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OBSERVER, LEADER & FREE PRESS

Cowbridge

By-Pass: Not Much Longer To Wait

THE task of constructing the Cowbridge by-pass road may start soon, for this week it was announced that tenders were to be invited for the job.

The by-pass, which will cost £1,300,000 will run to the north of the town. At the Cardiff end the new road will join the A48 trunk road at a point near the roadhouse cafe on Stalling Down and will run down the Slade and be carried on a viaduct to a point near Mount Pleasant Farm. It will skirt the Cowbridge Athletic Ground and then re-join the A48 at the foot of Darren Hill.

The announcement regarding the tenders was made by Mr E. John Powell, the Glamorgan County Surveyor, who said that his department were expecting a letter from the Ministry of Transport authorising the County to seek tenders for the work which should begin by mid-summer.

The announcement means that many years of speculation about the Cowbridge by-pass will be ended, for residents of the Borough have been wondering when the scheme, first mooted before the war, would come about.

DIVIDED OPINIONS

Probably the first inclination of any real move in the matter was given to members of Cowbridge Borough Council when they met the representative of the Ministry of Transport who had come to Cowbridge to discuss the proposed installation of a trunk road lighting system in the Borough. At that meeting it was intimated that the

Ministry were considering the construction of a by-pass and although no date was given the official left no doubt in the minds of the people present that the start would not be long delayed.

The first intimation that members of the public had of the news was in the columns of this newspaper.

When the news was released tradesmen of the town were divided into two schools of thought. Some considered that the by-pass would kill trade and others were equally sure that the new road would be the making of the town.

However, there is no doubt that the ordinary householders in the town, especially those living alongside the main road, will welcome the by-pass, for the road—originally designed to carry nothing greater than horses and carts, and the occasional stage-coach, now carries one of the heaviest volumes of traffic in the country.

133 YEARS AGO

It is interesting to remember that the last major work done to alleviate a traffic problem in Cowbridge was in 1830, when the Cowbridge Corporation decided to pull down the existing guildhall—which was in the centre of the main road by the Duke of Wellington Hotel—as the Royal Mail coaches had difficulty in negotiating the narrow road alongside the Hall.