

St Nicholas to Culverhouse Cross Active Travel scheme

Consultation Report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve the active travel connection from Culverhouse Cross to the Five Mile Lane between 9th August 2022 and 12th September 2022. The public were asked to comment on the proposed route before it is taken on to the next stage of design.

The aim of the Scheme is to provide a safer highway environment for pedestrian movements and provide opportunities for active travel, particularly for vulnerable road users and children of secondary school age.

Funding for this Scheme has been secured from the Welsh Government Core Active Travel fund. The Welsh Government funding application process advises that the public should be consulted at all stages of route development.

Consultation Activities

The following activities were undertaken to promote the consultation:

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

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

Consultation Results

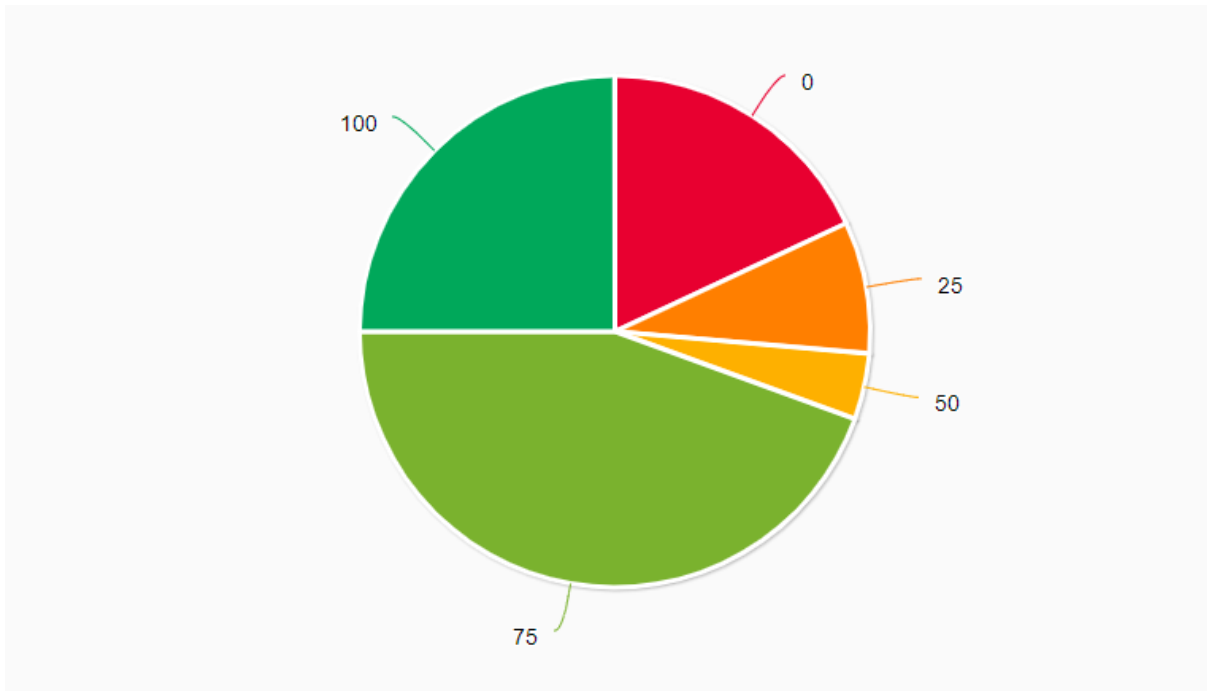
The route options consultation was hosted on the Welsh Government funded portal Commonplace (<https://stnicholastoculverhouseat.commonplace.is/>).

There were 1004 visitors to the consultation webpage.

73 unique users responded to the survey and there were 145 contributions. 57 respondents confirmed their email address. 27 respondents did not confirm their email address.

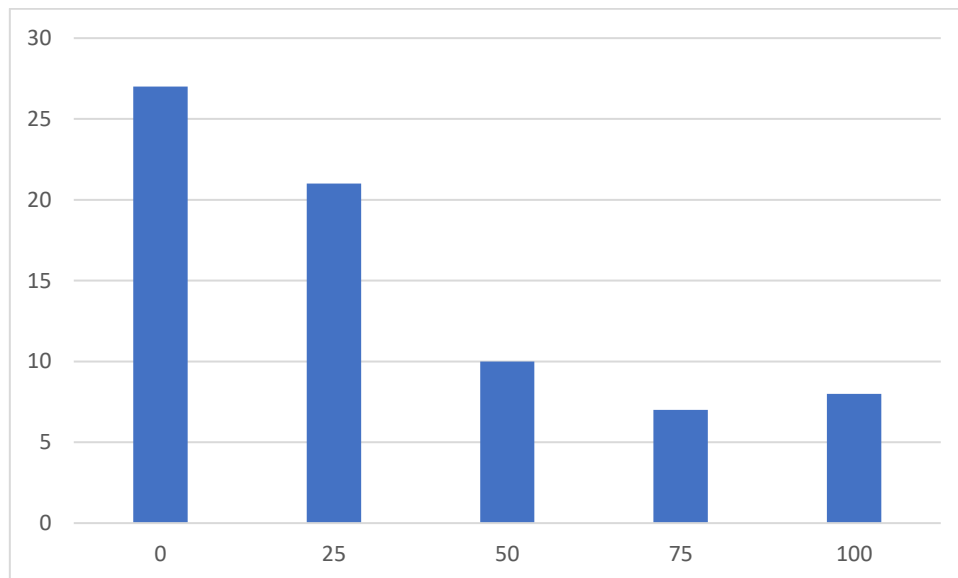
1 letter was received regarding the scheme. 1 email was received to the activetravel@valeofglamorgan.gov.uk email address provided on posters and the website. 1 phone call was taken and comments from this are included in this report.

73% of the respondents thought the plans to improve conditions for cycling and walking in this area were very satisfied, satisfied or neutral.



Online survey results:

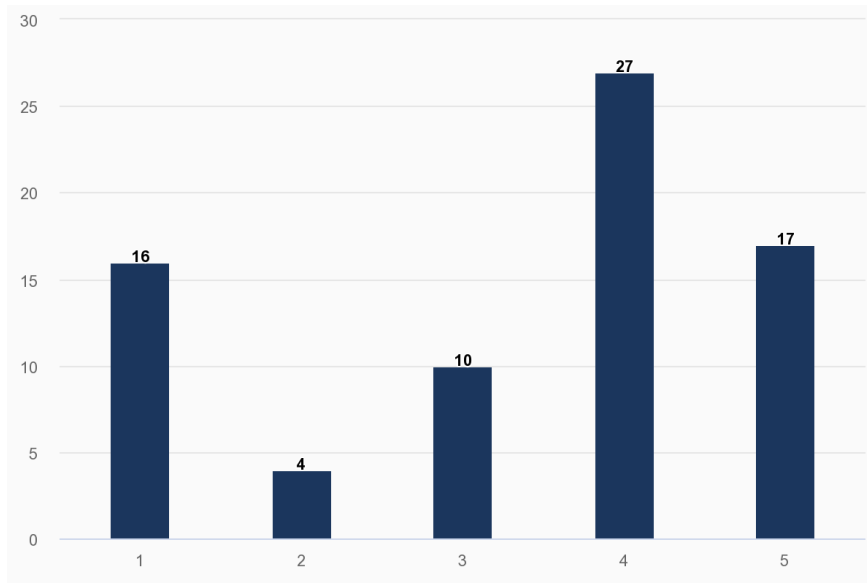
Question 1 asked 'how comfortable do you currently feel about cycling in the area?'



(0 = not very comfortable and 100 = very comfortable)

66% of people who answered this question feel either *not very comfortable* or *not comfortable* currently cycling in this area.

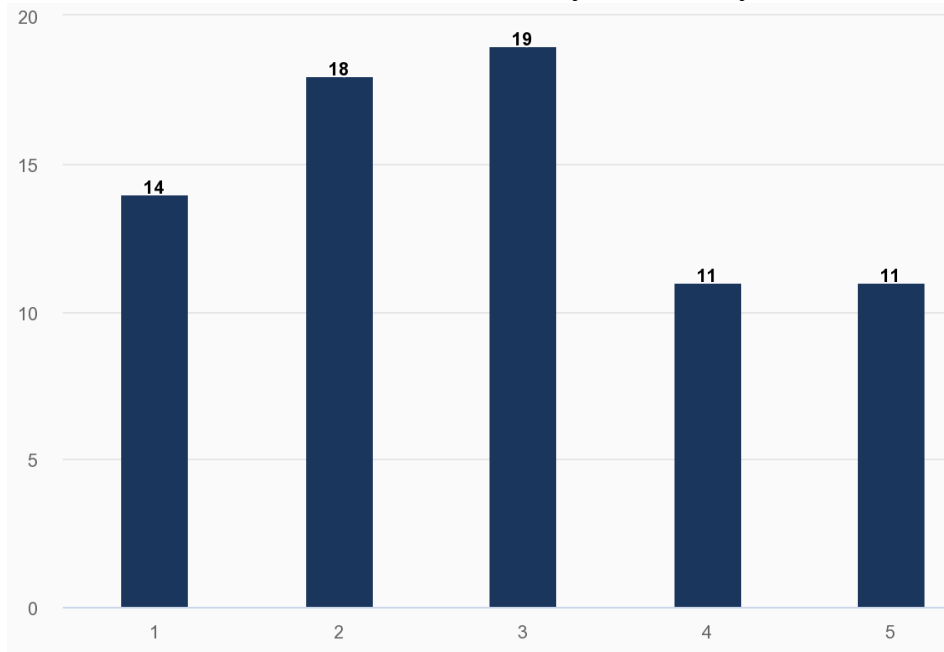
Question 2 asked 'how comfortable would you feel about cycling in the area if the suggested improvements were made?'



(1 = not very comfortable and 5 = very comfortable)

60% of the respondents to this question would feel *comfortable* and *very comfortable* cycling in the area if the improvements were made.

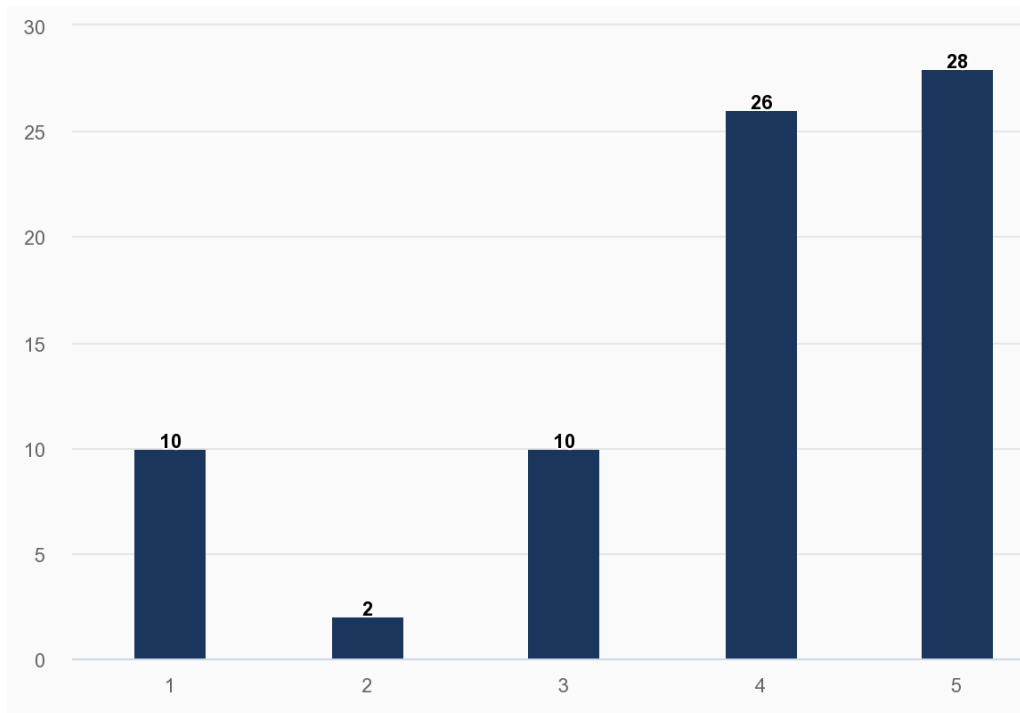
Question 3 asked 'how comfortable do you currently feel about walking in the area?'



(1 = not very comfortable and 5 = very comfortable)

30% of people who answered this question feel either *comfortable* or *very comfortable* currently walking in this area.

Question 4 asked ‘how comfortable would you feel about walking in the area if the suggested improvements were made?’



(1 = not very comfortable and 5 = very comfortable)

71% of the respondents to this question would feel comfortable and very comfortable walking in the area if the improvements were made.

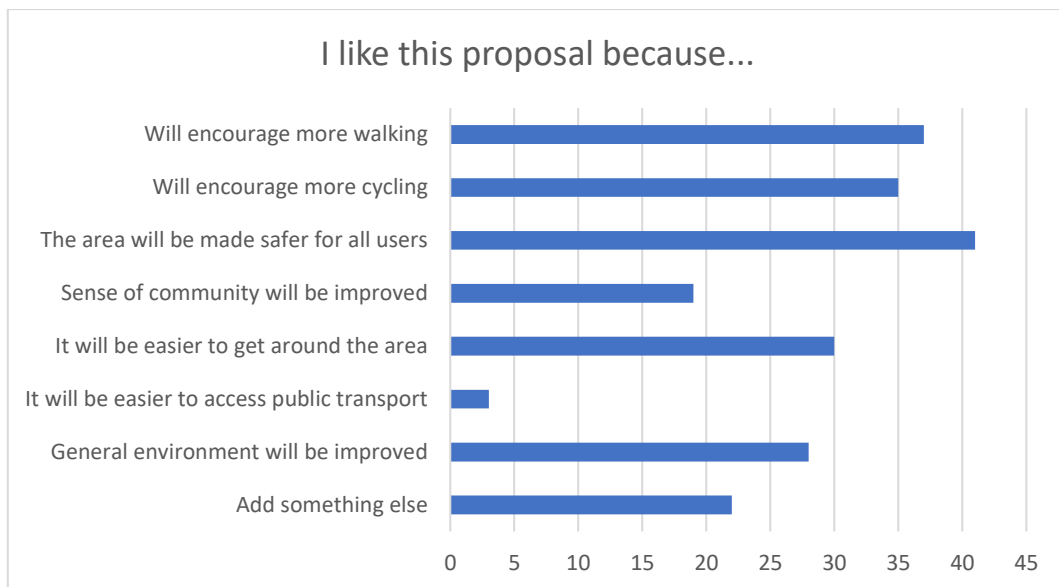
Question 5 asked ‘What are the current barriers to Active Travel in the area?’

A full list of comments can be found at Appendix A.

The key themes arising are:

- Volume of traffic in the area.
- Speed of vehicles on the existing highways.
- Lack of segregated cycling and walking infrastructure.

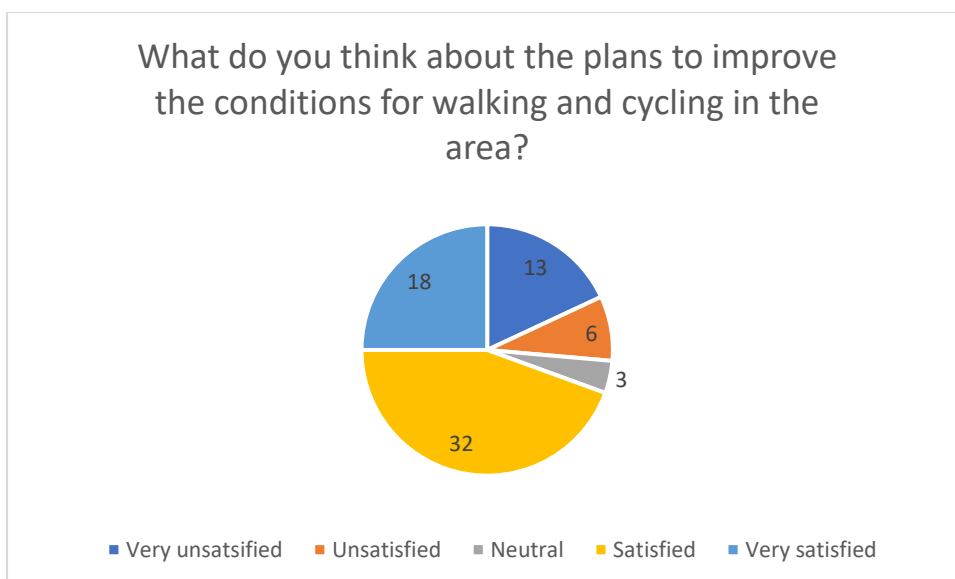
Question 6 asked why the respondent liked the proposal.



Respondents were given the option to add something else. Comments received were:

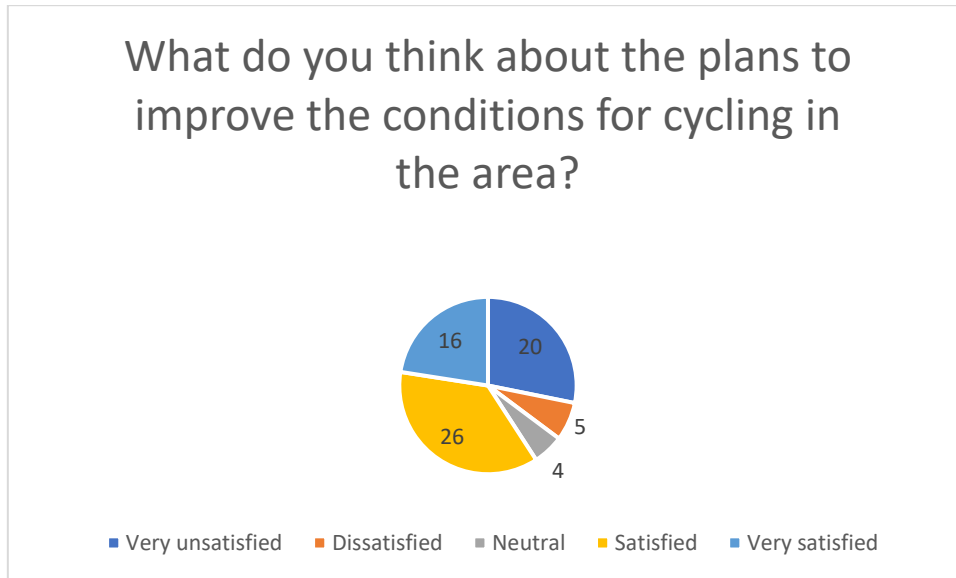
- 14 people answered that they either did not like the proposals or that money could be spent elsewhere.
- 2 added that they supported the reduction in speed limits.
- 1 added that they felt they would be able to walk along the road as a lone female.

Question 7 asked:



70% of people are *satisfied* or *very satisfied*.

Question 8 asked:



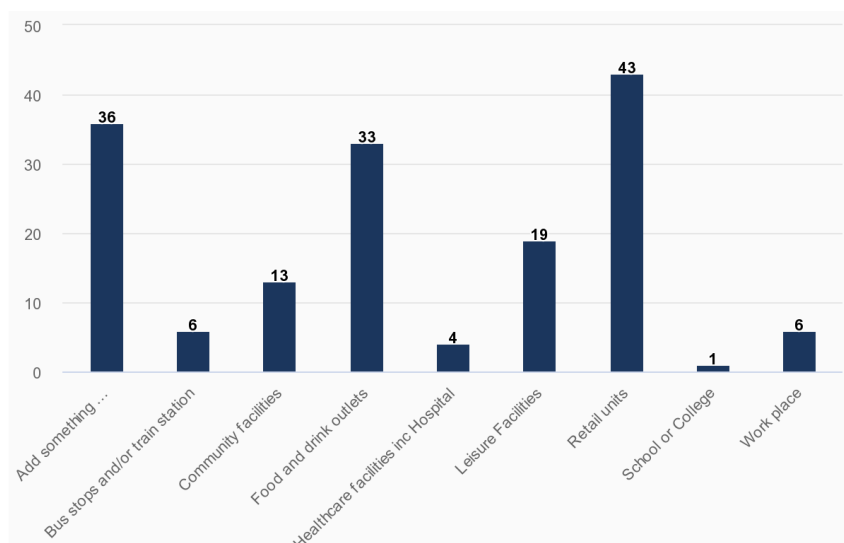
60% of people are *satisfied* or *very satisfied*.

Question 9

If the respondent was not satisfied with the proposal, they were given the option to include their reason. A full list can be seen in Appendix B. The key reasons are:

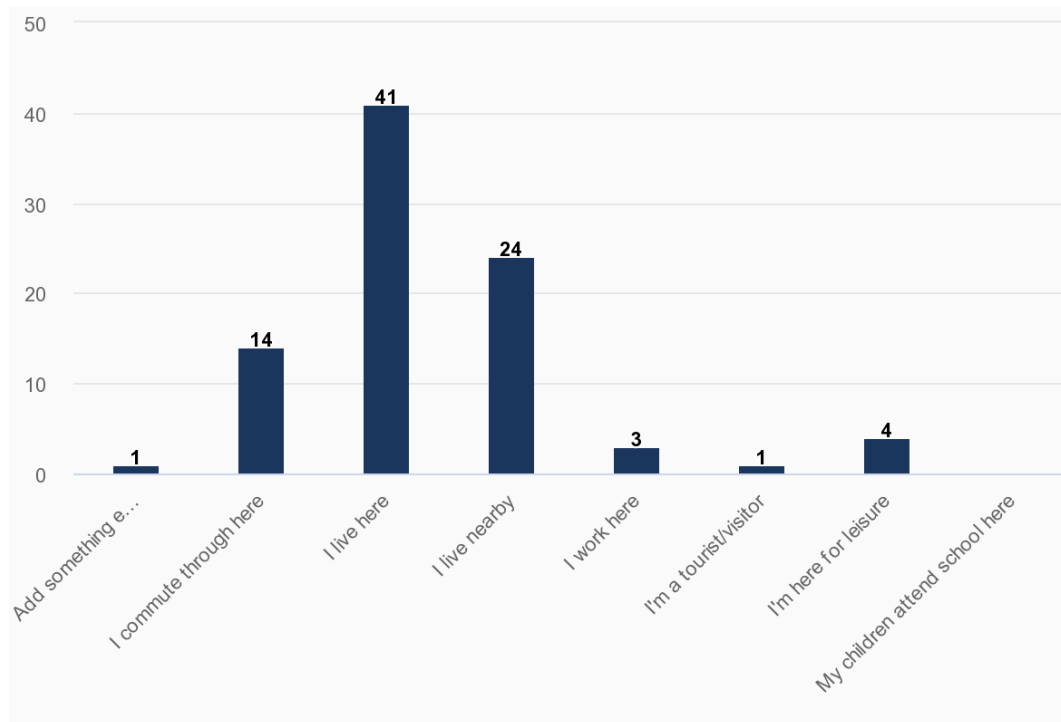
- There is no need for it.
- Concern that it will ruin the countryside and rural feel of the area.
- Concerned about the removal of ghost lanes and a lane up the Tumble.

Question 10 asked what facilities they use in the area:



Respondents were given the option to add something else but when analysing the results, no text was added.

Question 11 collected information on the respondent's connection to the area.



Question 12 asked for other comments or suggestions

A full list of comments can be found at Appendix C, but the key themes were:

- Comments on reduction of speed – some supportive and some unsupportive
- Concerns over the removal of ghost lane
- Requests to connect to other areas
- Concerns over route through The Downs

Responses received outside of the online survey:

The following response was emailed into the Council (and is provided as it was received):

1. I thought I should amplify my answers to your rather facile questionnaire.

Firstly, the A48 is not a pleasant road to be near, very heavy traffic, day and night means much noise pollution as well as atmospheric from diesel and petrol fumes.

Secondly, it is based on a neolithic track and is on the south side of the ridge so there is no view of the vale to the north and hedges etc preclude a view to the south, so it is not a road for a pleasant country stroll.

Thirdly, you seem to overlook the fact that many cyclists do not use cycle lanes. The main cyclists on the A48 are club cyclists and over the years I have stopped cycle users on main carriage ways and asked why they are not on the cycle path a few yards to the side. The polite replies have been 'it's a free country so I will cycle where I want' to the unprintable, usually from the helmeted, goggled, lycra clad, studded boot brigade. I think it would be wise to talk to local cycle clubs and seek their views on cycle lanes rather than blunder ahead with good intentions and no facts.

Fourthly, there are country walks off the main roads to Dyffryn as well as those around Cottrell Park, I agree that these are not yet suitable for the infirm or wheelchair users but I am sure could be improved.

Looking at your plans in more detail: the hill from Culverhouse Cross is very steep and the only people I have seen walking there are those living in the Downs and enthusiastic hikers. I am not aware of anyone from St Nicholas or Bonvilston walking back with a weekly shop.

You seem to have missed out the plans for Vians farm where a solar park is planned with car charging points (bringing more cars to the A48), country walks to Dyffryn, bringing more cars and a park and ride scheme bringing even more traffic along the A48. The whole junction will need to be redesigned to accommodate all this traffic including buses turning in and out.

Continuing along to St Nicholas you seem to have overlooked the proposed development of over 600 houses in the fields to the south of the A48 at the entrance to the village.

Next, the A48 through the village does have foot paths but these are narrow and feel quite dangerous when heavy lorries pass and some fencing would be a bonus, the road is not wide and has a nasty blind bend.

The alternative route through the village necessitates a tricky right turn westwards next to the bus stop, along narrow roads with no pavements, going past the school and down a narrow hill. Any traffic on this stretch already forces pedestrians to duck into driveways to keep safe and at school opening and closing times the road is packed and can be almost impassable.

The rest of the road to Sycamore Cross is relatively wide and extra lanes could be added but there are nasty bends and you can see still the gap in the Cottrell hedge where, last spring, a driver missed the turn and went straight on.

You appear also to have overlooked the proposed hotel development at Cottrell Park which is likely to make that junction more hazardous.

Your plan looks lovely on paper but I doubt very much that it will decrease traffic, increase cycle usage and encourage people to walk the A48. I would strongly advise you to walk and cycle the route at different times of day to see for yourselves the impracticalities before you go further as this will save tax- payers money and stop you ending up with an expensive white elephant.

Council response to number 1 – All of these comments will be considered at the next stage of route development.

These proposals would enhance the area for walkers and cyclists, especially those on e-bikes who can negotiate hills much easier and travel further distances.

The Council has a commitment to reducing harmful emissions in the Vale and welcomes the shift from internal combustion engines to Ultra Low Emission Vehicles (ULEV). We therefore don't envisage more car journeys but journeys carried out in a different way if we are to protect our natural environment.

The scheme has been consulted on internally to ensure all departments (including Planning and Highways) are aware of what is being proposed, so that all other potential schemes are considered in conjunction.

The Council and Welsh Government are committed to increase levels of active travel in the Vale of Glamorgan and the provision of walking and cycling routes that can be used by people of all ages and abilities will assist this.

A handwritten letter was received and has been transcribed for this report:

2. Thank you for the opportunity to comment on this consultation.

I have used this route daily for over 60 years and am concerned by the increase of heavy traffic using this route since the widening of 5 mile lane.

It would not be possible to widen the carriageway but existing footways where there is a green verge could be extended to encompass a cycle path on the A48, although not through the village itself.

School Lane area north of the A48 (marked in pink). There are no designated footpaths here, neither is there an informal one-way system. This is already a congested area of narrow lanes; many of the houses not having garages or driveways and the school generates a further parking problem at peak times.

Removing the right turn lane on A48 to access Dyffryn Lane would create long queues in summer when there are many visitors to Dyffryn House and Gardens. The right turn lane is needed.

Grants Field route as a cycle and pedestrian route unlikely to be used on a regular basis. Few wheelchairs would be suitable to cope with the gradient in parts.

Making the A48 through the village a 20mph limit is needed if all the suggested crossing are installed. how would this limit be enforced? Existing 30 and 40mph limits are frequently ignored and exceeded by cars and HGV's at great danger to pedestrians and other users. It is essential that the footpaths are inspected on a regular basis to remove overhanging brambles and branches.

I refer to the existing short cycle ways at Sycamore Cross and the Newydd and Campbell Court in St. Nicholas which are frequently shunned by cyclists who would appear to prefer the roadway. I would suggest that if funds are available to improve the safety of this area, in particular, the traffic light junction with 5 mile lane where several accidents have occurred, then an investigation to inspect that area would be a better use of the money.

Council response to number 2 - All of these comments will be considered at the next stage of route development.

At the next stage of design additional speed and queuing surveys will be undertaken to determine whether ghost lanes could be removed.

As part of the detailed design, measures will be put in place to mitigate gradients through the route. For example, seating and rest areas could be installed. The increase in ebikes make cycling longer distances and up hills much easier.

In the Vale of Glamorgan moving traffic offences falls under the remit of the Police/GoSafe, and as things currently stand it would be their responsibility to penalise those exceeding the speed limit. As the scheme develops and further design work takes place we will consider place making and measures to assist with speed reduction.

The funding for this scheme comes from Welsh Government Core Active Travel fund and cannot be used to look at improvements for vehicular movements. However, the proposed scheme extends to Sycamore Cross lights and the Council will ensure it is safe for all users.

25 August 2022 a phone call was taken from a resident and notes made of their comments:

3. Caller supportive of the scheme but asked us to consider the following:
 - Traffic speed – reduce and ensure compliance. Speed of motorbikes at night are in excess of 100mph. Speed of HGVs is concerning. Think the whole

village would support speed reduction but we'd need to create a highway that enforces the reduction rather than relying on drivers to adhere to it.

- Ragwort in fields through St Nicholas
- Knotweed – is through the village. Any ground works undertaken needs to take this into consideration.
- Noise levels – recorded 109 decibels from HGVs at night
- Resting spot – suggested we include some areas that walkers/cyclists could stop and rest/have a picnic on route – similar to Five Mile Lane but not somewhere that would encourage campers/ASB.
- Bee corridor – include planting that encourages bees and wildlife – the golf course has nothing to encourage bees

Council response to number 3 - All of these comments will be considered at the next stage of route development.

Recommendation

The Council will take into account all comments received through this consultation. They will be considered as part of the next stage of design and further public consultation would take place.

This will be fully funded by the 2022/23 Welsh Government Core Active Travel grant that has been awarded.

Appendix A

What do you think are the current barriers to walking or cycling in this area?

1	Speed of travel by vehicles is the biggest barrier. Particularly on the Tumble and between The Downs and St. Nicholas. The lack of protection for pedestrians from vehicles going 60mph is very off putting.
2	Main road - traffic noise and pollution Suitable surfaces in wet weather
3	The ridiculous speeds that people drive between Culverhouse and St. Nicholas and the race to be first to the single lane from the double lane right on the junction of The Downs. 40mph is more than adequate!
4	Not enough continuous pavements that can safely allow you to walk. I have 2 young children and would love to start walking to the shops and back for some exercise
5	The low maintenance of existing public tracks adjacent to the roads. They are wider than they appear. The speed limit is excessive.
6	Poor driver awareness of the current guidelines in the Highway Code.
7	The very narrow pavements only available on one side of the road are a nightmare when walking with young children. Especially in parts where the pavement is situated right next to the road. The road lanes are quite narrow at points through the village and when it's a big lorry passing right next to you it's quite scary.
8	Dedicated cycle paths that run the full length should be provided. Rejoining roads just doesn't work for consumers or novice cyclists!
9	There are no barriers.
10	There are no barriers the pavements are wide enough with grass between the verges. Slowing cars down to 20 in the village and removing the right turn lanes and ghost island will cause increased congestion making walking more unpleasant with increased fumes and car noise. The removal of ghost islands will make it more difficult to cross the road especially when using a pram. At present the roads work well and there is no obvious changes needed
11	Speed of cars/lorries through the village, often at speeds in excess of 50 mph and at least half the time in excess of the 30mph speed limit is frightening. The level of traffic making crossing the road sometimes a long wait. There were no joined up cycleways to make longer journeys feasible-- I note this is changing and that is excellent. This proposed development will provide an important link between Western Cardiff and Barry via 5 mile lane and hopefully in time to Cowbridge as well. The Tumble has a steep gradient -- your proposal for 2 routes a longer 1:12 gradient on the current road and a shorter steeper route with a gradient of 1:7.5 will give less fit cyclists the choice of sweat out the longer existing A48 route or get off and walk the shorter steeper bit up to the Downs
12	Road speeds too fast, which is scary and also makes a lot of fumes to inhale.

13	Traffic fumes, noise & speed. I cycle to work but would not allow my children to cycle There is a lack of continuous route for cyclist - getting across culver roundabout is unpleasant & unsafe
14	Leave places like this alone. Stop destroying the countryside.
15	Need more space off the main road for cycling. It's too dangerous on the A48 especially on the tumble hill
16	No segregated cycle lanes.difficult to cross road
17	Narrow footpaths that are overgrown and uneven underfoot. The path below the downs has a lamp-post in the middle of it so can only be used by walkers; wheelchair users and pushchairs would have to go onto the road in this area which with traffic speeds is not feasible. St Nicholas village is a rat run for vehicles; despite it being a 30mph zone currently lorries fly through here at 60mph or higher, a speed camera is required to stop this speeding which makes the houses shake. Its a dangerous fast road which would need significant changes to make it safer.
18	I live in St Nicholas and cars do not adhere to the speed limit, the wideness of the roads encourages overtaking.
19	No provision of safe segregated cycle paths and walkways. Road designs focus on driver priority rather than the needs of all residents.
20	The hill down to Tesco from the top of the Tumble
21	It's a very fast road and the paths where there are some are often overgrown
22	Dangerous mix of vehicles and bicycles
23	Wide car lanes, fast moving traffic, narrow footways, obstacles in footways, car pollution
24	Not enough segregation between cars and bikes: pedestrians.
25	The weather. No amount of cycle lanes and 20mph limits will encourage people to use their bikes more in the winter months when it's dark and wet and cold. Be realistic, not idealistic, and don't impose your idealism on the rest of us.
26	To walk along here is so noisy. You can't hold a conversation comfortably - you have to shout. The paths are too narrow to walk side by side in places. Traffic volume and speed. The Tumble is pretty steep too.
27	To walk along here is so noisy. You can't hold a conversation comfortably - you have to shout. The paths are too narrow to walk side by side in places. Traffic volume and speed. The Tumble is pretty steep too.
28	Motor traffic volume and speed. Lack of off-road cycle infrastructure. Lack of pedestrian and cycle crossings.
29	Walking on footpath through st nicholas village is not ideal

30	Cycling on 60 mph roads is very hostile to new cyclists. I am a club cyclist / cycle commuter and prefer to avoid the A48 when possible. The whole road infrastructure has been built for motor vehicles and anyone who does not drive is seen as an outlier and just getting in the way. Finally I prefer not to cycle anywhere near traffic due to the pollution levels. You may as well take up smoking, if you are going to active travel near heavy traffic. Sorry to be so negative, but we are battling against 50 years of group think where the car is the king, and they have driven every one else off the roads.
31	The main barrier is the speed that vehicles travel along the A48, especially lorries who seem to take no notice of the speed limit.
32	The cars are very scary and travel very fast next to the small walking path and is quite intimidating. The footpath itself is quite uneven and narrow, making it hard to walk along, and i cant ride my bike nearly as much as i want to because the thought of cycling on the side of that busy road makes me sick to my stomach.
33	There is significant benefit from bringing in cycle routes especially if there is link up beyond culverhouse cross to Cardiff and beyond this will particularly apply to electric bike users. However there still needs to be consideration of vehicle users as these will not disappear. Removing the second lane going up the hill at culverhouse cross will likely encourage more overtaking and erratic driving past slow moving vehicles. You don't need three crossing points at Cae Newydd, Campbell court and the entrance to st nicholas (which is never used) one is sufficient don't annoy vehicle drivers with unnecessary crossings. Also cyclists should not be diverted via school lane this is busy enough with cars and no pavements a lot of cyclists go 30mph now this would be too big a risk to pedestrians and school children. Finally the 20mph only needs to be in place from the main bus stop to school lane not the extremities of the village
34	The Drope is very steep causing bikes to travel very slowly while cars are accelerating up the hill quite often having to brake suddenly if they are in the crawler lane and being overtaken. The pavements are very close to the road, and as they are only one side, pedestrians often have their backs to oncoming traffic which is uncomfortable and potentially very dangerous if a car loses control.
35	Most new bicycles are now electric and are technically a motor vehicle but the law has not caught up with this and they are unlicensed and uninsured. In Europe non motored bicycle paths are build fully separated from roads not an add on to pavements. We need more regulation for electric motor bikes and scooters and independent cycle paths away from roads and footpaths.

36	<p>Walking. Path not available completely on one side of the road throughout. Quite heavy traffic close to path at certain points. However, it would be of much more benefit to have leisure/scenic pathways not attached in any form to the A48 itself. I see benefits in safety and aesthetics for a pathway covering the areas mentioned for a leisure purpose but not as an alternative to getting from one destination to another.</p> <p>Cycling. Similar arguments to above but distinguish between leisure and "serious" cycling which has to be considered differently. There are huge issues regarding cycling on UK roads which will not be addressed by this scheme.</p>
37	Cyclists don't use bike lanes it has been proven so why waste money on one. The cyclists use the roads and will always use it even if a bike lane goes in.
38	Cyclists will use the road as they are not leisure cyclists they are keen cyclists who are always trying to improve time and speed
39	I don't feel that there are any barriers, more than enough people walk, run and even ride there horses in the area.
40	Sheer volume of traffic - large vehicles and farm vehicles not adhering to the speed limit
41	There is not any barriers in the village as there are walking groups who feel safe enough to walk in and around the village
42	Speed of road. Narrow punch point through St Nicholas
	Narrow pavements coupled with high volume and speed of traffic makes it really unpleasant to walk along here. In most parts you cannot walk side by side so no wonder people don't walk their children to school.
43	The Welsh government not carrying out any road improvement work for motor vehicles in the misguided belief that this will force drivers to consider other forms of transportation.
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45	Speed of traffic. Narrow stretch through St Nicholas village. Narrow pavements. Exhaust fumes.
46	Traffic on a 48
47	Any shared use of the carriageway with roads is very worrying as a cyclist and puts me off completely where traffic is travelling at speed. Pavement provision is currently much better for pedestrians but crossing the road is currently not always easy...especially if you a little slow (my mum).
48	The A48 lacks provision of active travel facilities (adequate pedestrian walkways and / or cycle lanes) to the east of the St Nicholas settlement.
49	Very fast moving, speeding traffic through St. Nicholas Village well over the speed limit of 30mph.

50	Speeding traffic
51	Narrow roads, many without pavements, in the central area of St Nicholas village to the North of the A48. Excessive traffic and parking at school drop-off and pick-up times. Increase in electric vehicles which are quieter than conventional vehicles and often cannot be heard by pedestrians, particularly the elderly. Cycling or walking to Culverhouse Cross from St Nicholas or the West is unrealistic for most people due to the return journey (usually carrying shopping) up the long steep Tumble.
52	Lack of segregated provision for cycling along a busy A road connecting Vale of Glam to Cardiff
53	I live in St Nicholas. I predominantly walk or run rather than cycle. I feel incredibly unsafe walking along the main road due to the close proximity of the vehicles including large lorries to the pavement. One wrong move by the lorry or if I were to trip and there could be a fatal accident. The pavements are narrow and not amenable to pushing a wheelchair or pushchair. The speed at which people drive through the village is terrifying. Not only when walking or cycling but when trying to turn out of my house. In order to get to the shop I need to take a car as it is too unsafe for multiple reasons. The overtaking lane on the tumble is used like a racetrack. I panic when I see people walking down there as I am so concerned there will be a collision. I would love to walk to the shops. Recently I went to culverhouse cross on foot via the path via the Downs. This was overgrown and this would absolutely not be an option as a lone female. Also as a lone female I would only feel comfortable to walk along the main road or round near the church but cannot do this at the moment as discussed earlier. Furthermore I work for the NHS and we need to be more active. The current village design of footpaths does not help people to be active.
54	No pavement, cycle lanes, poor lighting, speed of traffic,
55	The speed of the traffic on the a48
56	Traffic too fast to feel comfortable walking or cycling, also road noise pollution is high
57	Speed of traffic, volume of traffic, attitudes of car drivers, condition of roads, available cycle skills training, bike theft, time available to get from A to B, general fitness levels, lack of joined up public transport, cost, practicalities of travelling with children and their safety, the convenience of the car, the lack of maintenance of cycle lanes after they've been installed.
58	Traffic speed. Walkways inadequate. Litter and filth along the route. Instances of accidents at speed have exposed inadequate protection for highways users outside of vehicles. Pollution smells. It is pretty unpleasant and not community encouraging
59	Speed of traffic, lack of separation from traffic

60	<p>The speed limit on the road is very high with most vehicles not abiding to it.</p> <p>We live in Bonvilston and do not send our child to the local school in St Nicholas because we would not feel safe walking there so may as well drive to Pendoylan.</p> <p>These plans look good for St Nicholas but are so needed for Bonvilston as soon as possible. The speed limit is now going to be twice that of St Nicholas and with lots of new families moving into the area we feel sad that our children would have a much lower chance of survival if hit by a car and with the pavements being so narrow we simply cannot risk walking around Bonvilston. We would love to be able to safely walk and cycle with our children around here but it is not safe and as a result we do not integrate as a community because everyone drives to elsewhere.</p>
61	<p>I think this needs to be not just for St Nicholas but why is Bonvilston not included. They use the A48 through Bonvilston as a speed track I think having speed cameras in Bonvilston on the A48 may help. There is already a 30mph limit in St Nicholas so why not in Bonvilston !!</p>
63	<p>I think this needs to be not just for St Nicholas but why is Bonvilston not included. They use the A48 through Bonvilston as a speed track I think having speed cameras in Bonvilston on the A48 may help. There is already a 30mph limit in St Nicholas so why not in Bonvilston !!</p>
64	<p>Traffic speed and closeness to A48</p>
65	<p>Speed limit in Bonvilston is far too fast and pavements too thin.</p>
66	<p>The A48 is a dangerous road. When cycling west from Culverhouse Cross there is a change of speed limit from 30mph to National Speed limits within 200m of that there is a blind left-hand corner.</p> <p>People in cars are often pushing more than 70mph in the single available lane, cyclists likely to be travelling at 6-8 mph due to the 1:12.5 gradient. Then following that is a brow of a hill. Again with no visibility of what is beyond it. Cars and particularly motorbikes go racing up there some reaching 100mph over a blind hill. There has been a need for a dedicated cycle path for a long time.</p> <p>The footpath is in poor condition too, it is narrow, muddy and sometimes flooded. The village of St Nicholas is cut off from other communities and the local shops by the A48. Generally the only safe way to travel is by car.</p>

The Vale of Glamorgan Council acknowledges all the above which is the reason we are progressing with this project.

Appendix B–

Question 7 asked What do you think about the plans to improve the conditions for cycling in the area?

If you have selected very unsatisfied or unsatisfied to the question above, please can you explain your reasons for answering this way? (included as they were received)

	Comment received	Council response
1	On a purely selfish note, living on the Downs affords us a very unique environment and i do worry that by making cycle paths etc more accessible we are, in turn, making ourselves more open and public which would diminish our environment.	Noted. Your comment will be considered at the next stage of scheme development which will include ecology and environmental surveys.
2	Its my opinion.	Noted.
3	Bonkers scheme. Cyclists shouldn't have to rejoin the highway!	Noted. Due to constraints through the village of St Nicholas it has been proposed that cyclists rejoin carriageway.
4	There is no need to alter the current speed limits and getting rid of the ghost island and right lane turnings will make it difficult for pedestrians to cross the road and cause more congestion when people need to turn into Cae Newydd and Campbell Court.	Noted. Your comment will be considered at the next stage of scheme development. Additional traffic surveys would be undertaken at the next stage of design to determine whether or not dedicated turn lanes are removed. The scheme would look to enhance crossing facilities.
5	There is no need to change how the current road works. Slowing down traffic will increase the commute times of those who do not live close enough to cycle to work. The emphasis should be to improve public transport not make it more difficult for car users.	Noted. Reducing the speed limit improves the walking/cycling experience for users. The scheme will include improvements to the public transport infrastructure.
6	Stop destroying the countryside. Solar panels now this! More disruption for St. Nicholas. The roads are decent enough and people are able to walk down the paths. If the council maintained the overgrowth, there would be more walking space plus for wheelchair users. Waste of tax paying money. Sort out the potholes	The current paths do not meet Welsh Government Active Travel standards for walking or cycling. We are using Welsh Government Core Active Travel funding to look at how they can be improved.
7	It still does not make it any easier to negotiate the hill	The scheme design will consider stopping places on the hill, as well as other measures to improve the journey for pedestrians and cyclists.
8	Cycling routes need to be segregated completely from road traffic	Noted. Your comment will be considered at the next stage of scheme development.

9	<p>As with other schemes, they are very unlikely to be used by cyclists who will carry on using the roadway, ignore traffic lights etc. EG Five Mile Lane. The 20mph speed limit just does not make sense on a Trunk Road, which as the charts point out, is used as a relief road during M4 closures, but is also an incredibly important link to the Vale. This scheme is just wishful thinking - fine for a side road, but not for this main road which will still be blighted by heavy lorries and will still not be a pleasant place to walk. All that will happen is people will still speed and it will still be dangerous (perhaps more so if the lane widths are reduced). Meanwhile many people who tend to stick to the speed limits will be caught doing 23mph in the 20mph zone, get a fine, feel aggrieved, feel their freedoms are being taken away by an increasingly interventionist government who like the control they have over our lives, and lose faith in the political process. Well done you. Every day we'll be wound up by the waste of money and the stupidity of the scheme and our mental health will suffer greatly. Perhaps you should include that in your consultation.</p>	<p>Noted. Your comments regarding speeds will be considered at the next stage of scheme development.</p>
10	<p>I really like the proposals apart from the removal of the ghost lanes to turn right into cae newydd and Campbell court. Esp as the footpath is already widened there.. This will make it less safe to cycle and drive and increase accidents.</p>	<p>Noted. Your comment will be considered at the next stage of scheme development, that will include surveys at junctions.</p>
11	<p>More and more pedestrians are killed by Cyclists every year. A bicycle can maintain a speed of 25mph and if they hit a child or a vulnerable adult they can severally injure them. pedestrians need a safe space to walk away from cyclists.</p>	<p>Noted. The scheme will segregate cyclists and pedestrians where widths allow.</p>
12	<p>I am extremely concerned that part of the proposals refer to reducing the climb from Culverhouse Cross to one lane as this in my opinion would cause more safety issues. I have driven this way on many many occasions in the past 2 years and rarely have used the outside lane but know that itâ€™s existence allows the ability to allow free traffic flow without backing up of vehicles and the potential safety issues thereof.</p> <p>Also, removing the turn right ghost lanes from Campbell Court, Cae Newydd and Duffryn Lane would also raise potential safety issues.</p> <p>In order to create a more safe environment in one area would be only creating a less safe environment in an other (arguably) more affected area.</p>	<p>Noted. Your comments will be considered at the next stage of scheme development that will include surveys of the climbing lane at Culverhouse Cross and other turning lanes through the route.</p>

13	The walking areas aren't the best and could be improved. Cyclists will never use the lanes	Noted. The proposed infrastructure would enable vulnerable users and less confident cyclists improved passage along this route.
14	The road is too busy at the moment and one lane would make it even more busier which won't be good for pollution and the environment	Noted. Your comment will be considered at the next stage of scheme development. The aim of the scheme is to increase the number of pedestrians and cyclists in the area therefore reducing vehicle numbers.
15	If it's not broken then why fix it. There is a walking group and a lot of keen cyclist that use the village without any issues.	This scheme would provide a walking and cycling route that can be used by people of all ages and abilities. The current infrastructure does not meet Welsh Government Active Travel guidelines.
16	Do you have an email that I can reply to please? Your questions seem facile, are likely to give affirmative answers for what is an ill conceived plan. This, if implemented will be a waste of tax payers money.	The email address was provided on the front page of the consultation webpage. Please email activetravel@valeofglamorgan.gov.uk at any time.
17	If I was a cyclists, I definitely wouldn't want to cycle up the tumble as I wouldn't see that as enjoyment. A different route with more scenic views and more peaceful would appeal a lot more to myself.	Noted. Your comment will be considered at the next stage of scheme development, however with the increase in ebike usage hills such as the Tumble are being used more by cyclists.
18	This road is the main diversion route to/from west Wales should the M4 be closed. You want to restrict the flow of traffic i.e.removing the filter lane for a right turn, through the village. Traffic is heavy enough on the A48 now, reducing the road width and speed limit will not make people travelling from the west change their route (or for that matter take to cycling) it will cause further delays for the only available public transport link, the bus. I can't even begin to predict the chaos it will cause when the M4 is closed.	Noted. Your comment will be considered at the next stage of scheme development. Further traffic surveys will be undertaken as part of the scheme development.
19	This road is the main diversion route to/from west Wales should the M4 be closed. You want to restrict the flow of traffic i.e.removing the filter lane for a right turn, through the village. Traffic is heavy enough on the A48 now, reducing the road width and speed limit will not make people travelling from the west change their route (or for that matter take to cycling) it will cause further delays for the only available public transport link, the bus. I can't even begin to predict the chaos it will cause when the M4 is closed.	Repeat of number 18.

20	<p>Proposals are excessive for the number of walkers at present. Has survey been made of potential use? Club cyclists will continue to use the existing roads.</p>	<p>This scheme would provide a walking and cycling route that can be used by people of all ages and abilities. This consultation is collecting data on potential use.</p>
21	<p>I currently live on The Downs, many of the residents live here because of the peace, tranquility and green space. All of this will no longer be here if you suddenly have numerous bicycles going at speed across the bottom of our drives. This is a safe place for walking, dogs, children - it will not be with bikes going too fast through The Downs. Bicycles have a tendency to ignore speed limits. I am against the proposal to direct the route through The Downs. Please don't destroy our area.</p>	<p>Noted. Your comment will be considered at the next stage of scheme development which is at concept design and will be subject to further consultation and planning requirements.</p>
22	<p>This was the preferred Government trunk route for access between the City of Cardiff and Cardiff Airport. Reducing the car speed limit for a road with this volume of traffic to 20mph only would be crazy. Slow traffic in low gear would increase pollution, and there would also be road rage as it is such a busy commuter route.</p>	<p>Noted. Your comment will be considered at the next stage of scheme development. Speed reduction to 20mph is being considered through residential areas only. This scheme is being considered by the Council in conjunction with promoting public transport use to reduce single person car journeys, therefore reducing harmful emissions.</p>
23	<p>While I support the principle of encouraging increased walking and cycling, proposals should be focused on suitable locations which will provide real value for money and not disrupt vehicular traffic. The proposals for the route from St Nicholas and the West to Culverhouse Cross will not meet these criteria because of the implications of the Tumble (as set out above) and other reasons described below in this section of my comments.</p> <p>Some sections of the A48 through the village are too narrow to create pavements and cycle lanes of the prescribed widths. The proposed removal of the two right turn ghost junctions would be dangerous and create long tail-backs of traffic at peak periods, particularly if combined with the proposal to reduce the speed limit through the village to 20 mph.. The requirement for these ghost junctions was imposed by the Vale of Glamorgan Council as recently as 2016. They were necessary at the time of the Redrow and Waterstone developments and they are needed now. Any adverse changes (including removal of the ghost</p>	<p>Noted. Your comment will be considered at the next stage of scheme development. As part of the detailed design, measures will be put in place to mitigate gradients through the route. For example, seating and rest areas could be installed. The increase in ebikes make cycling longer distances and up hills much easier. Additional traffic and junction surveys will be conducted at the next stage of scheme design to determine whether or not the ghost lanes and the climber lane on The Tumble can be removed. Any reduction in speed limit would be subject to further consultation and Traffic Regulation Order, however under Welsh Governments proposal 30mph zones will be dropping to 20mph by default unless there is a reason under set criteria for an exception.</p>

<p>right turn lanes) to the A48 through the village would cause greater chaos when the A48 acts as a relief road during closure of the M4.</p> <p>The reduced speed limit is counter-productive. It would increase exhaust emissions and create traffic tail backs at peak periods. At other periods, it would be mainly ignored by through traffic and there would be improper overtaking causing unnecessary danger to pedestrians, cyclists and other motorists. The 30 mph limit is appropriate to the village. Far greater benefit would be achieved if the existing 30 mph limit was enforced instead of reducing the limit which would be mainly ignored.</p> <p>The alternative route for cyclists and pedestrians along School Lane is totally unsuitable. The road is narrow and varies in width. It is already dangerous for cyclists and pedestrians</p> <p>The proposed removal of the West-bound overtaking lane on the Tumble would delay traffic whenever there was a tractor or other slow-moving vehicle travelling West. If this proposal involved the removal of one of the West-bound lanes at the Tesco controlled junction, there would be frequent tail-backs from the junction to the main Culverhouse Cross roundabout causing even greater gridlock than that which already frequently occurs.</p> <p>None of the proposals for major changes to provide greater provision for cyclists should be implemented until the legal status and obligations of cyclists and scooter riders are brought up-to-date by appropriate legislation. Cyclists and scooter riders should be registered and have third party insurance similar to the requirements for vehicle drivers. Cycles and scooters should not be ridden on pavements as they are a great danger to pedestrians, particularly the elderly. They should be obliged to observe traffic signals which, at present, they mainly ignore.</p>	<p>Your comments on legislation are one for National Government to consider.</p>
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24	<p>generally supportive of proposals, but think there is a missed opportunity through the centre of St Nicholas to either provide a shared cycle/ped route on one side of the road (rather than cyclists being shunted onto main carriageway for this bit - which is likely to annoy/frustrate car users, or put cyclists off using the route) - even if this is not quite the required width; or provide excellent 'cycle/walking first' provision via School Lane, e.g. with different road treatments to make cars feel like guests (e.g. Greener Grangetown provision in Cardiff), or restrict cars to 'access only', so this feels much safer. Otherwise feels like good provision for most of the studied area, but then poor provision through St Nicholas itself. Thanks</p>	<p>Noted. Thank you for your support. Highway widths and further surveys will be undertaken at the next stage of design and the most appropriate provision for all users will be provided.</p>
25	<p>Strongly disagree with a route through The Downs</p>	<p>Noted. All comments received through this consultation will be considered at the next stage of scheme development.</p>
26	<p>The cost vs how many people will use the cycle paths due to the barriers and dangers. The disruption for very little gain. Money should be put into improving public transport instead.</p>	<p>Noted. Your comment will be considered at the next stage of scheme development. The funding to develop this scheme can only be used for active travel proposals but connections to bus stops will be improved as a result of this scheme.</p>
27	<p>My comments above drive my rating & decision making. I agree with the proposals to reduce the speed through St Nicholas to 20 mph, but it ridiculous to do this there & not do the same with Bonvilston. There needs to be a consistent approach. How can it possibly be justifiable to reduce the speed in St Nicholas to 20mph & not do exactly the same in the lead in & out of Bonvilston</p>	<p>Noted. Bonvilston is on the ATNM for future development.</p>
29	<p>The plans completely ignore Bonvilston. The plans are very sensible for the the people of St Nicholas but it makes no sense that that Bonvilston is ignored. The people of Bonvilston have the exact same issues in fact they currently have it worse with the current 40mph limit.</p>	<p>Noted. Bonvilston is on the ATNM for future development.</p>
30	<p>One of the major faults of these proposed routes is they lack coherency. The planners need to chose a side of the A48 for the cycle/footpath and stick with it! It either needs to be on the Northern Side or the Southern Side of the A48.</p> <p>Travelling from Five Mile Lane to Culerhouse Cross there are 4 changes of side of path. Coming from Five Mile Lane itself the Cycle path from Barry is</p>	<p>Noted. A number of factors determine the location of an active travel route. The designers will keep crossing of the highway to a minimum.</p>

on the Southern side of A48 at sycamore cross on the proposed route it then changes to the Northern. At the St. Nicholas Village Sign it changes to the Southern. At the School Lane it then changes to mix traffic, by the Dyffryn Lane turn it changes to Northern, by the St. Nicholas Village Sign it changes to Southern, when you get to Culverhouse Cross the path past the Copthorne Hotel is only 1.2m wide so then need to cross over to the Northern Side once again.

By choosing one side and sticking with it you can remove needless crossings giving a safer route for Walkers, Cyclists and Motorised traffic. It is inherently dangerous to have so many traffic paths repeatedly crossing each other, especially for very young and very elderly. Traffic should be separated and kept separated, as it stands this is poor plan.

Appendix C

Question 12 asked 'Do you have any comments or suggestions on these proposals?'

	Comment received	Council response
1	<p>I encourage the consideration of making the area more suitable for pedestrians and cyclists but with some caveats. The proposed active travel route from Culverhouse Cross up through The Downs should take consideration in to the nature of the area as semi-rural. Widening the road on The Downs will detract from the area and potentially encroach on local wildlife.</p> <p>I am disappointed to not see more provision for protection of pedestrians and cyclists as well. For the proposed active travel between The Downs and St. Nicholas the reduction in speed is a welcome proposal but there seems to be no consideration for crash barriers which would protect pedestrians from those who will inevitably ignore the speed limit. The recent crash outside the entrance to The Downs is an example of where loss of life could have occurred, if a crash barrier was introduced it would reduce risk significantly.</p> <p>I also highly encourage the narrowing of The Tumble and the reduction of speed. There is no reason to allow vehicles to travel at 70mph on such a gradient and bend. It only encourages speeding from the top of The Tumble to St. Nicholas.</p>	<p>Thank you for your comments. They will be considered as part of the next stage of scheme development. There will be environmental surveys conducted at the next stage of design.</p> <p>We will be undertaking additional traffic surveys to determine whether or not the climber lane on the Tumble can be removed.</p>
2	<p>I find it difficult to understand the maps/proposals etc but it has been suggested that the old Roman Rd running from Culverhouse Cross to the Downs may be made more accessible. This, in turn, provides another access route to our locality with the obvious increased activity it would generate. We already have off road bikers on the Downs and i feel this would only increase with easier access.</p>	<p>We are sorry that you did not feel the material presented was clear. The design team are looking at a route alongside the A48 as well as through the old Roman Road. Once they've concluded their initial work, a concept design will be available for the public and further consultation will take place.</p>

3	<p>I think we could get some useful improvements with a much simpler and cost effective plan. Going up Tumble Hill is dangerous but a 40 mph speed limit backed up with Speed Cameras would have the desired affect together with a cycle lane to one side. Have the same speed limit of 30 mph through both St Nicholas and Bonvilston. Widen the pavements by 2 feet and keep the verges clear would solve most of the problem. A cycle track through from Culverhouse Cross to Weycock Cross would suffice given the low numbers of cyclists.</p> <p>Removal of the traffic lights at Dufryn Lane and removal of the red tarmac ie safe zones as you turn right into Cae Newydd and Campbell Court is both dangerous and puts vehicles in the line of fire. the proposed 20mph speed limit will not prevent this happening.</p>	<p>Your comments will be considered as part of the next stage of development.</p> <p>Active Travel routes should meet the minimum standards stated in the Welsh Government Active Travel guidelines. A separate cycle provision away from traffic, will allow it to be used by all users, including young children and less confident cyclists.</p> <p>Additional traffic surveys will be undertaken at the next stage of design to determine whether ghost lanes can be removed.</p>
4	<p>There is no need to alter the current speed limits and getting rid of the ghost island and right lane turnings will make it difficult for pedestrians to cross the road and cause more congestion when people need to turn into Cae Newydd and Campbell Court.</p>	<p>Your comments will be considered as part of the next stage of development. Additional traffic surveys will be undertaken at the next stage of design.</p>
5	<p>The right turn lanes are vital as these reduce congestion 20 MPH speed limit is not feasible The 60 MPH before the village causes no issues.</p>	<p>Your comments will be considered as part of the next stage of development. Additional traffic surveys will be undertaken at the next stage of design. Reducing traffic speeds alongside an active travel route makes it feel safer for a user and will allow pedestrians to cross the road to access facilities such as bus stops.</p>
6	<p>This is an excellent proposal. I drive to work because I am nervous of the high traffic speeds. This would make all the difference to me, especially as it ties in well with existing and proposed Cardiff Council plans. Well done. I love it!</p>	<p>Thank you for your support.</p>
7	<p>Dont</p>	<p>No response required.</p>
8	<p>We have lived on the A48 for less than 2 years and will consider moving if a speed camera is not installed to deal with speeding drivers. From 5am each weekday we have lorries and cars flying past our house which is dangerous. An active travel plan is a good idea but i disagree with removing dedicated lanes to turn into the</p>	<p>Noted. Your comments will be considered as part of the scheme development and passed on to the Highways and Traffic team. Additional traffic surveys will be undertaken at the next stage of</p>

	<p>newer developments, these need to be retained for safety. Drivers are impatient and some will overtake you when you are waiting to turn rather than slow down and wait.</p>	<p>design to determine whether ghost lanes can be removed. The Council does not have the delegated powers to deal with moving traffic offences at present. This would be a matter for police consideration.</p>
9	<p>I live in *****. It is very difficult to turn into my house as it is, I'm concerned these proposals will make it more difficult and dangerous. I would like to speak with someone about it.</p> <p>There is a lay-by opposite our house and I return to the house every night from the Culverhouse Cross direction. I wait for onward traffic to clear before I turn right into my driveway. Almost 99% of the time, cars go around me into the layby to overtake and are very close to my car. They also think I am turning into Cae Newydd and speed up as soon as we have passed this turning, meaning they are extremely close to me when I get to my house. I am constantly worried someone is going to hit the back of me. I welcome the speed reduction but I'm not sure whether your plans to amend the road layout will aid me personally. I would really like a filter lane into my house.</p>	<p>Noted. Your comments will be considered as part of the scheme development. Please email activetravel@valeofglamorgan.gov.uk at any time. Additional traffic surveys will be undertaken at the next stage of design to determine whether ghost lanes can be removed.</p>
10	<p>There is an existing footpath so why waste more money</p>	<p>The current infrastructure does not meet the minimum standards set by Welsh Government Active Travel guidance.</p>
11	<p>Bike lanes are most useful when they are segregated and without windy things to go through. The only people that makes things difficult for is disabled people who are new to riding. I struggle to get through because I don't walk well</p>	<p>Noted. We would limit the use of access barriers on any active travel routes designed in the Vale of Glamorgan.</p>
12	<p>Would love the bus stop shelters in St Nicholas and along this scheme's route to be replaced with new that include lights and real time information displays as being installed elsewhere (e.g. as at Culverhouse Cross near Tesco's). This would assist people making more sustainable choices when travelling.</p>	<p>Thank you for your support and we will consider an upgrade of the bus shelters as part of this scheme.</p>
13	<p>I'm incredibly happy that some attention is being brought to the active travel provision in the area. I think additional focus should be given to village cohesion with more crossing points between the two halves of the village for pedestrians</p>	<p>Thank you for your support and your comment will be considered at the next stage of development. Additional crossings are being considered as part of this scheme.</p>

14	<p>The route is great but as there are no real cycle routes through culver house cross caerau and Ely and into Cardiff, I don't think they will be used as much as they could be. Commuters in the vale still won't use them due to the poor cycling in Cardiff.</p>	<p>Noted. Cardiff Council have updated their Active Travel Network Map that shows how they will improve their network over the next 15 years.</p>
15	<p>Your so-called consultation is just a series of plans, with notes on them in yellow boxes from which we can just about glean what you're proposing. Where is the overview of the scheme, a simple document setting out the key issues like the removal of the crawler lane, the 20mph limit through St Nicholas, the reduction of lane widths to accommodate cycle lanes, the removal of the footbridge at The Downs (any plans to replace it or help people cross the road here?) - It's hard to tell what you are suggesting from just notes on a series of charts. The footbridge note is a great example of this - so little detail. Suggest removal because it's non-compliant. Presumably disabled access. We can't be sure because there's no more detail given. From what details we have, it seems that because some people can't use this facility, you want to take it away so no-one can use it. You should only suggest removal if you have a plan to replace it with a compliant structure.</p>	<p>We are sorry you feel that there is not enough detail provided. Clarification could have been sought at any time by using the email address supplied on the front page of the website. The scheme is in the very early stages of development and there will be further public consultation as the design develops. The plan is just a concept that we aim to develop further following the feedback from this consultation.</p>
16	<p>Glad to see segregated routes being looked at in the Vale. Traffic speeds must be reduced along here to have any impact. There are elderly residents who cannot comfortably cross the road to reach bus stops. Bus stops need to be improved - new ones and more shelters not just poles.</p>	<p>Noted. Your comments will be considered as part of the consultation report.</p>
17	<p>Glad to see segregated routes being looked at in the Vale. Traffic speeds must be reduced along here to have any impact. There are elderly residents who cannot comfortably cross the road to reach bus stops. Bus stops need to be improved - new ones and more shelters not just poles.</p>	<p>Repeat of 16.</p>

<p>18</p>	<p>I really like the proposals, especially the ambition to separate pedestrians from cyclists with their own space wherever possible such as arrangement type A.</p> <p>Having witnessed the speed of 2 motor vehicles informally racing each other up the hill from Culverhouse Cross yesterday (11/8) I support the removal of the West bound crawler lane. Trucks and buses are powerful enough now not to need crawler lanes.</p> <p>The hill up from Culverhouse Cross has an annotation mentioning 'shared use' path but the diagram shown us arrangement type D which looks more like a separate ped / cycle path. Please try to ensure the path keeps users separated and ideally on the southern 'uphill' side which would attract greater usage. Cyclists using the path downhill would gain speed rapidly so should not be on a shared path meaning separation of users is vital for safety and comfort at this point.</p> <p>The annotations (A&D show separation of peds & cyclists but should also show grade separation (change in kerb height between the two areas) so that visually sighted users can find the edge of the pedestrian area.</p> <p>Where possible and space, please provide grass verge buffer between Active Travel space and the main carriageway. A grass ditch is better for drainage than a raised grass verge which quickly becomes overgrown and encroaches on path.</p> <p>Please avoid the dropped kerb, tactile paving, give way mistakes where the path gives way at every farm gate as on 5 mile lane shared use path.</p> <p>Through St Nicholas I accept the necessary area of on-road cycling but hope the 20mph and design of this area is carefully considered. This arrangement of on-road through 30k/m villages is quite common in France and works where the design environment encourages low speeds. In the UK, average speed camera's through the village may be needed. Planting, paving and raised road to pavement surfaces (with tactile separation) may also produce lower motor</p>	<p>Noted. Thank you for your support. All of your comments will be considered as part of the next stage of design.</p>
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	<p>vehicle speed.</p> <p>I support the dual provision of a path along the A48 and also via Grant's field / lane.</p> <p>Please consider traffic order for 'Dans Lane' between Drope and A48 to restrict to access only and / or filter for pedestrian / cycle use only.</p>	
19	<p>I really like the proposals apart from the removal of the ghost lanes to turn right into cae newydd and Campbell court. Esp as the footpath is already widened there.. This will make it less safe to cycle and drive and increase accidents.</p>	<p>Noted. Your comments will be considered at the next stage of scheme design. Additional traffic surveys will be undertaken at the next stage of design to determine whether the ghost lanes can be removed.</p>
20	<p>We look forward to the completion of the proposed project.</p>	<p>Thank you for your support.</p>
21	<p>I feel very pleased to hear this might be happening and it would allow me to meet up with my friends more frequently since the path will be there to use. I have walked down that footpath before a few times but its quite unpleasant, and i feel this new path would be great in getting more people outside and using more eco-friendly ways to travel instead of having to use a car all the time.</p>	<p>Thank you for your support.</p>
22	<p>I would welcome changes as currently there is no safe way for cyclists to travel between Culverhouse Cross and St.Nicholas on the road. The footbridge to the bus stop from the Downs is essential for commuters and school children. I am concerned about the possibility of it being removed.</p>	<p>Thank you for your support. And we will consider your comments at the next stage of design.</p>
23	<p>start again</p>	<p>No response required.</p>
24	<p>As previously stated I am totally in favour of enhanced leisure facilities which I see as independent to any changes to the A48 which although I have no doubt could be improved in many areas should not be altered for the reasons offered. Instead, alternatively located paths for walking and cycling with emphasis on safety and aesthetic values providing the intended aim should be considered.</p>	<p>Thank you for your response. This scheme is funded by Welsh Government Active Travel which cannot be used solely for a leisure route.</p>

25	<p>I think this village has put up with enough changes and building that we need time without any.</p> <p>If we change the village too much it will have lost its appeal</p> <p>I think itâ€™s ridiculous to be honest. Drivers donâ€™t stick to speed limit now so they wonâ€™t listen to lower speed limits. The A48 is a busy road which we donâ€™t like but putting it to one lane would be ludicrous as we would have more traffic. One lane would cause drivers to push for overtaking which would result in crashes. It is all well the driver will get into trouble but the other driver has to live with another persons actions because they are impatient.</p>	<p>Your comments will be considered at the next stage of design.</p> <p>Additional traffic surveys will be undertaken at the next stage of design.</p>
26	<p>I think the village has had enough changes and building works in the last few years and I feel like it is time for a break.</p> <p>The work that will be needed to be carried out will affect the environment, wildlife and will also change the village footprint.</p> <p>I personally moved to the village for the countryside feel, if I wanted prestige walkways/bike lanes I would have moved to a town centre and I also feel that the village will lose its appeal.</p> <p>I donâ€™t think that the cycle lane will be beneficial as 9 out of 10 cyclists are club cyclist and not leisure cyclists.</p>	<p>Your comments will be considered at the next stage of design.</p> <p>Providing compliant cycle infrastructure will enable people of all ages and abilities to cycle in the area.</p>
27	<p>I would like to give a more comprehensive critique of your plans.</p>	<p>Please provide your detailed comments to activetravel@valeofglamorgan.gov.uk at any time.</p>

28	<p>I live in St Nicholas as I enjoy country life and the history. I feel if we keep trying to change/build the infrastructure the village will lose the appeal and feel like living in the city. I like how the village is at the moment and has a good community spirit, but feel these changes could quite easily affect this as it will be cyclists V drivers.</p> <p>The work will effect wildlife as the road work noise will be off putting to them.</p> <p>The work will also have a big impact on the environment - when work will be carried out the traffic will be horrendous as slower vehicles in lower gears create more pollution - it would decrease road noise a little which would be great for the locals but for the environment in a crucial time could be detrimental. The planet is in a terrible way and slower cars = more pollution - which wouldn't sit right with me as I feel we would be a small part of the problem.</p> <p>I feel this village could be leaders in the future and think of a better cycle lane away from traffic with a better views which in time encourage people to use a bike or walk instead of driving which will be quieter for the locals, better for the environment and a lot better for the wildlife.</p> <p>Please rethink the route away from traffic and more appealing.</p>	<p>Thank you for your comments. They will be considered at the next stage of design. We would look at installing features that enhance the feel of a village during the construction of this scheme – for example installing additional planters through the village and trees as you enter/leave.</p>
29	<p>Keep cyclists and pedestrians as separate as possible for as much of the route as you can. Obviously there are narrow sections through St Nicholas and although directing cyclists back on to the road in bits, is not good, I hope that 20mph through here will be monitored - speed cameras could be installed?</p>	<p>Thank you for your comments. They will be considered at the next stage of design.</p>
30	<p>Please reconsider these proposals and this time think about the lives of everyone who is affected.</p>	<p>Noted. Consideration for all residents will be given throughout the design of this route.</p>
31	<p>Please reconsider these proposals and this time think about the lives of everyone who is affected.</p>	<p>Repeat of number 30.</p>
32	<p>The 20mph speed limit, if enforced, would be welcome but the removal of ghost lanes for right turning traffic would cause great congestion. The gradients on either route up the Tumble are excessive. Mixing pedestrians and cyclists on the same path is a bad idea. A footpath from Cae Newydd to Ger y Llan and/ or a by-pass to the south would both be much better ideas and benefit far more people,</p>	<p>Thank you for your comments. They will be considered at the next stage of design. Additional traffic surveys will be undertaken at the next stage of design to determine whether or not the ghost lanes can be removed. We will install segregated paths where width allows.</p>

33	There is a very large grass verge on the opposite side of the A48 to The Downs - the grass verge goes all along the A48 from St Nicholas to Culverhouse Cross.	Noted. Your comment will be considered by the design team.
34	These proposals are unrealistic. The survey is biased and thus invalid. There needs to be a proper, balanced consultation with an equal opportunity to disapprove of any proposals - eg you ask 'I like these proposals because.' and then only give approving options. Well I do not approve, so where are the options for disapproval? It is ludicrous to expect motorists to drive at 20mph for cyclists riding non-licensed, non-taxed vehicles to overtake and undertake them both when stationary and when moving, whilst usually jumping traffic lights without penalties. Fundamental laws regarding cycling need to be changed first. Until a few years ago this was the preferred Government trunk route for access between the City of Cardiff and Cardiff Airport, and it remains the main alternative route to the M4 when that is closed. Reducing the car speed limit for a road with this volume of traffic to 20mph only would be foolish. Slow traffic in low gear would increase pollution, the A48 would be more difficult to access for residents trying to join such traffic, and there would also be a risk of more road rage as it is such a busy commuter route.	This question is free text that allows someone to respond positively or negatively. An email address was also provided on the front page of the website where written responses were welcome for inclusion in the report. Your points will be considered at the next stage of scheme development.
35	I do worry that the proposal to use of the shared carriageway through the middle of the village will deter family cycling... ..I would not take young children on a shared carriage way with heavy traffic regardless of the speed.	The village is very constrained and on road cycle provision is proposed but will be looked at during the next stage of design.
36	Trees along the route.	We would consider additional planting at the next stage of design.
37	See above	No response needed.
38	Generally very good and positive, but really need either shared cycle/walkway through St Nicholas, or cars 'access only' down School Lane, to enable proper safe cycle provision through this part of the route	Thank you for your comment. This will be considered by our design team during the next stage of design.

39	<p>There is limited parking on the main road to include some small lay-bys outside mine and a neighbours property. Please can these be maintained if these plans go ahead.</p> <p>Consideration of average speed checks through the village of St Nicholas please with reduction to 20mph.</p> <p>Also please consider ability to turn left into own property some of the driveways are tight turns.</p>	<p>Noted. Your comments will be considered during the next stage of design.</p>
40	<p>I am extremely unhappy about a suggested route through The Downs. The people living in this area do so for the peace, tranquility & green space and moved to the area specifically for this purpose. The road is quiet, safe for walking & children. Having a cycle lane running in front of our houses will destroy this. We live on a country lane, this would change to a wide, ugly, tarmac paved separate lane going the length of the road which is currently a green area. Hedgehogs, toads & numerous other wildlife live on this grassy area. On Sunday morning (04/09) there was a cycle club or cycle race going up the A48 travelling towards Cowbridge. The outside lane coming up the tumble was vital that da as the cyclists were clumped together in some parts of at least 40-50 bikes riding 4 & 5 abreast so effectively taking out a whole lane from the bottom of the hill to way beyond The Downs. I live on The Downs so trying to actually get home was was extremely difficult trying to find a space big enough between the clumps of bikes to get to get my car into the inside lane then drive extremely slowly in order to pull off the A48 to get home. A cycle lane through The Downs would be a disaster.</p>	<p>Noted. Your comments will be considered during the next stage of design.</p> <p>Ecological surveys will be undertaken at the next stage of scheme design. Additional traffic surveys will be undertaken to determine whether the climbing lane on the Tumble can be removed.</p>
41	<p>I do not believe this will result in an increase in cycling.</p>	<p>Baseline data will be gathered and, should the scheme be constructed, users surveys will be undertaken after completion.</p>
42	<p>I prefer the option from Culverhouse Cross using the A48 as opposed to the "æbridle style" Lane through The Downs. I feel the mix of users will not be best served and emergency service vehicles restricted access. The gradient is too steep and lighting poor. I feel the A48 highway will provide better security and services access in adverse events</p>	<p>Noted. Your comments will be considered at the next stage.</p>

43	<p>I don't know the area well enough to comment in detail as it is a road I occasionally cycle on for leisure or drive on to access other facilities. I appreciate the road is well used by club cyclists who will not use shared use facilities, but it is important to realise that schemes like this are not aimed at them, but rather aimed at those who would like to cycle but don't feel safe on the roads here (and who can blame them). Whilst the hill (the tumble) seems like a huge barrier, with electric bikes commuting/travelling between St Nicholas and Culverhouse Cross is very doable for a wide range of people not just MAMILs. I am pleased to see that there are separated cycle and pedestrian paths where possible - these must be built to the latest standards and easy for people to get on and off and minimise conflict between cyclists and pedestrians. Reducing the speed limit seems sensible (if controversial) but will require cameras to enforce. If possible allow an option for cyclists to be off road here - if you were nervous or cycling with a child you would not want to be on the road if busy which it certainly can be here. Make sure that cyclists (and pedestrians) have right of way across all minor junctions and that the needs of disabled cyclists (and mobility scooter users) are considered - no chicanes or barriers. Good luck!</p>	<p>Thank you for your support and we will consider your comments through the next stage of design.</p>
44	<p>Please please consider adding Bonvilston to active travel plans as we are more adversely effected by lack of ability to walk and cycle than st Nicholas. Our children are in greater danger and we would sincerely like the same benefit as our neighbours.</p>	<p>Bonvilston is on the Active Travel Network Map for future scheme development.</p>
45	<p>See above. You have to be consistent across what are effectively two identical villages in the context of this planning application.</p> <p>My comments above drive my rating & decision making. I agree with the proposals to reduce the speed through St Nicholas to 20 mph, but it ridiculous to do this there & not do the same with Bonvilston. There needs to be a consistent approach. How can it possibly be justifiable to reduce the seed in St Nicholas to 20mph & not do exactly the same in the lead in & out of Bonvilston.</p>	<p>Thank you for your comments, they will be considered at the next stage of design. Bonvilston is on the Active Travel Network Map for future scheme development.</p>

46	Yes reduce speed limit and have speed Camera in upper Bo vsto. So they cannot use it as a speed track down to the village !!ðŸª¬	Thank you for your comments, they will be considered at the next stage of design. The Council does not have the delegated powers to deal with moving traffic offences at present. This would be a matter for police consideration.
47	Yes reduce speed limit and have speed Camera in upper Bo vsto. So they cannot use it as a speed track down to the village !!ðŸª¬	Repeat of number 46.
48	Yes reduce speed limit and have speed Camera in upper Bo vsto. So they cannot use it as a speed track down to the village !!ðŸª¬	Repeat of number 46.
49	I agree with the proposals to reduce the speed through St Nicholas to 20 mph, but it ridiculous to do this there & not do the same with Bonvilston. There needs to be a consistent approach. How can it possibly be justifiable to reduce the seed in St Nicholas to 20mph & not do exactly the same in the lead in & out of Bonvilston when in the context of this planning application the rationale is identical?â€•	Noted. Bonvilston is on the Active Travel Network Map for future scheme development.
50	Proposal provides a great opportunity for the people of St Nicholas to have safe walking and cycling routes but sadly completely ignores the residents of Bonvilston who have the same issues. In fact Bonvilston currently is more dangerous than St Nicholas with a 40mph limit. Why is Bonvilston ignored?	Noted. Bonvilston is on the Active Travel Network Map for future scheme development.
51	The informal one-way system on School Lane in St . Nicholas, needs to be removed. It's one of the very few accesses to the village and any restriction stops people navigating around the village. The current scheme is impractical the farmers take their heavy equipment both ways on it, they can make the turns at the other two access points.	Your comment will be considered at the next stage of scheme design. School Lane is currently two way traffic with an 'informal' one way system. If it was to be made a 'formal' one way system then it would be subject to a formal consultation and Traffic Regulation Order.