**Llanmaes Road Active Travel improved route**

**Consultation report 23 September 2021**

**Introduction**

A consultation was undertaken on the Vale of Glamorgan Council’s proposals to improve the active travel route along Llanmaes Road, Llantwit Major between 25 August and 22 September 2021. The public were asked to comment on the Councils proposed improvements.

The aim of the scheme is to provide a safer highway environment for pedestrian movements and provide more opportunities for active travel, particularly for vulnerable road users and school pupils. The route will provide a link to the existing shared use facility along Ffordd Bro Tathan.

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

**Consultation Activities**

The following activities were undertaken to promote the consultation:

* Letter drop to properties along Llanmaes Road (included in the letter was a telephone number to call to discuss the scheme)
* Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme)
* Email to stakeholders and statutory consultees
* Information on the Council Active Travel webpage
* Social media posts

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

**Consultation Results**

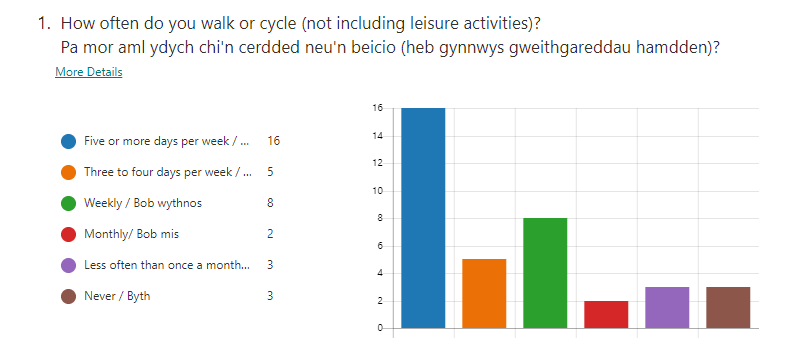
A mail drop was undertaken to the properties on Llanmaes Road (with 3 properties inaccessible), promotion on social media took place, and emails were sent to stakeholders.

We received 46 responses via emails and through the online survey.

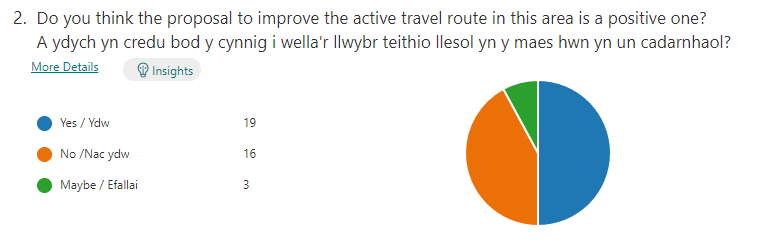
**Online survey results**

The online survey received 38 responses.

Question 1



Question 2



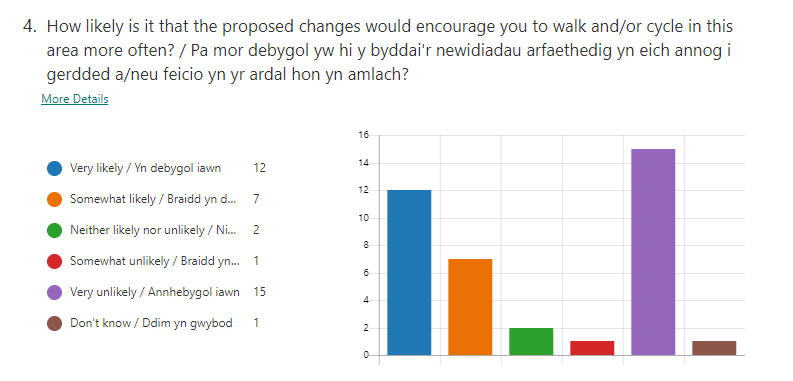
Question 3 asked **“what do you consider to be the current barriers to walking and cycling along Llanmaes Road?”** and the following comments were received:

* *No designated area for cyclists.*
* *Speed of traffic*
* *Current cycle path is faded line on existing carriageway, offering no protection to cyclists. Busy road. If you are cycling to the station from the southern side, trying to get to the north platform (to Cardiff), you need to wait alongside car traffic at the lights under the railway bridge currently, then make an immediate right turn across the road to get up to the station. This is usually unexpected by cars behind you and a difficult manoeuvre to make in the space available. Cycle ramp to station on that side is very narrow*
* *High traffic flow, the speed of traffic, the amount of traffic, vehicles parking in the road, lack of off-street parking*
* *Lack of paths*
* *There aren't any barriers at the moment, however creating a cycle lane will cause a problem for parking and driving along a major route into the town. There is also emergency vehicle access and egress to consider, together with bus routes and HGV access to the town*
* *Nothing as there is a pavement on both sides of the road already*
* *Pavements are wide but poorly laid and present frequent trip hazards.*
* *(1)The traffic lights under the railway bridge. The sensors at the lights do not detect active travellers (or \_any\_ vehicles?), often leading to me waiting for a full cycle of the lights with nothing coming in the opposite direction. (2) The speed of the motor traffic along Llanmaes Road - the straight line tends to encourage excessive speed as recorded by the flashing "30" signs.*
* *I am a wheelchair user and have found the pavement uneven in places and the road very busy to cross on my own*
* *Busy road.*
* *Parked cars. Speeding traffic. Large agricultural vehicles. Supermarket delivery lorries.*
* *The pollution from the speeding traffic that use Llanmaes Road*
* *It is relatively busy and there isn’t a dedicated cycle Lane.*
* *cars parked, traffic, difficult steep uphill section under railway bridge*
* *Traffic speed, parked cars make you move out into the road to avoid them, potholes, uneven pavement is a trip hazard*
* *Cars reversing out of their driveways (they should reverse in), speed of traffic along road, tractors, parked cars make it difficult to cycle along (put double yellows along there)*
* *For walking - pavement surface, home owners driving in front of you. For cycling - parked cars and traffic speed, angry drivers*
* *Walking: State of footpaths Cycling: on street parking especially users of Windmill Lane Playing fields and the pavilion as a licensed premise, but also as a main route into town the number of HGV’s and PSV’s*
* *Motor traffic speed and volume*
* *Motor vehicles speeding at up to 50 mph and a complete lack of enforcement of the speed limit. I have never seen a police radar trap or speed camera van on Llanmaes Road in the past 3 years.*

Of the 38 responses the key themes are:

* speed and volume of traffic
* condition of existing footway (ie trip hazards)
* parked cars

Question 4



Question 5 asked “**if you have any additional comments or suggestions surrounding the proposals, please provide these in the space below”**

These are listed below with Council responses to each:

|  |  |
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| **Public comment** | **Council response** |
| In general I support these proposals and they will be a considerable improvement on the existing situation. However, on the proposal there are a large number of uncontrolled crossings on the shared path across the side roads along Llanmaes Road. In effect this means if cycling you need to slow down for every side road, to check there is no traffic. So while cars could drive along Llanmaes Road uninterrupted, having the right of way all the way, for cyclists and pedestrians they would need to cede (or at least slow down to check) for traffic at each side crossing. This puts these modes of transport at a disadvantage to cars, which is not in line with the sustainable transport hierarchy. It would be much better to have parallel zebra crossings (ped/cycle) at these side road crossings, to allow uninterrupted movement of pedestrian and cycle traffic. Extending the shared cycle/foot path under the railway bridge, to allow cyclists to avoid having to join the main carriageway under the railway bridge, would reduce adverse impacts on cars (having to wait for cyclists as lights turn green) and avoid a dangerous and acute right hand turn into the railway access ramp from the road, for cyclists. | Priority at junctions for pedestrians and cyclists will form part of this scheme.  The design team have looked at continuation of the route under the railway bridge and due to the width constraints, the proposed design shows the solution. |
| Great idea! | Noted. |
| Stop wasting taxpayers money. There are plenty of things need money spent on them | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| I would like to see the proposal of where this route down our road would be, how traffic flow will be affected, changes to the management of the flow of traffic, there is a high number of pedestrian/cycle use both on and off the pavement and to see the proposal of the route would give an insight in to the effectiveness of it. | A design of the proposed route was included as part of the consultation material. |
| This is a waste of money, many of the residents of Llanmaes Road are elderly, rely on vehicles for themselves or carers. Anything that affects parking on the street will be a problem. There are already groups of cyclists speeding along the road, not looking where they are going. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| I'm not convinced that this is necessary and will actually achieve the aspirations of the Welsh Government.  I do however agree that anything designed to make the roads safer for vulnerable users is great. | The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd |
| If the route is implemented  1) the shared path/cycleway needs to be added to a regular (monthly) road sweeping round as a lot of the shared routes in the Vale are not regular swept, leaving glass, twigs and sticks on the path/cycleways.  2) double yellow lines /parking restrictions need to be implemented on Llanmaes Road to allow free movement of HGVs, buses and tractors safely along the road.  3) the installation of the shared path / cycleway needs to be done correctly and laid properly using a suitable asphalt paver machine and rolled correctly so that a smooth level surface is laid (without a washboard effect) " | 1. Agreed.  2. This funding is to provide infrastructure for vulnerable road users (pedestrians and cyclists) and not for motor vehicle movements.  3. Construction will follow Welsh Government AT guidance. |
| Another waste of taxpayers money that could be spent on something else. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| If this goes ahead it is going to be very dangerous for the residents of Llanmaes rd to step out of their gates into a cycle path as the cyclists go down this road faster than some of cars. If someone is having a delivery by lorry, the whole road will end up being blocked. Why not spend the money on speed ramps or a 20mph speed limit and save a lot of expense. | Welsh Government will be implementing a 20mph default speed limit throughout Wales in 2023.  There is currently a footway along this road and cycles use the carriageway. Residents should continue to use due care and attention when entering/leaving their properties.  Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| There isn't enough parking on this road, cars are constantly having to give way. With a narrower road will there still be parking allowed on this road if so this will just cause serious congestion along this route and less parking in the streets branching off due people finding a place to park. | The proposed design does not include any parking restrictions along Llanmaes Road.  The majority of residential properties have off street parking for multiple vehicles. |
| Llanmaes Road is the only major route into the town centre that is easily accessible to large vehicles that service the shops in the town. In addition it has 4 Emergency Services based on it. The road is already narrow in places and increasing the width of the pavement will make that worse. At times there is congestion already on the street. A far better plan would be to make either Boverton Road or the Old road into the centre access only for residents and make those the chosen cycle route. By doing that you would make those roads safer for all users and still allow access to commercial vehicles and emergency services along Llanmaes Road. In addition most of the schools in Llantwit, including the High School are based on Boverton Road and you would make that a safer route to school for those pupils. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained.  Future Active Travel funding will be requested to develop schemes along Boverton Road as identified on the current ATNM consultation <https://valeofglamorgan3.commonplace.is/proposals/llantwit-major/step1>  No objections to this scheme have been made by the Emergency Services. |
| I do not wish to be run down by a silent cyclist. A very stupid idea obviously thought up by people who will not be affected by their dangerous and frightening ideas. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| I live on Llanmaes Rd and find the idea of making this rd narrower is absolutely ridiculous. I was watching the traffic today and someone was having a Tesco delivery the traffic was backing way up the road as lorry's were trying to get through. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained. |
| What will happen when it is bin day the traffic will come to a stand still, and I hate to think how the emergency services are going to get past especially, the fire engine. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained. |
| To put bikes on the footpath is asking for trouble because of the speed they can travel there will be an accident. | The proposed design is for a shared use footway/cycleway designed for use by pedestrian and cyclists, so will not be classed as a footpath and will provide space for pedestrians and cyclists. |
| Most councils look at ways to widen roads not make them narrower. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained. |
| We could do with the pavements being repaired, a 20mph zone, or speed ramps, not making the road narrower. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.  Reducing carriageway width has been shown to reduce the speed of the traffic. Welsh Government will be introducing a 20mph default speed limit in 2023.  Should the footway/cycleway be constructed then a new, smooth surface will be laid. |
| You want to see the size of some of the farm vehicles that use this road daily to know that narrowing this road is a crazy idea and a total waste of money. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.  Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained. |
| "I broadly welcome these proposals, and fully understand the funding constraints under which you are operating. However, there are two points to make:  1) The eastern junction of Llanmaes Road with the active travel infrastructure on the B4265 is not coherent. I appreciate that you'll tell me that this junction is out of the scope of this consultation, but I fear that it will fall outside the scope of active travel improvements and be left as an un-helpful mess. In brief, travelling out of Llanmaes Road, the active traveller crosses via the Toucan crossings, and is then left abandoned in the carriageway heading toward Llanmaes - the link to the B4265 active travel infrastructure needs work. Try it on a bike and see how you get on.  2) I welcome the overall scope of the proposals, particularly the 3m width throughout. However, it's at the junctions with the side roads where this project would benefit from some tweaking. The proposed active travel route yields priority to side roads (Fairfield Rise, Grange Gardens, Eagleswell Road, etc) when it meets them. | 1. Future improvements in this area will look at the continuation to Llanmaes, but falls out of the scope of this study.  2. Priority for cyclists and pedestrians at junctions will be provided as part of this design where possible. |
| Section 7.3.3 of the Wales Active Travel Act Guidance 2021 states that ""Active travel modes shall be integral to planning and design from the outset, rather than being seen as an ‘add-on’ once the needs of motor traffic have been considered."" | Llanmaes Road is an existing highway that we are improving for active travel. |
| The VoG is to be applauded for their work on this project so far. However, it is at the side road crossings that this project is in danger of missing one of the five attributes of good walking and cycling routes described in the Guidance, namely, the ""directness"" of the route at side roads. | Priority at junctions for pedestrians and cyclists will form part of this scheme. |
| ""Designers of new highways should consider the five attributes of good walking and cycling routes ... Coherent, Direct, Safe, Comfortable and Attractive – and find ways to meet them as part of the scheme."" | We are looking at improving the existing highway for active travel purposes and the five attributes will be considered. |
| My daily cycle commute takes me along Llanmaes Road, and, eventually, into Barry, where I make use of the existing active travel infrastructure along the southern edge of town, from Asda in the west, to the docks in the east. Without doubt, the most awkward section of the route as an active traveller are the sections where the infrastructure meets side roads, and at each one, I need to stop, look, and give way to (usually motor vehicle) traffic entering or exiting the side roads. It's for this reason that it's often more convenient (and safer) for me to adopt ""vehicular cycling"" and stay on the carriageway so that I have priority over traffic at side roads, and am less likely to be hit by motor vehicles turning into or out of these side roads. When a person on a bike adopts a vehicular cycling position, it's often perceived by other road users as a ""cyclist not using the cycle lanes that we built for them at great expense"". | Priority at junctions for pedestrians and cyclists will form part of this scheme. |
| The tweaks required to achieve suitable junctions are not difficult or expensive. There are plenty of examples from around the UK of continuous footway across junctions achieved by means of surface treatment. Combined with raised tables at junctions gives pedestrians and people on wheels the security that they need to comfortably active travel along Llanmaes Road. There are many examples of good practice in the UK, from the ""Walthamstow Mini Holland Design Guide"" to the ""London Cycling Design Standards"", it would be wonderful to see future generations talk of the ""Vale of Glamorgan Exemplar Active Travel Design" | Priority at junctions for pedestrians and cyclists will form part of this scheme. |
| In short - give the active travellers on Llanmaes Road the same priority as motor traffic at side roads - it's not optional. | Priority at junctions for pedestrians and cyclists will form part of this scheme. |
| By failing to give priority at side roads, at best, this project panders to the old stereotype of ""cyclists not using cycle lanes"", and at worst, we're falling foul of the Active Travel Act and building in another generation's worth of non-active use of Llanmaes Road. | Priority at junctions for pedestrians and cyclists will form part of this scheme. |
| To close - Llantwit Major is of a size which is eminently active travel-able. We must do everything that we can to enable active journeys around the jewel of the Vale. | Active Travel funding will continue to be sought to continue improvements throughout the whole of the Vale of Glamorgan. |
| There is no cycle route & quite a few people use mobility scooters to get to Llantwit Major | The purpose of this scheme is to provide a facility for pedestrians, vulnerable users, and less confident cyclists to use safely. |
| The passage under the railway bridge is particularly hazardous, although I don’t know how this could be improved | The design team have looked at this area and the plans proposed show their solution. |
| "I fear it will take a fatal accident before the issue of speeding traffic on Llanmaes Road is addressed effectively. The mobile police speed cameras only appear once in a blue moon and the permanent overspeed signs are universally ignored. More serious control measures are urgently required, such as: permanent speed cameras; traffic calming road modifications (speed bumps; narrowing - such as on Eagleswell Road); or a 20mph speed limit. Another effective measure I have experienced in Germany is an integration between the speed recording sensors and traffic lights, such that the lights change to red if excess speed is detected. There are pedestrian-controlled lights about halfway down the road which could be used for this purpose. | Concerns about speeding vehicles can be forwarded to GoSafe Cymru <https://gosafe.org/contact-us/community-concern/>  Welsh Government will be introducing a default 20mph speed limit to be introduced in 2023. Under this proposal the speed limit on Llanmaes Road would be reduced to 20mph. |
| The issue of farm vehicles is another which will probably only be addressed after a fatality. I cannot tell if the huge tractors and trailers are actually speeding, but the very fact of unprotected 2metre radius tyres spinning with so much energy very close to pedestrians and cyclists is frightening and dangerous. These vehicles do not need to conform to road user construction regulations but there is no chance that a car or van design with such dangerous exposed and unprotected wheels would be allowed in law. I appreciate that these farm vehicles are essential to local food production but feel that they should at least be subject to a reduced speed limit in public spaces. | Provision of a wider footway/cycleway will enable safer pedestrian/cycle travel by vulnerable users.  Welsh Government will be introducing a default 20mph speed limit to be introduced in 2023. Under this proposal the speed limit on Llanmaes Road would be reduced to 20mph. |
| Thank you for this feedback opportunity. | No response required. |
| Taking the speed limit to 20 mph and introducing road narrowing as found down Eagleswell Rd would be a solution | Welsh Government will be introducing a default 20mph speed limit to be introduced in 2023. Under this proposal the speed limit on Llanmaes Road would be reduced to 20mph. |
| The first issue that needs to be addressed is the high number of speeding vehicles that use Llanmaes Road. Every mode of transport is guilty of exceeding the 30 mph speed limit - with lorries, farm tractors towing huge machinery, buses, cars and motor bikes. | Concerns about speeding vehicles can be forwarded to GoSafe Cymru <https://gosafe.org/contact-us/community-concern/>  Provision of a wider footway/cycleway will enable safer pedestrian/cycle travel by vulnerable users.  Welsh Government will be introducing a default 20mph speed limit to be introduced in 2023. Under this proposal the speed limit on Llanmaes Road would be reduced to 20mph.  Over the course of a week, speed surveys were conducted in three locations in the summer of 2021, none of the locations highlighted any concerns with excessive speed. The average 85th percentile over this period was 26mph. |
| Llanmaes Rd is a road frequently used by cyclists. | This scheme is being developed to enable all cyclists, including less confident cyclists and school aged pupils to use, as well as providing a wider footway for pedestrians and vulnerable users. |
| Llanmaes Road is the busiest access to the town centre for cars, commercial vehicles and articulated lorries, large agricultural tractors and trailers, buses, police, fire, coastguard vehicles and ambulances and any measures at all to narrow the road will cause seriously detrimental effects on traffic. Also keen cyclists have advised me that they will use the road as cycle lanes have recommended speed maximum. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained.  This scheme is being developed to enable all cyclists, including less confident cyclists and school aged pupils to use, as well as providing a wider footway for pedestrians and vulnerable users. |
| This would allow me to cycle with my child to school. He is currently keen to start cycling but there's no way I could take him on the road at peak times with the current set up of no infrastructure. Great idea - pity it's a shared path but it's better than what is there now. | Segregation is preferred however to ensure carriageway width is kept to a width of 6.1m we are providing a shared use footway/cycleway along this road. |
| We do not need this change to Llanmaes Road. It would hold traffic up and stop road side deliveries in some parts of the road. We have fire police and ambulance at one end of the road plus three sets of traffic lights. Leave it alone and put in new pavements. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained.  Pedestrians will be provided with a wider shared use facility. |
| The scheme will create very bad conditions for all users of road and pavement | This scheme is being developed to enable all cyclists, including less confident cyclists and school aged pupils to use, as well as providing a wider footway for pedestrians and vulnerable users.  Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained. |
| A smooth walking surface will allow elderly people to use this stretch of road without fear of tripping. For myself and my child it will mean that she can cycle to school on her own in safety providing residents along there reverse into their drive like they should. Most people have got parking on or behind their properties it's just pure laziness that people choose to park on the road - please think of others before yourself, we have to get out of our cars and walk or cycle for short journeys - I bet loads of people living at the end of Llanmaes Road drive to the shops instead of walking. | Noted. |
| object to this strongly. money could be better spent on alternate cycle routes. | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme. |
| Good to see improvements planned for the area. Hopefully these will be continued around to schools. Could you consider making the town centre streets one way and instal pavements? | Active Travel funding was awarded in FY21/22 by Welsh Government to look at developing this specific scheme.  Any future scheme developments will be consulted on and your comment considered. |
| Concerned about the narrowing of the highway, and the impact this will have of on already stop start traffic flows due to on street parking. If it is perceived that this will worsen, so reducing traffic speeds it will increase noise and carbon footprint due to increased stop, starting as parked cars are negotiated. So no so carbon zero/sustainable. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained.  The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.    Welsh Government will be introducing a national roll out of 20mph in residential streets in 2023. By improving the active travel infrastructure in this area we will be providing more opportunities for people to walk or wheel and thus reduce the number of vehicles. |
| I support your proposed scheme but please improve the minor junction crossings.  As a minimum the crossings should be on raised tables.(See DE 604)  Ideally there would be continuous footway / cycleway so as to reduce motor vehicle speed through the junction. (DE605)  Please design as per Welsh Gov Active Travel Design Guidance: DE604 or ideally DE605 | Priority at junctions for pedestrians and cyclists will form part of the scheme design and WG Active Travel guidance will continue to be used. |
| Llanmaes Road needs speed limit enforcement or traffic calming measures as a matter of urgency. | Concerns about speeding vehicles can be forwarded to GoSafe Cymru <https://gosafe.org/contact-us/community-concern/>  Welsh Government will be introducing a national roll out of 20mph in residential streets in 2023. |
| Widen the road not narrow it. To many obstructions/ parked cars. | Should this scheme be constructed, access for all different types of vehicles that currently use this road will be maintained.  The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd |

**Written responses:**

We received 8 emails commenting on the proposed scheme.

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| **Email received by the Council** | **Council response** |
| Living on Llanmaes Road for many years we have noted that individual cyclists are few and far between, and the number of them does not warrant the need for a cycle path.  Considering the changes planned by the Council with regard to the width of the road and the 20mph speed limit and as I have mentioned the proposed cycle lane.  Has the council considered the amount of large heavy traffic that uses this road? E.G Agrictultural lorries and tractors. Bus services: X303, X304 and X91.  Lorries delivering goods to the supermarkets and shops in the town.  Then there are the toing and froing of delivery vehicles from the large supermarkets delivering the on line shopping to people’s homes on a daily basis as well as the Amazon and other company deliveries.  Even more importantly are the parking spaces outside our homes that are required for district nurses and care workers as well as visiting families and friends; how will the shortening of the road width affect these vital services?  Our feelings are that the planned changes might have an adverse effect on the roads leading off the Llanmaes Road; Eagleswell, Four Acre and Fairfield Rise are potential parking spaces for all the motorists who cannot park on the Llanmaes Road. This will be very problematic for the residents on these roads.  We have left our greatest concern with regard to the planned changes for the Llanmaes Road till last, and that is the EMERGENCY SERVICES who only have access to the local community and incidents further afield from the Llanmaes Road. These services need to drive at speed to reach their required destinations be the need for Fire Police or Ambulance that is so vital. How can the drivers of the required services cope with the traffic driving at 20mph on a narrower road when they need to accelerate so quickly and need to have the space to do so?  If you were to ask us what would we like done to the Llanmaes Road, we would ask that the pavements could be repaired making them more comfortable for people like me who are dependent on using a disability scooter to travel a bit more comfortably. | On the 15th September the Active Travel Officer replied to this letter as follows:  *Thank you for emailing in regarding the Active Travel consultation on Llanmaes Road.  Your comments will be considered as part of our consultation report that will be published in October.*  *One thing you mention that I would like to take this opportunity to comment on, is that if the facility is built then it would provide a new, flat, even surface for you to use your mobility scooter comfortably from your home to the end of Llanmaes Road.*  The consultee responded to the above email stating:  *Please may we add that we would rather that the pavements on the Llanmaes road are left as they are so as to not have all the expensive and harmful changes planned by the Vale Council that will be irretrievable, once these plans go ahead and we the residents living on the Llanmaes road will have to live with the consequences.* |
| I have spent time looking at the submitted plan and drawings for the revamped pedestrian/cycle route along Llanmaes Road and although I see some advantages, I am less pleased with others.  Firstly, as a homeowner at the top end of Llanmaes Road near the junction with Eagleswell I can find no information regarding the roadside parking for those living adjacent to the road. The road is very busy and not particularly wide but the current setup allows for parking outside our homes without causing an issue with traffic flow, if your intension is to narrow this part of the road it will undoubtedly impact on traffic and considering we have only recently been given a new multi emergency service station at the bottom of Llanmaes Road it will impact emergency service vehicles who use this road as an access route in and out of there base. It is also the preferred route for buses and heavy goods vehicles who cannot access the town by any other route.  Secondly having lived at my current address for more than 15 years I see little evidence of the cyclists utilizing this route for work purposes. What in fact I do see is social cyclists or MAMIL’s (Middle Aged Men in Lycra) and if you are spending £100s of thousands of pound’s to satisfy their needs then this is ludicrous and it is a complete waste of taxpayers’ money.  In conclusion if the development does not require the road to be narrowed in any way, or impede the traffic flow along this very busy road, then I can see the benefits if in fact it does persuade or encourage people to cycle to work. However, if the road is to be narrowed and parking becomes an issue along with travel delays along a narrower road then I believe this out way’s the benefit. | Thank you for your email and taking the time to look at the consultation documentation.  I am sorry the document did not make it clear what the impact on parking would be at your end of Llanmaes Road.  There are no plans to remove parking at the front of your properties or narrow the road at this end.  It will however be narrowed further along the road heading toward the railway station to enable the construction of a wider pedestrian/cycleway.  At the front of your property the current footway will be widened, and we propose installing two paths from the road to the properties, hopefully assisting with resident access.  We have discussed this scheme with the Station Manager and his comments will form part of the consultation report.  The proposed route is being constructed to enable more pedestrian movements (for the purposes of active travel a pedestrian includes users of wheelchairs and mobility scooters) and also to give less confident cyclists a path they can use.  We must get more children walking and cycling to school and reduce the number of private car journeys being made for short journeys to school, so by providing a safer route we are enabling this modal shift.  We are aware that Llantwit Major is on the route for leisure cyclists who are confident using the highway and they will continue to do so, as is their right.  I am not sure if you are aware that we are currently constructing an active travel footway/cycleway in St Athan and have recently consulted on a route through Eglwys Brewis.  If both segments are completed, then there would be a seamless route from St Athan village to Llantwit Major interchange and with the popularity of ebikes this journey could be undertaken in less than 15 minutes. |
| I found out last night about the proposed cycle route through llanmaes Road Llantwit. I and the few residents on llanmaes Road would like to apose this. In the 10 years I have lived here I have not seen a flow of bikes, we may get 2 or 3 a day.  My main concern is though. I am one of a few disabled residents on the row of houses. I was hoping you could tell me where we will be able to park. We have to park on the road. If we were made to park somewhere else I'm afraid I wouldn't be able to leave my home as I can't walk too far.  I really hope you could get back to me and answer my concerns. | I conducted a letter drop on the 25th August in person and delivered letters to properties along Llanmaes Road. Looking on GoogleMaps your house was one of the first I delivered to, so I’m not sure what happened to the letter.  I am not sure what you’ve been told about the scheme but there are no plans to remove parking at the front of your properties. The current footway will be widened, and we propose installing two paths from the road to the properties, hopefully assisting with disabled access. They are on the second PDF attachment, but I’ve highlighted the new paths here…………      The road is not being narrowed at your end of Llanmaes Road. |
| Questions from the Emergency Services:   1. To implement the 3m wide shared used pathway they are planning a carriageway narrowing to a minimum of 6.1m to reduce speed. I am no expert, but I assume that the lanes will be wide enough for HGV vehicles and turning in/out of the station will not be compromised? 2. I’m not entirely clear whether this is an extension to the pavement or whether this is a separate cycle lane next to the payment. If it’s a cycle lane which separates the cyclists from the traffic by way of a raised curb or bollards, the position of these should be carefully considered and shouldn’t be in front of the station. Linked to this if it’s a segregated cycle lane with a concrete kerb alongside it to stop drivers from veering into it; will this impact on the ability of drivers to move aside when emergency vehicles need to pass? 3. Will there be additional signage advising cyclists of the emergency station (although we wouldn’t want these to obstruct the crew’s views either) 4. Linked to the above, cyclists can come round corners quite quickly and/or travel at speed generally and so it should be considered whether there needs to be any holding system or flashing lights which warn cyclists when appliances will be leaving the station. This is also relevant at night when some cyclists don’t have lights on etc which make them difficult to see. Also, I don’t know whether this road is on a hill or anything like that, which may affect a cyclist’s ability to stop if an emergency vehicle is pulling out 5. What are their plans during the implementation of the lane? They will need to ensure access is available 24/7 even whilst they undertake the works. | *The Active Travel Officer replied:*   1. The Design team have undertaken swept path analysis on each of the junctions along Llanmaes Road to ensure all vehicles can turn in/out of the station.  There is a section of Llanmaes Road that is currently 6.1m wide near the pedestrian lights and this width is sufficient to the relevant standards for HGV vehicles to travel. 2. The proposed cycleway/footway is a widening of what is already in situ. 3. This hadn’t been considered but it’s something I will discuss with our Design Team should the scheme progress. 4. As above, I will discuss this with our Design Team should the scheme progress. 5. If the scheme reaches construction, then we would ensure access is available to the station at all times.   Prior to launching this consultation, we met with the Local Councillors.  They were concerned about narrowing the road because of the emergency services station on it.  I’ve been in touch with Bridgend Council who have narrowed busy highways in their County.  One in particular, Angel Street, has a fire station close by and the road was narrowed to 6m, the scheme there was constructed in 2018 and they have found traffic flows freely and the road narrowing was not raised as a problem in the Road Safety Audit.  We are currently constructing an AT route in St Athan with plans to continue that through Eglwys Brewis.  Our aim is to provide a seamless AT route from St Athan/Eglwys Brewis to Llantwit Major, allowing commuters, shoppers and school pupils a safer cycle route to school/shops/public transport.  Also by improving the quality of the footway surface we would provide a nicer route for pedestrians/wheelchair users/mobility scooters for residents of Llantwit Major who currently find the pavement a trip hazard and narrowing the carriageway should reduce the speed.  *Further response from Emergency Services following replies to questions:*  Good luck with what looks to be a fantastic project for the people of Llantwit. |

**Three of the Local Councillors responded to the scheme via email:**

Councillor Hanks:

After a great deal of thought and speaking to many residents, I wish to formally object strongly to the Active Travel Plans for Llanmaes Road.

I can see no way in which they will work.

This road is the main road in and out of Llantwit.

999 vehicles will have tremendous problems travelling this route, and the station for all 4 services is based on Llanmaes Road.

In the future there will have to be double yellow lines on both sides of Llanmaes Road to allow for the flow of traffic, this will upset so many residents living on this road, as where will visitors be able to park?

Llanmaes Road is not a fast road anymore as there are so many parked vehicles, they naturally slow the traffic down, as far as I am aware, no one has asked for speed reduction.

I disagree with the narrowing of all junctions off Llanmaes Road, and I don’t think a resident’s letter has been delivered to all those living off Fairfield Rise, Four Acres, or Whiteways.

Although everyone in Llantwit Major would love to have new pavements, it seems no one wants them at the expense of narrowing the road and having double yellow lines outside their houses.

Cyclists travelling to Barry have for many years been asking for a safe route along the main road the B4265, this is where I would like to see the money spent.

Councillor Norman:

I have objected to this development from the outset, and my conversations with local residents have done nothing to alter my opinion.

I have yet to hear anyone say anything positive about the plans, except that the pavements will be improved, which can still be done at a fraction of the cost.

Most are very worried about the impact this narrowing of the road would cause problems for the emergency vehicles that use that route, and the trouble it would cause with the large tactors and delivery vehicles that regularly travel it.

As I have previously stated, it would be far better to construct a dedicated lane from Llantwit Major to Barry, a regular commuter route for cyclist.

Councillor John: (*pre-consultation response*)

I thanked your Officers for giving us a guided tour of the proposals today, quite honestly, I did not like what I was told, and I consider that it would be inappropriate to introduce the scheme. I left, not because I had to at that time but to carry on was pointless, after I had heard of the plans for three quarters of the road most of which I disagreed with. I will not be going into detail only to say that I think the money could be spent on routes which would be more beneficial to the public.

St Illtyd Primary School: (*pre-consultation response*)

We write in support of the Vale of Glamorgan’s plan to design and improve an Active Travel route along Llanmaes Road in Llantwit Major.

This route is used heavily by the children of St Illtyd Primary School coming to and from school. As a school we actively encourage our pupils to cycle and use to scooters to come to school, rather than use cars. Indeed, we have recently installed a new bike shed and scooter pods.

To encourage this further an Active Travel route along Llanmaes Rd would be very beneficial. Furthermore, the narrowing of the footpath as it reaches the railway bridge and up to the pedestrian crossing can cause a lot of congestion as pedestrians, bikes and scooters all merge from different directions. As a school we have had complaints about this in the past.

Llantwit Major Town Council were given an extension to the deadline for their reply so the scheme could be discussed at their full Council Meeting on 30 September 2021.

Their response was received 1 October 2021:

Whilst the Town Council welcomes the proposal to improve the quality and width of the pavement along Llanmaes Road they have concerns regarding the heavy vehicles (HGV lorries / buses / tractors) that regularly use the road and the impact that could result from the narrowing of the road. Further concerns were raised that residents parked cars or professionals visiting premises would impact on the flow of traffic with the narrowing of the road.

**Recommendation**

The Active Travel Officer will share the consultation responses with the Vale of Glamorgan Design and Construction Team and detailed design will be completed by December 2021. The Active Travel Officer will ask a graphic designer to present the scheme in a more visual way. The Council and Local Councillors will meet again in December 2021 to discuss whether scheme can be put forward for Active Travel construction funding in FY2022/23.