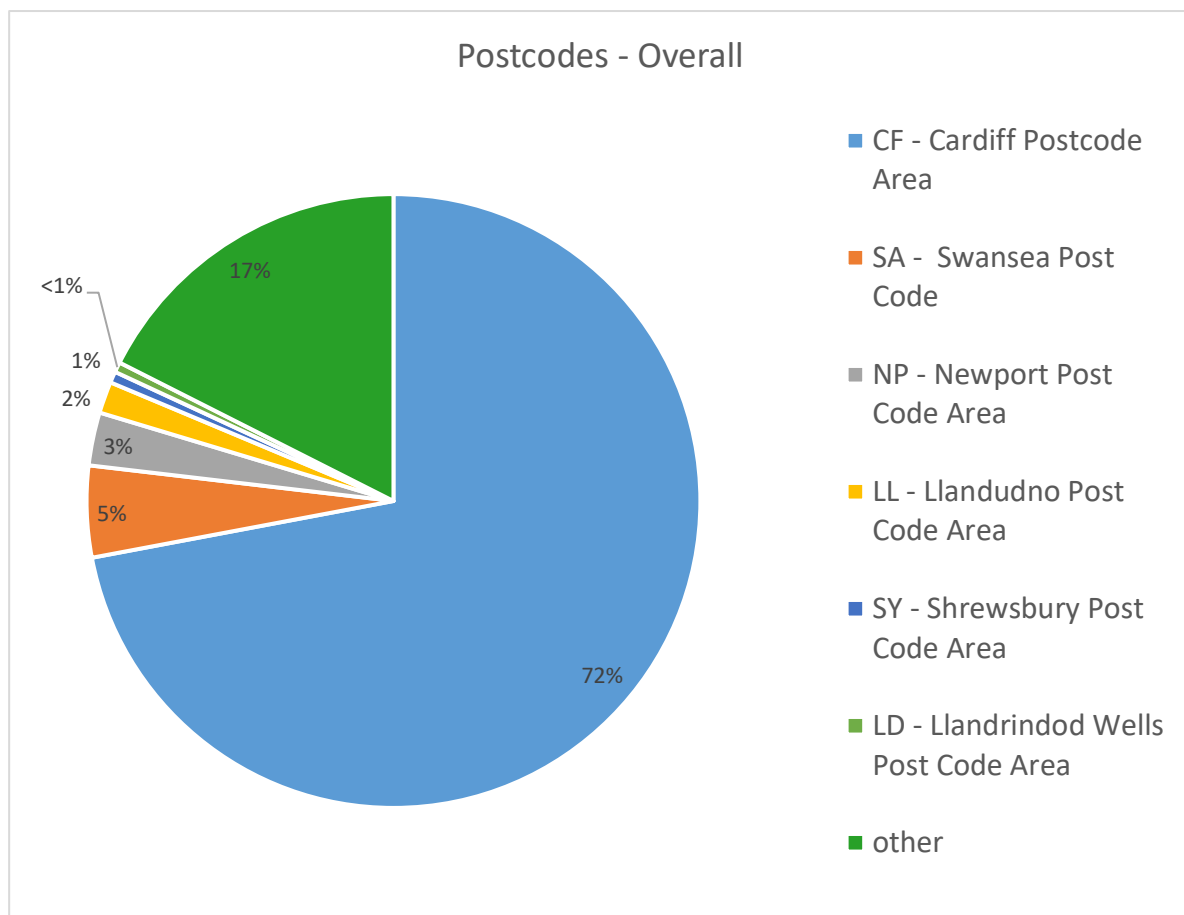


Figure 9

Of the emails received containing the subject “Protect irreplaceable ancient woodland - find a better solution!”, a 47% were from non-Welsh post code areas, with 30% from the CF area and the remaining 23% from other Welsh post code areas.

3.1 Main themes:

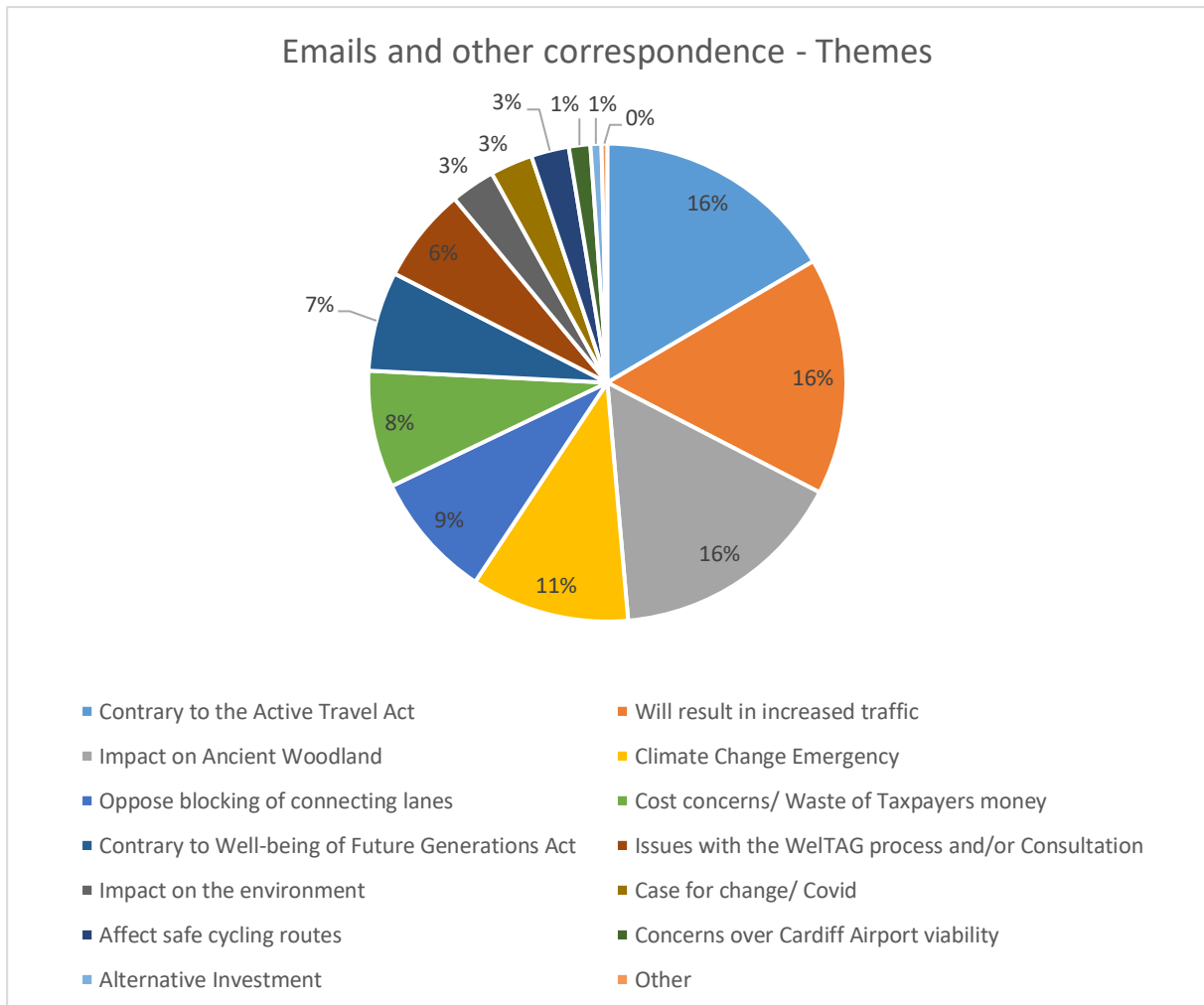


Figure 10

As seen in Figure 10, approximately half of the comments contained in the correspondence received state that proposals;

- are contrary to the Active Travel (Wales) Act 2013 (16%),
- will result in increased traffic (16%),
- will impact on Ancient Woodland (16%),
- are contrary to the Climate Change Emergency (11%),
- will block connecting lanes (9%),
- are a waste of Taxpayers' money (8%),
- are contrary to the Well-being of Future Generations Act (7%),
- do not follow the WelTAG process and, including poor consultation (6%),
- will have an Impact on the Environment (3%),

- are challenged by the Case for Change/ Covid (3%),
- will affect safe cycling routes (3%),
- stating that proposals take into account concerns over Cardiff Airport viability (1%),
- should consider alternative investment (1%) and
- other comments which are uncategorised (<1%).

3.2 Responses from key stakeholders

A number of key stakeholders responded with their views, comments and suggestions related to the proposals.

3.2.1 Responses from other Local Authorities

Bridgend County Borough Council (BCBC)

BCBC responded with a seven-point response which covers their preferred options and the positives that proposals will bring.

Their preferred options are A and B compared to C1 and C2.

The listed positives with options A and B include a *“betterment in journey time changes compared to enhancing the existing link (C1 and C2)”* and *“change across the strategic highway network during the highest peak (2036 PM peak)”* which is *“favourable for Bridgend as many junctions along the A48 corridor are experiencing capacity issues”*. Also, advantages listed are improved connection *“between functioning parts of the Capital Region”* which presents a *“significant economic growth opportunity”*.

The full response from BCBC can be found in comment 60 at Appendix C.

Rhondda Cynon Taf County Borough Council (RCTCBC)

RCTCBC’s preferred option is B, sighting that it will provide *“an improved transport journey”* whilst scoring favourably *“in terms of environmental impact and impacts on property”*. Also listed that options A and B will result; in improved connectivity between RCTCBC and Cardiff International Airport and the St Athan Enterprise Zone in which RCTCBC is located within their catchment areas, *“changes to traffic flows across the existing highway network in the area by reducing traffic levels at certain pinch points”*, and benefits to sustainable transport models including more reliable bus services and improved cycling safety.

Other suggestions include considerations relating to enhancing the capacity of M4 Junction 34 and A4119 particularly for bus priority and the proposed parkway station along the South Wales mainline which would complement either Option A or B which will benefit the wider South East Wales region.

RCTCBC's full response can be found in comment number 18 at Appendix C.

3.2.2 Responses from Community Councils

Pendoylan Community Council

Pendoylan Community Council presented a 16-point response documenting its views and suggestions.

Many of the points raised related to the consultation process itself with comments including lack of communication between the Vale of Glamorgan Council, Pendoylan Community Council and all of the affected households and the complications of conducting the necessary procedures during the COVID-19 lockdowns.

The Community Council's full response can be found in comment number 98 at Appendix C.

Welsh St Donats Community Council

Welsh St Donats Community Council provided their comments which covered their main concerns; those being environmental, rural character, community, lane closures and the business case with the major change in circumstances and "contextual changes".

The Community Council later examines and offers its views on the 4 option with opposition to Options A & B and support for Option C1 & C2.

The full response can be found in comment number 149 at Appendix C.

St Nicholas with Bonvilston Community Council

St Nicholas with Bonvilston Community Council submitted a written response detailing the feedback and representations they received in relation to the proposed new road.

Support for the proposed road is based that it will reduce traffic volumes and pollution through the affected villages and that it will offer drivers an alternative to the already congested Culverhouse Cross.

Opposition received includes comments that the proposals will encourage more car ownership and use which are conflict with the Climate Emergency, Future Generations and Environment (Wales) Acts.

The document later covers some the Community Council's concerns and queries including objectives and the cost-based assessment of the project.

The Community Council's full response can be found in comment number 160 at Appendix C.

St George's & St Brides-Super-Ely Community Council

St George's & St Brides-Super-Ely Community Council presented their response following their extraordinary meeting which was held on 2 December 2020. Issues raised included concerns for the environment, including the impact on the ecology and the ancient woodland that would be affected. Also, the Community Council also claimed that the proposals would harm the area as a tourist location but more significantly, "destroy the very essence of where we live". Individuals of the Community Council wish to offer their concerns relating to the proposals with reference to the uncertainties of Covid-19, Brexit and the viabilities of the St Athan Enterprise Zone and Cardiff Airport. Later detailed in the written response are issues raised relating to the potential increase and encouragement of car usage and traffic. The document concludes with the objection that the proposals are contrary to the Climate Emergency.

St George's & St Brides-Super-Ely Community Council 's full response can be found in comment number 21 at Appendix C.

Wenvoe Community Council

Wenvoe Community Council states that either of the proposed routes (Options A & B) would result in reduced traffic levels at the Culverhouse Cross junction and therefore supports their construction.

The full response can be found in comment 35 at Appendix C.

Peterston-super-Ely Community Council

Peterston-super-Ely Community Council provided an extensive consultation response. The points raised cover the strategic case, including the WeITAG process, non-conformity with legislation and non-engagement with residents and civic society stakeholders. The response concludes with the Community Council's views on the different options; how they would affect local residents and suggestions for amendments to the proposed and existing roads.

The Community Council's full response can be found in comment number 101 at Appendix C.

3.2.3 Responses from other key stakeholders

Natural Resources Wales (NRW)

NRW submitted a comprehensive consultation response detailing its concerns and recommendations. Concerns include that the “current policy landscape and attitudes have changed to reflect the Wellbeing of Future Generations Act, Natural Resources Policy, the declared climate and nature emergencies and, more recently, the impacts of the global COVID-19 pandemic” which were not considered in the “outdated” study of 2017.

NRW states its commitment to the Climate and Nature Emergencies which may be severely affected by the construction and use of a new road. Also discussed are the potential long term impacts of COVID-19 on learning and working habits as well the cooperation between NRW and the Vale of Glamorgan in South East Wales with regards to sustainable growth and solving the congestion on the M4.

NRW's full response can be found in comment 170 at Appendix C.

National Trust

National Trust's response refers to Lanlay Meadows, located on the edge of Peterston-super-Ely, which is held in the Trust's protective ownership. The Trust state that the westerly road would have less impact on the land in question. The response later discusses the Trust's eagerness to engage with the developer to minimise the impact on the meadows.

The National Trust's full response can be found in comment number 49 at Appendix C.

Vale Communities for Future Generations (VCFFG)

VCFFG provided an extensive consultation response document dated December 2020.

The document begins with an introduction to VCFFG and references its 2018 response related to the previous WelTAG Stage Two consultation.

Seven separate objections are highlighted which include:

- The Strategic Case for Change has not been proved, justified or reviewed.
- The WelTAG guidance has not been followed and has been retrofitted and misapplied.

- The Well Being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013 are being misapplied.
- Failure to consider alternative solutions.
- Failing in legal duties to protect biodiversity and ecosystems.
- Complete neglect of Climate Change imperatives.
- Failure to conscientiously consider the concerns of the public.

The response concludes with input from selected politicians and details of the responses from local residents who were invited by VCFFG.

VCFFG's full response can be found in comment number 161 at Appendix C.

Transport for Wales

Transport for Wales' response detailed that the Declaration of a Climate Emergency in Wales in April 2019, the New Wales Transport Strategy published on 17th November 2020, the South East Wales Transport Commission Final recommendations published on 26th November 2020 and the changes to the way we live and travel from Covid-19 are developments in policy, strategy and contexts that are relevant to the planning and development of transport schemes in SE Wales.

The full response can be found in comment number 73 at Appendix C.

Cycling organisations

Cardiff Ajax Cycling Club

The written response, on behalf of Cardiff Ajax Committee, addresses their members' concerns relating to the blocking of connecting lanes which would force cyclists to use other "more hazardous" routes. Also discussed are suggestions to modify the proposals to make the routes safer for cyclists.

The full response can be found in comment number 72 at Appendix C.

Cycling UK, Welsh Cycling and Vale Velo Ways

A joint document on behalf of Cycling UK, Welsh Cycling and Vale Velo Ways contains an extensive response addressing their views and objections to the proposals.

The document commences with an introduction relating to the three organisations and how they and their members will be affected.

The second section of the response individually scrutinises the stated objectives of the scheme.

In the third section, legislation and other Local Authority related commitments are addressed including the Well-being of Future Generations (Wales) Act 2015, WeTAG procedure, Environment Act (Wales) 2016 as well as the needs of cyclists.

The document later addresses concerns relating to the Value for Money and Benefit Cost Ratio calculations in section 4 and the report concludes by addressing their main concerns referencing the Climate Emergency and the recent change in circumstances with regards to Covid-19 and Brexit.

Cardiff Cycle City

The written response from Cardiff Cycle City begins with an introduction to the organisation and their objectives.

The document later addresses their concerns with regards to the non-compliance with the WeITAG 2017 Process, Active Travel (Wales) Act 2013 and Environment Act (Wales) 2016.

In the final two sections of the report the objectives are analysed and concludes by highlighting its objections to the proposals with reference to the concerns already raised.

The full response can be found in comment 151 at Appendix C.

Sustrans Cymru

Sustrans, whose aims are to make it easier to walk and cycle, provided a comprehensive response detailing the need for radical changes to planning and transportation policy with reference to the Climate Change Act and UK Government policy to reduce emissions from transport.

Sustrans believe that continuing to increase road capacity (proposed investment) will only increase the number of vehicles on our roads which is contrary to the listed commitments and Sustrans principles.

The full response can be found in comment 64 at Appendix C

4.0 Complaints

A number of complaints were received throughout the consultation process. The majority of the complaints related to the way the consultation process was undertaken. It was felt that the public consultation was not advertised widely enough and was discriminatory against non IT users as it was all being conducted online. Other complaints include that the technical consultation documents were not available in Welsh. Every complaint was responded to individually with answers to their specific queries.

Six Stage 1 Complaints were received and three led to Stage 2. Two of the Stage 2 complaints were referred to the Ombudsman. The Ombudsman conducted their investigation, and the complaints were not upheld.

5.0 Freedom of Information Requests

10 Freedom of Information (FOI) requests related to the consultation were received.

The main themes from the FOI requests covered queries and information relating to:

- copies of meeting agenda and minutes and consultant reports,
- greenhouse gas emission projections with reference to national, regional and local targets,
- reports relating to existing connectivity in the areas affected,
- background reports relating to existing connectivity and its environmental impacts and road safety standards,
- freight access and route assessments,
- the reports used for the environmental impact assessment,
- the data used for the flooding assessments,
- engagement and involvement of environmental bodies, young people, the over 50s and non-car users
- the distribution list and communication with local residents
- the M4 Junction 34 to Cardiff Airport Transport Network Scheme including their assessment methodology.

Appendices

Appendix A – Survey



M4 Junction 34 to A48 WelTAG Stage Two Plus | Highway Link Study

Arcadis has been commissioned by the Vale of Glamorgan Council to develop and appraise potential options for improving the strategic transport network encompassing corridors from M4 Junction 34 to the A48 (Five Mile Lane) including the Pendoylan Corridor. We are currently assessing four potential highway options to improve transport connectivity. Please spend a few minutes of your time to complete this feedback form.

- Q1** Please can you give us your opinion for implementation of the following options.
Please tick ONE rating for each option

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree
Do Minimum - No change, maintain the existing highway network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option A - Highway Route East of Pendoylan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option B - Highway Route West of Pendoylan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option C1 - Existing Infrastructure (Online) Enhancement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option C2 - Existing Infrastructure (Online) Enhancement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- Q2** Please can you provide your reason(s) for your choices to Q1.
Tick all that apply.

	Do Minimum - No change, maintain the existing highway network	Option A - Highway Route East of Pendoylan	Option B - Highway Route West of Pendoylan	Option C1 - Existing Infrastructure (Online) Enhancement	Option C2 - Existing Infrastructure (Online) Enhancement
Environmental impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts on property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved transport journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced impact on community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please specify:

Q3 Do you have any suggestions as to how each of the options could be improved?

i) Option A - Highway
Route East of
Pendoylan

ii) Option B – Highway
Route West of
Pendoylan

iii) Option C1 – Existing
Infrastructure (Online)
Enhancement

iv) Option C2 – Existing
Infrastructure (Online)
Enhancement

About You

To assist us in understanding the responses, please can you answer these additional questions.
Note
that all responses are only used in total and will not be related to yourself.

Q4 Where do you live?

Postcode

Location (e.g.
Pendoylan)

Q5 Where do you work or study?

☐ Not working or studying

Location:

Q6 Do you own a business in the local area?

☐ Yes

☐ No

Business details:

Q7 Which is your local authority area?

- ☐ Vale of Glamorgan
- ☐ Rhondda Cynon Taf
- ☐ Cardiff

- ☐ Bridgend
- ☐ Other

If other, please note:

Thank you for taking the time to provide us with feedback. The closing date for all responses is Wednesday 23rd December 2020.

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Appendix B – Survey comments

	Question	Comment
1	Q2F	What an AWFUL way to ask this question. Have I just ticked for or against something?
2	Q2F	Cardiff Airport is failing, climate emergency, there needs to be a reduction in carbon, the budget is always overshoot (how much did Five Mile improvements actually cost), any highway option will severely impact the residents and an area of outstanding beauty, economic downturn due to pandemic, more working from home will become the norm, the assessment notes that it will improve business access (Vale Hotel already has decent access from M4) and any of the routes will definitely impact on ancient woodlands and historical heritage
3	Q2F	Just leave it as it is you are going to ruin a lovely village where my family live
4	Q2F	Do nothing please.
5	Q2F	Just leave it as it is you are going to ruin a lovely village where my family live
6	Q2F	To improve connections between the town and the rest of the UK
7	Q2F	Avoiding Culverhouse Cross
8	Q2F	Would increase traffic when environment issues should hold sway. Making the journey easier it would encourage car travel.
9	Q2F	Don't understand the question, absolutely impossible. Also, no comment box. The airport is a farce, not viable pre Covid, therefore this expense is ridiculous
10	Q2F	Option A is the only option where tree preservation orders are not affected.
11	Q2F	You can't tick a reason !!! Faulty form
12	Q2F	would question why not dual carriage way to save future need for expansion
13	Q2F	There are no reasons on the form ???
14	Q2F	Although this would have an impact on communities whilst under construction, ultimately this would have least impact, be cheapest, have least cut and fill, have no structures or public right of way affected. A 30mph speed limit is better for the environment and should be imposed more widely throughout the Vale of Glamorgan.
15	Q2F	There are numerous other highway issues that need attention and finance
16	Q2F	No Change = is not sustainable. The pressure at Culverhouse Cross must be relieved, access to the M4 must be made more accessible. The VoG has permitted thousands of new homes to be built within the County - we need the infrastructure to support this.
17	Q2F	feel very strongly that given the impact of Brexit, the long term consequences of COVID 19 and environmental impacts the whole project needs to be shelved and looked at again once further knowledge obtained on these impacts eg. demise of airlines, economic impact on airport, home working
18	Q2F	Severe damage to environment, increase in pollution, reduction in nature and suitable habitat for bio diversity Cardiff airport of minimal importance, both options damage the vale and would not be a worthwhile step on any cost benefit analysis, already too much traffic on A 48 and the greater use should be made of the existing rail structure.
19	Q2F	Option B is also most cost effective and enjoys better ground conditions

20	Q2F	It impacts on a lot of things environment and also local people who live on the A48 . Traffic will end up much worse than it is now .. you need to think of local people's needs here also with the volume of traffic the A48 can't take no more here
21	Q2F	When you try to complete this form via mobile phone, these choices are not present, can't click on choice. Faulty form. My reasons are Environmental reasons, a new road is not needed, and impact on rural area will be huge. Will damage biodiversity , increase pollution. Especially not needed during pandemic !!
22	Q2F	The rural character of the Vale is under attack. This is a mistake. Too many lanes have already been severed by new roads. Please stop creating demand for roads in this rural area.
23	Q2F	There is a climate emergency are you're still trying to build roads? Seriously?
24	Q2F	Do spend limited resources on roads please. We need jobs and better transport
25	Q2F	This is a waste of money during.
26	Q2F	Make improvements in line with realistic requirements with a realistic budget. This project is not a priority. The re-emergence of this vanity project at the present time is completely inappropriate.
27	Q2F	The airport does not have sufficient leisure customers to justify the cost and disruption this road would entail
28	Q2F	This road scheme passes through a Special Landscape Area, borders on a Conservation Village and SSSI. Both Pendoylan and Peterston Moors are meant to be protected. There will be permanent environmental damage to an ASSET. This areas provide amenity for walkers, cyclists and important habitats. They will be permanently damaged by a 10 000 a day trunk road. Wales must be able to provide development but not at the cost of the environment and communities.
29	Q2F	All the above questions are very confusing. It feels like the questions are trying to get an outcome that suits the documented proposal as opposed to getting views.
30	Q2F	Costs have relevance here but Option A is particularly unsuitable because of its particular cost, environmental and safety reasons. It would have wide view impact on a large and important conservation area. Pendoylan Moors are subject to flooding and there is often thick mist in the whole area due to the proximity of the river. This would all make for very dangerous driving conditions.
31	Q2F	It's 2020. There's a climate emergency. WG has a Future Generations Commissioner. Why are you proposing to build a road to accommodate the private car, particularly to access a (failing, irrelevant) airport? How does this project differ in its aims and outcomes, to the M4 relief road that was dismissed on climate grounds?
32	Q2F	Cannot choose an answer, the forms are not working on mobile phone . the road is not over busy, the airport is failing and many people are now working from home. Use money for NHS in Wales and schools.
33	Q2F	Get a sensible bus service in place ... the 320 is the wrong size bus for these roads. Every journey an "adventure"
34	Q2F	C1 and C2 retain existing junctions

35	Q2F	We are in a Climate Emergency, we need to think of better public transport options than a road
36	Q2F	This sounds like a complete out dated waste of money
37	Q2F	This won't help me get to Cardiff
38	Q2F	Need to have less cars on the road. People should be working from home
39	Q2F	Western & Eastern routes do not meet DMRB Standards on requirements for roads on incline.
40	Q2F	The junction at Sycamore Cross causes congestion already without adding extra vehicles. This is a silly idea when the country is in a mess.
41	Q2F	Better to build the link road from J33, a route across mainly open country with far fewer people to be negotiated with and accommodated. I favour none of the options below. None of them secure a Heathrow effect of Motorway to airport. You are still on country lanes past the Cwn Ciddy pub. They get the worst of both worlds.
42	Q2F	This form is not user friendly on a mobile phone.
43	Q2F	ENVIRONMENT, WILDLIFE, FUTURE
44	Q2F	We can no longer build roads and destroy our countryside for the sake of the car.
45	Q2F	I saw Wales Online about this road. What a waste of taxpayers money.
46	Q2F	It will bake in private car usage for the next 100 years, we don't need more roads or private cars, Wales is in a climate emergency, use the £50 million for something which will actually help the environment we all live in, not just business people driving to the Airport.
47	Q2F	The impacts on property, woodland and the surrounding countryside is unacceptable. This is a rural area and destroying ancient woodland for a new road is unacceptable
48	Q2F	I feel option B or C are the best options but west of Pendoylan may not be so affected by River Ely flood plain. If the plans are to make a change then do it right first time rather than to address the issue a few years down the line.
49	Q2F	I feel option B or C are the best options but west of Pendoylan may not be so affected by River Ely flood plain. If the plans are to make a change then do it right first time rather than to address the issue a few years down the line.
50	Q2F	Beneficial impact on adjacent roads such as the A48
51	Q2F	Cardiff airport has no flights , no matter how much you spend of tax payers money you will never compete with Bristol. If you like building roads sort out the M4 relief road.
52	Q2F	Improving the existing infrastructure benefits both the environment and the consumer.
53	Q2F	The amount of money these schemes would cost is ridiculous - surely better spent trying to reduce car numbers in the first place - we cannot keep building new roads, the environment is falling apart and all the VOG council want to do is destroy it even faster
54	Q2F	We need less cars on the road. Don't encourage it. Stupid idea and a waste of money.
55	Q2F	Road building is not the solution
56	Q2F	Health affects of increased traffic, ecological impacts, lack of finances and these need to be better spent on social and healthcare, dividing communities with road closures, likely less traffic now due to Covid as job losses and working from home, poor performance by airport and enterprise zone

		therefore not requiring access, airport access is not a current problem, need to improve sustainable transport
57	Q2F	Ecological, financial, health, lack of need due to increasing home working and job losses as a result of Covid, poor airport and enterprise zone usage, access to airport is fine, need sustainable transport,
58	Q2F	A new road? Seriously? This is Wales Climate Week
59	Q2F	Reduce traffic by removing car journeys
60	Q2F	I don't agree that this should be a priority for Welsh government spending. Given the cost of COVID surely this is no longer affordable?
61	Q2F	The destruction of ancient trees is unforgivable. I'm 20 years old. NOT IN MY NAME
62	Q2F	Requirement for new roads is outdated. Working practises have changes accelerated by Covid19 impacts, many of the new home working practises will remain. Increases in home working will require less, not more, road network. The proposals are unnecessary and conflict with the climate emergency, the embedded carbon from a new road is massive, we are moving toward electric cars and less of them, this road is not needed. The environmental damage to the countryside of these road proposals is unwarranted. Traffic growth predictions are outdated and new studies post Covid19 will likely demonstrate less traffic on our road, this must be considered. A green recovery is very important and the council must take a step back and look toward less transport and focus on our towns and cities where jobs will be lost to home working increase, focus on the infrastructure we already have and make the best use of it, don't let Barry town centre and its industry again lose out by funding an unnecessary road when the money would be better spent in Barry itself. Wellbeing is important, with increases in home working and our move to electric cars we will see dramatic improvements in air quality without any road building actions. Protect the people and the environment of the Vale by not altering this road. Lastly the wellbeing (fitness/health/mental) of many will suffer if either of the two major road proposals are progressed, notably cycling routes for local and visitors to the Vale. The cycling routes across the Vale will be severed by these proposals, currently the quite and relatively safe minor roads are extensively used by perhaps thousands of regular cyclists. At times the area around Peterston super ely is akin to the tour of Britain, as a local i think this is wonderful. The two main proposals will sever these links and take out some simply wonderful cycling routes. The cycle lane on the new proposals will quite simply be under used, this new route is not one that will be in demand, it does tick a box for the developer but will be infrequently used by the current huge number of cyclist within the area.
63	Q2F	In these current times with increased working from home , increased unemployment, a struggling airport and poor results from Aston Martin, little interest in the enterprise zone, economic depression I find the reasoning behind the need to build this road unfathomable without knowing in advance whether jobs are to be made in the Vale and this is a huge costly gamble that needs to be justified first. Post Covid and with current climate and environmental emergencies that both the VAle and the Welsh Gov have signed up to reduce I find that any decision to build this road that is not required goes against those principles and is unjustified. The enormous

		amount of money can be better spent on health social care education and protection of the environment. Stop this road!
64	Q2F	Traffic projected to reduce by 30% post Covid.
65	Q2F	Road is not required. If built it will increase pollution and cause massive congestion on A48
66	Q2F	No studies have been undertaken properly to to identify the affects on residual amenities i.e.air,noise,visual,property. The impact on those whose hoses may be demolished to make way for the road causing potential severe hardship as unlikely to be able to purchase similar properties in such a rural area and tearing these families away from their neighbourhood,friends,and potentially jobs as have to move away. All in order to get a few people to the vale a few minutes quicker -an extremely expensive way with a route that shall cause irreversible damage to health and wellbeing of locals and to the ecology, environment, wildlife. Severe flooding occurs on a regular basis causing widespread damage to Peterson super Ely and this is likely to increase with the increased run off from such a large road
67	Q2F	It is the most beautiful part of the Vale. Destruction of this habitat is unnecessary
68	Q2F	There's already a road connecting A48 to J33. 2 miles parallel. I'll repeat - 2 miles! Badly thought out and inappropriate plan.
69	Q2F	This is not at all clear, badly set out. Do I give reasons why I decided on all decisions or the main decision? So I will give my reasons for no change. The VoG and Welsh Gov. have declared a Climate emergency, Coronavirus has resulted in the First Minister requesting30% of workers to work from home, including post Covid, the "State of the Nations" report has demonstrated the huge impact on the micro environment from destruction of habitat as well as the impact on endangered species, pollution will increase in the valley, the airport and St Athan business park do not justify this expenditure even before this financial crises due to Covid. There is probably more but I can't see what I have written,
70	Q2F	We are in an Emergency Crisis and this proposal is designed to make the Vale of Glamorgan more car dependent not less. There should have been a consultation with options looking at choices other than vehicle usage. Where Cardiff are working towards their plans to reduce traffic this consultation is looking at ways to improve the flow of traffic into Cardiff!
71	Q2F	Do Nothing, Wales doesn't have any money. This is a waste of money and Barry needs investment in public transport.
72	Q2F	we are not impressed with your "tick-box" Q&A
73	Q2F	Sycamore cross is a nightmare already when I'm on my way to work. This will make it worse.
74	Q2F	There is no real financial or economical reason to build this road anymore. I used to be in favour of this road but now, it is a waste of taxpayers money. The Airport is completely dead, in fact it was busier before the government bought it. No, no reason anymore. Scrap the project please.
75	Q2F	Waste of money. Not good for future generations. Shows how selfish we are as a generation. We must do better.
76	Q2F	Too much building on green land and destroying nature. Need to find an alternative option

77	Q2F	We don't have enough money to fight covid so how are you going to build a road with tax payers money?
78	Q2F	Do not destroy some of the best used cycling routes in wales
79	Q2F	'Will increase traffic , more difficult for locals to travel locally . Why spend so much money now when we are still in shock from Pandemic, Airports needs will be less anyhow.
80	Q2F	We've lived in pendoylan for over 40 years ,a link road cut through the middle of the local green belt would be devastating to the wildlife and scenery of our beautiful village. The millions of pounds that it would cost could be spent alot more wisely somewhere else.
81	Q2F	The amount of money to construct this road, the estimate plus I expect another 50% would be a criminal waste of money, with little benefit. This is certainly compounded on the necessary resources required in the future to respond to the financial impact of COVID-19
82	Q2F	Destroying the tranquility of the Vale
83	Q2F	This question doesn't make sense. I am against any road building in this area as it is against the aims of the future generations act. A huge road to save a few minutes on a journey to an airport at a time when there is a climate emergency.
84	Q2F	Cost doubled for projected 5 min improved journey time, flood risk in already at risk area of Peterston increases with more ambitious proposals
85	Q2F	Please stop building on the Vale's precious green space. You can never bring it back. There are plenty of roads already including the parallel link road at junction 33.
86	Q2F	It appears the most direct and obvious route utilising a route already used by transport - appears to be the best long term solution
87	Q2F	local walking, cycling doesn't seem to have been prioritised
88	Q2F	This is a well known green belt area which is used by thousands of walkers, joggers and cyclists. The Government want to reduce the rate and pressure that the NHS is under, and a healthy public is most important to help this! This development would impact the area to an extent that would discourage people's workouts.
89	Q2F	financial cost of scheme- this needs to be reassessed now that working methods are changing
90	Q2F	It has been proven time and time again that building new roads and/or increasing road capacity simply increases traffic: build it and they will come. By building new roads or enlarging existing roads through this part of the Vale, you will blight beautiful areas of countryside, reducing house values and ruining well-used walking/cycling/horse riding routes. This road will simply increase the amount of traffic through the Vale and, by doing so, also increase the amount of traffic on the M4 and the A48 (by making it easier for people to get to them).
91	Q2F	Justification for need for this change does not seem to balance against damage caused especially with air travel currently so uncertain
92	Q2F	Multiple major roads to the airport already exist. The A4232 is an almost parallel route, and many driving from the West already take the A48 from Bridgend. If the airport needs better connectivity public transit should be the priority, not cars, especially given the Welsh Government's climate commitments.

93	Q2F	The existing single carriageway with passing places (hardly qualifies as a highway) has been unfit for purpose since about 1960. The bare minimum must be C1. The spurious NIMBYism of residents of Pendoylan must not be allowed to veto the strategic necessity of a road built to current standards and safety. Option A would be my choice.
94	Q2F	I often use these lovely lanes to cycle from Bridgend to Cardiff via Peterson and st fagans
95	Q2F	Personally I don't care what you do except there must be an exit on to any new road from Peterston-Super-Ely
96	Q2F	Only C1 maintains the fantastic lanes used for cycling at present. ie please do not cut off lanes at gwern y steeple and clawdd coch.
97	Q2F	Main objections relate to cycling activity and environmental impact - the report says that 'cycling connections in the area are limited' in fact they are currently very good especially west east - the proposals - except for C1 - will cut two of these main routes and force cyclists to use the busy A48 or Llantrisant routes - north-south lanes are also currently good
98	Q2F	This is a beautiful area of countryside and should be left as it is. I live close by and feel there are not many places I can enjoy safely riding my bike and walking/running, and this would limit my options even further. We should be encouraging active travel for the environment and for the health of the public, and the proposed changes will encourage more people to drive and less to cycle/walk etc.
99	Q2F	Blocking two roads which are critical cycle routes is not acceptable. There must be at least cycle, horse and pedestrian access on east-west minor roads in this area.no
100	Q2F	I'm a Pentyrch based cyclist who frequently uses the lanes that would be impacted by this proposal
101	Q2F	You should be looking to reduce car and vehicle use of the roads not further encouraging it by creating new roads that will destroy areas of green space. Are you not aware of what is happening to the environment. Do you not have any consideration for the future generations. Sending bulldozers through countryside villages and lanes hugely popular with cyclists in particular is a big mistake
102	Q2F	This area between the M4 and the A48 is a picturesque part of the vale of Glamorgan, found immediately to the West of Cardiff. The pleasant countryside and the small villages provide a wonderful contrast to the built up city of Cardiff to the East. The impact if building a 60mph road across the middle of this area would be devastating to this area of countryside and would yet again be highly detrimental from an environmental perspective. As an amenity, the lanes within this part of the vale provide an excellent network for cyclists, who can keep fit on the relative safety of these roads, away from the busy A48 and the Llantrisant Road.
103	Q2F	The proposed plans will cause the main cycling routes E-W to and from Cardiff to be cut - check strava heat maps for an actual idea (pre-covid)
104	Q2F	Impact on cyclists, loss of frequently used popular cycle routes
105	Q2F	Access, economy, tourism, road safety, airport and future benefits planning.
106	Q2F	Proposed stopping up of side roads essential for cyclists
107	Q2F	This new proposal would cause too much traffic noise to those people who have just signed up for new homes in the cottrell gardens area most

		spending almost £700000 for their homes . Wildlife will be disturbed and the beauty of the quiet countryside ruined
108	Q2F	The countryside and existing network of lanes in this area are extremely valuable to those of us who cycle and walk in the Vale of Glamorgan for our personal fitness and wellbeing. The impact to the environment would also be inexcusable. In a climate emergency, this is not the time to be building new roads!
109	Q2F	Does Vale of Glamorgan Council not care about the environment, the impact on future generations? This vandalism will result in more car journeys and restrict Active Travel.
110	Q2F	Impact on active travel and cycling in particular
111	Q2F	Options A and B appear to block off existing lanes which run from west to east. These are currently well used by cyclists, amongst other traffic. The Vale Council should be actively encouraging cycling, not discouraging it. With the recent Covid outbreak, Cardiff Airport has virtually no flights anyway. Plus the existing access via the A4232 and the Barry Link Road is fine.
112	Q2F	These lanes are a well-used & SAFE route allowing cyclists to access the Vale. Instead of using the top Rd to Barry and the A48 towards Cowbridge, which are death traps.
113	Q2F	Even bearing in mind tar sands and fracking that increased oil production over the past decade or two, peak oil probably occurred in 2018. Energy will be constrained in the future meaning motor traffic will be reduced in the medium and long term.
114	Q2F	Transport isn't just cars.
115	Q2F	Both these options will interrupt important lanes used by cyclists travelling east to west across the Vale
116	Q2F	Disruption to cycle networks if new road put in place. Many people from Cardiff cycle through this route to work (and I'm sure vice versa)
117	Q2F	Do not develop it, waste of public money. Too damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.
118	Q2F	In a world where 20mph and public transport are being put forward as the future why would we build a 60mph road in greenfields?
119	Q2F	The proposed highway works are not required and will not bring any significant benefits to the local area, despite the very high costs involved.
120	Q2F	Options A & B require the closure of two lanes that cross the routes which seems counterproductive in terms of East-West travel for cars and cycles. This must increase the environmental impact of extended East-West journeys. Junction 34 of the M4 is already a very busy junction and this will simply add to the congestion especially on the A4119 as any traffic joining the M4 and heading East will prevent traffic coming from the Rhondda down the A4119 from accessing the roundabout. There is also the possibility of queuing on the Motorway, at evening rush hour, with traffic exiting at the junction and wanting to head south to the A48 in addition to the existing traffic that already uses the exit at that time.
121	Q2F	I do not feel it is appropriate to undertake such a consultation without taking account of potential future changes to the ways in which we work, the ways we travel and the changes that will hopefully come about in response to the climate emergency and the green recovery. I strongly feel that this proposal

		should be put on hold until more information, data and evidence is available and more clarity around future policies and strategies is available. I make these comments in support of the Welsh Governments progressive legislation, the Well being of Future Generations Act.
122	Q2F	Keeps both east to west lanes open which are busy cycling routes.
123	Q2F	We should not be building more roads in the current climate emergency. We should be encouraging the use of public transport.
124	Q2F	Unnecessarily destroying quiet and beautiful countryside. Lanes are popular with cyclists and walkers. Huge impact on villages in local area. Access to M4 is fine as it is via J33 and no one is calling out for improvement.
125	Q2F	These are beautiful and quiet country lanes that are popular with walkers and cyclists
126	Q2F	We should be planning for a post car future, if you build new roads they just become congested again. In addition, as a cyclist options A & B adversely affect the very well used routes into and out of Cardiff from the Vale
127	Q2F	Extremely detrimental impacts on active travel and leisure (cycling and walking) in the area. Options A,B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, not damage it. WelTAG process has not considered other options ie improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. Extensive damage to SINCs, marshy grassland, mature hedgerows, ancient woodland and protected species.
128	Q2F	Options A & B remove a primary route for cycling West out of Cardiff. I use this regularly, both for leisure and when cycling to visit friends in the Vale. While some of the proposed routes include cycle paths, I would never make use of them as they don't go anywhere useful. FYI: connections to a motorway roundabout aren't a big priority for most journeys made by bike.
129	Q2F	60mph infrastructure isn't worth the negatives over such a short stretch. 30 v 60mph equates to approximately a 5 minutes journey time difference.
130	Q2F	This study is an invalid waste of public money as it was conceived 3 years ago and major significant factors on which this study is based have changed dramatically.
131	Q2F	no impact to existing Ancient woodlands,wildlife, no additional noise pollution and additional noxious exhaust gases to be added to the valley..
132	Q2F	Potential closure of important cycling routes
133	Q2F	The proposed new road will close off routes which have seen a massive increase in use by cyclists in the last few years.
134	Q2F	The closure of East -west routes at Gwern y Steeple and Clawdd Coch will negatively impact very many cyclists, horse riders and local people who use them. Whilst there is provision for cyclists on a new highway, it seems
135	Q2F	synthesizing
136	Q2F	East-west connections for cyclists must be maintained. Active travel considerations.
137	Q2F	I can see no justification whatsoever for resurrecting the Airport Trunk Road scheme already rejected by the Welsh Government in 2008 on environmental grounds.
138	Q2F	It is the only option which protects the environment, ecological diversity and community connectivity and is the most carbon neutral

139	Q2F	Increased risk of flooding
140	Q2F	Increased risk of flooding
141	Q2F	Building these roads will be hugely harmful to the environment here - which is a disgrace given that Welsh Govt have announced a climate emergency. It will impact ancient woodland and a lot of biodiversity in the area. Building more roads encourages a form of unsustainable transportation, both ecologically damaging and going against the logic of increasing working from home
142	Q2F	Creating new roads has been proven to induce demand, creating new and increased car journeys. This will not solve the problem rather exacerbate it.
143	Q2F	This is another high speed road in a small rural area / there has to be a limit !
144	Q2F	There is no mention of other options such as a rail link to the airport. As well as the destruction of woodland and hedgerows, this sort of backward looking development goes directly against the spirit of the active travel act in cutting off major active travel routes and takes no account of the climate emergency declared by Welsh Government
145	Q2F	We don't need even more cars ratrunning through VoG. Invest in extensive public transport instead!
146	Q2F	Any solution must not glide the two east west lanes used extensively for cycling to keep away from the A48. Access to all lanes was maintained on the southern section do it should be in the northern section
147	Q2F	Environmental/ecology/biodiversity/human impacts on the neighbourhood. This does not fit with the Councils proposed 2020/25 annual strategic plan which states should reduce climate change and have more sustainable transport and green access and healthier populations. Future generations act non compliant building a road in advance jobs being made is a huge costly gamble and needs to be justified. What has changed since 2008 that now requires a road- nothing particularly in view of changes in environment and ecology. Existing roads and public transport already available . Metro system shall overcome a lot of issues. No demand for airport
148	Q2F	Public money should not be wasted on vanity road projects.
149	Q2F	None of the 4 options offers a sustainable solution to the issues raised by the current road. All fail on environmental and social grounds and are costly whilst offering questionable economic benefit
150	Q2F	Reduced impact on very valuable prime cycling gateways from Cardiff to the Vale. The implementation of "cycle / multiuse" paths on the side of fast, noisy, polluted new roads will actively discourage cyclists from this area. The vale council should be putting sustainable transport well ahead of major new road infrastructure.
151	Q2F	Spend it on sustainable transport. Until this is done no money should be spent on new roads. Ridiculous.
152	Q2F	Climate emergency as declared by Vale of Glamorgan Council & Welsh Government. Habitat & biodiversity destruction. Popular cycling routes severely affected.
153	Q2F	Improving the existing road is the better option (without bridges) but to include short bypasses to the West (not the East) of Pendoylan and Clawdd Coch, which otherwise are bottlenecks. Also, increased traffic needs to be diverted away from the School, which already causes congestion at drop off/pick up times.

154	Q2F	I consider the case for more road building to be weaker given the urgent need to reduce car use. The loss of the safest and most commonly used cycle route into the Vale would be a disaster.
155	Q2F	Building roads breeds traffic. This is unacceptable in a climate emergency.
156	Q2F	why are we spending public money to destroy the environment for future generations that could be used to pay the deficit caused by Covid.
157	Q2F	A new road is not required. It goes against all research and environmental consideration. It will cause significant landscape and environmental damage. Widespread damage to biodiversity, worse than expected greenhouse gas emissions, increase car dependence. There is little evidence of any benefits to the local economy. Trunk roads already exist to access the airport, these roads are underused and there are never delays for the airport. The road will prevent outdoor activities such as walking and cycling. Visual and noise intrusion will blight our lives. The construction will use endless amounts of concrete and take many thousand large vehicle movements. The consideration of the road is ill conceived, not necessary and a waste of public money thus far. The Welsh Government should follow best practice in caring for the environment and it people. They should make sure the existing infrastructure is maintained and efficient as a priority.
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159	Q2F	A new road is not required. It goes against all research and environmental consideration. It will cause significant landscape and environmental damage. Widespread damage to biodiversity, worse than expected greenhouse gas emissions, increase car dependence. There is little evidence of any benefits to the local economy. Trunk roads already exist to access the airport, these roads are underused and there are never delays for the airport. The road will prevent outdoor activities such as walking and cycling. Visual and noise intrusion will blight our lives. The construction will use endless amounts of concrete and take many thousand large vehicle movements. The consideration of the road is ill conceived, not necessary and a waste of public money thus far. The Welsh Government should follow best practice in caring for the environment and it people. They should make sure the existing infrastructure is maintained and efficient as a priority.
160	Q2F	Please don't destroy this beautiful countryside. We have so little of it to enjoy on this small overcrowded island. Please don't destroy what's there, the places to walk and cycle and get away from traffic noise. The silence is beautiful. Lots of people come to walk and cycle here. Please don't destroy those woodlands and fields and places for little creatures, birds and animals.

		Please don't create more noise pollution and traffic highways. Please, please, please don't.
161	Q2F	Climate change, an opportunity to reappraise the need for such an unnecessary and massively costly exercise
162	Q2F	Option C would be liable to increase the traffic flow through Pendoylan Village with an adverse effect on the school and local pedestrians
163	Q2F	Impact of Options A-C on local environment would be catastrophic. Loss of farmland, ancient woodland, wildlife habitats. Increased air and noise pollution will alter local communities irreversibly. Diverting £m of public money to antiquated road building solutions would be abhorrent.
164	Q2F	All the proposals will mean destruction of 3 or 4 ancient woodlands, trees with tree protection orders on them and destruction of hedgerows. Ancient woodlands are irreplaceable I think the need for additional road infrastructure will decrease following the impact of COVID 19
165	Q2F	The question is with the airport in deep financial problems why build the road now. Sort out the Newport Tunnels first (different department I know)
166	Q2F	Other - no comment, outside of campaigning remit
167	Q2F	A & B: Not needed - minimal effect on journey M4 to airport. Sustainable transport options not properly considered; road congestion on alternate trunk road routes would be better solved with improved public transport, car sharing etc. C1 & C2 would increase traffic through Pendoylan unacceptably without achieving any worthwhile improvement in connectivity. Please see separate detailed consultation response sent by email since this form doesn't allow attachment of detailed comments.
168	Q2F	This road would endanger six ancient woodland sites. Ancient woodland cannot be replaced, re-created or its loss mitigated for; with trees over 400 years old, complex plant and soil communities linked by mycorrhizal fungal networks co-evolved over thousands. Planting trees is no substitute for woodland conservation.
169	Q2F	Significant changes in work patterns and consequently vehicle usage are likely to result from COVID19 impacts. It is very likely that changes in working patterns will result in lower office occupancy and reduced travel to places of employment due to home/hybrid working and the use of teleconferencing. It is therefore likely that any enterprise zone targeted by this connection will have a lower occupancy rate than originally projected. This scenario invalidates assumptions made in the 'case for change' for this road. Furthermore the cost of habitat loss and consequential impacts on biodiversity go against a number of Welsh policies. To destroy ancient woodland for (to use an American term) a 'boondoggle' would be a travesty.
170	Q2F	See answer in Q3 below!
171	Q2F	Pendoylan road is a single track road used as a "rat run" The speed limit is 60mph which is ridiculous in country lanes. Every bit of traffic from cars/ white vans/ commercial vehicles/ and even Juggernauts looking for the A48 and St Athan. This was an idyllic rural peaceful area but now every vehicle passes our front door by some 3 meters. d
172	Q2F	With the pandemic and urgent Climate emergency, requires bold and brave leadership to invest in Railways and rail links to Airports like most progressive cities in the continent. This will ensure carrying goods and passengers in large numbers with minimal impact on environment.

173	Q2F	Heritage - Avoidance of Ancient Woodland and Burial Sites.
174	Q2F	The outline business case doesn't support the options
175	Q2F	Quality of life, ability to cycle and walk will be affected, air pollution quality reduced
176	Q2F	Impact on rights of way used for exercise. Also, increased transport links to the airport will increase travel by car and plane and will make achieving net zero (and carbon neutrality) much harder.
177	Q2F	1) Evidence for the proposed road is lacking, there are already trunk roads (junctions 33 and 35) linking the M4 to the airport, these roads are rarely, if ever congested, an additional trunk road, almost parallel to existing roads is non-sensical. 2) coupled with point 1 the untold damage to historic Welsh countryside, environment and wildlife. 3) The world, and Wales has declared a climate emergency. Even before the COVID pandemic, building further roads is not a solution to better transport needs. 4) there is no evidence for and it is unlikely that an additional airport road from junction 34 will increase passenger uptake to Cardiff airport from the rest of the UK eg South West and Midlands when there are far better airports in Bristol and Birmingham. 5) Better to invest in public transport and cycle routes which are lacking in Cardiff and Vale. 6) the world has changed since the consultation was started, this should not proceed to the next stage and a new strategy needs to be drawn up, in the coming years, after the effects of COVID and BREXIT have been fully realised.
178	Q2F	not necessary, a waste of money in current climate
179	Q2F	Times have changed....no need for it.
180	Q2F	See attached letter
181	Q2F	this is a ridiculous proposal, during a time of climate emergency and with post-covid economic difficulties likely, combined with increase in working from home.
182	Q2F	this is an extremely poor survey, it does not meet the required standards of surveys and shows clear bias towards options A/B/C, through its wording and structure. I teach quantitative research methods at a university and it is a very good example that I would show my students of how NOT to conduct a fair survey
183	Q2F	I really do not know how to answer this, the survey is very misleading.
184	Q2F	if investment is take place it is fundamental that the infrastructure serves its purpose to improve connectivity, reduce journey times and encourage multiple modes of travel.
185	Q2F	Post COVID is this what we need to be spending our money on! Our aim is to be carbon neutral by 2050, this goes against that pledge
186	Q2F	The Welsh Government & The Vale of Glamorgan Council both declared a climate emergency in 2019. These studies do not take account of potential impacts of climate change/Brexit or Covid. Building this road will inevitably increase traffic whereas steps should be taken to get cars off the road. The funding for this proposed road should be spent alleviating the effects of Covid on the Welsh economy and not on a road that is not needed. The potential devastation of the environment in this area by such a road cannot be overstated. The BTO have recently declared this area as a site of national importance for Green Sandpipers. The proposed closure of the 2 roads is

		totally unacceptable as these are historic routes and closure would result in the residents being without access/egress in times of flooding
187	Q2F	Options A and B would seriously restrict local access in blocking lanes and imposing long detours. Any scheme must preserve full access over the lanes.
188	Q2F	Totally flies in the face of the 'climate emergency' declared by both Vale Council and Welsh Government
189	Q2F	Waste of public money - should be spent on improved public transport schemes
190	Q2F	the environmental damage of these developments is well documented, and we need to be thinking of alternative methods of transportation that doesn't prioritise cars
191	Q2F	Existing roads linking into Options C1 & C2 work well. The road between Pendoylan and M4 J34 is of reasonable size to allow two way passage of cars at a reasonable speed limit. The road between Pendoylan and A48 needs to be improved as there are only passing spaces in a number of areas and this needs to be improved for safety, congestion and environmental reasons. The amount of time that will be saved by going to Option A or B compared to Option C is minimal on any journey that is above 30 minutes, and most indications from the proposal are that they are aimed at people who would be making journeys longer than this.
192	Q2F	The consultation documents overall the value of the existing lanes as a cycling / running / walking route out of Cardiff, in a natural setting with low traffic speeds and little conflict between road users. This is essentially irreplaceable. Cardiff and areas of the Vale are already hemmed in by several fast, dangerous and unpleasant roads on the A48 in particular. This proposal is inconsistent with the government's prioritisation of active travel.
193	Q2F	Follow landscape contour above flood plain. Create Tree line. Visually hidden in Ely valley. No traffic noise for Pendoylan or pollution in this alignment as prevailing wind is westerly.
194	Q2F	Do min- has no environmental impact nor impact on property. There is no requirement for an "improved" journey,- If Covid has shown us anything- then more people will be working from home, and travel will not be as prevalent. The issue with Cardiff Airport is not accessibility...it is lack of flights to where people want to fly.
195	Q2F	Lack of consideration of sustainable transport options e.g. Metro. This stage should not have begun because the first 2 stages haven't been done properly. Please see the form I have sent in via Peterston Community Council
196	Q2F	This questioning design is flawed - it is unclear what "ticking" a box in a particular category means; therefore, it cannot be answered fairly or with any clarity or confounding.
197	Q2F	Recreational cycling routes will be seriously disrupted. Important for health & wellbeing
198	Q2F	Contrary to existing Welsh Government and Vale of Glamorgan Council policies and legislation
199	Q2F	DMRB is for motorways and trunk roads only - not for small country roads like this. Why would anyone want to walk or cycle alongside a high speed single carriageway accident blackspot, as is proposed here?
200	Q2F	The current road is unsuitable for the current level of traffic it conveys, in places dangerous and prone to flooding so improvements are necessary. However considering the overall beauty and largely rural nature of this area,

		I would be not be favourable to see a 60mph road passing through it. I would want more evidence that the enterprise zone (St Athan) is truly providing increased job opportunities and business development before committing to a road of such magnitude and cost.
201	Q2F	strategic road delivered by signing the A48 from west and east; strategic active-travel by local projects to and from public transport
202	Q3A	This route will destroy so much peaceful and untouched copuntryside, it's too close to the National Trust Lanley and will create noise and other pollutants for the population of Peterston and many other people. Instead improve traffic flow at culverhouse cross and J35 and st mary's hill. Stop building infrastructure and placing jobs in places where people do not live. St Athan has a low population of 4,700 people and therefore does not need more job opportunities. The Rhondda Valley, Heads of the Valleys and other areas with existing road infrastructure need the employment more.
203	Q3A	Scrap this
204	Q3A	Scrap those plans. Absolutely ludicrous ripping apart the country side,
205	Q3A	Waste of money, environmental impact , noise pollution,air pollution, existing road is adequate.
206	Q3A	Leave it alone
207	Q3A	Leave it alone
208	Q3A	Opposed to this road being built. Impact on the environment, air quality, noise pollution and destruction of beautiful countryside. Not to mention the residents being made to move for the sake of a road that is definitely not required. Utter waste of money!!!!
209	Q3A	This route seems the best option and most direct. This road is greatly needed.
210	Q3A	Best option
211	Q3A	Further reduction of environmental impact would make this more appealing.
212	Q3A	No reason for a new road
213	Q3A	dual carriage way to save future need for expansion
214	Q3A	No not needed
215	Q3A	stop wasting tax payers money and prevent climate change, scrap the scheme
216	Q3A	A reduction of speed limits in places to allow for use of junctions for roads to villages rather than huge roundabouts and extra link roads would reduce impact and reduce costs.
217	Q3A	IMPROVE PUBLIC TRANSPORT AND CYCLING NETWORK ESPECIALLY NEW RAILWAY STATION POTENTIAL OF HUB AT JUNCTION 34
218	Q3A	See above
219	Q3A	Scrap proposal,
220	Q3A	There is no need to change anything
221	Q3A	Bigger/more roads means more traffic. This won't resolve the problem. Need the improve on public transport and use of cycle lanes.
222	Q3A	None
223	Q3A	Delete the option
224	Q3A	This has a huge impact on the area and the surrounding villages. It will just increase traffic. Why 60 mph? Why destroy so much of the surrounding countryside and ancient woodlands together with disturbing the

		archaeology? This proposal goes against the Welsh government's green credentials.
225	Q3A	DO NOT DO IT
226	Q3A	Give up on it.
227	Q3A	This is too expensive
228	Q3A	Although this has some benefits to the wider Vale, and if done to the same standard of five mile lane would well recieved, the bypass / improvements round Dinas Powys should be prioritised because this is well the volume of traffic is right through the middle of a community.
229	Q3A	Don't do it - need to reduce car usage not encourage. Maybe invest in cycle lane along A48 or improve Culverhouse instead. Might show that you care about the future and the environment
230	Q3A	Simply don't do it
231	Q3A	Yes omit it
232	Q3A	Not building on any Ancient woodland, or not building it at all, or how about building the road for cyclists, pedestrians and buses only?
233	Q3A	Wait for effects of pandemic to be assessed !
234	Q3A	Simply should not be a consideration. Damaging to the environment and a complete waste of money.
235	Q3A	A new road will destroy the countryside and bring greater pollution to the region.
236	Q3A	Spend the money on education, care and health - and reducing the need for cars - a much more progressive approach than destruction of landscape - be different, encourage people to visit the Vale for a reason - there are less cars - look to other European countries - this is the last thing the Vale needs. This route also stops any cyclists and horse riders from accessing much for the areas.
237	Q3A	Two lane east to west A48 carriageways should be restored at Sycamore cross and the junction un-staggered to reduce the congestion which has occurred since the last two failed improvements.
238	Q3A	Dont do it
239	Q3A	Bike lane instead. Better and cheaper public transport. EASY
240	Q3A	There's an A road already linking the A48 and M4 2 miles parallel. Spend it on something that will really make an impact.
241	Q3A	Only by abandoning the suggestion
242	Q3A	Only to abandon proposal
243	Q3A	Scrap this idea, its outdated
244	Q3A	Find ways of reducing car usage not encourage it
245	Q3A	Not a reasonable option.
246	Q3A	do not progress this option in any form
247	Q3A	Only by not building
248	Q3A	No
249	Q3A	By abandoning proposal
250	Q3A	no preferred route, please just get on, stop talking, just get this route built as soon as possible.
251	Q3A	Do not build it

252	Q3A	Shouldn't be considered given current financial and environmental climate. You need to do better
253	Q3A	Why isn't there a section of why I chose the no change option? Or why I think these 4 options are unsatisfactory.
254	Q3A	Leading question in survey as I would like a box to opt for no road
255	Q3A	The road does not fit with a climate emergency and will increase pollution.
256	Q3A	DO NOT BUILD
257	Q3A	The plans clearly pay lip service to the Future Generations Act and have very much tried to fit it in rather than truly follow it. Shame on the Vale council for such poor plans. There need to be better alternatives than this that truly comply with the future generations act. How awful that we are still looking at plans like this as a solution.
258	Q3A	I'm fed up of the Vale Council building on the beautiful green spaces and destroying what makes the county so beautiful. If they continue it will soon be gone and can never be replaced. This is a horrendous idea and will destroy the community and what makes the Vale so beautiful. Coupled with the fact is it questionable if we need this road. We probably don't on balance.
259	Q3A	Stop wasting money
260	Q3A	This does not help the Vale, only RCT.
261	Q3A	Building bigger roads doesn't reduce road traffic or congestion
262	Q3A	Make provision for East west cycle access rather than ruining the Cardiff to Vale routes
263	Q3A	The initial surveys have been severely flawed by the lack of knowledge of the consultants employed to produce the initial report stages. There surveys have been limited and missed key facts.
264	Q3A	Option is based on the outdated premise that roads and airports = economic prosperity. This option would be successful in generating more traffic so any cut in journey times reaching the M4 would be negated by the additional bottlenecks when the additional traffic hits J33. Instead, the VAG council should be investing in fast broadband for the residents and making the most of more modest road improvements. The assessment of these options before Covid has completed re-shaping the working world seems of very little value. The business use of airports will plummet along with travel to work. Personally, I really hope offices are not closed completely but very few people will be travelling from the Vale to Cardiff 5 days a week.
265	Q3A	Research shows that building roads increases car usage and traffic. This is a disastrous option and should not be considered in today's day and age. I find it laughable how the council have tried to justify this. Disgraceful. We should not be building on green space - it's so rare and precious and will never come back
266	Q3A	This option is unacceptable on many grounds. Instead of a road you need to look at public transport/freight options by rail and bus and look at the requirements of the future generations act and climate emergency. Building a road will damage many areas of nature conservation value, split communities, cause noise and air pollution and much much more all for just a couple of minutes. The time saving probably won't even last as more roads always equals more congestion.

267	Q3A	Scrap it Too expensive and not sensitive to local wishes/needs There is a dual carriageway a few miles to the east already linking m4and a48. Improve this if extra capacity needed plus consider adding another junction further south linking to Wenvoe so Barry traffic does not need to use Culverhouse cross junction
268	Q3A	don't build this road
269	Q3A	Simple - don't do it. It's not 1970
270	Q3A	keep open and improve all local roads, paths do not destroy woodland The cycleway next to the road will be unpleasant. It needs a buffer distance and landscaping
271	Q3A	It seems absolutely fine as it is. Please go ahead with it before I'm too old to drive it!!
272	Q3A	I'm strongly against the building of new roads through rural areas, however if it were to go ahead, retaining lane access by bridging or underpass through Gwern y steeple, Peterstone for use of walkers, cyclists, horseriders, local car journeys would be an improvement. Proceed with railway plans. promote public transport and active travel.
273	Q3A	Please please please don't build any new roads.
274	Q3A	Climate change is not being considered with this route - destroying countryside to put a highway route is not appropriate
275	Q3A	Lanes cutting across new proposed road should not be blocked as they are of vital importance to community especially cyclists to access the Vale from Cardiff. Alternative routes in the area are extremely dangerous
276	Q3A	This is an environmental disaster!
277	Q3A	Only C1 maintains the fantastic lanes used for cycling at present. ie please do not cut off lanes at gwern y steeple and clawdd coch.
278	Q3A	Ensure all west east cycling activity routes are maintained
279	Q3A	There must be at least cycle, horse and pedestrian access on east-west minor roads in this area (at Clawdd-coch and Gwern-y-Steeple Welsh St Donats road. The 5-mile lane experience is that you cut the minor roads and force cyclists onto the busy major road. Here you don't even do that. You just close the road forcing cyclists onto the A48 or via a detour up a steep hill.
280	Q3A	Don't do it
281	Q3A	No changes that affect the countryside or any lanes used by cyclists, horse riders and walkers
282	Q3A	Don't build it
283	Q3A	Build underpass/overpass to allow current E-W routes to stay open for local traffic and cycling
284	Q3A	No objection to the road but The side roads proposed to be severed are used by many cyclist to access the Vale which provide some of the best road cycling route in SE Wales. In view of the WGov active travel agenda it would be very unsatisfactory outcome to lose or impact these very popular routes. Under passes for cycle and pedestrian access should be provided at these locations
285	Q3A	Built to allow for future widening for passing slow traffic
286	Q3A	Retain underpasses for all side roads
287	Q3A	Retain the existing lanes for walking and cycling. Don't close any existing roads.

288	Q3A	Scrap it
289	Q3A	Lower speed limit (40 instead of 60) Retain East-West travel between Gwern-y-Steeple and Welsh St Donats
290	Q3A	Do not block the existing lanes at Clawdd Coch and south of Pendoylan
291	Q3A	A Subway which will allow cyclists and pedestrians through.
292	Q3A	Improve walking and cycling access _everywhere_. Low traffic neighbourhoods in towns and active travel routes that concentrate first on the places people want to go. Reduce the need and desire for people to travel long distances.
293	Q3A	Don't do it? Encourage better public transport and reduced car usage.
294	Q3A	Bridges or underpasses for the existing lanes used by cyclists
295	Q3A	Do not develop it, waste of public money. To damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.
296	Q3A	Do not block roads that cross the route.
297	Q3A	Both new road options, A & B, will close the two lanes running west from Cardiff north of the A48, which are very much used by cyclists going into the Vale. Option C1 & C2 will keep these lanes open. The lanes at risk of closure are: The lane from Peterstone super Ely to Welsh St Donats, which would be closed west of Gwern-y -Steeple The lane from St Fagans to Welsh St Donats through Clawdd – Coch, which would be closed just east of Clawdd-Coch. It is understood the lanes will be closed because the new road will have insufficient height for an underpass or bridge beneath it. Whilst potentially closing these important cycling routes, the proposal is said to improve Active Travel routes. It is true that 3 of the options will provide cycle routes going North-South alongside the new road (as have been provided on Five Mile Lane) which will improve the situation in those directions. But very few cyclists travel north-south, whereas the roads that will be blocked are major east-west cycling arteries. Data from Strava shows that these lanes are amongst the most well-used cycling routes in Wales. Closure of these 2 lanes would mean cyclists travelling west from Cardiff would be limited to using the lane from Dyffryn to Llanccarfan, via Moulton , or the A48 (Cowbridge Rd), or the A4119 (Llantrisant Rd) both of which are extremely busy roads. This route could be improved by providing a bridge or tunnel for the lanes proposed to be closed.
298	Q3A	Don't do it.
299	Q3A	I do not support this option
300	Q3A	Provide a means for cyclists to cross the proposed route heading East-West through the Vale near Pendoylan
301	Q3A	Inclusion of crossings for the 2 major cycling thoroughfares from Cardiff into the vale, crossing at Clawdd coch and west of Gwern-y-steeple.
302	Q3A	Create a dedicated spur to A48 off A4232 with little or no impact on biodiversity, ancient woodland, communities, schools or properties
303	Q3A	Improved public transport, and cycle ways. Consider how the south Wales metro will help instead.
304	Q3A	Scrap it
305	Q3A	Ensure that cycle routes are preserved and cyclist safety enhanced. Additional underpasses, cycle lanes away from the new carriageways

306	Q3A	Bridges
307	Q3A	Not closing local roads
308	Q3A	Abandon it
309	Q3A	Remove it as an option. Replace with long-distance cycle highways between urban centres (as used in the Netherlands) and use remaining money to massively improve public transport. Block off the motorway junction for through-traffic to the south to stop rat-running thus improving the lives of local residents.
310	Q3A	If sadly this or the option B are chosen, then a well designed cycle and pedestrian under pass in the area of Pendoylan would mitigate some of the damage to local travel in the area.
311	Q3A	Any solution must not glide the two east west lanes used extensively for cycling to keep away from the A48. Access to all lanes was maintained on the southern section do it should be in the northern section
312	Q3A	Bridge to allow existing lanes to be used for active travel (cycle / horse / walk)
313	Q3A	None
314	Q3A	Does not meet criteria for a sustainable development. Abandon
315	Q3A	Concerned about blocking of lanes after road built. A48 is one of the most dangerous roads for cyclists, blocking alternate routes is ill-advised for cyclist safety. There are large earthworks proposed, so no reason not to put a cycle/foot tunnels through to maintain slow speed access.
316	Q3A	Cancel it
317	Q3A	Don't do it! But, if you must, build a bridge to avoid closing the lanes.
318	Q3A	Both proposed routes would impact greatly on access to countryside west of Cardiff. I live in the vale and teach in Cardiff and cycle to work everyday - I cannot for the life of me see how I would cross the proposed roads by bike.
319	Q3A	Cancel it. There is already a perfectly good link road to the A48 from J33. What a waste of money not to mention the proposed destruction of the environment. I do not want the pollution that this proposal will create or the added traffic. I live on a rat run already and this will only add to the speeding traffic. Air transport is a major contributor to greenhouse gasses and you wish to encourage it? Spend the money either paying back the deficit caused by covid or spend it on green industry. The next proposal will be for houses to be built on the farmland and flood planes - its an absolute disgrace that you are considering this. We should not be building roads and encouraging air travel.
320	Q3A	A new road is not required
321	Q3A	A new road is not required
322	Q3A	A new road is not required
323	Q3A	As the new road will provide continuation to the good pedestrian / cycle provision along the 5 mile lane, suitable provision for pedestrian/cycle crossing at sycamore cross should be provided. This is also true for pedestrian crossing the 5 mile lane and the start of the new road. It's unclear in the documentation, what type of crossings will be provided and their locations.
324	Q3A	Don't do it. Please.
325	Q3A	Do not consider it.

326	Q3A	Improvement of flow at existing road junctions eg Culverhouse Cross would alleviate congestion on A48. Sustainable and long term alternatives (i.e. homeworking, public transport, flexible working) should be explored in line with Senedd's stated Transport priorities. Car/road dependency is out of date and harmful to the planet and well being.
327	Q3A	Find viable, sustainable, public or active travel solutions. Reduce daily commuter traffic demand and invest in line with the stated Government transport policy - road building is not the answer
328	Q3A	A bit further east to avoid proximity to existing long established properties. Access slip roads to Pendoylan to take school traffic especially buses off the existing road. No spaghetti junction style access as it's a short hop to the north & south roundabouts
329	Q3A	Option A will result in direct loss and/or detrimental impact to several areas of ancient woodland: - Log Wood ASNW SINC (ST0700574856) - Coed Llwynhywel ASNW/RAWS (grid reference: ST0580077800) - Coed Cadw ASNW SINC (grid reference: ST0571477515) - Coed Waunn-lloff ASNW SINC (grid reference: ST0560078200) - Coed Ffos-ceibr ASNW SINC (grid reference: ST0562378410) - Unnamed RAWs (at grid reference: ST0751574211) As per Welsh Planning Policy, all areas of ancient woodland should be entirely avoided to ensure that there will be no direct loss. Where the route option falls in close proximity to ancient woodland, a buffer zone of at least 50m should be maintained.
330	Q3A	Not acceptable for adverse environmental, community and future generations impacts
331	Q3A	Abandon
332	Q3A	Green recovery? Improve internet connectivity not road and airport links. Reducing emissions and net zero? What is needed are cycle lanes, and bikes having priority over cars, please invest in the challenge of climate change.
333	Q3A	Ensure that impacts on ancient woodland and marshy grassland are minimised
334	Q3A	Best options to resolve the Brynglas Tunnels problem before wasting money on this vanity project especially in these troubled times!!!
335	Q3A	Why cannot you move the proposed road alongside the railway line. Flooding has been mentioned ? but I have known the railway line to flood in 50+ years. This would also have less disruption on properties close by at Clawdd Coch and Pendoylan village. A bungalow on Pontsarn lane would then not have to be demolished.
336	Q3A	only improvement is not going ahead with this option
337	Q3A	Massive environmental impact , increased air pollution, those who use the airport do so without any problem with the road there currently, improved road to airport would not create extra business for the airport. Increased risk of pollution from traffic near a primary school. We believe that traffic would increase from the M4 going to culver house cross and have no impact on the airport.
338	Q3A	Don't build it - no need, would not create extra business for the airport and the negatives far outweigh the positives (I cannot think of any positives). People live in Pendoylan because they want to move away from air pollution and traffic noise and this road would increase both. Massive environmental impact and massive public health consequences- increased risk of death and respiratory conditions such as asthma.

339	Q3A	None
340	Q3A	Build safe pedestrian/cycle crossings wherever they currently exist along the route.
341	Q3A	Don't do it. Don't ruin communities. Don't destroy the countryside.
342	Q3A	This would ruin the countryside and be terrible for the local communities. Please, please don't build this road.
343	Q3A	scrap the plans
344	Q3A	Improve rail network and use current strategic road network that exists- M4/A48/A4232
345	Q3A	NOT POSSIBLE - DO NOTHING
346	Q3A	The whole concept of altering this road at great expense in these times is absurd. You will be ruining the Ely valley and going against the councils principles of reducing pollution and climate effects, not to mention the biodiversity impact. And to be doing this in the name of a failing airport and a car company that has a bankruptcy history beggars belief. Please abandon the consultation.
347	Q3A	Encourage multi-modal transport by enabling a parkway train station to come forward at J34.
348	Q3A	Not doing it
349	Q3A	Flooding of this area is a problem throughout the year and affects more than the 100m mentioned in the Consultation Document. Low lying dense mist also hangs over this area and this would inevitably mean a low speed limit would have to be maintained
350	Q3A	Local access to be preserved as above
351	Q3A	No - the 'Do Nothing' options needs to be assessed properly first and the findings presented to all stakeholders. This road is not needed.
352	Q3A	Opportunity to HIDE the road in the Ely valley without desecrating the unique Vale landscape and environment
353	Q3A	none..
354	Q3A	no
355	Q3A	Do not build - benefits are too small compared to the significant negatives
356	Q3A	Provide underpasses/bridges to keep lanes open for cyclists. But none of options fit with the declared Climate Emergency
357	Q3A	Need to retain east/west road access
358	Q3A	Option A results in unacceptable impacts on the ecology of the Vale which have not been fully considered by the assessments of the proposals and cannot be adequately mitigated or compensated for. There are alternative active travel options which should be considered and implemented first and the assessment should be carried out again so that it is inline with current best practice and Government and Vale of Glamorgan Council Policy. Only then should the options be reconsidered and, if it is still decided to progress with a road enhancement scheme, the full cost of compensating for the environmental impacts should be detailed in the business case.
359	Q3A	Needs a speed limit of 30mph to reduce noise. Cycle walking tracks are lethal without streetlighting because cycle headlights on the wrong side confuse motorists. The cycle walking track is superfluous anyway - if the original road is retained, that would be their route of choice rather than the new zombie highway.

360	Q3A	Make provision for equine use, bridleways etc.
361	Q3A	Defective consultation with no box for "Do Minimum" option
362	Q3A	Abandon proposal
363	Q3A	It's not needed
364	Q3A	It can't be, not required.
365	Q3B	This route snakes through beautiful untouched countryside. You can't destroy this to cut journey times for commuters or allow Aston Martin to make 180mph 542bhp twin-turbocharged 4.0-litre petrol V8 cars. This is the least environmentally friendly thing. Instead improve traffic flow at culverhouse cross and J35 and st mary's hill. Stop building infrastructure and placing jobs in places where people do not live. St Athan has a low population of 4,700 people and therefore does not need more job opportunities. The Rhondda Valley, Heads of the Valleys and other areas with existing road infrastructure need the employment more.
366	Q3B	Scrap this
367	Q3B	Scrap these plans absolute waste of time and money, destroying farmland, ancient woodland for the sake of a road that will bring pollution
368	Q3B	Waste of money, environmental impact, air pollution and air quality will deteriorate, noise pollution
369	Q3B	Leave it alone
370	Q3B	Leave it alone
371	Q3B	Opposed to this road being built for the exact same reasons as mentioned above.
372	Q3B	This is my preferred option due to the reduced environmental impact and cost. Reducing the impact on mature woodland and habitat would make this more appealing. This route needs a new highway to fully address the issues on connectivity and journey times so I am in favour of option A and B generally.
373	Q3B	dual carriage way to save future need for expansion
374	Q3B	No not needed
375	Q3B	stop wasting tax payers money
376	Q3B	A reduction of speed limits in places to allow for use of junctions for roads to villages rather than huge roundabouts and extra link roads would reduce impact and reduce costs.
377	Q3B	IMPROVE PUBLIC TRANSPORT AND CYCLING NETWORK ESPECIALLY NEW RAILWAY STATION POTENTIAL OF HUB AT JUNCTION 34
378	Q3B	There is no need to change anything
379	Q3B	Bigger/more roads means more traffic. This won't resolve the problem. Need to improve public transport cycle lanes
380	Q3B	None
381	Q3B	Delete the option
382	Q3B	No ground level views are provided of this route and so it is very difficult to assess the impact (ie visual effect of cutting and embankments which are presented as a green smudge on the photos). No discussion of mitigation measures to account for the environmental impacts or effect on local residents. This applies to all the routes.

383	Q3B	See above. Again it would destroy the heritage and beautiful landscape for more traffic, more gridlock and more lorries driving at 60 mph when the traffic is light and at peak hour, large volumes of traffic at a stand still.
384	Q3B	DO NOT DO IT
385	Q3B	Give up on it.
386	Q3B	This is too expensive.
387	Q3B	Don't do it - need to reduce car usage not encourage. Maybe invest in cycle lane along A48 or improve Culverhouse instead. Might show that you care about the future and the environment
388	Q3B	As above
389	Q3B	Yes omit it
390	Q3B	Not building on any Ancient woodland, or not building it at all, or how about building the road for cyclists, pedestrians and buses only?
391	Q3B	Wait for effects of pandemic to be seen
392	Q3B	As above. Should not be considered.
393	Q3B	A new road will destroy the countryside and bring greater pollution to the region.
394	Q3B	The airport really does not warrant increased transport links - when was the last time anyone didn't get to the airport due to traffic problems??!! Once the airport has a reputation for growing passenger numbers and flights - then consider it. And as for the Enterprise developments at St Athan, we need look no further than Ineos, Pinewood and a whole trail of expenditure on other 'enticements' for business that fall flat after a few years - and leave us with a trail of unneeded, destructive transport links that destroy what the Vale is about - the Countryside. This route also stops any cyclists and horse riders from accessing much for the areas.
395	Q3B	Two lane east to west A48 carriageways should be restored at Sycamore cross and the junction un-staggered to reduce the congestion which has occurred since the last two failed improvements.
396	Q3B	Dont do it
397	Q3B	Bike lane instead. Better and cheaper public transport. EASY
398	Q3B	There's an A road already linking the A48 and M4 2 miles parallel. Spend it on something that will really make an impact.
399	Q3B	Only by abandoning the suggestion
400	Q3B	Only to abandon proposal
401	Q3B	Scrap this idea, its outdated
402	Q3B	Find ways of reducing car usage not encourage it
403	Q3B	Not a reasonable option given the "new normal".
404	Q3B	do not progress this option in any form
405	Q3B	Only bu not building
406	Q3B	No
407	Q3B	As above
408	Q3B	Do not build it
409	Q3B	Shouldn't be considered given current financial and environmental climate. You need to do better
410	Q3B	As above
411	Q3B	The road does not fit with a climate emergency and will increase pollution.

412	Q3B	DO NOT BUILD
413	Q3B	See above
414	Q3B	I'm fed up of the Vale Council building on the beautiful green spaces and destroying what makes the county so beautiful. If they continue it will soon be gone and can never be replaced. This is a horrendous idea and will destroy the community and what makes the Vale so beautiful. Coupled with the fact is it questionable if we need this road. We probably don't on balance.
415	Q3B	Protect the NHS
416	Q3B	It's expensive and foolhardy to build roads and destroy natural habitat and existing infrastructure
417	Q3B	Put into local road maintenance
418	Q3B	Make provision for East west cycle access rather than ruining the Cardiff to Vale routes
419	Q3B	As option A.
420	Q3B	Same as above
421	Q3B	This option is unacceptable on many grounds. Instead of a road you need to look at public transport/freight options by rail and bus and look at the requirements of the future generations act and climate emergency. Building a road will damage many areas of nature conservation value, split communities, cause noise and air pollution and much much more all for just a couple of minutes. The time saving probably won't even last as more roads always equals more congestion.
422	Q3B	See point 1
423	Q3B	Simple - don't do it. It's not 1970
424	Q3B	To access Pendoylan when driving from the South, use the existing road that runs towards Pendoylan from the new Peterston roundabout junction as opposed to cutting a new road through the golf course.
425	Q3B	keep open and improve all local roads, paths do not destroy woodland The cycleway next to the road will be unpleasant. It needs a buffer distance and landscaping
426	Q3B	Your extending and crossing more roads this way. Keep it simple, the new current 5 mile lane is stunning to use and look how many are using it taking traffic from other roads.
427	Q3B	I'm strongly against the building of new roads through rural areas, however if it were to go ahead, retaining lane access by bridging or underpass through Gwern y steeple, Peterstone for use of walkers, cyclists, horseriders, local car journeys would be an improvement. Proceed with railway plans. Proceed with railway plans. promote public transport and active travel.
428	Q3B	Please please please don't build any new roads.
429	Q3B	Climate change is not being considered with this route - destroying countryside to put a highway route is not appropriate
430	Q3B	Lanes cutting across new proposed road should not be blocked as they are of vital importance to community especially cyclists to access the Vale from Cardiff. Alternative routes in the area are extremely dangerous
431	Q3B	This is an environmental disaster!
432	Q3B	Only C1 maintains the fantastic lanes used for cycling at present. ie please do not cut off lanes at gwern y steeple and clawdd coch.

433	Q3B	ditto
434	Q3B	There must be at least cycle, horse and pedestrian access on east-west minor roads in this area (at Clawdd-coch and Gwern-y-Steeple Welsh St Donats road. The 5-mile lane experience is that you cut the minor roads and force cyclists onto the busy major road. Here you don't even do that. You just close the road forcing cyclists onto the A48 or via a detour up a steep hill.
435	Q3B	Don't do it
436	Q3B	No changes that affect the countryside or any lanes used by cyclists, horse riders and walkers
437	Q3B	Don't build it
438	Q3B	Build underpass/overpass to allow current E-W routes to stay open for local traffic and cycling
439	Q3B	No objection to the road but The side roads proposed to be severed are used by many cyclist to access the Vale which provide some of the best road cycling route in SE Wales. In view of the WGov active travel agenda it would be very unsatisfactory outcome to lose or impact these very popular routes. Under passes for cycle and pedestrian access should be provided at these locations
440	Q3B	Built to allow for future widening for passing slow traffic
441	Q3B	Retain underpasses for all side roads
442	Q3B	Retain the existing lanes for walking and cycling. Don't close any existing roads.
443	Q3B	Scrap it
444	Q3B	Lower speed limit (40 instead of 60) Retain East-West travel between Gwern-y-Steeple and Welsh St Donats
445	Q3B	Do not block the existing lanes at Clawdd Coch and south of Pendoylan
446	Q3B	A Subway which will allow cyclists and pedestrians through.
447	Q3B	Don't do it? Encourage better public transport and reduced car usage.
448	Q3B	Bridges or underpasses for the existing lanes used by cyclists
449	Q3B	Do not develop it, waste of public money. To damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.
450	Q3B	Do not block roads that cross the route.
451	Q3B	Both new road options, A & B, will close the two lanes running west from Cardiff north of the A48, which are very much used by cyclists going into the Vale. Option C1 & C2 will keep these lanes open. The lanes at risk of closure are: The lane from Peterstone super Ely to Welsh St Donats, which would be closed west of Gwern-y -Steeple The lane from St Fagans to Welsh St Donats through Clawdd – Coch, which would be closed just east of Clawdd-Coch. It is understood the lanes will be closed because the new road will have insufficient height for an underpass or bridge beneath it. Whilst potentially closing these important cycling routes, the proposal is said to improve Active Travel routes. It is true that 3 of the options will provide cycle routes going North-South alongside the new road (as have been provided on Five Mile Lane) which will improve the situation in those directions. But very few cyclists travel north-south, whereas the roads that will be blocked are major east-west cycling arteries. Data from Strava shows that these lanes are amongst the most well-used cycling routes in

		Wales. Closure of these 2 lanes would mean cyclists travelling west from Cardiff would be limited to using the lane from Dyffryn to Llandarfan, via Moulton , or the A48 (Cowbridge Rd), or the A4119 (Llantrisant Rd) both of which are extremely busy roads. This route could be improved by providing a bridge or tunnel for the lanes proposed to be closed.
452	Q3B	Don't do it
453	Q3B	I do not support this option
454	Q3B	Provide a means for cyclists to cross the proposed route heading East-West through the Vale near Pendoylan
455	Q3B	Inclusion of crossings for the 2 major cycling thoroughfares from Cardiff into the vale, crossing at Clawdd coch and west of Gweryn-y-steepel.
456	Q3B	Create a dedicated spur to A48 off A4232 with little or no impact on biodiversity, ancient woodland, communities, schools or properties
457	Q3B	Scrap it
458	Q3B	Ensure that cycle routes are preserved and cyclist safety enhanced. Additional underpasses, cycle lanes away from the new carriageways
459	Q3B	Bridges
460	Q3B	I could agree to it if: for every metre squared of green land built upon, create a (local) nature reserve to encourage biodiverse, and to build cycling/walking bridges over the road at the sites of proposed lane closures (these bridges could also be "green" bridges). I also think that the road should be built as a 40/50mph road rather than a 60mph road
461	Q3B	Not closing local roads
462	Q3B	If this includes a walking/cycling path why not put it alongside the Southern lane? This would enable the cycle route from Gwern-y-Steeple to join it. Assuming there will be traffic lights at the junction with the A48 these can be adjusted to allow cyclists to cross the link road and continue their East/West journey as before.
463	Q3B	Relating to the existing East/West cycle routes. It is understood the lanes will be closed because the new road will have insufficient height for an underpass or bridge beneath it. Surely cycle bridges similar to those on the Church Village by-pass and at the junction near Leekes in Pontyclun would be a relatively inexpensive measure to keep these cycle lanes open.
464	Q3B	Abandon it
465	Q3B	Remove it as an option. Replace with long-distance cycle highways between urban centres (as used in the Netherlands) and use remaining money to massively improve public transport. Block off the motorway junction for through-traffic to the south to stop rat-running thus improving the lives of local residents.
466	Q3B	Any solution must not glide the two east west lanes used extensively for cycling to keep away from the A48. Access to all lanes was maintained on the southern section do it should be in the northern section
467	Q3B	Bridge to allow existing lanes to be used for active travel (cycle / horse / walk)
468	Q3B	None
469	Q3B	Does not meet criteria for a sustainable development. Abandon
470	Q3B	Concerned about blocking of lanes after road built. A48 is one of the most dangerous roads for cyclists, blocking alternate routes is ill-advised for cyclist

		safety. There are large earthworks proposed, so no reason not to put a cycle/foot tunnels through to maintain slow speed access.
471	Q3B	Cancel it
472	Q3B	Whilst I agree that this option is preferable I would strongly urge that suitable cycling provision is made on the east-west routes which cross the line of the proposed road to ensure that cyclists have a safe route from west of Cardiff to the Vale.
473	Q3B	Don't do it! But, if you must, build a bridge to avoid closing the lanes.
474	Q3B	As above.
475	Q3B	As the new road will provide continuation to the good pedestrian / cycle provision along the 5 mile lane, suitable provision for pedestrian/cycle crossing at sycamore cross should be provided. This is also true for pedestrian crossing the 5 mile lane and the start of the new road. At the moment, it's unclear in the documentation, what type of crossings will be provided and their locations.
476	Q3B	Don't do it. Please.
477	Q3B	Do not consider it.
478	Q3B	Improvement of flow at existing road junctions eg Culverhouse Cross would alleviate congestion on A48. Sustainable and long term alternatives (i.e. homeworking, public transport, flexible working) should be explored in line with Senedd's stated Transport priorities. Car/road dependency is out of date and harmful to the planet and well being.
479	Q3B	Find viable, sustainable, public or active travel solutions. Reduce daily commuter traffic demand and invest in line with the stated Government transport policy - road building is not the answer
480	Q3B	None
481	Q3B	Option B will result in direct loss and/or detrimental impact to several areas of ancient woodland: - Log Wood ASNW SINC (ST0700574856) - Coed Llwynhywel ASNW/RAWS (grid reference: ST0580077800) - Coed Cadw ASNW SINC (grid reference: ST0571477515) - Coed Waunn-lloff ASNW SINC (grid reference: ST0560078200) - Coed Ffos-ceibr ASNW SINC (grid reference: ST0562378410) - Unnamed RAWS (at grid reference: ST0751574211) - Unnamed ASNW (at grid reference: ST0630075960) As per Welsh Planning Policy, all areas of ancient woodland should be entirely avoided to ensure that there will be no direct loss. Where the route option falls in close proximity to ancient woodland, a buffer zone of at least 50m should be maintained.
482	Q3B	Not acceptable for adverse environmental, community and future generations impacts
483	Q3B	Abandon
484	Q3B	Ensure that impacts on ancient woodland and marshy grassland are minimised
485	Q3B	As above
486	Q3B	As above comments for Eastern route.
487	Q3B	only improvement is not going ahead with this option
488	Q3B	Massive environmental impact , increased air pollution, those who use the airport do so without any problem with the road there currently, improved road to airport would not create extra business for the airport. Increased

		risk of pollution from traffic near a primary school. We believe that traffic would increase from the M4 going to culver house cross and have no impact on the airport.
489	Q3B	Don't build it - no need, would not create extra business for the airport and the negatives far outweigh the positives (I cannot think of any positives). People live in Pendoylan because they want to move away from air pollution and traffic noise and this road would increase both. Massive environmental impact and massive public health consequences- increased risk of death and respiratory conditions such as asthma.
490	Q3B	None
491	Q3B	ensure access on foot/cycle is maintained where lanes are closed
492	Q3B	Build safe pedestrian/cycle crossings wherever they currently exist along the route.
493	Q3B	Don't do it. Don't ruin communities. Don't destroy the countryside.
494	Q3B	This would ruin the countryside and be terrible for the local communities. Please, please don't build this road.
495	Q3B	scrap the plans
496	Q3B	Improve rail network and use current strategic road network that exists- M4/A48/A4232
497	Q3B	DO NOTHING
498	Q3B	as above
499	Q3B	Encourage multi-modal transport by enabling a parkway train station to come forward at J34.
500	Q3B	Not doing it
501	Q3B	Flooding is often a problem in Pendoylan Village as a result of run off from the fields. This would be exacerbated by the construction of a road and would necessitate extensive flood prevention measures being taken
502	Q3B	Local access to be preserved as above
503	Q3B	No - the 'Do Nothing' options needs to be assessed properly first and the findings presented to all stakeholders. This road is not needed.
504	Q3B	TREE LINE but scarring of landscape will show dramatically with embankments especially if modern highway standards are implemented. The Vale roads have evolved as country lanes not highways. This is what makes the Vale unique.
505	Q3B	none
506	Q3B	no
507	Q3B	Do not build - benefits are too small compared to the significant negatives
508	Q3B	Provide underpasses/bridges to keep lanes open for cyclists. But none of options fit with the declared Climate Emergency
509	Q3B	Need to retain east/west road access
510	Q3B	Option B results in unacceptable impacts on the ecology of the Vale which have not been fully considered by the assessments of the proposals and cannot be adequately mitigated or compensated for. There are alternative active travel options which should be considered and implemented first and the assessment should be carried out again so that it is inline with current best practice and Government and Vale of Glamorgan Council Policy. Only then should the options be reconsidered and, if it is still decided to progress

		with a road enhancement scheme, the full cost of compensating for the environmental impacts should be detailed in the business case.
511	Q3B	Needs a speed limit of 30mph to reduce noise. Cycle walking tracks are lethal without streetlighting because cycle headlights on the wrong side confuse motorists. The cycle walking track is superfluous anyway - if the original road is retained, that would be their route of choice rather than the new zombie highway.
512	Q3B	Make provision for equine use, bridleways etc.
513	Q3B	Defective consultation with no box for "Do Minimum" option
514	Q3B	Abandon proposal
515	Q3B	It's not needed
516	Q3B	It can't be, not required.
517	Q3C	There are only one or two pinch points in the lanes. They are used by many cyclists and appreciated for how quiet they are and how there is so much unspoilt beautiful countryside so close to Cardiff.
518	Q3C	Scrap this
519	Q3C	Leave it alone
520	Q3C	Leave it alone
521	Q3C	No leave well alone
522	Q3C	Would not be feasible due to bottleneck in Pendoylan and the school access
523	Q3C	Both of the options involving re work of the existing infrastructure are unappealing as they do little to address the core issue of accessibility and journey times. The cost is also comparable with the new highway options.
524	Q3C	Not needed
525	Q3C	Is there no way a very minimal by pass for the villages to be accommodated in this route, even if a smaller road?
526	Q3C	IMPROVE PUBLIC TRANSPORT AND CYCLING NETWORK ESPECIALLY NEW RAILWAY STATION POTENTIAL OF HUB AT JUNCTION 34
527	Q3C	Nonr
528	Q3C	Reduce the specification
529	Q3C	Any road improvement should do the minimum and should not be about speed. 30 mph is plenty.
530	Q3C	Minor improvements to assist local traffic flow, and divert non-local traffic via J33 and improve Port Road and Culverhouse Cross. Use ANPR to police this. Use the vast savings to build a free P&R at J34 or J33 and provide segregated bus lanes to serve Cardiff, The Bay, and the airport. Just please get on the page, and stop building massive roads. It's grossly out of step with sustainability.
531	Q3C	Yes, VOG Highways can look at improving traffic flow on existing roads using modern technology.
532	Q3C	Don't do it - need to reduce car usage not encourage. Maybe invest in cycle lane along A48 or improve Culverhouse instead. Might show that you care about the future and the environment
533	Q3C	Above
534	Q3C	Not practical
535	Q3C	By not wasting public money on road infrastructure for private cars
536	Q3C	Wait for effects of pandemic to be seen

537	Q3C	Improving the existing infrastructure, by widening roads at key points, will achieve the benefits required in respect of improved travelling time and encouragement to use this facility.
538	Q3C	If something has to be done then this is the least damaging option - but very strange how both C1 and C2 seem to have more negatives written about them than Option A and B - trying to coerce a preference from residents it seems!
539	Q3C	Wasnt there a route from culverhouse to the airport which would be better or culverhouse along A48 to 5 mile lane. There is enough building/new homes taking over the countryside, we dont need anymore roads/developments.
540	Q3C	Bike lane instead. Better and cheaper public transport. EASY
541	Q3C	There's an A road already linking the A48 and M4 2 miles parallel. Spend it on something that will really make an impact.
542	Q3C	As above
543	Q3C	Only to abandon proposal
544	Q3C	Scrap this idea, its outdated
545	Q3C	Find ways of reducing car usage not encourage it
546	Q3C	Least contentious of all the options / lower cost, but should still consider whether necessary at all and will still create bottlenecks at Sycamore Cross.
547	Q3C	do not alter the road, it will encourage greater local use which will create issues, keeping the route as a very minor country lane is the best option
548	Q3C	Only by not building
549	Q3C	No
550	Q3C	As above
551	Q3C	Do not build it
552	Q3C	Shouldn't be considered given current financial and environmental climate. You need to do better
553	Q3C	Maintain the current roads, fill potholes and make pavements safe
554	Q3C	Best of a very bad bunch of options one of which is because Logwood Hill would remain OPEN which is an ABSOLUTE NECESSITY for the access to the village of P-S-ELY for BLUE LIGHT SERVICES not to mention the high rate Council tax payers who live there.
555	Q3C	See above
556	Q3C	I'm fed up of the Vale Council building on the beautiful green spaces and destroying what makes the county so beautiful. If they continue it will soon be gone and can never be replaced. This is a horrendous idea and will destroy the community and what makes the Vale so beautiful. Coupled with the fact is it questionable if we need this road. We probably don't on balance.
557	Q3C	Free public transport
558	Q3C	Best of four bad options
559	Q3C	This is the best of the options but I would still question the validity of punching such a large slab of concrete through the pristine countryside with the background of global warming and the dramatic drop in commuter journeys that I expect post covid.
560	Q3C	Same as above

561	Q3C	Whilst this option is the least bad - it provides for walking/cycling improvements and doesn't damage the environment as much as Options A and B, it still has very few merits compared to the status quo and the area will still be damaged by increased traffic.
562	Q3C	I don't think this route needs a dedicated bike lane and footpath, which seems to be the only advantage to this option.
563	Q3C	Simple - don't do it. It's not 1970
564	Q3C	keep open and improve all local roads, paths do not destroy woodland The cycleway next to the road will be unpleasant. It needs a buffer distance and landscaping
565	Q3C	Stop trying to sell this option as more destructive than the construction of a new road. Proceed with railway plans. promote public transport and active travel.
566	Q3C	Improved public transport links to the villages in the Vale – if you really want to make it easier for people to travel into Cardiff from the Vale. But, given it seems increasingly likely that more and more people will be able to work from home in future, I'm not sure why that's so important. People choose to live out in the Vale because they want to be away from busy roads and traffic!
567	Q3C	Need to consider whether the damage and the process will be justified for the end result
568	Q3C	Lanes cutting across new proposed road should not be blocked as they are of vital importance to community especially cyclists to access the Vale from Cardiff. Alternative routes in the area are extremely dangerous
569	Q3C	ditto
570	Q3C	No, don't do it. It's going back to 1950s road building - fast roads joining small villages and creating accident black spots.
571	Q3C	More cycle lanes
572	Q3C	No changes that affect the countryside or any lanes used by cyclists, horse riders and walkers
573	Q3C	No, poor option
574	Q3C	Scrap it
575	Q3C	Speed bumps to reduce speeding
576	Q3C	Don't do it? Encourage better public transport and reduced car usage.
577	Q3C	Do not develop it, waste of public money. To damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.
578	Q3C	This proposal builds on the fact that cyclists, buses and pedestrians already happily use these roads in harmony
579	Q3C	This route at least keeps the two east west lanes open and provides a north south segregated cycling route.
580	Q3C	Don't do it.
581	Q3C	This option protects access to Cardiff and the Vale for cyclists and potentially enhances it
582	Q3C	As the existing road is likely to be busier if widened, a crossing facility for cyclists heading East-West is likely to be necessary near Pendoylan
583	Q3C	Create a dedicated spur to A48 off A4232 with little or no impact on biodiversity, ancient woodland, communities, schools or properties

584	Q3C	Scrap it
585	Q3C	Ensure that cycle routes are preserved and cyclist safety enhanced. Additional underpasses, cycle lanes away from the new carriageways
586	Q3C	Any cycle paths must be fit for purpose and cater for cyclists (most existing ones do not). They must be on both sides of the road, accessible and not shared with pedestrians.
587	Q3C	no
588	Q3C	Remove it as an option. Replace with long-distance cycle highways between urban centres (as used in the Netherlands) and use remaining money to massively improve public transport. Block off the motorway junction for through-traffic to the south to stop rat-running thus improving the lives of local residents.
589	Q3C	Any solution must not glide the two east west lanes used extensively for cycling to keep away from the A48. Access to all lanes was maintained on the southern section do it should be in the northern section
590	Q3C	None
591	Q3C	Does not meet criteria for a sustainable development. Abandon
592	Q3C	Poor air pollution for residents with increase in traffic. Safety concerns in village from increased traffic & probably at excess speed.
593	Q3C	Cancel it
594	Q3C	Short bypasses to the West (not the East) of Pendoylan and Clawdd Coch.
595	Q3C	As above
596	Q3C	Don't build so many shops at the junctions. That's what creates the congestion. Improve public transport.
597	Q3C	Improve certain narrow/bottlenecks and reduce speed limits
598	Q3C	Improvement of flow at existing road junctions eg Culverhouse Cross would alleviate congestion on A48. Sustainable and long term alternatives (i.e. homeworking, public transport, flexible working) should be explored in line with Senedd's stated Transport priorities. Car/road dependency is out of date and harmful to the planet and well being.
599	Q3C	Find viable, sustainable, public or active travel solutions. Reduce daily commuter traffic demand and invest in line with the stated Government transport policy - increasing width/speed of rural routes is not the answer
600	Q3C	Ridiculous with the Clawdd Coch & Pendoylan bottlenecks. Complete waste of money & no future proofing.
601	Q3C	Option C1 will result in direct loss and/or detrimental impact to several areas of ancient woodland: - Log Wood ASNW SINC (ST0700574856) - Coed Waunn-lloff ASNW SINC (grid reference: ST0560078200) - Coed Ffos-ceibr ASNW SINC (grid reference: ST0562378410) - Unnamed RAWs (at grid reference: ST0751574211) As per Welsh Planning Policy, all areas of ancient woodland should be entirely avoided to ensure that there will be no direct loss. Where the route option falls in close proximity to ancient woodland, a buffer zone of at least 50m should be maintained.
602	Q3C	Provides improvement to road without damaging the environment and the community
603	Q3C	Abandon
604	Q3C	Ensure that loss of hedgerows is minimised, e.g. by aligning the road to ensure one hedge is kept.

605	Q3C	As above
606	Q3C	only improvement is not going ahead with this option
607	Q3C	This would create a bottleneck in Pendoylan, opposite a school and potentially cause accidents with primary school children.
608	Q3C	Don't do it. This would create a bottleneck at Pendoylan which risks the safety of the primary school children, has a huge environmental impact and adversely affects the health of all the residents, for no gain to the airport.
609	Q3C	None
610	Q3C	widen existing road?
611	Q3C	scrap the plans
612	Q3C	Improve rail network and use current strategic road network that exists- M4/A48/A4232
613	Q3C	DO NOTHING
614	Q3C	as above
615	Q3C	Strongly disagree with this option as it appears to be wasted investment without significant benefits to improving connectivity.
616	Q3C	Not doing it
617	Q3C	There is a current weight restriction on this road which would have to be maintained and the speed limit reduced to 30 mph
618	Q3C	See below
619	Q3C	No - the 'Do Nothing' options needs to be assessed properly first and the findings presented to all stakeholders. This road is not needed.
620	Q3C	none
621	Q3C	no
622	Q3C	To leave existing road in situ, and widen this road to double lane where possible. To keep multiple small road/lane connections to any proposed road so as not to fracture communities; also, this would have less environmental and social impact.
623	Q3C	Best of the options
624	Q3C	Option C1 results in unacceptable impacts on the ecology of the Vale which have not been fully considered by the assessments of the proposals and cannot be adequately mitigated or compensated for. There are alternative active travel options which should be considered and implemented first and the assessment should be carried out again so that it is inline with current best practice and Government and Vale of Glamorgan Council Policy. Only then should the options be reconsidered and, if it is still decided to progress with a road enhancement scheme, the full cost of compensating for the environmental impacts should be detailed in the business case.
625	Q3C	The cycle walking track should be hidden behind the hedge on one side of the road. DMRB is the wrong standard for this type of road.
626	Q3C	Make provision for equine use, bridleways etc.
627	Q3C	Defective consultation with no box for "Do Minimum" option
628	Q3C	Abandon proposal
629	Q3C	Keep the roads open to Peterston and Clawdd Coch
630	Q3C	More economically viable
631	Q3C	It can't be, not required.

632	Q3D	Once it's gone it's gone. This option is all that needs to happen along with improving traffic flow at culverhouse cross and J35 and st mary's hill. Stop building infrastructure and placing jobs in places where people do not live. St Athan has a low population of 4,700 people and therefore does not need more job opportunities. The Rhondda Valley, Heads of the Valleys and other areas with existing road infrastructure need the employment more.
633	Q3D	Scrap this
634	Q3D	Leave it alone
635	Q3D	Leave it alone
636	Q3D	No leave well alone
637	Q3D	Would not be feasible due to bottleneck in Pendoylan and the school access
638	Q3D	Both of the options involving re work of the existing infrastructure are unappealing as they do little to address the core issue of accessibility and journey times. The Cost concerns/ Waste of Taxpayers money is also comparable with the new highway options.
639	Q3D	Not needed
640	Q3D	This does route not really seem a contender.
641	Q3D	IMPROVE PUBLIC TRANSPORT AND CYCLING NETWORK ESPECIALLY NEW RAILWAY STATION POTENTIAL OF HUB AT JUNCTION 34
642	Q3D	None
643	Q3D	Reduce the specification
644	Q3D	As above, do the minimum. Keep impact and Cost concerns/ Waste of Taxpayers moneys down and maintain the beauty of the area.
645	Q3D	Minor improvements to assist local traffic flow, and divert non-local traffic via J33 and improve Port Road and Culverhouse Cross. Use ANPR to police this. Use the vast savings to build a free P&R at J34 or J33 and provide segregated bus lanes to serve Cardiff, The Bay, and the airport. Just please get on the page, and stop building massive roads. It's grossly out of step with sustainability.
646	Q3D	Yes, VOG Highways can look at improving traffic flow on existing roads using modern technology.
647	Q3D	Don't do it - need to reduce car usage not encourage. Maybe invest in cycle lane along A48 or improve Culverhouse instead. Might show that you care about the future and the environment
648	Q3D	Above
649	Q3D	Not practical
650	Q3D	By no wasting public money on road infrastructure for private cars
651	Q3D	Wait for effects of pandemic to be seen
652	Q3D	As Option C1.
653	Q3D	As above
654	Q3D	Bike lane instead. Better and cheaper public transport. EASY
655	Q3D	There's an A road already linking the A48 and M4 2 miles parallel. Spend it on something that will really make an impact.
656	Q3D	As above
657	Q3D	Only to abandon proposal
658	Q3D	Scrap this idea, its outdated
659	Q3D	Find ways of reducing car usage not encourage it

660	Q3D	As above for C1.
661	Q3D	do not alter the road, it will encourage greater local use which will create issues, keeping the route as a very minor country lane is the best option
662	Q3D	Only by not building
663	Q3D	proper cycle routes
664	Q3D	No
665	Q3D	As above
666	Q3D	Do not build it
667	Q3D	Shouldn't be considered given current financial and environmental climate. You need to do better
668	Q3D	As above
669	Q3D	DO NOT BUILD
670	Q3D	See above
671	Q3D	I'm fed up of the Vale Council building on the beautiful green spaces and destroying what makes the county so beautiful. If they continue it will soon be gone and can never be replaced. This is a horrendous idea and will destroy the community and what makes the Vale so beautiful. Coupled with the fact is it questionable if we need this road. We probably don't on balance.
672	Q3D	More jobs please
673	Q3D	It's nit an enhancement
674	Q3D	Same as above
675	Q3D	This option has no benefits and does not meet any requirements to improve active travel.
676	Q3D	The existing road is a problem only because of the single track with passing places areas. Once it is 2 way along it's length the existing holdups will vanish. This option preserves all the existing connections for local people and improves journey time by ironing out bottlenecks caused by the single track/passing places. Over the approx 5 miles a limit of 30mph against 60mph on other options makes only a 5 mins difference. I do not consider the many millions of pounds more in the Cost concerns/ Waste of Taxpayers money of the other options to be warranted when balanced against the disturbance to the ecosystem of the area, local lives and livelihoods, loss of homes , additional pollution and the needs of local people.
677	Q3D	Simple - don't do it. It's not 1970
678	Q3D	keep open and improve all local roads, paths do not destroy woodland The cycleway next to the road will be unpleasant. It needs a buffer distance and landscaping
679	Q3D	Stop trying to sell this option as more destructive than the construction of a new road. Proceed with railway plans. promote public transport and active travel.
680	Q3D	See previous answer. If you really think it's essential to improve the links between the M4 and the A48, work on improving the A4232, which runs parallel to the proposed route. If the existing route is not providing enough capacity, the real aim should be to reduce the number of car journeys made – especially given the government's environmental targets.
681	Q3D	Active travel infrastructure is a must - climate change!

682	Q3D	Lanes cutting across new proposed road should not be blocked as they are of vital importance to community especially cyclists to access the Vale from Cardiff. Alternative routes in the area are extremely dangerous
683	Q3D	a good cycle lane is vital for this
684	Q3D	No, don't do it. It's going back to 1950s road building - fast roads joining small villages and creating accident black spots.
685	Q3D	No changes that affect the countryside or any lanes used by cyclists, horse riders and walkers
686	Q3D	No, poor option
687	Q3D	Scrap it
688	Q3D	Speed bumps to reduce speeding
689	Q3D	Don't do it? Encourage better public transport and reduced car usage.
690	Q3D	Do not develop it, waste of public money. To damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.
691	Q3D	Provide pedestrian and cycling infrastructure
692	Q3D	Don't do it.
693	Q3D	this option protects access to cardiff andf the Vale for cyclists
694	Q3D	ad
695	Q3D	As the existing road is likely to be busier if widened, a crossing facility for cyclists heading East-West is likely to be necessary near Pendoylan
696	Q3D	Create a dedicated spur to A48 off A4232 with little or no impact on biodiversity, ancient woodland, communities, schools or properties
697	Q3D	Scrap it
698	Q3D	Ensure that cycle routes are preserved and cyclist safety enhanced. Additional underpasses, cycle lanes away from the new carriageways
699	Q3D	Needs to have a cycle path, but this essentially makes it like C1
700	Q3D	no
701	Q3D	Remove it as an option. Replace with long-distance cycle highways between urban centres (as used in the Netherlands) and use remaining money to massively improve public transport. Block off the motorway junction for through-traffic to the south to stop rat-running thus improving the lives of local residents.
702	Q3D	Any solution must not glide the two east west lanes used extensively for cycling to keep away from the A48. Access to all lanes was maintained on the southern section do it should be in the northern section
703	Q3D	None
704	Q3D	Does not meet criteria for a sustainable development. Abandon
705	Q3D	Poor air polution for residents with increase in traffic. Safety concerns in village from increased traffic & probably at excess speed.
706	Q3D	Cancel it
707	Q3D	Short bypasses to the West (not the East) of Pendoylan and Clawdd Coch.
708	Q3D	As above
709	Q3D	As above
710	Q3D	Improvement of flow at existing road junctions eg Culverhouse Cross would alleviate congestion on A48. Sustainable and long term alternatives (i.e. homeworking, public transport, flexible working) should be explored in line

		with Senedd's stated Transport priorities. Car/road dependency is out of date and harmful to the planet and well being.
711	Q3D	Find viable, sustainable, public or active travel solutions. Reduce daily commuter traffic demand and invest in line with the stated Government transport policy - increasing width/speed of rural routes is not the answer
712	Q3D	Ridiculous with the Clawdd Coch & Pendoylan bottlenecks. Complete waste of money & no future proofing.
713	Q3D	Option C2 will result in direct loss and/or detrimental impact to several areas of ancient woodland: - Log Wood ASNW SINC (ST0700574856) - Coed Cadw ASNW SINC (grid reference: ST0571477515) - Coed Waunn-lloff ASNW SINC (grid reference: ST0560078200) - Coed Ffos-ceibr ASNW SINC (grid reference: ST0562378410) - Unnamed RAWs (at grid reference: ST0751574211) As per Welsh Planning Policy, all areas of ancient woodland should be entirely avoided to ensure that there will be no direct loss. Where the route option falls in close proximity to ancient woodland, a buffer zone of at least 50m should be maintained.
714	Q3D	Provides improvement to road without damaging the environment and the community
715	Q3D	Where is the 'do minimum' option comment box? - With 'do minimum' option HGV vehicles should be restricted on the Pendoylan road.
716	Q3D	Ensure that loss of hedgerows is minimised, e.g. by aligning the road to ensure one hedge is kept.
717	Q3D	As above
718	Q3D	only improvement is not going ahead with this option
719	Q3D	This would create a bottleneck in Pendoylan, opposite a school and potentially cause accidents with primary school children.
720	Q3D	Don't do it. This would create a bottleneck at Pendoylan which risks the safety of the primary school children, has a huge environmental impact and adversely affects the health of all the residents, for no gain to the airport.
721	Q3D	None
722	Q3D	widen existing road?
723	Q3D	scrap the plans
724	Q3D	Improve rail network and use current strategic road network that exists- M4/A48/A4232
725	Q3D	DO NOTHING
726	Q3D	as above
727	Q3D	Strongly disagree with this option as it appears to be wasted investment without significant benefits to improving connectivity.
728	Q3D	Not doing it
729	Q3D	As above
730	Q3D	Junctions could be improved by removing areas of hedge-bank and improving sight-lines. Passing places could be constructed at strategic points.
731	Q3D	No - the 'Do Nothing' options needs to be assessed properly first and the findings presented to all stakeholders. These enhancements are not needed.
732	Q3D	none
733	Q3D	no
734	Q3D	To leave existing road in situ, and widen this road to double lane where possible. To keep multiple small road/lane connections to any proposed road

		so as not to fracture communities; also, this would have less environmental and social impact.
735	Q3D	Need to provide options for cycling
736	Q3D	Option C2 results in unacceptable impacts on the ecology of the Vale which have not been fully considered by the assessments of the proposals and cannot be adequately mitigated or compensated for. There are alternative active travel options which should be considered and implemented first and the assessment should be carried out again so that it is inline with current best practice and Government and Vale of Glamorgan Council Policy. Only then should the options be reconsidered and, if it is still decided to progress with a road enhancement scheme, the full Cost concerns/ Waste of Taxpayers money of compensating for the environmental impacts should be detailed in the business case.
737	Q3D	Traffic on this route is normally very light at any time of day or night, and is slow - so safe. 'Improving' it will only encourage more traffic, as usual, which is the very last thing we should be doing and conflicts with national policy. Instead, fix the congestion at Culverhouse Cross, because that's where most of the rat running traffic is probably going - via the A4232. DMRB is the wrong standard for this type of road.
738	Q3D	Make provision for equine use, bridleways etc.
739	Q3D	Defective consultation with no box for "Do Minimum" option No opportunity for strategic criticism Nor for constructive suggestions on strategic access to St Athan and the Airport. The consultants write as if for a highway last century; they ignore Welsh legislation (Active Travel Act, Wellbeing and Future Generations Act, commitments to Climate Emergency action - and should be sacked.
740	Q3D	Abandon proposal
741	Q3D	Keep the roads open to access Peterston and Clawdd Corch
742	Q3D	More economically vuanle
743	Q3D	It can't be, not required.

Appendix C – Email and other correspondence

	Comment
1	<p>FAO VoG Council</p> <p>Dear Sir/Madam,</p> <p>I am emailing regarding the consultation for the 'M4 Junction 34 to A48 Transport Improvements'. As a resident of Cardiff, but my "home" being Pendoylan, where my parents still live, I have been following this closely. I am extremely concerned with this proposal at many levels—in particular in terms of its damage to the environment (at a time of climate emergency, announced by the Welsh Government itself), as well as its feasibility in a post-covid world (including likely economic instability, as well as increasing trends towards working from home, and therefore reduction in commuting traffic). However,</p>

	<p>I'm sure you're well aware of all of these issues, and what I wanted to point out here, mostly, was my concern regarding the survey itself ('the feedback form').</p> <p>In particular, I have noticed that it is possible to submit a response to this as many times as I, or anyone else, would like. The reason I have been told that this is possible is that it is because the Council are more interested in the content of the responses, rather than simply the quantity. I am unconvinced that this is the case, and this only demonstrates how flawed the entire process is to begin with. First, providing the ability to submit as many times as one likes suggests to me that this isn't a consultation that is taken very seriously at all, and that the Council have little regard for public opinion to begin with (since, ultimately, it is possible for one million people to submit an opinion against the developments, and one hundred for it (or vice versa), and yet still be ignored). This emphasis on content seems to presume that there is a particular type of content that is accepted as good evidence, and others which are not--an extremely patronising position in terms of public opinion itself (since it rests on pre-determined evidence and content which supposedly matches the Council's apriori desires). Secondly, if content is genuinely the concern here, then why is there such little space dedicated to submitting qualitative evidence and concerns? This is predominantly a tick box survey that relies on quantitative evidence, after all. The only space for submitting actual qualitative evidence is in Q3 ("Do you have any suggestions as to how each of the options could be improved?"). This also implies that the survey is predetermined and biased—since it is only asking for qualitative opinion on something being “improved” at all—a presumption in itself. Moreover, if content of argument were important, then what role does expert opinion have in this, since there is significant evidence against these developments already?</p> <p>In fact, it seems that the Council neither care for the content nor the quantity submitted by the public here. Not only does this suggest to me that the Council is failing to meet its democratic mandate, but also that there may be other drivers behind this decision (where presumably public opinion is powerless in comparison with these other factors).</p> <p>Given the vast distrust in our public institutions that is so prevalent at the moment, this is very concerning, and I hope that it is rectified both immediately with regard this proposal, and in future Council proposals.</p> <p>Best wishes</p>
2	<p>FAO Planning department Neighbourhood and Services: Vale of Glamorgan Council 23 12 2020 closing date via email. junction34transportstudyconsultation@valeofglamorgan.gov.uk</p> <p>M4 A48 link road proposal.</p> <p>Some Observations following web access to the virtual consultation room Re:-Arcadis</p> <ol style="list-style-type: none"> 1. An improved standard two-lane country road, (not a fully standardised EU highway), would be best suited in meeting current challenges and rapidly changing policy needs, re climate change, future vehicular traffic type and desired public transport needs given the residential and economic developments to the south and north of the M4 corridor. 2. The potential for future development at Cardiff airport (the apparent initial justification for this development) would be much greater if a proper connection were made and served by the proposed Metro and an extended train access from Rhoose. This would make Cardiff and surrounding area a more attractive proposition by having a good rail connection rather than relying on the now outdated 1960s' mindset of constantly building roads to accommodate traffic. It could then effectively compete against Bristol Airport by having a national rail link. 3. Of the two road options presented and examined, the easterly route in the Ely valley is more favourable and would appear to have much less environmental impact and would be in keeping with landscape and environment. Re:- planning considerations as advocated by the Vale of Glamorgan Local Development Plan. 4. Also an easterly configured road alignment would be well hidden from view if built on the contour above the flood plain. Some road support piling would be much less expensive than excavating and

	<p>maintaining future embankments. It would naturally follow the valley contours of the landscape rather than cutting in between settlements, creating large scarring embankments which inevitably will dissect and indeed close some of the intrinsic historical local east west routes of the area used daily for access by all farmers and local traffic.</p> <p>5. In addition, an easterly route would very importantly be on the leese of the prevailing westerly wind and would substantially reduce the impact of increased traffic noise and air pollution for the whole of the Pendoylan residential area.</p> <p>6. The cost of cutting away (which is significantly underestimated!) and creating large visible hillside embankments, landfilling and levelling off broken valley contours, breaking up existing routes and settlements with bridging structures as identified on the westerly route will be potentially more expensive with respect to long term maintenance. Re:- insuring slope stability, and potential subsidence -Re- the underlying Lias limestone and glacial alluvial geology. Such visible construction would also not be in keeping with Vale landscape preservation objectives.</p> <p>7. Traffic congestion will substantially grow unless Junction 34 and 33 on the M4 are redesigned and rebuilt to accommodate these plans. There is no indication of this on the plans. They indeed will become totally grid locked given the large area of commuter housing being developed to the north west of Cardiff in addition to the expected increased traffic from and to Barry. Further congestion at Culverhouse Cross will occur where commuters chose to avoid using the Link road given new traffic coming in from housing developments to the north of Cardiff and from Barry.</p> <p>8. There is a greater need for more critical, futuristic, and bolder joined up thinking on how to reduce the overall continuing dependency on the old outmoded transport planning mindset to continually build new roads which ruin the environment and which invariably become congested when built. There must be a reduction in the need to move around and commute in a quarter ton of metal and plastic and the cumulative effect this will have on the environment for future generations. See Future generations act: Re; clean air, access to countryside and preservation, work life balances, climate change etc. This road development is essentially contrary to all of these newly promoted policies in what now are urgent and challenging planning considerations.</p>
3	<p>It is disappointing that the option to provide a new parkway station on the Cardiff to Bridgend rail line near to the M4 Junction 34 is not being considered alongside the road proposals – as a new parkway station in this location would surely have a major impact on the need or otherwise for a new road. It is possible that a new public transport interchange of this nature would mean that the new road would not be required at all.</p> <p>The current WelTAG process has not considered other options such as improving bus and train services or enhancements to Active Travel, and it has not taken into account the ongoing improvements via the South Wales Metro.</p> <p>Also of considerable concern it that the current process is not taking account of changes caused by Covid ie more home working, much reduced air and other travel. These could result in long lasting and far reaching changes to the way we live and travel.</p> <p>The Appraisal does not take account of the Climate Emergency declared by Welsh Government, the Vale of Glamorgan Council and other local public bodies.</p> <p>The proposals will generate more traffic and emissions and are therefore in conflict with Welsh Government's plan to Decarbonise Transport.</p> <p>Options A,B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, whereas the current proposals will cause damage to existing important roads/facilities.</p> <p>The proposals will be visually very damaging to this beautiful area (Vale of the Ely), and will cause considerable noise pollution.</p> <p>There will be extensive damage to SINC's, marshy grassland, mature hedgerows, ancient woodland and</p>

	<p>protected species.</p> <p>A new 60mph road across this beautiful area of the Vale would mean destroying a lot of natural habitat, and creating a lot of noise and air pollution. It is well known that building roads invariably results in more traffic, increasing congestion and emissions.</p> <p>Specifically, the proposed new road could mean closing two country lanes crossing the Vale east to west, very popular with cyclists — from Peterston-super-Ely through Gwern-y-Steeple to Welsh St Donats, and from St Brides-super-Ely through Clawdd-coch to Welsh St Donats. The two lanes are a key access into the rural Vale from Cardiff: without them cyclists would have to ride on the busy A48. The need for the proposed new road is not proven and is not a good reason for closing these lanes, they are used by thousands of cyclists every year. These lanes are an important route.</p> <p>I use them frequently, they are relatively safe to use in comparison to the main roads where sadly many fatal cyclist/car accidents occur, particularly on the A48. The new road will cut across these safe cycling routes, forcing cyclists onto the A48, which is highly unpleasant, very busy and very fast. These are the lanes you would use going to Bridgend or Swansea and protecting these routes out into rural areas and joining up towns is very important of the future of Active Travel</p>
4	<p>Dear ,</p> <p>Thank you for hosting the meeting on Tuesday evening . It is helpful for the Community Councils to engage directly in this way and I look forward to our next meeting at the end of the consultation.</p> <p>There are few matters that I would like to explore further :</p> <ol style="list-style-type: none"> 1. The question was asked whether “do minimum” effectively means “do nothing”. The reply was that “do minimum” means maintenance of the existing roadway with possibly no improvement. Most people that contact me locally do object to the two road schemes and to the scale of the proposed alternative “improvements “. Is it not possible to include consideration of more modest improvements to the existing road - addressing visibility issues and pinch points ? 2. In response to a question about the “human cost “ of the proposals, we were referred to data in the consultation. It would be helpful to have a clear answer on how many houses will be demolished or blighted as a result of either of the proposals and how many families will be displaced. 3. There is concern about the proposed closure of the lanes leading to Peterston from Pendoylan via Clawdd Coch and Gwern-y-Steeple. We were told that these were matters of detail that would be resolved later in the process. I would ask that these questions are addressed now. These lanes are vital to our local communities (particularly the farmers). Closing these lanes would isolate homes, divide the two villages and would drive all traffic up and down the Logwood hill - this roadway is already a rat run, unsuitable for the existing level of traffic and would not cope with the increased traffic flow caused by the lane closures and indeed those taking shortcuts through Peterston to gain access to Junction 34. 4. The Climate emergency and the environmental considerations should be a priority in this consultation. In particular, there is concern that the earthworks contemplated by these proposals will affect the water table and the surface water from any new road will need to drain somewhere. The data provided by National Resources Wales is from 2006 and does anticipate increased flooding in the future (albeit a 1000 year period.) The village of Peterston has previously been affected by flooding perhaps every three years or so but in recent years this has been more frequent and severe. Between Autumn 2019 and Spring 2020 there were three severe floods in Peterston - cutting off the roads and causing damage to property. The problem is getting worse and we need clear and specific advice on the likely effect of these road works on future flooding. 5. Have the National Trust been consulted on these proposals? Lanlay Meadows , a 24 acre block of land adjoining the River Ely from Peterston to Pendoylan moors is the only freehold property owned by the Trust in the Vale of Glamorgan and is a haven of peace and tranquillity. I know this land better than most - it was acquired from my family by the trust some years ago as it was untouched by modern

	<p>farming methods and is rich in biodiversity. The meadows are less than a mile across country from Pendoylan and will be adversely affected by sound pollution if vehicles are expected to travel at 60 mph through the valley. In addition, the river banks have been eroded during recent years by high river levels and debris and there is concern that this could be exacerbated by the run off of water from any new construction. It would be helpful to know whether the National Trust have addressed these issues.</p> <p>I look forward to hearing from you.</p> <p>Regards,</p>
5	<p>To: the Public Consultation for the WelTAG Stage Two Plus study.</p> <p>Further to my quite different proposal to build the link from J33 and not from J34, I would add that the present proposals get the worst of both worlds as they don't, in any case, achieve the Heathrow solution of a link from the M4 direct to the airport. You still travel on country lanes past the Cwm Ciddy pub, etc, so the devastation of the countryside, communities and homes, is even more unwarranted. At least building from J33 would minimise the trauma for most people and I can't imagine it is impossible to agree a route acceptable to the few people involved.</p>
6	<p>Hi***</p> <p>I have set-up a new email account to see if this gets through to you.</p> <p>Thanks, I found APPENDIX J at page 303 (pages counted by PDF reader) on the link you provided. It's actually surprising difficult to find individual pieces of information in a very large PDF file.</p> <p>From my own knowledge of the current road between the A48 and J34 M4 there are very few accidents (reported or unreported) and those that I have seen (or been involved in) are usually caused by cars hitting potholes resulting in serious wheel damage.</p> <p>There are accidents listed at the row of houses in Hensol. This is to be expected as there are a lot of houses along a narrow road with parked cars, Llanerch Vineyard access and traffic from the Vale Resort. Improved signage could help.</p> <p>The tributary of the River Ely floods regularly at the base of the hill to the south of Pendoylan Village. Cars can get stuck in the floodwater. Road signage is inadequate.</p> <p>The Junction at Clawdd Coch has to be approached with care and there is a field where heavy farm machinery is stored near the junction which can cause difficulty.</p> <p>Signage is clearly inadequate and traffic lights at the cross roads might be a good idea if they can be designed not to cause "light pollution" for the residents.</p> <p>I am surprised at only one accident (a single !) at the cross roads between Tredodridge and the E/W road between Welsh St Donats and Peterston Super Ely. Again there is a lack of signage.</p> <p>But of course, not all minor accidents get reported.</p> <p>What your diagram shows fairly clearly is that more serious (reported) accidents occur where there is most traffic ie. M4 and A48.</p> <p>So, the new link road in your proposal may well invite more accidents.</p> <p>A major lane congestion problem occurs when there is a serious accident closing the M4 and motorway traffic finds its way southbound down the Pendoylan Road.</p> <p>This happens a couple of times a year. But the VOG Council have failed to put simple measures in-place to manage this situation.</p> <p>From a road safety perspective, a new link road is not going to reduce the number of accidents. Because of the higher volume of traffic predicted there are likely to be more accidents and any that do occur may well be more serious due to the higher speeds travelled.</p>
7	<p>Dear Sir/Madam,</p> <p>I have the following opinions/questions on the proposed bypass...</p> <p># What provision/plans are being made for any increase in traffic pollution, particularly in the A48 and Bonvilston areas where there is bound to be an increase in the volume of vehicles?</p> <p># Similarly, what provision/plans are in place for the increase in noise pollution? Again, particularly in the A48 and Bonvilston area where houses are very close the road.</p>

	<p># What provision is being made for horse riders in the vale? The currently proposed re-routing of traffic around the Peterston Super Ely village introduces significant additional constraints to horse riders, particularly as you are effectively stopping access to one of the few areas for riding in Hensol forest. Surely with all the provision for walkers and cyclists, some funding can be made available for equine leisure time too and some additional bridleways could be added to the proposal?</p> <p>Best regards,</p>
8	<p>M4 Junction 34 to A48 Transport Improvements : Comments</p> <p>I am writing to register my strong objection to the above application. I ask that this application be turned down primarily due to its likely impacts on biodiversity and climate.</p> <p>1. BioDiversity It contravenes many of the UK laws that have been established over the 40 years since the introduction of the Wildlife and Countryside Act of 1981.</p> <p>Roads can directly impact on local water quality and hydrology of the environment habitats and interfere with the a large diversity of species. In most cases where new roads have been built traffic has merely been moved from one area to another.</p> <p>In this case all proposals impact negatively on Ancient woodlands and hedgerows and being situated on the 'Ely valley ridge' the issue of environmental hydrology is significant. Whilst the issue of ancient woodlands has been highlighted the issue of hedgerows is less in the media's eye. However it has been acknowledged that hedgerows represent some of the most important habitats in lowland Britain (HMSO 1995). The road would also contribute to the destruction of an outstandingly beautiful area.</p> <p>2. Climate concerns The construction of this road would contravene the Welsh Government Climate emergency plan and the VGBC due in April 2021. It will encourage increased vehicle usage thereby increasing CO2 emissions and contributing to global warming/climate change. You are required to reduce emissions The money should be spent on public transport on existing roads not new or substantially expanded highways. Nationally our road congestion problem needs a new system and national policies which encourage well thought out, sustainable transport policy which will protect prime countryside Please take my concerns into account in your decision making process and notify me of the outcome.</p>
9	<p>As someone who has lived and worked in the St Brides Super Ely area of the Vale of Glamorgan for the last thirty six years, I wish to forward my views on the proposed M4 to Sycamore Cross Link.</p> <p>My objections to this proposed development are five fold.</p> <p>1. If allowed to be developed in the proposed form of an elevated roadway, or even in some of the suggested alternatives, it will further damage the climate and be in total contradiction to both the Welsh Government's and the Vale of Glamorgan's professed adherence to counteracting climate change. This development, should it proceed, questions the integrity of both national and local government and, in political terms, would undermine people's confidence in democracy if those elected to leadership are allowed break pledges to those who vote for them. In April 2019 the Welsh Government declared a Climate Emergency. It was the first parliament in the world to do so. On April 19th 2019, the Minister for Environment, Energy and Rural Affairs Lesley Griffiths, said at the</p>

	<p>time of that declaration:</p> <p>"I believe we have the determination and ingenuity in Wales to deliver a low carbon economy at the same time as making our society fairer and healthier.</p> <p>Tackling climate change is not an issue which can be left to individuals or to the free market. It requires collective action and the government has a central role to making that collective action possible.</p> <p>No nation in the world has yet fully grasped this challenge but just as Wales played a leading role in the first industrial revolution, I believe Wales can provide an example to others of what it means to achieve environmental growth.</p> <p>Our sustainable development and environmental legislation is already recognised as world leading and now we must use that legislation to set a new pace of change.</p> <p>The Welsh Government has committed to achieving a carbon neutral public sector by 2030 and to coordinating action to help other areas of the economy to make a decisive shift away from fossil fuels, involving academia, industry and the third sector."</p> <p>At the Council meeting on the 29th July 2019 the Vale of Glamorgan Council resolved (minute 209):</p> <p>"This Council therefore resolves to:</p> <ol style="list-style-type: none"> 1. Join with Welsh Government and other councils across the UK in declaring a global 'climate emergency' in response to the findings of the IPCC report. 2. Reduce its own carbon emissions to net zero before the Welsh Government target of 2030 and support the implementation of the Welsh Government's new Low Carbon Delivery Plan, to help achieve the Welsh Government's ambition for the public sector in Wales to be carbon neutral. 3. Make representations to the Welsh and UK Governments, as appropriate, to provide the necessary powers, resources and technical support to local authorities in Wales to help them successfully meet the 2030 target. 4. Continue to work with partners across the region to develop and implement best practice methods that can deliver carbon reductions and help limit global warming. 5. Work with local stakeholders including Councillors, residents, young people, businesses, and other relevant parties to develop a strategy in line with a target of net zero emissions by 2030 and explore ways to maximise local benefits of these actions in other sectors such as employment, health, agriculture, transport and the economy." <p>As a country, as a county, as a council and as individuals we have now nine years and less than two weeks to achieve our professed targets.</p> <p>Again in 2019 a Welsh Government document 'Prosperity for all: A Low Carbon Wales' set a 10 year target of a reduction of emissions from transport of 43 %</p> <p>It recognised the car has brought many benefits but is contributing to problems such as air quality issues, congestion and a significant proportion of CO2. The Welsh Government stated it would encourage a shift from an over reliance on the private car to more sustainable transport modes. This shift has a key role to play in emissions reduction in the near-term.</p> <p>The Welsh Government indicated three ways it saw to reduce emissions.</p> <p>More electric vehicles Policy on fuel emissions Behavioural change.</p> <p>This road scheme will contravene all the professed intentions of national and local government. Quite apart from the environmental damage, reduction of bio-diversity and increased danger of flooding which this proposed road will bring, the tipping point to irreversible climate change is moved closer.</p> <p>Climate change is not something that might happen in the future. It is happening now and we all need to take action and that is not in the form of repeating the ways of the past, ways that have contributed to the cataclysmic future that awaits if we do not take stock. We have declared a Climate Change Emergency. In an emergency it is necessary to take immediate action, deliberately targeted to overcome the emergency. This proposed development is worsening the situation. If it was a fire that was the emergency you would leave the building and seek to extinguish the flames. This proposed development is the equivalent of heaping more combustible material onto that fire.</p> <p>Electric vehicles are a long way in the future to be viable and affordable. Perhaps hydrogen will be the better option. But the damage done to the climate by electric vehicles is itself significant and not appreciated. While electric cars don't emit exhaust fumes, they do use batteries which can emit toxic</p>
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	<p>fumes. Most electricity used to power electric vehicles is generated from non-renewable energy sources, which can have a negative impact on both our health and the environment. The decision of Britishvolt not to come to St Athans should be welcomed for these are not the sorts of industries we should be encouraging.</p> <p>Aston Martin's DBX is of direct harm to the climate due to the nature of the vehicle. Only this month, December 2020, Aston Martin declared it will continue to make internal combustion cars after 2030. They will not be permitted in the UK but will be exported. This is sheer disregard for the damage to the climate and we should be rejecting this sort of industry not destroying our Vale of Glamorgan countryside to assist this export of global damage.</p> <p>A policy on fuel emissions in Wales is to be welcomed but this proposed road will not only carry motor cars with all their current emissions, be that diesel or petrol, but will carry heavy goods vehicles with greater pollution being the result. In addition to this there is the plastic pollution caused by tyres. More than 200,000 tonnes of tiny plastic particles are blown from roads into the oceans every year, according to research. It estimated that 550,000 tonnes of particles smaller than 0.01mm are deposited each year, with almost half ending up in the ocean.</p> <p>Worth noting here that the fact this proposed road is so elevated above ground level that not only are contaminants more easily spread to the east by our prevailing westerly winds. On December 16th 2020, a child's death in London has been in part ascribed to air pollution by a coroner. People are slowly beginning to recognise the damage that ill considered road building is creating and its human costs. Besides this the noise levels of an elevated road will be potentially very high. We all know how noisy the A 4232 (deemed the noisiest road in Wales) is and that is sunken. How much greater the sound from an elevated road with nothing in the form of embankment to reduce noise?</p> <p>The third key the Welsh Government saw to attaining its targets within the next nine years was behavioural change. This is the most difficult and challenging to realise. It means persuading and encouraging people to reduce their dependence on the private car and look to use public transport more. It means adjusting business transport so that more freight travels by rail and in this it is the duty of public, statutory bodies to take positive action. People cannot use public transport if there is little available. Lorries will not come off our roads unless their loads can be transported in other ways. Here is the vital problem with this proposed road. If it is adopted then both our national and local governments will have failed to take responsible leadership roles to enact their professed values. I will mention in my later comments on WelTAG Stage 1 how this local authority has acted against the principles that should be observed in WelTAG's initiation. For now, I will simply say that this proposal is yesterday's thinking, taking us nearer to irreversible climate change as it is only offering us concrete and fossil fuels.</p> <p>It is a well known maxim that to do the same thing repeatedly and expect a different result is a definition of stupidity. This proposal fits that description. We have had around a hundred and twenty years of road building and look where those roads have helped to take us, to the brink of climate disaster. Of course it is not just roads that have led us here. We can carry on ignoring the obvious fact that transport increases to fill available capacity at our peril but we also have to recognise this particular road would lead to an airport and it is time to re-assess our dependence on this polluter.</p> <p>Can I beg those who will make decisions as to how, or hopefully if, this proposal is taken forward to engage with the Welsh Government's November 2020 document. It is a draft strategy which aims to reduce carbon emissions from the transport network in Wales.</p> <p>The draft strategy, 'Llwybr Newydd – New Path', will shape Wales' transport system over the next two decades.</p> <p>Transport currently makes up 17 per cent of Wales' carbon emissions, but the Welsh Government has committed to setting new and stretching five-year priorities to tackle carbon emissions as it seeks to meet decarbonisation targets.</p> <p>It sets out a range of new ambitions to reshape transport in Wales, including a new sustainable transport hierarchy that according to the government will help shape investments towards greener transport options.</p> <p>The Welsh Government says it has already outlined a long-term ambition for 30 per cent of the workforce to work from home or remotely, which it says will be achieved by giving people more choice over how and where they work. This is intrinsically linked to reducing carbon emissions through transport according to the authority, as fewer people would (in theory) be using cars to travel to work.</p>
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	<p>Officials say the new strategy recognises that along with more local services and active travel, this could significantly reduce the number of vehicles on the road.</p> <p>I make these observations around climate change not as a tree-hugger but simply as someone who wants this planet to be a sustainable home for all the generations to come. To think this proposal insignificant in the global picture is akin to a shop-lifter at Tesco stores in Culverhouse Cross pleading "but I only stole a few items. That wouldn't make much difference." Our little bit of proposed damage, in the form of this development, will help to make the future bleaker. Just as we all pay for shoplifting, we will all pay for this should we allow it to happen.</p> <p>2. My second set of reasons for objecting to this proposed development is the environmental damage it will occasion.</p> <p>Ancient woodland is to be destroyed. Simply replanting areas with new trees will not heal the damage. Bio-diversity will be reduced.</p> <p>The danger of flooding (already a problem) will be increased and the proposed development relies upon statistics from 2006 in calculating the water levels in the flood plain.</p> <p>Noise will become greater due to the road being so elevated.</p> <p>The elevation will allow exhaust and plastic tyre pollution to be more widespread.</p> <p>The environmental damage will be increased by the design of the proposed road. The design planned by the Vale of Glamorgan ignores the guidance from the Design Manual for Roads and Bridges. (The DMRB was introduced in 1992 in England and Wales, and later in Scotland and Northern Ireland. It includes all current standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways.)</p> <p>The significant factor is that the DMRB state that on roads with a specific length of gradient there must be an extra lane that allows lighter vehicles to pass the slower heavier transport. As there is none such in this design the communities of Peterston, St Nicholas and Bonvilston will have additional exhaust pollution from traffic forced to labour behind heavier, invariably diesel, freight vehicles.</p> <p>Our whole planet depends upon the natural balances it has established in its eco-systems. Occasioning more disturbance to that balance than is essential will have long-term, serious costs.</p> <p>It is not the case that this development is the only possible option. As noted earlier, we are all going to have to accept behavioural changes, if we are going to save the futures of generations to come. The attention needed to develop integrated public transport, be that by metro, rail or bus, is not something we can shelve or ignore. Behavioural change cannot simply come from individuals but our democratically elected representatives should lead the way.</p> <p>3. My third reason for objection is that of local disturbance.</p> <p>The initial factor is that we can expect even worse traffic congestion on Culverhouse Cross and on the A 48 than is already there. Traffic from the west, from Bridgend, Neath Port Talbot, Swansea and all points further will now be able, should this development happen, to divert into Cardiff, be that their destination via this new road.</p> <p>Should this development happen what will be the situation a Weycock Cross? I suggest it will be congestion on a grand scale.</p> <p>Quite apart from a number of people having their houses demolished there is a proposal to possibly close two important smaller roads. (Before detailing that, it is worth considering how many people in the Pendoylan area have already experienced three years of not knowing what is going to happen. Their properties are not marketable and more seriously people's mental and physical health is being subjected to on-going stresses from this process.) The two roads that could be closed are those that link Clawdd Coch to Peterston, St Brides and Groesfaen, via the Ponsarn level crossing route, and the road known as Trehedyn Lane, that joining Peterston to Welsh St Donats.</p> <p>Is the thinking that small roads do not matter? It seems a small step from the thinking that small people do not matter.</p> <p>When Arcadis published its first proposal, it saw the road from Peterston to the A48, known as the Logwood, to be closed and traffic to follow the single narrow track to the east of Croes y Parc Baptist Church, a track that becomes bridle path before reaching Trehill. It raised the thought that Arcadis had not visited the area and merely looked at maps. Although you may think this next observation tangential Arcadis speaks its own language. When it was identified one route that might be considered, along the existing roads, Arcadis described it as doing "the minimum". What that meant, as ***** accepted at an online meeting, was do nothing. This seems to typify the approach. It is an approach that</p>
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	<p>is not being driven from local needs but ignoring the needs of the locality and its inhabitants. Why have I not mentioned the visual damage this road would occasion? I think it is self-evident it will have such a detrimental effect upon those living here. Nor have I ventured to suggest how it will reduce the Vale of Glamorgan's appeal as a tourist area by taking away its very essence, that of an unspoilt rural vista.</p> <p>4. My fourth reason to objecting to this proposal is how WelTAG has been operated. I should say how it has not been operated by the Vale of Glamorgan. The failure is serious and not a technicality. Stage 1 of WelTAG should take the form of all interested parties assembling over a period of time to examine all possible solutions to transport problems. What has happened, I believe, is that there was no such consultation. There are, it is my understanding, no minutes of any meeting ever having taken place. It appears that only representatives of the transport industry were canvassed for their views and, not unsurprisingly, another road was proposed. (At least it was a proposal with two alternative routes, the eastern and western.) It is my view that even if it is not decided the whole project be scrapped then, at least, WelTAG Stage 1 be re-convened in its intended and proper form, so that all possible transport alternatives could be assessed.</p> <p>Adding to the current uncertainty is the uncoupling of the earlier proposal for a train station around Junction 34, such with a 1000 car park and ride facility. I will not trouble you with my thoughts about that apparent lost opportunity to develop public transport by still favouring the private car. I have already made my views clear to the Vale of Glamorgan. Whilst the two developments were originally integrated they are now separate. I am left wondering whether what seemed to be the unfeasible nature of a station being located there would risk the whole project's future and so, to reduce that risk, the road is being considered on its own.</p> <p>5. My fifth reason is over the potential wastage of public money. The current estimate of costs is £66 million and before looking at the changed circumstances post-Covid, the proposed road scheme is guilty of ignoring the recognised consequences of induced demand. Induced demand is used as a catch-all term for a variety of interconnected effects that cause new roads to quickly fill up to capacity. Put in lay person's language it means that roads will fill with traffic as they become available. The phenomenon of induced traffic has been observed by transport professionals repeatedly since 1925, and recent authoritative reviews have confirmed that induced traffic is still beating forecasts on new roads across the country. This simply adds weight to the need to look at other transport solutions beyond roads.</p> <p>Nobody knows how Covid will impact upon our patterns of work, our travel or the use of air travel. (We all know how many millions of our taxes are already being pumped into Cardiff Airport to compensate for its loss making year upon year.) I was pleased that in the recent meeting, Arcadis' Project Manager, did acknowledge that there may be significant differences post Covid and Brexit. It would seem wise to hold back any premature decisions to spend money without a clearer knowledge of future prospects. As I mentioned earlier, it is to be welcomed that the Welsh Government has this month (November 2020) released its consultation document 'Llwybr Newydd, New Path'. This outlines a new transport strategy. In the words of Lee Waters, Deputy Economy and Transport Minister, it is concerned with "Re-shaping our transport networks to respond to the challenges of climate change." Transport, it acknowledges, makes up 17% of Wales' carbon emissions. It recognises that there will probably be less commuting and more home working and Lee Waters stated that, "We do not want to return to the old normal in terms of transport emissions nor previous levels of road traffic... our new strategy will need a modal shift at its centre, fewer car journeys and a much greater share of trips by sustainable forms of transport."</p> <p>For all the above reasons it would seem public money could be better spent after a wiser and more extensive evaluation of a changed situation. Only recently did I, or others, learn that there was a specification for a 60 MPH road, so this probably precluded examination of any less disturbing and potentially feasible alternative. If the proposed development does take place a 60 MPH road (all four and a half miles of it) will not really come into being, as the congestion that will occur through the proposed developmental suggestions will only result in slower, more contaminating queues of traffic. These are my personal views. I find it hard to believe the Vale of Glamorgan might be prepared to destroy its very essence, that of being a rural vale. These proposals are, to my thinking, an act of self-destruction and active harming of local residents and I sincerely hope the authority will rethink the whole matter, abandon the proposed development or, at least, re-convene WelTAG Stage One.</p>
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	<p>Thank you for your attention.</p>
10	<p>Dear Leader of the Vale,</p> <p>I am writing to make a formal complaint about the environmental contents of the 20 page consultation document that I received with a letter dated 25 September 2020.</p> <p>My complaint relates to the way in which the four options have been presented and compared, and the way in which the environmental impacts have been trivialised.</p> <p>My complaint is as follows:</p> <ul style="list-style-type: none"> • The 20 page document does not compare each option on the same basis. If an impact is mentioned in one option, it should be mentioned in all four. There are many examples, but the following illustrates my point. It says for option C1 that there will be an impact on the landscape but it doesn't mention the impact on the landscape of the other options, even though in the "what are the impacts" table the four options are rated the same as having moderate/large adverse impact. • By using the words "significant" and "substantial" to describe the impacts for the two online options it implies that the impacts will be greater for the online options than the offline options, but no evidence is provided to substantiate this. • Although the document acknowledges that there are ecological impacts and cultural heritage impacts, including ancient woodland impacts, it writes about these in a style that suggests that they are just tough luck/ to be accepted/ par for the course. • The document Implies that tweaks in alignment are going to render the impacts acceptable without any evidence of this. • The document suggests to the reader that only the impacts on the hedgerows will be significant. <p>I attach the conclusions of the ecological report, which sets out the current understanding of the options. You will see that this information does not feed through to this consultation document. This is extremely misleading for the layperson.</p> <p>Regards</p>
11	<p>Dear ,</p> <p>I wrote to you some weeks ago at your home address expressing my objections to the plans described in the M4 J34 to A48 WelTAG Stage Two Plus consultation.</p> <p>As I have not heard from you, nor from Cllr ****, to whom I sent a copy, I am reiterating my objections on the eve of the closure of the consultation.</p> <p>"I write as a resident of the Ely valley for over 40 years. Although now retired, I draw on 30 years' experience of chairing international businesses based in south Wales and also on my experience as a former Trustee of the National Trust and chair of its Advisory Board in Wales.</p> <p>Having read the documents I have concluded that the proposals are strategically flawed for the reasons set out below.</p> <p>The 'Business Case' states that the road is needed to support the development plans for the 'Cardiff Airport - St Athan Enterprise Zone' with the hope that 4,000 jobs will be created. But there is no evidence to support this.</p> <p>THE AIRPORT</p> <p>Some 12 years ago Cardiff Airport's annual passenger numbers were 2.3 million. At that time the Airport's Managing Director stated that there were no transport obstacles to their growth plans. The Airport's masterplan (2006) predicted passenger numbers of 4.8 million by 2015. Instead they</p>

	<p>plummeted to 1million. Prior to Covid 19 they were approximately 1.4 million. In the meantime Bristol Airport has grown dramatically with annual passengers, prior to Covid 19, of 8.1 million, of whom 1.6 million were from south Wales. Those passengers were prepared to travel to Bristol because Bristol Airport had low cost flights in abundance to the right destinations.</p> <p>Reducing by a few minutes the travel time to Cardiff Airport by building a very expensive new road will not help the Airport grow. It demonstrates a fundamental misunderstanding of the economics of a regional airport. It will only grow if it provides regular low cost flights to places where travellers want to go. That requires 'carriers' to switch their flights from Bristol to Cardiff, which makes no economic sense for them, or for new carriers to invest in Cardiff, which would require substantial additional subsidies from the Wales Gov.</p> <p>Now we have to factor in the implications of Covid 19. For years to come international travel will be severely curtailed. Most UK regional Airports are in financial difficulty, as are most carriers. When business begins to return, those carriers who have survived will concentrate on Bristol Airport at the expense of Cardiff.</p> <p>New ways of working using digital technology will mean that business travel will also be greatly reduced. That change will be permanent.</p> <p>Unfortunately, the prospects for the growth of Cardiff Airport are poor. And no amount of money spent on a new road will help.</p> <p>ST ATHAN</p> <p>Creating an Enterprise Zone which includes St Athan is to be welcomed. However, the history of such zones in the UK is mixed. There are short term benefits but rarely long term ones. There is no evidence that spending large sums of money on a new road to Junction 34 is the right way to help the St Athan develop. Although the Zone is marketed as one entity there are in fact two locations, Cardiff Airport and St Athan. The latter is in the western part of the Vale.</p> <p>The Aston Martin factory at St Athan is nearer to Junction 35 than Junction 34. If there is a case for road expenditure it is surely to improve the links to Junction 35 for the benefit of the Enterprise Zone but also the communities of St Athan, Llantwit Major and Llandow, delivering the Llysworney bypass in the process.</p> <p>FUTURE TRANSPORT NEEDS</p> <p>The Vale of Glamorgan Local Transport Plan 2015- 30 makes no reference to building a new road to Junction 34. It contains no evidence of any need. Since then the Council, following the lead of the Welsh Government, has declared a Climate Emergency. It has resolved to reduce its own carbon emissions to net zero before the Welsh Government target of 2030 and support the Welsh Government's new Low Carbon Delivery Plan. This includes targets for reduced emissions from traffic. Also since the plan was produced the M4 relief road around Newport has been turned down for environmental and cost reasons and a newly conceived integrated transport policy for the region is evolving with the 'Metro Project' underway, emphasising the use of public transport, cycling and walking-active travel.</p> <p>In addition it is the stated aim of the Welsh Government that 30% of the Welsh workforce should work from home.</p> <p>All of these factors indicate that the building of a new road is a strategically flawed and out dated idea. A radical rethink is needed and a new Transport Plan drawn up to reflect current and likely future needs.</p> <p>FUTURE GENERATIONS ACT</p> <p>This groundbreaking legislation requires public bodies to consider their plans in the light of the needs of future generations. It should be at the heart of all the Authority's strategic thinking.</p> <p>In a recent Cabinet Statement prior to the start of Wales Climate Week, Lesley Griffiths MS articulated ' the need to safeguard the wellbeing of future generations against the present threat posed by the changing climate'.</p> <p>Over the next 50 years there will be a major growth of housing and commercial property development along the M4 corridor, particularly around Junctions 33, 34 and 35. Also there will be more housing along the A48. Getting the balance right between development on the one hand and conservation of the landscape, heritage and the environment on the other will be crucial.</p> <p>The Ely Valley is special. The area from the Hensol Forest, down to Pendoylan, across the Pendoylan Moors, over the river Ely, across the Peterston Moors and on to Peterston itself is an area of</p>
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	<p>outstanding beauty, with a rich and diverse ecology and the home to birds and animals protected under the Wildlife and Countryside Act. It is at the heart of a Special Landscape Area. It has SSSI status and numerous Ancient Woodlands. Miles of public footpaths criss-cross the landscape including the Millenium Heritage Trail. The Ely Valley should be the Vale's 'Green Lung' for the benefit of future generations in the same way as Bute Park is Cardiff's 'Green Lung'.</p> <p>A new road would destroy this and to plan one flies in the face of all the evidence on Climate Change and its impact in future generations. Instead the Council should regard the Valley as a strategic asset to be conserved for the benefit of future generations.</p> <p>I would urge the Council to think again. The proposal was strategically flawed when first conceived as far back as the 1990s. It is even more so now.</p> <p>Yours sincerely,</p>
12	<p>Dear Sir/Madam,</p> <p>Thanks for issuing the consultation. My wife and I live with our family in Pendoylan. Any works will directly affect us. In general, we DO NOT support the proposals for the following reasons:</p> <ul style="list-style-type: none"> • There is insufficient importance given to the environment and climate change - given that Welsh Government has issued a Climate Emergency we feel that this is a major issue, and should, by itself, be enough to reconsider the options. • The consultation explicitly disregards other transport / infrastructure projects. This is a major flaw in the thinking involved. Such a major project needs to be planned in the context of the whole transport infrastructure across the region at the very least, as the various projects will inevitably impact one another. We would strongly suggest that a Systems Thinking approach is used to address this (see work by Michael C. Jackson from Hull Business School). • Public transport options have not been sufficiently explored. There is some mention, but not enough in our view to indicate that this has been properly thought through. • The consultation assumes that the Vale Business park will be a success - given the coronavirus impacts on the way we work, this may well not be the case, and should require reconsideration of the assumptions made. • The impact of air pollution on resident's health and an area of natural beauty including ancient woodlands has not been sufficiently considered, or adequate mitigation suggested. • Noise pollution to nearby residents. There seems to have been very little mention of this. Raising the road up on embankments will make this worse. We had expected designers to address this properly as part of a package of measure to reduce impact. <p>We acknowledge that the road build may go ahead, despite objections. We recognise that there may be benefits, but as the above consideration indicate, we do not think these outweigh the disadvantages. We have the following suggestions that, should the road go ahead, would lessen the impact on residents, and reduce disruption during construction.</p> <ul style="list-style-type: none"> • We would like to see a public footpath and cycle path along the whole carriageway - this would encourage residents to be more active, in particular to cycle, when travelling in the local area. It also aligns with WG aims to make Wales a healthier, more active nation. There should also be easy access via footpaths and cycle paths to the road from local villages. • We would like to see a strong commitment to public transport, and a commitment to this being based on electric vehicles (mainly buses, but also perhaps a tram or metro system) that would run using the road. There should be a commitment to link not only a Park and Ride to the airport, but also serving other local towns and beauty spots. This would help off-set the impact on the environment and address some of the climate issues. • To monitor the effects of a new and significant source of air pollution from an increase in traffic emissions, we would like to see a plan to ensure local pupil learning (25% of it ideally outside) remains safe, and to protect local residents and schools through regular monitoring. We suggest also undertaking an assessment of the impact of making this a toll-charge road to help reduce traffic density. • To reduce noise, we would like to see route options that do not raise the road too high, and also commit to planting trees borders along the route to help shield/ reduce the sound reaching local residents. <p>Many thanks,</p>

13	<p>This response is from my husband and I who both live in Peterston super Ely.</p> <p>We continue to be astonished that this project is still being thought about- the reasons we would like to object to any new road are-</p> <ol style="list-style-type: none"> 1) the VOG Council and Welsh Government have declared a climate emergency and yet are considering building a totally unnecessary road to encourage more cars with little impact on public transport 2) We are about to hit a depression- when the furlough scheme ends- businesses will close, thousands of jobs will be lost in wales- jobs will be made yes on this project but very low paid and short lived. The Welsh government will need this money to retrain people and invest in biotech, finance jobs etc 3) Extra route to he airport- clearly this is not needed now and never was- no one ever doesn't go to the airport because of the roads! 4) all research shows that commuting is never likely to get back to pre COVID levels- congestion will be a lot less 5) this goes against all parts of the Well-being act 6) the impact of the air pollution on the school and local community will be huge- remember the law case that has just been won around the death of a child through air pollution 7) we walk through the ancient woodland regularly it is magical - go there - take your children- then remember your legacy will be destroying what has stood for centuries 8) this is a classic case of councils wanting to get one up on each other- the vale wanting to win against Cardiff schemes- a disgrace- not to mention the continued anti rural stance of the vale council- far too Barry centric 9) where is the innovation being used here to fix problems
14	<p>I have studied the information regarding the above and would like to register my objection to the proposals to undertake major development work and to construct a new road.</p> <p>I am extremely surprised that the decision to propose the changes and developments associated with this plan has been taken at the present time. People's minds are focused on other priorities and some of the approaches used when consulting upon such a project cannot be undertaken under the current circumstances.</p> <p>The idea of spending a vast amount of public money on a vanity scheme that ignores other priorities and concerns is very worrying.</p> <p>The local authority should carry out small scale improvements and repairs at minimal cost in the interest of safety and helping to ease the flow of local traffic. Any development beyond minor maintenance and improvement is unnecessary. Spending money to create a short-cut is not appropriate.</p> <p>I would like these views to be included in any statistical analysis that is undertaken in connection with this consultation exercise.</p> <p>Thank you</p>
15	<p>Dear Councillor ,</p> <p>I am writing with concerns about the viability, appropriateness and fairness of the current Consultation exercise on the WelTAG Stage Two Plus Highway Link Study of the Pendoylan Link.</p> <p>The purpose of a consultation such as this is to properly engage with as many members of the public affected by the plans as possible.</p> <p>Can this consultation be viable and fair given the fact that</p> <ol style="list-style-type: none"> 1. The usual methods of publicising the consultation are not available to the Vale Council. For example, public meetings cannot take place, the Gem no longer exists and many people are not leaving their homes and will not see notices. Many people affected in Peterston for example are unaware that the consultation is taking place. 2. The Consultation document and its accompanying attachments comprise 998 pages. It is a complex document which is very difficult for the layman to understand. This is made all the more difficult by having to read

	<p>it online.</p> <p>3. The circumstances we face due to Covid 19 restrictions mean access to the document depends on access to the internet, possession of appropriate devices and the ability to use them. So many people are therefore rendered disadvantaged by this situation.</p> <p>3. We in the Vale have been under renewed Covid restrictions in the last week and face further tightened rules in the next few days. Levels of anxiety about Covid 19 are high and naturally people are focusing their thoughts and feelings on these concerns making it very difficult to give proper consideration to the consultation, which for many has been a worry since 2017.</p> <p>It cannot be the case that the Vale Council is reaching a sufficiently wide audience, achieving effective engagement and complying with the public sector equality duty.</p> <p>I ask you therefore to urge your colleagues to withdraw this consultation.</p> <p>I look forward to hearing from you.</p> <p>Yours sincerely</p>
16	<p>A48 TO M4 J34 NEW ROAD CONSULTATION</p> <p>I note that this proposed new highway does nothing to link Cardiff city centre with Cardiff Airport. The improved A4266 (Five Mile Lane) now induces more traffic to pass through St. Nicholas rather than use the A4050 with multiple roundabouts and traffic lights - often for new housing & retail developments. It is rather irrational therefore that planning permission was given for new houses at St. Nicholas along with those at Sycamore Cross, Bonvilston. Goodness knows how these people will egress this development when/if the new road goes through to the M4?</p> <p>Should the new road be built, then it is highly likely that it will be used by the populous of Cowbridge and environs. The way you have designed the SYCAMORE CROSS JUNCTION is wholly inadequate. Surely, you should have three lanes set aside for traffic wishing to clear the lights to cross or gain access to the A48 when proceeding south from the new road? I would also suggest that you may in the future need to build a flyover over the A48 in order to speed traffic through in a north - south direction and vice versa. That being so, I suggest that you leave space for that now.</p> <p>I would also like to suggest that in the event that it becomes necessary to dual this highway in the future, that you assume that the planned road becomes the south bound carriageway with space left on the west side for any new northbound carriageway. That being so, I suggest that the CYCLEWAY currently planned is on the EAST SIDE ONLY and that it has links to the minor roads in the area.</p> <p>ROAD CLOSURE - PETERSTON TO PENDOYLAN (EASTERN ROUTE) I note that you now propose to SEAL OFF TWO COUNTRY LANES with the new road. The image above shows the closure of the Peterston to Pendoylan lane. I note that as it is on an embankment, that it would be relatively easy to have a bridge so that the country lane could remain open. With that country lane blocked, it means that people have to go all the way from Peterston up the hill to the new roundabout only to then have to come all the way back downhill in order to reach Pendoylan & vice versa. I regard it as essential to have a bridge and keep this lane open as a direct route.</p> <p>I also note that you plan to also seal the lane to Pontsarn level crossing near Clawdd Coch. In the event that flooding takes place by the River Ely or Network Rail close the LC for maintenance, premises on this road are effectively cut-off. They also lose direct access to the nearby village of Pendoylan. Again, this is not a good idea and would mean that no east - west route crosses the Ely valley between your new roundabout near</p>

Sycamore Cross & the A4119 - way to the north at Groes Faen. Surely, this is an unacceptable situation especially as both lanes are also used by walkers, horse riders and cyclists as well as by vehicles?

I think that the CLAWDD COCH JUNCTION IS LIKELY TO BE DANGEROUS because you have right turning traffic having to cross that which is heading SUGGESTED OFF SLIP N OF PENDOYLAN (WESTERN ROUTE) towards the M4 at speed. May I suggest that you scrap that idea and instead have an off slip from the southbound carriageway near the bridge over the present lane north of Pendoylan - see red line on previous image. Of course, this would only be possible if the western route is chosen. This would also remove traffic for Pendoylan from having to drive through Clawdd Coch. However, traffic heading for the M4 from Pendoylan, would still need to drive through Clawdd Coch in order to reach the new junction.

I have already outlined that the proposed junction north of Clawdd Coch is likely to be dangerous because of right turning traffic having to cross that going northbound at speed and how my suggestion above would get traffic safely off the new road for Pendoylan, Clawdd Coch, Tre Dodridge etc. However, I also think it is also dangerous because you plan to allow northbound traffic to make a SHARP LEFT TURN AT THE CLAWDD COCH junction. May I suggest that you have a slip road coming off the northbound lane where traffic can slow down prior to making the sharp left turn for Clawdd Coch. Regarding traffic joining the new road at Clawdd Coch and heading north, I suggest that you remove the idea of a T junction and instead have a longer northbound slip which would allow traffic to build up a bit of speed prior to entering the new road - assuming space in traffic flow exists. This would surely be safer than coming to a stop at a T junction and then having to accelerate into a flow that could be going 60 mph? The right turn into Clawdd Coch from the southbound new road should be made impossible via a crash barrier & central reservation.

The Clawdd Coch junction as set out in your proposals also includes a cycleway running across the T junction - which is also dangerous. By keeping the cycleway on the east side of the new road, you could allow a safe access to Clawdd Coch by having a connection with the Ponsarn lane & then via an underpass & in addition, a cycleway following my proposed off slip north of Pendoylan.

I note that you desire to possibly have a new rail station on the mainline at Miskin - probably by the 4 track section alongside the Renishaw plant. The present car park of the Renishaw plant would be ideal for the P&R with Renishaw having a new car park on the east side of the plant. In order to facilitate access to such a station and indeed J34 off the M4, may I suggest that a short new road be built from the south side of the bridge over the M4 that is just east of J34. This would facilitate access to the station and M4 from residences just north of Peterston as well as provide a Groes Faen bypass. (Groes Faen is going to see even more traffic due to all the developments along the A4119 which has no access to the M4 at J33). The former country lane from the A4119 to the M4 was improved when the M4 was built so that section is in effect already built.

I would hope that any new road / station at J34 does not lead to development at this junction of the type proposed for J33 or similar to that at Culverhouse Cross. DEVELOPMENT AROUND STRATEGIC REGIONAL JUNCTIONS JUST DOES NOT WORK as it impedes the traffic flow across the region and turns the motorway into an urban highway. The purpose of motorways is to transport people quickly and safely across the country - not to become a focus for development of business and retail parks.

Whilst the western route would allow for a safer off slip for Pendoylan - if my

	<p>suggestion were taken up, I note that the eastern route is straighter and therefore gives drivers a clearer view ahead for overtaking on this single carriageway highway. Something to consider when choosing one route or the other! I trust that you will give my comments due consideration.</p> <p>A LINK ROAD FROM THE GROES FAEN TO PETERSTON ROAD TO J34I would hope that any new road / station at J34 does not lead to development at this junction of the type proposed for J33 or similar to that at Culverhouse Cross. DEVELOPMENT AROUND STRATEGIC REGIONAL JUNCTIONS JUST DOES NOT WORK a sit impedes the traffic flow across the region and turns the motorway into an urban highway. The purpose of motorways is to transport people quickly and safely across the country - not to become a focus for development of business and retail parks.</p> <p>Whilst the western route would allow for a safer off slip for Pendoylan - if my suggestion were taken up, I note that the eastern route is straighter and therefore gives drivers a clearer view ahead for overtaking on this single carriageway highway. Something to consider when choosing one route or the other! I trust that you will give my comments due consideration.</p>
17	<p>Dear Sir/Madam,</p> <p>I object to these proposals. I have lived in Peterston super Ely for 40 years and understand the area well. Do minimum is the only option I can support. I would like you to record my objections based on the following factors-</p> <ol style="list-style-type: none"> 1. The study area is an SLA. All of the proposed new road options would destroy the landscape beauty and sense of rural place. 2. The area contains areas of SSSI and the diversity of its ecology, including protected flora and fauna as well as Schedule 1 protected bird species, would be irreparably damaged by the proposals. 3. Significant air pollution would inevitably be caused. 4. Significant light pollution would be caused. 5. Significant noise pollution would be caused. 6. Areas of ancient woodland would be damaged. 7. SINCs would be destroyed. 8. Field patterns which have been in place since the 1600s would be damaged. 9. Connectivity between villages would be severed. Peterston and Pendoylan are strongly connected. For example although I live in Peterston I live in the parish of Pendoylan where my church is located. In ancient times a pilgrims' way from Llandaf to St David's in Pembrokeshire ran between the villages, parallel to Trehedyn Lane where there is a holy medieval well at Ffynon Deilo. 10. That the villages are deeply interconnected is reflected by the many footpaths which run between them. At least five ancient public footpaths would be ruptured by any of the options. 11. The necessity for these highway proposals has not been made out. 12. There are 'A' roads running north/south from the M4 from J35 and also from J33. Another one at J34 is unnecessary. 13. A road scheme is not justified given the Climate Emergency declared by the Vale Council. 14. Given the Wales Government's commitment to zero net carbon emissions by 2050 these proposals are inappropriate. 15. The Wales Government has declared its aim is to see 30% of the working community to be working from home. Road building conflicts with this aim. 16. It is well demonstrated that any new road creates more traffic-induced demand. 17. Traffic at Culverhouse Cross would increase. 18. Expenditure of at least £60-80+ million cannot be justified at this time when the budget of Wales Government is seriously stretched. 19. The proposals are at odds with the Well-being of Future Generations Act. Once these precious resources are gone, they are gone forever. 20. It seems probable that the negative impacts listed above have been minimised in the impact

	<p>assessment produced for the studies.</p> <p>Yours faithfully,</p>
18	<p>Rhondda Cynon Taf County Borough Council (RCTCBC)</p> <p>Good Afternoon,</p> <p>Please find below my comments on behalf of RCTCBC in respect of the consultation as follows;</p> <p>RESPONSE OF RHONDDA CYNON TAF CBC TO THE VALE OF GLAMORGAN COUNCIL CONSULTATION : TRANSPORT IMPROVEMENTS M4, JUNCTION 34 – A48</p> <p>Rhondda Cynon Taf County Borough Council strongly supports the Option B proposal which will involve the construction of a new highway route to the west of Pendoylan village, between Junction 34, M4 and the A48. Not only does this option score favourably in terms of the environmental impact; impacts on property; providing an improved transport journey and having a reduced impact on local communities but it achieves the highest BCR figure.</p> <p>Rhondda Cynon Taf is located within the catchment areas of Cardiff International Airport and the St Athan Enterprise Zone. Options A and B drawn-up will improve connectivity and journey times between communities in RCT and these two particular sites, both of which are becoming important centres of employment for residents through future growth and expansion. Consideration should be given to enhancing the capacity of J34 and the A4119, particularly for bus priority, as the route provides important access to the eastbound and westbound directions of the M4 for RCT residents.</p> <p>It is noted that the construction of either Option A or B will result in changes to traffic flows across the existing highway network in the area by reducing traffic levels at certain pinch points and freeing up capacity - particularly along the A4232. This is likely to directly benefit more sustainable transport modes such as local bus services and cycling by improving safety, reducing delays and enabling bus operators to provide more reliable services. Some of these bus services extend beyond the Vale of Glamorgan and Cardiff into Rhondda Cynon Taf. It is important that any freed-up road capacity is captured for sustainable transport and locked in before it is subsumed by general traffic growth.</p> <p>Changes to the layout of Junction 34, M4, as a consequence of proceeding with either Option A or B, should accommodate the proposed provision of a parkway station along the South Wales mainline, near to this location. This proposal is also supported by Rhondda Cynon Taf CBC in terms of (i) the benefits this new station will provide to its residents who commute to/from Cardiff and further afield, (ii) the potential for the site to become an interchange with local bus services and (iii) the scope for sustainably accommodating a projected increase in journeys in the area as a result of major new developments.</p> <p>The Council believes that, if progressed, both of the above infrastructure projects complement each other and will significantly benefit the wider South East Wales region and not just the two individual local authorities.</p> <p>Best Regards</p>
19	<p>1</p> <p>Dear Vale of Glamorgan Council</p> <p>WELTAG STAGE 2+ STUDIES – M4/A48 TRANSPORT STUDY CONSULTATION</p> <p>I am writing in response to the above consultation exercise and to object to these proposals on the following grounds:</p> <p>Although the Vale of Glamorgan Council has declared a climate emergency, these studies have not sought to reduce emissions, and climate change has not been a material consideration in any planning and decision making to date.</p> <p>Greenhouse Gas Emissions</p> <p>Decisions have been made without consideration of the impact of building a road on national, regional or local targets set to reduce emissions, or carbon budgets set (including those in the Environment (Wales) Act 2016.</p> <p>If the Council were serious about its commitment to reduce emissions, these studies would do 2 things:</p> <ul style="list-style-type: none"> - seek to reduce the emissions that currently exist from road transport (decarbonisation); - avoid alternatives that would create new emissions, through induced demand. <p>At Stage 1 no alternatives that would reduce greenhouse gas emissions, or reduce the carbon footprint, were considered, for example low carbon sustainable alternatives.</p>

	<p>There has been no full evaluation of the greenhouse gases of the proposed development.</p> <p>There has been no consideration of decarbonisation imperatives in law and Welsh Government policies, strategies and plans.</p> <p>As a result of an FOI the Council/Arcadis confirmed that:</p> <ul style="list-style-type: none"> - There are no baseline gas emissions in the project environment - As there are currently no baseline gas emissions in the project environment, Arcadis do not at this stage know how the direct and indirect emissions (CHG) will affect the baseline gas emissions in the project environment - Arcadis do not know what the national, regional, and local carbon emissions targets and budgets that are applicable to this project are - Arcadis do not know what the impact of building a road will have on these targets and budgets - No alternatives have been considered to reduce carbon emissions to date <p>There is a reference to greenhouse gas emissions in the Outline Business Case (rather than in the Impact Assessment Report where one would expect to find it) that "slight positive impacts have been identified with regards to greenhouse gases,²</p> <p>whereby the change in greenhouse gas emissions with the road link (compared to Do Minimum) has been calculated as an output of the traffic modelling. This gives a benefit valued of £1.1 million". This assessment is not based on greenhouse gas emission studies. I don't understand how this figure has been calculated but if the transport model compares the estimated 10,000 journeys per day via a 60 mph road compared to going through the lanes, this is extremely misleading and does not reflect reality.</p> <p>The failure to consider decarbonisation and alternatives that would reduce greenhouse gas emissions is inconsistent with almost every national, regional and local policy that exists. Welsh Government policies such as One Wales: Connecting the Nation, states as the first of its five priorities "reducing greenhouse gas emissions and environmental impacts". Prosperity for All: A low carbon Wales sets out the case for decarbonisation and a modal shift away from private car use to public transport and active travel, yet these studies have not considered decarbonisation at all. It is also inconsistent with the Regional Transport Plan and the Council's own policies such as those of your Public Service Board.</p> <p>Climate Change Adaptation</p> <p>Not only do these studies pay scant regard to the impact of building a road on the environment and climate change, they also fail to take account of the impacts of climate change on the area of the proposed development – wetter winters and hotter summers are predicted for Wales.</p> <p>The study area includes the River Ely. The Pont Sarn Lane has been flooded and impassable at least 7 times so far this autumn, including yesterday and today (see photos). Building roads increases surface run off. The run off has to go somewhere. Any run off that finds its way to the Ely River in this area will surely increase this flooding in the area and downstream.</p> <p>Environmental Impacts</p> <p>Although the Environment (Wales) Act 2016 and Environmental Impact Assessment Regulations are referred to in the documentation, their requirements are clearly not fully understood. For example, the EIA (which would legally apply at Stage 3) requires evidence of consideration of alternatives to avoid and mitigate environmental impacts (including biodiversity and climate change). These studies will not be able to provide this evidence because there has been no consideration of alternatives that would avoid environmental impacts.</p> <p>Biodiversity</p> <p>The Ely Valley is a Special Landscape Area with species and organisms in the Section 7 Environment (Wales) 2016 lists abundant in the area. The area contains priority habitats, protected species and ancient woodland. The Council knows from the Airport Link Road studies conducted in 2008 that the area is highly sensitive, yet no lessons have been learned. Notably:-</p> <ul style="list-style-type: none"> - These studies have not applied the sustainable development principles. They did not start with the transport problems to be fixed or avoided, but with the³ <p>decision in the December 2017 update of the National Transport Finance Plan to build a road.</p> <ul style="list-style-type: none"> - The environmental impacts have been played down and trivialised in these studies. - The 20 page consultation document fails to compare the 4 options in a fair and consistent manner in the use of language to describe the impacts and in comparing the impacts of different options eg landscape, hedgerows. It is misleading.
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	<ul style="list-style-type: none"> - The phase 1 habitat survey and preliminary ecology study (Appendix L) recognise the sensitivity of the area, and that further studies are likely to identify further protected and priority species of importance, but these findings are not summarised in the main documentation and are difficult to find when having to review nearly 1,000 pages online. - At Stage 1 alternatives that would avoid environmental impacts were not considered. - When assessing impacts the precautionary principle has not been applied. - The project team repeatedly say these proposals are at a “conceptual design stage”. The whole area is highly sensitive and whatever road alignment is considered would destroy ancient woodlands, biodiversity and habitats. A road for a 60 mph road cannot be “tweaked” (as has been suggested) to avoid this damage. - At Stage 1 these studies should have followed the Council’s own Supplementary Planning Guidance (Biodiversity and Development) and considered alternatives that would avoid environmental damage. There is no mention of the biodiversity impact management hierarchy in the documentation. - The inference from the consultation documentation is that the damage to ancient woodland can be compensated for. You cannot compensate for the loss of ancient woodland that will take hundreds of years to replace. This does not meet the Future Generations test. - There is no mention of ecosystem services (a requirement of the Environment (Wales) Act 2016). - Independent professionals with expertise in climate change, biodiversity, low carbon specialists have not been involved in the process, including the Review Group. <p>The WeITAG guidance has not been followed, and in addition to those already mentioned there are numerous failings including:</p> <ul style="list-style-type: none"> - The sustainable development principle (5 ways of working set out in the Wellbeing of Future Generation Act) was not followed. - The Peter Brett Associates next steps and recommendation (to review case for change early in Stage 2) was not followed. - No innovative long list of alternatives, including low carbon sustainable, were identified at Stage 1. - There was no involvement of a diversity of the population and those with expertise (eg environmental experts) to help identify and shape alternatives⁴ - The impacts of alternatives were not identified and considered in decision making at Stage 1. - There was no Stage 1 Review Group meeting - No documentation of the Stage 1 Review Group decision making process has been made available, including the basis of the decisions made, including the recommended short list of alternatives to be considered at Stage 2. - There is no evidence that the views and concerns of citizens, particularly regarding the environmental impacts, have been conscientiously considered. The National Principles for Public Engagement in Wales and the Vale of Glamorgan Council’s Public Engagement Framework have not been followed. - There is scant evidence of how the proposed development aligns with legislation – including the Wellbeing of Future Generations (Wales) Act 2015, Environment (Wales) Act 2016. - The proposals in the Stage 2+ consultation document to block off Pont Sarn Lane and Trehedyn Lane are inconsistent with the Active Travel (Wales) Act 2013 - There is scant evidence of how proposed road would deliver commitments in national, regional and local plans, including the 7 wellbeing goals. <p>In summary,</p> <p>The studies completed to date reveal an almost complete neglect of climate change, greenhouse gas emissions, decarbonisation and avoiding environmental impacts.</p> <p>In addition they have not followed the WeITAG guidance and are inconsistent with legislation and almost every national, regional and local policy – all of which focus on reducing emissions, a modal shift away from private car use to low carbon sustainable public transport and active travel, improving air quality and exercise to improve health and the need to be globally responsible, reducing carbon and protecting and enhancing the environment.</p> <p>These studies are fundamentally flawed because Stage 1 was not carried out in accordance with the WeITAG guidance.</p>
20	<p>Dear Sir or Madam</p> <p>I write in response to the above consultation, which as I am sure you will appreciate is a matter of deep</p>

	<p>interest across my electoral region.</p> <p>Over the past few weeks, I have received an unprecedented level of correspondence in relation to the proposed road. While a number of constituents living in the Peterston-super-Ely and Pendoylan areas contacted me about the consultation, I was surprised by the volume of correspondence from residents of other areas, including other parts of the Vale, the southern belt of Rhondda Cynon Taf and North West Cardiff. This is unusual for a consultation of this type and to me highlights the strength of feeling on this issue.</p> <p>To me, it has been a longstanding position that a road of this nature should not be the priority. I do not believe the demand exists to justify the levels of expenditure involved, let alone the damage this project would do to the open countryside.</p> <p>I have long held the view that the priority of decision makers in both the Vale of Glamorgan Council and the Welsh Government has been for an overengineered project, rather than addressing problems with the existing road. Having considered the consultation document, this remains my position. All of the route options include unnecessary structures that will cause huge damage to the local area, which go far beyond any infrastructure requirements. Even the "online" routes, which focus on upgrading the existing road, are overengineered and in my view do not pass a cost/benefit test.</p> <p>All of the proposed routes in the consultation will cost between £40-70million, and I do not consider this an appropriate use of taxpayer funds. There are other proposed infrastructure projects in the Vale which will bring more benefits to local residents, and do not face the level of opposition this project experiences.</p> <p>For example, the Dinas Powys by-pass would in effect act as a link road between Cardiff and Barry and eliminate the notable congestion problems along this route. This would bring benefits to the entirety of the Eastern Vale and should be treated as the number one priority for infrastructure investment in the area. I therefore urge you to abandon this project and reallocate all resources to the Dinas Powys by-pass.</p> <p>Thank you for taking the time to consider my submission, and I look forward to hearing from you.</p> <p>Kind regards,</p>
21	<p>St George's & St Brides-Super-Ely Community Council</p> <p>Dear Sir or Madam</p> <p>Regarding the proposed road development WeITAG M4 J34 to A48.</p> <p>The St Georges and St Brides Community Council convened an extraordinary meeting on December 2nd 2020. This was to allow the Community Council to discuss its thoughts about the proposed M4 to Sycamore Cross link. Councillors were assured, prior to the meeting, that minutes would not record the individual views of councillors unless they expressly requested they be recorded. This was to allow total frankness and openness in dialogue. The Chair had indicated he would remain neutral, as his task was to provide the opportunity for each councillor to contribute in an atmosphere respectful of any differing opinions.</p> <p>At the conclusion of their discussion there was a vote and the Community Councillors unanimously recorded their opposition to the proposed development.</p> <p>Their views were based on a number of facts.</p> <p>The first was the damage any of the options would do to the environment. The vital balance of the long formed ecology was going to be disturbed and no matter what remedial work might be promised it</p>

	<p>could never restore that balance. One could rip down ancient woodlands and plant compensatory trees but that would not restore the natural ecological, essential structures that had been established over thousands of years. As a rural council it was realised how vital was that natural balance and the removal of species and reduction of biodiversity could not be anything but detrimental to the whole environment.</p> <p>The Community Council thought that the proposals would not just do harm to the Vale of Glamorgan's attraction as a tourist location, with rural features essential to its appeal, but such a development, in any form, would destroy the very essence of where we live. That is in a rural setting not an urbanisation with all its unwelcome and unhealthy features destructive to the natural environment. The destruction of the homes and lives of many families especially, but not exclusively, those in the Pendoylan area seemed not to have been valued and the Community Council found it difficult, from the published documentation, to believe that the consultation was clearly identifying the particular homes that were to be wiped out. All this made councillors think that residents and people of the Vale of Glamorgan were not respected and seen as disposable.</p> <p>The council could not really comment upon how WelTAG had been operated. Individuals offered opinions but there was a serious concern that given the uncertainties of both COVID and Brexit it would be wiser to delay any move to a Stage Three until there was greater clarity around both the pattern of future working, with its consequence to the need to travel; the viability of the St Athans' enterprise complex and the position of the airport, given the latter's huge drain on the taxpayer and the unquantifiable future of air transport.</p> <p>The Community Council was of the view that the environmental damage that would occur, should the elevated road proposal be adopted, would be considerable and occasion harm to those living locally. This was due to noise, fumes, and plastic, all borne on the wind.</p> <p>Another concern was that the proposals would only result in even more congestion of traffic. The A 48 is crowded as it is, especially at morning and afternoon rushes. These are better described as crawls from Cowbridge to Cardiff in the mornings. The routes would invite more traffic from the west to come to Culverhouse Cross and Weycock Cross would become even less negotiable.</p> <p>However, the single most important objection the Community Council held to all the proposals was the damage that would be done to the climate. The Community Council was aware that both the Welsh Government and the Vale of Glamorgan had declared a climate emergency. These proposals seemed to fly in the face of both authorities' aims. The reduction of road transport was held by the Community Council to be an imperative. The current possible implementations of the link all jeopardised the achievement of their aspirations and, given the immediacy of the need to respond to climate change, the Community Council urges the Vale of Glamorgan to reassess its priorities and, at least, put this consultation on hold until the wider concerns can be more clearly assessed.</p>
22	<p>Annwyl Syr/Fadam</p> <p>Rwyf wedi bod yn chwilio trwy'r dogfennau helaeth sydd ar gael ar-lein i geisio gwneud penderfyniad gwybodus ar ymgynghoriad Cyngor Bro Morgannwg ynghylch a ddylid adeiladu ffordd newydd trwy Pendeulwyn ai peidio, rhwng yr M4 a'r A48 ac methu dod o hyd i fersiwn Cymraeg o:</p> <ol style="list-style-type: none"> 1. The WelTAG 2+ Outline Business Case (including appendices) 2. The Case for Change? <p>Mae'r rhain yn ddogfennau pwysig iawn y mae angen i mi eu darllen gan y byddant yn caniatáu imi gael gwell dealltwriaeth o'r holl wybodaeth bwysig a pherthnasol. Gan mai Cymraeg yw fy iaith gyntaf, a wnewch chi anfon copi caled Cymraeg o'r uchod ataf ar e-bost a hefyd fy nghyfeirio at lle y gallaf ddod o hyd iddo ar-lein.</p>

	Diolch yn fawr
23	<p>Dear ,</p> <p>This email is to raise with you the Council's design of active travel and sustainable transport road schemes, which is not getting any better despite our raising the matter with you, the Director of Housing and Environment and Cllr ****. Myself and other cyclists and cycling activists in the Vale are really concerned that the Council's development of active travel schemes falls so sort of the legislative and policy requirements, and we are keen to contribute to your development of policy and practice in this area. I'll mention briefly the problems in four places:</p> <ol style="list-style-type: none"> 1. Five Mile Lane. Although this has an excellent cycleway along its length, it cut permanently a road that is much-used by cyclists, connecting the back of Dyffryn Gardens with Llanccarfan. It is a requirement of the Active Travel Act Section 9 that any highways improvement does not worsen provision for active travellers. Section 9.2.6 states that 'Highways projects in Wales must not make walking and cycling less convenient or safe' – yet this junction does exactly that. The Act requires the local authority to have an audit trail regarding considering and providing for active travel – yet none seems to exist for this junction. 2. The design of the roundabout on Windsor Road (which cost about £1m and contributes almost nothing in terms of sustainable transport) is detrimental to the safety of cyclists in the following ways: <ol style="list-style-type: none"> (a) The need for 20 mph on Plassey Street was recommended (Problem X) in the Stage 2 safety audit, because of potentially high speed of traffic; the response was to 'monitor afterwards and consider traffic calming'. This fails to accord with WG AT Design Guidance 6.5. (b) The layout that has been constructed and delineated with paint leaves considerable ambiguity regarding cyclists' route up Plassey Street. (c) The width of carriageway for vehicles and cyclists exiting roundabout towards Plassey Street – from the white lines that end Hill Terrace to the splinter island - is 3.8m. , the safety audit picked up this up (Problem J, the narrowness of the road heading north to Plassey St) but the Council merely responded that it would monitor this. (d) There is a right angle left turn for cyclists onto the shared use raised pavement approaching roundabout when descending Windsor Road. This conflicts with WG AT design guidance 6.10.5; the Design Manual for Road and Bridges, TA90/05, specifies a minimum inside radius of 4m for a speed of 10kph; or for cruising speeds (30kph) the minimum radius is 25m. The Manual for Streets states that a cycle facility or track should be designed for 30kph/ 20mph (para 6.4.7). But crucially, Manual for Streets is clear that cyclists should generally be accommodated on the carriageway (para 6.4.1): cyclists should be catered for on the road if at all practicable (para 6.4.8), routes should be direct (6.4.3) and should enable cyclists to keep moving (6.2.4). (e) There is a misleading kerb and paint, and a dangerous radius of turn back on to carriageway after the roundabout, when descending Windsor Road. This conflicts with WG AT design guidance 6.10.6 and also the guidance cited in (d) above. (f) The roundabout does nothing practical to help cyclists travelling up the hill and bearing right to continue ascending Windsor Road – which was identified by myself as an issue at the consultation stage, in an email to you in Jan 2019. This continues to be dangerous, unless cyclists stop and wait to cross the traffic flow. 3. A48-M4 Pendoylan scheme. The WelTAG Stage 2 Plus consultation docs now out for consultation show that the same mistakes are being made: <ol style="list-style-type: none"> (a) the AT Act is cited and summarised, but its requirements are not in evidence anywhere. (b) The list of stakeholders includes no active travel interests, which is contrary to the WCFG Act's 'ways of working'. (c) Various road options have no walking or cycleway route, which is contrary to Section 9 of the Active Travel Act. (d) An image of the new road N of Clawdd Coch shows the cycleway turning into the exit road, which does not accord with the WG AT Design Guidance (This document seems to use only the DMRB, it

	<p>makes no reference to Wales AT design guide/ standards).</p> <p>(e) Two lanes that are used by very large numbers of cyclists are severed by two options of the scheme. This cycling traffic doesn't seemed to have been counted or considered. This is precisely the issue that occurred with 5 Mile Lane, a matter we raised with ***** , who assured us at a meeting that this wouldn't happen on this next scheme.</p> <p>(f) In the Brett connectivity study, there is no section on AT or cycling in discussion of 'current transport'; nor even in \$68 'Wider Transport Developments in S Wales'. It is as if cycling neither exists nor needs to be considered</p> <p>(g) Comments raised in the previous consultation on this scheme are not mentioned, nor taken on board. This conflicts with the WBFG Act's ways of working.</p> <p>(h) Quite extraordinarily, although the Vale Council's and WG's declarations climate emergency are mentioned, the consultation is clear that these have not been taken these on board at all.</p> <p>4. Stanwell School, no doubt like many others in the Vale, has problems with pupils driving to school and parking nearby, and parents collecting pupils and parking on the pavement, leaving their engines running, and moving and parking in close proximity to the school entrance. I am told by the school that when they discussed extending the yellow lines, **** told them that this couldn't be done because residents objected. I was surprised to hear this because all the local residents I've spoken with are unaware that our views were counselled; many of us would not object; and of course it's not our road. The point is that the local authority should be working with schools to institute active travel and to reduce car use, but don't seem to be doing so in at least this case</p> <p>What I've detailed above doesn't look like a one-off mistake, but a clear pattern of not working effectively to provide active travel infrastructure; of not engaging stakeholders and communities (as required by WelTAG and the WBFG Act); and promoting approaches to transport design that belong more to the twentieth century than the contemporary era. It shows consistent ignoring of WG and VoG Council policies on active travel and the environment.</p> <p>I know that you and ***** are committed to active travel in the Vale, but this commitment doesn't seem to have worked its way down. We wonder whether the problem is the expertise in the Vale Council in the area of active travel. Such expertise in highways engineers is recognised as an issue by the Deputy Minister for Economy of Transport and by the Institute of Civil Engineers Wales. Addressing this staff development concern is probably the most cost effective way of improving active travel provision in the Vale of Glamorgan. Is this something that you might provide?</p> <p>We hope that cyclists in the Vale can help the Council to be more successful in its bids to the Welsh Government for funding for active travel schemes, and to develop better active designs. It's widely acknowledged that this is more likely to happen if there is a liaison body to bring together members, officers and representatives of the cycling and walking community, as exists in Cardiff and numerous other local authorities in the UK. For a while we had a 'task and finish group' which did this in relation to the Town Centre in Penarth – and that led to the highly successful contra-flow cycle lane on Arcot Street, among other things. Is this something that could be set up?</p> <p>Yours sincerely</p>
24	<p>Dear Councillor</p> <p>I see from the list of organisations you have deemed to be stakeholders in the WelTAG Stage 2plus consultation on the M4/A48 link road through the Ely Valley, that there is a distinct lack of</p> <ul style="list-style-type: none"> *environmental organisations, *organisations representing the Ely Valley small business community *organisations representing local landowners and farmers and *organisations representing health and clean air bodies.

	<p>Bearing in mind that your road proposal - and the country road closures you plan to support your new road, will severely impact local agriculture and small scale tourism in the Ely Valley, it is surprising that no representative farming body or Wales Tourism is considered to be a stakeholder.</p> <p>Similarly, the leisure industry is not represented. The Ely Valley is a magnet for walkers and cyclists and they too will be impacted significantly by your road proposals - not least by the air pollution and noise - yet you have ignored them in your choice of consultation invites.</p> <p>To understand how this consultation process is being managed I would ask for answers to the following questions.</p> <p>1. How does the Vale of Glamorgan Council decide which organisations are considered and invited to be stakeholders?</p> <p>2. Is there any attempt being made to balance the invitees areas of expertise? I see that you have selected far more organisations representing road transport interests than you have environmental interests which suggests manipulation of consultation responses in favour of the road. I find that strange considering the council announced a Climate Emergency in 2019 so constituents would assume the Council would be keen to obtain environmental impact information from recognised bodies.</p> <p>3. Is this list of stakeholders final or are you open to include organisations that request representation as a stakeholder.</p> <p>Thank you for your assistance</p>
25	<p>Hello</p> <p>I must strongly object to these proposals. Proposals A, B and C2 breach Section 9 of the active travel act. Based on the serious problems caused by the 5 mile lane scheme, where the need for cyclists to cross it from Dyffryn was not properly considered, I am worried about C1, which is the only possible solution suggested.</p> <p>Please note that travelling East/West, the lane from Gwern-y-Steeple is the most used lane by cyclists. Then we climb the lane to Welsh St Donats. The lane from the level crossing is also heavily used by cyclists, continuing straight on, or turning right to Hensol. We don't normally cross junction 34, but we do occasionally ride it.</p> <p>I believe this scheme needs an environmental audit. An improved C1 might get through it.</p> <p>There are other objections:</p> <ul style="list-style-type: none"> • Does not take account of the Climate Emergency declared by Welsh Government and the Vale of Glamorgan. • Will generate more traffic and emissions and is therefore in conflict with Welsh Government's plan to Decarbonise Transport. • Will be visually very damaging to this beautiful area (Vale of the Ely), and will cause considerable noise pollution. • Extensive damage to SINCs, marshy grassland, mature hedgerows, ancient woodland and protected species. • The overwhelming evidence is that building roads doesn't fix traffic jams – it encourages more traffic, increasing congestion and emissions. • WelTAG process has not considered other options ie improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. • It is not taking account of changes caused by Covid ie more home working, much less air and other travel.

	Regards
26	<p>Objection to the Junction 34 road proposal</p> <p>I am responding to the consultation for the above on behalf of my business. The proposed road will cut a key access point to the Vale of Glamorgan for numerous cycle groups. The groups that our cafe ride leads are generally new cyclists. By blocking the lanes near Pendoylan safe and enjoyable cycle rides in the area may end or be seriously limited. A typical ride will include a cafe stop in Cowbridge, Llantwit Major or numerous other locations, so cutting off easy access to these areas will have an impact on hospitality and tourism businesses. We can see the damage that an ill thought out development can do for anyone who wishes to follow the lanes that used to cross Five Mile Lane, heading west from Dyffryn. I would advise anyone who thinks this is suitable infrastructure to try to cross this road on foot or by bike.</p> <p>As a business committed to a forward looking stance, of reducing carbon emissions, looking after the environment and promoting active travel, it seems very sad that this type of development would even be considered. Surely improved public transport links to the airport are the obvious answer.</p> <p>Thank you for your consideration</p>
27	<p>The consultation period on the M4/A48 road through the Ely Valley ends on 23rd December.</p> <p>Four of the allotted 12 weeks will have been spent in lockdown meaning the vulnerable, elderly, disabled, sick and non computer literate will have been deprived of their ability to discuss and seek advice from friends, neighbours, solicitors and relevant organisations on the impact of the road on their property, their lives and their future.</p> <p>We live in unusual times and the Vale Council recognises this as your website says</p> <p>"Please be aware that the Council may take longer to respond to any correspondence or complaints, due to the Council's response to Covid-19. Thank you for ..."</p> <p>As the Council obviously appreciates the barriers to effective communication that Covid 19 has created, please extend the consultation period for this road proposal by the four weeks that the Welsh Government have stated have to be spent in lockdown.</p> <p>I look forward to hearing from you.</p>
28	<p>The consultation period on the M4/A48 road through the Ely Valley ends on 23rd December.</p> <p>Four of the allotted 12 weeks will have been spent in lockdown meaning the vulnerable, elderly, disabled, sick and non computer literate will have been deprived of their ability to discuss and seek advice from friends, neighbours, solicitors and relevant organisations on the impact of the road on their property, their lives and their future.</p> <p>We live in unusual times and the Vale Council recognises this as your website says</p> <p>"Please be aware that the Council may take longer to respond to any correspondence or complaints, due to the Council's response to Covid-19. Thank you for ..."</p> <p>As the Council obviously appreciates the barriers to effective communication that Covid 19 has created, please extend the consultation period for this road proposal by the four weeks that the Welsh Government have stated have to be spent in lockdown.</p> <p>I look forward to hearing from you.</p>

29	<p>Dear Sirs</p> <p>FEEDBACK RELATING TO IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FROM M4 JUNCTION 34 TO THE A48 - HIGHWAY LINK STUDY- WEITAG Stage Two Plus Introduction My wife and I are residents of Pendoylan. We confirm our objection to all the proposals put forward so far, until such time as robust reasons can be put forward to justify intervention on such a major scale resulting in such significant impact on the environment for future generations.</p> <p>form provided by the</p> <p>Cnc che trn n thcendeinnd t</p> <p>fundamental reasons for objection which have been overlooked throughout the WelTag process The feedback form provided only allows the public to comment on the Council's pre-conceived solutions alongside some other diluted options, which appear to have been retrospectively designed to poorly address the lack of alternative transport solutions being considered.</p> <p>It is critical that all proposed developments and infrastructure schemes, particularly those ly resulting in significant adverse impact on the environment and the local community, and at significant cost to tau should be reviewed, assessed, and appraised in line with legal frameworks, government policies and statutory guidance developed to ensure future decisions are made with best results for all concerned. The strategic eace ut fo</p> <p>Plus Out</p> <p>ase study continues to fail to address</p> <p>bacie renieements cleark orescribed by WelTAG 2017 and I have endeavou red to summarise my major objections below:</p> <p>1 Identification of Options</p> <p>1.1. A key flaw of the work to date has been the narrow range of options being considered to address the perceived problems and issues, focusing only upon on a single transport solution within a single transport process to date. which entirey y inappropriate and pre-determined conclusions inherent within this y Wel elTAG 2017 for the development, aprpraisal and evaluation of proposed transoortinterventions in Wale 1.2. Welsh Government approved funding to proceed with WelTAG stage 1 and 2 for the M4 to the A48 at Sycamore Cross. Reference was made within the study brief to the need for a revie previous work undertaken in relation to other transport corridors examined in the wider region, undertaken as part of the Stage 1 or 2 work and has still not be undertaken as part of the Stage 2 Plus study The Stage 2 Plus Business Case Report continues to state that the rationale for the proposed options are 13.</p> <p>set out In the Peter Brett Assocdates Report, The Vale of Glamorgan Connectivity Study- The Case for Change (February 2018), funded and commissioned by Welsh Government. The Brett Report was published well after the list of potential options had been compiled, tested and shortilsted.</p> <p>14. The Brett Report sets out at Para 9.2 the next steps in the process at that time should have been a full WelTAG Stage 1 appraisal which:</p> <p>further develops evidence of transport problems, opportunities, issues and constraints within a study area devised relative to the problems and not simply the direct route between Sycamore Cross and J34;</p> <p>-THIS HAS NOT BEEN DONE •identifles a set of Transport Planning Objectives which reflect the identified strategic need Identified in this study; - THIS HAS NOT BEEN DONE •generates a comprehensive list of potential transport solutions (THIS HAS NOT BEEN DONE AND THE STUDY HAS ONLY CONSIDERED A SINGLE NEW ROAD IN A SINGLE LOCATION ALBEIT WITH DESIGN OPTIONS SITUATED A FEW HUNDRED METERS APART); and undertakes an initial aprpraisal of those options, identifying those which merit further SUTIABLE BANEC O properly undertaken WelTAG Stage 2 appraisal. -IN THE ABSENCE OF A t the early stages of the WelTAG Stage 2 Appraisal, this strategic case should be revisited and updated if necessary.- THIS HAS NOT BEEN DONE The WelTAG 2 Plus Outline Business Case continues to suggest its reliance upon the strategic case set out 15.</p> <p>in the original Brett Report. However, Arcadis continues to fail to follow the recommended steps set out in the Brett Report and continues to deduce conclusions that were not made in the Brett Report.</p> <p>16. Distracted in their attempt to retrospectively validate a pre-conceived solution, Arcadis and the Vale of Glamorgan Council have again failed to interrogate the fundamental issues that influence the economy making a very feeble attempt to isolate, understand or resolve core issues and failing to address the development of a strategic and sustainable transport solution.</p> <p>17, At Para 1.2.9 the Stage Two Plus Outline Business Case confirms that the proposed highway</p>
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	<p>improvement en considered having regard to the impact and ben efits of proposed rail statement alone, the Council and its consultants openly state they have not considered the possibility fe more sustainable, efficient, and beneficial multi-modal transport solutions, opting instead to only consides ew road assuming no rail improvements will occur. The Council's outdated approach elearv demeotte circumvention of WelTag protocol.</p> <p>nstratesb</p> <p>2.</p> <p>Identification of Problems</p> <p>2.1. There are eight core problems identified within the Outline Business C ever, Arcadis have still failed to provide any evidence to suggest that they have fully understood the tr and they do not provide any robust justification that an upgraded highway c ectl oycamore cross should be the only solution that should be considered, without any need to of alternative, potentially more sustainable intervention options.</p> <p>22. The eight problems are listed out below and we comment on each problem in turn in the following paragraphs.</p> <p>PO1: Poor highway infras</p> <p>ure between M4 Junction 34 and the A48 leading to poor access for local communities and buie</p> <p>POZ: Poar sustainable access to Cardif Airport and strategic destinations rOs Hlgn use af the private car for local and regional trips (e.g. journevs to work) PO issues at M4 Junction 34 and on the A48 which are likely to worsen with the committed deuele</p> <p>POS: Poor infrastructure and local connectivity by walking and</p> <p>PO6: Environmental issues associated with high use of the car, including adverse greenhouse emissions uaing adve</p> <p>pOT: Acressihilitu for MGM POB: Adverse road safety conditions along existing routes non-compliant to curent DMRB highway standards Poor highway infrastructure between M4 Junction 34 and the A48 leading to poor access for local</p> <p>PO1:</p> <p>communitles and businesses</p> <p>The existing network of lanes reflect the rural nature of the protected Ely Valley environment. In recent</p> <p>23.</p> <p>years, however, the area has at peak hours been subject to congestion due to car borne commuters from other areas of South Wales opting to avoid the escalating congestion experienced around J33 and Culverhouse Cross. One of the fundamental and core issues that should have been considered as part of the WelTag process is the current weight of commuter traffic at peak periods using 133 and Culverhouse Cross, where that traffic is heading and what sustainable intervention measures could be put in place to reduce car dependency overspilling into the Vale's network of rural lanes during peak periods.</p> <p>24. A second fundamental problem impacting the local highway infrastructure though the Pendoylan corridor is the 'surge effect' caused by the Sycamore Cross Traffic light system. Cars used to drip feed' into the lane network enabling drivers to pull into available passing spaces to maintain traffic flow. The traffic light system has resulted in groups of several vehicles coming into the lanes at the same time, in greater numbers than passing spaces allow. We have been provided with no evidence to suggest that investigations have been undertaken to address the grouping of cars using the lanes network or that any measures have been investigated that might reduce the need for car barne travel in the area.</p> <p>P02 Paor sustainable access to Cardiff Airport and strategic destinations 2.5. This WelTAG process provides no evidence that the proposed highway development from J34 to A48 is the most beneficial, cost effective and least impact intervention for the long term to enhance the term economic prospects of key strategic employment areas, including the Airport.</p> <p>neArport.</p> <p>2.6. No evidence has been presented at any stage of the WelTAG process to date, to categorically demonstrate that the existing highways network is constraining growth at Cardiff Airport or other strategic employment sites. Moreover, there is repeated reference in various documentation to suggest highways access is perceived as a positive element of the area's economic prospects 2.7. Arcadis has justified its proposals by reference to the Brett Report which in turn refers to the Eddington Transport Study, commissioned by UK Government in 2006 which states:</p>
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	<p>strong economic and environmental case for ensuring users across all modes face the true Therei cote wh thei journeys, be they environmen tal or congestion-related, in line with the Stern Review of the economics of climate change 'A transparent, long-term, transport strategy can help deliver gre turns from transport, not least because it will help deliver benefits from complementay private sector inve the future is essential but policy must remain responsive to changing economic, environmental, social and global opportunities and pressures 2.8. Eddington goes onto criticize current transport infrastructure policies in that they fail to look long term:</p> <p>'at both national and local levels, the economic consequences of transport interventions are often considered only: (i) once the transport problem has become osy a favoured transport solution; or (ii) on the basis that competitor countries have introduced a particular technology or level of service.</p> <p>2.9.</p> <p>Eddington goes on to state:</p> <p>For areas that are not performing, transport investment n in many cases, it will not be transport capacity that is constraining the growth potential of a particular t be the best way to ochieve growth. area. Policy makers should not shy away from these issues, and transport shoul dere alonside other types of policy responses for dellvering growth 2.10. Alongside many other commentators and research publications, Eddington's positive support for Improved accessibility does not refer to the construction of new highways, but sustainable longer-term transport solutions should be considered alongside other types of polcy responses. This approach is supported by Brett but ignored by Arcadis in considering the problems identified.</p> <p>2.11. Moreover, there is no reference to the need for a new highway link to 134 in either the Vale of Glamorgan LDP adopted only in June 2017 or the Cardiff Airport-STathan Enterprise Zone Strategic Development Framework 2016 which are the core policy documents surrounding the future of these economic areas. The proposal for development of a new highway, without any consideration for the benefits to the region of ongoing plans to develop the Metro -a region wide integrated multi modal public transport system, conflicts with the Local Plan adopted only a mconth before the instruction Brief was issued to Arcadis.</p> <p>PO3: High use of the private car for local and regional trips (e.g. journeys to work.</p> <p>2.12.</p> <p>We agree that high dependency upon the private car is a fundamental problem and needs to be addressed. However, this would not be resolved or even mitigated through major investment in a new trunk road and the proposed solution would contravene Government policy by only serving to exacerbate an existing problem.</p> <p>The Stage 2 Plus Outline Business Case states:</p> <p>2.13,</p> <p>it was recognised that proposals for a Vale of Glamorgan Gateway Station present regional, strategic and sustainable transport opportunities that could be better recognised and scrutinised in isolation from the highways proposals, whilst also allowing a number of rail sub-options to be developed and independently WelTAG assessed. In odditlon, the rail and highway options under consideration retain separate management and control processes, which inherently influence next steps and programming for ongoing WelTAG assessment. In agreement with Welsh Government, a decision was therefore Shori sepuaire ossessment of the Vale of Glamorgan Gatewrg Station option from the M4 Junction 34 to A48 highway link options.</p> <p>There is no suggestion anywhere that the proposed new highway link should be required in any event after the proposed rail upgrade works. Accordingly, we suggest the Council's detern o press ahead with appraising the need for a new highway link, ignoring the benefits of modal-shift th be achieved through improved rail access, totally conflicts with the purpose and objectives of WelTag legislation.</p> <p>2.14.</p> <p>The proposal for a trunk road has been promoted as a foregone conclusion before any public transport initiatives could even be considered as a means to reduce car borne transport between the three core zones of Rhondda, Cardiff and the Airport Enterprise Zone.</p> <p>2.15.</p> <p>It should be noted that high levels of car dependency causing congestion at Junctions 33 and 34 largely relates to traffic originating in the Rhondda Valley. Related to the issue of car ownership, the Brett Report states at Para 5.6.9:</p>
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	<p>Outwith the urban areas, low levels of car ownership correlate strongly with a range of negative socio-economic indicators including employment and income. Census travel-to-work data clearly highlights the dominance of the private car for accessing employment in the study area. However, low levels of car ownership in certain areas, particularly in the Heads of the Valleys, will limit car-based mobility to the employment opportunities in the EZ. This is an important issue in terms of ensuring that any transport solution(s) developed for the VoG maximise multimodal accessibility.</p> <p>2.16. Brett highlights a defined need to not only reduce car dependency amongst commuters to free congestion at existing highways, but also highlights a defined need for transport facilities to enable the non-car owning element of society to access the economic zones. Arcadis ignore this fundamental guidance set out in the Brett Case for Change Report, upon which they rely to justify their proposals.</p> <p>PO4: Existing congestion issues at Me Junction 34 and on the AAB which are likely to worsen with the committed developments in the area. There has been no evidence provided to demonstrate that development of a major trunk road through 2.17.</p> <p>the Pendoylan Corridor would do anything to resolve existing congestion problems associated with the junctions at either end of the existing lane.</p> <p>The proposal of a park and ride at J34 would significantly relieve congestion at J33 and Culverhouse Cross. Even though the proposed rail improvement may not be delivered as quickly as the proposed highway improvements, if sustainability objectives are to be achieved and future generations are to be best protected, then any proposed transport intervention should be considered having regard to the benefits associated with the proposed rail upgrade works.</p> <p>PO5: Poor infrastructure and local connectivity by walking and cycling:</p> <p>Contrary to PO5, the existing network of rural lanes provides excellent infrastructure for walking and cycling and the lanes are heavily used for such active travel. As for commuting, the area is constrained by the geographical distance from major centres of employment etc. This geographical constraint will not be solved through the development of a trunk road between J34 and the A48. The WelTAG study has provided no robust evidence or consultation feedback to suggest that cyclists or walkers support the proposed highway. On the contrary, cycling and walking groups we are aware of object to the proposals, albeit they were not included in the Stakeholder groups invited to consult.</p> <p>PO6: Environmental issues associated with high use of the car, including adverse greenhouse emissions and noise pollution.</p> <p>We agree that the problem identified at PO6 is a valid and important issue.</p> <p>However, the Arcadis studies have ignored this problem concluding with options which would relax existing constraints on car usage, encouraging increased use of the road network and increased pollution.</p> <p>PO7: Accessibility for HGVs.</p> <p>The problem cited at PO7 offers no credibility or sensible reasoning. HGVs are currently able to access all areas they need to access via the existing road network and this is not a core problem that has either councils failure to address the been demonstrated since adusssu borne tr the l s is fundamental reason why HGV transport might experience congestion at peak periods.</p> <p>PO8: Adverse road safety conditions along existing routes non-compliant to current DMRB highway standards.</p> <p>2.22. This is a moot retrospective point inserted by Arcadis in an endeavor to justify the pre-conceived solution of building of a new trunk road. The roads within the appraisal area are reflective of its rural nature and if considered as a root problem, would warrant the redevelopment of just about every road in rural Wales to DMRB highways standards.</p> <p>3.</p> <p>Use of Flawed Data</p> <p>3.1.</p> <p>The Arcadis studies undertaken and published to date are substantially founded upon supposition and flawed data. Examples of the flawed data used to mislead subsequent decision-making processes include but are not limited to the following:</p>
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	<p>Job Creation</p> <p>The Arcadis studies and Peter Brett Case for Change successively refer to the creation of 4,000 jobs at 3.2. the key strategic employment sites at Cardiff Airport and St Athan Enterprise Zone area. The Brett Report states: Para 3.3.30 'it is anticipated that the EZ will generate around 4,000 additional jobs, which could be created through the development of the Gateway Development Zone'</p> <p>Para 4.3.2 'To date, the EZ has created / safeguarded / assisted 223 jobs but once fully built-out, it could deliver circa 4,000 jobs, and support over £250m of investment ' (These statistics were not referenced to any official statistics or data but were underpinned only by a BBC news report entitled Enterprise zones a waste of money, Welsh Tories Claim dated October 2017)</p> <p>3.3. There remains no robust evidence to underpin Brett's stated forecasts for new employment opportunities within the Cardiff Airport and St Athan Business Park and the figures appear to be purely supposition. The physical capacity of any site to accommodate jobs does not in its own right prove that employers would choose to locate to that site.</p> <p>3.4. At 4.2.4, the Brett Report states "The LOP notes that the allocated employment land could support a total of 7,610 - 10,610 jobs". However, this reference is misleading as the LDP figures quoted relate to the entirety of land allocated for employment across the County including existing employment. The VOG LDP actually stated that the total number of jobs (as opposed to new jobs) anticipated at the St Athan and Cardiff Airport Enterprise Zone would be 300-500 by 2020 and 1500-2500 by 2026.</p> <p>3.5. The forecasts cited by the Brett Report and various Arcadis Business Cases for 4,000 new jobs being delivered at Cardiff Airport / St Athan Enterprise Zone are unfounded and misleading. An actual forecast commissioned by the Council suggests between 1,500 and 2,500 total jobs would not be accounted for in the zones before 2030.</p> <p>3.6. No updated evidence at all has been provided to suggest that the construction of the proposed new highway would enhance new employment opportunities to a greater degree than alternative transport solutions, and the implications throughout that it would be misleading,</p> <p>Accessibility</p> <p>3.7. M&G Barry Consulting Ltd published a report on behalf of Welsh Government in February 2013 entitled Cardiff Airport: Strategic Regional Context and it states at Para 5.6 "even with the current transport configuration, there is no reason why Cardiff Airport cannot develop and grow"</p> <p>3.8. In an article published July 2017 on behalf of the Institute of Welsh Affairs Mark Barry author of the above report and Professor of Practice in Connectivity at Cardiff University's School of Geography and Planning, states "if Cardiff Airport handled 10 million or more passengers each year, then a dual carriageway direct from the M4 134 might make sense. However, today it handles about one and a half million passengers per year (which is about the same as Cardiff Bay railway station). spending £100m to solve the road problems, in my view, disproportionate, especially when there are alternatives (which Welsh Government themselves have explored) and other regional projects that would probably have a better business case."</p> <p>3.9. Barry goes on to say "Even two million passengers per year is only an average of around \$,500 people per day. If we conservatively assume 2 people per car (and ignoring public transport options and the</p>
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	<p>fact they won't all be headed to or coming from the M4) that is a maximum of 2,250 car journeys per day (yes there will be peaks and troughs). However, when you consider a good quality single carriageway can handle perhaps up to 700 vehicles an hour then the level of passenger numbers at the airport is more than capable of being handled by a series of more pragmatic interventions. In fact, the issue of congestion on the current roads to the airport (e.g. Port Road and the A4232) is more to do with our relatively low levels of public transport usage — which should change with Metro."</p> <p>3.10. In a Memorandum submitted by Cardiff International Airport Ltd to the Welsh Affairs Committee of UK Parliament in July 2009 when passenger numbers using the airport were circa 2.1 million per annum, the then owners of the Airport stated: The commitment to improve access both road and rail is welcome but is medium term in delivery and should not be seen as the panacea for Cardiff International Airport. 3.11. The Memorandum goes on to outline statistics to show that those who do use Cardiff International Airport cited the primary reason for their choice / preference was accessibility to the airport. The airport owner clearly stated caution must be exercised in attributing undue influence of improved road access on the growth in network or passenger numbers.</p> <p>3.12. Brett states that surface access to the airport has frequently been cited as a problem and that the LDP identifies the need for transport connectivity improvements if the potential of these strategic sites is to be maximised. However, Arcadis ignore the various evidence to suggest that construction of a new and expanded road network will not deliver the desired economic growth and misconstrue Brett's recommendations for improved accessibility as an automatic call for highways construction, in spite of national and regional policy promoting more sustainable solutions.</p> <p>3.13. Furthermore, in supposedly addressing the growth prospects of the Airport Enterprise Zone, Arcadis have failed to consider in any way the strategic long term benefits of improving connectivity between the airport and the Capital City Centre of Cardiff and its soon to be electrified mainline rail connection to London.</p> <p>Legislative, Policy and Research Framework</p> <p>3.14. All Welsh and UK legislation, policy and research that should guide this decision-making process is consistently underpinned by the following themes:</p> <ul style="list-style-type: none"> « Wales needs to reduce transport emissions if it is to meet the targets it set itself in the Environment (Wales) Act 2016. © Traffic emissions are a major cause of ill health. Reducing traffic emissions will improve air quality and improve health outcomes for all. * Given the health and environmental benefits, people should be encouraged to walk or cycle for short journeys and use public transport for longer journeys. «The use of diesel and petrol car usage (and other polluting vehicles) should be discouraged, particularly into our cities. This will reduce congestion and polluting driving practices. * Make the best use of the existing transport network, for example, prioritising the replacement or repairing of the many roads that have a lifespan of less than 4 years and on improving road safety * —Decarbonising public transport e.g., buses and encourage the use of electric vehicles
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	<p>* Welsh Government and local authorities need to work together to develop a credible, low emissions, affordable, Integrated (bus, train, metro) public transport system.</p> <p>* — National, regional and local transport strategies and plans need to be an integrated set; aligned to delivering Wales’ legal commitments and the 7 Wellbeing goals.</p> <p>* Protecting the environment will enable it to help us tackle climate change and pollution. introducing Clean Air Zones can help protect the vulnerable in society, such as children, the elderly and those with underlying health conditions.</p> <p>3.15. Building a new road from M4 Junction 34 to Sycamore Cross to connect to the airport conflicts with all of the above objectives promoted by Government.</p> <p>3.16. Building a new road conflicts with the Wellbeing of Future Generations {Wales} Act goals. Providing a road will encourage more road transport and car usage, not less. It will make congestion worse, not better.</p> <p>* — It is inconsistent with the goal to be a low carbon economy</p> <p>* It will create more noxious emissions that will negatively affect air quality and Wales’ ability to reduce greenhouse gases</p> <p>© — It will risk the health of those living in the area. In particular, knowing what we know about the Impact of road transport emissions, a trunk road carrying 10,000 passengers per day should not be built 200-300 meters from a primary school.</p> <p>© Rather than protect and enhance the environment for future generations it will damage the landscape and its biodiversity for good. -4. Social Cultural and Environmental Impacts</p> <p>4.1. The audacity of the Arcadis Business Case document to suggest that the construction of a new highway through the heart of the currently tranquil Ely Valley would have positive or minimal impact on so many counts, whilst displacing existing traffic flows into the Valley from elsewhere in the region without even properly considering the impact or benefit of alternative more sustainable transport solutions already in the pipeline, is frankly patronizing and totally unacceptable.</p> <p>We hope this letter summarises our feedback and disappointment in the continuing failure of Arcadis and the Vale of Glamorgan to undertake a robust assessment in line with WelTag legislation.</p>
30	<p>Having lived at a property located on Pendoylan Road since 1972 our family has been adversely affected, more than most, by the increase of traffic between Junction 34 M4 and the A48 at Sycamore Cross.</p> <p>Congestion, with gridlocked situations of up to 4 hours and the consequent inability to exit our driveway, has resulted in countless missed appointments, cancellation of our grand –daughter’s christening service as we, the parents, guests and the main participant herself were unable to reach the village church. We have suffered abuse and physical threats from drivers when we refuse to open our gates to allow cars, buses and lorries to use the drive as a car park. People have attempted to force open the electric gates to gain entry, litter is thrown onto our fields and garden etc.</p> <p>Of greater concern is the fact that during such prolonged congestion periods emergency services would be unable to reach most properties and residents in the Pendoylan area, many of whom are elderly /vulnerable. It is only a matter of time before there is a loss of life and/or property with the ambulance/fire services unable to gain the required access.</p>

	<p>We object to the proposed C1 and C2 routes which would not alleviate the above problems:-</p> <p>Much of the congestion is caused by HGV vehicles up to 30 tonne in weight continuing to ignore the 7.5 tonne limit. The prohibition signs at both ends of the Pendoylan corridor are obscured and incorrectly positioned. (compare the signs on the B4268 through Llysworney)</p> <p>Despite the 30mph speed limit traffic will continue to travel along the length of the road and through Pendoylan village, as presently, at speeds far in excess of this limit. In fact the "improved" road will encourage traffic to travel at an even greater speed, endangering residents and pupils at Pendoylan School.</p> <p>The scale of the improvements would cause overwhelming disruption for a considerable period of time causing mental stress to residents.</p> <p>Prolonged diversions to access properties could affect the response of emergency services to vulnerable residents along the Pendoylan corridor.</p> <p>The proposed on line routes would not provide a safe route for walkers/ cyclists/ horses along the entire length.</p> <p>Options C1 AND C2 with a 30 mph speed limit and non compliant sections would not improve journey times from the M4 to Sycamore Cross where there is already severe congestion exacerbated by the new housing development at Sycamore Cross.</p> <p>Numerous hedgerows would be impacted threatening bio diversity.</p> <p>The volume of earthworks would have a major impact on the landscape ,increase run off and the subsequent flooding level in the Ely valley.</p> <p>On a personal note, the proposed C1/C2 routes would severely impact our property. We own a highly regarded Welsh Pony Stud. According to the proposals the stallion and breeding paddocks would be affected by the development rendering the land useless for the purpose of breeding. The disruption/ noise which would be "substantial and in place for a significant length of time " would adversely affect brood mares and young stock. As a result we would have to cease breeding and disperse the stud, losing irreplaceable valuable old established bloodlines.</p> <p>In response to feedback we :-</p> <p>Strongly disagree with Option C1 Strongly disagree with option C2 Agree with Option B</p>
31	<p>Good evening,</p> <p>As a result of family members directly being affected by the road proposals for the M4J34-A48 road I wish to submit my feedback.</p> <p>The "corridor" between M4 J34 and the A48 junction at Sycamore Cross is a network of rural lanes and not a travel pathway requiring widening and increased speeds. The current blockages of the road which seem to regularly affect the portion of road between the Cottrell Golf Subway and the lane to the junction with Trehedyn Lane, happen when there is an accident on the M4 and people look for a diversion, usually by following their sat nav systems. These individuals have no idea of how to navigate rural lanes and thus do not consider to use the passing places for the intended purposes. Current signage needs significant enlargement to stop the number or articulated lorries and those rigid lorries over 7.5T entering the lanes at Sycamore Cross too.</p> <p>As a direct result of Covid19, the number of commuters using the lanes has reduced significantly and this is likely to remain the case for the long term as employees remain working from home.</p> <p>The environmental impacts of all proposed plans are significant. All routes would increase the carbon footprint which goes against the Vale Council's commitment to reduce the footprint over the next 10 years. Their Wellbeing Objective is specifically focused on the environment and surely cannot support the proposals put forward.</p> <p>The online options would have a significant impact on the residents who reside in the lanes, many of whom are elderly. Extensive diversion routes, which would be present for a significant period of time, would result in isolation of affected parties and present a concern if emergency services were required</p>

	<p>to attend those living in the properties.</p> <p>The corona pandemic has brought to the attention of the world the negative impact that humans are having on the environment. I trust the Vale Council have the foresight to shelve these plans and take the opportunity to follow pledges that they have so publicly made to address the Climate Emergency and do some good going forward.</p> <p>Yours sincerely,</p>
32	<p>Hello,</p> <p>I live in Bonvilston. Below is my feedback about the proposed work.</p> <p>Traffic:- traffic is bad at the traffic lights at the best of times. So any more traffic coming through this area from either Cardiff or cowbridge will cause huge delays.</p> <p>Air pollution :- the increase traffic will increase air pollution. It's bad at the moment but will increase dramatically.</p> <p>Kind regards</p>
33	<p>Hello</p> <p>I write as a Hensol resident who received a letter from the council asking for views.</p> <p>I have read lots of the objections to the road and agree with them all.</p> <p>I feel this is a huge project to commit to at this time of uncertainty and at a time when we really do not know how the world will be in terms of travel and the economy in a few months' or years' time.</p> <p>Not only has the virus completely changed our outlook on travel but this new mutation has shown us that we do not know how the virus could affect is in the future.</p> <p>Added to that the Welsh Government says it is clearly committed to the environment and acting to limit climate change and accepts we are in a global climate emergency. This road is completely at odds with those views.</p> <p>I think the generation of children growing up today will act differently from us and be looking to change with the times, seeing that we can't keep flying and spending on physical travel that is not necessary or sustainable. We will be seen as having failed them if we don't look to the future and see the changes ahead.</p> <p>Spending on roads and air travel is out of date, we should be looking forward to how the world is likely to change long term and act in the best interests of future generations.</p> <p>Yours</p>
34	<p>Dear Study Team,</p> <p>Please see my feedback for the consultation.</p> <ul style="list-style-type: none"> • The Outline Business Case fails to justify the proposals. It lacks foresight, foresight which looks beyond the current horizon, fails to consider impacts of a Declared Climate Emergency, Covid Pandemic effects and Leaving the European Union. • This consultation report mirrors the previous. It is rather lengthy but short on genuine analysis and insight. I would have thought that the right way to look at this would be to model the economic impact of the different options (in terms of GDP or some kind of equivalent) vs. the build costs. This would provide an easily-comparable apples to apples comparison as a basis for discussion before then

	<p>overlaying other qualitative considerations. Instead it seems to be almost entirely qualitative, which makes it hard to draw any conclusions.</p> <ul style="list-style-type: none"> Any forecasts about traffic impact (that would flow into the analysis above) can and should be modelled in their entirety. Traffic is a highly complex system (like the weather) and can't be forecast using simple 'common-sense' assumptions. For example, new roads like this might end up creating huge tailbacks at Culverhouse Cross as people who are commuting into Cardiff use it as a cut-through. A model like this could also be looked at to simulate the impact of improvements to the existing system (see below). There has been no recording of traffic leaving J34 and arriving at Cardiff Airport or St Athan. The technology is and has been available to monitor vehicle registrations. The main goal of this new link road is to provide access to the 4,000 workers who are estimated to be working at the St Athan industrial estate at some point in the future. The report also mentions the airport, but its fate is highly uncertain. It seems to me that building a road in advance of the jobs is a 'big bet' as the jobs may not come for other reasons, or they may take far longer to materialise. As such, I would have thought it would be sensible to explore alternative solutions on an interim basis, such as providing a fleet of free buses to transport workers from the M4 (and other points) to their places of work. A fleet of 100 buses could easily cover it. This occurs at places around the globe. The buses could even be electric (and potentially made in St Athan if their proposed battery plant goes ahead). I would have thought another sensible, and potentially lower cost alternative would be to remodel the A48 so that it bypasses St. Nicholas enabling more traffic at higher speeds to come from Culverhouse, where the interchange could be remodelled to reduce the bottleneck. Likewise from J33 by passing Bonvilston. Basically there is no need for this road. Trunk roads exist from J35 and J33 as I represented in response to WelTag 2. <p>Take Care Regards,</p>
35	<p>Wenvoe Community Council</p> <p>Wenvoe Community Council supports construction of the improved A48 to M4/J34 link road project by either of the proposed routes past Pendoylan.</p> <p>This link will reduce traffic on the A4050 Port Road, including the Culverhouse Cross junction, and thus reduce congestion, pollution and road noise alongside Wenvoe village. The link will increase the use of the rebuilt A4226 from Sycamore Cross to the M4, much of which runs through the Wenvoe ward.</p> <p>Wenvoe Community Council has no hesitation in recommending the adoption of either of these routes.</p> <p>Regards</p>
36	<p>I strongly oppose options C1 and C2 which are to enhance the existing infrastructure. These options will significantly increase the volume of traffic travelling on this route and the villages of Pendoylan and Clawdd Coch will be adversely affected from an environmental perspective, social and safety aspect. Pendoylan Primary School is at the heart of the rural village and an increase in traffic through the village with no enhancements proposed to the stretch of road directly outside the school will put all pupils and staff at an increased safety risk.</p> <p>Regards</p>
37	<p>Hello</p> <p>I have submitted feedback via the online survey but also wanted to draw your attention to a group of road users who have been wholly omitted from consideration in this proposal.</p> <p>At no point have horse riders been considered and yet the area affected by the proposal contains a number of livery yards and as well as private land/farmland where horses are kept for recreational reasons. I live in Bonvilston and use the lanes daily to reach my horses kept near Bluebellbarn, Peterston Super-Ely and both options A and B include the closure of 2 side roads which are essential for</p>

	<p>our use and for the use of farmers who deliver hay and need access to many of the fields in and around our area and Pendoylan. The safest place to ride and exercise horses off road in this whole area, are the forestry routes/bridleways which centre on Hensol Forest car park. With the closure of these side roads we would no longer have a road route to this essential area and would impact greatly on our safety as we would be forced to use fewer roads used by more cars. We would not be able to use the new route a or b due to the permitted speed of 60mph.</p> <p>Secondly as a resident of Bonvilston and am also very concerned about yet more traffic using the A48 as a result of either option A or B. As a property alongside the main road, there is likely to be increased noise, pollution and congestion. We also have a speed limit of 40mph through the village which currently is largely ignored, hence the frequent presence of the police speed camera mobile unit. The speed limit needs reducing now and absolutely is essential if you plan to on adopting option A or B.</p> <p>Yours faithfully</p>
38	<p>Dear FOI team</p> <p>Thank you for sending me the response you have received from Arcadis. I am very disappointed that after nearly 6 weeks I have a response that tells me very little.</p> <p>I sent you my FOI request below, which you confirmed that you received on 16 October. My FOI request was for the following:</p> <ol style="list-style-type: none"> 1. The full study that substantiates the following: "slight positive impacts have been identified with regards to greenhouse gasses, whereby the change in greenhouse gas emissions with the road link (compared to the Do Minimum) has been calculated as an output of the traffic modelling. This gives a benefit valued at £1.1M." 2. What are the baseline greenhouse gas emissions (GHG) in the project environment? 3. How will the direct and indirect emissions related to the project change these? 4. What are the national, regional and local carbon emission targets and budgets applicable to the project? 5. How does the project impact on these targets? 6. What alternatives have been considered to reduce carbon emissions to date? 7. How have all of the above been calculated? Please can we have a copy of a layman-friendly report explaining this. 8. Who is the competent person leading the studies on GHG and decarbonisation <p>You advised me that my request would be treated as a request for environmental data and that a charge would apply.</p> <p>On 20 October I emailed you asking some questions of clarification that I thought would help speed up the process and enable me to make an informed decision about what I wanted to pay for. These were:</p> <ul style="list-style-type: none"> - Can you please tell me whether the information I have requested exists or not? Item by item? - Can you please tell me how much you will charge to respond to each of the items in my request - item by item? - When you tell me how much you will charge, please can you tell me what you will provide. Whether it will be exactly what I have requested or something else. <p>Yesterday you sent to me the response you have received from Arcadis.</p> <p>"The work completed with regard to GHG emissions remains high level at WelTAG Stage Two, having used output from the Transport economics appraisal (TUBA) as opposed to the detailed appraisal of GHG emissions as would be expected at WelTAG Stage Three. The responses would</p>

	<p>therefore seek to provide clarification on the extent of work completed to date."</p> <p>I am sure you will agree that what Arcadis has provided has not responded to my request. They have not provided the information on whether the items I have asked for exist, and if they do exist will they be provided FOC or charged for. As I have said previously I have no intention of creating new work. i don't understand their second sentence.</p> <p>So in the absence of answers to the questions I asked in my FOI, please can you confirm that the following is the position. If this is not correct please tell me:</p> <ol style="list-style-type: none"> 1. No study has been conducted into greenhouse gas emissions in the study area that informed the assessment made that "slight positive impacts have been identified with regards to greenhouse gases. The traffic modelling produced a benefit value of £1.1 million, and it was this that was used by someone to assess the impact as "slight positive impact". 2. There are no baseline gas emissions in the project environment. 3. As there are currently no baseline gas emissions in the project environment, Arcadis do not at this stage know how the direct and indirect emissions (GHG) will affect the baseline gas emissions in the project environment. 4. Arcadis do not know what the national, regional and local carbon emissions targets and budgets that are applicable to this project are. 5. Arcadis do not know what the impact of building a road will have on these targets and budgets. 6. No alternatives have been considered to reduce carbon emissions to date. <p>Furthermore, please can you provide the following information in relation to my request.</p> <p>In Arcadis' response they mention TUBA. Please provide details of the GHG calculations in TUBA and information on how the carbon footprints of the different alternatives considered in Stages 1 and 2 have been compared. If the carbon footprints of the different alternatives considered at Stage 1 and 2 have not been compared please tell me.</p> <p>Please also respond to my point 8. Who is the competent person leading the studies on GHG and decarbonisation.</p> <p>Finally, there is an important matter of principle that I wish to raise with the Vale of Glamorgan Council about charging for FOI requests that relate to infrastructure project studies.</p> <p>I made an FOI request to Natural Resources Wales - Wales' leading environment organisation about these studies. They too regarded it as a request under the EIR. They however provided the information I requested on time and Free of Charge - some of it was very technical, for example on flood risk assessment. If the leading environmental body in Wales is not charging for environmental information relating to infrastructure studies like this, why are the Vale of Glamorgan Council?</p> <p>All the information I have asked the Vale of Glamorgan Council for relates to these studies and should be in the public domain. I welcome your response on this.</p> <p>Many thanks</p>
39	<p>Dear Councillor,</p> <p>I am writing with concerns about the viability, appropriateness and fairness of the current Consultation exercise on the WelTAG Stage Two Plus Highway Link Study of the Pendoylan Link.</p> <p>The purpose of a consultation such as this is to properly engage with as many members of the public affected by the plans as possible.</p> <p>Can this consultation be viable and fair given the fact that</p>

	<p>1. The usual methods of publicising the consultation are not available to the Vale Council. For example, public meetings cannot take place, the Gem no longer exists and many people are not leaving their homes and will not see notices. Many people affected in Peterston for example are unaware that the consultation is taking place.</p> <p>2. The Consultation document and its accompanying attachments comprise 998 pages. It is a complex document which is very difficult for the layman to understand. This is made all the more difficult by having to read it online.</p> <p>3. The circumstances we face due to Covid 19 restrictions mean access to the document depends on access to the internet, possession of appropriate devices and the ability to use them. So many people are therefore rendered disadvantaged by this situation.</p> <p>3. We in the Vale have been under renewed Covid restrictions in the last week and face further tightened rules in the next few days. Levels of anxiety about Covid 19 are high and naturally people are focusing their thoughts and feelings on these concerns making it very difficult to give proper consideration to the consultation, which for many has been a worry since 2017.</p> <p>It cannot be the case that the Vale Council is reaching a sufficiently wide audience, achieving effective engagement and complying with the public sector equality duty.</p> <p>I ask you therefore to urge your colleagues to withdraw this consultation.</p> <p>I look forward to hearing from you.</p>
40	<p>Please find attached a letter for the attention of Head of Neighbourhood Services and Transport. This letter is sent on behalf of my Director.</p> <p>We are having trouble responding to the link that was in the original letter sent to him with regards to Improving Strategic Transport Encompassing Corridors from M4 Junction 34 to the A48 at Sycamore Cross Highly Link Study.</p> <p>The email link in that letter: Junction34Transportstudyconsultation@valeofglamorgan.gov.uk seems to be bouncing back.</p> <p>Can you please forward on our behalf to ***** and confirm that this has successfully been received by her?</p> <p>I look forward to hearing back with you at your earliest.</p> <p>Kind Regards</p>
41	<p>Dear Sirs</p> <p>I am a local and have been looking through the plans and I completely object to the new proposed road schemes A and B (east and west routes) to go through Pendoylan for the following reasons:</p> <p>Western Route -Loss of family income</p> <p>I object to the Western Route as the proposed road will be going through family farmland, we would lose a proportion of our land and this could result in a loss of income up to 25% of the farm's annual income. This loss could be sufficient to turn a profitable farm into loss making with inevitable consequences. Access to our fields via surrounding roads would be more difficult, adding more costs.</p> <p>Eastern Route</p> <p>I object to the Eastern route as the climate emergency and the environmental considerations should be a priority in this consultation. In particular, there is concern that the earthworks contemplated by these proposals will affect the water table and the surface water from any new road will need to drain somewhere. The data provided by National Resources Wales is from 2006 and does anticipate increased flooding in the future (albeit a 1000 year period.) The village of Peterston has previously been affected by flooding every three years or so but in recent years this has been more frequent and severe. Between Autumn 2019 and Spring 2020 there were three severe floods in Peterston - cutting off the roads and causing damage to property.</p> <p>Can you please detail the clear and specific works to be undertaken to ensure that such flooding is</p>

	<p>eliminated, both during construction and immediately on commissioning of any scheme?</p> <p>The WelTAG Stage Two Plus study has taken forward and completed an early stage flood modelling report (River Ely Hydraulic Modelling; 10028657-ARC-XX-XX-RP-CW-00XX-02; P02; March 2020) focussing on the proposed highway routes that could potentially intersect the River Ely floodplain (Flood Zones B and C2) – the report is included in Appendix N of the Impacts Assessment Report (10028657-ARC-XX-XX-RP-TP-0002; P02). There was an existing model for the River Ely which was reviewed as part of this project and which was found to be of insufficient quality to suitably inform the impacts appraisal. Arcadis was therefore commissioned to develop a model capable of informing baseline flood risk in the area of interest and testing the proposed scheme designs concluding that whilst there are increases in peak flood levels observed in the northern area of interest, there are negligible impacts in the southern area of interest in proximity to the eastern alignment (please see the report for the areas of interest noted). As a consequence, there is no preference for either the Eastern or Western alignment from a flood risk perspective. Further detailed flood modelling and development of a highway drainage strategy would be required at WelTAG Stage Three (detailed design) subject to any of the options being taken forward, with the following suggested recommendations made for future hydrology work and use of the model:</p> <ul style="list-style-type: none"> • As part of the detailed design stage, additional surveys should be collected on the two openings under the existing road to assess their impacts on flood extents. • At the detailed design phase mitigation measures should be considered in order to maintain the existing flood levels and extents where the scheme crosses the flood flow route. <p>The alignment of the proposed routes A and B East and West of Pendoylan is green belt land and the ancient woodland should be preserved.</p> <p>Also, there is some confusion about closure of lanes, it is hard to see from your plans if there are going to be roads closed or will there be overbridges and junctions, so no roads will be closed?</p> <p>These lanes are vital to our local communities (particularly the farmers). Closing these lanes would isolate homes, divide the two villages and would drive all traffic up and down the Logwood hill this is unsuitable for the existing level of traffic and would not cope with the increased traffic flow caused by the lane closure and indeed those taking shortcuts through Peterston to gain access to Junction 34. Was all this additional activity modelled and included in the costs or as negative benefits.</p> <p>Option A and Option B encompass proposals to close the lane approaching Clawdd-Coch from the east and the lane from Gwern-y-Steeple towards Welsh St. Donats. These proposals follow on from feedback received during the original Stage Two consultation in 2018 whereby concerns were raised regarding the height of the proposed new roads. Closing the lanes allows the vertical alignment (height) of the new road at these locations to be reduced as the need to implement suitable height clearance over the existing lanes is removed.</p> <p>The designs do remain at the concept design stage and receiving feedback regarding all aspects of the design proposals remains important, and such comments as noted here will be catalogued accordingly to support design progression should the study advance to the next stage of WelTAG where further stakeholder and public consultation would be completed.</p> <p>I look forward to receiving your reply.</p>
42	<p>am writing to you as a villager from Gwern-y-steeple, within the Vale of Glamorgan. Regarding the proposed M4-A48 airport link road, may I make the following objections:</p> <p>RE: WelTag1 consultation:</p> <ol style="list-style-type: none"> 1. The consultation period for WelTag1 considering different options was too short officially, and therefore it would be appropriate to return to the 1st stage, in order to allow fair feedback. 2. It appears that a large number of responses to WelTag1 were not received due to a faulty computer system - as such, returning to the 1st stage again appears appropriate. <p>RE: M4-A48 airport link road:</p> <ol style="list-style-type: none"> 1. Air quality will be adversely affected by the road and vehicle pollution. The Vale of Glamorgan already has a high level of air pollution, and Public Health Wales has stated that this is their number 2 (after cancer) focus. Wales has declared a climate emergency; building roads increases car dependency. Thus is not a new road in a high pollution area going against public health advice and putting health and lives at risk? This appears to be in complete contrast to the Stage 1 Study objective "To minimise impacts on communities and support social inclusion and health and wellbeing." 2. Due to induced demand, the new road will not actually decrease traffic - as more roads create more

traffic. Additionally, the A48 already struggles with a build up of traffic especially at peak times heading towards Culverhouse Cross, and adding more traffic to this will not help this situation. It will likely also worsen the current road system through Pendoylan due to increased traffic volume as people try to avoid the backlog at the A48, especially if there is an accident on the proposed link road. This will in fact then worsen the local road traffic volume, and will have a negative impact on air quality and the economy as a result. This also is not in keeping with the Stage 1 Study objective "To increase use of sustainable travel modes by residents of local communities". Potential introduction of a cycle path alongside the proposed road as a gesture, is unlikely to benefit from a business perspective - due to the rural nature of the area and lack of proximity to Cardiff airport/enterprise zone/Cardiff city centre.

3. The road will run closely to Lanlay meadows (National Trust) and through Ancient Woodland (Woodland Trust) which needs to be considered. There are ancient tree species as well as specific butterflies and otters in the area which will likely be adversely affected, in addition to a number of other important habitats. The Vale of Glamorgan Local Biodiversity Action Plan (LDAP) is clear regarding planning to conserve and enhance the biodiversity of the Vale. Similarly, one of the objectives in the Stage 1 WelTag1 Study states - "To protect and enhance the historic, built and natural environment including the landscape and settlement character with transport network being improved with at least neutral impact on historic, built and natural assets." The four proposed options are not in keeping with this objective, nor the LDAP. The Welsh Government has given firm protection to Ancient Woodland through Planning Policy Wales, and through enshrining the maintenance of the natural environment into law with the Wellbeing of Future Generations Act. The proposals are not in harmony with the natural environment – the proposed roads are many metres high in large areas which would significantly detrimentally affect the landscape and settlement character. This is especially the case with regards to proximity to Lanlay Meadows, ancient woodlands, and Vale's villages such as Pendoylan.

4. The tranquility of the Vale villages will be adversely affected by the new road and construction. This is a huge tourist point for the Vale of Glamorgan and Cardiff as a whole, with special cycling routes through Pendoylan noted in a cycling book relating to beautiful scenery. The new road options would therefore likely impact tourism and the economy negatively. Additionally, the road would affect public rights of way and footpaths which are frequently used by tourist walkers and the local community – for example, the renowned Valeways Millenium Heritage Trail walk, which would be obliterated by the proposed roads. The community in the Vale is made up of many social walkers and runners, and during the lockdown period re: Covid-19 this highlighted the importance of green space for health and wellbeing, as many people from urban areas travelled to the Ely Valley to be refreshed by nature.

5. There does not appear to be any clear benefit to the local community as a consequence of the proposed link roads, especially with poor proposed access to the link road in the area, namely between Peterston-super-ely and Pendoylan villages - some of which involve communities that will be completely cut off from each other (by driving and walking means)! The closing of Trehedyn Lane between Peterston-super-ely and Pendoylan fractures this Vale Community in half. Additionally, the smaller roads themselves will likely already be affected by the proposed road itself due to Induced Demand – which will likely result in increased maintenance costs for the smaller roads as a result (i.e. potholes).

In answer to the recent Consultation Document/ WelTAG Stage 2 Plus Business Case

1. The WelTAG 2 Plus Outline Business Case Consultation Document appears significantly biased and lacking in independence. The bias appears to be towards road construction, in the language that is used. There are a number of examples:
 - a. The number of accidents on the current road setup is incredibly low. Large roads, carrying many more cars per day, result in greater number of accidents of greater severity - and thus a bigger impact on road uses in addition. Therefore, I cannot reasonably agree with the assessment that the new road will provide a large benefit in relation to leaving things as they currently are; and in fact, I feel it will result in a significant adverse impact.
 - b. Due to the points mentioned below, in relation to limited business impact, I do not think that the proposed roads options can reasonably be suggested to be more cost-effective.
 - c. I do not see how the proposed road can improve greenhouse gases compared to leaving the current road as it is. The massive greenhouse gas/carbon emissions that it will take to build the road, not to

	<p>mention the resulting increase in suggested road usage of cars and haulage will surely have a greater impact than the current small level of traff (albeit at slower speeds).</p> <ol style="list-style-type: none"> 1. There is no option for improving the existing road without cutting off access between Peterston-super-ely and Pendoylan (at Trehedyn Lane), or without extensive removal of hedgerows and altering of gradient. Additionally, the proposed road options cut off the communities and renowned cycle paths around Clawdd-Coch, destroying the close fabric of the Ely Valley communities. 2. Change of practice post COVID not taken into account, as noted by the appraisal. More people are working from home and likely to be in the medium-long term, and as such this raises questions as to whether a multi-million pound spend on a proposed road is a cost-effective us of public money. 3. The lack of ways to respond to this consultation during the Covid pandemic (i.e. online only) is not fair for people who are unable/cannot use electronic means - especially the large proportion of elderly people in the local community. 4. The consultation mentions that the reasons that improvements are needed are due to - "Cardiff Airport and St Athan Enterprise Zone development and employment opportunity and important to support local regional and national economic performance" – this is at the expense of the environment and local people/communities as described. This should be placed around existing road infrastructure, rather than by tearing up one of the few last green areas and valleys around the capital. The cost of building an entirely new road, rather than upgrading links at culverhouse cross itself, would be phenomenal. 5. It is noted in the consultation that the current route has become a rat run with negative impacts on the community - do the consultation developers honestly believe that building a colossal new road right through the community will be beneficial? The many additional vehicles that it would encourage, not to mention the visual, noise and air detrimental impacts would have an even greater effect on the community - as well as cutting off the communities' abilities to walk and drive to each other. 6. Public transport is not great in the area however demand is unlikely to warrant any additional services. The suggestion of putting a path on the side, or a cycling route from a business perspective, is somewhat pie-in-the-sky - I cannot imagine that there will be any more than a handful of people that would either walk (!) or cycle from Llantrissant to St Athan area for business, and thus cars would still be the favoured method of transport. 7. It is incorrect to say walking and cycling connections are currently poor in the area. In fact proposals would cut off currently very popular cycling routes and attractive walking roads frequented by huge numbers of local and out of area residents for leisure and exercise, as well as mental wellbeing. All of the proposed road options would significantly and irretrievably destroying local environment and landscape, increasing noise and air pollution with all 4 options. This is actually noted correctly in the Consultation Document that shows a detrimental impact on the environment in 7 out of 9 categories (Noise, air quality, landscape, historic environment, biodiversity, water environment, and residential amenity) for ALL FOUR proposed road options; as well as a noted detrimental impact on land and property. 8. The reasons that Cardiff Airport is not utilised by passengers frequently should not be blamed upon the suggested lack of access to the airport via the Ely Valley. This is multifactorial. 9. The Ely Valley is an attractive place to live currently, as evidenced by such high house prices above the national average. Many of the reasons include its amount of green space, lack of vehicles and businesses, and the rural (non-industrial) community feel. The introduction of greater infrastructure that does not benefit the community and rather spoils and breaks it apart, is therefore not something that should be strived for. 10. Water run-off from the proposed roads would exacerbate flooding in the Ely Valley, our villages and surrounding lanes. 11. The "Case for Change" is outdated and uses inaccurate forecasting - in addition to the current situation being vastly different as a result of the Covid-19 pandemic. 12. The Wellbeing of Future Generations Act Wales 2015 is in direct contrast with the proposed road suggestions. <p>Suggestions:</p> <ol style="list-style-type: none"> 1. To widen the existing road through Pendoylan from junction 34 to the A48, to a double lane road
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	<p>where possible - thus having far less impact environmentally and financially, and in keeping with the surroundings. Rather than raising and building a whole new road, this would still allow access from all of the separate side roads that link into this road - rather than closing off both existing lanes between Pendoylan and Peterston-super-ely</p> <p>2. The suggested spend of money would be much better spent on upgrading broadband and internet services in the Vale area, to improve the ability for SMEs to function, especially given the increase in home and remote working. The current internet infrastructure is poor and would benefit from this. Many thanks for reading the above points, and I hope they are taken into consideration moving forwards.</p> <p>Kind regards,</p>
43	<p>We urge you to reject the proposals to spend £77M on this outdated and destructive project which ignores the current climate emergency and puts cars before people. Our young people will not forgive you and the council if you destroy this natural habitat</p>
44	<p>Dear Mr *****,</p> <p>As you know, the current "WelTag Stage 2 Plus" is a consultation phase of the project lasting until 23 December 2020. This project may then move to "WelTAG Stage 3".</p> <p>I sympathise with the limitations you are working under due to COVID-19 which has severely reduced the amount of promotion and distribution of the WELTAG Stage 2 Plus consultation document. Very few residents have actually received the full information pack and it is clear to me that something has gone badly wrong with administration at the Vale of Glamorgan Council. It's nearly a month into the consultation and several of your Community Councils in this area have also still not received the correct documentation. I am sure, that given time you can rectify this problem and communicate the details of this scheme properly with ALL of the residents of Peterston and Pendoylan especially those unfortunately living in the direct path of this road scheme.</p> <p>But please consider this from the perspective of the residents of Peterston and Pendoylan. We cannot (as in the past) hold face-to-face meetings in our community halls where we would regularly have 100+ people in attendance and are now dependent on virtual meetings which do have their limitations. This means that we are really unable to give you the feedback you are looking for, possibly until the next stage of your project.</p> <p>Under the circumstances it would make sense to delay the start of "WelTag Stage 2 Plus" until the current "lockdown & firebreak restrictions" are lifted to enable residents to hold more inclusive meetings in our village halls.</p> <p>In light of COVID-19, BREXIT and the current CLIMATE EMERGENCY I find it difficult to understand why the Vale of Glamorgan Council is continuing to consider this road scheme viable and to waste taxpayers money on pursuing a WELTAG process that to-date, has been shown to be riddled with serious flaws.</p> <p>Please also note that I have had to deliver this letter to your council offices by hand as emails I try to send to the "consultation process" reply email addresses are bouncing back from your "spam" filter. I have tried this with numerous different email addresses and from different servers with the same result.</p>
45	<p>In addition to the reasons below I object to all the proposals except do minimum, because any of the other options is highly likely to increase the risk of flooding.</p>
46	<p>Please consider this my response to the stage 2 plus consultation process which again has been very offensive and totally inconsiderate of the genuine stress it has put me and my family through for the last 3 years</p> <p>The proposals put a 20 meter wide road 8 meters in the air at the bottom of our garden. Our 10yr old son regularly asks us for reassurance that our house won't be knocked down, we have been unable to invest/maintain our property as we don't know its future</p> <p>Should we want or need to move house we are unable to sell as we are blighted and now you are informing me that it will be 2022, at least a further 14 months, until we know our fate which means this dreadful and very stressful situation will have been ruining our lives and enjoyment of our home for a total of 5 years</p>

	<p>I am very aware of the need to address and consider public opinion but the consultation process to date has been shocking.....</p> <p>I clearly don't want a road in my back yard but please see my notes below from 2018 based on the reasons given to justify the need for a new road which are still extremely relevant to the bigger picture today:</p> <p>Poor highway infrastructure between M4 Junction 34 and the A48 leading to poor access for local communities and businesses</p> <p>The rural lanes in the area do suffer from congestion at peak times with drivers trying to avoid the congestion at J33. The consultation showed no investigation into the route cause (car dependency) of this traffic or possible sustainable intervention</p> <p>A new traffic light system at Sycamore cross has caused chaos in the lanes forcing groups of cars to travel together blocking the passing places</p> <p>Poor sustainable access to Cardiff Airport and strategic destinations</p> <p>This is a pre-determined conclusion. This WelTAG process provides no evidence that the proposed highway development from J34 to A48 is the most beneficial, cost effective and least impact intervention for the long term to enhance the economic prospects of key strategic employment areas, including the Airport.</p> <p>High use of the private car for local and regional trips (e.g. journeys to work)</p> <p>This would not be resolved or even mitigated through major investment in a new trunk road and the proposed solution would only serve to exacerbate the existing problem</p> <p>Existing congestion issues at M4 Junction 34 and on the A48 which are likely to worsen with the committed developments in the area</p> <p>There has been no robust evidence provided to demonstrate that development of a major trunk road through the Pendoylan Corridor would do anything to resolve the fundamental problems associated with increasing numbers of car owners travelling from only a few key conurbation locations to only a few workplace destinations, via the same series of highway intersections on this part of the network</p> <p>Poor infrastructure and local connectivity by walking and cycling</p> <p>The existing network of rural lanes provides excellent infrastructure for walking and cycling and the lanes are heavily used being one of the most popular areas for local cyclists and walkers within the Vale of Glamorgan. As a mode for commuting, the area is constrained by the geographical distance from major centres of employment etc. This will not be solved through the development of a trunk road between J34 and the A48</p> <p>Environmental issues associated with high use of the car, including adverse greenhouse emissions and noise pollution</p> <p>It appears that this major issue has been total ignored by the WelTAG process to date other than to suggest proposals that will greatly increase this very serious issue</p> <p>Accessibility for HGVs</p> <p>HGV's are currently able to access all areas they need to via the existing road network</p> <p>Adverse road safety conditions along existing routes non-compliant to current DMRB highway standards</p> <p>The roads within the appraisal area are reflective of its rural nature and if considered as a root problem, would warrant the redevelopment of just about every road in rural Wales to DMRB highways standards</p> <p>Even using basic research it is evident:</p>
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	<p>The reasons for a new road given above have clearly been formed upon poor quality or flawed information failing to explain or quantify problems to find suitable sustainable solutions</p> <p>That there is no evidence to suggest restricted accessibility represents a major constraint on economic growth prospects of Cardiff Airport and St Athan Enterprise zone</p> <p>That the estimated costs given for the road construction are massively inaccurate and again misleading to the public and key decision makers</p> <p>The proposal for a new trunk road, further encouraging dependency on car borne transport, is being considered and proposed without any correlation or cross-sectional analysis with the ongoing processes relating to substantial public investment into the region's public transport infrastructure</p> <p>The proposed Link Road would destroy an ecologically important area, an action contrary to the Government's commitment to protect the environment for future generations</p> <p>Building a new road conflicts with the Wellbeing of Future Generations (Wales) Act goals. Providing a road will encourage more road transport and car usage not less. It will make congestion worse not better</p> <p>Failures have been:</p> <p>WelTAG1</p> <ul style="list-style-type: none"> * There was only one, very poorly advertised, public engagement event, which was at Pendoylan memorial hall * Very little information was provided to explain the potential scale of the proposals and how substantially they would adversely impact on local people * There was an inadequate 14-day public engagement period for consultation responses * Significant proportion of consultation responses from members of the community were not received or considered by the Council due to the email address given being a defective <p>WelTAG2</p> <ul style="list-style-type: none"> * Vale of Glamorgan did the absolute bear minimum to publicise the public consultation * The Do Minimum option was not included as it should have been * The Vale of Glamorgan and Arcadis have failed to answer queries to basic questions to ensure people make an informed decision in relation to the proposals presented. Very poor understanding of the local road network by Arcadis Staff * At public engagement events, and via the main online feedback people have proactively been steered to choose between the East or West Pendoylan road options on the basis that no other solutions deserve merit * The inclusion of a Park and Ride / Parkway station is meaningless as this decision lies completely out of this WelTAG process and is part of other studies and programs * Continuously changing goal posts during the consultation process and at a very late stage to suggest new options was also presented. By this stage, many people had already responded or will not have heard that this was now possible which constitutes a change in the basis upon which the public have been invited to respond from that which was originally laid out. How can this be analysed when the same from was to be used? * Anonymous response forms were issued which almost certainly will lead to abuse of the process * Complaints and queries regarding the consultation have been very poorly handled. Many queries regarding vital data and processes have gone unanswered by Welsh Government and Vale of Glamorgan
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	<p>This consultation should not be allowed to proceed to Stage 3 as it has clearly not been undertaken by using the Weltag process as it was designed and continues to fail the future generations and our current climate emergency</p>
47	<p>For the attention of Head of Neighbourhood Services and Transportation</p> <p>Dear,</p> <p>Firstly apologies that I am sending you the same email twice! This is the email address I use most.</p> <p>I have today received two letters in English and two letters in Welsh, with two lots of postage costs in two separate envelopes; my husband, at the same address has received the same. I do hope that not every resident mirrors this behaviour on the part of the Vale council.. Please could the Vale of Glamorgan not waste public money in this manner.</p> <p>It might be an idea to canvass all those in the vale, next time you send council tax demands, with a survey to see if they wish to receive bilingual communication, Welsh or English, thus saving a few trees. You might also consider asking if people would rather be contacted via email to save costs and give us all a rebate from our very expensive council tax.</p> <p>Regards</p>
48	<p>TRANSPORT PLANNING INQUIRY I want to respond to the public consultation regarding the A48-M4 road proposal. Reading the documents, I have two specific queries - one is information which is referred to in the documents but not provided; and other is something I'm struggling to understand. 1. Consultation document, para 1.4.1 refers to there being a 'significant' number of objections to and 'some support for' the proposal. Could you provide numbers in each of these categories, please? 2. Mott Macdonald's technical note on traffic modelling, around p.293, provides tables showing projected increases in traffic. Can you tell me (say) the projected increase in Pendoylan from the 2015 base, please? Many thanks</p>
49	<p>Dear Sir/Madam.</p> <p>RE: M4 (Junction 34) to A48 and Cardiff Wales Airport transport links, Nov 2020 Consultation.</p> <p>I refer to the above consultation. Thank you for the opportunity to respond.</p> <p>The National Trust is a charity founded in 1895 to promote the permanent preservation of places of historic interest or natural beauty for the benefit of the nation. Although independent of government, we have been given the unique ability to declare our property inalienable meaning that it cannot be sold and that it is protected "for ever, for everyone."</p> <p>Lanlay Meadows on the edge of Peterston-super-Ely are held in the Trust's protective ownership. Although not directly on any of the proposed routes, they sit in proximity to the suggested easterly and westerly road proposals.</p> <p>We note the 2 proposed routes and from the information presented believe that the westerly route would have less impact on the National Trust land.</p> <p>As the development progresses, we would like to engage with the developer to minimise any impact on the land.</p> <p>The consultation does not identify or discuss potential impacts at Lanlay Meadow, nor within the text</p>

	<p>identify it is a specific constraint.</p> <p>Background.</p> <p>Lanlay Meadows are a rare survival of a type of habitat and landscape that would once have been common. The meadows are of high conservation value for their lowland grassland and related vegetation. In particular the marshy grassland is of good floristic quality and it is one of a small group of sites within the Vale of Glamorgan which support a habitat defined scientifically as 'M22 fen-meadow', a community which is now highly localised in Wales.</p> <p>The wetter fields are the result of low input farming and poor drainage. They are biologically very diverse and, if the surrounding unimproved areas could be managed in a similar low input way, could be extended and become of greater importance still to a wider range of plants insects and butterflies. The veteran trees scattered through the hedgerows are important for a wide range of living and deadwood invertebrates and the wide hedgerows are valuable nesting and food sites for birds.</p> <p>These fields have traditionally been an important place for villagers from Peterston-super-Ely to walk. It is a peaceful and attractive place that makes you feel that you are walking through a farming landscape of the 1940's or 50's. This feeling comes from the unkempt and sprawling hedgerows that have a wide variety of species mixed with very large veteran trees and the occasional pollarded tree. The charm of these fields is further enhanced by the River Ely, flanked by Alders, that slowly wends its way along one boundary and the largely unspoilt character of the wider landscape, which has been identified and protected by local landscape protection policies. The area also enjoys a surprising degree of tranquillity.</p> <p>November 2020 Consultation</p> <p>We note the 2 proposed routes and from the information presented believe that the westerly route would have less impact on the National Trust land.</p> <p>As the development progresses, we would like to engage with the developer to minimise any impact on the land</p> <p>Thank you for the opportunity to comment.</p>
50	<p>I was rather alarmed to see that land near Cardiff Airport had been earmarked for a business park. It would appear to me that such land would be needed for a short rail link into the airport from the VOG coast line in order to avoid the valley that is crossed by the Porthkerry viaduct.</p> <p>On 1 below, you can see that I have marked in red the possible route of such a rail link into the airport that would enable trains to call at the terminal with minimum disruption to their journey linking places such as Barry & Llantwit Major with Bridgend and the mainline west. You can see that in order to minimise the gradient, I have used the road that now runs around the eastern side of the runway. This means that the road would have to be re-built just to the east at this point. (The trains for the VOG line are not the tram-trains planned for the central valleys that can take to the streets). The VOG line will be getting the tri-mode Stadler 'Flirts' class 756 (image 2) and this will allow an increase in services from 2023.</p> <p>May I suggest that before any other development takes place, that the route of any future rail link into the airport should be planned first. (It is already undesirable that the Holiday Inn has been built).</p> <p>Kind Regards, Hello & many thanks for your message and information about the road consultation.</p> <p>As promised, I send you information about the plans for land north of M4 J33. As you can clearly see, they plan to have a new road coming off on the north side of the gyratory into a business park plus a P&R for buses into Cardiff city centre - marked on image 1 as 1 & 2 - despite being nowhere near where</p>

	<p>any new potential metro line would be located. The business park (marked in purple on image 1), would only have access to the M4 at J33 with no vehicle access to the A4119.</p> <p>The new dwellings currently being built south of Cregiau - and indeed all the new development along the A4119, will have no access to the M4 or A4232 except via J34 at Miskin or J32 at Coryton. This means that the increased population will have to drive through areas such as St.Fagans, Groes Faen, Radyr, Llandaff & Fairwater in order to reach further afield. I presume that this is to discourage car travel but in my opinion it would have helped if vehicles from the new residential areas could indeed access the M4 and A4232 at J33 rather than impose them on the aforementioned places. Thus, the traffic from this new development running NW from Cardiff, having no access to the M4 at J33 will mean they will go to J34 and thus overload the junction from which you plan to have a new road heading south.</p> <p>However, as I mentioned on the phone, ideally I would have preferred to have seen no development around J33 as this junction can't cope now and the last thing it needs is a business park & P&R on the north side of the gyratory. 5 below shows traffic stacked up on the A4232 jammed all the way back to Culverhouse as it is unable to easily access the M4 at J33. Having this junction jammed up does no favours to the VOG/Airport or indeed Cardiff. Image 6 below shows a junction in Canada of the type that I would ideally like to see at 33 in order to enable the free flow of traffic between the different routes. Also notice that it incorporates a link into housing that does not impede the main flow of traffic on the expressways.</p> <p>Kind Regards,</p>
51	<p>WelTAG Stage Two Plus M4 Junction 34 to A48 (Pendoylan Corridor)</p> <p>I would like to state my deep and sincere opposition to the development of a new road between the A48 and Junction 34 M4 (Miskin Interchange.)</p> <p>As a resident of Pendoylan, in a property at risk of the development I have a number of points on which I reject the road.</p> <p>These are based upon five principals:</p> <ul style="list-style-type: none"> • Personal financial and material loss. • The impact on my mental and physical health. • The national economic impact. • Ecology and biodiversity. • Lack of appropriate and responsible project governance. <p>Personal loss.</p> <p>I was a public servant all my life, working as a nurse in general nursing, geriatrics and lastly in palliative care. The home where I now reside represents the sum of my life's work, to satisfy a lifelong dream to invest and live in a rural location that places me in the heart of nature's seasonal beauty. The loss of this home will create an irreplaceable loss of a home that my husband and I strived to purchase, develop and maintain. No financial package can compensate for such a loss in terms of monetary value or house, home and location.</p> <p>Impact on Mental and Physical Health.</p> <p>As a pensioner, now in the latter years of my life, I cannot raise this objection at a loud enough volume to make my feelings resonate against the hard shell of what I feel is an uncaring and disregarding Local Authority and National Government.</p> <p>The idea of my husband and I being forced to leave our home, against our will, is quite frankly affecting my mental health, invoking depression, anxiety and an honest feeling of being invisible and disregarded.</p> <p>Beyond my own health, the impact of this is multiplied by my husbands diagnosis of Alzheimer's. I have no doubt that a forced move from here will deepen his confusion and distress, accelerating his decline.Economic</p>

	<p>Whilst I no longer work, both my husband and I have taken interest in the financial steer given over to this project. At a time where we are combating a pandemic, the financial impact of which will be carried by generations into the future, I have difficulty in accepting the rationale that this is the best way to spend scarce public funds. The need to spend monies to create access to an airport that is little used, attracts few airlines due to associated costs and is less than an hour from the established International airport at Bristol is not made out in my opinion.</p> <p>Biodiversity and Climate Change.</p> <p>I cannot understand how educated men and women who seek to serve as public servants have ignored the fact that we are under the threat of a catastrophic climate emergency that has been declared by not only the leading nationals of the world, but also by the UK and Welsh Government, as well as the Vale Council.</p> <p>To that end, how is it possible that anyone thinks that destroying wildlife habitat, cutting down woods, ripping out hedgerows, destroying established wildlife biodiversity is a good idea? This area is rich in protected species, exceptional flora and fauna with historic ancient woodland. We have recently seen a return of the Red Kite to this area. Why would anyone want to destroy that? We are supposed to be looking after our woodlands and green areas, reducing carbon output and looking for more effective travel options. This project does all the opposite!</p> <p>Lack of appropriate and responsible project governance.</p> <p>My last point is the apparent underhandedness of the consultation process. I am heartened by the support that many have given to a wide collective view that this road is unnecessary and wasteful on our public purse and the finite resource that is our countryside. However, whilst no one considered the pandemic would occur, the desire to continue with the WelTAG process is simple unfair and opportunist. We have been under a wide range of strict restrictions that have limited the ability to meet face to face and discuss this issue with officials; view maps and diagrams and look at other documentation. I know that the feeling against this road is very high, and we feel deeply worried and stressed over this project that will destroy irreplaceable countryside. The loss of public meetings has removed the opportunity for you to gather that true picture.</p> <p>My ability to utilise the internet, navigate web pages and research the proposals is limited by my limited skills and age. I have been dismayed to note that in those cases where households have limited or no access to the internet are affectedly discounted and excluded from any consultation. Also I understand that some properties potentially affected by the proposals were left off the online map at the start of the consultation and have still not been included. In summary, this project is contradictory in terms of national policy and common sense. It will affect me and my husband in the most stringent and punitive manner, carrying an impact on into our wider family. I have no doubt it will lessen the quality of our lives and shorten our time left.</p> <p>I reject whole-heartedly and oppose its suggestion.</p> <p>Yours Sincerely</p>
52	<p>Dear Vale of Glamorgan,</p> <p>Re WelTAG Stage 2 Plus.</p> <p>I am disappointed in these proposals to destroy one of the prettiest vales left near west of Cardiff.</p> <p>This vale is also extensively used by many cyclists looking for safe passages from Cardiff west to the vale</p>

	<p>of Glamorgan and beyond. A survey of cyclists would easily determine most travel W to E and E to W rather than N/S. Apart from destroying valuable ecosystems these proposals offer no solutions to the prevalent direction of travel for cyclists.</p> <p>I would therefore recommend the proposals be abandoned and the money put to better use protecting our fragile ecosystems.</p> <p>Regards,</p>
53	<p>Dear ,</p> <p>I am writing to you in my capacity as the Member of the Senedd for Cardiff South and Penarth. I have been contacted by a number of constituents who have expressed concerns over the proposals for a new or widened road from the A48 at Sycamore Cross, west of St Nicholas to J34 of the M4 near Llantrisant.</p> <p>My constituents have raised concerns about the adverse impact it would have on the local environment. Many of them have informed me that they feel the consultation document fails to consider the high level of cycling on roads that cross the proposed development. Indeed both options for the proposed new link road would result in the closure of two existing lanes running from St Fagans to Welsh St Donats, which are heavily used by cyclists. My constituents feel that the development would cause significant disruption to people cycling and walking in the area and likely deter many people from cycling in the area altogether. Concerns have also been raised with me that alternatives to a new/widened road, eg improving bus and train services have not been explored before going ahead with the proposals. I would be grateful if you could look into this matter on my behalf.</p>
54	<p>I don't believe a strategic case for the proposed road has been adequately made.</p> <ol style="list-style-type: none"> 1. The impact of COVID could change how people work in the future. A study needs to be done to assess the impact of home learning and reduced air travel before any thoughts of digging up vast tracts of countryside, which benefit our whole area. 2. When the government has pledged to be carbon neutral by 2050, is this road going completely away from that aim. Surely more public transport is needed across the rural areas. This should include train and bus routes. Car sharing options should be explored. 3. Many more people are using bicycles to commute as well as for pleasure. Creating this bypass cuts of 2 routes out of Peterston forcing all the bikes to go up the logwood to the A48. This is dangerous! Extra car flow plus bikes and horses, not forgetting the numerous runners all on one route is incredibly dangerous and needs to be looked at much more seriously. 4. Apparently one of the objectives of the proposed road is that it should minimise impacts of local communities and support social inclusion and health and well-being. Many properties are affected including a school which will be subjected to car fumes! As I said in 3. Walking and cycling links are severely affected and conflicts with the Active Travel Act. 5. The business case is based on subjective judgements, some have technical, numerical content, but methodology for these has been shown to be often inaccurate (CPRE study). The numerical assessments are given more weight than subjective and qualitative ones, disregarding many major adverse assessments eg. ecological, biodiversity and ancient woodland. 6. The economic appraisal is crude and inaccurate. It even states "that the methodology is likely to overestimate the benefits but has been taken forward in the absence of a more robust alternative" <p>I don't believe a case has been made that will justify a road bypass.</p> <p>Yours</p>
55	<p>WelTAG Stage Two Plus Consultation Response:</p> <p>Proposed road linking the M4 at Junction 34 to the A48</p> <p>Summary:</p> <ol style="list-style-type: none"> 1. I object to the proposed road options A, B, C1 and C2 and supports the 'do minimum' option maintaining the existing road.

	<p>2. I also object to the following aspects of the WelTAG consultation and documentation:</p> <ul style="list-style-type: none"> • The strategic case made for the major road options is seriously flawed and has not followed proper WelTAG procedure. A proper assessment of integrated transport options has not been carried out, calling into question the credibility of the Outline Business Case as a whole. • The considerations in the WelTAG process do not conform to a range of Welsh Government legislation on well-being, integrated transport, sustainability, carbon emissions reduction and environmental protection. • Engagement of residents and civic society stakeholders has been limited and inadequate, failing to include a range of valid expertise in the process. • The impact assessment is inadequate and biased toward justifying building a road. <p>3. For the reasons above, I believe that the process to date does not meet the requirements set out in the WelTAG Appraisal Guidance (2017) and that the current process should be rejected and a new assessment and options appraisal for integrated transport in the wider area undertaken.</p> <p>The Strategic Case</p> <p>4. The strategic case for the proposed road is inadequate; Stages 1 and 2 are not in line with the WelTAG Guidance to consider a wide range of solutions within the transport sector. The strategic problem relates to congestion and journey times in a wider area than just the Pendoylan corridor. WelTAG has failed to make any serious appraisal of integrated transport options to reduce traffic congestion such as integrated public transport, reduced or zero bus fares, enhancing the active travel network, reducing single car occupancy by car sharing, workplace parking levies, road pricing or congestion charging, travel reduction measures, etc. – let alone a comprehensive package of a combination of these. Non-road alternatives were neither considered nor modelled, as is required by WelTAG.</p> <p>5. In failing to consider the importance of modes other than the car and in its narrow examination of one motorway junction, Stages 1 and 2 are also failing to meet the requirements of the Well-being of Future Generations (Wales) Act (WBFG) in relation to finding the most sustainable solution to the challenges posed.</p> <p>6. The strategic case is also outdated. The consultation document acknowledges that it does not consider at all the implications of Covid-19 and likely changes in home working and reduced air travel. It does not address sufficiently the imperative to reduce greenhouse gas emissions and road traffic. Many studies confirm that new roads just result in increased traffic and higher emissions. And it does not consider the effect on regional traffic of the rail Metro developments and the proposed rail parkway at J34.</p> <p>7. The strategic case utilises conventional models and calculations about road building need and impact. These are seriously flawed and in need of reform concluded a study commissioned by the Council for Protection of Rural England of outcomes of road building over 20 years. The study evidenced new roads over the longer term caused:</p> <ul style="list-style-type: none"> - induced traffic, often far above background trends; - significant environmental and landscape damage; - widespread damage to biodiversity; - worse than expected greenhouse gas emissions; - increased car-dependence; - and show little evidence of benefit to local economies <p>8. There is no need for this road. Trunk road routes already exist to the airport and enterprise zone: J33 A4232/A48/A4226; and J35 A473/A48/A4226. Time saving on the short length of 6 km of proposed road can only be a few minutes making little difference to accessibility considerations.</p> <p>Non-comformity with legislation</p>
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9. From the outset of the process, consideration of all possible transport solutions has been marginalised, or invoked only to support the road-building objective:

- Welsh Government's 'National Transport Finance Plan', December 2017, refers to this road scheme, with the purpose of the WelTAG study being to determine the preferred option, i.e. which route the road should take. The consultation has largely and quite explicitly focused on which route for the road would be chosen.
- The Stage 2 report states that options were justified based on the Peter Brett Associates Report, the 'Case for Change'. However, this was published in February 2018 - after the conclusions of the WelTAG Stage 1 Report and after the shortlisted options were agreed by the Vale of Glamorgan Council Cabinet in November 2017. This clearly shows that the decision on the option for Junction 34 was taken first - based on very little evidence and with no exploration of alternative options - and the strategic justification came retrospectively to back this up. The conclusion that M4/A48 options best address the regions issues and challenges is therefore fundamentally flawed and misleading.

10. The WelTAG process requires an independent review of the process and conclusions to date at the end of Stage 2 and before Stage 3. There is no mention of this independent review or arrangements for it to happen.

11. The Well-being of Future Generations Act is cited and summarised in the documentation, but then largely ignored – for example regarding the long term; integration (e.g. with the climate emergency); involving a diversity of the population in decisions that affect them; and working collaboratively to develop sustainable solutions. The practice of WelTAG with this scheme has been rather different, even though it is essential to comply with the WBFG Act when using WelTAG. The Future Generations Commissioner for Wales has made similar criticisms in a letter (date) to the Minister for Economy and Transport

12. The objectives of the scheme are only loosely related to the seven goals of WBFG. There is no sense that the WBFG goals were used as a framework for the development of the scheme, rather an old-fashioned road scheme has retrospectively been fitted into them. The scheme has five objectives which fail to adhere to the principles of WBFG, and even so the scheme will largely fail to achieve its own limited objectives.

13. The first objective is to 'enhance connectivity to Cardiff airport and strategic employment sites in the region'. Success of this is to be measured, however, by looking at something very different, 'reduced and more reliable journey times between [the] strategic [road] network and Cardiff airport and St Athan'. So the transport issue is defined solely in terms of road use.

14. Objective 2 is to 'increase transport options for strategic access and access to and from local communities'. This is to be measured by looking for 'increased use of sustainable travel modes by residents and local communities'. There is no prospect of a road-building scheme achieving increased use of sustainable travel modes.

15. The third objective is to increase resilience and safety on the M4, the A48, the A4232 and other roads. This will be measured by reduced accidents and delays. But many decades of road-building show us that, almost always, building roads encourages traffic, by making driving a relatively better option, which in turn increases pressure on the network (commonly on adjacent but different roads). Building roads does not fix jams, or network resilience, except in the very short term. Moreover, 'reduced accidents' will be measured not by fewer accidents, but by accident rates per vehicle kilometre - so a lot more vehicles and just a few more accidents would be a success.

16. The other two objectives are to protect and enhance the built and natural environment; and to support communities, social inclusion, health and well-being. Success for these two objectives is to be measured by an improved transport network with at least no reduction in all of these things – which,

	<p>given the noise, pollution and destruction of habitats and amenity acknowledged in the impact assessment, will not be achieved.</p> <p>17. Other issues were not considered that are required by the WBFG Act. These include transport poverty, and how the proposal contributes to reducing inequality. 20% of residents of the Vale of Glamorgan have no access to a car, these are predominantly poor and elderly, and they will experience no benefits from this scheme. It is unclear how the scheme is reducing inequality, given that it advantages the relatively advantaged. The impact of traffic on mental health and well-being is well documented but not mentioned.</p> <p>18. Wales Transport Strategy 'Connecting the Nation' has key areas including:</p> <ul style="list-style-type: none"> - reducing greenhouse gases and environmental impacts; - improving public transport and better integration between modes; - improving links and access between key settlements and sites (but with no specific mention of roads in this). <p>The WelTAG process for the Pendoylan road has failed to act on these priorities by considering sustainable transport options.</p> <p>I argue that the strategic case is fundamentally incorrect and out of date and conflicts with a range of Welsh Government legislation, and that the current process should be abandoned. In this light the following responses are moot but nevertheless we believe it is important to state the shortcomings of the process and the latest consultation documents.</p> <p>(Non) Engagement of residents and civic society stakeholders</p> <p>19. The Review Group for the scheme met only once and largely consisted of local authority officers who supported building a new road. Not all the local representatives received the documentation for the meeting in time. The one Review Group meeting was not welcoming to opinions challenging the case for the road and did not respond adequately to them, so local views and knowledge were ignored.</p> <p>20. Contrary to the requirements of WelTAG there has been no involvement of cyclists or cycling bodies, nor of horse riders and their organisations, in the WelTAG process. The summary of stakeholders (Outline Business Case 2.6.1) lists no-one with expertise in active travel. Environmental and other stakeholder organisations have not been involved in the consultation nor the Review Group despite their undoubted expertise in the areas of impact of the scheme. The Woodland Trust was seen as not an appropriate body to be a member of the Review Group because it is 'a lobbying group rather than a technical consultee' even though impact on ancient woodland is assessed as seriously adverse.</p> <p>21. A report was produced analysing the responses to the WelTAG Stage 2 consultation, but there have been no responses to points made and errors identified by consultees, which is not usual practice.</p> <p>Impact Assessment</p> <p>22. The claim that the proposals will relieve congestion on the strategic network is fundamentally flawed and misleading. The Brett 'Case for Change' Report states that the role of road will be to improve access from the M4 to Cardiff Airport and the Enterprise Zone at St Athan and forecasts that 10,000 travellers will use the route daily. However, it does not state what proportion of these would be going onto the Airport/St Athan and what proportion would be going onto towards Culverhouse Cross and Cardiff. With only limited flights available from Cardiff Airport compared to other regional airports, and (pre-Covid) just 1.4 million passengers per year (around the same amount as Bridgend Train Station) evidence would suggest that most of the 10,000 travellers would be road based commuter and freight traffic destined for Cardiff. No attempt has been made to determine this important split despite it being suggested at consultation meetings that it could be done using vehicle licence recognition. Culverhouse Cross experiences very high levels of congestion and air pollution already. Traffic on the</p>
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	<p>A48 towards Cardiff currently backs up past Bonvilston on most mornings during peak times. The WelTAG Stage 2 report states that the morning peak will bring an additional 2,000+ vehicles onto this part of the network. Additional traffic accessing the A48 from the M4 will only exacerbate this problem.</p> <p>23. Measures of success for the objectives that the proposed road should meet are weak. For example: "Minimise impacts on communities and support social inclusion and health and well-being" (Outline Business case, 2.7.1) has success measures as "Number of properties affected, length of walking and cycling links provide." These measures are so weak as to be irrelevant.</p> <p>24. Impact assessment is too narrowly focused on effects in the immediate vicinity of the road. Noise and visual intrusion will affect communities across the Ely valley not just homes near the road and in Pendoylan. The impact assessment should be revised with a wider analysis of impact on surrounding communities.</p> <p>25. Assertions about impact assessment in the Outline Business Case are referred for evidence to the Impact Assessment document. In reality most of the assessments have no evidence but are subjective judgements; some others have technical, numeric content but methodology for these has been shown to be often inaccurate (CPRE study). The numeric assessments are given more weight than subjective and qualitative ones, disregarding many major adverse assessments eg. ecological, biodiversity and ancient woodland impacts. Non-monetised impacts should be given greater weight in overall assessment of impact and value for money, based on an evaluation of ecosystem services.</p> <p>Social impacts:</p> <p>26. The assessments state public transport improvement for local people as a benefit of the road. This would simply not be the case. The road does not service local centres; there would be no bus stops along the route. There would be little/no public transport benefit to local people.</p> <p>27. The assessments state improved access to the strategic road network by local people as a key benefit of the proposed new road. This would simply not be the case. Access to the strategic road network by local people would be worse because of significantly more traffic (10,000 travellers/day) in the area, increasing waiting times at key junctions, making journey times for local people significantly longer.</p> <p>28. The impact assessment for cycling is wrong and conflicts with the Active Travel Act. The assessment only looks at cycling in terms of journeys to work and services, but seems unaware of the major leisure activity of cycling in the Ely valley which would be adversely affected by the proposed road – in particular the closing of Trehedyn Lane and Clawdd Coch junction. This is also a concern for horse riders. Existing roads are already well accessed by many cyclists who enjoy the area for leisure purposes. A major commuter route would detract from the safety and accessibility of this route for leisure purposes. The proposed road would not provide any additional benefits to those who make journeys to work on bicycle.</p> <p>29. The assessment suggests one of the biggest positive social impacts would be on security. This is frankly ridiculous. Quite how the introduction of a new road with 10,000 travellers per day in an area of low population and low crime can be assessed as improving security makes a mockery of the whole process.</p> <p>30. The assessment scores the impact on journey quality as 'large beneficial' as drivers will enjoy the surrounding scenery. It is ridiculous that this is even a factor in the consideration of such a large infrastructure project with serious adverse impacts.</p> <p>Environmental Impacts</p>
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31. The impact assessment considers that the introduction of 10,000 travellers to the proposed road would have only a 'minor adverse' impact on noise within the Appraisal Area, despite the admission that quantitative data is not yet available. The truth is that the exact noise impact is unknown, but it is certain that it will be more significant than 'minor adverse' through the introduction of significant levels of traffic to a quiet rural area.

32. Air quality is assessed as having a 'minor adverse' impact. The second paragraph states that 'implementation of a new highway network has the potential to improve local air quality through Pendoylan village with a reduction in local traffic flows forecast and the potential for existing car trip to diverted to public transport'. Firstly, the addition of 10,000 travellers/day is not a reduction and 2) there are no public transport benefits. The next paragraph states 'A new proposed alignment is forecast to significantly increase travel flows through the Pendoylan corridor with the potential to establish adverse air quality in the vicinity of the new link'. Confused and unprofessional.

33. The assessment of landscape impact concludes that the proposed road will have significant impacts on landscape in the narrative, yet only scores the impact as 'moderate adverse'. Similarly for biodiversity and the water environment. These should all be scored as 'large adverse'. They are likely to be damaged significantly and irreversibly.

34. The impact on residential amenity is scored as 'minor adverse'. This is because the new road is supposedly reducing traffic flows within the area. Again this is misleading. The road will significantly increase traffic flows and contribute to climate impacts. A major road with 10,000 travellers/day, elevated in places, will have a large impact on residential amenity and should be scored as 'major adverse'.

Economic

35. The economic appraisal is crude and inaccurate. Appraisal for time and vehicle savings does not even fully utilise the standard methodology and acknowledges: "This methodology is likely to overestimate the benefits but has been taken forward in the absence of a more robust alternative." (Economic Appraisal, 2.2.6). Similarly accident cost savings are based on a theoretical reduction of accidents on other roads in the region as a result of the new road – projected over 60 years. There have been 3 accidents on the Pendoylan Rd. in 4 years, 1 serious, but the guesstimated accident saving is £16.6m.

More robust methodology should be used or the large uncertainties in these calculations acknowledged prominently.

36. Wider economic impacts seem tenuous at best. Narrative says the new link road 'may' include induced investment; 'may' benefit larger commercial businesses; 'may' benefit labour supply. There are too many uncertainties within this assessment and no firm evidence provided. Given this is regarded as the whole rationale for the road, this is simply not robust enough to justify the level of investment and other significant social, cultural and environmental costs that the Junction 34/A48 would result in.

Comments on proposed route options

37. Proposals A and B will create a major 'rat-run' through St. Brides and Peterston super Ely for traffic from west Cardiff and the major housing developments there going to the M4, and for traffic from the west into Cardiff - increasing noise, disruption and emissions in these communities and posing safety concerns. This would also create significant congestion on the unimproved Logwood road likely to spill over on to the new road and Sycamore Cross junction.

38. Proposals A and B: The proposed closures at Trehedyn Lane and Clawdd Coch will channel more

	<p>traffic onto the Logwood road amplifying problems there. The closures will also inconvenience residents of the area by cutting direct connections between settlements to the north of the A48.</p> <p>39. The consultants carrying out the Stage 2 consultations lack local knowledge and have made little effort to familiarise themselves. Neither have they tried to utilise local knowledge. As a result a number of mistakes or omissions have been made in the process. For example the current consultation documents do not acknowledge or consider the new housing development at Bonvilston and its access on to what would be a major road with heavy traffic with proposals A and B.</p> <p>40. Proposals C1 and C2:</p> <ul style="list-style-type: none"> • Will inevitably attract more traffic passing through Pendoylan and Clawdd Coch with very significant adverse effects. A suggestion is made in the consultation documentation that HGV vehicles could be restricted on C1/C2 road proposals – this suggestion should be applied to the existing road. • Will create a 30mph limit road (and from 2023 a section of 20mph limit road through Pendoylan) where currently there is a road with 60mph speed limit along most of its length, albeit that traffic is slowed by the narrowness of the road. It is questionable whether any time savings would apply in practice in these options.
56	<p>Dear Sir/Madam</p> <p>M4 Junction 34 to A48 Transport Improvements</p> <p>I write in response to the proposals issued under WeITAG Two Plus, which is currently open for consultation.</p> <p>Although I recognise the need for some improvements to sections of the existing road between Sycamore Cross and Junction 34, I have a number of significant concerns about the proposals and their negative impact on the wider environment, future generations and local area and, which I have detailed below.</p> <p>Since the proposals were first consulted on in 2018, there have been two extremely significant developments which have changed the world in which we live.</p> <p>The first of these is the climate emergency declared by the Welsh Government. These proposals are almost entirely designed to facilitate increased car traffic, which as the recently published A New Wales Transport Strategy recognises, is the most environmentally damaging and least desirable form of transport, without even considering the impact of the construction process itself and the irreversible visual impact, loss of ancient forestry and damage to the local countryside. These proposals do not advance any of these aims include in the Strategy:</p> <p>1: Reduce Greenhouse Gas Emissions.</p> <p>Traffic is the 3rd highest emitter in Wales yet these proposals support the increase of emissions by increasing growth in car travel, which runs completely counter to the WG strategy which places the car at bottom of sustainable travel hierarchy</p> <p>The Strategy clearly states that the environmental damage caused by additional traffic cannot be offset by reduced emissions from more efficient vehicles. Therefore, these plans make it harder for Wales to become a low Carbon country.</p> <p>Also, the level of emissions and waste from the construction process is a significant consideration as will be the impact that surrounding Peterston Super Ely by roads on stilts and significant groundworks (the A4232 does the same to the East), will have on air quality, despite the incredible claim within the consultation document that suggests these proposals will improve air quality, which I question. This will adversely affect the majority of quantitative measures set out in the strategy</p> <p>2: Grow Public Transport Use In Wales</p> <p>There is no provision in these proposals to develop, increase or encourage more use of public transport and this is bound to encourage even more private traffic to use the road as it becomes even more difficult to choose sustainable transport options.</p> <p>3: Provide Safe, Accessible, Well Maintained and Managed Transport Infrastructure That Is Also Future-Proofed To Support Public Transport and Electrification Especially Walking and Cycling.</p> <p>I also have significant concerns about the local impact of building a road such as this on the quality of life of local residents. These proposals will make our village less, not more safe, and will reduce safety in this area of the Vale for many of us who try to use sustainable modes of transport to get to school and local shops.</p>

	<p>As someone who lives in Gwern y Steeple, we already see cars speeding along the road as a cut through between the M4, A48 and West of Cardiff and these proposals are bound to make this worse, despite the reduction in traffic overall, as people will cut through our village to avoid other roads. Walking between Gwern y Steeple and Peterston Super Ely is dangerous now and this will make it virtually impossible for us, and the many other families to choose sustainable transport options when taking our children to school. Again, this is completely counter to the aims of the Wellbeing of Future Generations Act and A New Wales Transport Strategy.</p> <p>The road will significantly impact on safe cycling in one of the most popular cycling areas in the whole of South Wales, including people who choose to cycle to work from the Vale and lower RCT. The opposition to the proposals from many cycling groups highlights the impact this will have on the hundreds of cyclists who ride through lanes that will be changed forever by these proposals.</p> <p>The previous proposal to cut off the logwood road at the top of the hill will only make this more difficult whilst also significantly impacting local residents. Traffic calming and control measures are already needed but there is nothing to suggest these have even been considered.</p> <p>4: Make Sustainable Transport Choices More Attractive and Affordable, The Strategy sets out to be “Good for the environment” and ensure radical change to the way we travel towards active travel and sustainable choices. However, these proposals mean the impact on walkers, cyclists and public transport will make this more difficult, not easier.</p> <p>5: Support Innovations That Help More People and Businesses Adopt More Sustainable Transport Choices.</p> <p>Again, there is no provision for sustainable options. This is clearly and obviously a plan for private car owners at the expense of other road users and local residents.</p> <p>It is also worth noting that these proposals do not create a benefit that will improve outcomes across many of the specific areas outlined by the Strategy, in particular:</p> <ul style="list-style-type: none"> • active travel; • bus; • rail; • streets and parking; • the third sector; <p>As a result of the enormous environmental damage these proposals cannot meet the requirements of the Wellbeing of Future Generations Act, nor the specific guidance the Commissioner has published on Transport:</p> <ul style="list-style-type: none"> • Adopt an approach to transport planning that supports 20-minute neighbourhoods i.e. with good local, sustainable transport and active travel options. <p>These proposals are clearly aiming to affect much longer journeys and will actually have a negative impact on local residents by cutting off existing routes, especially those used by walkers and cyclists and making local roads less safe and accessible.</p> <ul style="list-style-type: none"> • Allocate at least 50% of capital transport spend on improving bus and train services, providing long-term funding wherever possible. <p>These proposals are hugely expensive and are exclusively to the benefit of car users, with no complimentary spend on public transport.</p> <ul style="list-style-type: none"> • Use financial and tax-raising powers to explore all levers to constrain current transport patterns and achieve ambitious modal shift, including: increasing fuel duty and company car tax; restricting parking in city centres; and introducing a distance-based charge for driving within five miles in urban areas. <p>There is no focus in these proposals on modal shift and it is likely to shift people away from sustainable transport locally and over longer distances given the exclusive focus on car travel in these plans</p> <ul style="list-style-type: none"> • Fully integrate transport, housing and land use planning to minimise the need for people to travel. <p>Again, there is nothing included in these proposals to suggest any kind of integrated approach is being taken to ensure a sustainable strategy is in place</p>
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The second significant change is the current COVID 19 outbreak, which has completely changed the way we work and travel. Traffic flows are considerably lower than even 12 months ago and the assumptions included in the consultation report cannot now be valid given the clear move towards greater home working and fewer physical journeys to work. As a result, it does not make sense to continue with this work at massive cost to taxpayers when both transport and economic priorities lie elsewhere. A series of surveys and reports including those from British Council of Offices, Institute of Directors and KPMG survey in Sept showed that well over half of employees expect to divide their time between work and home, with only 30% considering returning to the office full time and 15% saying they would only work from home. Institute of Directors agrees more home working will become the norm. In any case, the assumptions in the report do not fit with reality. Before Covid, there was frequently a queue from Hensol, around a quarter of a mile from the Junction 34 roundabout. I cannot see how increasing the flow of traffic will do anything other than make this worse given the constraints of the existing roundabout at junction 34 and significant flow of traffic south from the A4119. Also, the additional traffic will make accessing the M4 Eastbound even more difficult. Pre Covid, this was already a problem every weekday morning, and additional traffic will make that worse and I believe it will make the junction less safe as a result.

Some specific questions I would like to ask are:

- The proposals suggest that there will be a benefit to access to services. But for whom? Not local residents, for whom this will significantly reduce local accessibility, including to places such as Culverhouse Cross
- How can it be that the impact assessment suggests improvements to air quality?
- How will the Vale Council ensure local families are safe when they choose to walk through a village which already has traffic speeding well above the speed limit and has a complete lack of safe footpaths apart from the East side of Peterston Super Ely?
- How will the Council also ensure that local roads are not made less accessible to local residents e.g. travel to Culverhouse Cross, bus journeys, particularly to Cowbridge, for school children?
- How will the Council ensure that cycling is not detrimentally affected in one of the most popular areas for cycling in Wales?
- How will capacity at junction 34 be increased to prevent this from worsening with the increased flow of traffic?
- How will you also ensure that once on the M4, the problem of congestion, particularly eastbound, doesn't get worse?
- Given the very close proximity to Junction 33, have you considered improvements to the A4232 and Port Road instead, e.g. by-passing the Culverhouse Cross roundabout? This would avoid worsening a problem caused by two junctions being so close together. It seems bizarre to spend £85m on a road that runs parallel with another major road in such close proximity especially at a time when the issues on M4 at Newport show what a negative impact on traffic flow this can have.
- Will this proposal be followed by a requirement for widening of the M4 to cope with the additional traffic?

To summarise my response, I recognise that some improvements to the road can be made but the level of earthworks, the creation of a bridge at the end of Trehedyn Lane and general level of cost and environmental damage do not warrant the enormous environmental and social damage this project will cause for local communities and wider area. It is clear that the only benefit of these plans is to people who pass through the area, which in a post Covid world, will be fewer people.

I also believe that the plans run counter to recently published A New Wales Transport Strategy and the Wellbeing of Future Generations Act, including the specific guidance issued by the Commissioner on Transport.

The Welsh Government have set out a really clear, sensible and ambitious plan, saying, "We do not want to return to the old 'normal' in terms of transport emissions nor previous levels of road traffic. We want to take this opportunity to consolidate what has been achieved through the change in people's travel behaviour and in order to do that, we need to think differently, and do things differently".

These proposals are very much the old 'normal' and will not achieve any positive change in behaviour or benefit the environment, future generations or local people. We want a transport system that is good

	<p>for people and communities, good for the environment, good for the economy and places and good for culture and the Welsh language, addressing each of the seven national well-being goals. This is not that. I would therefore ask that the Cabinet and wider Council reconsider these plans and, given the devastation they would cause, do not continue with these proposals.</p> <p>I would be very happy to discuss my response further and very much hope you will consider the points I have made.</p>
57	<p>Dear Sir</p> <p>I would support the construction of a new road link between Junction 34 and Sycamore Cross.</p> <p>I have examined the proposals put forward and either option A or B would suffice. On cost grounds I would prefer the cheaper option.</p> <p>The enhancement of the existing road to a 30mph highway may NOT improve access and could cause major traffic problems for Pendoylan. However, if this is the option selected over A and B I would support it.</p> <p>Barry, Rhoose, Llantwit Major, even Cowbridge and the surrounding areas must have a fast link to the M4 for economic reasons. It currently suffers as there is effectively only one road to Barry and that is through Culverhouse Cross. I have lived in Barry of 33 years and on occasions I have felt trapped. With this road there will be huge benefit as new businesses will be attracted to complement those such as Aston Martin who have invested huge sums. It will also bring a new lease of life to Cardiff Airport as access will be better than Bristol Airport.</p> <p>I am sure you will get objections for residents of Pendoylan. However, on a positive note there will be less impact with the introduction of electric non polluting vehicles. Provision for bicycles should also be considered in these plans.</p> <p>Regards</p>
58	<p>Cardiff Cycling Campaign is a membership organisation, of people who cycle and those who support cycling, with an area of benefit of Cardiff and its environs. Set up in 1984, it has members in Cardiff, Vale of Glamorgan, Rhondda Cynon Taf and Caerphilly counties. Cardiff Cycling Campaign has been engaged in planning and design matters affecting cycling and active travel, including active travel development and local development plans.</p> <p>Whilst Cardiff is our focus, we are also seeking to improve cycle infrastructure links with other communities in South Wales, and to promote the benefits of cycling and Active Travel for the whole of Wales. We are working closely on this objection with other cycling organisations including Welsh Cycling, Cycling UK and Vale Veloways. In particular we are grateful to Vale Communities for Future Generations and Vale Veloways for their work in identifying the flaws and shortcomings of the process followed in the road proposal.</p> <p>Principled Objections to the current "Consultation"</p> <p>IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FOR THE M4 JUNCTION 34 TO A48 INCLUDING THE PENDOYLAN CORRIDOR</p> <p>1.1 This road link is contrary to the Vale of Glamorgan Development Plan; no reason is given for overriding it. Nor does it fit any Strategic Environment Assessment outside the LDP. As the LDP is coming up for review in 2021, the compiled material on environmental damage can be included in the environmental report for a proper "strategic transport" SEA and review of the LDP. It's clearly premature to consult the public on details and ask them to choose options at present. To excuse the limited options as "developed as a basis for consultation" rather than realistic options deriving from an SEA and LDP is professionally irresponsible.</p>

	<p>1.2 The Environmental Assessment of Plans and Programmes Regulations 2004, SI 1633 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/580073/Strategic_Environmental_Assessment_Regulations_requirements_checklist.pdf</p> <p>1.3 Competent planning consultants would have already briefed the Welsh Government and Vale of Glamorgan promoters of this prematurity. They would also have briefed them on the need to follow Welsh environmental and active-travel legislation.</p> <p>1.4 The title of the Consultation says “including the Pendoylan corridor”, but this appears to be false pretences. No alternatives to this corridor are considered; only if “junction 34” was not specified, just the M4, would real strategic alternatives be open.</p> <p>2.1 The Active Travel Act requires all schemes to enhance facilities for Active Travel. We agree with the cycling interests who show this scheme disrupts much used cycle-routes and worsens conditions. Similarly walking routes tend to be east-west and are disrupted. The failure by the consultants to do any assessment of currently used active-travel routes and desire-lines is disgraceful.</p> <p>2.2 Any sensible improvement of the lanes through the Pendoylan area for car and active-travel trips to schools, shop and other facilities – trips that may well include by bus – would not be on-line between the M4 and Sycamore Cross. It’s stupid of the consultants to assess the options C1, C2. These could not result in a strategic road (being limited to 30mph) to DMRB standards, so should never have been costed and assessed in DMRB terms.</p> <p>2.3 It’s accepted that post-Covid traffic projections are uncertain. It’s lazy and unacceptable to therefore assume they will be unchanged. A range of plausible assumptions could have been made and the range of benefit-cost ratios derived. The Welsh Government is having to restrict traffic to meet its 2030 carbon commitments, so assumptions relating to that have to be included. Doubtless, the WG Highways section have appropriate assessments yet to be disclosed.</p> <p>2.4 The aim of meeting the defined Objective One is framed only in terms of the car. Since the need for a new ‘strategic’ road link between the given origin and destination, the road does not cater for "need". Worse, it would generate new journeys by car, which are strong disbenefits in terms of CO2 and unnecessary trips.</p> <p>2.5 The stated Objective One to ‘enhance connectivity to Cardiff airport and strategic employment sites in the region’ is to be assessed only in terms of car-lorry trips. Success will be measured by ‘reduced and more reliable journey times between [the] strategic [road] network and Cardiff Airport and St Athan’. Yet the Welsh Government would see success in increased home-working with on-line conferencing.</p> <p>2.6 Counting physical connectivity in road-trip times (and not availability and use of active travel and sustainable transport modes) breaches the Active Travel (Wales) Act. We presume this breach cannot be attributed to the Welsh Government, but to consultant incompetence.</p> <p>2.7 Road trips from the west and the east can reach Sycamore Cross via the A48, while the very few vehicles from the north / Llantrisant area who want to get to Barry and St. Athan have strategic access via the A4232 and A48.</p> <p>2.8 In considering local access and traffic routes within the area (i.e. between the M4 and A48 and the A422 and A4232), most journeys are into and out of Cardiff: this study does not address transport modes within the area, and the potential adverse effects.</p> <p>3.1 Under current policy for shifting emphasis to Active Travel, sums comparable to the road spending need to go to Active Travel modes. Walkers and cyclists do not need or want a route between the M4</p>
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and Sycamore Cross. It's unacceptable to include a parallel route as an addition to make the road scheme acceptable on policy and public perception grounds. Instead, the road could only be considered within an overall package covering AT route improvements and enhancements throughout a similar extensive area, which would facilitate journeys by public transport for a similar range of origins and destinations.

3.2 Cardiff Airport has a very bad modal split - so bad that they omit it from their documents. The T9 study of 2014 gave 3% for the rail+shuttle bus; the T9 presumably increased this by a few %. AT has a mention in the Airport Masterplan and promise of working with the VoG Council, but nothing proposed. The Wales Coastal Path and Sustrans route 88 mentioned are just leisure routes, not convenient or appropriate for 'utility trips'. The Council's spending on a route from Culverhouse Cross to the Airport is outside AT spec and designated AT areas (the distance is over far for significant cycle-trips).

3.3 With such dreadful AT provision, no weight can be given to car journeys to and from the airport, but only enhancements that would boost the public transport options - including cycling to stations and carriage of bikes on trains. Cycling from Barry and Llantwit Major to the airport, business park and aeronautical college is very feasible, yet no cycle parking is available and cycling routes are largely dominated by fast traffic.

3.4 A new rail station for St. Athan (Eglwys Dewis/West end) would help some trips, but in view of the walk distances and shuttle bus delays, only bike+rail trips are realistic. Despite the large WG subsidy for Aston Martin, the WG failed to require active travel measures when granting subsidy; now they have to make good by funding this station and set targets for its use.

3.5 The one substantial project for AT trips to the Airport and to the St. Athan development would be the long-proposed new rail spur into the airport. This would enable bike+train trips to the airport etc. from a wide area. Yet the 2040 Airport Masterplan shows only the Porthkerry take-off point and fails to reserve a route through planned development. The LDP review has to rectify this.

3.6 All transport projects need to be reviewed post-Covid. As the Senedd Inquiry into Cardiff Airport (Public Accounts Cttee see 14 Dec letter from Chair to WG, re 16 Nov 2020 hearing), the post COVID-19 world with future remote working will impact numbers of travellers. The PAC accept "the situation is, and will remain, unclear for some time, and accept both the Welsh Government's and Cardiff Airport's difficult position in not being able to seek alternative ways of generating income from other investors, either public or private, or a partnership deal as was previously suggested. Therefore it is imperative that the Airport reviews its masterplan and strategy in light of current conditions."

3.7 Likewise, it is imperative that this new M4-link is put on hold pending that review and a wider transport review for the Vale of Glamorgan. That could properly occur within the review of the VoG Local Development Plan due in the first half of 2021.

A Cycling focus

Many of our members cycle from Cardiff into the Vale so the proposals will affect us directly. More importantly, we are seeking to make it possible for everyone to be able to walk or cycle for their day to day travel, or for leisure, principally by making routes safer, and this proposal does the complete opposite. We advocate cycling because it can help solve many serious challenges facing us, including climate change, air pollution, congestion, physical inactivity and obesity and maintaining a good quality of life for everyone, whether or not they chose to cycle.

Very many cyclists regularly enjoy the peace and tranquillity of the Vale of Glamorgan. The two new road options will cut off two main routes for cyclists travelling from Cardiff to the Vale, Pont Sarn Lane and Trehedyn Lane.

The new road will cause the loss of peace and tranquillity – for large numbers of horse riders, walkers,

cyclists and others – which is a huge loss, not just to citizens’ lives but to their mental and physical health. In addition, the new road will make cycling throughout the area more dangerous and far less attractive, because of increased traffic on surrounding roads.

Non Compliance with WelTAG 2017 Process

All new transport projects have to be evaluated via this process, revised in 2017 to take on the requirements of the Wellbeing of Future Generations legislation. The Wellbeing of Future Generations Act also requires public bodies in Wales to ‘think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change’

The aim of WelTAG is to deliver a transport system which is fit for the future by giving us travel options that are low or zero-carbon, mitigating air pollution problems, catalysing the green economy and making people, goods and services mobile in ways that do not cost the earth. The WelTAG process is required to use the principles of sustainable development and to consider all options and to involve people affected by decisions.

Stage One of the process is required to identify the issues and problems and objectives and then develop a long-list of options for solutions. The review group should then agree a shortlist documenting these decisions and the basis for them. Despite the Outline Business Case Report referring to a Stage 1 Review Group meeting (and a focus group) taking place on 27 November 2017, there seem to be no minutes or record of this vitally important meeting.

The WelTAG process requires that the Review Group should seek to involve individuals from a range of backgrounds and expertise including across the four aspects of well-being (social, cultural, environmental and economic). There should also be an independent reviewer and the group should include a member with a high level of Active Travel expertise.

There is no evidence that an independent reviewer was appointed, or that any representatives of the community or of environmental or sustainable transport groups were involved in the Review Group or the ‘focus group’.

There is no evidence that other options were considered – such as improving and integrating bus and rail services including reducing fares, enhancing the active travel network, reducing single car occupancy by car sharing etc.

Non Compliance with Active Travel Act 2013

The Vale of Glamorgan is a beautiful area with lanes and paths enjoyed by many cyclists, walkers and horse riders both living locally and those from adjoining areas.

Despite this, the consultation document entirely fails to consider the exceptionally high level of cycling on roads that cross the proposed road. The development therefore threatens to cause significant disruption to people cycling and walking in the area, severing otherwise quiet routes, and likely deterring many people from cycling in the area altogether.

The existing lanes heavily used by cyclists to be closed are Trehedyn Lane from Peterston super Ely to Welsh St. Donats, and Pont Sarn Lane from east of Peterston, via Clawd-Coch to Welsh St. Donats.

In addition the proposal will inevitably create a rat-run on the existing lane from Fairwater in Cardiff through Peterston super Ely and Gwern y Steeple to access the new road both to J34 and South to Barry. That will make this lane much busier and less safe for cyclists, walkers and horse riders, and will also make life intolerable for residents of those villages. The effect on this key route has simply not been considered and is not mentioned.

Assuming the new road is built, the only option for cyclists going west from Cardiff (to avoid the very fast and busy A48), will be to cycle up the steep narrow, and now very busy Logwood lane from Gwern y Steeple up to the new junction, to join the existing lane, for a steep descent to rejoin the existing lane to Welsh St. Donats. Where cyclists currently experience a pleasant gentle ride along Trehedyn Lane, they will now face a dangerous and very energetic climb and descent, deterring the great majority of cyclists.

The closure of an important lane used by cyclists from Dyffryn to Llancarfan took place in the design and construction of Five Mile Lane. Vale of Glamorgan Highways were advised of this and asked to ensure closures of the above two lanes would not occur if the A48-J34 link were to proceed. Yet now the new road proposals cut off these lanes.

In ignoring the way in which people currently cycle in the area, the proposal fails to meet the requirements of the Active Travel Act to enhance active travel routes. In fact the proposal severely damages existing Active Travel routes.

Climate Emergency and Covid 19

Furthermore, the Welsh Government declared a climate emergency in April 2019 and the Vale of Glamorgan Council did so in July 2019. Despite this, no account is taken of these declarations in the proposals. This road development will contribute to the climate emergency by generating more traffic and higher emissions, and is therefore in conflict with Welsh Government's plan to Decarbonise Transport.

Transport experts have repeatedly shown that building new roads does not solve traffic problems. See CPRE report 'Impact of Road Projects in England.' The evidence shows that new roads merely encourage more traffic and increase congestion and emissions and cause huge damage to bio-diversity and the environment. This proposal fails to take into account changes to people's lives caused by Covid-19, such as a reduction in air travel, which is likely to persist. In addition, many people will now continue to work from home and are commuting less.

Non Compliance with the Environment Act (Wales) 2016

This Act requires the reduction of carbon emissions of greenhouse gases by 80% by 2050, against the 1990 baseline, and with interim targets and 5-yearly carbon budgets.

Building a road which will increase traffic by 250% will clearly increase carbon emissions, and a huge volume of carbon emissions will be generated by the construction phase of the road.

As regards biodiversity, the scheme contravenes Section 6 of this Act (as well as the Vale Council's Supplementary Planning Guidance (SPG) on Biodiversity and Development (April 2018) and its Biodiversity Forward Plan Part 2 (August 2019).

Section 6 of the Act requires public authorities to maintain and enhance biodiversity, and thus to promote the resilience of ecosystems. Objective 4 of the proposed scheme is the requirement to protect and enhance the historic and natural environment with at least a Neutral Impact.

And yet the Ecology Report (Appendix L) and Outline Business Case report are clear that both routes will have a Very Large Adverse impact on the areas of Ancient Woodland, noting that such woodland cannot be recreated or substituted and therefore these impacts will be permanent. This Report shows that there are many long established hedgerows and many sensitive habitats for protected and priority species; and that further investigations are likely to reveal more protected and priority species in the area. And that both routes will have an adverse impact on the many SINCs (Sites of Importance for Nature Conservation). The Consultation report excludes any mention of these highly important Adverse

	<p>impacts, so it is clearly misleading.</p> <p>Additionally, there would be an adverse visual (and acoustic effect) on the landscape of the Ely Valley and the escarpment (a rise from 35m to 120m above sea level), which is abundantly wooded, for example at Logwood.</p> <p>Analysis of the Five Objectives of the scheme</p> <p>As the scheme has been developed via the WelTAG process, the issues of connectivity in the Vale and the solution, have been drawn into 5 objectives.</p> <p>Objective One is to 'enhance connectivity to Cardiff airport and strategic employment sites in the region'. Success will be measured by 'reduced and more reliable journey times between [the] strategic [road] network and Cardiff Airport and St. Athan'.</p> <p>So this objective has been defined in such a way that it can only be achieved by a road, and the faster that vehicles can travel, the more successful the road, even though this will obviously cause more emission, noise, more congestion on surrounding lanes.</p> <p>Objective Two is to 'increase transport options for strategic access and access to and from local communities'. This is to be measured by looking for 'increased use of sustainable travel modes by residents and local communities'. But the actual measurement adopted is the length of cycling and walking routes provided and bus journey times. This fails to measure how many people actually make use of sustainable travel modes, or modal split. Since the new road proposals both currently block two lanes heavily used by cyclists travelling from Cardiff to the Vale and vice versa, it is clear that the proposal will significantly reduce sustainable travel.</p> <p>Objective Three is to increase resilience and safety on the M4, the A48, the A4232 and other roads. The CPRE report has demonstrated that new roads encourage more traffic, and simply move congestion elsewhere. In particular, the proposal will create a rat-run on the existing lane from Fairwater in Cardiff through Peterston super Ely and Gwern y Steeple to access the new road both to J34 and South to Barry, making this lane less safe especially for cyclists, walkers and horse riders, and making life intolerable for residents of those villages.</p> <p>Objective Four is to protect and enhance the historic, built and natural environment, to be measured by 'improvement of the transport network with at least neutral impact on the historical, built and natural assets. This is to be measured by number of historic assets, area of ecological features, area of flood zone affected. We assume this means that the number of feature damaged or lost is minimised.</p> <p>However, the Ecology Report (Appendix L of the Impact Assessment) makes it clear that both new road options will have a Very Large Adverse Impact on the Ancient Woodlands noting that these cannot be recreated or substituted and therefore these impacts are permanent. It will also have moderate negative impact on the many SINC's on the route. So it is clear from the scheme's own investigations that it cannot deliver this objective with 'at least neutral impact'.</p> <p>In addition the Landscape assessment as scored on the WebTAG Appraisals (Appendix R of the Impact Assessment) notes that there will be adverse Impacts on Tranquility and Visual Amenity. It notes that both Offline options will have Moderate Adverse impact overall. Yet none of these Important Adverse impacts have even been noted in the Consultation report .</p> <p>Objective Five is to support communities, social inclusion, health and well-being, to be measured by 'improvement of the network with at least neutral impact on social and cultural facilities, businesses and residential properties. The proposed measurement by number of properties affected and length of walking and cycling links provided, does not measure the impact of people disrupted, businesses damaged or how there will actually be a major reduction in the number of people cycling and walking,</p>
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	<p>because of the closing of existing well used routes.</p> <p>The proposal will affect very many homes with noise and air pollution, will split up farm land, and will destroy the connection of communities separated by the lane closures, so again the road cannot achieve 'at least neutral impact.'</p> <p>This analysis clearly demonstrates that these objectives have been defined in such a way that only a new road can deliver Objective 1, and conversely a new road will fail all the other scheme's own objectives. Again, the consultation document makes no mention of these breaches of the objectives.</p> <p>Conclusion</p> <p>The conception and development of this scheme has been poorly established and managed and is now completely flawed. No substantial evidence has been provided of the need for a new road and there is no evidence that any other options for improving connectivity have been considered.</p> <p>The WeITAG process as strengthened by the Well Being of Future Generations Act has not been followed. The Stage 1 review may not have taken place, No independent reviewer was appointed. There has been very little attempt to involve a diversity of stakeholders. No account has been taken of the substantial opposition to the scheme apparent in earlier consultations.</p> <p>There has been a substantial failure to meet the requirements of the Active Travel Act, in that two existing lanes used by many cyclists, walkers and horse riders are to be closed, and the route to Peterston super Ely from Cardiff will be made much busier and less safe for those groups.</p> <p>The scheme will breach the Environment Act in that Carbon emissions will clearly increase as a result of the scheme. And the scheme's own studies demonstrate that there will be Adverse Impacts on bio diversity, Ancient Woodland, SINCs and the landscape.</p> <p>Finally, the objectives for the scheme have been defined in such a way that only a new road can deliver Objective 1, and at the same time will fail all the other 4 objectives. Yet the consultation document presented to the public is misleading by making no mention of these negative impacts of the scheme.</p> <p>It is apparent that this consultation and scheme must be ended and that in future Welsh Government legislation and policy must be followed in developing Sustainable Transport solutions to improve connectivity.</p>
59	<p>To whom it may concern</p> <p>My wife and I moved to Pendoylan and have since have had a son. We moved to the area as it was peaceful and we wanted to move away from city air pollution.</p> <p>We are strongly against any new road proposals as we do not believe any of the options consider the wellbeing of the children within the village and children who attend Pendoylan primary school. The children's safety and health will be at risk with more unnecessary traffic in the area. Recently it was proven that air pollution was a contributor to the death of a young girl. With this in mind, is it safe to build a road, which will increase traffic and air pollution, next to a primary school.</p> <p>The project will cost a vast amount of money, which could be spent elsewhere. I work for the NHS which is extremely stretched and it worries me that there is money being spent on projects like these for no sensible reason. Whereas the money could be used to save lives and not harm them.</p> <p>We are currently living in a climate emergency, as recently as 3 days ago you posted on your on social media that the Vale of Glamorgan Council are working on a Climate Change Action Plan for the Vale, with the target of reducing carbon emissions to net zero. The building of this road will only add to the worsening of the climate and prevent the reduction of emissions. There are three ways the road will</p>

	<p>impact the environment:</p> <ol style="list-style-type: none"> 1. The building of the road will create vast emissions, from the machinery used and the processing of the materials for the construction of the road. 2. The destruction of current vegetation, which currently aides the improvement of the environment. 3. Making it easier and more attractive to drive around the area rather than using other means of transport, will only increase emissions for decades to come. <p>The new road will destroy ancient woodlands and hedgerows. It seems strange to have the recent announcement of a national project to create a national forest, but whilst at the same time destroy current woodlands. A national forest may not be needed if the current ones were not destroyed. Both these projects cost an extortionate amount of money and seem to work against eachother.</p> <p>Kind regards</p>
60	<p>Bridgend County Borough Council</p> <p>Bridgend's Comments</p> <ol style="list-style-type: none"> 1.1 From reviewing the consultation information provided, Bridgend County Borough Council are of the view that, if the highway link works between Junction 34 of the M4 and the A48 Sycamore Cross were to go ahead, Option A or Option B would contribute the most from an economically beneficial point of view. 1.2 Either of these routes would provide the most efficient access to existing and proposed employment areas and services. In addition, they'd provide a substantial betterment in journey time changes compared to enhancing the existing link (under Options C1 & C2). It is also important to be mindful of change on the A4119 and, in particular, development located at North-West Cardiff, and that new rat-runs aren't created as a result of the reassignment of traffic. 1.3 Whilst the Employment Zone presents a regionally significant opportunity, the labour market catchment of the site is limited by the current transport infrastructure and services. Therefore, proposed improvements may have a benefit for Bridgend as a population centre; 1.4 Both Option A and B also show the greatest change across the strategic highway network during the highest peak (2036 PM peak). The South East Wales Transport Model shows a significant reduction in flows along A48 to/from Bridgend due to a reassignment of traffic along the proposed link road. This is favourable for Bridgend as many junctions along the A48 corridor are experiencing capacity issues, so any anticipated reassignment or reduction of traffic along here would be of great benefit. 1.5 A new highway link will improve the connection between functioning parts of the Capital Region, and will allow for easier access for those situated within Bridgend, as well Cardiff Airport bound traffic from Bridgend and the west generally. 1.6 Productivity in the Cardiff Capital Region is lower compared to larger UK City Regions, therefore improving connectivity to the VoG may form part of a package of measures to address this. Subsequent businesses that may be created in the area will provide good job opportunities for those residing within Bridgend. This will enhance the GVA within the whole region. 1.7 Finally, the Employment Zone and wider sub-regional opportunity is considered to be important. It presents a regionally significant economic growth opportunity, potentially generating a range of employment opportunities, including for those within Bridgend. <p>M4 Junction 34 to A48 Transport Improvements Consultation Response</p>
61	<p>Dear Sir/Madam</p> <p>M4 Junction 34 to A48 Transport Improvements</p> <p>I write in response to the proposals issued under WeITAG Two Plus, which is currently open for consultation.</p> <p>Although I recognise the need for some improvements to sections of the existing road between Sycamore Cross and Junction 34, I have a number of significant concerns about the proposals and their negative impact on the wider environment, future generations and local area and, which I have detailed below.</p> <p>Since the proposals were first consulted on in 2018, there have been two extremely significant developments which have changed the world in which we live.</p>

	<p>The first of these is the climate emergency declared by the Welsh Government. These proposals are almost entirely designed to facilitate increased car traffic, which as the recently published A New Wales Transport Strategy recognises, is the most environmentally damaging and least desirable form of transport, without even considering the impact of the construction process itself and the irreversible visual impact, loss of ancient forestry and damage to the local countryside. These proposals do not advance any of these aims include in the Strategy:</p> <p>1: Reduce Greenhouse Gas Emissions.</p> <p>Traffic is the 3rd highest emitter in Wales yet these proposals support the increase of emissions by increasing growth in car travel, which runs completely counter to the WG strategy which places the car at bottom of sustainable travel hierarchy</p> <p>The Strategy clearly states that the environmental damage caused by additional traffic cannot be offset by reduced emissions from more efficient vehicles. Therefore, these plans make it harder for Wales to become a low Carbon country.</p> <p>Also, the level of emissions and waste from the construction process is a significant consideration as will be the impact that surrounding Peterston Super Ely by roads on stilts and significant groundworks (the A4232 does the same to the East), will have on air quality, despite the incredible claim within the consultation document that suggests these proposals will improve air quality, which I question. This will adversely affect the majority of quantitative measures set out in the strategy</p> <p>2: Grow Public Transport Use In Wales</p> <p>There is no provision in these proposals to develop, increase or encourage more use of public transport and this is bound to encourage even more private traffic to use the road as it becomes even more difficult to choose sustainable transport options.</p> <p>3: Provide Safe, Accessible, Well Maintained and Managed Transport Infrastructure That Is Also Future-Proofed To Support Public Transport and Electrification Especially Walking and Cycling.</p> <p>I also have significant concerns about the local impact of building a road such as this on the quality of life of local residents. These proposals will make our village less, not more safe, and will reduce safety in this area of the Vale for many of us who try to use sustainable modes of transport to get to school and local shops.</p> <p>As someone who lives in Gwern y Steeple, we already see cars speeding along the road as a cut through between the M4, A48 and West of Cardiff and these proposals are bound to make this worse, despite the reduction in traffic overall, as people will cut through our village to avoid other roads. Walking between Gwern y Steeple and Peterston Super Ely is dangerous now and this will make it virtually impossible for us, and the many other families to choose sustainable transport options when taking our children to school. Again, this is completely counter to the aims of the Wellbeing of Future Generations Act and A New Wales Transport Strategy.</p> <p>The road will significantly impact on safe cycling in one of the most popular cycling areas in the whole of South Wales, including people who choose to cycle to work from the Vale and lower RCT. The opposition to the proposals from many cycling groups highlights the impact this will have on the hundreds of cyclists who ride through lanes that will be changed forever by these proposals. The previous proposal to cut off the logwood road at the top of the hill will only make this more difficult whilst also significantly impacting local residents. Traffic calming and control measures are already needed but there is nothing to suggest these have even been considered.</p> <p>4: Make Sustainable Transport Choices More Attractive and Affordable,</p> <p>The Strategy sets out to be “Good for the environment” and ensure radical change to the way we travel towards active travel and sustainable choices. However, these proposals mean the impact on walkers, cyclists and public transport will make this more difficult, not easier.</p> <p>5: Support Innovations That Help More People and Businesses Adopt More Sustainable Transport Choices.</p> <p>Again, there is no provision for sustainable options. This is clearly and obviously a plan for private car owners at the expense of other road users and local residents.</p> <p>It is also worth noting that these proposals do not create a benefit that will improve outcomes across many of the specific areas outlined by the Strategy, in particular:</p> <ul style="list-style-type: none"> • active travel; • bus;
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- rail;
- streets and parking;
- the third sector;

As a result of the enormous environmental damage these proposals cannot meet the requirements of the Wellbeing of Future Generations Act, nor the specific guidance the Commissioner has published on Transport:

- Adopt an approach to transport planning that supports 20-minute neighbourhoods i.e. with good local, sustainable transport and active travel options.

These proposals are clearly aiming to affect much longer journeys and will actually have a negative impact on local residents by cutting off existing routes, especially those used by walkers and cyclists and making local roads less safe and accessible.

- Allocate at least 50% of capital transport spend on improving bus and train services, providing long-term funding wherever possible.

These proposals are hugely expensive and are exclusively to the benefit of car users, with no complimentary spend on public transport.

- Use financial and tax-raising powers to explore all levers to constrain current transport patterns and achieve ambitious modal shift, including: increasing fuel duty and company car tax; restricting parking in city centres; and introducing a distance-based charge for driving within five miles in urban areas. There is no focus in these proposals on modal shift and it is likely to shift people away from sustainable transport locally and over longer distances given the exclusive focus on car travel in these plans

- Fully integrate transport, housing and land use planning to minimise the need for people to travel.

Again, there is nothing included in these proposals to suggest any kind of integrated approach is being taken to ensure a sustainable strategy is in place

The second significant change is the current COVID 19 outbreak, which has completely changed the way we work and travel. Traffic flows are considerably lower than even 12 months ago and the assumptions included in the consultation report cannot now be valid given the clear move towards greater home working and fewer physical journeys to work. As a result, it does not make sense to continue with this work at massive cost to taxpayers when both transport and economic priorities lie elsewhere.

A series of surveys and reports including those from British Council of Offices, Institute of Directors and KPMG survey in Sept showed that well over half of employees expect to divide their time between work and home, with only 30% considering returning to the office full time and 15% saying they would only work from home. Institute of Directors agrees more home working will become the norm.

In any case, the assumptions in the report do not fit with reality. Before Covid, there was frequently a queue from Hensol, around a quarter of a mile from the Junction 34 roundabout. I cannot see how increasing the flow of traffic will do anything other than make this worse given the constraints of the existing roundabout at junction 34 and significant flow of traffic south from the A4119.

Also, the additional traffic will make accessing the M4 Eastbound even more difficult. Pre Covid, this was already a problem every weekday morning, and additional traffic will make that worse and I believe it will make the junction less safe as a result.

Some specific questions I would like to ask are:

- The proposals suggest that there will be a benefit to access to services. But for whom? Not local residents, for whom this will significantly reduce local accessibility, including to places such as Culverhouse Cross
- How can it be that the impact assessment suggests improvements to air quality?
- How will the Vale Council ensure local families are safe when they choose to walk through a village which already has traffic speeding well above the speed limit and has a complete lack of safe footpaths apart from the East side of Peterston Super Ely?
- How will the Council also ensure that local roads are not made less accessible to local residents e.g. travel to Culverhouse Cross, bus journeys, particularly to Cowbridge, for school children?

	<ul style="list-style-type: none"> - How will the Council ensure that cycling is not detrimentally affected in one of the most popular areas for cycling in Wales? - How will capacity at junction 34 be increased to prevent this from worsening with the increased flow of traffic? - How will you also ensure that once on the M4, the problem of congestion, particularly eastbound, doesn't get worse? - Given the very close proximity to Junction 33, have you considered improvements to the A4232 and Port Road instead, e.g. by-passing the Culverhouse Cross roundabout? This would avoid worsening a problem caused by two junctions being so close together. It seems bizarre to spend £85m on a road that runs parallel with another major road in such close proximity especially at a time when the issues on M4 at Newport show what a negative impact on traffic flow this can have. - Will this proposal be followed by a requirement for widening of the M4 to cope with the additional traffic? <p>To summarise my response, I recognise that some improvements to the road can be made but the level of earthworks, the creation of a bridge at the end of Trehedyn Lane and general level of cost and environmental damage do not warrant the enormous environmental and social damage this project will cause for local communities and wider area. It is clear that the only benefit of these plans is to people who pass through the area, which in a post Covid world, will be fewer people.</p> <p>I also believe that the plans run counter to recently published A New Wales Transport Strategy and the Wellbeing of Future Generations Act, including the specific guidance issued by the Commissioner on Transport.</p> <p>The Welsh Government have set out a really clear, sensible and ambitious plan, saying, "We do not want to return to the old 'normal' in terms of transport emissions nor previous levels of road traffic. We want to take this opportunity to consolidate what has been achieved through the change in people's travel behaviour and in order to do that, we need to think differently, and do things differently".</p> <p>These proposals are very much the old 'normal' and will not achieve any positive change in behaviour or benefit the environment, future generations or local people. We want a transport system that is good for people and communities, good for the environment, good for the economy and places and good for culture and the Welsh language, addressing each of the seven national well-being goals. This is not that.</p> <p>I would therefore ask that the Cabinet and wider Council reconsider these plans and, given the devastation they would cause, do not continue with these proposals.</p> <p>I would be very happy to discuss my response further and very much hope you will consider the points I have made.</p> <p>Yours faithfully</p>
62	<p>Due to current circumstances and expert forecasts, it is more important to invest the limited resources available in projects more in line with environmental concerns.</p> <p>Current matters also point to greater emphasis on more working from home with only occasional visits to places of work. Any new businesses where this not easily available need to take into account existing rail links and the avoidance of distant road journeys.</p> <p>If despite all of this a road is still to be considered, it should be noted that Pendoylan Moors are subject to regular flooding to the edge of the village. I have photographic evidence. There is regularly thick mist in the same area because of its proximity to the river - which is a known serious road hazard. Again photographic evidence is available.</p> <p>Acknowledgement of receipt of this email would be appreciated please.</p>
63	<p>Dear Vale of Glamorgan Council,</p> <p>I am deeply concerned by the proposed link road between Junction 34 of the M4 and the A48 at Sycamore Cross.</p> <p>The area has a rich biodiversity and the proposed road will ruin an area of outstanding natural beauty and SSSI.</p> <p>I object to all 4 highway proposals (A, B, C1 and C2) for the reasons outlined below:</p>

	<ul style="list-style-type: none"> • The proposed road is outdated in its case for change with questionable data used to forecast any perceived benefits. That the road will increase passenger numbers at Cardiff Airport does not fit the trend of falling passenger numbers at the airport seen in recent years and the realignment of the airline industry at the airport even before the global pandemic. Passenger numbers at the airport were much higher in the past, without the proposed new road. The airport would be better served with a better rail link which all successful airports around the world have. Furthermore, access to the airport has always been intended to flow down the A4232 to Culverhouse Cross and then either along the A48 to sycamore Cross or via the A4050. The infrastructure required to link the airport already exists and improving the existing infrastructure of the A4232, A48 and A4050 is a more desirable option. • Much emphasis supporting the case for the new road has been connecting the M4 and the St Athan enterprise area. Unfortunately, many of the companies that promised to base themselves there have now found alternative sites including Ineos which has found alternative sites in Northumberland and France. The decision of companies to locate themselves in the area has nothing to do with connectivity and more to do with economies of scale. • The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, the council must question the need for a new road scheme. • Due to the topography of the local area, fog and mist congregate in the Ely valley. Pollution generated by the increased traffic using the new road will stagnate in the valley reducing air quality and the local environment. • The Ely valley floods in winter with Peterston-Super-Ely flooding at least three times during the winter of 2019/20. The occurrence of severe flooding is becoming more regular as a result of our changing climate. The increased tarmac and ground works as a result of the western and eastern route will increase rain water run-off and the rate at which water enters the river adding to the flood problem. • It is widely recognised that planting trees and the presence of trees in the countryside purifies the air and soak up water slowing down the rate at which water enters the river system. These proposals will see parts of at least three ancient woodlands destroyed. These ancient trees are hundreds of years old, rich in biodiversity and key a component of the ecosystem playing a significant part in reducing rain water run-off. Ancient woodland cannot be recreated. Any impact from these proposals will be devastating and permanent. The Welsh Government has committed to the protection of ancient woodland through Planning Policy Wales 10. It has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale and this proposal ignores the Wellbeing of Future Generations Act. • The existing road is encased by ancient hedgerows, masking the sound of cars from the surrounding countryside. Two of the proposals for the new road involve building embankments to elevate the road above the countryside. This will amplify the sound of cars for miles around. The nearby M4 can only be heard in the villages of Pendoylan and Peterston-Super-Ely when the wind comes from a northerly direction (not very frequently). The elevated road and the prevailing south westerly wind will ensure that the noise from the new road travels far and wide, spoiling the peace and tranquillity of the local villages. The existing network of lanes could be enhanced with the improvement of passing places however those traveling through the lanes should respect that the lanes are a minor route and it was never intended they be used for commuting or as short cuts. Other major route access to the south of the Vale already exist. • It is widely acknowledged that building more roads creates more car users. At a time when Welsh Government and the Vale Council both acknowledge a 'Climate Emergency', the road proposal goes against national government and local government policy. Far from over riding policy, Welsh Government and the Vale Council should be embracing it and setting an example to the public that we need to do everything we can to help the environment and the nature around us. • The proposal would create traffic jams at Sycamore Cross and its junction with the A48. This junction is already congested and the increased traffic as a result of the new road will create traffic jams on both sides of the A48 and increase harmful emissions.
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	<ul style="list-style-type: none"> • The recent WELTAGplus consultation includes the closure of two lanes as part of routes A and B. These lanes link the villages of Pendoylan, Peterston-Super-Ely, Welsh St Donats, Tredodridge and Clawdd-Coch. The closure of these lanes was not widely communicated and appeared in plans without notice. These lanes serve the local communities and local farmers and have existed for hundreds of years. Closure of the lanes will sever the connections between the local rural communities with the added barrier of a 60mph road. • A number of local residents' lives have been turned upside down since the inception of the proposals for the road with great uncertainty about their homes. This is completely unacceptable, and I urge the Council to scrap these plans and remove the threat of the road from local residents' lives. • Cyclists use these lanes as a gateway to travel west through the Vale. The area is extremely popular with cyclists who love being surrounded by nature and have a safe route west out of Cardiff. The closure of Pont Sarn Lane and Trehedyn Lane will literally stop them in their tracks. The proposed road includes provision for cycling north and south along new route, however the direction that most cyclists want to travel is east and west with the road a significant and dangerous barrier. Blocking recreational routes is contrary to guidance in the Active Travel Wales Act 2013. • Furthermore closing these lanes will result in people being forced to travel via other routes to get in and out of Peterston-Super-Ely placing considerable strain on narrow lanes and increasing the number of vehicles passing through the village and through Gwern-Y-Steeple. • There is no sustainable transport option in the proposal. Initially the proposal included the introduction of a railway station at J34 of the M4. This much more sustainable option would also benefit the wider South Wales area and is now no longer being considered. The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options and the South Wales Metro offers so much opportunity to improve the transport network across south east Wales. • The Coronavirus pandemic has resulted in many more people realising the natural beauty and benefits that nature brings to mind, body and soul. The area is a haven for wildlife including Red Kites, Goshawks, Barn Owls, Badgers, Otters, Ducks, Geese, Snipe, Plover, Bats, Weasels and Stoats, I could go on. This road will destroy their natural habitat. I live in the area and can qualify that the area has become a haven for people using it for recreation including walking, cycling and wildlife spotting. The council should be seeking to conserve and enhance the biodiversity of the Vale not destroy it. <p>Saving irreplaceable habitats is vital for people and wildlife and never has this been more realised that during this global pandemic. If the council and the Welsh Government are serious about reacting to the climate emergency they can not go ahead with a road scheme that destroys woodland, increase the likelihood of flooding and encourages the use of road travel. Furthermore if both organisations are serious about addressing the climate emergency they will need to encourage the change of behaviour the type of which the global pandemic has resulted in. In other words the air travel which we used to enjoy is going to have to change and so the use of airports, especially one which has always struggled to maintain numbers, is going to have to change. What better sign could the Vale and Welsh Government make to their seriousness to the climate emergency than to remove this proposed road and instead invest in sustainable transport for local people. I reject all four highway options (A, B, C1 and C2) and urge you to find a more appropriate solution that respects the climate emergency.</p>
64	<p>Sustrans Cymru</p> <p>During previous consultations Sustrans has always taken the position that it is opposed to road building and at this stage of the WelTAG process our position has not changed. Set out below is why. Both Welsh Government (WelTAG and potential funders of a road scheme) and Vale of Glamorgan Councils have declared a climate emergency and constructing roads (Carbon intensive in its self) which makes it easier to drive, thus increasing traffic and congestion is not compatible with this declaration. From Welsh Governments, Prosperity for all: A low carbon Wales Welsh Government is putting Wales at the forefront of a shift towards active travel and a low carbon public transport system which is accessible to all and contributes to liveable and sustainable communities. This is backed by a bold ambition for a zero emission bus, taxi and private hire vehicle fleet by 2028. It intends to achieve this by implement three measures, electric vehicles, fuel efficiency improvements and behavioural change measures which include demand reduction policies. Road building increases demand therefore the</p>

	<p>proposals go against Welsh Governments policy for reducing carbon emission from transport. The inclusion of a segregated walking and cycle route is welcomed in the designs put forward. However the effect on people traveling actively for everyday journeys will be negligible or possibly non-existent considering the rural nature of the route.</p> <p>Summary</p> <ul style="list-style-type: none"> • Transport is one of the largest emitter of greenhouse gas emissions and private vehicle use, especially car use, make up the bulk of transport emissions. If the UK is to meet its own legal obligations to reduce greenhouse gas emissions, and more importantly help ensure global temperatures do not rise above 1.50C we need to rapidly decarbonise transport. • Whilst electric vehicles have a role to play, they still run on electricity, emit dangerous particulates and promote sedentary lifestyles. Modelling suggests we also need to reduce private vehicle use between 20 and 60% by 2030 if we are to meet governmental climate change targets which goes against the report projected figures. This will require a radical and rapid change in UK transport policy to reduce car use. • Changes are needed that make walking, cycling and public transport more attractive to people than driving. This is likely to include significant investment in sustainable transport modes, road space re-allocation and large reductions in funding for new roads. Fiscal levers to make public transport cheaper and increased investment in active modes, alongside reductions in 'road' spending, and making driving more prohibitively expensive, are also important. All of these measures need to be undertaken fairly ensuring people's lives and transport choices improve, especially where transport alternatives to the car are currently absent. • These changes will be even more challenging in light of the Covid-19 pandemic and current reductions in public transport capacity. It is certain however, that the climate crisis demands that we cannot return to pre-2020 levels of private car use, or worse still, increased private car use. <p>Context</p> <p>The latest IPPC report in 2018 indicates globally we need to halve greenhouse gas emissions (GHG) emissions by 2030 and reach net zero by 2050 if we are to limit global warming to 1.5oC. The UK under the Climate Change Act is also legally obliged to meet carbon budgets every five years, currently set until 2032.</p> <p>Sources of greenhouse gas emissions in the UK</p> <p>Transport is a major contributor of GHG emissions . Domestic transport (road, rail, domestic aviation and shipping) equates to 14.4% of all Wales emissions.</p> <p>Whilst other sectors have reduced their emissions dramatically since 1990, for example energy production by 62%, the domestic transport sector has only seen a drop of 3%. Road transport is the most significant source of emissions in this sector and in 2017 made up around a fifth of the UK's total GHG emissions, having risen by 6% since 1990.</p> <p>Before the Covid-19 pandemic motor vehicle use in Great Britain was increasing . UK transport policy has failed to significantly reduce transport greenhouse gas emissions since 1990.</p> <p>UK Government policy to reduce emissions from transport</p> <p>UK Government policy supports a long-term transition to electric vehicles. The UK Government has recently committed to stopping sales of conventional petrol, diesel and hybrid vehicles by 2040 with a new ambition currently being consulted on for 2035. The Government's Road to Zero strategy sets actions and a roadmap to get there including a target of 50% of new vehicle sales to be electric by 2030. Independent modelling, by Transport for Quality of Life, suggests if 50% of vehicle sales are electric by 2030 (the Government's Road to Zero target), car mileage would have to decrease by up to 60% . Even if 100% of new sales were Ultra Low Emissions Vehicles (ULEVs) by 2030, mileage would still need to be reduced by between 10% and 20%.</p> <p>This means that we will have to rapidly reduce car use whilst simultaneously supporting a transition to electric vehicles if we are to avert the worst impacts of the Climate Crisis and keep global warming lower than 1.50C.</p> <p>Significant issues also exist in embedded emissions of road building and new car production and the ethical sourcing, sustainability and disposal of finite minerals used in batteries.</p> <p>Electric vehicles are also significantly more expensive than conventional cars. This may compound existing inequalities in society and could lead to greater transport poverty. This is one example that</p>
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	<p>illustrates the importance of a just transition to zero carbon emissions.</p> <p>What Sustrans thinks</p> <p>We need to reduce the use of private motor vehicles</p> <p>We can no longer ignore transport if we are to ensure our transport system plays its role in helping to limit global warming to 1.5oC.</p> <p>A transition to electric vehicles is important, however it will do little to help solve issues like sedentary lifestyles, air pollution, road safety and congestion. Furthermore the dominance of motor vehicles in many neighbourhoods causes community severance and too often blights poorer communities creating obesogenic environments and reducing opportunities for physical activity. Too many motor vehicles can also put people off wanting to live in or spend time in an area and be bad for business investment and tourism.</p> <p>In addition to efforts underway to transition from conventional to electric vehicles, transport policy should seek to reduce private motor vehicle use in the UK, following the best evidence available (currently up to 60%).</p> <p>We need to make walking, cycling and public transport cheaper, faster, safer, and more convenient than driving if we are to reduce private motor vehicle.</p> <p>Transport policy has continued to design transport and the built environment largely around the car. Continuing to increase road capacity (EG A465 dualling) will only increase the number of vehicles on our roads, at a time when we should be doing the exact opposite.</p> <p>To reduce greenhouse gas emissions from motor vehicles we need to reduce investment designed to increase road capacity and instead invest far more in sustainable transport: walking, cycling and public transport. These modes have typically seen long-term under-investment.</p> <p>Driving has also become comparatively cheaper. Overall the cost of buying, owning and using a car fell by 16% between 1997 and 2016. In comparison, the cost of bus and coach fares increased by 33% and rail fares by 23%. In 2020 Fuel Duty was frozen for the tenth year in a row. If we are to make it attractive to use public transport over the car we need to use fiscal levers to make public transport cheaper and driving more expensive.</p> <p>People living in more rural areas or places where public transport, walking and cycling is less feasible will require support, and solutions may vary or take longer to implement.</p> <p>Conclusion</p> <p>Sustrans aims to make it easier to walk and cycle. We know that too many cars in our cities, towns and villages currently is a significant barrier to creating attractive places where people want to walk, cycle and live.</p> <p>Ambitious leadership and radical changes in planning and transport policy and investment is needed. We urgently need significant investment in sustainable transport modes, alongside large reductions in road funding. Fiscal levers are also required to make public transport cheaper, and driving more expensive. Additional traffic restraint measures in cities and towns to reduce car use are also likely to be important.</p> <p>All of these measures need to be undertaken fairly ensuring people's lives and transport choices improve, especially where transport alternatives to the car are currently absent.</p> <p>References</p>
65	<p>Dear Vale of Glamorgan Council,</p> <p>I am deeply concerned by the proposed link road between Junction 34 of the M4 and the A48 at Sycamore Cross.</p> <p>The area has a rich biodiversity and the proposed road will ruin an area of outstanding natural beauty and SSSI.</p> <p>I object to all 4 highway proposals (A, B, C1 and C2) for the reasons outlined below:</p> <ul style="list-style-type: none"> • The proposed road is outdated in its case for change with questionable data used to forecast any perceived benefits. That the road will increase passenger numbers at Cardiff Airport does not fit the

	<p>trend of falling passenger numbers at the airport seen in recent years and the realignment of the airline industry at the airport even before the global pandemic. Passenger numbers at the airport were much higher in the past, without the proposed new road. The airport would be better served with a better rail link which all successful airports around the world have. Furthermore, access to the airport has always been intended to flow down the A4232 to Culverhouse Cross and then either along the A48 to sycamore Cross or via the A4050. The infrastructure required to link the airport already exists and improving the existing infrastructure of the A4232, A48 and A4050 is a more desirable option.</p> <ul style="list-style-type: none"> • Much emphasis supporting the case for the new road has been connecting the M4 and the St Athan enterprise area. Unfortunately, many of the companies that promised to base themselves there have now found alternative sites including Ineos which has found alternative sites in Northumberland and France. The decision of companies to locate themselves in the area has nothing to do with connectivity and more to do with economies of scale. • The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, the council must question the need for a new road scheme. • Due to the topography of the local area, fog and mist congregate in the Ely valley. Pollution generated by the increased traffic using the new road will stagnate in the valley reducing air quality and the local environment. • The Ely valley floods in winter with Peterston-Super-Ely flooding at least three times during the winter of 2019/20. The occurrence of severe flooding is becoming more regular as a result of our changing climate. The increased tarmac and ground works as a result of the western and eastern route will increase rain water run-off and the rate at which water enters the river adding to the flood problem. • It is widely recognised that planting trees and the presence of trees in the countryside purifies the air and soak up water slowing down the rate at which water enters the river system. These proposals will see parts of at least three ancient woodlands destroyed. These ancient trees are hundreds of years old, rich in biodiversity and key a component of the ecosystem playing a significant part in reducing rain water run-off. Ancient woodland cannot be recreated. Any impact from these proposals will be devastating and permanent. The Welsh Government has committed to the protection of ancient woodland through Planning Policy Wales 10. It has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale and this proposal ignores the Wellbeing of Future Generations Act. • The existing road is encased by ancient hedgerows, masking the sound of cars from the surrounding countryside. Two of the proposals for the new road involve building embankments to elevate the road above the countryside. This will amplify the sound of cars for miles around. The nearby M4 can only be heard in the villages of Pendoylan and Peterston-Super-Ely when the wind comes from a northerly direction (not very frequently). The elevated road and the prevailing south westerly wind will ensure that the noise from the new road travels far and wide, spoiling the peace and tranquillity of the local villages. The existing network of lanes could be enhanced with the improvement of passing places however those traveling through the lanes should respect that the lanes are a minor route and it was never intended they be used for commuting or as short cuts. Other major route access to the south of the Vale already exist. • It is widely acknowledged that building more roads creates more car users. At a time when Welsh Government and the Vale Council both acknowledge a 'Climate Emergency', the road proposal goes against national government and local government policy. Far from over riding policy, Welsh Government and the Vale Council should be embracing it and setting an example to the public that we need to do everything we can to help the environment and the nature around us. • The proposal would create traffic jams at Sycamore Cross and its junction with the A48. This junction is already congested and the increased traffic as a result of the new road will create traffic jams on both sides of the A48 and increase harmful emissions. • The recent WELTAGplus consultation includes the closure of two lanes as part of routes A and B. These lanes link the villages of Pendoylan, Peterston-Super-Ely, Welsh St Donats, Tredodridge and Clawdd-Coch. The closure of these lanes was not widely communicated and appeared in plans without notice. These lanes serve the local communities and local farmers and have existed for hundreds of
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	<p>years. Closure of the lanes will sever the connections between the local rural communities with the added barrier of a 60mph road.</p> <ul style="list-style-type: none"> • A number of local residents' lives have been turned upside down since the inception of the proposals for the road with great uncertainty about their homes. This is completely unacceptable, and I urge the Council to scrap these plans and remove the threat of the road from local residents' lives. • Cyclists use these lanes as a gateway to travel west through the Vale. The area is extremely popular with cyclists who love being surrounded by nature and have a safe route west out of Cardiff. The closure of Pont Sarn Lane and Trehedyn Lane will literally stop them in their tracks. The proposed road includes provision for cycling north and south along new route, however the direction that most cyclists want to travel is east and west with the road a significant and dangerous barrier. Blocking recreational routes is contrary to guidance in the Active Travel Wales Act 2013. • Furthermore closing these lanes will result in people being forced to travel via other routes to get in and out of Peterston-Super-Ely placing considerable strain on narrow lanes and increasing the number of vehicles passing through the village and through Gwern-Y-Steeple. • There is no sustainable transport option in the proposal. Initially the proposal included the introduction of a railway station at J34 of the M4. This much more sustainable option would also benefit the wider South Wales area and is now no longer being considered. The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options and the South Wales Metro offers so much opportunity to improve the transport network across south east Wales. • The Coronavirus pandemic has resulted in many more people realising the natural beauty and benefits that nature brings to mind, body and soul. The area is a haven for wildlife including Red Kites, Goshawks, Barn Owls, Badgers, Otters, Ducks, Geese, Snipe, Plover, Bats, Weasels and Stoats, I could go on. This road will destroy their natural habitat. I live in the area and can qualify that the area has become a haven for people using it for recreation including walking, cycling and wildlife spotting. The council should be seeking to conserve and enhance the biodiversity of the Vale not destroy it. <p>Saving irreplaceable habitats is vital for people and wildlife and never has this been more realised that during this global pandemic. If the council and the Welsh Government are serious about reacting to the climate emergency they can not go ahead with a road scheme that destroys woodland, increase the likelihood of flooding and encourages the use of road travel. Furthermore if both organisations are serious about addressing the climate emergency they will need to encourage the change of behaviour the type of which the global pandemic has resulted in. In other words the air travel which we used to enjoy is going to have to change and so the use of airports, especially one which has always struggled to maintain numbers, is going to have to change. What better sign could the Vale and Welsh Government make to their seriousness to the climate emergency than to remove this proposed road and instead invest in sustainable transport for local people. I reject all four highway options (A, B, C1 and C2) and urge you to find a more appropriate solution that respects the climate emergency.</p>
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67	<p>I am perturbed to learn that many residents in the Ely Valley have not been notified by letter of the Welltag 2+ consultation bearing in mind that we all will be affected by the noise, pollution and significant devaluation of our properties if the council build a 60mph freight road through the rural valley.</p> <p>Withholding information from Ely Valley residents on the significantly changed new road proposals e.g. blocking access roads between Pendoylan and Peterston Super Ely - effectively cutting the villages off from one another without a long detour onto the A48, is unacceptable and is suggestive of manipulation of responses to the changes especially as VOG Council has been mindful to canvas opinion of schools throughout the Vale , most of whom are unaffected by the 2017 road plan.</p> <p>It does indeed seem strange that the VOG Council has chosen not to communicate the consultation directly in writing to residents but can communicate the consultation to those not directly affected.</p> <p>I have received numerous repeated but limited information letters from you regarding the latest consultation as as you say my property is more than 250 metres from the proposed Western route that was announced by the Council as their chosen route in April 2019.</p> <p>The fact that my property is significantly closer, as indicated on page 2 of your online information, means I should have received the more comprehensive information pack and would request this be sent now.</p> <p>Yours sincerely</p>
68	<p>Dear</p> <p>We are writing to you regarding our business which is significantly affected by the proposal for the road through Pendoylan. You may remember that you were very helpful to us in gaining the EU funding from Welsh Government via the Vale of Glamorgan Council. We are mystified and somewhat worried that the proposal for the eastern route passes right outside our nearly completed project for a co working space, community hub and crèche. I will outline the process for you below in case you are not familiar with the process that we have undergone to achieve this.</p> <ul style="list-style-type: none"> • Meetings were held, including on site, with the Creative Rural Communities team from the Vale of Glamorgan Council from 2016. They were promoting regeneration of rural buildings using EU funding alongside Welsh Government. They were very encouraging that this was just the sort of project that the

	<p>Council were trying to encourage.</p> <ul style="list-style-type: none"> • We submitted our Expression of Interest to Welsh Government, with support from the Creative Rural Communities Team at the Vale Council on 9.10.2017 so this project has now been ongoing for over four years. • Our pre application to the Vale of Glamorgan planning department was accepted in October 2018 and with continuing support from the Council we submitted our full application to Welsh Government which was accepted in February 2019. • Full planning permission was granted from our architects application in September 2019 and we began tendering for the work. • During this time the Vale of Glamorgan Council launched their consultation for the road proposal. We attended meetings, checked with planning and held various discussions but were assured that we should go ahead with the project and, in fact , received much encouragement. We participated in networking events and visits to other settings, all arranged by the Council., speaking to planners and having our plan included as part of their presentations. <p>When at WelTAG stage 2 we saw more detailed plans of the road proposals we were really shocked to see that the eastern route looked as if it was going through the building that they had given us support and permission to develop. In fact the farm/ industrial buildings are identified in the Impact Assessment report at this stage as being significantly affected by the Eastern route option. For several months we stalled the project (at danger of losing the funding) but eventually we decided to progress as the road proposal seemed to indicate that it could be years before any decision would be made.</p> <p>I had retired and my husband's farming income was drying up due to market conditions and large scale farming. There was no opportunity for our children to take over the business in its current form but they have been fully involved in new plans to create a different form of income from the farm. This hasn't just been costly in terms of time but we have invested a great deal of our savings to develop this idea. This road proposal has been hanging over our family for a long time now and at a time when the new business is on the verge of completion it is very stressful not to know whether it is secure for us and our children's future.</p> <p>It seems unbelievable that the Vale Council and Welsh Government have been so encouraging about this project to provide a peaceful rural hub for adults and children while on the other hand continuing to consider building a road through all the immediate surrounding land and destroying this new enterprise. This is especially difficult to understand during the current move to flexible working models as pioneered by Welsh Government working towards a circular economy and community cohesion and resilience.</p> <p>All of our applications have had to show due consideration to the environment, ecology and history of the area as expected in a conservation village. However it seems that the Vale Council can evade these restrictions themselves for a new road and seem totally unaware that they have on one hand been encouraging this diversification whilst on the other hand are proposing a possible destruction of it. Whilst our whole business plan was based and encouraged on the environmental message of providing local and rural workspaces it seems that all the time one of the road proposal routes was undermining this. Our applications have identified our wish to protect and promote the environment but this road will make any future plans for this business impossible.</p> <p>Despite many communications to the Council regarding the consultation process there are still members of the community who have not received their promised documents. We are one of those in this position with no documents for the household or business and they seem completely unaware of us.</p>
69	<p>Re: Proposed new road from J34/M4 — A48</p> <p>Consultation 30 September-23 December 2020</p> <p>i have been asked by the Community Council to contact you in regard to the above Consultation process with specific reference to the lack of communication by your Council with residents in our parish in this regard. The Community Council has received both written and verbal complaints from residents and as part of their duty as a Community Council they are obliged to take up this issue with you.</p>

	<p>As mentioned to you during our recent zoom meeting (17 September 2020) you and ***** confirmed in a prior zoom session (3 August 2020) that every household in the parish would receive notice of the said Consultation. This was duly minuted by myself and Cllr ***** at that time. However, you now claim that you and ***** do not recall making this promise. Notification letters were then sent out to some residents which were subsequently acknowledged by you to be incorrect (the enclosures referred to, namely, the Consultation Document & Feedback Form, were not enclosed). Amended letters followed but again with no enclosures as apparently only those whose properties were deemed to be within the 250m buffer zone or directly affected would receive the said copy documentation. However, some owners of properties within these categories have to date received no correspondence whatsoever from you. This has all caused significant confusion and distress to residents. Other residents have received 3 letters all with differing statements. Posters advertising the Consultation should have been put up by your Council before the start of the Consultation but were not done so until a week later. A question has also arisen as to why there has been this lack of communication with residents regarding the Consultation whereas schools as far afield as Penarth & Colwinston have been consulted. Your justification for this would be welcomed.</p> <p>In view of these anomalies the Community Council feels that reparation should be made as the Consultation process to date is clearly flawed as due process has not been followed. Every household in the parish should have received a letter with the said enclosures regardless of whether they are within the 250m buffer zone or not. Many residents are elderly and do not possess a computer and therefore will require a hard copy of the said documentation to enable them to reply. —‘It is appreciated that the current Covid restrictions are possibly hampering communications but that is the very reason why extra measures should have been implemented to ensure that everyone in our Parish received the full documentation so they are fully informed about the Consultation to enable their responses to be relayed to your Council for consideration.</p> <p>Whilst the Community Council will of course always endeavour to assist the elderly in the Community it is ultimately your responsibility to ensure that full documentation and information regarding this Consultation reaches everyone in our parish. Therefore please advise how the categories deemed “not directly affected” and the choice of 250m as the appropriate cut off distance were determined and what steps will now be taken to provide full documentation to all residents to remedy the situation. The Consultation period should therefore be halted/extended until this is resolved.</p> <p>Yours sincerely</p>
70	<p>Dear Sir,</p> <p>M4 (Junction 34) to A48 Transport Improvements</p> <p>The Wildlife Trust for South and West Wales (WTSWW) is the Wildlife Trust that covers the Vale of Glamorgan and surrounding local authorities. We champion the natural environment in south and west Wales, saving wildlife and wild places and helping people to get closer to nature. WTSWW strongly oppose the proposed routes for a new road between junction 34 of the M4 and the Sycamore Cross junction of the A48. If any of the four options are subsequently taken forward, the Trust would object to these proposals as they currently stand.</p> <p>WTSWW’ opposition is based on the following:</p> <ul style="list-style-type: none"> • The proposals are not in line with current Government policy in relation to transport and the environment, including Section 6 of the Environment (Wales) Act 2016, the Wellbeing of Future Generations (Wales) Act 2015, the Active Travel (Wales) Act 2013 and current Welsh Government policy in relation to the declared Climate Emergency. • The proposals are not in line with the Vale of Glamorgan’s own planning policies as set out in the

	<p>Local Development Plan and in the Vale of Glamorgan Public Service Board Wellbeing Plan 2018-23 “Our Vale – Our Future”</p> <ul style="list-style-type: none"> • The assessment of the schemes (WelTAG Stage 2) is not compliant with the latest methodology and best practice and therefore, underestimates the true environmental impacts of the proposals and the cost of addressing those impacts in line with current government policy. It does not adequately consider alternatives and does not take account of the current environmental policy context. • The justifications for the four options, set out in the business case, are based on out of date transport models and data and need to be updated to reflect the current situation, predicted numbers and current development context. • The business case does not explain how the major negative environmental impacts identified for all the options would be addressed, particularly the damage to priority habitats such as ancient woodlands. • The ecological assessment carried out is inadequate <p>Before taking forward any of the four proposed options, the Council need to;</p> <ul style="list-style-type: none"> • Re-examine the new road/improvement proposals in the context of the current Welsh environmental legislation and Vale of Glamorgan Policies and responsibilities. • Reassess the ‘need’ for the new road/improvements given changes in the population demographics and traffic movements and the role of sites such as Cardiff International Airport and the Cardiff Capital Region. • Identify and implement all alternative travel and traffic management options before taking forward the option of a ‘new’ road or improvements to the existing route. • Undertake a new WelTAG assessment using the current methodology and best practice guidelines. • Ensure the environmental evaluation takes full account of the habitats that will be directly and indirectly affected by the proposals. This should not only include the impact on sensitive receptors, such as the ancient woodland sites, but also on connectivity features such as hedgerows, ditches and areas of semi-natural grassland and scrub. The assessment should be broadened to include a sufficiently wide corridor to encompass all potential impacts and any opportunities for enhancement. All mitigation and compensation for these impacts should be fully costed and the costs included in the business case. • Ensure that the responsibilities set out in section 6 of the Environment (Wales) Act 2016 in relation to ‘enhancement’ are fully considered and costed. • The basic surveys carried out for this assessment need to be supplemented by all the recommendations from the environmental report and in Natural Resources Wales’ response, particularly in relation to protected species, and the implications on their ecology and conservation accurately reflected and costed in the business case. <p>Unless this work is carried out and the implications considered and fully addressed in the business case, WTSWW is likely to object to any of the four options if taken forward for planning permission by the Vale of Glamorgan local authority. We would be happy to discuss any of these points further with you.</p> <p>Yours sincerely,</p>
71	<p>Dear Councillor</p> <p>I have recently heard that the consultation process for Weltag Stage Two + for the M4/A48 new road through Pendoylan began on the 30th of September. It is now almost mid October and I and neighbours have received nothing from you directly telling us we had a limited time to object to the expensive unnecessary road for large lorries that you plan on building in front of my house.</p> <p>We have not had 12 weeks to object as you have so far failed to inform us of the consultation. Any excuse that the information is online is not acceptable as a number of elderly householders in this area do not use the internet and are unable to walk far enough to see what notices if any you may have put up.</p> <p>It is particularly upsetting to hear then that you have thought to notify all schools in the Vale about the road yet don’t bother to notify affected residents of the Ely Valley! I would like to know exactly why your council did not have the courtesy to inform me and my neighbours that the clock was ticking if we</p>

	<p>wanted to object and we demand that the consultation process be extended until such time as you do inform everyone directly affected by your road plans for the Ely Valley.</p> <p>We will be the people forced to live every day with the unhealthy polluting consequences of your road if it is built and expect and deserve better communication from our elected councillors especially when this project could cost us, the public, as much as almost £100,000000 .</p> <p>At a time when the costs of the pandemic are still unknown but rising daily and we are in a severe economic downturn with thousands of job losses, any financial commitments Vale of Glamorgan Councillors or Welsh Government give to such a low priority scheme must be abandoned as it seems completely foolish of council members and especially council cabinet to vote for this road scheme to continue to an expensive Stage 3 at such a time. Clearly, it needs to be stopped in its tracks as it is no longer fit for purpose.</p> <p>This road scheme is wasting our money on expensive consultants (who repeatedly get the consultation wrong), doesn't take into account the 30% reduction in road traffic predicted by the Welsh Government post Covid, fails to acknowledge the growing body of evidence highlighting the severe impact of the deadly air pollution it will produce, ignores all the environmental arguments by not having an independent environmental impact assessment, and fails to take into account the fact that Cardiff Airport has all but ceased to function. This road scheme is becoming a more expensive Vale of Glamorgan vanity project with each passing day.</p> <p>I look forward to receiving the necessary information from you.</p> <p>Yours</p>
72	<p>Cardiff Ajax Cycling Club</p> <p>M4 J34 to A48 WelTAG Stage Two Plus.</p> <p>I am writing on behalf of our committee. Clearly much work has been done on the economic and employment aspects of the new/improved road. We do not wish to comment in detail on these although, of course, it can be seen that the new road may well clash with the ambitions of the WAG's decarbonising transport plan, climate emergency, Active Travel Act and Future Generations Act.</p> <p>Our principle concern is the severing of unclassified road links in the Vale area north of the A48 not just to cyclists but to all residents travelling by car. It seems that the lane at Clawdd Coch will be blocked as will the Gwern-y-steeple to Pendoytan lane. This will prevent motor or cycle access to and from Welsh St. Donat's and Cowbridge from St. Fagans. The only option for cyclists travelling west will be to use the A4119 an outdated, winding road now busier than ever with new housing developments. The alternative will be Cowbridge Road East out of Cardiff via Culverhouse Cross then the A48 - even more hazardous.</p> <p>Is there no possibility of a "culvert" style underpass at Clawdd Coch or elsewhere for cyclists and pedestrians? What will happen to the lane up to Sycamore Cross from Gwern-y-steeple? There is an underpass shown for the golf club - could this be adapted for cycle use as well?</p> <p>Our members have always used these safe, pleasant lanes for generations for health and wellbeing - another vital aspect of planning in current times. The cycle/pedestrian lane alongside the new road is well-meaning but a route very little used by cyclists. It will also be literally at arm's length from traffic, HGVs, etc. travelling at up to 60mph bringing, we hope, much-needed development and</p>

	employment to the Vale. Your online consultation form was not really appropriate for our concerns. would be grateful to receive an acknowledgement as above.
73	<p>Transport for Wales</p> <p>Dear Sir/Madam</p> <p>M4 Junction 34 to A48 Transport Improvements: Improving Strategic Transport Encompassing Corridors from M4 Junction 34 to the A48 at Sycamore Cross Highway Link Study – WelTAG Stage Two Plus (Outline Business Case)</p> <p>Transport for Wales (TfW) is involved in the development and delivery of public transport systems across Wales. We are currently developing programmes of business cases for South Wales, aiming to bring together and develop the transport interventions in a coordinated approach with an understanding of interdependencies and synergies between schemes. We are aware of many recent developments in policy and strategy that may affect existing schemes during their development phases. Wherever possible, such developments should be assessed and considered to ensure that the strategies for specific schemes remain relevant and appropriate.</p> <p>The Declaration of a Climate Emergency in Wales in April 2019, the New Wales Transport Strategy published on 17th November 2020, the South East Wales Transport Commission Final Recommendations published on 26th November 2020 and the changes to the way we live and travel from Covid-19 are developments in policy, strategy and contexts that are relevant to the planning and development of transport schemes in SE Wales.</p> <p>TfW would therefore be keen to work together to ensure that the strategic analysis and any specific proposals can maximise the benefits for future generations through each of the seven goals of Well-being of Future Generations (Wales) Act 2015.</p> <p>We look forward to hearing from you if you wish to undertake such a review.</p> <p>Yours faithfully</p>
74	<p>Dear Sirs</p> <p>We are unable to assess the full impact of the proposals without having a detailed plan of the proposed route, but based on the information you have provided, we believe that the following apparatus may be affected:</p> <ul style="list-style-type: none"> • 750mm CONC combined sewer • 110mm PROFUSE PE water main • 150mm foul sewer • 150mm CI foul sewer • 125mm MDPE water main • 200mm DI CL water main • 6" uPVC water main • 225mm VC Surface water sewer <p>We also believe that the following land may be affected:</p> <ul style="list-style-type: none"> • Pendoylan WWTW • Lillypot SRV • Bonvilston East WWTW <p>I have attached GIS plans for reference; please note the disclaimer on the plans.</p> <p>We would object to the proposals on the basis that these sites and apparatus are affected. In order to assess the impact, we will require more detailed plans showing the new proposed route with central coordinates for each plan (and with a scale no bigger than 1:5000 per plan).</p> <p>Yours sincerely</p>

75	<p>Dear Madam/Sir,</p> <p>I fervently oppose the possible development of a new road from Junction 34 through the Ely valley.</p> <p>Having grown up in the Vale of Glamorgan and then returned to live here to bring up my own children, I am dismayed that a new road through this countryside could even be briefly considered.</p> <p>We are facing a climate emergency - globally as well as locally and yet the Vale of Glamorgan council deem carving up the Ely valley with it's natural habitat, ancient woodland and rare species a reasonable suggestion.</p> <p>In all my time using these country roads I have rarely seen congestion or justifiable issues to push forward a new road. Certainly none that justify the damage as well as the astronomical cost this would entail.</p> <p>It seems to me that this is a gamble entrenched in business, a gamble that has bad odds whichever way it's looked at. A gamble that has no consideration for the natural world, for people's wellbeing or indeed innovation. If a more innovative approach was adopted - one that has the people, the environment at it's heart - this consultation process could be at the cutting edge of future design, instead what we have is a pedestrian, lazy and old fashioned approach that seems to have been put together in the 80's.</p> <p>As well as the catastrophic impact on nature, this proposed road would destroy people's lives. Apart from the obvious taking of homes and inevitable disruption, the pollution during the work as well as the traffic following the work would create poor air levels and thus increase ill health in the surrounding community.</p> <p>The Ely Valley is a beautiful area that is accessible to all - people from Cardiff, Barry, Llantrisant, Bridgend and further afield come here to breath in the fresh air, walk, cycle and take time out - as we have discovered in recent times - a valuable and vital pastime - if this is taken away - people lose that resource and have no space to recalibrate.</p> <p>I urge you to abandon this outmoded and ugly proposition. A proposition that will be costly for all involved with little or no return.</p> <p>Yours sincerely,</p>
76	<p>1. Introduction</p> <p>I am mailing on behalf of Cycling UK, Welsh Cycling and Vale Veloways in response to the public consultation, to object to the M4-A48 road scheme. Our response outlines our objection to the scheme, on the grounds that the Council has not followed appropriate procedures, policies and legislation for developing the proposal. Stakeholders and the public have been marginalised and sustainable options have not been considered, as is required.</p> <p>Cycling UK was founded in 1878 and known for much of its history as the Cyclists' Touring Club (or CTC, the national cycling charity), Cycling UK has about 70,000 members, of whom about 2,500 are in Wales. Cycling UK's vision is of a healthier, happier and cleaner world, because more people cycle. We want people of all ages, backgrounds and abilities to be able to cycle safely, easily and enjoyably, whether for day-to-day travel or for recreation.</p> <p>We advocate cycling for many reasons, not least because it is amongst the solutions to many serious challenges now facing the UK, including congestion, physical inactivity and obesity, illegal levels of air pollution, climate change, and maintaining a good quality of life for everyone, whether or not they chose to cycle. We provide information and legal services to cyclists, organise cycling events, protect the interests of existing and would-be cyclists, and make representations on issues of public policy.</p> <p>Welsh Cycling is the National Governing Body for Cycling in Wales and is a part of the British Cycling Federation. We represent over 15,000 cyclists and over 160 cycling clubs in Wales along with programmes that engage with schools, recreational cyclists and those who wish to take part in our</p>

	<p>calendar of cycling events, and we support the development of the riders that represent Wales on the international stage. Our vision is to Inspire Wales to Cycle, whatever people's background, or aspirations - whether it is a child learning on a balance bike, a recreational rider, a racing cyclist, or a medal winner. We believe that cycling is more than a sport, it is a life skill that engenders a sense of freedom, a format of day-to-day travel, as a sport, and a way to achieve personal goals. In partnership with British Cycling, we provide information and legal services to cyclists, and we protect the interests of existing and would-be cyclists and make representations on issues of public policy.</p> <p>Vale Velo Ways was set up in 2020 to harness the growing interest in cycling in the Vale and to campaign for better cycling provision, in the context of a huge growth in cycling and concerns about Covid-19 and the climate emergency. We are committed to getting all sorts of people on their bikes more, for which there is a need for better infrastructure and a shift in culture. We feel that the possibilities provided by the Active Travel (Wales) Act 2013 have not been realised as fully as they might have been in the Vale of Glamorgan and are keen to work with the Council to improve provision. 2</p> <p>A large number of our members regularly (in many cases every week) enjoy the peace and tranquillity of the Vale of Glamorgan. The proposed road bisects two major arteries for cyclists travelling from Cardiff to the Vale, Pont Sarn Lane and Trehedyn Lane. The road will cause the loss of peace and tranquillity – for large numbers of horse riders, walkers, cyclists and others – which is a huge loss, not just to citizens' lives but to their mental and physical health. More than this, the proposed M4-A48 road will make cycling throughout south Wales less attractive – because of the growth of traffic on surrounding roads which it will cause. We outline the specific problems for cycling that are raised by the proposal in Section 3 (a) (ii) on pp.5-6 below.</p> <p>We welcome the opportunity to respond to the Council's consultation.</p> <p>This consultation invites us to comment on which of four, and especially which of two preferred, routes we favour. This is the wrong question to be asking given the requirements of WelTAG and is arrived at because of fundamental and widespread failures of process, which are detailed below.</p> <h2>2. Objectives</h2> <p>The first thing to say about the objectives is that they bear only a loose relationship to the seven goals of the Well-being of Future Generations (Wales) Act (WBFG Act). The WBFG Act is cited and summarised in the documentation, and the objectives of the scheme are related to them. But there is no sense that the WBFG goals were used as a framework for the development of the scheme. Rather, a road scheme conceived prior to this legislation has, retrospectively, and rather unconvincingly, been slotted into them.</p> <p>The scheme has four objectives. The first is to 'enhance connectivity to Cardiff airport and strategic employment sites in the region'. Success of this is to be measured, however, by looking at something very different, 'reduced and more reliable journey times between [the] strategic [road] network and Cardiff airport and St Athan'. So, the transport issue is defined solely in terms of road use, and if there are loads more cars, as long as they are travelling faster, that is success.</p> <p>Objective 2 is to 'increase transport options for strategic access and access to and from local communities'. This is to be measured by looking for 'increased use of sustainable travel modes by residents and local communities'. There is absolutely no prospect of a road-building scheme achieving this; and if one wanted to achieve the objective, one would not be building a road. That aside, Objective 2 would succeed if there were 'increased use of sustainable travel modes by local residents', and this will be measured by the length of cycling and walking routes provided and bus journey times – with no mention of the use of these facilities, the modal split. So building north-south, scarcely used, cycleways and running frequent but empty buses will constitute success</p> <p>The third objective is to increase resilience and safety on the M4, the A48, the A4232 and other roads. This will be measured by reduced accidents and delays. But many decades of road-building shows us that, almost always, building roads encourages traffic, by making driving a relatively better option, which in turn increases pressure on the network (commonly on adjacent but different roads). In short, building roads does not fix jams, or network resilience, except in the very short term. Moreover, it is stated that 'reduced accidents' will be measured by not fewer accidents, but accident rates per 3 vehicle kilometre - so a lot more vehicles and just a few more accidents would be a success.</p> <p>The other two objectives are to protect and enhance the built and natural environment; and to support communities, social inclusion, health and well-being. To achieve these two objectives, few people</p>
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	<p>would immediately think of building a 60 mph road - in a tranquil Special Landscape Area (Ely Valley and Ridge Slopes) within a few metres of a number of rural dwellings. Success of these two objectives is to be measured by an improved transport network with at least no reduction in all of these things – which, given the noise, pollution and destruction of habitats and amenity is very hard to imagine. When these objectives are connected with the WBFG Act’s goals (Outline Business Case 2.7.4) we are told that this road scheme makes us much healthier, more cohesive, more equal, and more globally responsible. There is no explanation of, or rationale for, these counter intuitive assertions and scores.</p> <p>3. The legislation and policy that has been ignored</p> <p>a) Well-being of Future Generations (Wales) Act 2015</p> <p>This legislation is referred to and summarised in the documentation; but then largely ignored – for example regarding the long term, integration (e.g. with the climate emergency), involving a diversity of the population in decisions that affect them, and working collaboratively to develop sustainable solutions. The practice of WelTAG with this scheme has been rather different, even though it is essential to comply with the WBFG Act when using WelTAG.</p> <p>i (i) How the WelTAG procedure is meant to work and how it did in this case</p> <p>WelTAG (2017) provides a framework for best practice ‘to ensure that public funds are invested in a way that ensures they maximise contribution to the well-being of Wales’ future generations’. The idea is that we build a healthier, low carbon, more globally responsible Wales. Sustainability is fundamental. It is important to note that the WelTAG process requires following its supplementary guidance. This guidance is mandatory, not a set of optional suggestions. ‘WelTAG’, states this supplementary guidance, ‘embeds the sustainable development principle through the five ways of working, which should be used at all stages’. Yet, quite clearly, they have not been used in this way.</p> <p>The purpose of a WelTAG Stage One report is to develop evidence on the transport problems, opportunities, issues and constraints; to identify a set of Transport Planning Objectives which reflect the strategic need identified; to generate a longlist of options; and to undertake an initial appraisal of these to identify which merit consideration in a WelTAG Stage Two appraisal. WelTAG is a framework whereby an identified transport problem is investigated, possible solutions identified, and these possibilities then honed to one scheme as further consideration and design is developed. 4</p> <p>This scheme, however, has rather different origins. There is no traffic problem in Pendoylan, it is like pretty much many other lanes in the Vale of Glamorgan, and the road there is not dangerous (three accidents in five years). Rather, this scheme is a strong case of ‘predict and provide’. The traffic in Pendoylan is predicted to increase by about 250% between 2015 and 2036.¹ An assumption was made, before or in 2017, that the Enterprise Zone (EZ) and airport would become major generators of car journeys, and this should be catered for.</p> <p>1 Impacts Assessment Report (10028657-ARC-XX-XX-RP-TP-0002; Consultation Draft; September 2020; Version P02) SEWTM output traffic flows, Appendix G</p> <p>2 Though it states: ‘The Council will continue to press for improvements to the strategic highway network, with particular emphasis on providing improvements in access to Barry, the Airport and St. Athan from the M4’.</p> <p>The road is scarcely mentioned in the VoG’s Local Development Plan 2011-2026 (June 2017).² The dominant emphasis of the LDP is promoting sustainable transport (see policies SP7 and MG10). Similarly, the Local Transport Plan 2015-2030 is replete with references to enhancing active and sustainable transport and makes no mention of this road scheme. It stresses the need to improve the modal split – which this scheme makes no claims to be doing. So, it has not been a high priority in planning by the VoG Council.</p> <p>The road’s first significant appearance seems to be in the Welsh Government’s (WG’s) National Transport Finance Plan, December 2017 – where it is referred to as a road scheme, with the purpose of the WelTAG study being to determine the preferred option, i.e. which route the road should take. From the outset, therefore, principles of sustainability, and the consideration of all possible solutions, have been marginalised, or invoked only to support the road-building objective. The consultation has largely and quite explicitly focused on which of two routes for the road one would prefer – with almost no mention of ‘do minimum’ let alone a non-road solution.</p>
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	<p>The WelTAG Stage 2 Plus Consultation document opens by stating the case for improvement. This focuses on improving transport between the Vale and Cardiff (for doing which this road would be an unlikely choice); improving transport across the whole Vale (ditto); improving transport connectivity (which any transport scheme would do, and many better than this one); accessing the airport (for which links with Cardiff would be the most useful); and because the road through Pendoylan is becoming a rat-run (which in significant part is because of the recent upgrading of Five Mile Lane). It is important to log that, whatever the traffic in Pendoylan, there has been little or no pressure from residents of Pendoylan to construct the road – quite the opposite.</p> <p>To achieve these objectives, Stage One recommended one of two roads around Pendoylan; and a rail station near the M4 J34. After the commencement of Stage Two, in July 2019 there were consultations with the WG and the rail option was removed, for consideration elsewhere; whilst a further two road options were added. This suggests some prior failure in applying the WelTAG process, and is not how WelTAG is meant to work.</p> <p>Non-road alternatives were neither considered, let alone comprehensively, nor modelled, as is required by WelTAG. There is no indication that the breadth of transport measures that are commonplace today were considered at all – integrated public transport, reduced or zero bus fares, enhancing the active travel network, reducing single car occupancy by car sharing, workplace parking levies, road pricing or congestion charging, travel 5 reduction measures, etc. – let alone a comprehensive package of a combination of these.³</p> <p>³ See Campaign for Better Transport on transport poverty; and NEF report on transport poverty and other dimensions of applying the WBFG Act in developing a transport scheme. NEF Consulting (2018) Alternative transport options for South Wales. An options re-appraisal in light of the Well-being of Future Generations (Wales) Act 2015.</p> <p>This matches closely what the Future Generations Commissioner identified in her Future Generations Report 2020: ‘WelTAG... is often retrofitted after a specific solution (e.g. building a road...) has already been identified... which means that the WelTAG isn’t applied as intended’ (p.502, Ch 5).</p> <p>i (ii) Failing to address the needs of cyclists</p> <p>This is a broad and general issue, but there are specific concerns for cyclists arising from how the WelTAG process has been conducted.</p> <p>Contrary to the requirements of WelTAG there has been no involvement of cyclists or cycling bodies in the VoG in the WelTAG process. The summary of stakeholders (Outline Business Case 2.6.1) lists no-one from the Vale of Glamorgan with expertise in active travel. Some interesting ideas on suitable stakeholders or members of the review group are recorded in the minute where the Woodland Trust was seen as not an appropriate body to be a member of the Review Group because it is ‘a lobbying group rather than a technical consultee’. It is worth reflecting on the implications of such an approach to civil society organisations, many of which are registered charities, in assessing the Vale Council’s engagement of stakeholders in the WelTAG process, and how it fits with the WBFG Act. There seems to be an assumption that all stakeholders should be a statutory consultees, which is very different from the WBFG approach to public participation</p> <p>In the VoG Connectivity Study. (Peter Brett, Feb 2018) there is no section on active travel or cycling in the discussion of current transport, nor even in Section 68 which addresses ‘Wider Transport Developments in S Wales’. There is no indication that cycling has been considered as a transport option. The impact assessment has to identify who is affected, and why. It details (Para. 3.4.3) cycling provision in the area, in terms of cycleways and NCN (roughly none). But nowhere is there reference to the exceptionally high level of (recreational) cycling on roads that cross this one: two arterial lanes that connect Cardiff with the Vale of Glamorgan which are heavily used by cyclists will be severed by the scheme. These lanes connect into west Cardiff along relatively safe radial (east-west) routes with reasonable gradients between the busy main vehicular approaches, north of the A48. The lane from Peterston super Ely to Welsh St Donats would be severed west of Gwern-y -Steeple; and the lane from St Fagans to Welsh St Donats, through Clawdd Coch would be closed just east of Clawdd Coch. The proposals detail that the lanes will be closed because the new road would not have insufficient height for an underpass or bridge beneath it. This is not mentioned as an issue, despite the requirement to address severance.</p>
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	<p>Both routes in question are heavily used by cyclists, individually and in our clubs and groups. Heatmap data from Strava (the most popular GPS tracking tool used by cyclists) shows that these lanes are amongst the most well-used cycling routes in Wales, being 6 two of the only rural lanes leading out from Cardiff to the West and into the Vale. Closure of these two lanes would mean cyclists travelling from Cardiff would be limited to using the lane from Dyffryn to Llanccarfan, via Moulton, the A48 (Cowbridge Rd), or the A4119 (Llantrisant Rd) the last two of which are extremely busy roads; or climbing up the scarp slope to the south before returning north west towards Hensol Forest, which is steep, a significant detour and is likely to be busier and less safe.</p> <p>Something similar happened on the Five Mile Lane scheme, when local cyclists made representations to (and met with) the VoG Council and were assured that it would not happen with the next scheme.</p> <p>Also, junction designs (at Sycamore Cross and Clawdd Coch) show cycle lanes that do not conform to the WG's AT design guidance (which is mentioned nowhere in the documentation).</p> <p>Numerous sources of insight show that road safety is one of the largest barriers to participation, so it is important to also highlight here that forcing cyclists onto busier roads will inevitably reduce participation and will disproportionately affect those who are less confident or new to cycling. Cycling is also well recognised as a key approach to encouraging people to reach their recommended daily amount of physical activity, so schemes such as this one should consider impacts in relation to health and wellbeing. The proposal also has the potential to increase traffic conflicts, potentially increasing the KSI figures for the area if cyclists are forced on to busy roads.</p> <p>The scheme outlines how it improves Active Travel routes. It is true that three of the options would provide cycle routes going north-south alongside the new road (as have been provided on Five Mile Lane to the South), improving the situation in those directions. But very few cyclists travel north-south in that area, whereas the roads that will be blocked are major and well used east-west cycling arteries.</p> <p>i (iii) The WelTAG procedure has not been followed</p> <p>One reason why cycling has not been considered as fully as it should have been is because of how the public and stakeholders have been engaged, and how the Review Group has operated. We have stated above that local cyclists have had no representation or engagement.</p> <p>But also:</p> <p>(a) There seems to have been no meeting of the WelTAG Stage 1 Review Group (in that there is no record of it having taken place) although the WelTAG Stage 2 Outline Business Case Report refers to this meeting having taken place on 27 November 2017. The minutes of the Environment and Regeneration Scrutiny Committee meeting on 30 November, however, make no reference to this, but do report that:</p> <p>'A focus group, including stakeholders, had also taken place on 27th November 2017 to review the report and options being recommended to ensure that any options being taken forward were supported and deliverable by using the group's knowledge and expertise in their field.' 7</p> <p>That meeting, however, is not mentioned in the minutes of the Cabinet meeting on 30 November 2017, which approved progression of the scheme subject to its referral to the 'Focus Group' and the Environment and Regeneration Scrutiny Committee.</p> <p>This is a significant departure from WelTAG procedure that appears to have been re-interpreted in the Stage 2 WelTAG report.</p> <p>There is no evidence that any representatives of the community or of environmental or sustainable transport groups were involved in this 'focus group', if it existed.</p> <p>(b) At the Stage 2 Review Group, the only environmental representative was the Vale Council's countryside services officer. Apart from this person, whose qualifications and expertise are unknown, there was no representative with expertise in biodiversity, carbon, landscape / visual matters or ecological sustainability – despite recognition that the scheme involved 'significant' environmental impacts.</p> <p>(c) WelTAG guidance is clear that on a project where the impact is 'significant' (as is the case here) then an independent reviewer should be appointed to the Review Group – someone who is not part of the programme team. No such appointment has been made. And whilst there is a reference (in</p>
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the Stage 2 Review Group minutes of 2 October 2018) to an 'independent consultant' being commissioned to 'technically review the WelTAG study', there is no evidence that this took place.

(d) The expertise on the Review Group, as stated in WelTAG, should involve individuals from all four aspects of well-being (social, cultural, environmental, and economic). What seems to have been the case with this scheme, however, is a meeting of local authority officers, mostly from the Vale of Glamorgan, plus three community councillors. There was no-one from NRW at the meetings on either 2 October 2018 or 27 November 2017.

(e) The Review Group meeting on 2 October 2018, has a minute that states that, in the view of one attendee, 'the building of new roads will ultimately establish more vehicles on the highway network leading to increased CO2 emissions'; and that it was 'queried why other more sustainable strategic solutions were not sought through the process.' But despite this being the orthodoxy in transport planning today, these matters do not seem to have been taken up or acted on. In other words, a process of stakeholder engagement was practised, but it was not a substantive or meaningful process, as is required by the WBFG Act.

(f) Crucially, the Stage 2 consultation report indicates quite clearly that the majority of respondents disagreed or strongly disagreed with each of the highway options (about two-thirds did so, compared with about 20% who supported one road or the other). Turning to the qualitative, email, responses, it is reported similarly, that:

'The results indicate that the majority of respondents disagreed or strongly disagreed with each of the highway options... Sustainability was especially referred to in terms of the road proposals negative environmental impact and it not being a long-term solution... [and] a large number of respondents identified 8 the potential impact of the road proposals on the environment as a key reason behind their objection... Air quality was mentioned as a concern... Many respondents stated that there is no existing issue with accessing the airport and that existing infrastructure (not between M4 Junction 34 and A48) is adequate for this purpose.'

So, again, there was the clear expression of a set of environmental concerns that were recorded – but not acted on in any way.

By defining stakeholders so narrowly, and engaging the public so minimally, oppositional voices have been marginalised. The National Principles for Public Engagement in Wales have not been followed, nor has the Vale of Glamorgan Council's own Public Engagement Framework been applied.

Nowhere in the documentation – the WelTAG reports or the minutes of the Cabinet or the Scrutiny committee – is there any reference to, let alone discussion or detail of, the widespread, majority, opposition to the scheme on the part of many of those who were consulted. There is mention to 'some opposition' and 'significant objections', but there is more reference to demand for the scheme from those living on the route – which is a complete misrepresentation of the situation. For example, at the Cabinet meeting on 20 November 2017, when the WelTAG Stage 1 report was considered, there is no reference to objection, only to a set of road improvements that were mentioned by those consulted. Whilst the majority of Vale residents who responded to the consultation were overwhelmingly negative, the opposite is implied in several phrases, for example the imagined and entirely unsubstantiated view that 'The transport issues are considered to be having a negative impact on ... the attractiveness of the Vale of Glamorgan as a place to live'.

In sum, there are fundamental flaws in how WelTAG has been followed and how the ways of working of the Well-being of Future Generations Act have been deployed and accounted for. The Review Board, required by WelTAG, has not been constituted, nor has it operated, as is required – with an independent chair, keeping over-sight of the project, and ensuring that it is proceeding as it should, in accord with the WBFG Act and the WelTAG guidance, aligned with legislation and policy. The WelTAG Supplementary Guidance is not optional advice, but a legal duty. It mandates a way of working which has not been followed.

(b) Environment Act (Wales) 2016

	<p>The Environment Act (Wales) 2016 requires the reduction of carbon emissions of greenhouse gases by 80% by 2050, against the 1990 baseline, and with interim targets and 5-yearly carbon budgets. The studies in this consultation give no indication of how building a road which will increase traffic by 250% will reduce carbon emissions. One of the five principles of the WG's One Wales. Connecting the Nation is 'reducing greenhouse gas emissions and other environmental impacts'. This scheme will achieve the opposite.</p> <p>As regards biodiversity, the scheme contravenes Section 6 of this Act (as well as the Vale Council's Supplementary Planning Guidance (SPG) on Biodiversity and Development 9 (April 2018) and its Biodiversity Forward Plan Part 2 (August 2019). The Stage Two Plus Impact Assessment fails to take on board the requirements of this legislation. Under Section 6, public authorities have a duty to maintain and enhance biodiversity, and thus to promote the resilience of ecosystems. The Ecology Report, Appendix L of the Stage Two Plus Impact Assessment Report, shows that the affected area is highly sensitive from a biodiversity perspective. It shows that priority habitats and listed organisms are abundant in the development area; and that further investigations are likely to reveal more protected and priority species in the area. Its findings, however, have not been included substantively in the main Stage Two Impact Assessment Report – misleading those who read the Impact Assessment Report (which includes those who decide that the plan should proceed to the next stage) and making a mockery of the process as intended. The summary sheets in Appendix R seem to have been completed without reference to the Appendix L, in particular by under-stating the impact on ancient woodland. Appendix L, moreover, does not do justice to the gravity of the biodiversity impact of the road; it fails to summarise the most recent legislation in the area; and does not refer to the Welsh list prepared under Section 7 of the Environment (Wales) Act 2016 (it refers to other lists). The ecology report fails to reference the Environment Act 2016 and its requirements, even though species in the Act's Section 7 will be affected.</p> <p>Solutions to the transport problem which might avoid or reduce damage to the environmental have not been considered let alone investigated in the early stages of planning. The Vale Council's SPG requires adequate biodiversity information to inform all decisions at the earliest stage (see Figure 1) – not at WelTAG Stage 3. WelTAG Stage 3 requires the application of the Environmental Impact Assessment (EIA) Regulations, but these require evidence that alternatives which avoid environmental impacts have been considered.</p> <p>In other words, the work to see that the scheme meets the requirements has to be undertaken in Stages 1 and 2, but it has not been done.</p> <p>This scheme is required to consider climate change under EIA regulations (2017, notably Section 2-C and Schedule 3 Sections 3-1-f (p.91) and Sections 4 and 5-f (p.94). The regulations require that the following are considered:</p> <ul style="list-style-type: none"> (a) The impact of the project on climate (e.g. the nature and magnitude of greenhouse gas emissions); (b) The vulnerability of the project to climate change; and (c) The impacts resulting from the interaction of identified environmental impacts of the project with climate change. <p>The EIA guidance explains (in Section 1.3) how these new requirements should be applied. These need to be read in conjunction with Section 1.5, which emphasises the importance of considering alternatives. These EIA regulations require evidence of the consideration of alternatives (see Sections 17-3-d and Schedule 3 Sections 2, p.93).</p> <p>4. Incorrect calculation of Value for Money (VfM) and Benefit Cost Ratio (BCR)</p> <p>The impacts, benefits and value for money of the four options are summarised on p.18 of the consultation report. Inter alia, this shows the following highly unlikely arguments:</p> <ul style="list-style-type: none"> (a) A 60 mph road generates no more noise than a 30 mph road. (b) An increased volume of traffic by about 250% and travelling at over twice the speed has no consequences for air quality.
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	<p>(c) More traffic and travelling at over double the speed generates less greenhouse gases.</p> <p>(d) A new road of this magnitude neither reduces the quality of the landscape, nor residential amenity. No evidence or explanation is provided for these claims, which would strike most readers as at least counter intuitive. The cost benefit analysis (BCR) and value for money (VfM) study have not been conducted for the two least destructive options (C1 and C2), so the study compares only Option A and B. However, it is not clear how the following have been accounted for:</p> <p>(a) The case takes no account, as it acknowledges, of the profoundly new transport patterns that have been caused by the Covid-19 pandemic. It is explicit that this is a matter for future consideration. Yet the WG is aiming for 30% of workers to work at home in the future.</p> <p>(b) Similarly, it takes no account of the declarations of climate emergency by the WG and VoG Council, which were made about 18 months ago.</p> <p>(c) There is no reference to, or costing of, carbon, including the high carbon cost of construction. Thus it does not take account of the WG's Prosperity for All. A Low carbon Wales (2019) (and numerous other policies) which stress the need for changes to the modal split and more sustainable transport and a shift away from the private car.</p> <p>(d) Instead, the more traffic the road is modelled to generate, the greater the benefit. This does not fit with the WG's policies on decarbonisation.</p> <p>(e) Similarly with air quality, it is stated that the road would make no difference. This fails to take account of the Clean Air Plan for Wales and other air policies – as well as common sense.</p> <p>(f) Modelling shows an approximate 250% increase in traffic at Pendoylan by 2036, over the 2015 base. This does not fit with the WCFG Act, the WG Transport Strategy or the VoG LTP. Yet it is not commented on or seen as a problem. It is important to recognise that almost every road scheme in the UK has under-estimated profoundly the level of traffic that is attracted to the network by a new road (see CPRE report), so this figure is likely to be an under-estimate.</p> <p>(g) There has been no modelling of how the scheme would enhance traffic using this new road and the A48 to reach Cardiff, via Culverhouse Cross. That would very likely be its major use, given journeys to work and traffic flows generally. In other words, this scheme would induce and funnel more traffic into Cardiff, undermining Cardiff Council's plans to improve air quality, shift the modal split from cars, increase active travel, and enhance sustainable and public transport.</p> <p>11</p> <p>(h) What is highlighted is that the purpose of the road is to serve the Enterprise Zone and the airport. It is stated that driving to the airport is faster than using public transport – and proposes to increase this differential. It says, with no evidence at all, that it is claimed that there are problems with congestion to the airport. However, experience suggests that driving to the airport is rarely problematic; and, anyway, most airports rely mainly on public transport. In a similar vein, it is claimed that 'freight access to and from the Vale of Glamorgan is sub optimal' (Outline Business Case 2.3.17), as is 'current transport connectivity in the Vale, in terms of journey times, journey time reliability...' (Outline Business Case 2.3.25) and, ad nauseam (e.g. Outline Business Case 2.4.1), that the existing road fails to meet DMRB standards – which is, of course, the case for pretty much every lane and road in the Vale of Glamorgan. Few roads are 'optimal', so these are meaningless statements. None of these casual assertions make the case for building a road to the M4, in terms of employment and travel patterns. The airport and EZ are best served by links to Cardiff, but this does not seem to have been explored.</p> <p>(i) The report does not explore the high dependence of Cardiff airport on car parking fees (one third of its revenue, according to the Public Accounts Committee, 23 September 2019). This provides</p>
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the airport with a strong interest in lobbying for roads for private cars as the main way to access the airport. It is important to interpret alleged demand in this context. The airport's own passenger satisfaction survey suggests almost zero passenger concern about surface access to the airport.

(j) There has been no counting or consideration of the heavy flows of cyclists on two roads that it is proposed to sever. The scheme does not seem to appreciate the very heavy use by cyclists of two lanes that it is proposed are cut off by the proposed road. These are among the lanes most used by cyclists in the whole of south Wales. Cycling is not mentioned at all in the account of baseline cycling and walking (Para 3.4); nor in the discussion of severance (Para 4.11.2).

(k) The modelling of traffic has used data (of traffic volumes) at the north (in two places) and the south (Sycamore Cross) of the scheme. But most traffic at each of these points does not travel the length of the road (M4-A48). Rather, it goes to Peterston super Ely (in the south) and various major businesses (in the north). Thus the traffic volume on this route has been over-estimated, and in a way that increases the BCR.

(l) There is acknowledgement that a new road will require enhanced maintenance, a cost that will be met by the VoG Council, in a context of tightly constrained budgets. There is no evidence that this cost has been calculated or included in the BCR and VfM study – indeed the cost seems to be counted as zero (Economic Appraisal 3.2.1, p.6/ p.820).

(m) There is no indication that the cost calculation includes VAT – which is payable to the UK Treasury with no Barnett consequential. (Obviously, increasing the cost by nearly 20% changes the BCR and VfM figures).

(n) The traffic modelling used the SEWTM model; and the DfT's Transport User Benefits Appraisal Tool was used to estimate the direct user and provider benefits in terms of travel time savings and vehicle operating costs. But there is no discussion or

accounting for the acknowledged biases and limitations of these tools, and the WBFG begs a more sensitive and realistic assessment of future travel.

(o) It is unclear how the economic gain has been balanced against the environmental loss. The WBFG Act provides a framework for how this should be done, but it does not seem to have been followed.

(p) It is unclear whether non-monetised impacts were considered, prior to a final VfM category being assigned. And whether ecological impacts were considered in the Benefit Cost Ratio (BCR). In sum, there is a wide range of problems and limitations to the VfM study and cost benefit analysis. Together these raise considerable concerns about the overall conclusion of the BCR and VfM of the scheme.

5. Conclusion

Although the WG declared a climate emergency in April 2019, and the VoG Council did so in July 2019, no account at all is taken of these declarations. And the EIA regulations require consideration of the impact on the climate – but this has not been undertaken at all.

Despite about 18 months having passed since the declarations of climate emergency, the current consultation is quite clear that the WG declaration has not been taken account of at all; and there is no reference to the VoG Council's declaration. Obviously, this raises the question of the purpose and standing of these declarations.

Because the requirements of the WBFG Act have not been followed, the WeITAG process has been profoundly limited. Crucially, it has failed to address at all how the development relates to carbon targets and budgets, or that decarbonisation has been considered at all. Low carbon, sustainable alternatives have not been explored, and no account has been taken of WG priorities to change the modal split, to decarbonise transport, and to encourage active and sustainable transport.

	<p>This is taking place in the context of serious challenges to our economy, now with Covid-19 and imminently with the post Brexit trade arrangements. Given this context, it is entirely inappropriate for this scheme to proceed further.</p> <p>***** Vale Velo Ways and Cycling UK</p> <p>***** Cycling UK</p> <p>***** Welsh Cycling</p>
77	<p>A Response to “A Case for Change” report by Peter Brett Associates</p> <p>I requested the Welsh Government/Vale of Glamorgan Council’s evidence base for their proposed road building in the Vale of Glamorgan and was provided with the above report. I have read this report in some detail and I have some concerns about it which I have summarized below.</p> <ol style="list-style-type: none"> 1. It is not a balanced report examining the pros and cons of road transport improvements. In its first sentence it states that it is to make the case for investment in the road network. There is therefore no consideration anywhere in the report of a contrary view and no setting out of potential disadvantages of following this course of action. This cannot be right. There must also be a report setting out the case against so that a sensible decision can be reached on the basis of knowledge of both the advantages and disadvantages of spending such a large amount of limited public funds on this. There is no consideration of environmental impact, potential damage to local tourism, local businesses and local amenities – it may be that the disadvantages are outweighed by the advantages, but without examining them properly, we don’t know. 2. Parts if it seem to be based on flawed and outdated economic theory – this is that the creation of wealth and economic growth in one place will automatically trickle down and benefit a whole area and a whole population. This trickle-down effect has been demonstrated to be a myth – any development economist (for example Amartya Sen or Paul Collier) will demolish this theory in a couple of sentences and yet politicians persist in building policy around it. The evidence that it does not work is staring us in the face after so many years of investment for example in the Cardiff area with large swathes of the Cardiff population, let alone further afield, completely untouched by increased prosperity in the City (Ely, Rumney etc) 3. There are no figures anywhere in the report to back up some of the assumptions made – no figures on actual traffic numbers or forecast traffic numbers. The entire investment seems to be based on a lot of assumptions around the numbers without any study or evidence that the assumptions are reasonable. For example it says that poor access to the airport has been cited as a reason for not using it – how many people have said this and who were they or is this just reported comment from one or two people interviewed? 4. A large part of the report appears to suggest that growth in the VoG will benefit the areas of South Wales which suffer from multiple deprivation. The report does acknowledge that the majority of people in poverty do not have cars but then appears to ignore the implications of this. I have been working in the Welsh Valleys tackling poverty and unemployment for 5 years and the issue with transport is less the connections but more the cost. Many people can’t accept jobs in Cardiff because the jobs tend to be poorly paid and they can’t earn enough to cover the costs of getting there. Unless the jobs provided in the EZ are of a high quality (this is another unknown but it seems likely that if the people are unskilled then the jobs they can do will be low skill and poorly paid), then expanding the catchment area by reducing journey times will be irrelevant to the people the report is claiming it will help. 5. The airport – I am amazed that there is no Airport Master Plan. How can any proper plans be made without this – it is standard practice for all airports and I am concerned that decisions are being made on the basis of no evidence and no proper forecasts. There seems to be no clear idea of what flights might be offered in the future, how many passenger numbers they might generate and what the transport needs are. The airport was at its peak, and on capacity in the early 2000s with double the number of passengers that it has now – these were apparently not put off by the airport being “hard to get to” and there was no traffic congestion or need for a new road. It seems reasonable, therefore, to assume that there is plenty of scope for numbers to double without needing an enhanced road infrastructure and it is also clear that the issue around Cardiff Airport cannot be its connectivity since it thrived in the past. A further issue is that if there is an ambition to go beyond the numbers previously hit, this will necessitate a major rebuild of the terminal building for which more public money would

	<p>presumably needed. With regard to connectivity, the report does not comment anywhere on the truly terrible connectivity of Bristol Airport and yet it thrives – surely this must call into question the assumption that if we build a better road, all will be well.</p> <p>6. The report reads, however, as though the access to the airport is not the main issue – the main issue is access to the EZ – which only “anticipates” 4000 jobs – this is a big unknown and it is hard to see how such a big cost and such environmental damage can be justified when so little is certain. Even if 4000 jobs are created in the EZ, the cost per job because of all the proposed infrastructure is enormous and will run into 10s, possibly 100s of thousands – this is not value for money. It is difficult to see how a major road from M4 to the A48 at junction 34 will do anything to help here since it is still quite a long way from this point to St Athan. There are a number of flawed and unsubstantiated assumptions around this – for example that improved transport and available commercial space automatically mean that the region is competitive – there are, for example, excellent transport links and available commercial space in Merthyr Tydfil and yet it remains struggling and uncompetitive or look at Pembroke Dock – this community had a major road improvement to it at great expense and it has made no noticeable difference to the local economy at all, and certainly has not helped people struggling with poverty and unemployment. Other factors are involved in prosperity and a focus on just transport is a mistake and will not necessarily bring the results anticipated.</p> <p>7. There are other statements which are unsubstantiated and possibly inaccurate, and vague references to research which is not identified – and there is almost certainly research which would put forward the opposite view to the one put forward in this report. I am concerned that the writers of the report, being Scottish, had no local knowledge and relied too heavily on what they were told by the people they consulted (who were largely public bodies). For example the statement that the road from the M4 is a “rat run” is wrong – it is used on the rare occasions when the M4 is shut by desperate motorists trying to get to Cardiff, and it is busy at school drop off and pick up times but at every other time, there is hardly any traffic on it. I live in Peterston and my business is partly based at home so I frequently travel along that road at all times of the day and rarely meet more than a handful of cars along the entire length. Has anyone done a proper traffic survey?</p> <p>In conclusion, I am extremely concerned that the question being put to the public now is which road/rail link shall WG build when I don’t believe a case has been made at all for such a huge spend of public money in the face of so many other competing needs. The need for investment in road building is based on flawed assumptions, insufficient evidence and a deliberately biased report. The need for better access to the airport is a red herring since the airport is on half the capacity it had 10 years ago and there was no problem then. It is all about the EZ and the cost both financially and environmentally seems too high a price to pay for 4000 jobs, which may or may not materialize. Public money is needed for social care, education and other priorities.</p>
78	<p>Dear,</p> <p>There has been absolutely no correspondence from the Vale council to this property regarding this current consultation.</p> <p>As you ought to be aware this property is significantly affected by your plans and it would be courteous of the council to inform all such residents of these plans.</p> <p>I would be grateful if you could post the full pack to the above address in order that myself and the other executors can study the impact on the property.</p> <p>Thank you, Good morning,</p> <p>Thank you for your prompt reply and I do appreciate that you can only answer what the officers tell you. Unfortunately for both of us much of their information is incorrect.</p> <p>I'm not sure how you compile your list of significantly affected houses and those within 250 metres. But whoever is doing this is not making a very good job of it.</p> <p>I don't really care how many posters you have put up on lamp posts or in the media. I also know that the responsibility for informing residents of a project being run by the Vale council falls upon you and not the community council.</p> <p>What I do care about is that *****, Pendoylan is significantly affected by this road proposal,(as defined in the WEITag 2 consultation documents defining those properties significantly affected and **** is one of those). I suggest that someone in the council reads this document to ensure that those</p>

	<p>properties significantly affected are properly informed because I have it on good authority that this is not the case.</p> <p>Perhaps you could tell your colleague that ***** does not have a private gate, in fact there is no gate to the house. and has a letter box in the side door. It may also be a worthwhile exercise if officers leading this proposal were to follow the projected route, post the necessary documentation to those houses and buildings significantly affected, and see for themselves first hand the impact this insensitive proposal is having on this and neighbouring communities.</p> <p>The postal address for ***** is shown in the first thread of these emails and I and my fellow executors expect to receive this pack as per your definition this week in order that we can fully appreciate the proposals impact.</p> <p>Thank you,</p>
79	<p>I respond to your Council's consultation in respect of the above. Having made reference to the posted Impact Assessment Report and it's section 2, which fairly lays out the national and local policy objectives, I am somewhat surprised to see that the options offered in conclusion contain the proposed severance of existing East / West roads running between Pendoylan and Peterson-Super-Ely. It seems to me that section 2 sets out primary policy to promote cycle use for active travel and recreation for the benefit of the health, wellbeing and cohesion of our communities together with protection of our climate and environment as well as the local economy. The closure of these roads to all traffic will add approximately 4 Km between the two settlements travelling the southern route and 8km travelling the northern route. This will serve to discourage local active travel by pedestrians and cyclists and would be contrary to the objectives of the primary policies cited.</p> <p>From a cyclist's point of view the present arrangement provides both North / South and East / West travel options. The proposals, despite the provision of a dedicated North / South cycle path, make the current situation worse by removing convenient East / West travel options which are much used by cyclists. If the Council is serious in wishing to promote active travel and adhere to its transport policy then this is not the way to do it.</p> <p>Pedestrian/cyclist links between the severed roads should, as a minimum, be maintained. These could be incorporated in the necessary embankments at very little cost compared to the value of the total scheme. To do otherwise would result in the loss of pleasure and convenience enjoyed by the many cyclists who already use these routes.</p> <p>I hope that the severance of the lanes is oversight by designers who do not cycle on these roads and so do not understand how valuable they are to cyclists. The new road, however important to the local and national economy, should not be allowed to harm the wonderful cycling resource that the country lanes of the Vale provide for cyclists of the region and its local community. It is crass to suggest that cyclist and pedestrian needs will be catered for by the provision of a pedestrian footway and a cycle lane on the line of the proposed new carriageway without any incorporation of the West / East connections that will be permanently lost.</p> <p>Yours respectfully,</p>
80	<p>Dear Sir/ Madam,</p> <p>Thank you for the opportunity to comment on the transport improvement proposals. We are development and planning consultants with interest in the Vale of Glamorgan and neighbouring areas and it is encouraging to see Vale of Glamorgan taking a pragmatic approach to investment in key infrastructure, building upon the success of the recently completed A426 between Bonvilston and Barry.</p> <p>As professionals in the built environment it is fundamental to promote multi-modal and sustainable transport options. A unique opportunity exists to improve connectivity from the M4 at J34 to Cardiff Airport, reducing journey times and traffic impacts on less suitable roads through small settlements, whilst also allowing options for buses, cycles and transitions with rail infrastructure. Specifically, an opportunity for a parkway rail station at J34 which could act as a transport interchange hub.</p> <p>Accordingly we support the proposal for transport improvements under Options A or B which would result in new highway routes from J34 to Bonvilston. To the contrary, Option C seeks to improve</p>

	<p>existing roads, we would disagree with this approach as whilst it may serve as the lowest cost option it appears to be wasted investment without significant benefits to improving connectivity. Given the rural nature of the existing roads and villages between J34 and Bonvilston it is paramount to steer traffic away from these and a new highway as suggested by Options A and B will serve greater long term benefits, diverting traffic away from residential areas, reducing journey times, encouraging multi-modal transport and improving connectivity and safety.</p> <p>Thank you again for the opportunity to comment and we would be grateful if our email addresses could be added to the consultation data base so that we are kept informed with future progress updates.</p>
81	<p>To whom it may concern:</p> <p>I am writing to object to the proposed road changes, regarding their effect on the Ely valley and Pendoylan.</p> <p>Problems such as those outlined in the business plan seem always to elicit the response 'Let's build another road' – a solution that, these days, seems not only dangerous but outdated. The scheme would destroy a large tract of countryside and have a deleterious effect on existing communities. The impact on the environment, current residents and businesses and, potentially, the floodplain is admitted in the plan. These matters should not be taken lightly.</p> <p>The issue of climate change has come sharply into focus for many more people in the last couple of years. In view of this, the proposal to destroy grassland, hedgerows, ancient woodlands, heritage sites and protected species in favour of yet more Tarmac is a retrograde step. The bland assurances regarding the floodplain also seem to disregard the very serious fact that the Ely valley has seen recent and widespread flooding. There would be a good deal of adverse impact on existing communities as well, including air quality and potential development.</p> <p>The first reason given for this destruction and disruption is to increase accessibility to Cardiff Airport. We should, at this time, be seeking to minimise air travel rather than to encourage it. It is a poor excuse for such action.</p> <p>I realise that this scheme was proposed before the arrival of Covid-19. In the light of the pandemic, though, we can see that there is likely to be less desire for any such changes anyway. More people now are likely to work from home, so there should be less pressure on roads and airports in the future than there is now.</p> <p>As the current economic situation is likely to make these plans unfeasible, it would be sensible to scrap them. In future years, today's difficulties are likely to make way for others. Communication links should be re-thought generally. Waterways and railways are more sustainable options than the road travel of the last hundred years. Why should Welsh development focus around Cardiff anyway? Would it not be better to create jobs that enhanced the environment, rather than caused its destruction?</p> <p>Hoping that you will not go forward with any of these proposed changes,</p> <p>Yours sincerely,</p>
82	<p>Dear;</p> <p>I am writing to you regarding the proposed route linking the M4 with the A48 in the Vale of Glamorgan. As these consultations are funded at a huge cost by the Welsh Government I feel as one of your constituents that I must email you. I grew up in the village of Pendoylan and the family business is still in the area thus this road directly affects me. This proposal has been hugely flawed in its processes and outlook from the start. I am sure if you look into it you will see how narrow the remit was for starters, alongside many flawed processes. I am struggling to understand, and am therefore hoping you clarify for me please why Government money is being spent on a road that:</p>

	<p>-Runs 1 to 2 miles parallel of an existing dual carriageway (A4232) linking the A48 to the M4.</p> <p>-Passes through and alongside a conservation village. The road directly impacts on protected views as outlined in CADW'S report. CADW have advised this project directly opposes the requirements in preserving a conversation area, yet they have not been consulted at all- is it not ridiculous to spend all this money on WelTag without assessing this stumbling block!?</p> <p>-Passess through a Site of Special Scientific Interest (SSSI) and ancient woodlands. We look on at other countries with contempt when they destroy habitats and history. Are we really any better?</p> <p>-Opposes our need to reduce car usage and has a direct impact on climate change. All research tells us that new roads means more cars. This is especially in light of the desire for people to work from home/locally set out by the Welsh Government. Not to mention WelTag2/Consultation study has no mention of the impact from Covid on the airport and road usage alongside this long term aim for people to work at home or locally post Covid.</p> <p>-Does not conform to the Future Generations Act although I notice the plans have been creative in trying to show they do conform. If they can get around the Future Generations Act, I'm afraid the act has very little worth.</p> <p>-Will destroy family homes - how totally horrific for them. Can you imagine? I'm sure the slightly quicker commute will be worth causing such distress to families.</p> <p>-This is going to cost a fortune - surely we can do better than build a 2mile parallel road.</p> <p>- There is increasing flooding on the moors below Pendoylan - they are flooded this weekend. Even construction of the West route will have an indirect flood effect on the village as the runoff will increase the water table South and East of the village. The village already becomes blocked off in all directions and with climate change and road build flooding will get worse. The proposal is using 2006 flood data which NRW themselves have said is out of date.</p> <p>So is this just a vanity project? The airport isn't failing because of access. Let's face it, Bristol is not great to get to but is far more popular. There is no reason it can't be accessed from J33 and along A48or Port Rd. I suspect there are so many variables that can be addressed to improve the airport. I suggest they start with more competitive flights. Maybe use the money to subsidise flights? Or train travel? Or bike to work schemes? Or maybe electric car clubs?</p> <p>I admire your decision to cancel the M4 Relief Road project alongside the excellent work of the Future Generations Act. I think such decisions must be followed up by local councils with plans such as this. Ultimately, if schemes like this continue our children and grandchildren will look back at us with contempt, especially as plans like these have overwhelming evidence against them yet we choose to ignore the evidence.</p> <p>I would be happy to discuss further, and I look forward to hearing your clarification on why the process is being funded by the Welsh Government and your response to my points listed above.</p> <p>Sincerely</p>
83	<p>Good afternoon,</p> <p>We have had a letter posted about the the transport encompassing corridors from M4 Junction 34 to the A48 at sycamore cross.</p> <p>I was just wondering whether you can send over the plan for the road over to me so we can review it as I've been on your website for the consultation but I don't understand if it's coming through to the land we have. If you can send documents over so we can get a better view of this that would be great.</p>

	Many thanks,
84	<p>I am opposed to the proposed improvements for two reasons</p> <ol style="list-style-type: none"> 1. If the purpose of the proposed road is to reduce journey time to Cardiff Airport and St Athan Enterprise Zone, then the priority for achieving this goal must surely be to reduce congestion on the M4 at Newport. The journey time saved by construction of the proposed road will be trivial compared with the effect of eliminating congestion at Newport. It might be argued that there are good reasons for leaving the congestion as it is in Newport, If this is the case, these reasons are likely to apply to the road at Pendoylan and negate the justification for the proposed development. 2. As someone who lives near Cowbridge, I am concerned about the adverse impact that the proposed road will have on the appearance of the Vale in general and, more locally, on the flora and fauna in the vicinity of Pendoylan and Peterston Moors.
85	<p>I strongly object to this proposal for the following reasons:-</p> <ul style="list-style-type: none"> - environmental - the destruction of an area of beauty and biodiversity and a rural community - need - the airport is easily accessed by the A4232 and A48 and current and future policies to combat climate change by reducing the number of road users are scarcely going to be served by such a proposal.
86	<p>Dear Sir or Madam,</p> <p>I would like to add my voice to other local residents objecting to the proposed link road between the A48 and the M4 motorway, destroying irreplaceable ancient woods in the Vale of Glamorgan. The proposal will destroy this green space and the wildlife within the six woodland areas. The traffic congestion and pollution it will cause will have a major impact on the surrounding areas health and wellbeing.</p> <p>The A48 is already a hazardous route for pedestrians and cyclists, without more traffic activity, which will have a massive negative effect on air quality and noise levels.</p> <p>Why Cardiff Wales Airport has not been connected by a direct rail link is particularly annoying when hearing of this wanton destruction of more of the Vale of Glamorgan green environment.</p> <p>It appears that the council will not be happy until the vale is completely covered in concrete and asphalt.</p>
87	<p>Objection to M4 Junction 34 to A48 link road proposal Wettag Stage 2 plus consultation (am writing to object to all four route options put forward in the Wettag Stage 2 plus consultation. This is on the basis of:</p> <ol style="list-style-type: none"> 1. Significant adverse effect on landscape 2. Significant adverse effects on people 3. Non-compliance with Active Travel Act 2013 4. Non-compliance with the Environment Act (Wales) 2016 5. Ignoring the Climate Emergency <p>These will be discussed below after my qualifications and experience.</p> <p>I am a Fellow of the Landscape Institute, a qualified landscape architect and urban designer with 35 years' experience practising landscape planning from my Cardiff office. I have been involved in carrying out landscape and visual impacts of many types of development including the Cardiff International Airport and Culverhouse Cross Access improvements for the then Welsh Assembly Government in 2008/2009. This informed a Wettag Stage 2 report in July 2009. My practice undertook the original LANDMAP and Special Landscape Area assessments of the Vale of Glamorgan, the former winning the first Council of Europe landscape award. I also cycle to work in Cardiff and</p>

	<p>for leisure, in particular around the Vale of Glamorgan.</p> <p>Significant adverse effect on landscape character</p> <p>The assessment carried out to support effects on landscape character is limited and does not capture the character of the area including the substantial differences between the Ely valley, ridge and valley slopes and the Ystradowen lowlands. An illustration of this is that the Appendix P impact appraisal suggests that there is little to differentiate between the two off-line options. It also understates effects.</p> <p>Option A- East of Pendoytan:</p> <p>This option passes through the Ystradowen lowland valleys and along the edge of the Ely valley bottom before rising up the ridge to the south. In the valley it would cut through a series of distinctive parallel field boundary hedgerows and become a major feature adding movement and noise to this currently tranquil and relatively open valley. It would also separate Pendoylan from its valley setting. The route with its earthworks cutting into the backcloth of ridge slopes to the south would be very noticeable linear feature when viewed from the valley. Irreplaceable ancient woodland would be removed as well as trees and hedgerows. The route passes through the Ely Valley and Ridge Slopes Special Landscape Area. The proposal would adversely affect the tranquil feeling of the area, the intact field boundaries, and disturb the continuity of the prominent ridgeline to the south.</p> <p>The assessment suggests that any impact on the landscape are likely to be greatest construction Stage and are likely to be minimal. My experience and knowledge of the area indicates that this is a marked understatement. The effects would be significant, adverse and long-term on the Ely Valley and Central Vale Ridges and Slopes Landscape Character Areas (LCAs) as well as the Ely Valley and Ridge Slopes Special Landscape Area.</p> <p>Option B- West of Pendoylan:</p> <p>This option passes through the Ystradowen valley lowlands running west of Pendoylan in cutting on the mid-valley slopes before rising up the ridge. The cutting would help reduce effects on Pendoylan's character although the embankment to the south of the village would be pronounced. Here it would add movement and noise to this currently tranquil valley. The route with its earthworks cutting into the ridge slopes to the south would be very noticeable when viewed from the valley. Irreplaceable ancient woodland would be removed as well as trees and hedgerows. The route passes through the Ely Valley and Ridge Slopes Special Landscape Area. As with Option A, the proposal would adversely affect the tranquil feeling of the area, the intact field boundaries, and disturb the continuity of the prominent ridgeline to the south, although the effects on the valley floor would be less marked.</p> <p>The assessment suggests that any impact on the landscape are likely to be greatest construction Stage and overall are likely to be minimal. In my view, the effects would be significant, adverse and long-term at least on the Ystradowen valley lowlands and Central Vale Ridges and Slopes Landscape Character Areas (LCAs) as well as the Ely Valley and Ridge Slopes Special Landscape Area.</p> <p>Significant adverse visual effects on people including residential amenity</p> <p>Option A- East of Pendoytan:</p> <p>The proposed route would be particularly visible across the Ely valley and up the ridge slopes from a number of public rights of way in the area. Other recreation receptors will include cyclists who enjoy the local lanes.</p> <p>In respect of residential receptors there are number of properties which are either very close to the road or would have views towards it with views of associated traffic and which would suffer Significant adverse visual effects in the long term. These include:</p> <ul style="list-style-type: none"> ☿ = A few residential properties near Clawdd Coch (around two) « A number of residential properties in Heol St Cattwg in Pendoylan (around 15) « Residential farm properties south of Pendoylan (around five) ☿ South of Trehedyn Lane (around three). <p>Some of these may breach the threshold of acceptable effect on residential visual amenity.</p>
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	<p>Option B- West of Pendoylan:</p> <p>The proposed route would be visible across the Ely valley and particularly visible up the ridge slopes from a number of public rights of way in the area. Other recreation receptors will include cyclists who enjoy the local lanes.</p> <p>In respect of residential receptors there are number of properties which are either very close to the road or would have views towards it with views of associated traffic and which would suffer Significant adverse visual effects in the long term. These include: ¢ = A few residential properties near Clawdd Coch (around two)</p> <p>« A number of residential properties in south and west Pendoylan (around 11)</p> <p>« Residential and farm properties south of Pendoylan (around five)</p> <p>¢ South of Trehedyn Lane (around three).</p> <p>In my view it is certain that the road would breach the threshold of acceptable effect on residential visual amenity in the case of four properties south of Pendoylan (eg Tyn-y-Cae and Maes-y-Coed) where the road runs on high embankment directly adjacent to their curtilages.</p> <p>Non Compliance with Active Travel Act 2013</p> <p>The existing lanes heavily used by cyclists to be closed are Trehedyn Lane from Peterston super Ely to Welsh St Donats, and Pont Sarn Lane from east of Peterston, via Clawdd-Coch to Welsh St Donats. Assuming the new road is built, the only option for cyclists going west from Cardiff (to avoid the very fast and busy A48), will be to cycle up the steep narrow, and even now busy Logwood lane from Gwern y Steeple up to the new junction, to join the existing lane, for a steep descent to rejoin the existing lane to Welsh St Donats. Where cyclists currently experience a pleasant gentle ride along Trehedyn Lane, they will now face a dangerous climb on Logwood Lane which will become busier as a rat run, deterring the great majority of cyclists.</p> <p>In ignoring the way in which people currently cycle in the area, the proposal fails to meet the requirements of the Active Travel Act to enhance Active Travel routes, and in fact severely damages them.</p> <p>Non Compliance with the Environment Act (Wales) 2016</p> <p>This Act requires the reduction of carbon emissions of greenhouse gases by 80% by 2050, against the 1990 baseline, and with interim targets and 5-yearly carbon budgets.</p> <p>Building a road which will increase traffic by 250% will clearly increase carbon emissions. A large volume of carbon emissions will also be generated by the construction phase of the road.</p> <p>Section 6 of the Act requires public authorities to maintain and enhance biodiversity, and thus to promote the resilience of ecosystems. Objective 4 of the proposed scheme is the requirement to protect and enhance the historic and natural environment with at least a Neutral Impact.</p> <p>The road will adversely affect biodiversity in terms of very large impacts on Ancient Woodland and impacts on Sites of interest for Nature Conservation (SINCs).</p> <p>Ignoring the Climate Emergency</p> <p>The Welsh Government declared a climate emergency in April 2019 and the Vale of Glamorgan Council did so in July 2019. These proposals take no account of these declarations or how they may assist in tackling the climate emergency. This road development will contribute to the climate emergency by generating more traffic and higher emissions, and is therefore in conflict with Welsh Government's plan to Decarbonise Transport.</p> <p>Transport experts have repeatedly shown that building new roads does not solve traffic problems (see CPRE report 'Impact of Road Projects in England'). The evidence shows that new roads encourage more traffic and increase carbon emissions and cause damage to biodiversity and the environment.</p> <p>Online options</p> <p>The online options have not been assessed in such detail but are likely to have less impacts on landscape character and people although would still have adverse effects on the trees and hedges along the existing lane and would likely have significant adverse effects on the Central Vale Ridges</p>
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	<p>and Slopes LCA. There would also be a marked reduction in tranquillity which would affect the SLA. It is understood that the online options would not block the existing cycling routes which would also be a benefit.</p> <p>However overall, I object to the online options due to their localised effects which are out of character with this special part of the Vale of Glamorgan.</p> <p>Conclusion</p> <p>Overall, I hope that the reasons above will assist you in reconsidering the proposals. I hope you will consider alternatives which are in line with planning policy which has been put in place since 2009 and the original Weltag 2 report and take account of the climate emergency in which we find ourselves in.</p> <p>Yours sincerely</p>
88	<p>Dear Sir/Madam</p> <p>I live in Peterston Super Ely. I have lived here for 10 years and would be very unhappy if the new road from J34 to A48 goes ahead.</p> <p>I have reviewed the plans and object to the east and west routes because:</p> <ol style="list-style-type: none"> 1. Rural farmland will be lost - this is my family farm and I know they are very upset. 2. Potentially require the demolition of properties 3. Impact the rural environment for residents, walkers, cyclists, horse riders and animal lovers 4. Two lanes, Gwern Y Steeple and Clawdd coch will be blocked off to local traffic, horse riders, cyclists and walkers by the new road - I travel to see my grandfather this way, who lives on his own. The journey will be longer and more difficult as Peterston sometimes floods and we are already restricted with what lanes we can use to get out of Peterston when it is flooded. We do not need more restrictions. I enjoy walking through lanes and don't want to hear or see this new road. 5. Traffic levels will increase causing more noise and air pollution 6. Ancient woodland and animal environments will be affected. 7. Life will be different 8. Local businesses and pubs will be affected if the 2 villages and access is cut off. <p>I look forward to receiving your reply .</p>
89	<p>Dear Sir/Madam</p> <p>I live in Peterston Super Ely. I have lived here for 10 years and would be very unhappy if the new road from J34 to A48 goes ahead.</p> <p>I have reviewed the plans and object to the east and west routes because:</p> <ol style="list-style-type: none"> 1. Rural farmland will be lost - this is my family farm and I know they are very upset. 2. Potentially require the demolition of properties 3. Impact the rural environment for residents, walkers, cyclists, horse riders and animal lovers 4. Two lanes, Gwern Y Steeple and Clawdd coch will be blocked off to local traffic, horse riders, cyclists and walkers by the new road - I travel to see my grandfather this way, who lives on his own. The journey will be longer and more difficult as Peterston sometimes floods and we are already restricted with what lanes we can use to get out of Peterston when it is flooded. We do not need more restrictions. I enjoy walking through lanes and don't want to hear or see this new road. 5. Traffic levels will increase causing more noise and air pollution 6. Ancient woodland and animal environments will be affected. 7. Life will be different 8. Local businesses and pubs will be affected if the 2 villages and access is cut off.

	I look forward to receiving your reply .
90	<p>Dear Sir</p> <p>I wish to lodge an objection to the proposed road construction through the Vale to Junction 34 as outlined in your study. The grounds for my objection are as follows.</p> <ul style="list-style-type: none"> • The Welsh Assembly Government has declared a climate emergency and a commitment to a low carbon economy. By any measure this proposal will be a significant detriment to such a proposal and is incoherent in national policy terms. I would also ask you to release your estimate for the carbon footprint of the build and increased traffic flow. I assume you have undertaken such an estimate perhaps using the CHANGE methodology(Calculator for Harmonised Assessment and Normalisation of Green House Gas Emissions) • It will close East to West roads used by many for cycling ,walking and recreation during construction and possibly longer and damage much of the woodland hedgerows and dependent flora and fauna at a time when these things have never been more important to preserve. • The proposal does not take into account other public transport, active travel or train service options which could play an important role in improving links to the Airport and Barry. This is a serious flaw. • The development will cause extensive damage to SINCs and will be visually very damaging to this beautiful area including through noise pollution. <p>I urge you to reconsider this enormously damaging proposal and will be writing to my assembly Member and Member of Parliament making the above points.</p> <p>Yours Sincerely</p>
91	<p>We are writing to you & to inform the council that we strongly disagree with your proposal to build a major elevated link road from the M4 to the A48 through a conservation area in the Ely Valley.</p> <p>Due to climate change we are constantly being reminded by the Senedd and the UK Government to try and curtail our usage of cars & it has been proved that new roads over long term have caused more than the expected greenhouse gas emissions. Whilst we understand that this proposed road is in order for traffic to be able to leave the M4 and make their way to the airport and St Athan Enterprise Zone (Aston Martin) as quickly as possible, we do not however understand why this road is being proposed as per your plans.</p> <p>Since your plans were conceived, the world has undergone enormous change.</p> <p>The people who live in this area have chosen to do so in order that we can enjoy living, working and spending our free time in these wonderful countryside villages. We are now in the dreadful situation of people living in fear of having their homes taken away from them, ancient woodland being destroyed and our natural environment changed forever.</p> <ul style="list-style-type: none"> • How can you justify spending nearly £77million on this destructive project? • Destroy people's lives by demolishing several family homes? • Ignore the fact that not only are we in the middle of a climate Emergency but we are all fighting against Covid whilst the economy is collapsing around us? • Bring over 10,000 freight and passenger journeys to this wonderful area each day and also cause more congestion around St. Nicholas, Bonvilston and Culverhouse Cross?

	<ul style="list-style-type: none"> • Sacrifice the ancient woodland and hedgerows in the area which will exacerbate local flooding and threaten biodiversity in the area? • Ignore the fact that there will be significant damage to the population with regard to noise and virtual intrusion. • How can you think that closing off both the existing lanes between Peterston Super Ely and Pendoylan is a good idea? <p>Currently, the road through Pendoylan to Sycamore Cross is a relatively quiet country road & therefore does not take long to navigate. Its major problem occurs when parents drop off and pick up children at Pendoylan school in the morning and afternoon. This could be resolved by providing a car park for parents and double yellow lines outside the school.</p> <p>The only time the road becomes seriously crowded is if there is a major problem on either the M4, A48 or the A4232, then traffic inevitably tries to escape from where the problem is and the width of the road in places can then create blockages. This probably happens on fewer than 10 occasions a year. £77 million is a ridiculous amount of money to spend for so little benefit. If the road is not widened the amount of traffic using it will not increase enormously, whatever your study says.</p> <p>If option A or B was constructed, there would almost certainly be a huge increase in traffic volume, particularly with HGV's, leading to a massive increase in noise pollution and greenhouse gases. Your study suggests that with option A or B greenhouse gases would be improved from what we have now. This is patently absurd.</p> <p>The most important change to improve traffic flow and journey times in South Wales without question is the M4 relief road for the Brynglas tunnels. If the Welsh government are not willing to spend money for a project that would undoubtedly have enormous benefits for the vast majority of people and businesses in South Wales, why on earth spend vast sums of money, that could certainly be better used elsewhere, on a project of dubious benefit to anybody, at the same time destroying ancient woodland and hedgerows, blocking off country lanes and demolishing family homes.</p> <p>We urge you for the sake of the Vale to reconsider your proposed plans.</p> <p>Thank you</p>
92	<p>Hi would like to state my objection to the proposed addition to junction 34.</p> <p>I believe that this addition would decimate the natural beauty of the valley between Pendloylan and Peterston-super-Ely. You would be destroying a pristine area of natural beauty, and wildlife for an additional road that is not required. There are already infrastructure routes in place, that would more than sufficiently address demand and benefits, that simply need tweaking!</p> <p>I feel that not only visually will this unnecessary additional destroy the area, but audible pollution also, air pollution, and environmental impact are beyond consideration. The vast amount of money that this project would cost, is a redundant and unnecessary addition, when the existing road network via Culver House Cross, provides access for HGVs, public and personal vehicles to both sides of the Vale, and</p>

	<p>wouldn't cost as much!! Not only the impact on residential property values, but the destruction of agriculture businesses would ravage the communities in an already difficult time.</p> <p>I firmly object to the this proposal and suggest that an alternative option be explored.</p> <p>Regards,</p>
93	<p>I would like to make you aware that I strongly disagree with, and object to, this development in its entirety. I request that these proposals be stopped and scrapped immediately, primarily due to impact on biodiversity and climate.</p> <p>1. Biodiversity</p> <p>It contravenes many of the UK laws that have been established over the 40 years since the introduction of the Wildlife and Countryside Act of 1981. Roads can directly impact on local water quality and hydrology of the environment habitats and interfere with the large numbers of species present (both fauna and flora). In the vast majority of cases where new roads have been built, traffic has merely been moved from one area to another. More roads = more traffic = more congestion!</p> <p>Further to this, all of the proposed options negatively impact ancient woodlands and hedgerows. Being situated on the 'Ely valley ridge', the issue of environmental hydrology needs to be considered as a priority.</p> <p>2. Climate concerns</p> <p>The construction of this road would contravene the Climate Emergency plan signed up to by the Welsh Government and VGBC. It will encourage increased vehicle usage thereby increasing CO2 emissions and contributing to global warming/climate change. In particular, there is concern that the earthworks contemplated by these proposals will affect the water table and the surface water from any new road will need to drain somewhere. As an example, between Autumn 2019 and Spring 2020 there were three severe floods in Peterston - cutting off the roads and causing damage to property. Further to this, river banks have been eroded during recent years by high river levels and there is concern that this could be exacerbated by the run off of water from any new construction.</p> <p>Nationally our road congestion problem needs a new system and national policies which encourage well thought out, sustainable transport policy which will protect the prime countryside we currently reside in.</p> <p>Further to the above, and more specifically, I would like to express concern about the proposed closure of the lanes leading to Peterston from Pendoylan via Clawdd Coch and Gwern-y-Steeple. These lanes are vital to our local communities (particularly the farmers). Closing these lanes would isolate homes and divide the two villages, leading all traffic to use the Logwood hill. This roadway is already a rat run, unsuitable for the existing level of traffic and would not cope with the increased traffic flow caused by said lane closures.</p> <p>I would very much appreciate that you take all of these salient points into consideration whilst making your deliberations on this ill timed, badly thought out proposal. I look forward to hearing from you in due course.</p> <p>Yours sincerely,</p>
94	<p>I am utterly dismayed and betrayed by the intentions of the council to make major changes to road structure affecting Junction 34 of the M4 and surrounding areas.</p> <p>I co-own a woodland known as Coed Pen-Brych, 0.5km west of Clawdd-coch, at grid reference ST 050777. We look after the woodland in the spirit of the Future Generations Act and in response to the Climate Emergency, recognised also in words but apparently not in deed, by the Welsh Government and the Vale of Glamorgan Council.</p> <p>The woodland and surrounding lanes, communities and natural habitat would all suffer a terrible, negative impact by any of the proposed schemes outlined.</p> <p>We will lose safe cycling or walking routes, my parents who live in the area will be on a rat run as transport uses remaining lanes around Fairwater, St Fagans and Peterston Super Ely to avoid Culverhouse Cross. The resulting pollution will destroy habitats and contribute to mental and physical health problems.</p> <p>I feel betrayed by local and national governments, who are following schemes without due regard to changes brought about by the climate crisis and fundamental, lasting changes in travel and transport needs for the population.</p>

	I strongly request that the scheme is abandoned and a drastic, intelligent and responsible rethink is undertaken, this is a great opportunity to set an example of responsible government
95	<p>If built, this road would have a significant and irreversible negative impact on this part of the Vale of Glamorgan, its residents and visitors. The disadvantages far outweigh the benefits and, with the likely changes in working practices and plane travel following Covid 19, the proposals seem completely out of step with public opinion. In particular I object to the following:</p> <ol style="list-style-type: none"> 1. The 'disconnect' between local villages due to key lane closures. These lanes have linked Peterston Super Ely, Pendoylan and Welsh St Donats for centuries. 2. The disruption to walkers, and especially cyclists, who use the lanes as a way to access the beautiful countryside beyond Welsh St Donats, including Hensol Wood. My favourite cycle ride is a route that goes from Peterston Super Ely out along Trehedyn Lane, around the back of Hensol Wood and returns to Peterston Super Ely via Pont Sarn. Both of these lanes are due to be closed which would mean I would have to detour up to the busy A48 to cycle into west Vale. The number of cyclists using Trehedyn Lane in particular is huge! 3. The loss of habitat and destruction of a beautiful part of the Ely Valley with additional risks from flooding, pollution and noise nuisance. Is this road really worth destroying the Vale's rural charm and unique selling point? Surely it would be better to concentrate on Park and Ride, improved rail links, and a better bus service. Moreover, my personal view is that this money would be better spent improving the existing network of roads and lanes in the Vale some of which are in a deplorable state. 4. Finally, I feel local people have not been able to get together to really voice their concerns due to Covid restrictions. <p>Thank you for your attention and I trust my objections to the proposed road will be noted as appropriate.</p>
96	<p>To whom it may concern,</p> <p>I am horrified to learn that this road is proposed with the results that two beautiful roads which I cycle regularly and used throughout lockdown would be affected or closed.</p> <p>I also fear for the survival of the public footpaths in the area.</p> <p>It is in direct conflict with the Government's wish to promote cycling and walking. It is truly ridiculous to think of ruining this area with more roads.</p> <p>The thoughts below reflect my thinking entirely.</p> <p>Vale of Glamorgan Council is proposing a new road between the A48 (west of St Nicholas) through to Junction 34 of the M4 (near Llantrisant). It will close the two lanes that run east/west used by literally thousands of cyclists going from Cardiff into and back from the Vale. One lane runs between Peterston-Super-Ely and Welsh St Donat's, and the other from St Fagans, through Clawd-Coch to Welsh St Donats. Both would be closed as the new road will be up on an embankment that's too low for a bridge. It will also cause a rat-run along the existing road from Fairwater through St Fagans and Peterston super Ely making this unsafe for cycling and intolerable for residents of those villages, as it will be a way for vehicles to avoid Culverhouse Cross and the A4232 to get to the M4. The new road will devastate this lovely tranquil valley of the River Ely with noise, air pollution, and major damage to ancient woodlands and habitats. It will encourage more traffic, increasing carbon emissions, at a time when Welsh Government and the Vale Council have declared a Climate Emergency, and the government has announced plans to decarbonize transport in Wales by promoting cycling and walking, and public transport</p>
97	<p>Dear Sir / Madam,</p> <p>Re: M4 J34 to A48 link road WelTAG Stage Two consultation</p> <p>I write regarding the above consultation on behalf of the Vale of Glamorgan Conservatives Council Group to express our total opposition to the proposals for a link road between the M4 motorway Junction 34</p>

	<p>and the A48 via Pendoylan.</p> <p>The consultation includes a cost-benefit analysis underpinned by dubious assumptions. But whether or not the road traffic predictions are worth much more than a monthly weather forecast, what is not in doubt is that such an analysis was made prior to the Coronavirus pandemic. And whilst it may be hoped that we have glimmers of light at the end of the tunnel, it is too much to hope that the pandemic will not have lasting impacts, including upon work life and commuting. These proposals take no account of this whatsoever.</p> <p>What cannot be properly accounted for in the present value costs of the proposals are the destruction of homes and the blighting of the village of Pendoylan. Compulsory purchase of properties alone doesn't reflect the cost to the community of being overshadowed - literally - by a road and previous routes to some nearby communities severed. What of the cost to the many residents whose houses are left standing but their future value is forever tainted by the new road? There is no indication in the consultation document that any of these proposals account for the consequences of these impacts other than a vague acknowledgement that they exist. However, it has been brought to our attention that even this acknowledgement isn't very thorough as there are a number of homes to be destroyed that are absent from the maps.</p> <p>All this to say nothing of the wider impact on the environment, biodiversity and cultural heritage. Whilst all infrastructure projects have their environmental impacts, there must first be a pressing case for such infrastructure that clearly outweighs these costs. Such a case does not exist for these proposals.</p> <p>But whereas the M4 J34 to A48 link road is a proposal made on the basis of dubious and outdated predictions and opposed by the local community, there is another infrastructure project desperately needed today that has the broad support of the local community: a Dinas Powys by-pass. It is beyond comprehension that the Vale of Glamorgan Council should push ahead with a controversial link road of dubious benefit at a monetary cost up to £77M instead of building the congestion-easing, pollution-reducing Dinas Powys by-pass, which benefits not only residents but also commuters between Barry and Cardiff.</p> <p>In short, these proposals for a link road are oversold and undercosted, devastating for the local community and come at the expense of worthy infrastructure projects - foremost of which is the Dinas Powys by-pass.</p> <p>I hope you give these points serious consideration.</p> <p>Regards,</p>
98	<p>Pendoylan Community Council</p> <p>Pendoylan Community Council response to Jct 34 to A48 road proposal.</p> <p>As you know our Councillors have been granted a dispensation allowing us to comment and advise the community on the consultation process . As the majority of the Council are significantly affected by the plans and have been obliged to declare an interest it leaves us non quorate to take a decision or point of view. However, we have discussed and shared the consultation process concerns throughout the</p>

	<p>process and which are summarised below:</p> <ul style="list-style-type: none"> • WelTAG stage 1 was a flawed process right from the start as a specific scheme was presented to Pendoylan Community Council and the community as a whole. This road had already been identified as the only road proposal from Jct 34 to A48. Although many other solutions were put forward by the community as an option to access the airport and St Athan enterprise zone none were considered although we queried why. • The Future Generations Act had not formed any part of stage 1 and was raised with the consultants, with the result that it was retrofitted into an already identified scheme. • Concerns were expressed by members of the community that their responses had not been received and that the consultation was in effect flawed. The consultation also did not meet the statutory notice process for the correct amount of time • We contacted the Vale council to query why the stage 1 report was not being presented to the community council focus group before going to cabinet as previously advised • The Community Council was then presented with the three options to be taken forward. We asked why all other options had been discounted • We also queried where were the independent specialists at the stage 2 review body meetings and there was an obvious lack of any environmental expert representation. • The Community Council asked why as a conservation village there was so little attention paid to the significant effects on our environment. • We challenged a consultation that did not communicate the households that were identified as significantly affected • We asked that the Council kept us up to date with regular meetings as we were receiving information second hand via members if the public • Following the necessary extension of the consultation to 2+ to address some of the concerns raised by our community a new public consultation was launched from September to December 2020. During meetings between the Community Council and the Vale Council with Arcadis we raised concerns about the effectiveness and fairness of consulting virtually during the Covid lockdown restrictions. This is an ageing, rural, widely dispersed community and it was felt that it was a consultation where much of the community would be disadvantaged by lack of internet access/ ability • We were promised that every household would be contacted personally according to how the road proposal would affect them. This was duly minuted but later contested by the Vale Council and has still not been addressed satisfactorily. • The responsibility was shifted onto the Community Council which, again, was not a fair solution as we were unable to hold public meetings or carry out door to door leafleting • We felt that the consultation was a Vale Council initiative and, while we did everything we could, ultimately the responsibility for communicating with every household and business should have been the Councils. Currently there are still outstanding households who are significantly affected who have not received the correct documentation from the Vale Council or Arcadis. • Some of the affected houses do not appear in the Arcadis map. • In the latest plans the local villages have been severed by plans to close roads between two close rural communities thus closing off households and businesses from essential facilities. These also would prevent any active travel in this area and place impossible traffic on surrounding rural lanes. • Finally, the proposal does not address the concerns of climate change which both the Council and the Welsh Government have signed up to and fails to look at alternative solutions and sustainable transport. The Community Council have to play their part in addressing the Climate Crisis and we feel that this proposal compromises our position. <p>Pendoylan Community Council have already responded to the consultation with the above points but would like to submit this document as our formal response to this proposal so far with these concerns regarding the process</p>
99	<p>Dear Sir/Madam,</p> <p>I have not completed the feedback forms provided yet as I wished to directly email some thoughts on a personal level regarding the Western Route for the proposed M4A48 link road.</p>

	<p>The proposed road and cycle track cross the South facing side of our garden. The way the Western road is presented on the visual/drone view makes the extent of the width of the whole structure unclear and reduces the apparent impact on the landscape and properties. From the map view it would appear that our own property would be perched on the edge of an embankment and yet from the aerial photo (photo 4) this is not apparent. In fact a tall tree appears in the photo, that would lie under the earthworks on the map, and the extent of the embankment is invisible in the dark picture you have produced for consultation.</p> <p>I am sure you are sensitive to the potential environmental (if not particularly the residential) implications of this project but I would have hoped that you would have been able to provide a more honest indication of the total width of the road construction and perhaps provide ground level views that demonstrate the impact of this project on the environment and residents. This would allow a more informed feedback. After all, most people will view the road from ground level.</p> <p>In addition, the Western route will cut off our access to Pendoylan to the West and leaves us a single Eastern access out, towards Gwern y Steeple. This road floods between The Swallows and Trehedyn House every year and is often impassable for days. Apart from the potential inaccessibility for emergency vehicles to the stranded properties affected, both myself and partner are medical doctors with on-call commitments. My neighbour (**** from *****) lost his car in the flooded road 3 years ago.</p> <p>Yours sincerely,</p>
100	<p>Dear Cabinet Member,</p> <p>I am writing in support of the local community's concerns surrounding the WelTag Study being conducted to assess potential improvements for the M4 Junction 34 to the A48 including the Pendoylan Corridor and the related Consultation. I strongly oppose the development of either road option.</p> <p>There have been a number of discrepancies throughout the Consultation process which has led to the Community and other stakeholders being mis-lead. The reliance of technology to view the Consultation Documentation and online submission of responses will undoubtedly exclude a proportion of the Community who for their own reasoning do not have access to this technology or cannot use it due to health conditions.</p> <p>Furthermore, considering the shortlisted highway options that have been proposed, I want to object to them both in the strongest of terms. This is a highly sensitive area of the Vale of Glamorgan, the development of which would contradict legislation and guidance aimed at protecting the environment.</p> <p>Furthermore, the community make up in this area stems from long established links between villages, hamlets and individual properties developed over generations. Either of the highway developments proposed would destroy the foundation of the community, local wildlife and high grade agricultural land.</p> <p>The environment locally provides a habitat for protected species and previous Welsh Government proposals on developing the areas were ruled out due to environmental considerations amongst other factors.</p> <p>The Business Case for both the road has been weakened as a result of the sharp fall in aviation activity prompted by Covid-19 measures. The aviation industry has predicted that recovery won't come for many years and I believe that this proposal is premature. It also contradicts clear statements and Welsh Government policies and targets on protecting the environment and reducing the use of private vehicles.</p> <p>I would also like to express my apprehension around the development of the proposed Gateway Station. The plan would cause access challenges and unnecessary environmental and congestion issues,</p>

	<p>especially for the surrounding villages. It would create additional vehicle movements. Additionally, a new station on this track of railway will cause further congestion and delays on the intercity line network. Excess demand on this track is a factor in restricting the frequency and reliability of trains on the London to South Wales line.</p> <p>Thank you for your consideration. The road options are destructive to community life, would cause the greatest environmental damage to green spaces, protected species and the high quality agricultural land in the area.</p> <p>Yours,</p>
101	<p>Peterston-super-Ely Community Council Cyngor Cymuned a Llanbedr-yr-Fro</p> <p>WelTAG Stage Two Plus Consultation Response: Proposed road linking the M4 at Junction 34 to the A48</p> <p>Dec. 20th 2020 Summary:</p> <ol style="list-style-type: none"> 1. This is the response of Peterston-super-Ely Community Council (PSE CC) to the WelTAG Stage Two Plus consultation document for a proposed new road from the M4 at Junction 34 to the A48 at Sycamore Cross. Our response has been informed by the views of residents collected in our own consultation process. 2. PSE CC objects to the proposed road options A, B, C1 and C2 and supports the 'do minimum' option maintaining the existing road. 3. PSE CC also objects to the following aspects of the WelTAG consultation and documentation: <ul style="list-style-type: none"> • The strategic case made for the major road options is seriously flawed and has not followed proper WelTAG procedure. A proper assessment of integrated transport options has not been carried out, calling into question the credibility of the Outline Business Case as a whole. • The considerations in the WelTAG process do not conform to a range of Welsh Government legislation on well-being, integrated transport, sustainability, carbon emissions reduction and environmental protection. • Engagement of residents and civic society stakeholders has been limited and inadequate, failing to include a range of valid expertise in the process. • The impact assessment is inadequate and biased toward justifying building a road. 4. For the reasons above, we believe that the process to date does not meet the requirements set out in the WelTAG Appraisal Guidance (2017) and that the current process should be rejected and a new assessment and options appraisal for integrated transport in the wider area undertaken. <p>The Strategic Case</p> <ol style="list-style-type: none"> 5. The strategic case for the proposed road is inadequate; Stages 1 and 2 are not in line with the WelTAG Guidance to consider a wide range of solutions within the transport sector. The strategic problem relates to congestion and journey times in a wider area than just the Pendoylan corridor. WelTAG has failed to make any serious appraisal of integrated transport options to reduce traffic congestion such as integrated public transport, reduced or zero bus fares, enhancing the active travel network, reducing single car occupancy by car sharing, workplace parking levies, road pricing or congestion charging, travel reduction measures, etc. – let alone a comprehensive package of a combination of these. Non-road alternatives were neither considered nor modelled, as is required by WelTAG. 6. In failing to consider the importance of modes other than the car and in its narrow examination of one motorway junction, Stages 1 and 2 are also failing to meet the requirements of the Well Being of

	<p>Future Generation Act in relation to finding the most sustainable solution to the challenges posed.</p> <p>7. Stages 1 and 2 are also in direct conflict with the declaration of a Climate Emergency made by the Welsh Government and the Vale of Glamorgan Council in 2019. The declaration seeks to significantly reduce carbon emissions as a priority within public sector decision making. This WelTAG process has not factored this in. It has not examined the low carbon options as alternatives to a road based solution.</p> <p>8. The strategic case is also outdated. The consultation document acknowledges that it does not consider at all the implications of Covid-19 and likely changes in home working and reduced air travel. It does not address sufficiently the imperative to reduce greenhouse gas emissions and road traffic. Many studies confirm that new roads just result in increased traffic and higher emissions. And it does not consider the effect on regional traffic of the rail Metro developments and the proposed rail parkway at J34.</p> <p>9. The strategic case utilises conventional models and calculations about road building need and impact. These are seriously flawed and in need of reform concluded a study commissioned by the Council for Protection of Rural England of outcomes of road building over 20 years. The study evidenced new roads over the longer term caused:</p> <ul style="list-style-type: none"> - induced traffic, often far above background trends; - significant environmental and landscape damage; - widespread damage to biodiversity; - worse than expected greenhouse gas emissions; - increased car-dependence; - and show little evidence of benefit to local economies <p>10. There is no need for this road. Trunk road routes already exist to the airport and enterprise zone: J33 A4232/A48/A4226; and J35 A473/A48/A4226. Time saving on the short length of 6 km of proposed road can only be a few minutes making little difference to accessibility considerations.</p> <p>Non-conformity with legislation</p> <p>11. From the outset of the process, consideration of all possible transport solutions has been marginalised, or invoked only to support the road-building objective:</p> <ul style="list-style-type: none"> • Welsh Government's 'National Transport Finance Plan', December 2017, refers to this road scheme, with the purpose of the WelTAG study being to determine the preferred option, i.e. which route the road should take. The consultation has largely and quite explicitly focused on which route for the road would be chosen. • The Stage 2 report states that options were justified based on the Peter Brett Associates Report, the 'Case for Change'. However, this was published in February 2018 - after the conclusions of the WelTAG Stage 1 Report and after the shortlisted options were agreed by the Vale of Glamorgan Council Cabinet in November 2017. This clearly shows that the decision on the option for Junction 34 was taken first - based on very little evidence and with no exploration of alternative options - and the strategic justification came retrospectively to back this up. The conclusion that M4/A48 options best address the regions issues and challenges is therefore fundamentally flawed and misleading. <p>12. The WelTAG process requires an independent review of the process and conclusions to date at the end of Stage 2 and before Stage 3. There is no mention of this independent review or arrangements for it to happen.</p> <p>13. The Well-being of Future Generations (Wales) Act (WBFG) is cited and summarised in the documentation, but then largely ignored – for example regarding the long term; integration (e.g. with the climate emergency); involving a diversity of the population in decisions that affect them; and working collaboratively to develop sustainable solutions. The practice of WelTAG with this scheme has been rather different, even though it is essential to comply with the WBFG Act when using WelTAG. The Future Generations Commissioner for Wales in a letter (25th Nov. 2020) to the Minister for</p>
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	<p>Economy and Transport has highlighted her concerns about poor WelTAG process for this scheme so undermining the Welsh Government's progressive approach.</p> <p>14. The objectives of the scheme are only loosely related to the seven goals of WBFG. There is no sense that the WBFG goals were used as a framework for the development of the scheme, rather an old-fashioned road scheme has retrospectively been fitted into them. The scheme has five objectives which fail to adhere to the principles of WBFG, and even so the scheme will largely fail to achieve its own limited objectives.</p> <p>15. The first objective is to 'enhance connectivity to Cardiff airport and strategic employment sites in the region'. Success of this is to be measured, however, by looking at something very different, 'reduced and more reliable journey times between [the] strategic [road] network and Cardiff airport and St Athan'. So the transport issue is defined solely in terms of road use.</p> <p>16. Objective 2 is to 'increase transport options for strategic access and access to and from local communities'. This is to be measured by looking for 'increased use of sustainable travel modes by residents and local communities'. There is no prospect of a road-building scheme achieving increased use of sustainable travel modes.</p> <p>17. The third objective is to increase resilience and safety on the M4, the A48, the A4232 and other roads. This will be measured by reduced accidents and delays. But many decades of road-building show us that, almost always, building roads encourages traffic, by making driving a relatively better option, which in turn increases pressure on the network (commonly on adjacent but different roads). Building roads does not fix jams, or network resilience, except in the very short term. Moreover, 'reduced accidents' will be measured not by fewer accidents, but by accident rates per vehicle kilometre - so a lot more vehicles and just a few more accidents would be a success.</p> <p>18. The other two objectives are to protect and enhance the built and natural environment; and to support communities, social inclusion, health and well-being. Success for these two objectives is to be measured by an improved transport network with at least no reduction in all of these things – which, given the noise, pollution and destruction of habitats and amenity acknowledged in the impact assessment, will not be achieved.</p> <p>19. Other issues were not considered that are required by the WBFG Act. These include transport poverty, and how the proposal contributes to reducing inequality. 20% of residents of the Vale of Glamorgan have no access to a car, these are predominantly poor and elderly, and they will experience no benefits from this scheme. It is unclear how the scheme is reducing inequality, given that it advantages the relatively advantaged. The impact of traffic on mental health and well-being is well documented but not mentioned.</p> <p>20. Wales Transport Strategy 'Connecting the Nation' has key areas including:</p> <ul style="list-style-type: none"> - reducing greenhouse gases and environmental impacts; - improving public transport and better integration between modes; - improving links and access between key settlements and sites (but with no specific mention of roads in this). <p>The WelTAG process for the Pendoylan road has failed to act on these priorities by considering sustainable transport options.</p> <p>PSE CC argues that the strategic case is fundamentally incorrect and out of date and conflicts with a range of Welsh Government legislation, and that the current process should be abandoned. In this light the following responses are moot but nevertheless we believe it is important to state the shortcomings of the process and the latest consultation documents.</p> <p>(Non) Engagement of residents and civic society stakeholders</p>
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	<p>21. The Review Group for the scheme met only once and largely consisted of local authority officers who supported building a new road. Not all the local representatives received the documentation for the meeting in time. The one Review Group meeting was not welcoming to opinions challenging the case for the road and did not respond adequately to them, so local views and knowledge were ignored.</p> <p>22. Contrary to the requirements of WelTAG there has been no involvement of cyclists or cycling bodies, nor of horse riders and their organisations, in the WelTAG process. The summary of stakeholders (Outline Business Case 2.6.1) lists no-one with expertise in active travel. Environmental and other stakeholder organisations have not been involved in the consultation nor the Review Group despite their undoubted expertise in the areas of impact of the scheme. The Woodland Trust was seen as not an appropriate body to be a member of the Review Group because it is 'a lobbying group rather than a technical consultee' even though impact on ancient woodland is assessed as seriously adverse.</p> <p>23. A report was produced analysing the responses to the WelTAG Stage 2 consultation, but there have been no responses to points made and errors identified by consultees, which is not usual practice. Impact Assessment</p> <p>24. The claim that the proposals will relieve congestion on the strategic network is fundamentally flawed and misleading. The Brett 'Case for Change' Report states that the role of road will be to improve access from the M4 to Cardiff Airport and the Enterprise Zone at St Athan and forecasts that 10,000 travellers will use the route daily. However, it does not state what proportion of these would be going onto the Airport/St Athan and what proportion would be going onto towards Culverhouse Cross and Cardiff. With only limited flights available from Cardiff Airport compared to other regional airports, and (pre-Covid) just 1.4 million passengers per year (around the same amount as Bridgend Train Station) evidence would suggest that most of the 10,000 travellers would be road based commuter and freight traffic destined for Cardiff. No attempt has been made to determine this important split despite it being suggested at consultation meetings that it could be done using vehicle licence recognition. Culverhouse Cross experiences very high levels of congestion and air pollution already. Traffic on the A48 towards Cardiff currently backs up past Bonvilston on most mornings during peak times. The WelTAG Stage 2 report states that the morning peak will bring an additional 2,000+ vehicles onto this part of the network. Additional traffic accessing the A48 from the M4 will only exacerbate this problem.</p> <p>25. Measures of success for the objectives that the proposed road should meet are weak. For example: "Minimise impacts on communities and support social inclusion and health and well-being" (Outline Business case, 2.7.1) has success measures as "Number of properties affected, length of walking and cycling links provide." These measures are so weak as to be irrelevant.</p> <p>26. Impact assessment is too narrowly focused on effects in the immediate vicinity of the road. Noise and visual intrusion will affect communities across the Ely valley not just homes near the road and in Pendoylan. The impact assessment should be revised with a wider analysis of impact on surrounding communities.</p> <p>27. Assertions about impact assessment in the Outline Business Case are referred for evidence to the Impact Assessment document. In reality most of the assessments have no evidence but are subjective judgements; some others have technical, numeric content but methodology for these has been shown to be often inaccurate (CPRE study). The numeric assessments are given more weight than subjective and qualitative ones, disregarding many major adverse assessments eg. ecological, biodiversity and ancient woodland impacts. Non-monetised impacts should be given greater weight in overall assessment of impact and value for money, based on an evaluation of ecosystem services.</p> <p>Social impacts:</p> <p>28. The assessments state public transport improvement for local people as a benefit of the road. This would simply not be the case. The road does not service local centres; there would be no bus stops</p>
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	<p>along the route. There would be little/no public transport benefit to local people.</p> <p>29. The assessments state improved access to the strategic road network by local people as a key benefit of the proposed new road. This would simply not be the case. Access to the strategic road network by local people would be worse because of significantly more traffic (10,000 travellers/day) in the area, increasing waiting times at key junctions, making journey times for local people significantly longer.</p> <p>30. The impact assessment for cycling is wrong and conflicts with the Active Travel Act. The assessment only looks at cycling in terms of journeys to work and services, but seems unaware of the major leisure activity of cycling in the Ely valley which would be adversely affected by the proposed road – in particular the closing of Trehedyn Lane and Clawdd Coch junction. This is also a concern for horse riders. Existing roads are already well accessed by many cyclists who enjoy the area for leisure purposes. A major commuter route would detract from the safety and accessibility of this route for leisure purposes. The proposed road would not provide any additional benefits to those who make journeys to work on bicycle.</p> <p>31. The assessment suggests one of the biggest positive social impacts would be on security. This is frankly ridiculous. Quite how the introduction of a new road with 10,000 travellers per day in an area of low population and low crime can be assessed as improving security makes a mockery of the whole process.</p> <p>32. The assessment scores the impact on journey quality as 'large beneficial' as drivers will enjoy the surrounding scenery. It is ridiculous that this is even a factor in the consideration of such a large infrastructure project with serious adverse impacts.</p> <p>Environmental Impacts</p> <p>33. The impact assessment considers that the introduction of 10,000 travellers to the proposed road would have only a 'minor adverse' impact on noise within the Appraisal Area, despite the admission that quantitative data is not yet available. The truth is that the exact noise impact is unknown, but it is certain that it will be more significant than 'minor adverse' through the introduction of significant levels of traffic to a quiet rural area.</p> <p>34. Air quality is assessed as having a 'minor adverse' impact. The second paragraph states that 'implementation of a new highway network has the potential to improve local air quality through Pendoylan village with a reduction in local traffic flows forecast and the potential for existing car trip to diverted to public transport'. Firstly, the addition of 10,000 travellers/day is not a reduction and 2) there are no public transport benefits. The next paragraph states 'A new proposed alignment is forecast to significantly increase travel flows through the Pendoylan corridor with the potential to establish adverse air quality in the vicinity of the new link'. Confused and unprofessional.</p> <p>35. The assessment of landscape impact concludes that the proposed road will have significant impacts on landscape in the narrative, yet only scores the impact as 'moderate adverse'. Similarly for bio-diversity and the water environment. These should all be scored as 'large adverse'. They are likely to be damaged significantly and irreversibly.</p> <p>36. The impact on residential amenity is scored as 'minor adverse'. This is because the new road is supposedly reducing traffic flows within the area. Again this is so misleading. The road will significantly increase traffic flows and contribute to climate impacts. A major road with 10,000 travellers/day, elevated in places, will have a large impact on residential amenity and should be scored as 'major adverse'.</p> <p>Economic</p>
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	<p>37. The economic appraisal is crude and inaccurate. Appraisal for time and vehicle savings does not even fully utilise the standard methodology and acknowledges: "This methodology is likely to overestimate the benefits but has been taken forward in the absence of a more robust alternative." (Economic Appraisal, 2.2.6). Similarly accident cost savings are based on a theoretical reduction of accidents on other roads in the region as a result of the new road – projected over 60 years. There have been 3 accidents on the Pendoylan Rd. in 4 years, 1 serious, but the guesstimated accident saving is £16.6m.</p> <p>More robust methodology should be used or the large uncertainties in these calculations acknowledged prominently.</p> <p>38. Wider economic impacts seem tenuous at best. Narrative says the new link road 'may' include induced investment; 'may' benefit larger commercial businesses; 'may' benefit labour supply. There are too many uncertainties within this assessment and no firm evidence provided. Given this is regarded as the whole rationale for the road, this is simply not robust enough to justify the level of investment and other significant social, cultural and environmental costs that the Junction 34/A48 would result in.</p> <p>Comments on proposed route options</p> <p>39. Proposals A and B will create a major 'rat-run' through St. Brides and Peterston super Ely for traffic from west Cardiff, and the major housing developments there, going to the M4, and for traffic from the west into Cardiff - increasing noise, disruption and emissions in these communities and posing safety concerns. This would also create significant congestion on the unimproved Logwood road likely to spill over on to a new road and Sycamore Cross junction.</p> <p>40. Proposals A and B: The proposed closures at Trehedyn Lane and Clawdd Coch will channel more traffic onto the Logwood road amplifying problems there. The closures will also inconvenience residents of the area by cutting direct connections between settlements to the north of the A48.</p> <p>41. The consultants carrying out the Stage 2 consultations lack local knowledge and have made little effort to familiarise themselves. Neither have they tried to utilise local knowledge. As a result a number of mistakes or omissions have been made in the process. For example the current consultation documents do not identify nor consider the new housing development at Bonvilston and its access on to what would be a major road with heavy traffic with proposals A and B.</p> <p>42. Proposals C1 and C2:</p> <ul style="list-style-type: none"> • Will inevitably attract more traffic passing through Pendoylan and Clawdd Coch with very significant adverse effects. A suggestion is made in the consultation documentation that HGV vehicles could be restricted on C1/C2 road proposals – this suggestion should be applied to the existing road. • Will create a 30mph limit road (and from 2023 a section of 20mph limit road through Pendoylan) where currently there is a road with 60mph speed limit along most of its length, albeit that traffic is slowed by the narrowness of the road. It is questionable whether any time savings would apply in practice in these options.
102	<p>Dear Sir/Madam,</p> <p>I hope you're well. I am emailing to object to the proposed closure of two popular cycling lanes for the purpose of building a road connecting the M4 and the A48.</p> <p>As a keen triathlete, I know all too well how dangerous the roads can be, especially for novice and inexperienced riders. Having lead groups of inexperienced riders on the roads, I can say that it's really difficult for people to build their confidence and feel comfortable in road cycling. However, cycling lanes are a great way for inexperienced riders to be able to cycle on the road safely.</p> <p>Even more experienced riders benefit from the safety that cycling lanes provide, and it can even</p>

	<p>prevent congestion by ensuring cyclists do not obstruct cars in any way. I feel that cyclists are sometimes viewed negatively by other commuters, and removing cycling lanes will only exacerbate this issue.</p> <p>Furthermore, as a country, we are moving towards a more sustainable future. To be seen to scrap cycling lanes would be a significant backwards step for Cardiff Council, and would demonstrate their lack of commitment to encouraging sustainable commuting. This would not only be terrible for the environment, but would also be a horrendous political move for the council.</p> <p>I hope you will consider my feedback, and act upon this accordingly.</p>
103	<p>We would like to place on record our objections to the proposed link from Jct 34 to the A48</p> <p>Apart from the Environmental impact and the cost is the road really essential and is it the answer when there are other alternatives.</p> <p>I believe it will cause more problems than it will solve.</p> <p>If the airport and new jobs at St Athan is the concern a railway link could solve that problem.</p> <p>Why not link the A48 east of St Nicholas to the link road by creating road that runs behind the retails park that accommodates Marks and Spencer and Tesco. Build a junction by the Drope and expand the lane that runs up from the Drope to the A48 at the top of the Tumble.</p> <p>Traffic could leave the link road before it gets to Culverhouse cross (thereby reducing traffic volumes on that roundabout) up the hill to join the A48 at the top of the tumble then onto 5 mile lane and then onto West side of Barry the Airport and St Athan. Traffic would be reduced at Culverhouse cross the road leading to Wenvoe and on Port road.</p> <p>If you are going to build a road please build it where it will have the most positive effect and the least disruption to the environment.</p>
104	<p>Dear Sir / Madam</p> <p>I am one of a group of 16 people who jointly own the woodland known as Coed Pen-Brych, which is about 0.5km west of Clawdd-coch, at grid reference ST 050777. We bought this beautiful piece of ancient woodland because it offered an oasis of peace within easy cycling distance of Cardiff, where most of us live.</p> <p>I wish to object to all 4 of the proposals for this new road for the following reasons:</p> <ol style="list-style-type: none"> 1. At a time when both the Welsh Government and the Vale of Glamorgan Council have declared a Climate Emergency, it makes no sense to build a new road. It will encourage more local traffic and hence carbon emissions just when we should be encouraging cycling, walking and the use of public transport. 2. The new road will destroy the tranquil nature of the Ely Valley with noise, air pollution and damage to irreparable ancient woodlands whichever route is selected. 3. The new road will close two quiet country lanes running east/west that are frequently used by cyclists. I am a cyclists and it takes half an hour to get to our land via the most lovely vale lanes, a real pleasure that I have done even more often during Corvid times. 4. There is a danger of setting up a rat-run from Fairwater through St Fagans and Peterson-super-Ely as vehicles seek a route that avoids Culverhouse Cross. 5. The combination of the Climate Emergency and reduced air travel due to Covid 19 has substantially reduced the need for a further road to join the M4 to Cardiff Airport.

105	<p>Hi,</p> <p>We are Vale residents and live to the east of the new road proposals on Peterston Road. Our main feedback on the consultation document is the way Options A & B divide our community by closing the existing minor roads from east to west, namely the road running through Pontsarn Crossing to Clawdd Coch and the road from Gwern Y Steeple to Pendoylan. Both are important roads (cycling, walking and car) within the community and join us east to west.</p> <p>If these are closed permanently (as it would appear from the documents) our community will become divided, and the only way to get to places like Clawdd Coch, Tredodridge, Pendoylan, etc from east of the River Ely will be via significant detours which are unfair and unacceptable. Can I please ask you to take our views into consideration as you approach the next stage. If nothing else, can we ask you to give further consideration to options to maintain access from east to west.</p> <p>Regards</p>
106	<p>Sir, Madam</p> <p>As a cyclist from Cardiff, regularly traveling west into the Vale of Glamorgan, I am horrified by these proposed plans to cut off 2 of the most frequently used routes into the Vale. Cutting off these routes, cyclists would only be left with the A4119 and the A48 to access The Vale. Both are very busy and dangerous and will increase conflict between vehicles and cyclists. I understand that some of the proposals include walking and cycling provision alongside the new road. Whilst this is to be applauded, the north/south route is only infrequently used whereas the east/west routes that would be blocked are major access routes to the Vale, and very frequently used. The proposals suggest that blocking the east/west routes would be necessary as underpasses could not be made. Why then have bridges not been included to keep cycle/walking routes and local access open. Other reasons for my objection.</p> <ul style="list-style-type: none"> • - WelTAG process has not considered other options ie improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. • - It is not taking account of changes caused by Covid ie more home working, much less air and other travel. • - Does not take account of the Climate Emergency declared by Welsh Government and the Vale of Glamorgan. • - Will generate more traffic and emissions and is therefore in conflict with Welsh Government's plan to Decarbonise Transport. • - Options A,B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, not damage it. • - Will be visually very damaging to this beautiful area (Vale of the Ely), and will cause considerable noise pollution. • - Extensive damage to SINCs, marshy grassland, mature hedgerows, ancient woodland and protected species. • - The overwhelming evidence is that building roads doesn't fix traffic jams – it encourages more traffic, increasing congestion and emissions. <p>CI Clearly there has been little thought or consideration given to local people or cyclists.</p>
107	<p>To whom it may concern</p> <p>I have reviewed the proposals for the road development from A48 to J34 of the M4, and have real concerns over these proposals from an environmental, community and active travel viewpoint. I believe that the proposals will have a hugely detrimental effect on the Vale of Glamorgan and beyond. At a time when addressing environmental concern over car travel is paramount, building bigger roads so that more cars can travel even faster is not the right direction of travel (no pun intended). The overwhelming evidence is that building roads doesn't reduce traffic congestion – it encourages more traffic, increasing congestion and emissions. The focus should be on public transport and active travel, and encouraging people to use their cars less.</p> <p>In relation to the specific proposals, I am not in favour of any of the options, but if any are adopted,</p>

	<p>Option C1 is the lesser of the four evils. My reasoning is as follows:</p> <ul style="list-style-type: none"> • All of the options will increase traffic and emissions and are therefore in conflict with Welsh Government's plan to Decarbonise Transport. • The proposals do not take account of the Climate Emergency declared by Welsh Government and the Vale of Glamorgan. • Options A, B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, not damage them. • Although Options A & B have dedicated cycle lanes, these will not encourage more cycling, as cycling next to vehicles driving at 60 mph or more carries increased health risks from breathing in fumes, and will also be a noisy and unpleasant experience. • Furthermore, much cycle travel in the area is East-West rather than North-South. As Options A & B block the most frequently used routes between Cardiff and Cowbridge, cyclists will be forced to use the busy and dangerous A48, or use their cars for these journeys. • The proposals do not take into account the massive impact of Covid-19 and its long term consequences e.g. more home working and less air and other travel. • The WelTAG process has not considered other options i.e. improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. • The area north of the A48 is beautiful and quiet; these proposals will be very damaging to the beauty of the area as well as causing considerable noise pollution, and extensive damage to SINC's, marshy grassland, mature hedgerows, ancient woodland and protected species.
108	<p>Dear Sir/Madam</p> <p>I would like to object to the proposed new road from Junction 34 of the M4 to the A48 cutting through Pendoylan.</p> <p>Firstly, I cannot see how you can justify the expense when there is a perfectly good road from Junction 33 to the A48. I agree that parts of the road are not practical in terms of width of carriageway, however this could easily be addressed at a fraction of the cost by upgrading the current road. Most of the road borders farmland and taking a metre or so of farmland from sections of the road where the pinch points are would solve the current issues at a fraction of the cost.</p> <p>I am also concerned about the effect on the rural farmland and the needless demolition of perfectly good properties, particularly in light of the current climate when communities are struggling.</p> <p>I travel this route frequently and the 2 lanes which will be blocked off will cause major problems for many people including myself without having to make a significant detour. Has thought been given to the chaos which will ensue when the road floods in Peterston Super Ely making it impassable?</p> <p>This proposal will have a major impact on cyclists, drivers and residents and I do not feel due consideration has been given to this. In a climate of financial restriction, it makes no sense for this road to go ahead when an upgrading process would be feasible.</p> <p>I hope my concerns and objections are taken into consideration throughout the consultation process.</p> <p>Yours faithfully,</p>
109	<p>Dear Sir/Madam,</p> <p>I am writing to express my concern at the proposal that would connect J34 of the M4 and the A48 at Sycamore cross with options being proposed that include a new link road or widening of the existing road.</p> <p>I am not sure if you are actual aware of the detrimental environmental impact human behaviour and action such as this proposal is having on our planet, however you should be focusing on plans that</p>

	<p>reduce the use of the motor vehicle and not encourage it while also promoting the use of other less environmentally damaging modes of transport that also help improve both physical and mental well being, such as cycling.</p> <p>It is abhorrent to even consider removing two of the most popular lanes for cycling which connect Cardiff and the Vale of Glamorgan to make room to lay more tarmac and create more roads for more vehicles to pollute more of the countryside. Living in Llandaff I personally regularly use these lanes for cycling together with many thousands of other cyclists as a means of physical and mental exercise something I find even more crucially important during the current COVID-19 pandemic times we are living.</p> <p>Is this seriously going to be a legacy you will be proud of? Should you have children or grandchildren, do you not think of the importance of their future and make sure you play your part in making sure there is a planet which is habitable in 30 and 40 years time?</p> <p>This whole proposal is sending out the complete opposite messages of how we in Cardiff and the Vale should be all working together to help create a sustainable environmental friendly future for the generations to follow .</p>
110	<p>To Whom It May Concern</p> <p>I would like to lodge a formal protest against the proposed new road linking Junction 34 of the M4 motorway to the A48 road near Bonvilston.</p> <p>Firstly I believe the detrimental environmental impact of building this proposed new road would be devastating to both the flora and the fauna in this area. In a time when wildlife and vegetation are continually under threat and many species are close to extinction, we should be taking measures to safeguard species rather than adding to the danger.</p> <p>Secondly, this area is an extremely beautiful, rural area which provides a fantastic amenity for walkers, cyclists and day visitors from the surrounding urban areas, as well as for those people who live close by and would be adversely affected by the construction process. I therefore believe it should be protected from such a large scale construction project, which would change the nature of this landscape, and ruin it for those people who are presently able to enjoy it. Countryside is disappearing at a rapid rate in the UK. This is well documented. I find it staggeringly short sighted that a further development is being proposed which would exacerbate this problem.</p> <p>Thirdly, and finally, I would like to remind the councillors that have proposed this new road, that we are living in a time when air travel should be being discouraged and the general public should be encouraged to fly less. Surely the Vale of Glamorgan Council is aware of this trend. It is after all reported virtually every day in the media. Air travel is already responsible for huge amounts of global carbon emissions and is therefore a huge contributor to global warming. Building this road would make the problem worse and makes no sense. It is therefore, in my opinion, totally irresponsible and short sighted.</p> <p>The reasons to deny permission for this new road are so compelling, that if permission is granted for it to be built, I can only assume that there must be other motives and interests on the agenda. I have no concrete information about what these interests might be, but I would not be surprised, (if construction goes ahead), that further house building would soon follow, adjacent to the new road, thus destroying more countryside. The housing lobby is extremely wealthy and powerful and, a new road such as this, would give them the perfect opportunity to become even wealthier.</p>
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112	<p>> Dear</p> <p>> In view of the confusion and alarm generated by a succession of conflicting letters sent out from your office since Sept 24th, will you now please clarify:</p> <p>> 1- How many versions of different letters were sent to which</p> <p>> stakeholder groups, and</p> <p>> 2- The rationale behind the respective distribution lists?</p> <p>> My own house sits on the Clawddcoch Crossroads in direct line of both proposed routes. Despite this it is apparently designated "not directly affected", being outside a 250 m exclusion zone and therefore ineligible to receive printed information. My neighbour at the Clawddcoch Guesthouse has received several copies of at least three conflicting letters, including the information pack, all addressed in duplicate to herself and her recently deceased husband, (which has caused her unwarranted additional distress). Meanwhile my neighbour at Ty Cadno, on the other side of the road, (also recently widowed) has received no correspondence whatsoever. She has no access to the internet, and neither do many other Ely Valley residents.</p> <p>> This is a preposterous and unacceptable situation. Any properly conducted WelTAG consultation has a duty to provide full and accurate information upon which to base responses. If your office is unable to abide by the WelTAG guidelines because of Covid19, it should abort the current consultation, which is already a fortnight into its allotted time limit, with immediate effect.</p> <p>></p> <p>> Yours faithfully</p>
113	<p>I contacted VoG council on 2nd October to give my opinion on this potential new road and informed you that I hadn't received any consultation information from yourselves.</p> <p>Yesterday, October 29th I received a letter addressed to 'consultee'. This was a 2 paged brief letter just telling me where to look for the information. This is not consulting !!!</p> <p>The letter was dated 23rdOctober. This was sent out on the day we went into a National lockdown. I checked with some neighbours who also received this letter yesterday. The letters were received over 3 weeks after this consultation process was supposed to have begun.</p> <p>In light of the fact that you have only just informed local residents , I believe you should delay your end date by a further 3 weeks.</p> <p>It is also impossible for residents to meet and seek local support during a 17 day national lockdown.</p>

	<p>Therefore another 17 days should be added on to the consultation period.</p> <p>It is such poor timing of the council to take the road forward during a pandemic. The money would be better spent on NHS and education. Why don't you ask the public if they would prefer this too ?</p>
114	<p>Dear ,</p> <p>We received the letter from the Vale about the consultation on the M4 A48 Road plans mistakenly sent without enclosures on Thursday last week.</p> <p>Others in the village received the correct documentation on Saturday.</p> <p>Still we have not received our copies and I know we are not alone in this.</p> <p>This is very unsettling and undermines further confidence in the whole process undertaken by Arcadia on behalf of the Vale.</p> <p>When can I expect to receive the information please?</p>
115	<p>Dear</p> <p>Hope you are keeping well</p> <p>We understand that the Vale of Glamorgan Council, on behalf of Welsh Government are currently consulting on a proposal for a new road or road- widening scheme, from the A48 at Sycamore Cross (west of St Nicholas), to J34 of the M4 (nr Llantrisant), with various options being proposed for a new link road. Welsh Cycling will be responding to this consultation and encouraging our clubs and members to also respond. However, as per our recent discussions, I know the Vale are keen to increase cycling across the area, so I felt it was important to share to with you some key areas of concern we have on the scheme and its likely impact on cyclists.</p> <p>Our main objection revolves around two of the new road options, listed A & B in the consultation. These options would close these two lanes running East/West from Cardiff north of the A48: The lane from Peterstone super Ely to Welsh St Donats, which would be closed west of Gwern-y -Steeple and the lane from St Fagans to Welsh St Donats through Clawdd – Coch, which would be closed just east of Clawdd-Coch. The proposals detail that the lanes will be closed because the new road will have insufficient height for an underpass or bridge beneath it.</p> <p>Both routes in question are heavily used by cyclists, we know our clubs and groups regularly use them. Additionally, heatmap data from Strava (the most popular GPS tracking tool used by cyclists) shows that these lanes are amongst the most well-used cycling routes in Wales, being two of the only rural lanes leading out from Cardiff to the West and into the Vale. Closure of these two lanes would mean cyclists travelling from Cardiff would be limited to using the lane from Dyffryn to Llancafarn, via Moulton , the A48 (Cowbridge Rd), or the A4119 (Llantrisant Rd) the latter two of which are extremely busy roads. The scheme outlines how it improve Active Travel routes. It is true that three of the options will provide cycle routes going North-South alongside the new road (as have been provided on Five Mile Lane to the South), which will improve the situation in those directions. But very few cyclists travel north-south, whereas the roads that will be blocked are major and well used east-west cycling arteries. In addition to the points above, which impact directly on our clubs and members, there are several additional points that we would also like to highlight around the proposal and its impact on the local area, these are summarised below:</p> <ul style="list-style-type: none"> • WelTAG process has not considered other options i.e. improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. • It is not taking account of changes caused by Covid i.e. more home working, much less air and other travel. • Does not take account of the Climate Emergency declared by Welsh Government and the Vale of Glamorgan. • Will generate more traffic and emissions and is therefore in conflict with Welsh Government's plan to Decarbonise Transport. • Options A,B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, not damage it. • Will be visually very damaging to this beautiful area (Vale of the Ely), and will cause considerable noise pollution.

	<ul style="list-style-type: none"> • Extensive damage to SINCs, marshy grassland, mature hedgerows, ancient woodland and protected species. • The overwhelming evidence is that building roads does not fix traffic jams – it encourages more traffic, increasing congestion and emissions. <p>We would of course be happy to pick up discussions on this further with you and we look forward to continuing to build on the other areas to get more people choosing cycling .</p> <p>Many thanks,</p>
116	<p>Dear Sir/Madam,</p> <p>I am aware of the proposed road development planned from Barry to the A48 at Sycamore Cross.</p> <p>The various options proposed all effect cyclists who use the lanes which will be blocked as a result of these developments. There is no need for me to explain to you how important physical and mental health is during this especially difficult period. Indeed, there is plenty of evidence to suggest that good physical health would make a significant difference to the impact of Covid-19. Hundreds of cyclists would be affected by the proposed development and with the increased participation in the sport since the first lockdown, the numbers affected are likely to increase. It seems as if no consideration has been given to creating cycling or walking routes either, which would have obvious consequences for the population.</p> <p>There are also other reasons why the development should not proceed, including the following:</p> <ul style="list-style-type: none"> • the process does not seem to consider other options through improving bus and train services or Active Travel • it is not taking account of changes caused by Covid in the ways in which the workplace has changed with more home working and much less air travel • the changes will generate more traffic and is therefore in conflict with Welsh Government's plan to Decarbonise Transport • there is a direct conflict with the Active Travel Act which requires new roads to also improve active travel • the development will be visually very damaging to this beautiful area and will cause considerable noise pollution • there is a danger of extensive damage to marshy grassland, mature hedges, ancient woodland and protected species • 20% Vale population don't own a vehicle, so would not benefit. <p>I hope that the development does not continue or, at the very least, takes into account the needs of the whole population and the change in circumstances which we now face.</p>
117	<p>Comments</p> <p>TRANSPORT PLANNING INQUIRY I want to respond to the public consultation regarding the A48-M4 road proposal. Reading the documents, I have two specific queries - one is information which is referred to in the documents but not provided; and other is something I'm struggling to understand. 1. Consultation document, para 1.4.1 refers to there being a 'significant' number of objections to and 'some support for' the proposal. Could you provide numbers in each of these categories, please? 2. Mott Macdonald's technical note on traffic modelling, around p.293, provides tables showing projected increases in traffic. Can you tell me (say) the projected increase in Pendoylan from the 2015 base, please? Many thanks</p>
118	<p>To whom it will concern</p> <p>Please keep all the existing roads as they are on the A48 and surrounding areas.</p> <p>Please do not change anything to avoid all the impacts on the environment as well avoid all the disruption.</p>

	<p>Save the huge cost and well-being of local residents whose quality of life will be significantly reduced.</p> <p>Many thanks</p>
119	<p>I wanted to say that, following your encouragement, I have now filled in the form online. But I wanted to say, too, how disappointed I was with the spirit of the form. It seemed totally committed to building the road in one way or other.</p> <p>There was no real space for alternative proposals, just for possible amelioration to present proposals. Extra columns are provided on how the road might be built . But not for the option of 'no change' or for alternative proposals.</p> <p>As the intended route still ends through country lanes, it doesn't even achieve the Heathrow effect of travel from Motorway to Airport, making the distress and devastation even more difficult to understand,</p> <p>I hope, you will be able to pass on my comments to the consultation.</p> <p>To: the Public Consultation for the WelTAG Stage Two Plus study.</p> <p>From: Jean Silvan Evans, Carreg Llwyd, Ael-y-Bryn, Peterston-super-Ely, C5 6LL.</p> <p>Both the proposed new roads from M4 J34 to Sycamore Cross on the A48 have met with a great deal of hostility. Both would certainly cause havoc for Vale residents.</p> <p>This is a completely different suggestion. It is that the link from the M4 to the A 48 at Sycamore Cross should start at Junction 33 and not at Junction 34. This road would run across open country, so alleviating the current distress and hostility.</p> <p>I know private property and a golf course are along this route but it should be a much simpler and even more economic negotiation to secure the interests of all parties concerned. It would lead to far fewer objections.</p> <p>The road would serve the needs of Cardiff Airport and the St Athan Enterprise Zone and could have the added advantage of easing traffic around Culverhouse Cross, which has been designation a danger spot. At the time of the original proposals, I made the suggestion to take the road from J33 rather than J34 in letters to the Western Mail, S Wales Echo and Glamorgan GEM and received a great deal of support from Vale residents. In fact, I am still sometimes asked what happened to the proposal, although of course nothing did.</p> <p>I hope you will be able to give it your consideration now.</p>
120	<p>Dear</p> <p>The current consultation exercise on your proposed M4 A48 link through the Ely Valley is a shambles.</p> <p>Whilst everyone in the Ely Valley will be affected by the air pollution and noise your road will create, some of those even more significantly affected - in that their property will be devalued by your road, have been ignored or received only the briefest of letters directing them to your website.</p> <p>Obviously during a pandemic, things are not as normal and for your officers and consultants to rely solely on the internet and the displaying of a few well spaced notices in the Valley, is to discriminate against anyone who is not computer literate or mobile.</p> <p>Many of the older residents who are fearful of the impact your road will have on their property and their ability to sell it should they need to pay for care, are not computer savvy. Following instructions not to mingle and stay safe indoors they are not even able to read your notices. The same applies to the disabled, less mobile or those suffering with mental health issues.</p> <p>You have given just 12 weeks - during a global pandemic - for residents whose main asset and way of life is in jeopardy to respond to your latest road plans which are significantly different from anything you have previously published e.g. your latest plan is to close country roads that have historically linked Ely Valley village communities.</p> <p>This suggests the Vale of Glamorgan Council is eager to rush through this phase of the consultation regardless of the changes in communication methods brought about by the pandemic.</p>

	<p>Presumably your need to move quickly on this consultation, regardless of discrimination against the mainly elderly, infirm, disabled and distressed and those simply not into IT, is due to the impending Welsh Government elections in May when a new political majority may withdraw funding for this deeply unpopular road plan. It appears the council wishes to bulldoze this road proposal through Stage 2 of WelTAG regardless of the fact that certain groups of people affected have had their traditional methods of communication withdrawn.</p> <p>The pandemic has forced many changes on us all and the Vale of Glamorgan Council should not be conducting obviously flawed consultation on a "business as usual" basis when to do so excludes vulnerable people who need to make their voice heard but have had their normal means of communication e.g local newspapers, public meetings, neighbourhood responses, withdrawn.</p> <p>The only decent thing the Vale of Glamorgan Council can do is to postpone public consultation on Stage 2+ of the WelTAG process until such time as those currently excluded and either directly or indirectly discriminated against, are not limited to computer based communication.</p> <p>Due to the issues I understand the Council has been having with email I would be grateful to receive acknowledgement of this complaint.</p> <p>Yours sincerely</p>
121	<p>Dear Council Officer</p> <p>I live in St Nicholas on the A48 and I have seen a massive increase in heavy vehicles since the reopening of 5 mile lane. I am therefore in favour of a potential new link road between J34 on M4 to Sycamore Cross in the hope that it will reduce the traffic noise and congestion in St Nicholas as well as the queues on the 4232 link road from J 33 on M4 to Culverhouse Cross.</p>
122	<p>Hi</p> <p>Having read through the online resources, I offer the following feedback:</p> <ul style="list-style-type: none"> • The Business Case for doing anything is not sound. Cardiff Airport has virtually no flights at present, and it remains to be seen how this will recover post-Covid. The environmental cost of doing anything is considerable, not to mention the cost to local residents and businesses such as farming. • The existing airport access via the A4232 and Port Road is fit for purpose. • The council should be encouraging the use of public transport, not building more roads. • Council tax is already high enough. The country is on its knees, why are you spending money on unnecessary roads? • Options A and B block off 2 lanes, one at Clawdd Coch and one south of Pendoylan. These are important routes for cyclists at a time when the Vale Council should be promoting cycling, not discouraging it. As a very minimum, cycling routes east to west should be maintained by the use of inexpensive bridges.
123	<p>This is the perfect way to reduce congestion in our villages along the A48 when many HGVs thunder through whenever there are closures/traffic incidents/motorway maintenance schedules causing these many vehicles to traverse narrow roads often at high speeds endangering people and lives...and often throughout the night.</p> <p>The new Five Mile improvement is not used as much as it should be and such a brilliant diversion/improvement it is to access Cardiff airport/quarries/St Athan/new industries/commuting..also commuters would benefit especially for the many who use Pendoylan as a rat run to and from junction 34 for access to RCT . It will not detract from the villages outlined on the proposal ..it will benefit everyone as it has been sympathetically outlined ..and could even attract new business at this difficult time ..</p> <p>This will greatly improve facilities and access and is long overdue!</p>

124	<p>I object to this proposal. The whole UK faces a colossal debt as a result of spending to help people and businesses through the virus lockdown. This was right and proper but the Council cannot expect us to take on still more expenditure. You just have to STOP SPENDING until we are over the worst and we know how much we owe. Then the Council and the government can make informed recommendations: how to pay what we owe and what else we can afford.</p> <p>And for goodness sake - have pity on the planet. Have pity and keep some quiet corners in our beautiful Wales.</p>
125	<p>Good afternoon ,</p> <p>Having spoken with ***** our clerk and a few of the residents in Pendoylan, it appears that there are a few problems with the information letters that have been sent:</p> <ol style="list-style-type: none"> 1. Not all residents in Pendoylan have received letters. Only those who are either directly affected or those who live within 250 metres of the study have been sent letters. We will be putting up notices in Pendoylan and other villages this week to inform of the consultation and we will also be using our usual comms channels. 2. A number of those that have received the letter report that the letters are either incomplete (no consultation document or feedback form) or contain the incorrect information. Unfortunately I have not received a letter and therefore have no idea. Unfortunately, as we were relying on an outside printer to send out the letters and an error was made with incorrect letters sent out. This has since been rectified and correct letters sent out. 3. It has also been noted that the website included in the information is not working (or does it go live 30 Sept 20?). The website will go live on the 30th. <p>We would be very grateful for an update on the process, information we should expect and confirmation that letters will be sent to all residents in Pendoylan.</p>
126	<p>Hi ,</p> <p>Thanks for that but I do not understand why you agreed to communicate with every household at the last meeting (which I minuted) and are now stating that it is not possible.? It is especially important in these times that the communications to individual households are clear and inclusive and it is not the responsibility of the Community Council to deliver this. It is your road proposal and your responsibility to ensure everyone, especially in a rural , wide spread area is kept informed. The whole community is affected by this road, not just those who you intend to contact, to ensure a thorough inclusive consultation process.</p> <p>Thank you for the other offers but I do feel that as you agreed to it, and particularly in these circumstances, the only way to ensure everyone is kept involved and informed is by writing to every household. It seems that councillors wishing to re elected are finding ways to do this?</p>
127	<p>Good morning,</p> <p>I wonder if you can help me with some information.</p> <p>Can you confirm that the both proposed Options A East and B West routes will close the two existing lanes :</p> <ul style="list-style-type: none"> - The lane approaching Clawd-Coch from the East - Yes, the lane referred to would be closed on both the East and West options. - The lane from Gwern -y- Steeple towards Welsh St Donats - Yes, the lane referred to would be closed on both the East and West options. <p>Is this to avoid having to construct bridges or underpasses at these points?</p> <p>The main purpose for the closures of these side roads is to reduce the height of the alignment and seek to alleviate concerns highlighted at the previous public consultations events regarding visual impact.</p> <p>What would be the approx cost of maintaining the continuity of these lanes.</p> <p>Maintaining the continuity of these lanes does not form part of the formal design options at this stage and a cost assessment has not therefore been carried out. The public consultation does however allow the opportunity for the Council to acquire feedback on the current design options, including the possible closure of lanes.</p>

	<p>Can you also confirm that Options C1 & C2 would allow the two lanes to remain unclosed? Yes, on both online options (C1 and C2) the lane approaching Clawd-Coch from the East and the lane from Gwern-y-Steeple towards Welsh St Donats will remain open.</p> <p>In addition to the responses provided to the above queries, it is worth noting that the current design is a concept design. Therefore, should the project progress further and information becomes more detailed, amendments maybe made which will be further consulted on. The information is provided in accordance with the WelTAG Stage Two Plus design at this stage.</p> <p>I look forward to hearing from you.</p>
128	<p>Dear Sirs</p> <p>I am a local and have been looking through the plans and I completely object to the new proposed road schemes A and B (east and west routes) to go through Pendoylan for the following reasons: Western Route -Loss of family income I object to the Western Route as the proposed road will be going through family farmland, we would lose a proportion of our land and this could result in a loss of income up to 25% of the farm's annual income. This loss could be sufficient to turn a profitable farm into loss making with inevitable consequences. Access to our fields via surrounding roads would be more difficult, adding more costs. Eastern Route I object to the Eastern route as the climate emergency and the environmental considerations should be a priority in this consultation. In particular, there is concern that the earthworks contemplated by these proposals will affect the water table and the surface water from any new road will need to drain somewhere. The data provided by National Resources Wales is from 2006 and does anticipate increased flooding in the future (albeit a 1000 year period.) The village of Peterston has previously been affected by flooding every three years or so but in recent years this has been more frequent and severe. Between Autumn 2019 and Spring 2020 there were three severe floods in Peterston - cutting off the roads and causing damage to property.</p> <p>Can you please detail the clear and specific works to be undertaken to ensure that such flooding is eliminated, both during construction and immediately on commissioning of any scheme? The WelTAG Stage Two Plus study has taken forward and completed an early stage flood modelling report (River Ely Hydraulic Modelling; 10028657-ARC-XX-XX-RP-CW-00XX-02; P02; March 2020) focussing on the proposed highway routes that could potentially intersect the River Ely floodplain (Flood Zones B and C2) – the report is included in Appendix N of the Impacts Assessment Report (10028657-ARC-XX-XX-RP-TP-0002; P02). There was an existing model for the River Ely which was reviewed as part of this project and which was found to be of insufficient quality to suitably inform the impacts appraisal. Arcadis was therefore commissioned to develop a model capable of informing baseline flood risk in the area of interest and testing the proposed scheme designs concluding that whilst there are increases in peak flood levels observed in the northern area of interest, there are negligible impacts in the southern area of interest in proximity to the eastern alignment (please see the report for the areas of interest noted). As a consequence, there is no preference for either the Eastern or Western alignment from a flood risk perspective. Further detailed flood modelling and development of a highway drainage strategy would be required at WelTAG Stage Three (detailed design) subject to any of the options being taken forward, with the following suggested recommendations made for future hydrology work and use of the model:</p> <ul style="list-style-type: none"> • As part of the detailed design stage, additional surveys should be collected on the two openings under the existing road to assess their impacts on flood extents. • At the detailed design phase mitigation measures should be considered in order to maintain the existing flood levels and extents where the scheme crosses the flood flow route. <p>The alignment of the proposed routes A and B East and West of Pendoylan is green belt land and the ancient woodland should be preserved. Also. there is some confusion about closure of lanes, it is hard to see from your plans if there are going</p>

	<p>to be roads closed or will there be overbridges and junctions, so no roads will be closed?</p> <p>These lanes are vital to our local communities (particularly the farmers). Closing these lanes would isolate homes, divide the two villages and would drive all traffic up and down the Logwood hill this is unsuitable for the existing level of traffic and would not cope with the increased traffic flow caused by the lane closure and indeed those taking shortcuts through Peterston to gain access to Junction 34. Was all this additional activity modelled and included in the costs or as negative benefits.</p> <p>Option A and Option B encompass proposals to close the lane approaching Clawdd-Coch from the east and the lane from Gwern-y-Steeple towards Welsh St. Donats. These proposals follow on from feedback received during the original Stage Two consultation in 2018 whereby concerns were raised regarding the height of the proposed new roads. Closing the lanes allows the vertical alignment (height) of the new road at these locations to be reduced as the need to implement suitable height clearance over the existing lanes is removed.</p> <p>The designs do remain at the concept design stage and receiving feedback regarding all aspects of the design proposals remains important, and such comments as noted here will be catalogued accordingly to support design progression should the study advance to the next stage of WelTAG where further stakeholder and public consultation would be completed.</p> <p>I look forward to receiving your reply.</p>
129	<p>I dont seem to be able to access the feedback form</p> <p>I would like to say that I think the road is a good idea.</p> <p>It would also relieve some traffic around the dreaded Culver house cross and Wenvoe</p> <p>I appreciate that whatever route is chosen it will impact on some people.</p> <p>I would be nice if it was a dual carriage way as I think the road will be very busy and will get buysier as the Vale housing expands around Cowbridge.</p>
130	<p>I dont seem to be able to access the feedback form</p> <p>I would like to say that I think the road is a good idea.</p> <p>It would also relieve some traffic around the dreaded Culver house cross and Wenvoe</p> <p>I appreciate that whatever route is chosen it will impact on some people.</p> <p>I would be nice if it was a dual carriage way as I think the road will be very busy and will get buysier as the Vale housing expands around Cowbridge.</p>
131	<p>I am writing to make a formal complaint about the above consultation exercise. I will be writing separately with my response to the consultation documentation.</p> <p>My complaints are:</p> <ol style="list-style-type: none"> 1. I am a Peterston-super-Ely resident who is directly affected by these proposals but I have not been sent a letter notifying me of this consultation exercise, or been sent the consultation pack. I live on Pont Sarn Lane. My understanding from the consultation documents is that it is proposed that this lane would be blocked by the west and east proposed road options. 2. It is unreasonable to expect people to review a consultation pack of 988 pages on line. And you do need to read all the documents to see that information in the appendices is not summarised and does not appear in the main documentation 3. Your reliance on technology for this consultation exercise is excluding those members of the community who can't use technology or who can't afford technology. 4. Those members of the community who are non car users, who don't have access to technology, are being doubly excluded because due to COVID restrictions they can't go as a car passenger to a location where there might be hard copies. Are there hard copied in libraries, village halls? 5. The print size in some of the documentation is way too small. For example, have a look at Appendix

	<p>R I cannot read some of the information in the worksheets. The font size is 4.5.</p> <p>6. I have come across a number of people who live in Peterston-Super-Ely who had no idea this consultation exercise was going on. I understand that there are some posters about but if people are not leaving their house because of COVID how are they going to know about the consultation exercise, and have the opportunity to respond?.</p> <p>7. You have not engaged the young people who live in the area. This is inconsistent with the Sustainable Development principle.</p> <p>8. I have had a look at your Public Engagement Framework and this consultation fails on the following:</p> <ul style="list-style-type: none"> a. Encourage and enable everyone affected to be involved, if they choose. If people don't know about the consultation exercise how can they get involved? b. Engagement is planned and delivered in a timely and appropriate way. Relying solely on technology and holding this consultation exercise during a global pandemic is not acceptable and not in an appropriate way. c. The information provided will be jargon free, appropriate and understandable. In order to understand some of these documents you have to read the OBC, Impact Assessment Report, appendices, figures and tables. That is extremely difficult, almost impossible, to do on line. Although it goes against the grain, I have resorted to printing some of the documentation as it has given me eye strain and headaches trying to read them on line. d. Make it easier for people to take part/Enable people to take part effectively. You simply have not done this. <p>Finally, is this approach consistent with the Equality Act 2010? It might be advisable to take advice on this.</p>
132	<p>Dear Sirs</p> <p>We would like to question why, as residents and hospitality/tourism providers on Pontsarn lane we have been omitted from receiving any correspondence regarding the current consultation? We have been made aware from neighbours and local community councils that literature packages have been sent out, however, we have not received any communication either by post or by email. We first heard of this consultation from Pendoylan Hub, Peterston Super Ely Hub and Pontyclun Hub. So, in the first instance we would appreciate a response in this omission and as we will be highly affected by any decisions made, it should only be common courtesy that we should be included. We very much look forward to receiving an explanation and apology for this.</p> <p>As informed, we are residents and business owners on Pontsarn Lane and our property is within the Natural Resource Wales flood area between Junction 34 and Peterston Super Ely. Environmentally we fear that the run off water from a major road will increase the flooding issues that we experience on a regular occurrence.</p> <p>Loss of access from Clawdd Coch to Peterston Super Ely would cause huge impact on our business. We would be landlocked during wet/flooding periods. Our guests/clients and ourselves would not be able to access or exit. We are part of village life but the proposed closures of Pont Sarn Lane and the lane to Peterston towards the A48 would cut us off from the village, church and local pub. It would also cause us to have to take a long route to Cowbridge and the M4 which goes against reduction of emissions.</p> <p>Again, I look forward to your response both to the negligence of communication and the impact that road closures would cause. I will write further once I receive the relevant information that was received by my neighbours and indeed, residents in Peterston Super Ely who will not even be directly affected</p> <p>Your faithfully</p>
133	<p>We urge you to reject the proposals to spend £77M on this outdated and destructive project which ignores the current climate emergency and puts cars before people. Our young people will not forgive you and the council if you destroy this natural habitat</p>

134	<p>I live at ****, Peterston-super-Ely. You have sent me the Highway Link Study produced by Arcadis and asked for my views.</p> <ol style="list-style-type: none"> 1. The proposals are strategically flawed. Attached is my letter to Councillor *** explaining why. The Case for Change (page 1) was highly questionable in 2017 and is even more so now - viz the economics of regional airports, Climate Change, Welsh Government policy on carbon reduction, the Future Generations Act, COVID, sustainable transport etc. Even if there were a strong business case, a new road through the heart of the Ely Valley is not the solution. A fundamental review of the Transport strategy of the Vale is needed, driven by the need to reduce reliance upon the car as opposed to its increased use. And this time the public should be involved in its creation, as is required by legislation. 2. The East and West routes with the extensive road works involved, including the building of large embankments which separate two historic communities in the Border Vale, will destroy the character of the Ely valley. A wonderful amenity for future generations will be lost. Both routes fall foul of the Future Generations Act. 3. The Study fails to provide any evidence to support the Case for Change, or the Objectives on page 3. A new road will be of no assistance to Cardiff Airport (see my letter to Councillor *****). It will not improve access to and from local communities. In fact the reverse is the case. It will drive them apart. It fails to take into account the wider transport needs of the area, the arrival of the Metro project and the Climate Change Emergency. It does not protect the environment and landscape. Again the reverse is the case. It alters irrevocably the landscape in one of the most beautiful parts of the Vale, damaging the fragile ecosystem in the process. It fails completely to support social inclusion and the health and well-being of the community. The two villages and the two parishes (Pendoylan and Peterston) are one community. They would be permanently separated. 4. The Ely valley floods every winter. A large lake is created. The road between Trehedyn Lane and Pendoylan becomes impassable. The Sportman's Arms pub in Peterston is flooded. The Eastern route would make this worse. 5. Both routes involve large cuttings and embankments. The embankments would be unacceptable as they divide the community in half. The routes would have to be redesigned to eliminate them, increasing substantially the overall cost of both projects. 6. Of the two options the Western one is less intrusive and less damaging. But both are unacceptable. 7. The third option would increase traffic along an existing road and is possibly the worst option of all. It ignores the needs of the residents of the ancient village of Pendoylan and the pupils attending its school - extra pollution, noise and danger. 8. The Council needs to accept that there are overwhelming strategic and environmental reasons to prevent any increase in traffic between the A48 and the M4. Extra traffic should be discouraged. The Ely valley needs to be preserved and conserved for the benefit of future generations. This should be factored into its new transport strategy. <p>I object to all three options and urge the Council to think again.</p>
135	<p>We are residents at Pendoylan, and have lived at ***** for the last 18 years.</p> <p>we are very concerned at the proposed new M4. link road that is proposed for the link between the M4 and the A48.</p> <p>Essentially we believe: The link is not needed (because of the low use of the airport). It is against all enviromental priorities, which our country is supposed to follow, and lead in. It will create more traffic.</p>

	<p>It as against the Vale of Glam policy for planning - protecting our countryside and villages. It is destroying the natural beauty of the Vale.</p> <p>In the Meantime:</p> <p>Residents are having to exist with the spectre of this happening and the impact it may have on our village.</p> <p>The Vale of Glamorgan council sent out an incorrect letter, which was later amended, but in the meantime upset a lot of people, with misinformation (our house will be effected by the road was what was said), and referred to enclosed documents, very important, that were not enclosed.</p> <p>We get the impression that the scheme is trying to be "Railroaded" through without full and thorough research, investigation and consultation.</p> <p>I could go on... but as you can see Jane, my wife and I are very much again this proposal.</p>
136	<p>After reading and seeing plans for the new road link from M4 to Sycamore Cross behind Bonvilston . As a person who lives here . I have a few concerns about it . The first being impact on the environment specially with the Wild Life .. and the other with more traffic behind Bonvilston which is not needed . The A48 east bond is congested enough from 7.30am till 9.30 am . And again from 3pm till well after 7.30 pm . As a resident here in bonvilston its a nightmare to get onto the A48 between or just after these times. As no one lets you out on to the A48 to go west or east . I have been stuck on the junction in Maes y Ffynnon for up to half an hour to get on there . . Would like to see lights on the Maes y Ffynnon junction for residents and visitors alike whom have the same issue . By putting this new link road in its going to even harder for us to get onto the A48 . Or back into Maes Y Ffynnon . When there is m4 closures and driver have to use the A48 for diversions it even worse with traffic .. Would like this to be seriously considered and thought about and to think of the residents here ..</p>
137	<p>I object to this because it will ruin the only safe cycling in South Wales. It is such a shame to spoil the lovely countryside and the lovely houses around the area. It must be devastating for the local people.</p>
138	<p>Hello,</p> <p>I live in Sully and am writing to express my strong objection to the proposals for a new or widened road from the A48 at Sycamore Cross, west of St Nicholas to J34 of the M4 (near Llantrisant) in the Vale of Glamorgan.</p> <p>I am writing as someone who walks, cycles and drives to get around. At least twice a week I have a leisure cycle ride from my house in Sully around the beautiful lanes in the Vale (including routinely the lanes that are involved in the M4 Junction 34 to A48 Transport Improvements scheme); this has an invaluable benefit on my physical and mental health. During my rides I regularly meet numerous other cyclists and I know of many many friends, neighbours and colleagues who love cycling in the Vale.</p> <p>I strongly believe the consultation document entirely fails to consider the exceptionally high level of cycling on roads that cross the proposed development. The development therefore threatens to cause significant disruption to people cycling and walking in the area, severing otherwise quiet routes, and likely deterring many people from cycling in the area altogether. In ignoring the way in which people currently cycle in the area, the proposal fails to meet the requirements of the Active Travel Act to enhance active travel routes, indeed it threatens to do the opposite.</p> <p>The Wellbeing of Future Generations Act also requires public bodies in Wales to 'think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change'. It appears that the WelTAG process has not been followed in this instance, with no examination of alternatives to a new/widened road, e.g. improving bus and train services, active travel or improvements via the South Wales Metro.</p> <p>I think it is time that we all acknowledge that building roads doesn't solve traffic problems. Evidence shows that it merely encourages more traffic and increases congestion and emissions. This proposal fails to take into account changes to people's lives caused by Covid-19, which we want to maintain, such</p>

	<p>as a reduction in air travel, increased flexibility to allow working from home and less frequent commutes. Active travel must be our way forward; I think it is time we realise we have no choice really if we care about our lives, our community and our planet.</p> <p>For these reasons, I believe the proposals should be rejected.</p>
139	<p>Please spend this money on improving existing roads In these days of pollution and destruction of trees and wild life we need to preserve what we have and preserve air quality Think of what really matters. Journeys that take a little longer aren't worth destroying more trees and wildlife and spending thousands of pounds which can be better used for the good of the communities- schools houses health etc</p>
140	<p>Evening</p> <p>Just writing to share with you my objection to this road development that will rip apart our beautiful countryside . What do you think you are doing ? I thought we are trying to minimise climate change and encourage people to cycle ? I also think we need to encourage more people to go cycling to help tackle our obesity problem (especially during this current Covid pandemic) and to improve mental health . So why destroy beautiful country and our access into it . I cycle around this area and have recently introduced my teenage children to these routes - our future generation - does this fit in with the future generation act ?</p> <p>I really can't believe these plans have got this far . This proposal needs to be stopped now</p>
141	<p>Dear Sir/Madam,</p> <p>Re: new road between the A48 through to Junction 34 of the M4</p> <p>The new road will close the two lanes that run east/west used by literally thousands of cyclists going from Cardiff into and back from the Vale. One lane runs between Peterston-Super-Ely and Welsh St Donat's, and the other from St Fagans, through Clawd-Coch to Welsh St Donats.</p> <p>It will also cause a rat-run along the existing road from Fairwater through St Fagans and Peterston super Ely making this unsafe for cycling and intolerable for residents of those villages, as it will be a way for vehicles to avoid Culverhouse Cross and the A4232 to get to the M4.</p> <p>The new road will devastate this lovely tranquil valley of the River Ely with noise, air pollution, and major damage to ancient woodlands and habitats. It will encourage more traffic, increasing carbon emissions, at a time when Welsh Government and the Vale Council have declared a Climate Emergency, and the government has announced plans to decarbonize transport in Wales by promoting cycling and walking, and public transport.</p> <p>I feel that residents of Cardiff need a corridor/ greenbelt around the city. It is important to safeguard the Vale for the residents but also for Cardiff residents for leisure, exercise, and air quality.</p>
142	<p>Dear sir or madam,</p> <p>As a motorist, walker and cyclist the only route that should be accepted in my view is C1.</p> <p>Road cyclists are the majority of people who use these routes because of the routes and roads they are. As a country and local area we all wish to improve people's health by less smog and more exercise. Therefore anything that discourages that enjoyment will work against what we want. A cyclist path alongside a main road/dual carriageway, is unlikely to be used by these cyclists in most circumstances for a multitude of reasons(poor maintenance, debris, leaves, the need for continuous momentum). Most of all enjoyment of the experience. Cycling on big open dual carriageways or cycle paths exposes them to all the elements of the weather and dangers of very fast traffic, which negates the enjoyment.</p>
143	<p>To whom it may concern,</p> <p>I am writing to register my protest against the plans for a link road between the M4 and A48.</p>

	<ul style="list-style-type: none"> • The plans are in contradiction of the Climate Emergency declared by the Welsh Government • They will create more congestion in the area and more air pollution • The environmental destruction is simply not worth the candle <p>As you will know, the Vale is a beautiful area precisely because it is not a hub of transport; these plans will destroy what makes the Vale special in the first place.</p> <p>You must be aware that these plans reflect an outmoded 'economic growth' mindset, based on expansion of road travel and air travel, and are simply ridiculous when our entire economic system must be recalibrated to a more sustainable model, just to avoid the worst of the effects of climate change bearing down on us.</p> <p>Further, these plans are in contradiction to the environmental aims released recently by your own party and Government.</p> <p>I ask you to make clear your opposition the project, and I look forward to your response.</p> <p>Yours sincerely,</p>
144	<p>I would like to object to the proposals for the new airport road.</p> <p>In times of extreme climate change we should not be building new roads and encouraging air travel. The proposed plan is not needed it is easy to get to the airport from junction 33 and the A48. The suggested road would be environmentally damaging to the Vale of Glamorgan and the village of Pendoylan. It would be better to improve public transport to the airport. The route would also destroy lanes which are used by cyclists as there are no safe routes to cycle from Cardiff to villages in the Vale and Cowbridge</p>
145	<p>Hello</p> <p>I am looked through your proposals for the new road. I have looked at the os map and your drone footage and your consultation web site. Whilst it is important and actually probably vital to have a better road to go from Barry areas to Junction 34 (not at least to move some traffic away from Culverhouse cross) 2 of your proposed 2 route options (the south east and south west ones block 2 important lanes running East to West across the Vale).</p> <p>I use these lanes often whilst cycling and although it may not be possible (due to landscape considerations) to put bridges above these 2 proposed roads cyclists need to be able to cross these 2 roads in a East/ west routes. Maybe there could be underpasses ? Both proposed routes will block the roads running from Peterstone Super Ely to Welsh st Donats at Gwern Y Steeple and the road running East to West at Clawdd – Coch. Its not just about cyclists but these beautiful country lanes are busy with horse riders as well. One assumes you will have a cycle lane alongside the new road chosen North to south but its also about getting across this road east to west as well.</p> <p>There is also an impact on wildlife -animals will be faced and blocked with a strip of tarmac and will not be able to cross safely. These points all need to be taken into consideration when not only the correct route is chosen but you're the country lanes running east/ West are altered.</p>
146	<p>Dear Sir/Madam</p> <p>I live in Peterston Super Ely, and have done for many years.</p> <p>I am 100% opposed to the plans for the new development plans from the M4 to the A48.</p> <p>I am pleased with the work on 5 mile lane, and having used this road every day for 20+ years I can see this was necessary.</p> <p>I believe this has sufficiently helped access to the airport. It is easy for drivers to come to Culverhouse and then St Nicholas and down 5 mile lane. In my opinion there is no need for this this work to be done from A48 to M4. Currently the airport is not busy enough (nor is it likely to be) to need this new access from the M4.</p> <p>Other points which concern me</p> <p>- envirnmental issues, taking up more green fields, woods, hedges, etc</p>

	<p>- more congested traffic onto the A48 which is already busy enough</p> <p>- people's homes will be affected</p> <p>Add to this the obscene cost involved, I read in excess of £70 million. Please do not use this money for this needless road. Please allocate money for care of the elderly, for school development, etc. things which are far more in need of attention.</p> <p>As I say, I am totally against this new plan. Please think very carefully and listen to the people!</p> <p>Yours sincerely</p>
147	<p>Principled Objections to the current "Consultation" IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FOR THE M4 JUNCTION 34 TO A48 INCLUDING THE PENDOYLAN CORRIDOR</p> <p>1.1 This road link is contrary to the development plan; no reason is given for over-riding the VoG's LDP. It does not fit any Strategic Environment Assessment outside the LDP. As the LDP is coming up for review in 2021, the compiled material on environmental damage can be included in the environmental report for a proper "strategic transport" SEA and review of the LDP. It's clearly premature to consult the public on details and ask them to choose options at present. To excuse the limited options as "developed as a basis for consultation" rather than realistic options deriving from an SEA and LDP is professionally irresponsible.</p> <p>1.2 The Environmental Assessment of Plans and Programmes Regulations 2004, SI 1633 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/580073/Strategic_Environmental_Assessment_Regulations_requirements_checklist.pdf</p> <p>1.3 Competent planning consultants would have already briefed the Welsh Government and VoG promoters of this prematurity. They would also have briefed them on the need to follow Welsh environmental and active-travel legislation.</p> <p>1.4 The title of the Consultation says "including the Pendoylan corridor", but this appears to be false pretences. No alternatives to this corridor are considered; only if "junction 34" was not specified, just the M4, would real strategic alternatives be open.</p> <p>2.1 The Active Travel Act requires all schemes to enhance facilities for Active Travel. We agree with the cycling interests who show this scheme disrupts much used cycle-routes and worsens conditions. Similarly walking routes tend to be east-west and are disrupted. The failure by the consultants to do any assessment of currently used active-travel routes and desire-lines is disgraceful.</p> <p>2.2 Any sensible improvement of the lanes through the Pendoylan area for car and active-travel trips to schools, shop and other facilities – trips that may well include by bus – would not be on-line between the M4 and Sycamore Cross. It's stupid of the consultants to assess the options C1, C2. These could not result in a strategic road (being limited to 30mph) to DMRB standards, so should never have been costed and assessed in DMRB terms.</p> <p>2.3 It's accepted that post-Covid traffic projections are uncertain. It's lazy and unacceptable to therefore assume they will be unchanged. A range of plausible assumptions could have been made and the range of benefit-cost ratios derived. The Welsh Government is having to restrict traffic to meet its 2030 carbon commitments, so assumptions relating to that have to be included. Doubtless the WG Highways section have appropriate assessments yet to be disclosed.</p> <p>2.4 The aim for meeting the defined Objective One is framed only in terms of the car. Since the need for a new 'strategic' road link between the given origin and destination, the road does not cater for "need". Worse, it would generate new journeys by car, which are strong disbenefits in terms of CO2 and unnecessary trips.</p> <p>2.5 The stated Objective One to 'enhance connectivity to Cardiff airport and strategic employment sites in the region' is to be assessed only in terms of car-lorry trips. Success will be measured by 'reduced and more reliable journey times between [the] strategic [road] network and Cardiff Airport and St Athan'. Yet the Welsh Government would see success in increased home-working with on-line conferencing.</p> <p>2.6 Counting physical connectivity in road-trip times and not availability and use of active travel and sustainable transport modes breaches the Active Travel (Wales) Act. We presume this breach cannot be attributed to the Welsh Government, but to consultant incompetence.</p> <p>2.7 Road trips from the west and the east can reach Sycamore Cross via the A48, while the very few vehicles from the north/Llantrisant area who want to get to Barry and St Athan have strategic access via</p>

	<p>the A4232 and A48.</p> <p>3.1 Under current policy for shifting emphasis to Active-Travel, sums comparable to the road spending need to go to Active Travel modes. Walkers and cyclists do not need or want a route between the M4 and Sycamore Cross. How stupid are consultants to propose an on-line walk/cycle-way! It's unacceptable to include a parallel route as an addition to make the road scheme acceptable on policy and public perception grounds. Instead, the road could only be considered within an overall package covering AT route improvements and enhancements throughout a similar extensive area, which would facilitate journeys by public transport for a similar range of origins and destinations.</p> <p>3.2 Cardiff Airport has a very bad modal split - so bad that they omit it from their documents. The T9 study of 2014 gave 3% for the rail+shuttle bus; the T9 presumably increased this by a few %. AT has a mention in the Airport Masterplan and promise of working with the VoG Council, but nothing proposed. The Wales Coastal Path and Sustrans route 88 mentioned are just leisure routes, not convenient or appropriate for 'utility trips'. The Council's spending on a route from Culverhouse Cross to the Airport is outside AT spec and designated AT areas (the distance is over far for significant cycle-trips).</p> <p>3.3 With such dreadful AT provision, no weight can be given to car journeys to and from the airport, but only enhancements that would boost the public transport options - including cycling to stations and carriage of bikes on trains. Cycling from Barry and Llantwit to the airport, business park and aeronautical college is very feasible, yet no cycle parking is available and cycling routes are largely dominated by fast traffic.</p> <p>3.4 A new rail station for St Athan (Eglwys Dewis/West end) would help some trips, but in view of the walk distances and shuttle bus delays, only bike+rail trips are realistic. Despite the large WG subsidy for Aston Martin, the WG failed to require active travel measures when granting subsidy; now they have to make good by funding this station and set targets for its use.</p> <p>3.5 The one substantial project for AT trips to the Airport and to the St Athan development would be the long-proposed new rail spur into the airport. This would enable bike+train trips to the airport etc. from a wide area. Yet the 2040 Airport Masterplan shows only the Porthkerry take-off point and fails to reserve a route through planned development. The LDP review has to rectify this.</p> <p>3.6 All transport projects need to be reviewed post-Covid. As the Senedd Inquiry into Cardiff Airport (Public Accounts Cttee see 14 Dec letter from Chair to WG, re 16 Nov 2020 hearing), the post COVID-19 world with future remote working will impact numbers of travellers. The PAC accept "the situation is, and will remain, unclear for some time, and accept both the Welsh Government's and Cardiff Airport's difficult position in not being able to seek alternative ways of generating income from other investors, either public or private, or a partnership deal as was previously suggested. Therefore it is imperative that the Airport reviews its masterplan and strategy in light of current conditions."</p> <p>3.7 Likewise, it is imperative that this new M4-link is put on hold pending that review and a wider transport review for the Vale of Glamorgan. That could properly occur within the review of the VoG Local Development Plan due in the first half of 2021.</p>
148	<p>Dear All,</p> <p>During the period of this consultation I have considered it my duty as Councillor to remain objective so that everyone feels free to share their opinions with me. I have spoken to many people in the village communities of Pendoylan, Peterston-super-Ely, Welsh St Donat's, St Brides and St Georges. I have attended monthly virtual meetings of each of the Community Councils where the consultation has been discussed and have arranged online update meetings between the Community Councils and The Head of Neighbourhood Services and Transport at the Vale Council.</p> <p>Very few local people have expressed to me their support for any of the road proposals. The overwhelming majority of people in this ward appear to be against the proposals and these views will have been explained in detail in individual responses and those from each of the Community Councils. I embrace and endorse all comments made on behalf of the four Community Councils in this Ward.</p> <p>I will not repeat all these comments here as, I trust, they will be included in full in the Consultation report. There are however two main reasons why, in my opinion, this consultation should not proceed to the next stage.</p>

	<p>1. The devastating effect on the quality of the life in our village communities.</p> <p>2. Since the Consultation began the world has changed . The Welsh Government and the Vale Council have declared a Climate Emergency and we are living under the shadow of the ever worsening Covid Pandemic which will have untold health and economic consequences for all of us . The Cabinet Member for Neighbourhood Services and Transport at the meeting of the Vale Council on 7th December 2020 confirmed that the climate emergency and Covid-19 pandemic will be paramount considerations when the results of the consultation are presented to Cabinet in the new year.</p> <p>It seems to me that this Consultation cannot in all conscience proceed to the next stage and I call upon the Cabinet to bring this matter to an end at the earliest opportunity .</p> <p>Yours sincerely,</p>
149	<p>1</p> <p>Comments from Welsh St Donat's Community Council about consultation regarding an M4 Junction 34 to A48 link road</p> <p>As a Community Council, we have considered all the documents, supporting information and briefings provided to Local Community Councils about this stage of the WelTag consultation process.</p> <p>Welsh St Donat's Community Council would like to make the following comments about the proposals considered at WelTAG Stage Two Plus:</p> <p>We recognize the poor state of, and problems with, the current lane between the M4 and A48 and the importance of enhancing safety for pedestrians, cyclists and vehicles using the lane. We also recognize the benefits of improving the travel experience along this lane, including reducing journey times and improving access for residents, visitors and commuters.</p> <p>However, as well as recognizing potential benefits, we have several profound concerns about the proposals.</p> <p>OUR KEY CONCERNS</p> <p>ENVIRONMENTAL – The Highway Routes (East and West) involve substantial loss of agricultural land and trees and hves major adverse impacts on the environment, including air and noise pollution, loss of wildlife habitat and interference with the flood plain.</p> <p>RURAL CHARACTER - The Highway Routes (East and West) involve substantial adverse impact on the rural character and visual amenity of the area along its route which will adversely affect quality of life and the tourism potential of this part of the Vale.</p> <p>COMMUNITY - The Highway Routes (East and West) involve massive disruption to families living in households that will require relocation as well as substantial disruption for members of all communities living near the routes.</p> <p>LANE CLOSURES - The Highway Routes (East and West) involve the closure of 2 lanes running West to East that cross the current lane. This would reduce the opportunities for West-East travel along lanes for cyclists and walkers, as well as those residents living on those lanes.</p> <p>OUT OF DATE BUSINESS CASE DOES NOT TAKE ACCOUNT OF RECENT MAJOR GOVERNMENT POLICY AND CONTEXTUAL CHANGES - The Business case on which the proposals in the consultation are based was written in December 2017 i.e 3 years ago. The justification for the new road is substantially based on the need for improved access from the M4 to Cardiff Airport and to the Enterprise Zone near the airport. However, during these 3 years there have been major Government Policy changes (eg. Climate Emergency and Future Generations Policy) with greatly increased emphasis on environmental1</p> <p>Comments from Welsh St Donat's Community Council about</p>

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	Welsh St Donats Community Council 22 December 2020
150	<p>Dear Councillor,</p> <p>The following is my response to the consultation currently underway for the proposals for the stretch of Vale countryside between Junction 34 and the A48 at Sycamore Cross.</p> <p>Before I go into the reasons why I find the proposals to be outrageous and unjustifiable, I would like to first point out that to attempt to carry out a fair consultation during local lockdowns and other restrictions to fight the COVID pandemic, is unfair to many in our community, goes against the spirit of full and open consultation, and has effectively excluded many residents who are unable to access information on line.</p> <p>In addition I believe that the process your Council has followed right from the outset has been flawed. I say this because there were concerns about the length of and completeness of Stage 1, when there was no do nothing option available to consultees, and thereafter the scope has changed with the separation of the rail options following a different Grip process, and the remaining road building or widening options following WelTAG. I understand that the Commissioner for the Well being of Future Generations and local Senedd members have already shared with you their grave misgivings about the process to date.</p> <p>During the stage 2 +, several of the documents provided by the Council were inaccurate and incomplete. Several families, facing the destruction or severe blight of their homes, were not given the full details of the consultation in print. Letters were sent out in error, and in some cases letters were not sent at all. I don't believe that respondents, having seen the inaccurate maps that you provided during the consultation, will have been able to fully respond in an informed manner, as they will not realise just how many properties, some of them over a hundred years old, would be lost, if the new road options go ahead.</p> <p>All the errors and refusals to communicate more widely, or even to delay or extend the consultation, have needlessly added to what has already been a distressing time for many in the rural Vale communities.</p> <p>The proposals as set out in the consultation document state that the intention is to solve issues mainly around airport access, the Enterprise zone, commuter traffic congestion, the nature of the existing single track lanes, and cycling/walking opportunities.</p> <p>Let me take each of these in turn:</p> <p>Airport Access – recent trends have sadly shown that Cardiff Airport is not set for significant long term growth, and the current pandemic has exacerbated this further. Even in more favourable times, road access to airport has not been considered the main limiting factor on flight routes and passenger numbers. The Council have failed to demonstrate any link to that effect. And I know from the outcome of an FOI request, that no studies have been carried out as yet, on the benefits that have been delivered by the Five Mile Lane works, which means that the baseline for any claimed benefits of this additional programme of works cannot be proven.</p> <p>Enterprise Zone – again, we have seen various companies come and go in the Vale / St Athan region, and despite the headlines and government funding, these have failed to produce sustained job opportunities. Recent interest will do nothing more than replace jobs lost elsewhere in the region and as such, cannot be claimed to drive significant additional traffic in the future. In any case, the route from RCT to the St Athan region is already provided on A road routes via M4, A4232, A48 and the newly completed Five Mile Line and Wenvoe improvements. Once again, no up to date studies have been done to assess the benefits delivered by the changes already in place.</p> <p>Commuter Traffic Congestion It is widely accepted that roads do not alleviate congestion, but instead attract more traffic. In pre Covid days the priority to easing congestion at Culverhouse Cross would have been to actually improve flow at Culverhouse, at Junction 33 and also along the A48. None of these would be achieved by decimating the villages of the Ely Valley and encouraging more traffic and</p>

pollution through our valuable countryside and SSSIs. In the new situation we are in, significant reductions in commuter numbers are expected as many work from home. Indeed the Welsh Government is looking to actively encourage this going forward, I believe a 30% reduction in commuter traffic into Cardiff has been stated as a target by the Senedd. So to invest in additional roads to impede this progress would seem ludicrous and wasteful.

Single Track Lanes – I reject the idea that this is a problem needing to be solved. Single track lanes and the hedgerows and fields around them are a vital and attractive part of our Vale landscape, and allow many endangered mammals and birds to survive in our ecosystems. Hedgehogs, Red Kites, bats, hares and other breeding species rely on this environment, and it also provides benefits of well being to the local communities and those who visit from elsewhere to enjoy it. The lanes are part and parcel of our way of life in the Vale, as you yourself will know. They are not an inconvenience to be addressed by tarmac.

Cycling/Walking Opportunities – There may be opportunities to make our lanes safer for walkers and cyclists, including looking at speed limitation, which I know is already being pursued by Peterston super Ely and other Vale residents, Building long stretches of national speed limit roads , increasing road noise and air pollution and destroying natural habitats is not the means to do this. The suggestion that the loss of our lanes and countryside could be compensated by the building of cycle paths alongside this monstrous scheme is almost laughable and demonstrates a lack of understanding of the value and beauty of the Vale of Glamorgan’s rural landscapes.

In addition:

- the destruction of ancient woodlands for the sake of new road connections or widening would be a travesty. The Woodland Trust is campaigning against your proposals, and do not accept that the loss of these rare and vital habitats could be mitigated. They are irreplaceable.
- The risk of flooding from run off has been insufficiently considered. Grassland and woodlands form an important part of an already strained flood management system. Floods in the region, particularly in Peterston and along Pont Sarn lane , have become much more frequent of late, and your proposals would only make this worse. On a practical note they would also isolate several homes during times of flooding as you are proposing to close two rural routes between Peterston and Pendoylan/Clawdd Coch.
- Wales has declared a Climate Emergency. Increasing traffic and associated emissions will not help deliver the change needed to alleviate this emergency. We have seen just recently in UK law cases, the devastating impact that road pollution can have on human health, and I understand that full assessments of Green house Gas impacts from this scheme have not been completed.
- The destruction of wildlife habitat needs to be highlighted. We know that in the UK and in Wales we are losing rural habitats and therefore wild species at an alarming rate. The area you propose to build through is home to any species of birds, including birds of prey, hedgehogs (a species now classified as vulnerable to extension), foxes, bats, hares, newts, otters, the list goes on. The value of our ecosystem should never be underestimated or considered acceptable collateral damage.

On a general note I find it distasteful that consultants continue to make huge amounts of money out of this process at a time when families in the Vale are struggling to find work , to pursue education without disruption, and in some cases even to feed their families. Funding of our health and caring services, repairs to existing roads, support from PCSOs, tackling of fly-tipping, the list goes on in terms of gaps in funding and commitment from our representatives. As we do our best to survive the economic impacts of both Brexit and the current pandemic, I resent such a cavalier approach to spending public money on solving a problem that simply doesn’t exist. Furthermore, the continued agonies that these proposals have been causing, year after year, for impacted families who may lose their homes, way of life and peace of mind is unacceptable.

Please ensure that you include my responses in this round of consultation.

I trust you will do the right thing when the decision is next put before you, and that you will end this proposal , without progressing to Stage 3 or spending more money on this out dated and devastating scheme.

151	<p>Cardiff Cycle City</p> <p>Response to the WelTAG Stage 2+ Consultation on the Proposed A48 –J34 Link - Vale of Glamorgan Cardiff Cycle City December 2020</p> <p>Introduction</p> <p>Cardiff Cycle City is responding to this consultation on the proposals for a new or widened road from the A48 at Sycamore Cross, to J34 of the M4 in the Vale of Glamorgan.</p> <p>Cardiff Cycle City was established in January 2014. We bring different individuals and groups together in one common vision: to make Cardiff the best cycling city in the UK. We aim to work constructively with Cardiff Council and other agencies to bring this about. We have nearly 1000 supporters on our mailing list and an extensive reach through our social media channels.</p> <p>Whilst Cardiff is our focus, we are also seeking to improve cycle infrastructure links with other communities in South Wales, and to promote the benefits of cycling and Active Travel for the whole of Wales.</p> <p>We have worked closely on this response with other cycling organisations including Welsh Cycling, Cycling UK and Vale Veloways. In particular we are grateful to Vale Communities for Future Generations and Vale Veloways for their work in identifying the flaws and shortcomings of the process followed in the road proposal.</p> <p>Many of our members cycle from Cardiff into the Vale so the proposals will affect us directly. More importantly, we are seeking to make it possible for everyone to be able to walk or cycle for their day to day travel, or for leisure, principally by making routes safer, and this proposal does the complete opposite.</p> <p>We advocate cycling because it can help solve many serious challenges facing us, including climate change, air pollution, congestion, physical inactivity and obesity and maintaining a good quality of life for everyone, whether or not they chose to cycle.</p> <p>Very many cyclists regularly enjoy the peace and tranquillity of the Vale of Glamorgan. The two new road options will cut off two main routes for cyclists travelling from Cardiff to the Vale, Pont Sarn Lane and Trehedyn Lane. The new road will cause the loss of peace and tranquillity – for large numbers of horse riders, walkers, cyclists and others – which is a huge loss, not just to citizens’ lives but to their mental and physical health. In addition, the new road will make cycling throughout the area more dangerous and far less attractive, because of increased traffic on surrounding roads.</p> <p>Non Compliance with WelTAG 2017 Process</p> <p>All new transport projects have to be evaluated via this process, revised in 2017 to take on the requirements of the Wellbeing of Future Generations legislation.</p> <p>The Wellbeing of Future Generations Act also requires public bodies in Wales to ‘think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change’</p> <p>The aim of WelTAG is to deliver a transport system which is fit for the future by giving us travel options that are low or zero-carbon, mitigating air pollution problems, catalysing the green economy and making people, goods and services mobile in ways that do not cost the earth.</p> <p>The WelTAG process is required to use the principles of sustainable development and to consider all options and to involve people affected by decisions.</p> <p>Stage One of the process is required to identify the issues and problems and objectives and then develop a long-list of options for solutions. The review group should then agree a shortlist documenting these decisions and the basis for them.</p> <p>Despite the Outline Business Case Report referring to a Stage 1 Review Group meeting (and a focus group) taking place on 27 November 2017, there seem to be no minutes or record of this vitally important meeting.</p> <p>The WelTAG process requires that the Review Group should seek to involve individuals from a range of backgrounds and expertise including across the four aspects of well-being (social, cultural, environmental and economic). There should also be an independent reviewer and the group should include a member with a high level of Active Travel expertise</p> <p>There is no evidence that an independent reviewer was appointed, or that any representatives of the community or of environmental or sustainable transport groups from the Vale of Glamorgan were involved in the Review Group or the ‘focus group’. There is no evidence that other options were</p>
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	<p>considered – such as improving and integrating bus and rail services including reducing fares, enhancing the active travel network, reducing single car occupancy by car sharing etc.</p> <p>Non Compliance with Active Travel Act 2013</p> <p>The Vale of Glamorgan is a beautiful area with lanes and paths enjoyed by many cyclists, walkers and horse riders both living locally and those from adjoining areas.</p> <p>Despite this, the consultation document entirely fails to consider the exceptionally high level of cycling on roads that cross the proposed road. The development therefore threatens to cause significant disruption to people cycling and walking in the area, severing otherwise quiet routes, and likely deterring many people from cycling in the area altogether.</p> <p>The existing lanes heavily used by cyclists to be closed are Trehedyn Lane from Peterston super Ely to Welsh St Donats, and Pont Sarn Lane from east of Peterston, via Clawd-Coch to Welsh St Donats.</p> <p>In addition the proposal will inevitably create a rat-run on the existing lane from Fairwater in Cardiff through Peterston super Ely and Gwern y Steeple to access the new road both to J34 and South to Barry. That will make this lane much busier and less safe for cyclists, walkers and horse riders, and will also make life intolerable for residents of those villages. The effect on this key route has simply not been considered and is not mentioned.</p> <p>Assuming the new road is built, the only option for cyclists going west from Cardiff (to avoid the very fast and busy A48), will be to cycle up the steep narrow, and now very busy Logwood lane from Gwern y Steeple up to the new junction, to join the existing lane, for a steep descent to rejoin the existing lane to Welsh St Donats. Where cyclists currently experience a pleasant gentle ride along Trehedyn Lane, they will now face a dangerous and very strenuous climb and fast, narrow descent, deterring the great majority of cyclists.</p> <p>The closure of an important lane used by cyclists from Dyffryn to Llancarfan took place in the design and construction of Five Mile Lane. The Vale of Glamorgan Highways were advised of this and asked to ensure closures of the above two lanes would not occur if the A48-J34 link were to proceed. Yet now the new road proposals cut off these lanes</p> <p>In ignoring the way in which people currently cycle in the area, the proposal fails to meet the requirements of the Active Travel Act to enhance active travel routes. In fact the proposal severely damages existing Active Travel routes.</p> <p>Climate Emergency and Covid 19</p> <p>Furthermore, the Welsh Government declared a climate emergency in April 2019 and the Vale of Glamorgan Council did so in July 2019. Despite this, no account is taken of these declarations in the proposals. This road development will contribute to the climate emergency by generating more traffic and higher emissions, and is therefore in conflict with Welsh Government’s plan to Decarbonise Transport.</p> <p>Transport experts have repeatedly shown that building new roads does not solve traffic problems. See CPRE report ‘Impact of Road Projects in England.’ The evidence shows that new roads merely encourage more traffic and increase congestion and emissions and cause huge damage to bio-diversity and the environment.</p> <p>This proposal fails to take into account changes to people’s lives caused by Covid-19, such as a reduction in air travel, which is likely to persist.</p> <p>In addition, many people will now continue to work from home and are commuting less.</p> <p>Non Compliance with the Environment Act (Wales) 2016</p> <p>This Act requires the reduction of carbon emissions of greenhouse gases by 80% by 2050, against the 1990 baseline, and with interim targets and 5-yearly carbon budgets.</p> <p>Building a road which will increase traffic by 250% will clearly increase carbon emissions. And a huge volume of carbon emissions will be generated by the construction phase of the road.</p> <p>As regards biodiversity, the scheme contravenes Section 6 of this Act (as well as the Vale Council’s Supplementary Planning Guidance (SPG) on Biodiversity and Development (April 2018) and its Biodiversity Forward Plan Part 2 (August 2019).</p> <p>Section 6 of the Act requires public authorities to maintain and enhance biodiversity, and thus to promote the resilience of ecosystems. Objective 4 of the proposed scheme is the requirement to protect and enhance the historic and natural environment with at least a Neutral Impact.</p> <p>And yet the Ecology Report (Appendix L) and Outline Business Case report are clear that both routes will have a Very Large Adverse impact on the areas of Ancient Woodland, noting that such woodland cannot</p>
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	<p>be recreated or substituted and therefore these impacts will be permanent.</p> <p>The Ecology Report shows that there are many long established hedgerows and many sensitive habitats for protected and priority species; and that further investigations are likely to reveal more protected and priority species in the area. And that both routes will have an adverse impact on the many SINCs (Sites of Importance for Nature Conservation) .</p> <p>The Consultation report excludes any mention of these highly important Adverse impacts, so it is clearly misleading. Analysis of the Five Objectives of the scheme</p> <p>As the scheme has been developed via the WelTAG process, the issues of connectivity in the Vale and the solution, have been drawn into 5 objectives.</p> <p>Objective One is to ‘enhance connectivity to Cardiff airport and strategic employment sites in the region’. Success will be measured by ‘reduced and more reliable journey times between [the] strategic [road] network and Cardiff Airport and St Athan’.</p> <p>So this objective has been defined in such a way that it can only be achieved by a road, and the faster that vehicles can travel, the more successful the road, even though this will obviously cause more emission, noise, more congestion on surrounding lanes.</p> <p>Objective Two is to ‘increase transport options for strategic access and access to and from local communities’. This is to be measured by looking for ‘increased use of sustainable travel modes by residents and local communities’.</p> <p>But the actual measurement adopted is the length of cycling and walking routes provided and bus journey times. This fails to measure how many people actually make use of sustainable travel modes, or modal split. Since the new road proposals both currently block two lanes heavily used by cyclists travelling from Cardiff to the Vale and vice versa, it is clear that the proposal will significantly reduce sustainable travel.</p> <p>Objective Three is to increase resilience and safety on the M4, the A48, the A4232 and other roads. The CPRE report has demonstrated that new roads encourage more traffic, and simply move congestion elsewhere. In particular, the proposal will create a rat-run on the existing lane from Fairwater in Cardiff through Peterston super Ely and Gwern y Steeple to access the new road both to J34 and South to Barry, making this lane less safe especially for cyclists, walkers and horse riders, and making life intolerable for residents of those villages.</p> <p>Objective Four is to protect and enhance the historic, built and natural environment, to be measured by ‘improvement of the transport network with at least neutral impact on the historical, built and natural assets. This is to be measured by number of historic assets, area of ecological features, area of flood zone affected. We assume this means that the number of feature damaged or lost is minimized. However, the Ecology Report (Appendix L of the Impact Assessment) makes it clear that both new road options will have a Very Large Adverse Impact on the Ancient Woodlands noting that these cannot be recreated or substituted and therefore these impacts are permanent. It will also have moderate negative impact on the many SINCs on the route.</p> <p>So it is clear from the scheme’s own investigations that it cannot deliver this objective with ‘at least neutral impact’ In addition the Landscape assessment as scored on the WebTAG Appraisals (Appendix R of the Impact Assessment) notes that there will be adverse Impacts on Tranquility and Visual Amenity. It notes that both Offline options will have Moderate Adverse impact overall.</p> <p>And yet none of these Important Adverse impacts have even been noted in the Consultation report .</p> <p>Objective Five is to support communities, social inclusion, health and well-being, to be measured by ‘improvement of the network with at least neutral impact on social and cultural facilities, businesses and residential properties. The proposed measurement by number of properties affected and length of walking and cycling links provided, does not measure the impact of people disrupted, businesses damaged or how there will actually be a major reduction in the number of people cycling and walking, because of the closing of existing well used routes.</p> <p>The proposal will affect very many homes with noise and air pollution, will split up farm land, and will destroy the connection of communities separated by the lane closures, so again the road cannot achieve ‘at least neutral impact’</p> <p>This analysis clearly demonstrates that these objectives have been defined in such a way that only a new road can deliver Objective 1, and conversely a new road will fail all the other scheme’s own objectives . And again the consultation document makes no mention of these breaches of the objectives.</p>
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	<p>Conclusion</p> <p>The conception and development of this scheme has been poorly established and managed and is now completely flawed.</p> <p>No substantial evidence has been provided of the need for a new road and there is no evidence that any other options for improving connectivity have been considered.</p> <p>The WelTAG process as strengthened by the Well Being of Future Generations Act has not been followed. The Stage 1 review may not have taken place, No independant reviewer was appointed. There has been very little attempt to involve a diversity of stakeholders. No account has been taken of the substantial opposition to the scheme apparent in earlier consultations</p> <p>There has been a substantial failure to meet the requirements of the Active Travel Act, in that two existing lanes used by many cyclists, walkers and horse riders are to be closed, and the route to Peterston from Cardiff will be made much busier and less safe for those groups.</p> <p>The scheme will breach the Environment Act in that Carbon emissions will clearly increase as a result of the scheme. And the scheme's own studies demonstrate that there will be Adverse Impacts on bio diversity, Ancient Woodland ,SINCs and the landscape.</p> <p>Finally, the objectives for the scheme have been defined in such a way that only a new road can deliver Objective 1, and at the same time will fail all the other 4 objectives .</p> <p>And yet the consultation document presented to the public is misleading by making no mention of these negative impacts of the scheme.</p> <p>It is apparent that this consultation and scheme must be ended and that in future Welsh Government legislation and policy must be followed in developing Sustainable Transport solutions to improve connectivity.</p>
152	<p>I am writing to you as a villager from Gwern-y-steeple, within the Vale of Glamorgan. Regarding the proposed M4-A48 airport link road, may I make the following objections:</p> <p>RE: WelTag1 consultation:</p> <ol style="list-style-type: none"> 1. The consultation period for WelTag1 considering different options was too short officially, and therefore it would be appropriate to return to the 1st stage, in order to allow fair feedback. 2. It appears that a large number of responses to WelTag1 were not received due to a faulty computer system - as such, returning to the 1st stage again appears appropriate. <p>RE: M4-A48 airport link road:</p> <ol style="list-style-type: none"> 1. Air quality will be adversely affected by the road and vehicle pollution. The Vale of Glamorgan already has a high level of air pollution, and Public Health Wales has stated that this is their number 2 (after cancer) focus. Wales has declared a climate emergency; building roads increases car dependency. Thus is not a new road in a high pollution area going against public health advice and putting health and lives at risk? This appears to be in complete contrast to the Stage 1 Study objective "To minimise impacts on communities and support social inclusion and health and wellbeing." 2. Due to induced demand, the new road will not actually decrease traffic - as more roads create more traffic. Additionally, the A48 already struggles with a build up of traffic especially at peak times heading towards Culverhouse Cross, and adding more traffic to this will not help this situation. It will likely also worsen the current road system through Pendoylan due to increased traffic volume as people try to avoid the backlog at the A48, especially if there is an accident on the proposed link road. This will in fact then worsen the local road traffic volume, and will have a negative impact on air quality and the economy as a result. This also is not in keeping with the Stage 1 Study objective "To increase use of sustainable travel modes by residents of local communities". Potential introduction of a cycle path alongside the proposed road as a gesture, is unlikely to benefit from a business perspective - due to the rural nature of the area and lack of proximity to Cardiff airport/enterprise zone/Cardiff city centre. 3. The road will run closely to Lanlay meadows (National Trust) and through Ancient Woodland (Woodland Trust) which needs to be considered. There are ancient tree species as well as specific butterflies and otters in the area which will likely be adversely affected, in addition to a number of other important habitats. The Vale of Glamorgan Local Biodiversity Action Plan (LDAP) is clear regarding planning to conserve and enhance the biodiversity of the Vale. Similarly, one of the objectives in the Stage 1 WelTag1 Study states - "To protect and enhance the historic, built and natural environment including the landscape and settlement character with transport network being improved with at least neutral impact on historic, built and natural assets." The four proposed options are not in keeping with this objective, nor the LDAP. The Welsh Government has given firm protection to Ancient Woodland

	<p>through Planning Policy Wales, and through enshrining the maintenance of the natural environment into law with the Wellbeing of Future Generations Act. The proposals are not in harmony with the natural environment – the proposed roads are many metres high in large areas which would significantly detrimentally affect the landscape and settlement character. This is especially the case with regards to proximity to Lanlay Meadows, ancient woodlands, and Vale's villages such as Pendoylan.</p> <p>4. The tranquility of the Vale villages will be adversely affected by the new road and construction. This is a huge tourist point for the Vale of Glamorgan and Cardiff as a whole, with special cycling routes through Pendoylan noted in a cycling book relating to beautiful scenery. The new road options would therefore likely impact tourism and the economy negatively. Additionally, the road would affect public rights of way and footpaths which are frequently used by tourist walkers and the local community – for example, the renowned Valeways Millenium Heritage Trail walk, which would be obliterated by the proposed roads. The community in the Vale is made up of many social walkers and runners, and during the lockdown period re: Covid-19 this highlighted the importance of green space for health and wellbeing, as many people from urban areas travelled to the Ely Valley to be refreshed by nature.</p> <p>5. There does not appear to be any clear benefit to the local community as a consequence of the proposed link roads, especially with poor proposed access to the link road in the area, namely between Peterston-super-ely and Pendoylan villages - some of which involve communities that will be completely cut off from each other (by driving and walking means)! The closing of Trehedyn Lane between Peterston-super-ely and Pendoylan fractures this Vale Community in half. Additionally, the smaller roads themselves will likely already be affected by the proposed road itself due to Induced Demand – which will likely result in increased maintenance costs for the smaller roads as a result (i.e. potholes).</p> <p>In answer to the recent Consultation Document/ WelTAG Stage 2 Plus Business Case</p> <ol style="list-style-type: none"> 1. The WelTAG 2 Plus Outline Business Case Consultation Document appears significantly biased and lacking in independence. The bias appears to be towards road construction, in the language that is used. There are a number of examples: <ol style="list-style-type: none"> a. The number of accidents on the current road setup is incredibly low. Large roads, carrying many more cars per day, result in greater number of accidents of greater severity - and thus a bigger impact on road uses in addition. Therefore, I cannot reasonably agree with the assessment that the new road will provide a large benefit in relation to leaving things as they currently are; and in fact, I feel it will result in a significant adverse impact. b. Due to the points mentioned below, in relation to limited business impact, I do not think that the proposed roads options can reasonably be suggested to be more cost-effective. c. I do not see how the proposed road can improve greenhouse gases compared to leaving the current road as it is. The massive greenhouse gas/carbon emissions that it will take to build the road, not to mention the resulting increase in suggested road usage of cars and haulage will surely have a greater impact than the current small level of traff (albeit at slower speeds). 2. There is no option for improving the existing road without cutting off access between Peterston-super-ely and Pendoylan (at Trehedyn Lane), or without extensive removal of hedgerows and altering of gradient. Additionally, the proposed road options cut off the communities and renowned cycle paths around Clawdd-Coch, destroying the close fabric of the Ely Valley communities. 3. Change of practice post COVID not taken into account, as noted by the appraisal. More people are working from home and likely to be in the medium-long term, and as such this raises questions as to whether a multi-million pound spend on a proposed road is a cost-effective use of public money. 4. The lack of ways to respond to this consultation during the Covid pandemic (i.e. online only) is not fair for people who are unable/cannot use electronic means - especially the large proportion of elderly people in the local community. 5. The consultation mentions that the reasons that improvements are needed are due to - “Cardiff Airport and St Athan Enterprise Zone development and employment opportunity and important to support local regional and national economic performance” – this is at the expense of the environment and local people/communities as described. This should be placed around existing road infrastructure, rather than by tearing up one of the few last green areas and valleys around the capital. The cost of building an entirely new road, rather than upgrading links at culverhouse cross itself, would be
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	<p>phenomenal.</p> <p>6. It is noted in the consultation that the current route has become a rat run with negative impacts on the community - do the consultation developers honestly believe that building a colossal new road right through the community will be beneficial? The many additional vehicles that it would encourage, not to mention the visual, noise and air detrimental impacts would have an even greater effect on the community - as well as cutting off the communities' abilities to walk and drive to each other.</p> <p>7. Public transport is not great in the area however demand is unlikely to warrant any additional services. The suggestion of putting a path on the side, or a cycling route from a business perspective, is somewhat pie-in-the-sky - I cannot imagine that there will be any more than a handful of people that would either walk (!) or cycle from Llantrissant to St Athan area for business, and thus cars would still be the favoured method of transport.</p> <p>8. It is incorrect to say walking and cycling connections are currently poor in the area. In fact proposals would cut off currently very popular cycling routes and attractive walking roads frequented by huge numbers of local and out of area residents for leisure and exercise, as well as mental wellbeing. All of the proposed road options would significantly and irretrievably destroying local environment and landscape, increasing noise and air pollution with all 4 options. This is actually noted correctly in the Consultation Document that shows a detrimental impact on the environment in 7 out of 9 categories (Noise, air quality, landscape, historic environment, biodiversity, water environment, and residential amenity) for ALL FOUR proposed road options; as well as a noted detrimental impact on land and property.</p> <p>9. The reasons that Cardiff Airport is not utilised by passengers frequently should not be blamed upon the suggested lack of access to the airport via the Ely Valley. This is multifactorial.</p> <p>10. The Ely Valley is an attractive place to live currently, as evidenced by such high house prices above the national average. Many of the reasons include its amount of green space, lack of vehicles and businesses, and the rural (non-industrial) community feel. The introduction of greater infrastructure that does not benefit the community and rather spoils and breaks it apart, is therefore not something that should be strived for.</p> <p>11. Water run-off from the proposed roads would exacerbate flooding in the Ely Valley, our villages and surrounding lanes.</p> <p>12. The "Case for Change" is outdated and uses inaccurate forecasting - in addition to the current situation being vastly different as a result of the Covid-19 pandemic.</p> <p>13. The Wellbeing of Future Generations Act Wales 2015 is in direct contrast with the proposed road suggestions.</p> <p>Suggestions:</p> <p>1. To widen the existing road through Pendoylan from junction 34 to the A48, to a double lane road where possible - thus having far less impact environmentally and financially, and in keeping with the surroundings. Rather than raising and building a whole new road, this would still allow access from all of the separate side roads that link into this road - rather than closing off both existing lanes between Pendoylan and Peterston-super-ely</p> <p>2. The suggested spend of money would be much better spent on upgrading broadband and internet services in the Vale area, to improve the ability for SMEs to function, especially given the increase in home and remote working. The current internet infrastructure is poor and would benefit from this. Many thanks for reading the above points, and I hope they are taken into consideration moving forwards.</p> <p>Kind regards,</p>
153	<p>Re: WelTag Stage 2 + Consultation re Link Road A48 – J34 of M4, Vale of Glamorgan</p> <p>As the ***** for the Vale of Glamorgan I am writing to highlight my longstanding and deep-rooted concerns about the proposal to develop a link road between Junction 34 and the A48 in my constituency. This is currently the subject of a Stage 2 + WelTAG Consultation taking place during a period of local restrictions, followed by the recent firebreak and subsequent national regulations and guidance regarding Covid-19 in Wales.</p>

	<p>I would like to confirm my longstanding opposition to these proposals due to the hugely adverse impact of noise, damage to ancient woodland, SINCs, loss of protected species and mature hedgerows on this special environment of the Ely, and because of the huge weight of opposition from people living in the areas including the Pendoylan and Peterston-super-Ely community councils who have lived under the blight of these proposals since 2008.</p> <p>I was opposed to the original A48 – M4 proposals in 2008 and I welcomed the decision not to proceed. This decision took on board the recommendation that the upgrade of Five Mile lane go ahead to improve access to Barry, the Airport and the Western Vale including the Business Park developing at St Athan (the DTA at that time). I was very much in favour of improving the integrated transport approach to the Airport including increasing the frequency of the Vale of Glamorgan rail service and a subsidised bus service.</p> <p>The development of Five mile lane and T9 Bus service from Cardiff went ahead as did the maintenance of a link bus service from Rhoose station to the Airport and the approval of plans to increase the frequency of the Vale Railway service to half hourly by 2023. I have made representations for this improvement to be brought forward to an earlier date in the interests of improving access to the Airport and to meet the needs of commuters, schools students, pensioners, families and all rail users of this popular line.</p> <p>I believe there now needs to be an evaluation of the impact of the upgrading of Five Mile lane taking into account the loss of aviation business at the Airport due to Covid-19. I have consistently supported and backed the integrated transport approach to improving access to the Airport including the subsidy of the T9 bus service .</p> <p>I met with members of the Vale Communities for Future Generations residents group in October who have raised their deep concerns about the Weltag2+ consultation and have requested that it should be halted because of the pandemic.</p> <p>This stage of the consultation has been instigated during the covid-19 pandemic when there are strict limitations on the ability of people to meet face-to face. The Arcadis consultation methods have been conducted ‘on line’ excluding all those households who are not ‘on line’ including many elderly and vulnerable residents. I understand that some properties potentially affected by the proposals were left off the online map at the start of the consultation and have still not been included.</p> <p>People cannot easily view large scale drawings online and feel that they have been left out of the consultation because of the online methods and lack of public interface. The concern, stress and disappointment is considerable because people want to express their opposition in effective ways to the possible destruction of flora, fauna and the environment of the River Ely .</p> <p>Many constituents have raised concerns about climate change and have welcomed commitments to the Climate Emergency with consideration being given to decarbonisation, biodiversity and active travel and I have been questioned extensively about the apparent policy contradictions in pursuing this new road proposal. In particular, questions have been raised whether a full review of all options took place at the Stage One review, as is a fundamental requirement of the WelTAG process. In this regard, can you advise me who are the members of the Review Panel ?</p> <p>I have also been informed that both options for the proposed new link road would result in the closure of two existing lanes running from St Fagans to Welsh St Donats, These are both heavily used by cyclists travelling from Cardiff to the Vale and vice versa and in line with the Active Travel Act I know that any road proposal needs to take reasonable steps to enhance the provisions made for walkers and cyclists.</p> <p>I believe the WelTAG Stage2+ consultation should be halted now due the unacceptable conditions for all those affected by an ‘online’ consultation and urgent consideration be given to the withdrawal of the</p>
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	proposal in the light of the changed circumstances we now find ourselves due to the climate emergency and Covid -19.
154	<p>I am writing to you as a villager from Gwern-y-steeple, within the Vale of Glamorgan. Regarding the proposed M4-A48 airport link road, may I make the following objections:</p> <p>RE: WelTag1 consultation:</p> <ol style="list-style-type: none"> 1. The consultation period for WelTag1 considering different options was too short officially, and therefore it would be appropriate to return to the 1st stage, in order to allow fair feedback. 2. It appears that a large number of responses to WelTag1 were not received due to a faulty computer system - as such, returning to the 1st stage again appears appropriate. <p>RE: M4-A48 airport link road:</p> <ol style="list-style-type: none"> 1. Air quality will be adversely affected by the road and vehicle pollution. The Vale of Glamorgan already has a high level of air pollution, and Public Health Wales has stated that this is their number 2 (after cancer) focus. Wales has declared a climate emergency; building roads increases car dependency. Thus is not a new road in a high pollution area going against public health advice and putting health and lives at risk? This appears to be in complete contrast to the Stage 1 Study objective "To minimise impacts on communities and support social inclusion and health and wellbeing." 2. Due to induced demand, the new road will not actually decrease traffic - as more roads create more traffic. Additionally, the A48 already struggles with a build up of traffic especially at peak times heading towards Culverhouse Cross, and adding more traffic to this will not help this situation. It will likely also worsen the current road system through Pendoylan due to increased traffic volume as people try to avoid the backlog at the A48, especially if there is an accident on the proposed link road. This will in fact then worsen the local road traffic volume, and will have a negative impact on air quality and the economy as a result. This also is not in keeping with the Stage 1 Study objective "To increase use of sustainable travel modes by residents of local communities". Potential introduction of a cycle path alongside the proposed road as a gesture, is unlikely to benefit from a business perspective - due to the rural nature of the area and lack of proximity to Cardiff airport/enterprise zone/Cardiff city centre. 3. The road will run closely to Lanlay meadows (National Trust) and through Ancient Woodland (Woodland Trust) which needs to be considered. There are ancient tree species as well as specific butterflies and otters in the area which will likely be adversely affected, in addition to a number of other important habitats. The Vale of Glamorgan Local Biodiversity Action Plan (LDAP) is clear regarding planning to conserve and enhance the biodiversity of the Vale. Similarly, one of the objectives in the Stage 1 WelTag1 Study states - "To protect and enhance the historic, built and natural environment including the landscape and settlement character with transport network being improved with at least neutral impact on historic, built and natural assets." The four proposed options are not in keeping with this objective, nor the LDAP. The Welsh Government has given firm protection to Ancient Woodland through Planning Policy Wales, and through enshrining the maintenance of the natural environment into law with the Wellbeing of Future Generations Act. The proposals are not in harmony with the natural environment – the proposed roads are many metres high in large areas which would significantly detrimentally affect the landscape and settlement character. This is especially the case with regards to proximity to Lanlay Meadows, ancient woodlands, and Vale's villages such as Pendoylan. 4. The tranquility of the Vale villages will be adversely affected by the new road and construction. This is a huge tourist point for the Vale of Glamorgan and Cardiff as a whole, with special cycling routes through Pendoylan noted in a cycling book relating to beautiful scenery. The new road options would therefore likely impact tourism and the economy negatively. Additionally, the road would affect public rights of way and footpaths which are frequently used by tourist walkers and the local community – for example, the renowned Valeways Millenium Heritage Trail walk, which would be obliterated by the proposed roads. The community in the Vale is made up of many social walkers and runners, and during the lockdown period re:Covid-19 this highlighted the importance of green space for health and wellbeing, as many people from urban areas travelled to the Ely Valley to be refreshed by nature. 5. There does not appear to be any clear benefit to the local community as a consequence of the proposed link roads, especially with poor proposed access to the link road in the area, namely between Peterston-super-ely and Pendoylan villages - some of which involve communities that will be completely cut off from each other (by driving and walking means)! The closing of Trehedyn Lane between Peterston-super-ely and Pendoylan fractures this Vale Community in half. Additionally, the smaller roads themselves will likely already be affected by the proposed road itself due to Induced

	<p>Demand – which will likely result in increased maintenance costs for the smaller roads as a result (i.e. potholes).</p> <p>In answer to the recent consultation</p> <ol style="list-style-type: none"> 1. The WelTAG 2 Plus Outline Business Case Consultation Document appears significantly biased and lacking in independence. The bias appears to be towards road construction, in the language that is used. There are a number of examples: <ol style="list-style-type: none"> a. The number of accidents on the current road setup is incredibly low. Large roads, carrying many more cars per day, result in greater number of accidents of greater severity - and thus a bigger impact on road uses in addition. Therefore, I cannot reasonably agree with the assessment that the new road will provide a large benefit in relation to leaving things as they currently are; and in fact, I feel it will result in a significant adverse impact. b. Due to the points mentioned below, in relation to limited business impact, I do not think that the proposed roads options can reasonably be suggested to be more cost-effective. c. I do not see how the proposed road can improve greenhouse gases compared to leaving the current road as it is. The massive greenhouse gas/carbon emissions that it will take to build the road, not to mention the resulting increase in suggested road usage of cars and haulage will surely have a greater impact than the current small level of traff (albeit at slower speeds). 2. There is no option for improving the existing road without cutting off access between Peterston-super-ely and Pendoylan (at Trehedyn Lane), or without extensive removal of hedgerows and altering of gradient. Additionally, the proposed road options cut off the communities and renowned cycle paths around Clawdd-Coch, destroying the close fabric of the Ely Valley communities. 3. Change of practice post COVID not taken into account, as noted by the appraisal. More people are working from home and likely to be in the medium-long term, and as such this raises questions as to whether a multi-million pound spend on a proposed road is a cost-effective use of public money. 4. The lack of ways to respond to this consultation during the Covid pandemic (i.e. online only) is not fair for people who are unable/cannot use electronic means - especially the large proportion of elderly people in the local community. 5. The consultation mentions that the reasons that improvements are needed are due to - “Cardiff Airport and St Athan Enterprise Zone development and employment opportunity and important to support local regional and national economic performance” – this is at the expense of the environment and local people/communities as described. This should be placed around existing road infrastructure, rather than by tearing up one of the few last green areas and valleys around the capital. The cost of building an entirely new road, rather than upgrading links at culverhouse cross itself, would be phenomenal. 6. It is noted in the consultation that the current route has become a rat run with negative impacts on the community - do the consultation developers honestly believe that building a colossal new road right through the community will be beneficial? The many additional vehicles that it would encourage, not to mention the visual, noise and air detrimental impacts would have an even greater effect on the community - as well as cutting off the communities’ abilities to walk and drive to each other. 7. Public transport is not great in the area however demand is unlikely to warrant any additional services. The suggestion of putting a path on the side, or a cycling route from a business perspective, is somewhat pie-in-the-sky - I cannot imagine that there will be any more than a handful of people that would either walk (!) or cycle from Llantrissant to St Athan area for business, and thus cars would still be the favoured method of transport. 8. It is incorrect to say walking and cycling connections are currently poor in the area. In fact proposals would cut off currently very popular cycling routes and attractive walking roads frequented by huge numbers of local and out of area residents for leisure and exercise, as well as mental wellbeing. All of the proposed road options would significantly and irretrievably destroying local environment and landscape, increasing noise and air pollution with all 4 options. This is actually noted correctly in the Consultation Document that shows a detrimental impact on the environment in 7 out of 9 categories (Noise, air quality, landscape, historic environment, biodiversity, water environment, and residential amenity) for ALL FOUR proposed road options; as well as a noted detrimental impact on land and property.
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	<p>9. The reasons that Cardiff Airport is not utilised by passengers frequently should not be blamed upon the suggested lack of access to the airport via the Ely Valley. This is multifactorial.</p> <p>10. The Ely Valley is an attractive place to live currently, as evidenced by such high house prices above the national average. Many of the reasons include its amount of green space, lack of vehicles and businesses, and the rural (non-industrial) community feel. The introduction of greater infrastructure that does not benefit the community and rather spoils and breaks it apart, is therefore not something that should be strived for.</p> <p>11. Water run-off from the proposed roads would exacerbate flooding in the Ely Valley, our villages and surrounding lanes.</p> <p>12. The "Case for Change" is outdated and uses inaccurate forecasting - in addition to the current situation being vastly different as a result of the Covid-19 pandemic.</p> <p>13. The Wellbeing of Future Generations Act Wales 2015 is in direct contrast with the proposed road suggestions.</p> <p>Suggestions:</p> <p>1. To widen the existing road through Pendoylan from junction 34 to the A48, to a double lane road where possible - thus having far less impact environmentally and financially, and in keeping with the surroundings. Rather than raising and building a whole new road, this would still allow access from all of the separate side roads that link into this road - rather than closing off both existing lanes between Pendoylan and Peterston-super-ely</p> <p>2. The suggested spend of money would be much better spent on upgrading broadband and internet services in the Vale area, to improve the ability for SMEs to function, especially given the increase in home and remote working. The current internet infrastructure is poor and would benefit from this.</p> <p>Many thanks for reading the above points, and I hope they are taken into consideration moving forwards.</p> <p>Kind regards,</p>
155	<p>To whom it may concern,</p> <p>As a keen cyclist and runner, I was appalled to see that in creating this bypass cuts off 2 routes between Peterston and Pendoylan forcing all traffic up the Logwood to the A48. Having worked in both Pendoylan and Cowbridge, I often commuted to work by cycling or running, as I do not have a car. Both of these journey would now not be possible as the road cuts the 'back route' off and it would be too dangerous to run down the A48. Given the local bus service in Peterston leaves approximately every 2 hours, this is an infeasible method of travel, especially for working hours. Surely, the local infrastructure that is already in place and public transport services should be improved before spending millions of pounds on a new road? Furthermore, health and well being especially in young people is a major issue. I do not see how large scale infrasture, damaging the countryside and reducing cycling tracks, walking and running routes has anything other than terrible results.</p> <p>The aviation industry has been riding on a 5-6% increase in passenger demand on a yearly basis. However, since Cardiff airport was taken over from the Government in 2013 there has been a constant decline. Furthermore, The impact of COVID has dramatically changed the aviation industry and experts believe the changes are likely to last beyond the end of Covid. People are changing how they work, and there is a rise of the conscious traveler. With this in mind, further studies need to be undertaken to assess the impact and future predictions of travel in this new world. Is a large road linking the M4 to an airport that may not have much of a future a reasonable investment?</p> <p>I do not support the road bypass.</p>
156	<p>Sir, Madam</p> <p>As a cyclist from Cardiff, regularly traveling west into the Vale of Glamorgan, I am horrified by these proposed plans to cut off 2 of the most frequently used routes into the Vale.</p> <p>Cutting off these routes, cyclists would only be left with the A4119 and the A48 to access The Vale. Both are very busy and dangerous and will increase conflict between vehicles and cyclists.</p> <p>I understand that some of the proposals include walking and cycling provision alongside the new road.</p>

	<p>Whilst this is to be applauded, the north/south route is only infrequently used whereas the east/west routes that would be blocked are major access routes to the Vale, and very frequently used. The proposals suggest that blocking the east/west routes would be necessary as underpasses could not be made. Why then have bridges not been included to keep cycle/walking routes and local access open. Other reasons for my objection.</p> <ul style="list-style-type: none"> • - WelTAG process has not considered other options ie improving bus and train services or Active Travel or even taken account of the ongoing improvements via the South Wales Metro. • - It is not taking account of changes caused by Covid ie more home working, much less air and other travel. • - Does not take account of the Climate Emergency declared by Welsh Government and the Vale of Glamorgan. • - Will generate more traffic and emissions and is therefore in conflict with Welsh Government's plan to Decarbonise Transport. • - Options A,B & C2 will conflict with Section 9 of the Active Travel Act which requires new roads to improve facilities for walking and cycling, not damage it. • - Will be visually very damaging to this beautiful area (Vale of the Ely), and will cause considerable noise pollution. • - Extensive damage to SINC's, marshy grassland, mature hedgerows, ancient woodland and protected species. • - The overwhelming evidence is that building roads doesn't fix traffic jams – it encourages more traffic, increasing congestion and emissions. <p>CI Clearly there has been little thought or consideration given to local people or cyclists. Yours Hi Some further observations on the proposed new road. If traveling from the west Jn 36 Distance via Bridgend and A48 = 14.3 miles or 17.4 mins From Jn36 via the new road, 14.2 miles or 12.8 mins. Saving only 4.6 mins</p> <p>If traveling from the east Jn33 Distance via A4232 and A48 = 6.6 miles or 7.4 mins From Jn33 and the new road, 6.3 miles or 6 mins. Saving only 1.4 mins All times were calculated to existing speed limits and assumed 60mph for the new road. If the new road was to be 30mph then the time saving via Bridgend would be only 0.4 mins and would take 2.8 mins longer from Cardiff. This does not justify the expense.</p>
157	<p>Good afternoon.</p> <p>I am writing to object to the proposed road development between the A48 (west of St Nicholas) through to Junction 34 of the M4 (near Llantrisant).</p> <p>I am concerned as a cyclist about the impact of the closure of the lanes, between Peterston-Super-Ely and Welsh St Donats, and between St Fagans and Welsh St Donats.</p> <p>I am also concerned about the opening up of a route which will generate more noise and pollution and fast traffic in the area.</p> <p>In line with the Welsh Government's commitment to sustainable development and the health and welfare of future generations, I do not believe such road developments, which can only increase motor traffic, are the way forward.</p> <p>I urge you to reconsider and explore more sustainable solutions to the transport needs of the area, taking full account (among other things) of the needs of cyclists.</p> <p>Thank you.</p>
158	IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FOR THE

	<p>M4 JUNCTION 34 TO A48 INCLUDING THE PENDOYLAN CORRIDOR</p> <p>WelTAG Stage Two plus</p> <p>As a member of the community I have numerous concerns regarding this Highway Link Study.</p> <p>1. The consultation Process.</p> <p>I live in a property sited within the lines of development that will clearly be affected by the proposed study yet only received a letter informing me that I could go on line to see the consultation. The following week I received another letter saying that the first letter was a mistake I still did not receive an information pack. I actually had to phone to get a paper copy giving a summary of the outline business case and consultation document.</p> <p>The booklet sent out was of little use as the maps were inaccurate, despite living here for over twenty years it was impossible to identify the proposed route for the road. The maps were too faint to identify any of the detail for any of the proposed routes and the Legend in the left corner showing a circle (view point) did not clarify anything.</p> <p>To make any sense of the booklet I tried phoning the help number sent in yet another letter. I left my number for a return call, but with no success, so ten days later I called again, left my name and number and two days later did receive a call yet even then the person had taken down my name wrongly. The person who called tried very hard to help but did not know all the answers and I am now left with little confidence in a Department who appear unable to manage a consultation process let alone a potential multimillion pound project.</p> <p>If Covid is given to me again as a reason for all of these errors my response is to question whether it was right to announce a consultation process after lockdown had been put in place. The Vale Council requested a delay for another consultation so why not request a delay for this one? It could also have been handled differently, a face to face consultation could have been organised as before only the community would have needed to book a slot as with most other things in these restricted times. Not everyone in the community has the internet or the ability to use it. This has caused huge stress to many of the elderly people in the parish of Pendoylan.</p> <p>It is quite clear from the feedback form that Arcadis are only doing a brief number crunching of results on the consultation as there is little room for any comments of substance. I do question how an informed decision will be made regarding the way forward and whether they will get a true distillation of how the community really feel about this proposal.</p> <p>2. The purpose of the study, Strategic case , Business case, Financial case and management case for the development of a new road.</p> <p>Initially I tried to read the documents on line, however, I find it impossible to really analyse a large document properly on line plus the interactive consultation room with information boards could not be accessed as they only showed error messages so were of no use. I did inform the Department but nothing really changed.</p> <p>Due to these difficulties I obtained the documents given to the Community Council and tried to do an analysis.</p> <p>These documents made even worse reading than the small document. There was no real evidence to demonstrate that there is a need for a new road or an improved road, all the evidence is based on figures from 2011 which is very misleading. For example there is very little traffic now compared to then as many people are working from home.</p> <p>NO consideration has been given to climate change, transport changes or any of the policies already in existence within the Welsh Assembly.</p> <p>Even describing how each option would meet the objectives set out in WelTAG Stage 1 has not been updated since 2017 and much has changed since then.</p> <p>HOW can a decision be made on a project this size when out of date statistics are being used. To put</p>
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this in perspective, if this related to a persons health I don't think they would survive.

3 Misrepresentation

The maps do not include all properties within the dotted lines of the proposed road. Someone in the community may not appreciate this as the maps are very feint and difficult to read. Yet they are being asked to make choices over which route it should take. It is impossible for these to be informed decisions as the public have not been given accurate information.

4. Impact on the environment and the community

I was told that the number of affected properties was about 14 for either route. I have added up the number of properties that will be affected within the dotted lines and it comes to considerably more. Virtually every house in the parish, apart from those in the centre of the conservation area, will be affected if one or other route goes ahead. The numbers are more like 36.

The community is so badly affected with the route identified on this occasion, I fail to understand why the proposed route did not circle the parish rather than going straight through it. Clearly someone sat a desk and did a straight line rather than looking and following government policy.

It is interesting that at the back of the small document under Impact, benefits and value for money, absolutely nothing is there regarding the impact on the community and loss of homes. Even noise and air quality is only 'slight adverse', again total disregard to what the impact will be on the community and the younger generation. The school, instead of being in green fields, will be very close to an air polluting road with traffic going at 60 miles per hour.

5.Split Community

The roads as given in this document make it impossible for many residents to travel around the parish. Some lanes have been blocked off, for example Trehedyn Lane, this will makes it impossible for me or any of my neighbours to travel from our house if it rains like it does most winters. Trehedyn lane floods to the extent that one neighbour wrote off his car as it was too deep to pass through. Last winter the only way I could access the Heath Hospital was up the hill past the 'Cherries', this was my only way to get anywhere, if you block off the lane I am totally isolated. If I needed an emergency vehicle the access would be very convoluted, ie two sides of a triangle, not what you want if either the house is on fire or you happen to be in need of an ambulance. I will have difficulty getting to the village for the church, shop or to visit friends. Access to some of the farmers fields will be cut off, making animal care difficult.

Little thought has obviously been given to the community and what happens in the community. In effect this development totally splits the parish and the community which at the moment is a close community who looks out for each other and effectively cares for each other.

6. In summary

In many ways the comments regarding the detail should not even be necessary as the project lacks any evidence to demonstrate that the road is needed. The EZ is not flourishing as the latest company has withdrawn; the airport has very few passengers and that is not because of transport problems it is mostly down to the cost of flying from Cardiff; it is cheaper to fly from Bristol. In accordance with policy the number of cars/lorries should be reducing; the new transport metro/rail system for Cardiff should link to this area. The area is already used extensively by walkers and cyclists and this proposal would totally destroy the routes that they use, nobody wants to cycle beside a busy road when they can enjoy fresh air and the countryside.

If any improvement has to be considered the best idea would be to take the hedge out on one side of the single track areas of lane, widen the lanes so that cars can travel in each direction without the

	<p>passing areas and reinstate the hedges which grow very easily. I note with dismay that the area of road already widened near the housing development that no hedges are reinstated despite it being a rich area of wildlife, ie crested newts and birds on the list that need protecting.</p>
159	<p>Dear Sir Junction 34</p> <p>The proposed new junction linking the M4 and the A48 will have huge negative impacts on residents in and around Pendoylan and we are not aware that the scheme offers them compensating benefits of any kind.</p> <p>We have seen nothing to persuade us that this road will generate enough economic activity to justify its huge financial cost. This is important because the impact on the environment needs to be offset by very significant gains. And if success" is to be measured simply by the number of vehicles that end up using the road (rather than the existing infrastructure) then this appears to fly in the face of Welsh Government initiatives to reduce miles travelled by privately owned polluting vehicles.</p> <p>The Sycamore Cross junction is already very busy and has disrupted traffic flow on the 448; we travel along the 448 regularly and only rarely are the traffic lights at this junction green. We doubt it will cope effectively with any significant increase in volume of traffic from the North and South. And the roundabout at the southern end of the new Five Mile Lane similarly struggles at times and further investment will most likely be needed to cope with increased traffic.</p> <p>Most residents of the Vale that we know have, like us, been opposed from the outset to Welsh Government sponsored plans to link Cardiff Airport to the M4 and have no confidence that the consultation processes provided is anything more than a sham formality to be followed by a decision in favour of the scheme. We are sad that this cynical view is so widely held because over time it destroys trust in democracy.</p> <p>Yours faithfully</p>
160	<p>www.StNicholasBonvilston-cc.Wales 23rd December 2020 New Road Proposal</p> <p>The Community Council has received representations in relation to the proposed new road that would link our Community Wards to the M4 at junction 34, from Sycamore Cross.</p> <p>There is support for the road because residents believe it will:</p> <ul style="list-style-type: none"> • Reduce traffic volumes and the resulting dangers and harmful road noise and particulate matter through our villages - mitigating some of the problems caused by the new section of A4226 road between Sycamore Cross and Barry, • Enable new trips by car - avoiding the congested A4232 and Culverhouse Cross gyratory. <p>There is opposition to the proposed road, because it's believed it will:</p> <ul style="list-style-type: none"> • Further lock-in car ownership and use and encourage more car ownership and use • Be in conflict with the Climate Emergency, the goals of the Future Generations Act and the Environment (Wales) Act – harming the local environment/ecosystems • Simply shift the problems associated with car use <ul style="list-style-type: none"> o pollution – noise, air, water, light o congestion <p>The huge public expenditure on a new road appears to be undermining our objectives of changing current trends of traffic growth. Similar sums of money do not appear to be available for sustainable transport alternatives - including Active Travel.</p> <p>The benefits of roads are not shared equally.</p> <p>There is concern that the title of the consultation is "M4 Junction 34 to A48 Transport Improvements." "Improvements" implying that what is proposed is of benefit, and that the "consultation" is 'informing' and manipulating the respondents, rather than being neutral and information seeking. It also fails to</p>

	<p>address what journeys the proposal will assist.www.StNicholasBonvilston-cc.Wales 23rd December 2020 New Road Proposal</p> <p>The Community Council has received representations in relation to the proposed new road that would link our Community Wards to the M4 at junction 34, from Sycamore Cross.</p> <p>There is support for the road because residents believe it will:</p> <ul style="list-style-type: none"> • Reduce traffic volumes and the resulting dangers and harmful road noise and particulate matter through our villages - mitigating some of the problems caused by the new section of A4226 road between Sycamore Cross and Barry, • Enable new trips by car - avoiding the congested A4232 and Culverhouse Cross gyratory. <p>There is opposition to the proposed road, because it's believed it will:</p> <ul style="list-style-type: none"> • Further lock-in car ownership and use and encourage more car ownership and use • Be in conflict with the Climate Emergency, the goals of the Future Generations Act and the Environment (Wales) Act – harming the local environment/ecosystems • Simply shift the problems associated with car use <ul style="list-style-type: none"> o pollution – noise, air, water, light o congestion <p>The huge public expenditure on a new road appears to be undermining our objectives of changing current trends of traffic growth. Similar sums of money do not appear to be available for sustainable transport alternatives - including Active Travel.</p> <p>The benefits of roads are not shared equally.</p> <p>There is concern that the title of the consultation is “M4 Junction 34 to A48 Transport Improvements.” “Improvements” implying that what is proposed is of benefit, and that the “consultation” is ‘informing’ and manipulating the respondents, rather than being neutral and information seeking. It also fails to address what journeys the proposal will assist.www.StNicholasBonvilston-cc.Wales 23rd December 2020 New Road Proposal</p> <p>The Community Council has received representations in relation to the proposed new road that would link our Community Wards to the M4 at junction 34, from Sycamore Cross.</p> <p>There is support for the road because residents believe it will:</p> <ul style="list-style-type: none"> • Reduce traffic volumes and the resulting dangers and harmful road noise and particulate matter through our villages - mitigating some of the problems caused by the new section of A4226 road between Sycamore Cross and Barry, • Enable new trips by car - avoiding the congested A4232 and Culverhouse Cross gyratory. <p>There is opposition to the proposed road, because it's believed it will:</p> <ul style="list-style-type: none"> • Further lock-in car ownership and use and encourage more car ownership and use • Be in conflict with the Climate Emergency, the goals of the Future Generations Act and the Environment (Wales) Act – harming the local environment/ecosystems • Simply shift the problems associated with car use <ul style="list-style-type: none"> o pollution – noise, air, water, light o congestion <p>The huge public expenditure on a new road appears to be undermining our objectives of changing current trends of traffic growth. Similar sums of money do not appear to be available for sustainable transport alternatives - including Active Travel.</p> <p>The benefits of roads are not shared equally.</p> <p>There is concern that the title of the consultation is “M4 Junction 34 to A48 Transport Improvements.” “Improvements” implying that what is proposed is of benefit, and that the “consultation” is ‘informing’ and manipulating the respondents, rather than being neutral and information seeking. It also fails to address what journeys the proposal will assist.²</p> <p>There has been a lack of proactive engagement with this Community Council. The Community Council was offered a late and brief briefing that contained information that could not be confirmed as accurate.</p> <p>It's not clear what the measurable objectives of the proposed road are, other than making car use more attractive, and how they fit with other objectives and goals of the Welsh Government and vale of Glamorgan Council. What are the objectives of the road that are intended to deliver benefits to the</p>
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	<p>local environment? How will the success of a new road be measured?</p> <p>Cost benefit Analysis has been used to promise huge benefits to the community. But what value has been placed on our environment? What value does the road present to those without access to a private motorised vehicle? There appears to be bias in favour of the road - its building being in the financial interests of the consultants preparing the report.</p> <p>The report does not make clear how much extra car use would be induced by the new road.</p> <p>Pollution and scarce resource use from battery manufacture, tyre and brake wear mean that electric vehicles are not the answer to the problems we face - nor do they resolve the problems and costs of road congestion - and road building has not solved the road congestion problem anywhere in the world. According to the Welsh Government, transport makes up 17% of Wales' carbon emissions. This road appears to be in conflict with the priorities set out in 'Llwybr Newydd - New Path', the Welsh Government's transport strategy, November 2020. Further, the Welsh Government has an ambition for 30% of the workforce of Wales to work from home or remotely. This means more investment is required in Active Travel infrastructure and local services - not more roads for longer journeys.</p> <p>The proposal also blocks off existing routes used by people walking and cycling - conflicting with the Active Travel Act. East-west links for Active Travel are valuable and needed. This road must not sever the links we have.³</p> <p>Our community has been identified as suffering road noise levels that are harmful for human health and well-being - and for wildlife too. There is apparently no money for a new road surface for the A48, nor to correct the speed limit through the village of Bonvilston to 30mph. Nor is there money to maintain and widen footways so that wheelchair users and other vulnerable groups can travel without the use of a motorised vehicle. It's difficult for everyone to travel my Active Travel means along the A48, unless they brave being on the road.</p> <p>We have experienced significant, unnecessary pollution in the form of noise, light and particulate matter from the new road between Barry and the A4226 due to it being raised on embankments, rather than at or below the level of the land around it. The visual pollution is also maximised due to it being elevated. We would not want other roads constructed in this manner, nor further archaeological and historic sites destroyed. The Roman Villa/farmstead at Whitton was priceless, and its destruction was unnecessary. No evidence has been seen to justify the loss of this historic and valuable site.</p> <p>We do not wish to see more ancient woodland lost. The value of ancient woodland must be greater than the convenience of saving a few minutes in car journey time. Whilst the threatened woodland is outside of our Community Wards, within our boundary, we are trying to enhance biodiversity – Environment (Wales) Act – and the loss of ancient woodland is clearly detrimental to our efforts.</p>
161	<p>Vale Communities for Future Generations (VCFFG)</p> <p>FOREWORD</p> <p>My name is *****, I am an A level student at ***** and a member of the Vale of Glamorgan's ***** and *****. I am also a member of the *****, representing the views of young people from the Vale in the *****.</p> <p>I want to talk about how the young people I have contacted in the Vale feel about the proposed road from the M4 to the A48.</p> <p>The youth of today have fully grasped the implications of the Climate Emergency we are currently in. We have to because it directly affects our future. It requires urgent change in what we do and how we do it.</p> <p>Pupils from Cowbridge School will join thousands of other young people from across Wales, the UK and globally, to walk out of school for the fifth time this Friday to demand action on climate change. We are concerned by the lack of action from those in positions of power, who continue to ignore our views. The Welsh Government is working to redress this balance, for example by introducing the Wellbeing of Future Generations Act. But these still aren't being followed when decisions are made.</p> <p>Let us take this road as an example. The WellTAG guidance was updated to align with the Future Generations Act. It clearly states that a diversity of the population should be consulted on decisions that affect them. HOW HAVE YOUNG PEOPLE BEEN CONSULTED ON THIS PROPOSED ROAD? They have not. We are the ones who have to live with the consequences of this decision. It is important the younger generation are consulted in these decisions.</p>

	<p>The Welsh and UK Governments have set legally binding targets to reduce greenhouse gas emissions. If you are serious about meeting these how can decisions be taken that will actually increase greenhouse gas emissions?</p> <p>We don't want public money to be spent on new roads. We want investment in better public transport that is clean, reliable and frequent. And I am sick of hearing that the UK is leading the way. We are not. In China 97% of buses are electric – these are just starting to be introduced in the UK and the Vale should be looking at these types of options.</p> <p>At the moment young people can't prove they would choose cleaner transport options because they don't exist here in the Vale. From my village the bus comes every 2 hours. The bus from Cowbridge to Cardiff is twice an hour (check). I am 17 and I am being forced to use a car because I have no other option.</p> <p>There is an alternative to what you are being asked to endorse and you have the power to reject the status quo. I urge you to reject these proposals progressing further. I urge you to be brave enough to choose an alternative. One that secures the infra-structure we need to make better choices about how we live our lives, and an environment we are proud to inherit. We do not want to inherit problems that you created and we can't reverse. Although people under 18 represent just 20% of the population in Wales, we are 100% of the future.</p> <p>(Environment and Regeneration Scrutiny Committee Meeting, June 2019)</p> <p>Introduction to VCFFG</p> <p>The Vale Communities for Future Generations (VCFFG) is a group of stakeholders with a keen interest in the future of the Ely Valley in the Vale of Glamorgan. It has an 800 strong membership comprised of local people, businesses and organisations. Recently, VCFFG has become a Community Interest Company (reg no. 13003523).</p> <p>VCFFG is passionate that if improvements to the built environment are needed, they should be undertaken in a way that would allow future generations to continue to live, enjoy leisure time and work in this ecologically rich and valuable part of Wales.</p> <p>Objections</p> <p>The manner in which this consultation has been conducted since September 2017 is a matter of public dis-grace. The Vale of Glamorgan Council and Arcadis have failed repeatedly to provide any credible evidence, engage appropriately or adapt to the changing micro and macro environmental and economical climates.</p> <p>The VCFFG objections demonstrate why this transport study has been conducted poorly and is not fit for pur-pose in light of the Well Being of Future Generations (Wales) Act 2015 or the Climate Emergency. Our objec-tions are as follows:</p> <ol style="list-style-type: none"> 1. The Strategic Case for Change has not been proved, justified or reviewed. 2. The WelTAG guidance has not been followed and has been retrofitted and misapplied. 3. The Well Being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013 are being misapplied. 4. Failure to consider alternative solutions. 5. Failing in legal duties to protect biodiversity and ecosystems. 6. Complete neglect of Climate Change imperatives. 7. Failure to conscientiously consider the concerns of the public <p>Objection 1 - The Strategic Case has not been proved, justified or reviewed. Issue Explanation</p> <p>Key issue:</p> <p>Things have changed Too much has changed since the studies in question started in 2017.</p> <p>The strategic case has not been reviewed in line with Peter Brett's "Case for Change" recommen-dations.</p> <p>The Welsh Government and Vale of Glamorgan both declared a climate emergency in 2019. These studies include no assessment of the impact of a road for an estimated 10,000 journeys per day on cli-mate change. There are two aspects of climate change that should have been considered:</p> <ul style="list-style-type: none"> • • Reducing emissions. The Environment (Wales) Act 2016 requires the Welsh Government to reduce emis-sions of greenhouse gases by at least 80% in 2050, against the 1990 baseline, and to set interim targets and five yearly carbon budgets. The Welsh Government and Vale of Glamorgan have set targets to achieve net zero emissions. These studies do not set out how this road would impact on reducing emis-sions and meeting the emissions targets and carbon budgets set.
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	<ul style="list-style-type: none"> • Climate Change Adaptation. These studies do not take account of potential impacts of climate change in the planning of this development. <p>Building this road would completely undermine the multi-million pound investment in the Metro. The Metro represents a clear alternative to road building and is evidence of a change in direction in the way transport infrastructure is planned and developed. Building this road would provide another car based commuting route throughout the region, and in particular a new commuter corridor into Cardiff. There is no analysis of how much traffic would travel via junction 34 to Five Mile Lane and beyond. In reality most of the traffic would go to Culverhouse Cross and into Cardiff, totally undermining a key aim of the Cardiff Capital City region to reduce both emissions and the crippling levels of congestion currently experienced.</p> <p>The COVID pandemic has meant many more people are working from home and fewer people are travelling. The Welsh Government acknowledged this in their recent announcement, that they aim for 30% of the Welsh workforce to work remotely in future. The benefits stated include fewer emissions and fewer private cars on the road. There has been no assessment of how these changes in working practices will impact on congestion or this proposed road development.</p> <p>Building a new road is not going to change the fortunes of Cardiff Airport. The truth is the airport has been in decline since November 2019. It has lost a further half a million passengers since its last set of accounts when it declared a loss of £18.5 million. No evidence has been provided that surface access is an issue for passengers, but as a third of Cardiff Airport's revenue comes from car parking fees (Public Accounts Committee 23/9/19), we can understand why the Airport might want a road and a new multi-storey carpark which is proposed in their masterplan. Cardiff Airport have however stated that they want better access to the M4 as congestion at Culverhouse Cross is constraining development of their freight business. These studies have not considered the issues at Culverhouse Cross.</p> <p>The benefits of the Five Mile Lane Improvement Project, which has similar objectives to this project, have not been evaluated. This project aimed to achieve similar benefits to those sought in these studies. These were to improve journey times and consistency of journey times to Cardiff Airport and the Enterprise Zones from Culverhouse Cross. Now that the project is finished, the aimed for benefits of this scheme must be evaluated, and taken into account, before any decisions are made to build a new road to meet similar objectives in these studies.</p> <p>BREXIT The country is facing some major challenges. Wales has been a net beneficiary of membership of the EU and the impact of leaving is uncharted territory. Living with COVID and the resultant economic downturn and increasing unemployment will place significant strain on the economy. It is already clear that there will be less money for public services. The Welsh Government have far more important things to spend the Welsh tax-payer's money on than building a new road to the Airport.</p> <p>Objection 2 - The WelTAG process has been retrofitted to justify building this road. Issue</p> <p>Explanation</p> <p>Key issue: Retrofitting of the WelTAG process The WelTAG process has been retrofitted to justify building this road.</p> <p>Call for interventions not specifically a road The Welsh Government commissioned a report from Peter Brett Associates, The Case for Change, in 2017. The Welsh Government and Vale of Glamorgan Council consistently cite this report as the justification for this road proposal. The report did not however call for a road, but for interventions.</p> <p>The Welsh Government had already made the decision about a road in this location before other options were considered. In the December 2017 update of the National Transport Finance Plan a new commitment was included "Road schemes to be developed - Five Mile Lane – explore options from Sycamore Cross to M4 Junction 34. WelTAG stage 1 and 2 to determine preferred option". Having decided on the solution, before these studies started has meant the Welsh Government's own transport appraisal guidance (WelTAG) could not be applied as intended. These studies have not applied the sustainable development principle, in particular, "understanding the root causes of the problems" – They started with the decision to build a road.</p> <p>Originally proposed to improve surface access to Cardiff Airport. the Welsh Government's decision that this was a "road scheme" has meant that innovative low carbon, sustainable alternatives, focussed on avoiding environmental impacts were never proposed or considered in the Stage 1 studies.</p>
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	<p>We have asked the Welsh Government on several occasions why this was the case but they have failed to provide an answer. When the decision to abandon the proposed M4 relief road was made, the First Minister made it very clear that alternatives to road building MUST be considered at the outset of all transport infrastructure projects. Why has this principle not been applied to these studies?</p> <p>These studies have clearly not considered the strategic alignment of building a road with legislative requirements, national, regional and local policies, including the Wellbeing of Future Generations Act. Together these policies commit to encouraging long term changes in behaviour, a modal shift away from car usage to public transport and active travel, decarbonisation, improving air quality to reduce deaths, protecting and enhancing biodiversity, reducing emissions. Building a road will achieve none of these benefits.</p>
	<p>Objection 3 – Failure to follow WelTAG Guidance. Issue Explanation</p> <p>Key issue: Failure to follow WelTAG Guidance and funding of a development project despite this</p> <p>Significant failings in these studies have been highlighted to the Welsh Government and the Vale of Glamorgan Council by VCFFG but have not been rectified or acknowledged.</p> <p>The Welsh Government should not award money for projects unless they are satisfied that any studies have been conducted in line with WelTAG guidance.</p> <p>Wasting public money Rather than meticulously applying the WelTAG guidance (which is good guidance) from the outset by considering the problem to be addressed, there has been undue haste to complete these studies and get a decision made to proceed with building a road. The weaknesses in the scrutiny of these studies by the Review Group and by both the Welsh Government and Vale of Glamorgan Council, has directly resulted in many of the challengeable weaknesses in these studies not being addressed at an earlier stage, that would have avoided public money being wasted.</p> <p>No evidence of a proper Stage 1 study and decision-making process A key part of the WelTAG process has been bypassed. There was no Stage 1 Review Group, which is arguably the most important stage of all because at this point alternatives are assessed and rejected based on their ability to meet the objectives of the studies and their strategic fit and impacts are identified.</p> <p>Representatives of the diversity of the population were not involved in working collaboratively with the Council to identify innovative alternatives, including low carbon sustainable alternatives in Stage One (including those that would avoid damaging the environment).</p> <p>These studies started with the decision that this was a road scheme, not with an evidence-based description of the transport problem to be addressed by these studies.</p> <p>No Stage 1 review group took place. Representatives from economic, social, cultural and environmental were not involved in the decision on which options were shortlisted and recommended for consideration at Stage 2.</p> <p>There was no formal Stage 1 Review Group meeting to scrutinise the identification and consideration of the options and impacts identified at Stage 1, to ensure their strategic fit and determine which options should be recommended for study in WelTAG stage 2. This is a major breach in the WelTAG process.</p> <p>Instead of using a Review Group to determine the options, as required by WelTAG, this was done behind closed doors by a select group of Council officials, and no minutes were taken. No environmental representatives or members of the community were involved. This means that the transparency required by WelTAG has been totally disregarded. As a result, only a road solution and Parkway Station (which is subject to a separate GRIP study) went forward for consideration in Stage 2. Members of the community put forward many alternatives for consideration and none were taken forward.</p> <p>Misrepresentation of the facts surrounding the Review Group The public continue to be misled.</p> <p>On Page 1 of the Stage 2+ Outline Business Case, which is one of the documents currently out for consultation, it says “The WelTAG stage One recommendations were considered by the project Review Group on 27 November 2017 and referred to the Vale of Glamorgan Environment and Regeneration Scrutiny Committee.” This misrepresents the truth.</p> <p>Issue Explanation</p> <p>Lack of guidance from environmental experts when undertaking Stage 1 and Stage 2 There was no external environmental representative on the Stage 2 Review Group. Experienced and registered professionals should provide input on biodiversity and climate change considerations. Their input should be formally recorded so that it can withstand public scrutiny.</p>

	<p>Environmental experts in biodiversity, greenhouse gas emissions and low carbon specialists have not been included in the Stage 2 Review Group (no Stage 1 Review Group was held for them to be part of). This is a major omission and has led to a fundamental imbalance of interests represented in the decision-making process, adding to poor decision making.</p> <p>Although these studies recognise the environmental impacts are significant, the Vale of Glamorgan Council rejected calls from the community for Natural Resources Wales or other environmental experts, such as the Woodland Trust to be on the Stage 2 Review Group. These were rejected out-right. Instead, during Stage 2, the only environmental representation on the Review Group was via the Vale of Glamorgan Council's countryside services officer. We have requested information on their role or expertise. This has not been provided. How are we to have any confidence that environmental concerns have been given equal weighting to this process?</p> <p>Absence of an independent reviewer WelTAG guidance states that where a project is high risk and the impacts are significant an independent reviewer should be appointed. Despite saying an independent reviewer would be appointed (Stage 2 Review Group meeting minutes 2 October 2018), and that an independent review would take place, no-one has been appointed and no independent review has been carried out.</p> <p>Lack of consideration of public concerns in Stage 2 Concerns of interested parties are being blatantly disregarded. There has been no conscientious consideration of our concerns to date.</p> <p>Lack of quality control in Stage 2 The reports on the studies undertaken are not being reviewed to check they meet requirements before being put into the public domain and put forward to decision makers. The WelTAG Stage 2 and Stage 2+ impact reports don't refer to greenhouse gas emission (GHG) and decarbonisation assessments and the findings of biodiversity study are buried deep in appendices. This reflects a lack of professional quality control.</p> <p>Misleading advice The project manager is giving the Council misleading advice on the environmental issues and there seems to be no-one quality assuring the work. It is questionable whether there is a project board consisting of people with the necessary skills and experience overseeing and guiding this project.</p> <p>The process is fundamentally flawed by the lack of consideration and evaluation of alternatives, which should be the focus of Stages 1 and 2</p> <ul style="list-style-type: none"> • As a result of the failure to consider alternatives, opportunities to address climate change and biodiversity protection imperatives effectively have been lost; • There has been a misguided view that environmental impacts only get considered properly in Stage 3, as part of the environmental impact assessment (EIA) that will need to be undertaken to obtain planning permission; • The EIA that is yet to be undertaken is already fundamentally flawed because of the lack of alternatives; • While much of the relevant legislation, policy and guidance has been identified in the Stage 2+ report, there is failure to comprehend the requirements of this legislation; • The consultation has been manipulative in the sense that it has focused on thinking narrowly about a limited number of options and there is bias in the language used to describe options. <p>Objection 4 - Failure to consider alternative solutions. Issue Explanation</p> <p>Failure to consider alternative solutions Linked to the absence of a Stage 1 study, there has been no identification and evaluation of alternative solutions.</p> <p>There has been no effort to enhance the sustainability credentials of this development or to avoid or mitigate environmental impacts.</p> <p>Weak application of sustainable development principles The development cannot claim application of sustainable development principles. It is fundamentally flawed as alternatives to avoid and mitigate impacts have not been considered. Opportunities to address sustainability imperatives have not been taken.</p> <p>No evaluation of strategic alignment of alternatives with legislation and policies There clearly was no evaluation of the strategic alignment of the alternatives with legislation, national, regional and local policies. The following imperatives have been neglected: carbon emissions reduction, protecting and enhancing biodiversity and ecosystems, improving air quality to improve health, modal shift from private car use to active travel and public transport.</p>
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	<p>Building a road is inconsistent with a range of policies. Here are just a few - One Wales Connecting the Nation, One Wales Prosperity for All, COVID 19 Reconstruction: Challenges and Priorities, The Vale of Glamorgan Council's Public Service Board, Local and Regional Transport Plans, Local Development Plan. The Director of Public Health Wales' Annual Report.</p> <p>These studies do not consider how the alternatives might deliver wider benefit to the 7 wellbeing goals. Failure to recognise the requirements of the new EIA regulations The study documentation fails to recognise changes in the Environmental Impact Assessment (EIA) Regulations made in 2017. At WelTAG Stage 3 the EIA regulations will have to be applied. These require evidence of consideration of alternatives to avoid and mitigate environmental impacts (including biodiversity and climate change impacts). The WelTAG process anticipates the requirements of the EIA legislation, either by design or simply because it is underpinned by sustainable development principles. The requirements of Stage 1 to identify a long list of options for thorough evaluation in Stage 2 are consistent with the mandatory requirement to assess alternatives in EIA legislation.</p> <p>Relevant weaknesses in the road development WelTAG studies to date include:</p> <ul style="list-style-type: none"> • Lack of innovation in the identification of alternatives; • Not involving parties who could help develop innovative alternatives; • Lack of conscientious consideration of stakeholders' concerns, particularly to environmental impact. <p>Objection 5 - Failing in legal duties to protect biodiversity and ecosystems Issue Explanation</p> <p>Failing in legal duties to protect biodiversity and ecosystems Public authorities involved in this development to date are failing in their biodiversity duties under Section 6 of the Environment (Wales) Act 2016.</p> <p>Both species and habitats in the Section 7 Environment (Wales) Act 2016 lists will be affected and so far these impacts have been trivialised/</p> <p>The Vale of Glamorgan Council is not observing its own biodiversity protection requirements The Vale of Glamorgan Council is also not observing its own supplementary Planning Guidance (SPG) on Biodiversity and Development (April 2018) and is not observing its own Biodiversity Forward Plan Part 2 (August 2019). Avoidance of impacts is at the top of the biodiversity impact management hierarchy. To demonstrate that efforts have been made to avoid impacts, it is necessary to show the alternatives that have been considered to avoid impacts.</p> <p>The Stage 2+ impact assessment report fails to recognise biodiversity protection imperatives The Welsh Government's 2019 Natural Resources Policy identifies the following as key challenges for Wales: "improving ecosystem resilience and addressing climate change and the decline in biological diversity" (see Page 10 of the Policy).</p> <p>The Stage 2+ impact assessment report does not acknowledge this biodiversity imperative; it refers to an outdated policy (2016). While the Stage2+ impact assessment report does mention the Environment (Wales) Act in its introductory chapters, it fails to comprehend its requirements. Authorities involved WelTAG process to date do not appear to be recognising their duties under this Act. This is reflected in most of their communications and decision-making records. Biodiversity impacts have been trivialised in this development to date.</p> <p>No significant effort has been made to avoid biodiversity impacts to date. Under Section 6 of the Environment (Wales) Act, public authorities have a duty to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions. Under Section 7 of this Act, the Welsh Ministers must prepare and publish a list of the living organisms and types of habitat which in their opinion are of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. Lists have been prepared according to Section 7.</p> <p>Both Welsh priority habitats and living organisms on the Section 7 Environment (Wales) Act lists are abundant in the area of the road development.</p> <p>The Stage2+ impact assessment report has been put in the public domain with numerous biodiversity failings. The Vale of Glamorgan has allowed this to happen without oversight.</p> <p>The conclusions Ecology Report appended to the Stage 2+ impact assessment report (Appendix L of the Consultation Document) show that the proposed area is highly sensitive from a biodiversity perspective.</p>
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	<p>These conclusions have not been brought into the main Stage 2+ impact report. They have been left deep in the appendices of the report.</p> <p>Failure to bring this information into the main Stage 2+ impact assessment report means that the information is not readily available to decision makers who will decide whether the project should progress from Stage 2+ to Stage 3.</p> <p>The Ecology Report (Appendix L of the Consultation Document) does not interpret the gravity of the biodiversity impacts of the development fully. It is a little outdated. It fails to summarise the latest relevant legislation, in fact the legislation summary that should be in appended to this report is absent (Appendix A of Appendix L). The specialist report also does not use the word eco-systems at all. The report does not actually refer to the Welsh lists prepared under Section 7 of the Environment (Wales) Act, instead it refers to UK BAP lists and other lists.</p> <p>Despite the above shortcoming, the ecology study does appear to have been undertaken with care. It is a preliminary study, a Phase 1 habitat assessment and ecological appraisal. It does clearly show that priority habitats and listed organisms are abundant in the development area as mentioned above.</p> <p>The interpretation of biodiversity impacts in the WelTAG worksheets in Appendix R of the Stage 2+ impact report is appalling. The people who have completed the biodiversity impact table in Appendix R have trivialised the impacts on ancient woodland in the concluding remarks and have not applied the precautionary principle to the interpretation of impacts where information is lack-ing.</p> <p>Letters sent out to local communities by the Vale of Glamorgan trivialise the biodiversity impacts and imply they are par for the course. These also suggest that impacts can be avoided with road alignment tweaks, but don't provide evidence of this. The precautionary principle is absent from these communications. This is a fundamental flaw, it is contrary to Section 6 of the Environment (Wales) Act. Alternative proposals focused on avoiding environmental impacts have not been proposed and considered in early stages of planning. The tone is one of mitigation rather than avoidance. Correspondence from the Vale of Glamorgan repeatedly suggests impacts can be mitigated, with no reference to the mitigation hierarchy.</p> <p>The ecology study deep in the appendices of the Stage2+ impact assessment report is a preliminary study. It states that further investigations are likely to reveal more protected and priority species in the area.</p> <p>The Council's own Supplementary Planning Guidance requires adequate biodiversity information to inform decisions at the earliest stage. However, the project manager for this proposed development repeatedly states that the environmental surveys are not done until WelTAG Stage 3 (which correlates with more detailed design and submission of the planning application). This is not aligned with good practice and misleading all involved in decision making. This poor advice should be reviewed against the Figure 1 Good Practice Guide in the Council's Supplementary Planning Guidance.</p> <p>The Welsh Assembly has recognised that areas of ancient woodland are declining and becoming increasingly fragmented and emphasises the importance of conserving ancient woodland and its value as a biodiversity resource through the publication of Planning Policy Wales (2018).</p> <p>Paragraph 6.4.24 Trees, woodlands, copses and hedgerows are of great importance for biodiversity. They are important connecting habitats for resilient ecological networks and make a valuable wider contribution to landscape character, sense of place, air quality, recreation and local climate moderation. They also play a vital role in tackling climate change by locking up carbon, and can provide shade and shelter, a sustainable energy source and building materials. The particular role, siting and design requirements of urban trees in providing health and well-being benefits to communities, now and in the future should be promoted as part of plan making and decision taking.</p> <p>Paragraph 6.4.24 Planning authorities should protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the character or amenity of a particular locality, or perform a beneficial and identified green infrastructure function. Planning authorities should consider the importance of native woodland and valued trees, and should have regard, where appropriate, to local authority tree strategies or SPG. Permanent removal of woodland should only be permitted where it would achieve significant and clearly defined public benefits.</p> <p>Where woodland or trees are removed as part of a proposed scheme, developers will be expected to provide compensatory planting.</p>
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	<p>Paragraph 6.4.26 Ancient woodland and semi-natural woodlands and individual ancient, veteran and heritage trees are irreplaceable natural resources, and have significant landscape, biodiversity and cultural value. Such trees and woodlands should be afforded protection from development which would result in their loss or deterioration unless there are significant and clearly defined public benefits; this protection should prevent potentially damaging operations and their unnecessary loss</p> <p>Objection 6 - Complete neglect of Climate Change imperatives. Issue Explanation</p> <p>Complete neglect of climate change imperatives The neglect of climate change imperatives in the Stage 2 project documentation is blatant.</p> <p>Contrary to the Welsh Government's own policies, there have been no investigations into greenhouse gas/carbon emissions or consideration of decarbonisation in these studies. Alternative proposals focused on avoiding environmental impacts have not been proposed or considered in the early stages of these studies.</p> <p>Greenhouse gas studies for this project are almost absent Both the Stage 2 and 2+ impact reports do not refer to greenhouse gases, carbon or decarbonisation, except for the sections where they outline legal and policy requirements.</p> <p>There is a complete absence of engagement with decarbonisation imperatives in legislation and policy. The Business Case Outline valuations for greenhouse gases are unsubstantiated The following statement is given in the Outline Business Case on pages 9, 20, 31 and 41 yet are not covered in the Stage 2+ impact assessment report: "... slight positive impacts have been identified with regards to greenhouse gases, whereby the change in greenhouse gas emissions with the road link (compared to the Do Minimum) has been calculated as an output of the traffic modelling. This gives a benefit valued at £1.1M."</p> <p>There are no base-lines or evidence to predicate a sound argument for positive impacts on decarbonisation or emissions. A member of VCFFG asked the Vale of Glamorgan Council and Arcadis about the above unsubstantiated statement. They have confirmed:</p> <ul style="list-style-type: none"> • There are no baseline gas emissions for the project environment. • As there are currently, no baseline gas emissions in the project environment, Arcadis do not at this stage know how the direct and indirect emissions (GHG) will affect the baseline gas emissions in the project environment. • Arcadis do not know what the national, regional and local carbon emissions targets and budgets that are applicable to this project are. • Arcadis do not know what the impact of building a road will have on these targets and budgets. • No alternatives have been considered to reduce carbon emissions to date. <p>Arcadis explained "The work completed with regard to GHG emissions remains high level at WelTAG Stage 2, having used the output from the Transport economics appraisal (TUBA) as opposed to the detailed appraisal of GHG emissions as would be expected at WelTAG Stage 3.</p> <p>Absence of a Stage 1 study considering low carbon alternatives Originally proposed to improve surface access to Cardiff Airport. the Welsh Government's decision that this was a "road scheme" has meant that innovative low carbon, sustainable alternatives, that focused on avoiding environmental impacts were never proposed or considered in the Stage 1 studies.</p> <p>All of the following climate change imperatives in legislation and policy have been completely neglected to date The Welsh Government and Vale of Glamorgan have set targets to achieve net zero emissions. These studies do not set out how building a road would impact on meeting the reducing emissions targets and carbon budgets set. Welsh Government and Vale of Glamorgan both declared a climate emergency in 2019. These studies include no assessment of the impact of a road for an estimated 10,000 journeys per day on climate change.</p> <p>Welsh Government has stated (in One Wales: Connecting the Nation) that one of the five principles of the plan is "reducing greenhouse gas emissions and other environmental impacts". Furthermore, the Welsh Government commits to make sure "Greenhouse gas implications are taken into account in</p>
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decision making". Despite no investigations into greenhouse gas emissions the Welsh Government has awarded the Vale of Glamorgan Council £1.45 million so far.	
One Wales Connecting the Nation. The first of its 5 priorities are "reducing greenhouse gas emissions and other environmental impacts".	
Climate Change Adaptation	These studies do not take account of potential impacts of climate change in the planning of this development.
Suggestions for improvement of the WelTAG process	The WelTAG guidance needs to be prescriptive. For example, a high-level assessment of greenhouse gas emissions and environmental impacts needs to be carried out to inform the consideration of alternatives at Stage 1. More detailed information will be needed at Stage 2 on how the options being considered will impact on emissions targets and carbon budgets. Projects need to be future proofed to take account of the impacts of climate change. It is important that this feeds into the consideration of alternatives, for example, you wouldn't want to build houses on an area of land that is currently not subject to flooding but that may well be in the future as a result of the projected wetter winters and warmer summers (UK risk assessment of climate change on Wales).
Objection 7 - Failure to conscientiously consider the concerns of the public.	Issue Explanation
Failure to conscientiously consider the concerns of the public	The consultation process for these studies, at every stage, has been misleading and manipulative. There is no evidence that the issues and concerns of citizens, particularly on the environmental impacts, have been conscientiously considered.
We have been largely ignored to date	We have repeatedly raised our concerns about the climate and biodiversity impacts of this development and we have been almost entirely ignored by the project managers and decision makers. Sometimes we are told that our concerns will be attended to at a later stage (in Stage 3). Authorities are not listening to us. Our rights to input into the WelTAG process effectively are not being respected.
Manipulative and misleading consultation	The consultation approach, at all stages, has not complied with the National Principles of Public Engagement in Wales or all of the Gunning Principles. It has been manipulative and misleading with a very clear agenda. This is just another example of the lack of professionalism and bias of these studies. We should expect better.
We have a long list of failings in the Stage 1 and Stage 2 consultation exercise, some examples are provided here	The most damning is attempting to manipulate our communities by claiming that this road is being built for them. The Council have sought to rush through the consultation process. The Stage 1 consultation period was four weeks. For WelTAG Stage 2 it was also four weeks, and then extended after pressure. Here are some examples from the Stage 2 documentation of the tactics used "the public and other interested groups, are now being asked which of these two routes they feel should be presented to Welsh Government with a request for funding", and "You can have your say on your preferred route by completing the on line survey". No mention of "do minimum" or option on the feedback form to reject the proposals.
The Council's sole use of technology to review online the 998 pages of Stage 2+ consultation documentation is difficult for most people, but it is excluding members of our communities. This includes those who don't use technology, who cannot access it or who can't afford it, those who are not car drivers, who can't now car share or travel and those with particular health conditions. We wonder if this contravenes the Equality Act (2010).	
The Council is encouraging people to submit their views using an online form. Notwithstanding that this is excluding some people, it is possible for an individual to submit numerous responses, and it could be manipulated and misused to demonstrate support for a particular option.	
The distribution of the Stage 2+ consultation documents has been chaotic. It is unclear who should have received what documentation. At least one person living in a house directly affected has received nothing. People living on Trehedyn Lane and Pont Sarn Lane who will be affected by the proposals to block their lanes off for the new road had received nothing. until they received a Council notice on 29 October that the consultation was taking place.	
The 20-page consultation document that has been sent to some people directly affected by these proposals is misleading. The four options have not been compared in a consistent or fair manner, and the environmental impacts have been trivialised.	

	<p>If an impact is mentioned in one option, it should be mentioned in all the options. There are many examples, but to illustrate the point in the section on landscape impact option C1 (online existing highway option) states there will be an impact on the landscape but the impact on the landscape of the other 3 options is not mentioned, despite in the “what are the impacts” table rating all four options as having a moderate/large adverse impact.</p> <p>Also, by using words like “significant” and “substantial” to describe the impacts in the 2 online options it implies that the impacts will be greater in the online options rather than the offline (new road) options.</p> <p>A reading of the consultation summary document leads you to a very different conclusion to the one presented by the actual evidence, which is buried in technical reports and appendices.</p> <p>Prominent Objections</p> <p>In parallel with the feedback form on the Vale of Glamorgan council website, VCFFG also invited residents to respond to the consultation. Furthermore, we canvassed prominent politicians of the region who have listened and spoken far and wide to the community. As of Tuesday 22nd December, there were 946 online objections and to our knowledge, at least another 49 responses using the VCFFG leaflet.</p> <p>The summary is provided below which captures the overwhelming environmental concern to the proposals.</p> <p>*****, Vale of Glamorgan</p> <p>“I want to object to them both in the strongest of terms. This is a highly sensitive area of the Vale of Glamorgan, the development of which would contradict legislation and guidance aimed at protecting the environment.</p> <p>Furthermore, the community make up in this area stems from long established links between villages, hamlets and individual properties developed over generations. Either of the highway developments proposed would destroy the foundation of the community, local wildlife and high-grade agricultural land. The environment locally provides a habitat for protected species and previous Welsh Government proposals on developing the areas were ruled out due to environmental considerations amongst other factors.</p> <p>The Business Case for both the road has been weakened as a result of the sharp fall in aviation activity prompted by Covid-19 measures. The aviation industry has predicted that recovery won’t come for many years and I believe that this proposal is premature. It also contradicts clear statements and Welsh Government policies and targets on protecting the environment and reducing the use of private vehicles.”</p> <p>***** *****</p> <p>“At a time of climate chaos and biodiversity crisis business as usual is no longer an option. Tackling these twin crises must be the basis of all policy and decision making at every level of government. These proposals which will lead to increased emissions, air pollution, damage ancient woodlands and impact negatively on biodiversity are incompatible with declarations of a Climate Emergency by both local and national government and are a betrayal of future generations.”</p> <p>***** MS, *****.</p> <p>"I strongly object to these plans to carve up the Ely Valley. All of the proposed route options are highly-overengineered, and the costs/benefits are not proportionate.</p> <p>"There are other infrastructure projects in the Vale for which demand is stronger, that would bring a much greater material benefit to residents. "Given these concerns, and the unprecedented times we live in, it is time for this project to be taken off the agenda."</p> <p>Councillor **** for *****</p> <p>“There are however two main reasons why, In my opinion, this consultation should not proceed to the next stage.</p> <ul style="list-style-type: none"> • The devastating effect on the quality of the life in our village communities. • Since the Consultation began the world has changed. The Welsh Government and the Vale Council have declared a Climate Emergency and we are living under the shadow of the ever worsening Covid Pandemic which will have untold health and economic consequences for all of us. The Cabinet Member for Neighbourhood Services and Transport at the meeting of the Vale Council on 7th December 2020 confirmed that the climate emergency and Covid-19
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	<p>pandemic will be paramount considerations when the results of the consultation are presented to Cabinet in the new year.</p> <p>It seems to me that this Consultation cannot in all conscience proceed to the next stage and I call upon the Cabinet to bring this matter to an end at the earliest opportunity”.</p>
162	<p>Dear Councillor</p> <p>According to officers of Vale of Glamorgan Council, the Welsh Government is the driving influence and source of funding for the continued expensive WelTAG consultation towards the construction of a new M4/A48 link road through the Ely Valley.</p> <p>I would be grateful therefore if you would clarify where the Vale of Glamorgan Council now stands on this road scheme in light of the Welsh Government's newly announced</p> <p>"Covid -19: Challenges and Priorities" publication.</p> <p>That document states</p> <p>"We will continue to respond energetically to the climate emergency by pursuing a strong decarbonisation agenda, managing our land for the benefit of rural communities and future generations and protecting and enhancing our natural resources."</p> <p>Also</p> <p>"We will take the opportunities offered by changing working and travel patterns to build on trials of demand responsive public transport, working with trades unions, local authorities and passengers and put a clear emphasis in our new Transport Strategy on minimising the need to travel, spreading demand for public transport more evenly across the day, and enabling active travel as an investment in public health"</p> <p>In view of the above published declarations, the M4/A48 new road scheme through the Ely Valley and its wider impacts would now seem to be totally out of step with significant social and economic changes since its design in 2017.</p> <p>We are three years on and the Welsh Government's declaration of a Climate Emergency in 2019, the current economic downturn, the effects of Brexit and of course the huge cost and impact of Covid -19 now, quite correctly, colour the Welsh Government's current thinking.</p> <p>Can you therefore clarify please on how appropriate it is, in 2020, for the Vale of Glamorgan Council to continue to spend public money on WelTAG consultation on the 2017 M4/A48 road scheme when the Welsh Government has clearly and correctly declared that their priorities have been changed by the needs and associated costs of supporting more important public priorities post Covid -19.</p> <p>Can you confirm please that the Vale of Glamorgan Council's priorities have been similarly changed and if so whether the public can now look forward to the road scheme in it's current outdated form being abandoned in favour of more appropriate public spending.</p> <p>I look forward to your response</p> <p>Yours sincerely</p>
163	<p>Dear Councillor ,</p> <p>As you are no doubt aware, earlier this year, the Boundary Commission proposed that changes should be made to the way in which the residents of the Vale were represented.</p> <p>The Vale of Glamorgan Council then requested that, due to the impact of the Covid-19 pandemic and</p>

	<p>the subsequent lockdown, the public consultation on the changes should be delayed.</p> <p>The Boundary Commission very reasonably agreed to the Council request and the public consultation was delayed until the autumn.</p> <p>When at the end of September, the Vale of Glamorgan Council announced their WelTAG Stage2 Plus public consultation on their proposed road from the M4 to Sycamore Cross on A48, COVID-19, lockdown was a feature of this consultation too which made it impossible for the public to consult normally and effectively in their allotted 12 weeks.</p> <p>Four weeks of the 12 week consultation period expired in lockdown so, not unreasonably, the Vale Council was asked for an extension of four weeks - just like the Council had asked for an extension from the Boundary Commission earlier in the year.</p> <p>***** has said that there will be no extension to consultation. No reason has been given, but it is understood that if this round of consultation is delayed, the Council will miss the January deadline to apply for next year's Welsh Government funds to progress the road proposal to WelTAG Stage 3. This suggests the Council plan on moving to Stage 3 regardless of objections.</p> <p>Quite how the Council propose the considerable results of a public consultation can be properly managed, completed, analysed and considered by the Scrutiny Committee in the weeks from 23rd Dec to 30th January in a pandemic situation and which includes the Xmas holidays beggars belief.</p> <p>It has taken the Council 3 years to get to this stage of the road approval process and now, when the Council is under pressure and closed for Xmas, you expect the public to believe that objections will have been considered properly in the decision whether to move to Stage 3 or not.</p> <p>Any claim that the Councils application for funds is in advance of a decision to move to Stage 3 will be looked on as highly suspicious.</p> <p>Currently, it appears the decision to proceed has already been made and valid objections will not and cannot be fully and professionally considered by the Council - in contravention of WelTAG guidelines - just so that the Council can meet application deadlines for Stage 3 funds.</p> <p>Concerns about the detrimental effects the new road will have on Cowbridge commuters' journey times, air and river pollution, environmental damage, community damage and increased flooding cannot possibly be properly considered and acted upon in just 4 weeks.</p> <p>Meanwhile, it seems that in the Vale of Glamorgan public consultation can only be extended during the pandemic if it's to the Council's benefit.</p> <p>The Stage 2 plus consultation ends on December 23rd. I would ask you to ensure the Council grant the extra four weeks consultation as requested and delay applying for Welsh Government funding for Stage 3 until the case for moving forward is proven.</p> <p>This course of action will uphold the integrity of the process and the reputation of the Council.</p> <p>I look forward to your response</p> <p>Yours sincerely</p>
164	<p>Dear</p> <p>Last week I received an incomplete letter for the above process .I repeatedly tried to ring the number provided but failed to get an answer .</p> <p>Saturday morning my parents (in their 80s) received theirs.This caused my parents so much distress to find a line straight through their beloved farm .</p> <p>Do you really think in the middle of what is going on and especially now as the Vale is about to go into lockdown that this appropriate.</p> <p>I am begging you to stop this process as they have enough to deal with at this time .</p> <p>I would appreciate if you could call me on XXXXXXXXXX to help me understand .</p> <p>Many thanks</p>
165	<p>IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FOR THE M4 JUNCTION 34 TO A48 INCLUDING THE PENDOYLAN CORRIDOR</p> <p>WelTAG Stage Two Plus</p> <p>TfW Active Travel Comments</p> <p>https://www.valeofglamorgan.gov.uk/Documents/Our%20Council/consultation/J34-to-A48/Stage-2-Plus/WelTAG-S2-Plus-M4-J34-A48-Impact-Assessment.pdf</p> <p>Overall</p>

	<ul style="list-style-type: none"> • What analysis has been done to identify current active travel journeys in the area? Origin/destination? • The benefits of providing active travel improvements along north/south corridor would be negated by the removal of access for active travel journeys going east/west. This would create greater severance to communities such as Pendoylan and Clawdd Coch where closure of roads are required to facilitate road building. • Active Travel Act has a duty on local authorities that for any road works/building to enhance and not detract from walking and cycling provisions and infrastructure. • Greenhouse gas impacts – doesn't consider induced demand and only considers reduced journey distance. • Any proposed road arrangement should minimise severance for active travel modes for local and longer-distance journeys and should ensure that active travel access along existing lanes and minor roads is maintained, including access to and from the proposed 3.5m-wide active travel route where proposed. • Sufficient provision should be included to allow for safe crossing of any proposed road by active travel users and the proposals should take account of the transport hierarchy within the developing Wales Transport Strategy. <p>Option A</p> <ul style="list-style-type: none"> • Increased severance for communities of Clawdd Coch, as well as south of Pendoylan through closure of 'side roads' due to creation of new road. • The new section of road would be a single carriageway and include a segregated 3.5m wide shared walking/ cycle route adjacent to the carriageway in order to comply with the Active Travel (Wales) Act is welcome. <p>Option B</p> <ul style="list-style-type: none"> • Increased severance for communities of Clawdd Coch, as well as south of Pendoylan through closure of 'side roads' due to creation of new road. • No connection to Pendoylan so local community unlikely to benefit from improved access road. • The new section of road would be a single carriageway and include a segregated 3.5m wide shared walking/ cycle route adjacent to the carriageway in order to comply with the Active Travel (Wales) Act is welcome. <p>Option C1</p> <ul style="list-style-type: none"> • The new section of road would be a single carriageway and include a segregated 3.5m wide shared walking/ cycle route adjacent to the carriageway in order to comply with the Active Travel (Wales) Act is welcome. <p>Option C2</p> <ul style="list-style-type: none"> • No provision for active travel improvements therefore doesn't comply with the Active Travel Act.
166	<p>Good Afternoon.</p> <p>It is our view that a route from M4 junction 34 to A48 Sycamore Cross should have a significant impact on the surrounding road network, particularly on the Culverhouse Cross gyratory which is currently operating at over capacity. Alleviating some of the volumes of traffic using this area will reduce congestion, improve travel times and will improve safety on the inbound carriageways of the A4232.</p> <p>The Gateway Station option appears highly desirable and could potentially have significant impact on traffic volumes travelling from the valleys into Cardiff and further. Bus integration will invariably help to reduce the use of private cars on the network and will provide an attractive alternative for commuter travel.</p> <p>It is submitted that Highway Options A or B provide the better use options and are the less disruptive options, particularly during construction. It has been proven that segregated walking and cycling routes alongside the carriageway provide significant safety benefits and encourages walking and cycling usage within a safe environment. This has been illustrated on the Church Village by pass which has a segregated facility.</p>

	<p>Consideration of a new signalised junction at Sycamore Cross without the staggered arrangement would be a considerable improvement upon the current arrangement which is complicated and lends itself to confusion for some drivers which has resulted in collisions.</p> <p>Whilst it is acknowledged that this study is at the consultation stage we would need to be involved at a later stage when the actual road is designed to consider speed limits and safety intervention measures.</p>
167	<p>Sirs,</p> <p>We are in the midst of a deadly viral pandemic, an armageddon Climate Change Emergency and already massive recession with lots more to come, so why choose this time to raise the consultation for this proposed road. We are unable to have a face to face consultation and anyone without IT facilities are sadly being discriminated against, and we would point out that, actually we have been unable to access your interactive consultation information boards. We consider your action in this matter to be, yet again, devious and underhanded.</p> <p>One, of many aspects we vehemently are against is the closure of Logwood Hill, as this route must stay open to give access to our villagers and our blue light emergency services</p> <p>Your proposals for the road are generating much ill-will towards your Council because there are so many negative issues put forward to you that are not being considered and completely sidelined.</p> <p>This is not a sustainable transport option for many reasons, you know and we know, what those very serious facts are. We believe that £100 million (or more realistically double) could be better spent elsewhere, for one example on an integrated metro system to provide the transport needed when the well known over-development new housing projects are completed. This is a view which you must surely accept by Prof. Mark Barry of Cardiff University. Every progressive city in Europe has this necessary facility - so why can't we!</p> <p>More Roads=More Traffic=More Congestion=More Pollution.</p> <p>Yours faithfully,</p>
168	<p>Annwyl Syr/Fadam</p> <p>Rwyf wedi bod yn chwilio trwy'r dogfennau helaeth sydd ar gael ar-lein i geisio gwneud penderfyniad gwybodus ar ymgynghoriad Cyngor Bro Morgannwg ynghylch a ddylid adeiladu ffordd newydd trwy Pendeulwyn ai peidio, rhwng yr M4 a'r A48 ac methu dod o hyd i fersiwn Cymraeg o:</p> <ol style="list-style-type: none"> 1. The WelTAG 2+ Outline Business Case (including appendices) 2. The Case for Change? <p>Mae'r rhain yn ddogfennau pwysig iawn y mae angen i mi eu darllen gan y byddant yn caniatáu imi gael gwell dealltwriaeth o'r holl wybodaeth bwysig a pherthnasol. Gan mai Cymraeg yw fy iaith gyntaf, a wnewch chi anfon copi caled Cymraeg o'r uchod ataf ar e-bost a hefyd fy nghyfeirio at lle y gallaf ddod o hyd iddo ar-lein.</p> <p>Diolch yn fawr</p>
169	<p>Returned late</p> <p>Thank you for giving me opportunity to contribute to this consultation process.</p> <p>The case for an additional link road between Jct 34 and Cardiff airport / business park has not been well made.</p> <p>Their already exist 2 parallel road, jnct 33 and 35 to Airport and business park, neither of which are</p>

	<p>heavily used currently.</p> <p>We cannot rely on historical modelling, projecting road use to 2036 given the changes brought about by climate emergency, and 2020 pandemi.</p> <p>Reducing journey time from M4 to Cardiff Airport by a few km, and ~15 - 20 minutes will not attract holiday any more holiday travellers from outside Wales, given the airports in Bristol and Birmingham; and unlikely to make much difference in those travelling from Wales, when Bristol and Birmingham will, for the foreseeable future be more competitive.</p> <p>Wales government has made a climate emergency declaration in 2019 https://gov.wales/welsh-government-makes-climate-emergency-declaration. These proposed roads go against all the statements made in that declaration.</p> <p>The Vale of Glamorgan is a unique area of Welsh Country side that should be protected, including the valleys either side of Pendoylan - once destroyed will never be regained - even with the euphamistically termed "corridor".</p> <p>The title of the proposal itself is disingenuous "Improving Strategic Transport Encompassing Corridors from M4 Junction 34 to the A48 at Sycamore Cross Highway Link Study" - in that there is no 'improvement' in the proposal, and the term corridor belies the environmental damage the proposals will bring.</p> <p>Public transport, bus and cycle access from the Vale of Glamorgan to Cardiff, and elsewhere is very poor, with reliance on private cars for the most basic commute. Public transport across Wales similarly is very poor, again private car ownership and use is needed for most journeys beyond main city railway stations.</p> <p>This WelTag study should me brought to a close and not taken further, money better spent elsewhere on sustainable and environmentally friendly transport solutions.</p> <p>Your faithfully</p>
170	<p>Returned late</p> <p>Cyfoeth Naturiol Cymru / Natural Resources Wales</p> <p>[RE: IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FROM M4 JUNCTION 34 TO THE A48 HIGHWAY LINK STUDY WelTAG Stage Two Plus]</p> <p>Thank you for giving Cyfoeth Naturiol Cymru / Natural Resources Wales the opportunity to respond to the Vale of Glamorgan consultation on the WelTAG Stage Two Plus Outline Business Case IMPROVING STRATEGIC TRANSPORT ENCOMPASSING CORRIDORS FROM M4 JUNCTION 34 TO THE A48 as part of the public consultation between September 2020 and 23 December 2020.</p> <p>This letter is in response to the consultation on the draft Plan which, if implemented, would lead to a road being built, with the aim of addressing congestion issues on the existing M4 and improving connectivity to the southern vale.</p> <p>Summary of response Natural Resources Wales</p> <p>1. The strategic case outlined appraises potential options for improving the strategic transport network encompassing corridors from M4 Junction 34 to the A48 (Five Mile Lane) including the Pendoylan Corridor (or alternative). However, this was based on a study published in 2017. This can now be considered outdated as the current policy landscape and attitudes have changed to reflect the Wellbeing of Future Generations Act, Natural Resources Policy, the declared climate and nature emergencies and, more recently, the impacts of the global COVID-19 pandemic. Therefore, any further stages of appraisal require additional analysis to reflect the current conditions and future trends.</p>

2. NRW is committed to play a leading role to responding to the climate emergency. In particular facilitating the public sector to reach net zero by 2030. The construction and use of a new road may result in a significant impact on the ability of the public sector to meet net zero targets.

3. NRW is committed to play a leading role responding to the nature emergency. The scheme has the potential to lead to significant ecological impacts. Lead Authorities involved in funding, procurement and development of the scheme should consider their enhanced section 6 duty to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in so doing promote the resilience of ecosystems.

4. The long term impacts of COVID-19 are unknown, however, we are all learning to work differently and NRW is putting Green recovery, at the forefront of our response. With respect to transport infrastructure removing the need to travel and the dominance of the car is the first step to take.

5. In light of this, NRW support Vale of Glamorgan Council in the development of the alternative option for Vale of Glamorgan Gateway Station WelTAG study identified in Stage 1. This study has now been recommended for progression to full WelTAG Stage Two in Vale Cabinet in October 2020. Focus on this option will contribute to the South East Wales Transport commission network of alternatives approach, facilitate public resources and funding to be focussed on public transport options that support a green recovery and contribute to responding to the climate and nature emergencies.

6. NRW look forward to working with Vale of Glamorgan Council and others to support sustainable growth in South East Wales and to solving congestion on the M4; through the reduction in demand for car journeys and, through delivering an increased number of trips by sustainable modes of transport.

New policy directions

The policy framework established in Wales since 2015 in particular:

- The Well-being of Future Generations Act requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.
- The Environment (Wales) Act helps us secure healthy, resilient and productive ecosystems for the future whilst still meeting the challenges of creating jobs, housing and infrastructure.
- The Planning (Wales) Act allows the planning system to support the delivery of national, local and community aspirations by creating sustainable places where citizens have improved access to quality homes, jobs and built and natural environments and supports the use of the Welsh language

To make sure we are all working towards the same purpose, these Acts work together to deliver the seven wellbeing goals. Studies investigating sustainable transport highlight that to unlock multiple benefits an integrated transport system is required to meet the needs of current and future generations

...

When this is considered with the additional context of changes to our travel patterns as a result of the COVID-19 pandemic, a drive for more flexible working arrangements and commitments for the development of travel infrastructure in the Cardiff Capital Region the development of a new road of this scale should not be investigated in isolation. We believe it should be considered in such a way that it integrates with, and compliments, local and regional transport plans.

There is, therefore, a compelling argument for a significant revision into the evidence base for this scheme.

Climate Emergency

At this early stage in the concept, NRW wish to highlight the importance of challenges faced in the climate emergency. The 2015 Paris Agreement put in place a roadmap for decarbonisation of the global economy.

	<p>As a result, the Environment (Wales) Act 2016 committed Wales to major carbon emissions reductions requiring Welsh Government to reduce emissions of greenhouse gases (GHGs) in Wales by at least 80% for the year 2050.</p> <p>Both the Welsh Government's and Vale of Glamorgan's climate emergency declarations in 2019 highlight the commitment to achieving this goal.</p> <p>"The climate emergency is a key influence on the direction of development and infrastructure provision for Wales, as well as an integral component towards shaping future transport schemes as the balance and inter-relationship between sustainable transport initiatives and highway network enhancement is carefully considered". Section 1.7 of the WelTAG stage 2 plus report.</p> <p>Welsh Government (Prosperity for All: A Low Carbon Wales) is putting Wales at the forefront of a shift towards active travel and a low carbon public transport system which is accessible to all and contributes to liveable and sustainable communities. Planning Policy Wales sets out a sustainable transport hierarchy for planning, working down through measures that reduce the need to travel; active travel; public transport and finally alternatively fuelled cars.</p> <p>The State of Natural Resources Report 2020 (SoNaRR) identifies that, in order to tackle the Climate and Nature Emergencies, Wales needs to change the way we live. There are key areas where we need to transform in order to be more sustainable. Transforming transport is one of three key areas of transformation needed. It challenges us to look at how people live and to challenge the accepted social norms in favour of establishing a better fit between humans and the environment. It asks us to look at the many options available for pursuing a more sustainable course of development, accepting we live in a dynamic and ever-changing social sphere.</p> <p>The Institute of Welsh Affairs commissioned report highlights that Wales risks failing to meet its own targets on carbon emissions unless it changes its over-reliance on the car. Most transport emissions emanate from the private car. The car is also a key barrier to more people using the less polluting and more sustainable modes: active travel and public transport .</p> <p>A key aim of the road is to reduce congestion on the M4 and surrounding roads. We would like to highlight the report from the Future Generations Commissioners Office Transport fit for future generations, which highlights the large and consistent body of evidence that new roads actually generate more traffic independently of changes arising from growth in population or the economy . A key finding of the South East Wales transport commission report is that addressing congestion should not be the sole reason for significant levels of investment in the transport network .This shift brings many wider benefits beyond congestion; for the environment, for public health, and for fair access to transport – all of which further Wales' well-being goals.</p> <p>This shift in attitudes is highlighted in a report to the CCR transport authority, REGIONAL TRANSPORT AUTHORITY (RTA) 'A NEW AGENDA FOR A NEW FUTURE' (Nov 2020) a Report Of Cardiff Capital Region Director, in which it states the "Climate Emergency" and the cancellation of the M4 Relief Road, infers a need to develop more public transport capacity in South East Wales. With COVID-19 and a potential change to working patterns, a more holistic review of travel demand will be required to inform this programme</p> <p>Given the importance of decarbonisation and the climate emergency to Welsh Government and Vale of Glamorgan, it is not clear in the business case where the climate emergency consideration have been highlighted. In fact, the WelTAG report identifies slight positive impacts with regard to greenhouse gases, for the preferred option (compared to the Do-Minimum), giving a benefit valued at £1.1M.</p> <p>On face value it would appear that the report is suggesting that the proposed highway scheme will result in a net benefit with respect to carbon emissions, contributing to decarbonisation targets set for the transport sector facilitating the public sector to reach net zero by 2030. This assertion appears to</p>
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	<p>be out of line with the reports and policy evidence provided above.</p> <p>It should be noted that the above calculation is an output of the traffic modelling of future traffic scenarios of use of the scheme. The proposal does not take into account the carbon costs of construction or lost from vegetation and soil disturbance, it does not take into account the future carbon sequestration being provided for future generations by the ecosystems that will be lost and covered by impermeable substrate, with additional negative impacts to water management, biodiversity and local air quality. In particular the value provided by hedgerows, ancient woodland and permanent pasture/grassland along the proposed route.</p> <p>This highlights the importance that WG, NRW, LAs and others need to understand how spending increases or decreases carbon emissions in Wales. In fact, transforming behaviours, removing or reducing the need to travel is most effective from a carbon perspective . Whilst road creation can encourage travel, in addition to the significant carbon emissions involved in road construction.</p> <p>Before embarking on further decisions on the future of the scheme, NRW propose that a budget (including carbon) that meets the needs of the future generations and Environment Act is developed and conducted alongside the WelTAG process to take into account the role of the scheme to meet the WG commitment for public sector net zero by 2030.</p> <p>In line with our commitment to play a leading role to responding to the climate emergency and adopting new ways of working and principles of Sustainable Management of Natural Resources (SMNR) we welcome the opportunity to work with you to develop this approach.</p> <p>Nature Emergency</p> <p>It is identified that the preferred option for the proposed scheme will have significant environmental impact and implications for people living in the area. Should the scheme progress there are legislative requirements/ thresholds that the scheme must meet to go ahead. These will be addressed through the appropriate mechanism such as SEAs, HRAs, WFD assessments, EIAs etc. However, even at this early stage it is important to note the significant loss of habitat that would occur if either of the routes were to proceed in terms of indirect and direct impact to designated sites, ancient woodland and other habitats at a time when public bodies have a duty under section 6 of the Environment (Wales) Act to protect and enhance biodiversity.</p> <p>The favoured highway alignments proposed would result in the direct loss of priority habitats including between 6.32 - 6.54 Ha of Broadleaved Semi-Natural Woodland, 18.1-19.5km of hedgerows, 11.5 - 45.4Ha of Marshy grassland.</p> <p>The South Central Wales Area Statement highlights the importance of resilient ecosystems. For example, woodland connectivity is already much poorer in more lowland areas, such as the Vale of Glamorgan, where woods are more fragmented and effectively form islands in agricultural landscapes and urbanisation. The South Central Area Statement advocates for building resilience in woodland ecosystems, particularly within the Vale of Glamorgan, not only for a more resilient ecosystem but also for the multiple benefits trees and woodlands provided for the wider environment and health and wellbeing. The proposed road scheme through direct loss of habitat and connectivity would result in loss of resilience and biodiversity in this area.</p> <p>Part 1 of the Environment (Wales) Act 2016, sets out an integrated approach to the sustainable management of natural resources (SMNR) and the associated enhanced biodiversity and ecosystem resilience duty.</p> <p>The South Central Area Statement core values seek to understand and value the role of the natural environment (both intrinsic and shared values), build equitable partnerships and ensure that the environment is at the heart of decision making.</p>
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	<p>To date it has been challenging for the environment and the services it provides to be adequately understood and incorporated into existing decision-making frameworks (as demonstrated by the WelTAG process in identifying a positive effect on greenhouse gases). However, to meet WG and others ambitions to halt the climate and nature emergencies we need to make a change and develop our environmental and other wellbeing budgeting.</p> <p>The Area Statements and 9 principles of SMNR and ways of working as set out by the Future Generations Act encourage us all to make decisions that deliver SMNR.</p> <p>NRW recommend that the nine principles of Sustainable Management of Natural Resources (SMNR) are used throughout the process to help ensure a consistent approach to ensure a scheme is sustainable and does not impact ecosystem resilience.</p> <p>In line with our commitment to play a leading role to responding to the nature emergency, and with new ways of working, principles of SMNR, NRW welcomes the opportunity to work with you to use this scheme to develop the evidence base for area statements, develop shared value and ensure that the environment and the benefits it provides are an essential part of the decision making process.</p> <p>Green recovery</p> <p>The collective response to the COVID-19 pandemic represents a once in a generation opportunity to reset our individual and collective values and priorities, realigning them with those required to create a more sustainable future. The consensus across Wales, UK, Europe and beyond is that recovery from COVID-19 must address the underlying nature and climate emergencies, with a refocus and accelerated response to the pandemic, along a pathway which both restores nature and decarbonises our economy.</p> <p>Changing travel patterns:</p> <p>Working from home</p> <p>Welsh Government have recently stated that they wish to work towards a goal of 30% of the Welsh workforce working remotely. The benefits for local economies, businesses, individuals and the environment include:</p> <ul style="list-style-type: none"> • a reduction in travel time and expense • more flexibility and better work - life balance • increased productivity • less traffic, especially at peak times • less air and noise pollution • the opportunity to redesign our towns and city centres <p>The successful delivery of this aspiration would have a significant impact on traffic levels and congestion removing and reducing the need to travel.</p> <p>The COVID-19 pandemic has accelerated uptake of remote working, resulted in all Welsh citizens making significant changes to their lives and how they travel – both in a context of work and private lives, including concepts relating to global as well as local travel.</p> <p>The WelTAG business case highlights the aims of the road are to reduce congestion and improve access to Cardiff Airport. In a post COVID-19 world, and in light of the climate emergency, we encourage these aims to be reviewed. As Wales starts the recovery from the COVID-19 pandemic, the transition to a low carbon economy and a healthier, more equal Wales must accelerate.</p> <p>Alternatives to road building for travel in South East Wales</p> <p>The First Minister established the South East Wales Transport Commission to find alternative ways of reducing congestion on the M4 (final recommendations Nov 2020). The overarching finding was that South East Wales needs significant new transport options structured around the concept of a ‘Network of Alternatives’.</p> <p>In response, the future generations commissioner said “The debate around the future of the chronically congested M4 has been too much about the needs of the car and not enough about the needs of the</p>
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	<p>people of South East Wales and our environment” (Howe, 26/11/20).</p> <p>Headline summaries from the report found;</p> <ul style="list-style-type: none"> • Congestion on the M4 is a symptom of broader problems; • As South East Wales develops and grows, there is an increasing need for new sustainable transport options; • Public transport and active travel should be the focus, particularly within the cities of Cardiff and Newport; • This approach can bring many wider benefits, for the environment, communities and public health; • COVID-19 provides an opportunity to prepare significant transport improvements while demand is reduced. <p>The South East Wales network of alternatives will be designed to give people and businesses new, credible transport options that do not involve the motorway or indeed the use of a car. They concluded that much of it can be developed through modification to the existing rail and road network.</p> <p>The transport network and movements within the region are a highly interconnected system. Decisions to progress this scheme or not, should be undertaken in the context of the wider policy imperative to decarbonise the transport system, improve air quality and ensure sustainable forms of development.</p> <p>Induced traffic is the phenomenon that building bigger or new roads can actually increase congestion by encouraging increased movements by car. A recent CPRE report <i>The end of the road? Challenging the road-building consensus</i> highlights that roadbuilding often fails to provide the congestion relief and economic boost promised, while also significantly impacting the environment.</p> <p>The consultation WelTAG report highlights that the highway benefits are likely to establish an increase in car trips as opposed to deliver increased trips by sustainable modes of transport. In 1994 SACTRA, the Standing Advisory Committee on Trunk Road Assessment found that with respect to induced traffic "An average road improvement, for which traffic growth due to all other factors is forecast correctly, will see an additional [i.e. induced] 10% of base traffic in the short term and 20% in the long term."</p> <p>It is not clear that the above policy framework, emerging research, climate emergencies the strategic desire for an integrated sustainable transport system are adequately considered in WelTAG process. We recommend that Vale of Glamorgan Council satisfy themselves of this before progressing to WelTAG stage three.</p> <p>Without considering all transport alternatives together, this scheme risks reinforcing car dependency, and car use at peak times rather than encouraging a modal shift to public transport, active travel and use of initiatives to change driving behaviour such as congestion pricing. NRW will be working with PSB partners to identify how as a collective of major employers in the area we can use flexible working policies to reduce the need to travel for work or where commutes are necessary facilitate staff to take alternative transport or commute off peak times.</p> <p>We encourage that future decisions should demonstrate the planning hierarchy and respond to the climate and nature emergencies, with a focus on green recovery. As the scheme progresses, we look forward to working with you to ensure that it compliments regional sustainable transport approaches.</p>
171	<p>Returned late</p> <p>Coed Cadw – Woodland Trust</p> <p>Dear Sir/Madam, Reference: M4 Junction 34 to A48 Transport Improvements Objection – loss of ancient woodland As the UK’s leading woodland conservation charity, Coed Cadw (The Woodland Trust) aims to protect native woods, trees and their wildlife for the future. Through the restoration and improvement of</p>

	<p>woodland biodiversity and increased awareness and understanding of important woodland, these aims can be achieved. The Woodland Trust owns and cares for over 100 sites covering more than 2,500 hectares across Wales and we have 500,000 members and supporters across the whole of the UK. The Trust expressed its concerns in 2018 as part of the consultation undertaken by the Vale of Glamorgan Council on the initial two route options known previously as the Eastern and Western Alignments. Since our previous response, the proposed scheme continues to have significant and irreversible impacts on numerous areas of ancient woodland. Having assessed the proposed route options within this consultation, the Woodland Trust strongly objects to all four options on account of direct loss and impact to several areas of ancient woodland.</p> <p>Ancient Woodland</p> <p>Natural Resources Wales' Ancient Woodland Inventory¹ places woodland into one of four categories:</p> <ul style="list-style-type: none"> • Ancient Semi-natural Woodland (ASNW) – broadleaf woodlands comprising mainly native tree and shrub species which are believed to have been in existence for over 400 years. • Plantation on Ancient Woodland Sites (PAWS) – sites which are believed to have been continuously wooded for over 400 years and currently have a canopy cover of more than 50 percent non-native conifer tree species. • Restored Ancient Woodland Sites (RAWS) – woodlands which are predominately broadleaved now and are believed to have been continually wooded for over 400 years. These woodlands will have gone through a phase when canopy cover was more than 50% non-native conifer tree species and now have a canopy cover of more than 50% broadleaf. • Ancient Woodland Site of Unknown Category (AWSU) – woodlands which may be ASNW, RAWS, or PAWS. These areas are predominately in transition and existing tree cover is described as 'shrubs', 'young trees', 'felled' or 'ground prepared for planting'. <p>• Policy</p> <p>• Welsh Government has recognised that areas of ancient woodland are declining and becoming increasingly fragmented and emphasises the importance of conserving ancient woodland and its value as a biodiversity resource through the publication of Planning Policy Wales version 10 (2018) (PPW10).</p> <p>• Furthermore, it has written the principle of maintaining and enhancing the natural environment into law through the Well-being of Future Generations (Wales) Act 2015. The 'Resilient Wales' well-being goal emphasises the following: "A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change." Equally, Section 6 of the Environment (Wales) Act 2016 requires that 'public authorities must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in so doing promote the resilience of ecosystems.'</p> <p>• Paragraph 6.4.26 of PPW10 states: "Ancient woodland and semi-natural woodlands and individual ancient, veteran and heritage trees are irreplaceable natural resources, and have significant landscape, biodiversity and cultural value. Such trees and woodlands should be afforded protection from development which would result in their loss or deterioration unless there are significant and clearly defined public benefits; this protection should prevent potentially damaging operations and their unnecessary loss. In the case of a site recorded on the Ancient Woodland Inventory, authorities should consider the advice of NRW. Planning authorities should also have regard to the Ancient Tree Inventory.</p> <p>• The council should also have regard for policy SP10 (Built and Natural Environment) and MG21 (Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species) of the Vale of Glamorgan Local Development Plan (2017).</p> <p>• Impacts on Ancient Woodland</p> <p>We have significant concerns regarding both the improvements to the existing road and the creation of a new link road which will directly affect several areas of ancient woodland. Below is a table of the ancient woods that would be affected, and the route options that would affect them: Ancient woodland</p> <p>Grid reference Option(s)</p> <p>Log Wood ASNW SINC ST0700574856 A, B, C1, C2</p> <p>Coed Llwynhywel ASNW/RAWS ST0580077800 A, B</p> <p>Coed Cadw ASNW SINC ST0571477515 A, B, C2</p> <p>Coed Waunn-Iloff ASNW SINC ST0560078200 A, B, C1, C2</p> <p>Coed Ffos-ceibr ASNW SINC ST0562378410 A, B, C1, C2</p> <p>Unnamed RAWS ST0751574211 A, B, C1, C2</p>
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	<p>Unnamed ASNW ST0630075960 B</p> <p>would occur as a result of the removal of areas of ancient woodland, which contain valuable habitat, to make way for the construction of this proposal.</p> <p>In addition to direct removal of ancient woodland habitat and soil, the creation of the road has the potential to result in adverse impacts on nearby areas of ancient woodland. Where ancient woods are in close proximity to the proposed road, there can be long-term impacts of increased noise and light pollution from traffic, dust pollution during both the constructional and operational phases of the road, and fragmentation of habitats from each other, including ancient woodland from other areas of semi-natural habitat; all of which will significantly impact on the woodland and likely result in losses of local biodiversity. The woodlands will also be subject to increased nitrogen oxide emissions from vehicles, which can change the character of woodland vegetation (in terms of species composition) through altering nutrient conditions².</p> <p>² Sheate, W. R. & Taylor, R. M. (1990), 'The effect of motorway development on adjacent woodland', Journal of Environmental Management, 31, pp. 261-267</p> <p>Mitigation</p> <p>If any of the proposed route options are taken forward, all areas of ancient woodland must be entirely avoided to ensure there would be no direct loss. Where a route option falls in close proximity to any ancient woods then a buffer zone of at least 50m should be maintained to the ancient woodland. This buffer will help to avoid root damage to trees that form the ancient woodland boundary and to allow for the effect of pollution from the construction and operation of a new road. The buffer zone must be carefully designed to ensure that the indirect impacts, as highlighted above, are alleviated. To this end we recommend that the buffer zone is planted prior to construction, to create a phased habitat to the ancient woodlands that absorbs the indirect impacts occurring during the construction and operational phase.</p> <p>The Vale of Glamorgan Council declared a climate emergency in July 2019, and as such the council should also be exploring more sustainable, low-carbon options to address issues of traffic congestion as opposed to simply new roadbuilding proposals. Any alternative solutions should also ensure that irreplaceable habitats (including ancient woodlands) are appropriately protected, and there will not be an overall loss in biodiversity.</p> <p>Conclusion</p> <p>The Trust strongly objects to all four route options put forward on account of significant damage and loss to irreplaceable ancient woodland. We consider that it is unacceptable that the council has proposed four route options that would all result in loss and/or deterioration to ancient woodland. In their current form, the proposed route options clearly contravene national planning policy designed to protect ancient woodland, and as such must be reconsidered.</p> <p>We hope our comments are of use to you; the Woodland Trust would be willing to engage with the council further on this scheme to ensure ancient woodland is adequately protected.</p> <p>Yours faithfully, Campaigner – Woods under Threat</p>
172	<p>I am writing to object to the proposals for a new or widened road from the A48 at Sycamore Cross, west of St Nicholas to J34 of the M4 (near Llantrisant) in the Vale of Glamorgan.</p> <p>I cycle a lot but I also do drive. Living in Cardiff the proposed road doesn't really affect me as a driver, but as a cyclist it will have a HUGE impact. This is one of my favourite areas to cycle, one of the easiest and quickest parts of the Vale to get to from the centre of Cardiff on a bike. The routes around Pendoylan, Clawdd Coch and Hensol would be ruined by both option A and option B of the new proposals.</p> <p>We cyclists love to get away from the busy roads - we don't like annoying drivers - and we like to enjoy the beautiful quiet countryside. It's really beneficial both to physical and mental health to be able to cycle in these country lanes.</p> <p>I also run a social cycling group in Cardiff and can speak on behalf of hundreds of members who will also be devastated if this road is built. We use the roads around Pendoylan on a regular basis, as do numerous other cycling groups and clubs across the region. It means we don't have to go near the busy</p>

	<p>A48 or A4119. This area is also our route out to the southern part of the Vale, as the other roads and junctions are so much busier heading out from Cardiff - for example via Ely, navigating Culverhouse Cross, or via town and Leckwith towards Dinas Powys, or following the coast and then finding a way through Barry - we prefer to avoid these busy routes. This proposal would ruin our safer quieter routes.</p> <p>I've seen two versions of proposals, one with raised sections over some of the existing roads and one with those roads blocked, so I'm not sure what's actually being considered at the moment. Both versions ruin the quiet routes, but road closures mean there's actually less options for travel and less direct routes for some people and means that the new route will be busier as everyone is forced to use it. Blocking existing roads is the worst possible thing that could happen in my opinion.</p> <p>Also the changes to the roads near the Hensol junction and the A48 itself mean there's no way around the new bits at all. Cycling on or next to a 60mph road is not fun. Having a cycle path along one side of a busy road isn't going to make this any good as a route for cycling groups, or for any of us trying to go for a quiet ride in the country, or for people who currently use a more direct route along a road which the proposal would see blocked.</p> <p>In ignoring the way in which people currently cycle in the area, and all the walkers and horse riders that use this area too, the proposal fails to meet the requirements of the Active Travel Act to enhance active travel routes, indeed it threatens to do the opposite. It only encourages more cars (and bigger vehicles) into the area and cuts off options to those who do want to cycle in the area.</p> <p>There's already a great road people can use to get to the airport - this proposal would save 2.5 miles and only a few minutes compared to using the route via the A4232 and the A4050.</p> <p>I'm actually horrified at the thought of losing access to these lanes. Even Option C1 and C2 seem to block the access from Gwern y Steeple to Pendoylan, only allowing a route towards Welsh St Donats to the west (up a very steep hill) to be maintained. I don't think it allows access back towards Pendoylan by going around the small triangle on the west of the road near arrow number 5?</p> <p>I haven't got as far as considering the impact to the environment and to the residents of the area, both long term and while works are happening. I'm really quite horrified at the idea of losing access to these routes and I really believe the proposals should be rejected.</p>
173	<p>Dear Vale of Glamorgan Council,</p> <p>I am deeply concerned for the ancient woods set to be impacted by the proposed link road between Junction 34 of the M4 and the A48 at Sycamore Cross.</p> <p>It is unacceptable that ancient woodlands are still threatened with destruction by this scheme. The original damaging route options – now known as Option A and B – are still on the table. Both options would fragment the landscape, impacting the connectivity and overall ecological integrity of the surrounding environment and affect the wildlife that lives in the surrounding ancient woods. The new options (C1 and C2) will also likely lead to loss of the ancient woodlands within close proximity.</p> <p>Ancient woodland cannot be recreated. Any impact from these proposals will be devastating and permanent. The council must seek to redesign any route options to ensure the avoidance of loss and deterioration of ancient woodland. I consider that there are no suitable compensation measures that can make up for the loss of this precious irreplaceable habitat. The impact on local biodiversity and ancient woodland impacts must not be trivialised in assessment of the proposed route options.</p> <p>The Welsh Government has committed to the protection of ancient woodland through Planning Policy Wales 10. It has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale. It should not be proposing destructive schemes where local people are asked to choose which precious ancient woods should be destroyed. Public authorities have a duty to maintain</p>

	<p>and enhance biodiversity, and in doing so promote the resilience of ecosystems in line with any new development. This is entrenched within Section 6 of the Environment (Wales) Act 2016.</p> <p>The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, the council must question the need for a new road scheme. The Well-being of Future Generations Commissioner's aspiration for Wales is for people to have their everyday needs within a 20-minute walk of their home, while the Deputy Minister for Economy and Transport has also stated that efforts must be made to encourage alternatives to car travel.</p> <p>Saving irreplaceable habitats is vital for people and wildlife – but especially so if they could be harmed for a road that may not be needed.</p> <p>I urge you to find a more appropriate solution that does not result in the loss of irreplaceable ancient woodlands. I reject all four highway options that you have put forward.</p> <p>Yours sincerely,</p>
174	<p>To whom it may concern,</p> <p>I object to the council's Highway and Infrastructure proposals A, B, C1 and C2 between J34 and A48 for the following reasons:</p> <p>Wales has declared a climate emergency, building roads increases car dependency, air pollution and greenhouse gases.</p> <p>The proposals would destroy ancient woodlands and hedgerows and threaten biodiversity and the Ely Valley SSSI.</p> <p>The proposals would close off country lanes that are a vital connection between our rural communities. Blocking recreational routes is also contrary to the Active Travel (Wales) Act 2013.</p> <p>The A48 junction at Sycamore Cross is already congested. A new road would worsen congestion and increase harmful emissions.</p> <p>Water run off from new roads would exacerbate flooding in the Ely Valley and our local communities.</p> <p>The consultation is flawed, with WeITAG processes not being followed correctly and ignoring the Future Generations Act Wales 2015.</p> <p>The Case for Change is outdated.</p> <p>The estimated capital cost, £77 million plus ongoing costs would be better spent elsewhere on health, public transport, social care or education.</p> <p>The proposed changes would forever spoil the calm, peaceful environment in Peterston and the surrounding areas. Your responsibility should be to the wellbeing of these communities and the protection of the environment.</p> <p>Yours faithfully,</p>
175	<p>Dear Junction 34 Consultation Team,</p> <p>I am writing to object to the proposals for a new or widened road from the A48 at Sycamore Cross, west of St Nicholas to J34 of the M4 (near Llantrisant) in the Vale of Glamorgan.</p>

	<p>I am writing as someone who primarily uses the roads whilst cycling.</p> <p>The Vale of Glamorgan is a beautiful area with lanes and paths enjoyed by many cyclists, walkers and horse riders who live locally and in adjoining counties.</p> <p>Despite this, the consultation document entirely fails to consider the exceptionally high level of cycling on roads that cross the proposed development. The development therefore threatens to cause significant disruption to people cycling and walking in the area, severing otherwise quiet routes, and likely deterring many people from cycling in the area altogether.</p> <p>In ignoring the way in which people currently cycle in the area, the proposal fails to meet the requirements of the Active Travel Act to enhance active travel routes, indeed it threatens to do the opposite.</p> <p>Furthermore, the Welsh Government declared a climate emergency in April 2019 and the Vale of Glamorgan Council did so in July 2019. Despite this, no account is taken of these declarations in the proposals. This road development will contribute to the climate emergency by generating more traffic and higher emissions, and is therefore in conflict with Welsh Government's plan to Decarbonise Transport.</p> <p>The Wellbeing of Future Generations Act also requires public bodies in Wales to 'think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change'. It appears that the WelTAG process has not been followed in this instance, with no examination of alternatives to a new/widened road, e.g. improving bus and train services, active travel or improvements via the South Wales Metro.</p> <p>Finally, we know that building roads doesn't solve traffic problems. Evidence shows that it merely encourages more traffic and increases congestion and emissions. This proposal fails to take into account changes to people's lives caused by Covid-19, which we want to maintain, such as a reduction in air travel, increased flexibility to allow working from home and less frequent commutes.</p> <p>For these reasons, I believe the proposals should be rejected.</p> <p>Yours sincerely,</p>
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	<p>in terms of the 5 Ways of Working contained in the FG, it doesn't appear that these have been adhered to when these proposals have been drawn up. For instance, Long Term - this proposal appears to be a short term benefit for the car user at the detriment of other vulnerable road users. This proposal does not look to the future rather maintains the status quo of car is king.</p> <p>Finally, we know that building roads doesn't solve traffic problems. Evidence shows that it merely encourages more traffic and increases congestion and emissions. This proposal fails to take into account changes to people's lives caused by Covid-19, which we want to maintain, such as a reduction in air travel, increased flexibility to allow working from home and less frequent commutes.</p> <p>For these reasons, I believe the proposals should be rejected.</p> <p>Yours sincerely,</p>
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	<p>has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale. It should not be proposing destructive schemes where local people are asked to choose which precious ancient woods should be destroyed. Public authorities have a duty to maintain and enhance biodiversity, and in doing so promote the resilience of ecosystems in line with any new development. This is entrenched within Section 6 of the Environment (Wales) Act 2016.</p> <p>The Wellbeing of Future Generations Act also requires public bodies in Wales to ‘think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change’. It appears that the WeITAG process has not been followed in this instance, with no examination of alternatives to a new/widened road, e.g. improving bus and train services, active travel or improvements via the South Wales Metro.</p> <p>The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, and given the reduction in overseas air travel and therefore a potential reduction in need for car travel to Cardiff Airport, the council must question the need for a new road scheme.</p> <p>Finally, we know that building roads doesn’t solve traffic problems. Evidence shows that it merely encourages more traffic and increases congestion and emissions. This proposal fails to take into account changes to people’s lives caused by Covid-19, which we want to maintain, such as a reduction in air travel, increased flexibility to allow working from home and less frequent commutes.</p> <p>For these reasons, I believe the proposals should be rejected.</p> <p>Yours sincerely,</p>
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328	<p>Dear Vale of Glamorgan Council,</p> <p>I am deeply concerned for the ancient woods set to be impacted by the proposed link road between Junction 34 of the M4 and the A48 at Sycamore Cross.</p> <p>It is unacceptable that ancient woodlands are still threatened with destruction by this scheme. The original damaging route options – now known as Option A and B – are still on the table. Both options would fragment the landscape, impacting the connectivity and overall ecological integrity of the surrounding environment and affect the wildlife that lives in the surrounding ancient woods. The new options (C1 and C2) will also likely lead to loss of the ancient woodlands within close proximity.</p> <p>Ancient woodland cannot be recreated. Any impact from these proposals will be devastating and permanent. The council must seek to redesign any route options to ensure the avoidance of loss and deterioration of ancient woodland. I consider that there are no suitable compensation measures that can make up for the loss of this precious irreplaceable habitat. The impact on local biodiversity and ancient woodland impacts must not be trivialised in assessment of the proposed route options.</p> <p>The Welsh Government has committed to the protection of ancient woodland through Planning Policy Wales 10. It has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale. It should not be proposing destructive schemes where local people are asked to choose which precious ancient woods should be destroyed. Public authorities have a duty to maintain and enhance biodiversity, and in doing so promote the resilience of ecosystems in line with any new development. This is entrenched within Section 6 of the Environment (Wales) Act 2016.</p> <p>The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, the council must question the need for a new road scheme. The Well-being of Future Generations Commissioner's aspiration for Wales is for people to have their everyday needs within a 20-minute walk of their home, while the Deputy Minister for Economy and Transport has also stated that efforts must be made to encourage alternatives to car travel.</p> <p>Saving irreplaceable habitats is vital for people and wildlife – but especially so if they could be harmed for a road that may not be needed.</p>

	<p>I urge you to find a more appropriate solution that does not result in the loss of irreplaceable ancient woodlands. I reject all four highway options that you have put forward.</p> <p>Yours sincerely,</p>
329	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: Cycling does not appear to be a priority</p> <p>Please add my objections to your feedback process. Kind Regards</p>
330	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: Today we hear the Uk Govt is to stop the sale of petrol and diesel cars from 2030 and develop alternatives. Today Wales wants to turn the clock back 40 years and ruin the historic and beautiful Vale. During lockdown, access to this area has had an invaluable effect on people's mental and social health.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Please add my objections to your feedback process. Kind Regards</p> <p>Postcode We understand the requirement for the road, however we do not agree with the blocking off indicated to certain lanes around Clawdd Coch. it will ruin our business and make life very difficult.</p>
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	<p>My further personal comments are: There is a large cycling and walking community in the Vale, the proposed route will divide the county. Many cyclists also come to the Vale to enjoy the countryside and quiet lanes</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: I am very concerned about this proposal, it will increase congestion around Sycamore Cross, will spoil some very lovely country side, increase air pollution, destroy woodland, make families leave their homes, separate communities. We need to protect our country side, the Vale is being destroyed by over development, it is so sad and heartbreaking to see. This proposal is also not a good use of public funds, the roads already in use are adequate.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>An additional road to get to an airport which will struggle to survive. The issue of the enterprise zone, it should be easily reachable through all means of transport. There are existing infrastructures (A48, Barry road) - why not look at that ?</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: At a time of Climate crisis the last thing we should be doing is building more unnecessary roads. There are many many better uses of our money.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored.</p> <p>My further personal comments are: Looks like Vale Council don't worry about Vale people or the villages just the airport If Cardiff Metro will reduce traffic why is a new road needed? Do us all a favour and scrap it now. We are spending too much money on this.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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547	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: As a cyclist, a dog walker and a member of the Cardiff community i feel that the impact of this road on not only the local people but also the environment, wildlife and climate crisis, has been insufficiently thought through. Please reconsider. Enough local cyclists already get hit by cars, we don't need more large, fast, roads to risk our lives further.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
548	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., Your new proposals intend to block off country lanes that will divide communities., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored.</p> <p>My further personal comments are: Road is not needed, the airport passenger numbers are insufficient to justify any additional spending.</p>

	<p>The more sensible route if passenger numbers do increase would be strategic improvements to the port road route as this already has facilities such as petrol stations in place with sufficient road widths to allow improvements at less financial and environmental costs.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
549	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
551	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored.</p> <p>My further personal comments are: Scrap this plan. It's not needed and certainly not wanted. Save our environment.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
552	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: This road is not a solution to anything and it will create many more problems. The world is changing very quickly and our needs and habits will change too, indeed things have already changed since this road was proposed, negating many of the original reasons for considering it. We can't undo the damage that this road will cause. This travesty of a project needs to stop.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>

553	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: This road extension is a waste of money, unnecessary and serves no purpose . It will also destroy one of the most beautiful areas in Wales . What we do need is an m4 bypass . Please concentrate on this . Wales needs to be open for business . Build a bigger better m4. Don't waste money on this development that is not required</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: Destroying natural woodland, popular exercising routes and destroying communities for the sake of an airport which is barely used. It would also be hugely damaging to creating a green Wales.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>today's condemnation of previous generations' racism and sexism.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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	<p>My further personal comments are: What is the point ? -More people working from home should be encouraged & public transport should be invested in with the money - Electric buses / park & ride Finances don't stack up - put the money into people not roads!! David Attenborough wouldn't support you and you are going against your own rules - It's hypocritical as you throw out your own principles - say it is a green emergency & this. It doesn't look good for Wales or the council to be doing this. I think our council should be working for local people & not listening to financial people with their own interests. Don't let it happen please.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Act 2013 .</p> <p>My further personal comments are: Building a new road is a totally unnecessary. Climate Change means we must discourage road transport. There is already excellent access to Cardiff Airport at Jct 33. If Culverhouse Cross is a problem sort that out! A new road through a green belt is not acceptable to most voters.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>bring more traffic. Promote Active Travel and Climate Change instead.</p> <p>Please add my objections to your feedback process. Kind Regards</p> <p>Postcode Strongly Disagree. Do not develop it, waste of public money. To damaging on local residents and environment, it will only bring more traffic. Promote Active Travel and Climate Change instead.</p>
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	<p>save the environment.</p> <p>Please take heed.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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	<p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
636	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: A flyover or tunnel at Culverhouse Cross to join the link road to the Wenvoe road would solve more congestion than a link at junction 34.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
637	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>

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	<p>'country' homes as many leave the cities. This road development was thought of when we all lived in a previous age, things have moved on.</p> <p>We cannot keep adding more traffic to the roads ...where does it ever end?</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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	<p>My further personal comments are: There is no need for the proposed road.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>biodiversity, create more flooding issues over an already high risk flood plain and potentially ruin local businesses causing further economical strain on a heavily burdened economy!</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
658	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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660	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are:</p> <p>The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p> <p>I cannot believe this proposal and the devastating effects it will have on the countryside and community. This proposal contradicts everything the WAG say regarding climate change. The negatives of building the road outweighs the positive of building the road.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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664	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: This project is so outdated and I feel so strongly about this I will be sending an individual response.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: I find the whole concept and desire to increase vehicle traffic in a rural area at the cost of trees, woodland and hedges contrary to science and true biodiversity husbandry.</p> <p>The scheme will increase traffic flow, destroying vital flora and fauna.</p> <p>Giving the current financial pressures on society the idea of spending public funds on a road whose need is ambiguous and unclear would be wasteful and ignorant of wider environmental pressures and needs.</p> <p>I feel that there is evidence of imbalance when representing the facts on how this road will be financed and it's impact.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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726	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WeITAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: Please, please do not ignore our genuine reasons (and there are many) and common sense, in asking you to cease with this project.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
727	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WeITAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: What a time to choose! We have been unable to access the consultation boards. For those who do not have IT it is impossible anyway to give their views. Please do not ignore our sensible reasons for not wanting this project.</p> <p>Please add my objections to your feedback process. Kind Regards</p>

728	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: This road will increase congestion and traffic in an already congested area, and is a backward step , increasing reliance on car transport. A better strategy would be to improve existing transport links and develop better public transport. Once these areas of beauty and scientific interest are gone, they are gone for good. This cannot be reconciled with Welsh Governments commitment to the WBFG Act Wales 2015.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
729	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that will divide communities., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
730	<p>Transport Study M4 Junction 34 to A48 @</p>

	<p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WeITAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
731	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WeITAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
732	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway</p>

	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
733	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: This is a gross misrepresentation of what the community needs. A violation of beautiful countryside. I am strongly opposed. Look at developing public transport such as rail links instead.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
734	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate</p>

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736	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS.</p>

	<p>My further personal comments are: Please don't do it</p> <p>Please add my objections to your feedback process. Kind Regards</p> <p>Postcode Please do not disrupt these beautiful lanes, which are some of the only remaining quieter roads safe for cyclists to use, around Cardiff. I and my 14 year old daughter cycle on them regularly, and without this access we will be forced on to A roads, which I do not consider appropriate for a child to ride on. During lockdown, cycling has kept us sane and fit and this is an activity that should not be constrained, for the sake of environment busting new roads.</p>
737	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
738	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p>

	<p>Millions of pounds spent on Looking into M4 relief road and then decided it wasn't needed but somehow this road is needed more!!! Doesn't make any sense and it will destroy the local area. Bristol airport is thriving and access to that is worse again no real reason for this road.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
739	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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741	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
742	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>

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747	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway</p>

	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
748	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: What a waste of our tax. Better spent on NHS - we will need it!!!!</p> <p>Please add my objections to your feedback process. Kind Regards</p>
749	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p>

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	<p>My further personal comments are: Complete waste of money we urgently need more money spent on nhs more hospitals if we were more prepared covid would not have affected as much as it has.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>impacted on my work due to Microsoft Teams video calls.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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768	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: I strongly object to building the new road, it's completely unnecessary. It's construction is based on an assumption that there is a growth in industry in ST Athan and Rhose, which is not the case, It destroys our natural environment and is inconsistent with the Future generations act. One has to question the planning when it is suggested that residents of Peterston can drive up chapel lane, an old cart horse track and the proposal to close the Trehedyn lane and Pontsarn/Clawdd Coch lane would make life very difficult for me and my family. The increase in traffic which will become a short cut and end up queuing to Culverhouse Cross will cause air pollution and not be of benefit. An improved public transport solution should be investigated in a wider sense before building new roads across pristine countryside.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
769	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p>

	<p>[Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
770	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing.</p> <p>This transport study should be stopped and scrapped immediately.</p> <p>My objections are:</p> <p>The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p> <p>When you increase roads, you increase traffic. When you destroy green spaces to do it, you increase air pollution (even if all were electric, tyres haven't changed); 2020s message is treasure green spaces, stop traffic expansion.</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
771	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing.</p> <p>This transport study should be stopped and scrapped immediately.</p> <p>My objections are:</p> <p>The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p> <p>The proposals could permanently damage the local areas and will do nothing to ease congestion in the long run. It should be recognized that a move away from motorised road transportation has already</p>

	<p>begun and furthermore is the only way to reduce congestion. The only acceptable option in the proposals in c1 but I still believe that the whole package of proposals are unnecessary and a waste of money.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
772	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: The constant demise of greenfield and mature & ancient woodland will be the demise of us. The time has come for planners to stop dictating and start co-operating. green space is paramount for health & wellbeing and to counter the climate emergency. planners should be adhering to the Wellbeing of Future Generations (Wales) Act 2015, without exception. Please add my objections to your feedback process. Kind Regards</p>
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781	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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789	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p>

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790	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
791	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: I drive the 5 mile lane and Pendoylan lanes daily and it is never busy enough to warrent a bypass road.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
792	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway</p>

	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: The loss of greenfield to road development at any time is unacceptable, but to consider such a project post covid is negligent and contrary to the Wellbeing of Future Generations (Wales) Act 2015. The health & wellbeing of the population should be first and foremost in such considerations. Wales is substantially below its tree planting targets to mitigate CO2 emissions, so tree loss at this time of ensuing climate emergency is not an option.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
793	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: This cannot continue. Millions are spent each year on creating policies, legislation and policy documents- they cannot simply be words on paper. They must be adhered to. We need to do things differently. Please! Before its too late.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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803	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: Instead of spending money on a needless road, the VOG Council should be focusing their efforts on establishing better traffic links between economically significant areas: e.g. improving the active travel transport between the main Barry area and Cardiff. The intention of both the UK govt and Welsh govt is to move away from car usage as much as possible, but this proposition actually seeks to facilitate and increase car usage.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Ancient woodland should be here after we leave. We should be planting more indigenous woodlands. We should be improving small communities, not breaking them up. We should be improving the roads we already have. We should be looking for the long term.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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838	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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845	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway</p>

	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>it now!</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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850	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p>

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	<p>Anticipated decline of travel and commuters after Covid. Declining use of Cardiff airport.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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864	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing.</p>

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866	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p>

	<p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: The lanes within the Vale of Glamorgan are an integral part of the area and how local people use the landscape of South Wales. To build a new road cutting through all of the communities that use this network of roads to walk, cycle and engage with each other would be devastating. The answer to traffic and congestion is NOT to build more roads!</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: Living next to the A48, outside of traffic, means we are directly affected by traffic flow. The lights at sycamore cross means we experience heavy bursts of traffic, which so significant during rush hour and can often result in it being difficult to find breaks in the traffic to get on to the road each morning. Congestion in that area will have significant impact on our access. This plan should be reconsidered with a view to take congestion away from the A48 and its rural inhabitants.</p> <p>The quieter period during lockdown has highlighted how access has evening, noise and fume pollution has reduced and how wildlife is re-populating the area. It would be criminal not to reconsider this in line with climate change targets, improving rural safe physical activity opportunities (running, walking, cycling) and maintaining rural welfare.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: It's so sad that this road is going to be even considered, it'll bring more congestion to sycamore cross, divide villages we have grown up and lived in all our lives and cause pollution to our lovely countryside</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: We are in a climate Emergency and should be banning all new roads not spending millions of taxpayers money on them.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: Why not widen the road that's already there. That would be a far better way to utilise the facilities already there. I grew up around that area and I do not see the advantage of destroying the wildlife.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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925	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: [Not asked]</p> <p>My further personal comments are: Having lived in the area of the proposed road for over fifty years I feel that all of the above objections are valid. Environmentally we have had so much damage done recently by the amount of house building I fear for the consequences.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>spent on improving public transport or the NHS.</p> <p>My further personal comments are: Given that Port Road, '5 mile lane' and Culverhouse Cross have all been recently upgraded, the likely change in working and therefore commuting habits since Coronavirus, the already shaken business case does not persuade me of the need for this new road. Especially given the consequential devastation of the beautiful landscape and surrounding villages.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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949	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p>

	<p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1023	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: We need a moratorium on all major new road building. The COVID19 pandemic changes everything. the numbers of people flying has crashed and will not recover to its previous level. There is no need for this outdated and damaging scheme in the context of the climate emergency</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1052	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>2011. Has a children's rights impact assessment been undertaken to give consideration to the impact of this proposal on the rights of the child? Given the obvious negative impacts on children this seems highly unlikely. An impact assessment should be carried out urgently, shared publicly and children should be consulted on this proposal.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1079	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: It makes me upset and frustrated that a large highway is going to rip apart our local communities and divide the rural Vale. Ridiculous!</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1080	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and</p>

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	<p>their money spent on this road when we are struggling to get through Covid. We are going to need that money spent on services for years to come</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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1121	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1134	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p>

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	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: [Not asked]</p> <p>My further personal comments are: I oppose the proposed development in respect of my family who will be affected by it and to stand firm on protecting the environment and diminishing ancient Woodlands which in turn harbour bio diversity which once lost cannot return. Protect and preserve the remaining countryside for nature to thrive and for the benefit of future generations.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>This junction cannot sustain any increased traffic especially with the additional houses being built near Radyr. Take a car journey at peak times outside of this pandemic and you can see it is not a viable option.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1160	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1174	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway</p>

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1184	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>My further personal comments are: This whole project has been so badly handled by VOG officers and is a shameful waste of money. . 1.The WelTAG process has been manipulated -eg groups considered stakeholders and invited to comment on the proposal by the council predominantly include transport groups with little inclusion of residents, environmental, leisure or health groups. A clear attempt at skewing consultation results. 2. Out of date data eg 2006 flood maps, have been used to influence the choice of routes proposed 3.Deliberate exclusion of any expert environmental assessment on the proposal to influence the decision makers. 4.Bulldozing through limited shambolic public communication which has been really badly mismanaged to exclude anyone unable to use a computer eg many elderly and disabled. 5. Refusal to extend consultation during a lockdown when the public response council phone line is unanswered. An investigation should be launched into the management of this project.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1206	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1207	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that</p>

	<p>will divide communities.</p> <p>My further personal comments are: The original reasons for building the road have not been revisited since the Covid pandemic hit. Far fewer people will now travel by air, and the alleged need for this road to ease access to Rhosneigr airport no longer applies to the same extent. Fewer car journeys will be made in the future. The route will destroy areas of outstanding beauty and biodiversity - we owe it to our children to protect these precious resources. Please reconsider your plans in the light of the significant change in circumstances since this proposal was first conceived.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1208	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1209	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>

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1213	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>there is an incident on the motorway or link road, which happens frequently. Sadly the people who use this road as a short cut do not have reverse gears installed in their vehicles and cannot drive near a hedge and have never been taught to wait in a passing space. There will be more incidents if a new road is built which will affect the emergency services. A new road built on stilts will be totally unnecessary and cause a total blot on the landscape that is currently beautiful. Any areas under a road on stilts will be filled with litter and fly tipping. Widen the road in some areas if necessary, but no need to build a new road. And I am not a homeowner concerned about the value of my home, I just want to enjoy the wonderful natural countryside I have grown up in.</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1230	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: I believe that there are other and potentially better options for a link road between the M4, A48 and Cardiff Airport which would use existing roads and infrastructure.</p> <p>The current option would carve a huge carbon footprint through a green belt area and community, of which they would have no benefit.</p> <p>A road which would bring financial benefit to the businesses of Cardiff City and Cardiff Airport should probably be built in Cardiff?!</p>

	<p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1231	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1232	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WeITAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1233	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p>

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1235	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are:</p>

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1236	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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	<p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1254	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1255	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that will divide communities.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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1257	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1258	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., Your new proposals intend to block off country lanes that will divide communities., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS.</p> <p>My further personal comments are: [Not asked]</p>

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	<p>Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1263	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 ., The under-estimated road cost of up to £77million can be better spent on improving</p>

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1265	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: The destruction of important wildlife habitats by any of the highway options cannot be justified or adequately mitigated.</p>

	<p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
1266	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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	<p>Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: The lanes in the area are dangerous enough for horse riders including young horse riders on ponies, this would make it a death trap</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1269	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1271	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p>

	<p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1273	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases.,</p>

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	<p>used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: Poor And flawed consultation process No proof of requirements for road Economically unjustified and money better spent on healthcare/ social care/ education Lack of usage of airport and enterprise zone Covid crisis means more home working and increased joblessness therefore decreased traffic flow Council and government have signed up to the climate change and building this road goes against Need to increase public transportation</p> <p>Please add my objections to your feedback process. Kind Regards</p>
1276	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: The consultation is flawed. The correct WelTAG process has not been followed. The Well Being of Future Generations Act Wales 2015 is being ignored., Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The strategic argument for a 'Case for Change' is outdated, has not been revisited and uses inaccurate forecasting., The under-estimated road cost of up to £77million can be better spent on improving public transport or the NHS., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are: [Not asked]</p> <p>Please add my objections to your feedback process. Kind Regards</p>
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1279	<p>Transport Study M4 Junction 34 to A48 @</p> <p>Dear Vale of Glamorgan Council,</p> <p>I Strongly Disagree and Object to the building of a Highway Route East of Pendoylan, or a Highway Route West of Pendoylan, or the Online Enhancements you are proposing. This transport study should be stopped and scrapped immediately.</p> <p>My objections are: Wales has declared a CLIMATE EMERGENCY. Building a road is not the solution to reducing car dependency, air pollution and green house gases., The road would destroy Ancient Woodland, bio-diversity and the Ely Valley SSSI., The A48 junction at Sycamore Cross is already congested. Building a road that could add 1000 vehicles per hour to the junction will create greater congestion and CO2 emissions., Your new proposals intend to block off country lanes that will divide communities., The proposal blocks recreational routes used by walkers, cyclists and horse riders. This is contrary to Design Guidance stated in the Active Travel (Wales) Act 2013 .</p> <p>My further personal comments are:</p>

	<p>[Not asked]</p> <p>Please add my objections to your feedback process.</p> <p>Kind Regards</p>
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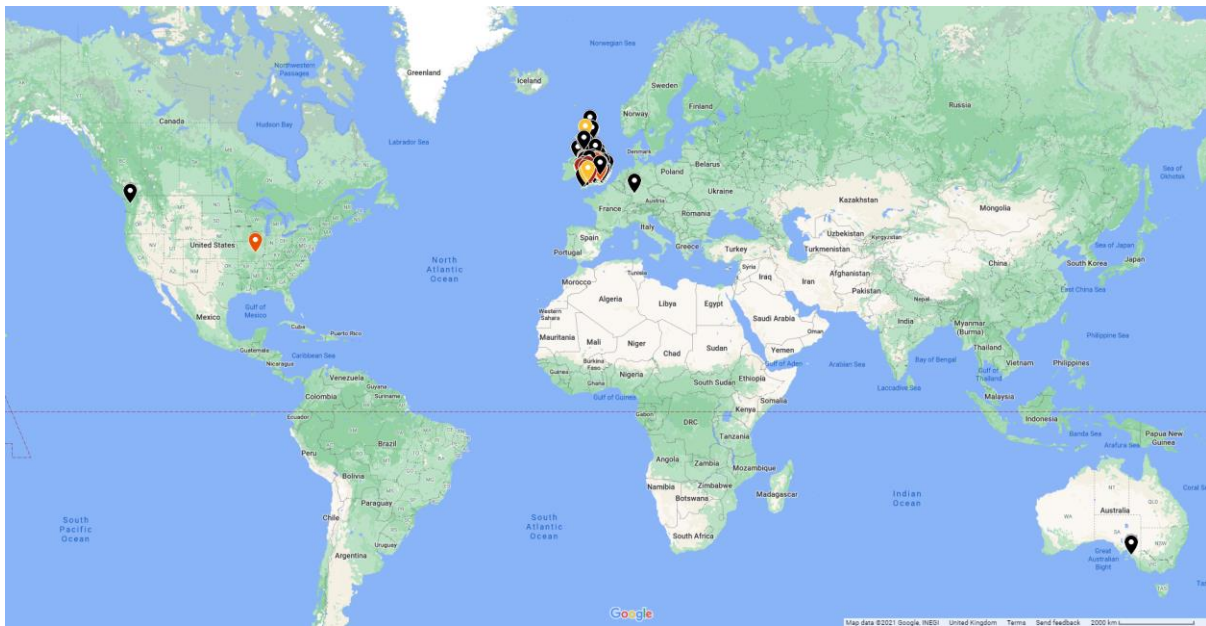
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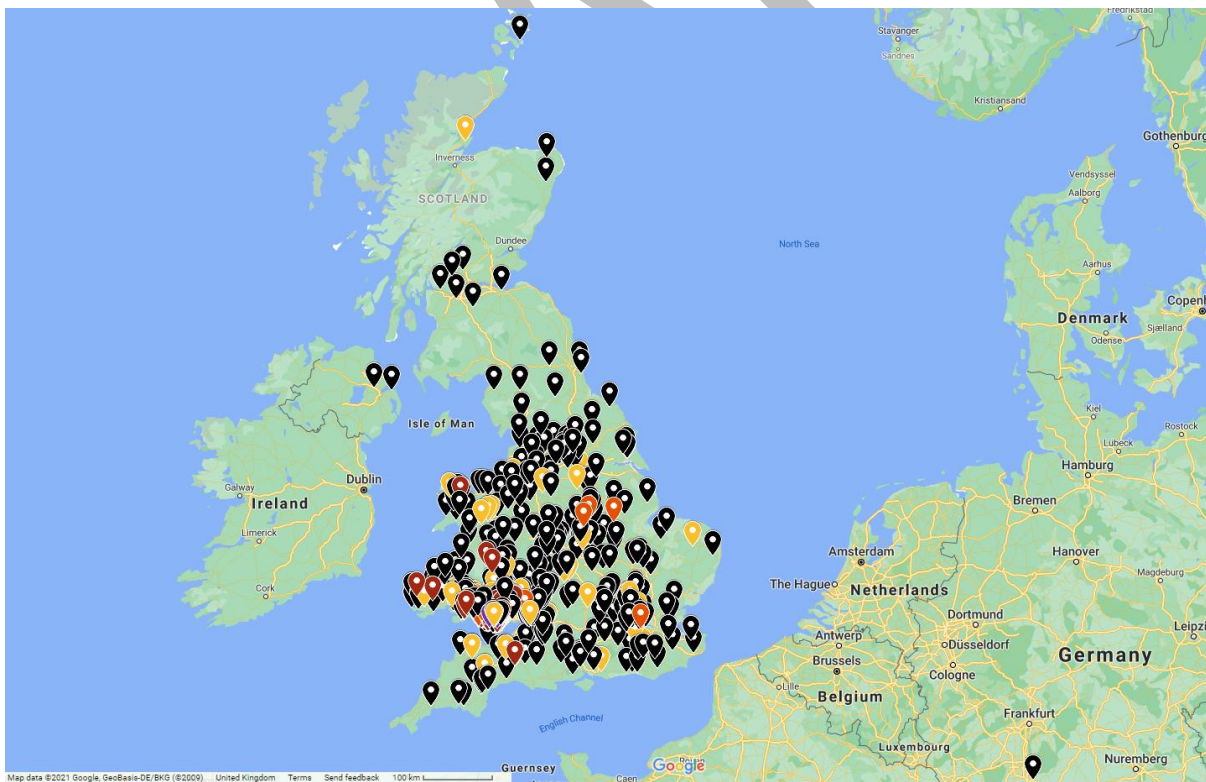
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1846	<p>Dear Vale of Glamorgan Council,</p> <p>I am deeply concerned for the ancient woods set to be impacted by the proposed link road between Junction 34 of the M4 and the A48 at Sycamore Cross.</p> <p>It is unacceptable that ancient woodlands are still threatened with destruction by this scheme. The original damaging route options – now known as Option A and B – are still on the table. Both options would fragment the landscape, impacting the connectivity and overall ecological integrity of the surrounding environment and affect the wildlife that lives in the surrounding ancient woods. The new options (C1 and C2) will also likely lead to loss of the ancient woodlands within close proximity.</p> <p>Ancient woodland cannot be recreated. Any impact from these proposals will be devastating and permanent. The council must seek to redesign any route options to ensure the avoidance of loss and deterioration of ancient woodland. I consider that there are no suitable compensation measures that can make up for the loss of this precious irreplaceable habitat. The impact on local biodiversity and ancient woodland impacts must not be trivialised in assessment of the proposed route options.</p> <p>The Welsh Government has committed to the protection of ancient woodland through Planning Policy Wales 10. It has also written the principle of maintaining the natural environment into law through the Well-being of Future Generations Act. The council should be seeking to conserve and enhance the biodiversity of the Vale. It should not be proposing destructive schemes where local people are asked to choose which precious ancient woods should be destroyed. Public authorities have a duty to maintain and enhance biodiversity, and in doing so promote the resilience of ecosystems in line with any new development. This is entrenched within Section 6 of the Environment (Wales) Act 2016.</p> <p>The Welsh Government has increasingly been outlining its new ambitions to reshape transport in Wales and move towards green transport options in an effort to tackle carbon emissions. With the Government recognising that current patterns of less commuting and more home working are likely to continue, the council must question the need for a new road scheme. The Well-being of Future Generations Commissioner's aspiration for Wales is for people to have their everyday needs within a 20-minute walk of their home, while the Deputy Minister for Economy and Transport has also stated that efforts must be made to encourage alternatives to car travel.</p> <p>Saving irreplaceable habitats is vital for people and wildlife – but especially so if they could be harmed for a road that may not be needed.</p> <p>I urge you to find a more appropriate solution that does not result in the loss of irreplaceable ancient woodlands. I reject all four highway options that you have put forward.</p> <p>I love coming to Wales and seeing the local environment. Please work with the Future Generations Commissioner and see that this road is neither needed, not suitable when carrying out One Planet thinking.</p> <p>Yours sincerely,</p>

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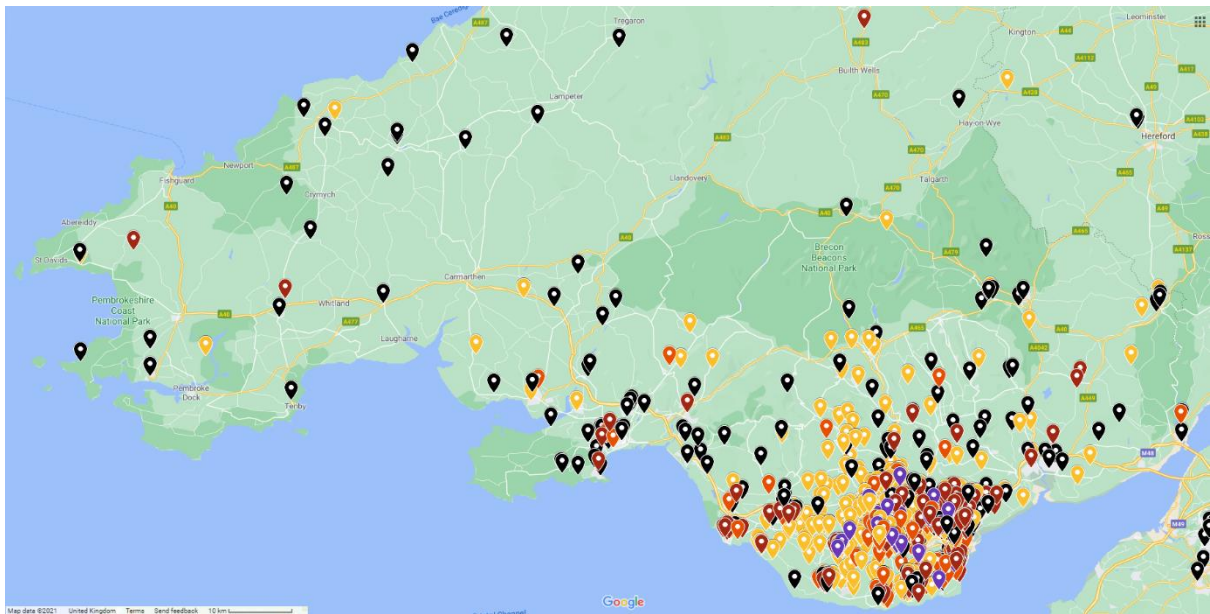
World view



Europe view



South Wales view



Map points demonstrate response submission method.

(Survey – Orange, Junction 34 email mailbox – Purple, Cyclists response – Dark Red, VCFFG Petition – Yellow, Woodland Trust emails – Black)