

# **Barry East - Active Travel Improvements**

## **Consultation Report**

### **Introduction**

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve active travel conditions in the East of Barry from 15<sup>th</sup> December 2024 to 10 January 2024. The public were asked to comment on the proposals before construction funding is requested from Welsh Government.

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 Active Travel fund. The Welsh Government funding application process advises that the public should be consulted at all stages of scheme development.

### **Consultation Activities**

The following activities were undertaken to promote the consultation:

- Social media posts;
- Letter drop to every household in the area (2500 properties);
- Information on the Council Active Travel webpage;
- Email to respondents of previous ATNM consultations;
- Email to stakeholders and statutory consultees, this included email to schools in the area asking them to inform parents.

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://barryeast.commonplace.is/>).

There were 526 visitors to the consultation webpage.

65 unique users (those who supplied an email address) responded to the survey and there were 186 contributions. 53 respondents confirmed their email address. 12 respondents did not confirm their email address. There were also 13 anonymous respondents.

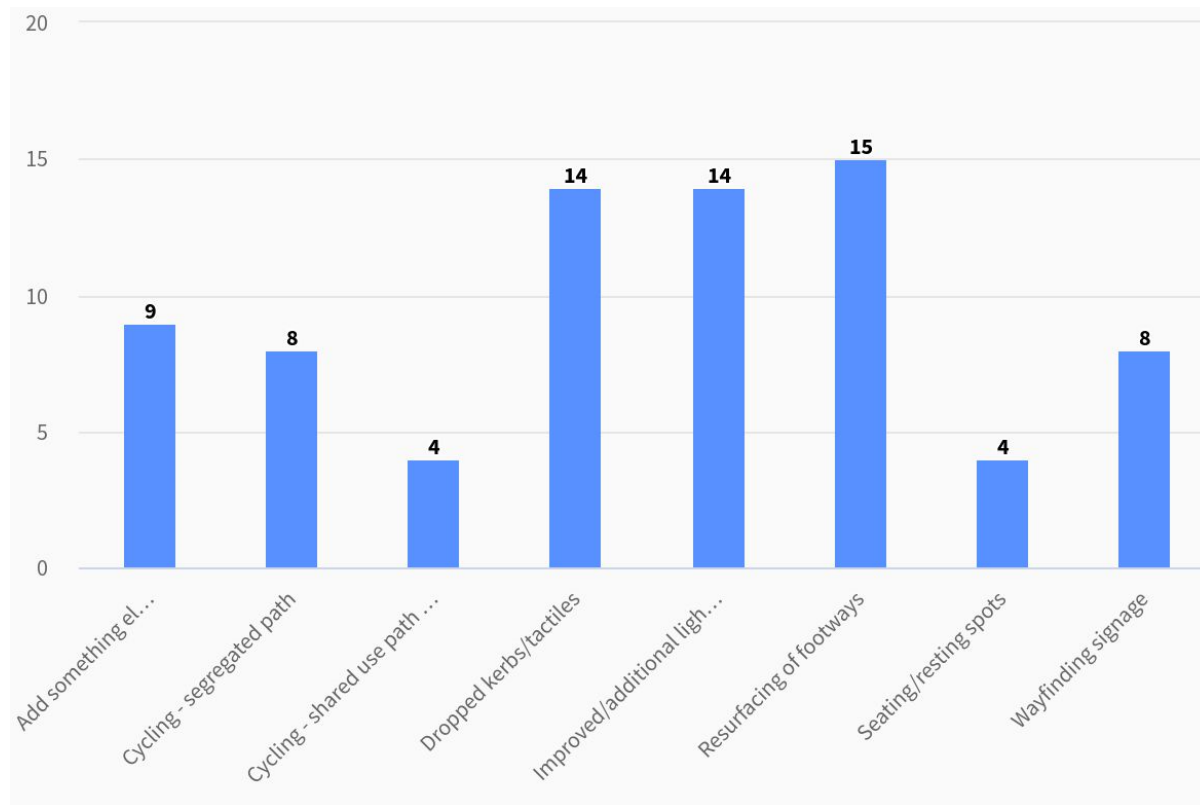
3 people phoned the Active Travel Officer to discuss the proposals and their responses are included within this report. 2 emails were received to the

[activetravel@valeofglamorgan.gov.uk](mailto:activetravel@valeofglamorgan.gov.uk) email address and these are also included in this report.

## Online survey results:

### Langlands Road

Within this tile we presented the improvements for this road and asked ‘what would you like to see improved here to encourage more walking, wheeling and/or cycling?’ (respondents could choose more than one answer).

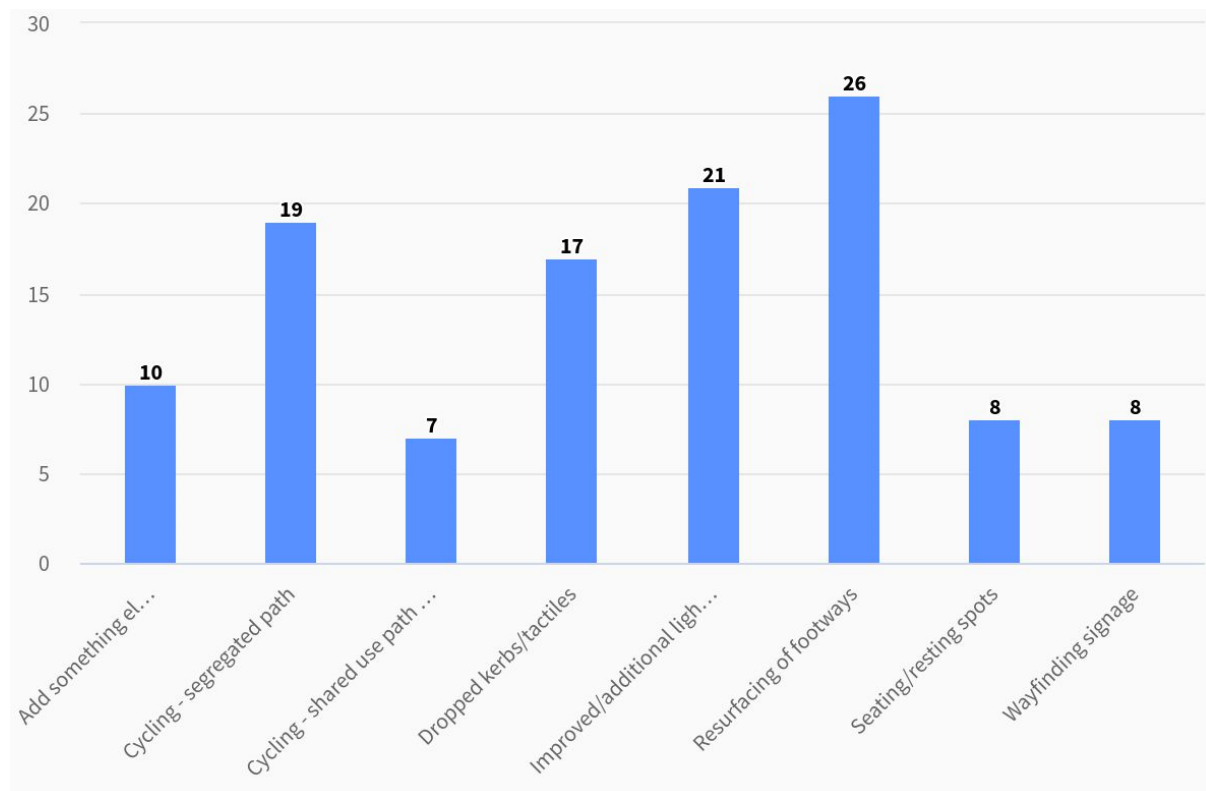


	<b>List of ‘other’ comments/suggestions (included as they were written)</b>	<b>Council Officer response</b>
1	Regular cleaning of the alternative routes behind Hannover Court and from Norwood Crescent	Noted and this will be passed on to the relevant department for maintenance consideration.
2	Make no through road for motor vehicles (low traffic neighbour) - prevent rat running	Noted. This will be considered as part of future consultation.
3	Yellow lines on corners of junctions with Langlands rd and the side streets as vehicles trying to come out of the junction can't see due to vehicle parked and blocking view	Noted. This will be discussed with the appropriate department but blocking of junctions is a responsibility for South Wales Police.
4	Narrowing the junction will cause issues for buses turning in to langlands rd. If you are driving up langlands Road towards the junction you already need to wait and give space to buses turning down. Will this not cause even more problems for buses?	Tracking movements will be completed before any junction narrowing is installed.

	What a waste of money. Fix the crumbling pavements and will be fine.	
5	It's been fine for years. No change needed	There are currently no dropped kerbs/tactile paving to assist with pedestrian movements, especially for the vulnerable users.
6	Narrower junctions just mean more pollution and are aimed at causing drivers delay and distress.	The Council are not aware of any data that confirms this statement.
7	What a waste of money, this will not get more people walking, the number of accidents to pedestrians is nominal/nil, this will be another waste of money like the port road cycle routes which are rarely used by cyclists	Noted. The data from the Port Road cycle way shows an average of 100+ users per day.
8	it is very difficult to see from the map what the access point and end point of this route actually is.	The roads were clearly named on the consultation material.
9	Cars and buses go so fast around the junction off Dobbins Road so anything that can be done here is welcomed.	Noted. Thank you for your support.

### **Coldbrook Road East and Pencoedre Estate**

Within this tile we presented the improvements for this road and asked 'what would you like to see improved here to encourage more walking, wheeling and/or cycling?' (respondents could choose more than one answer).

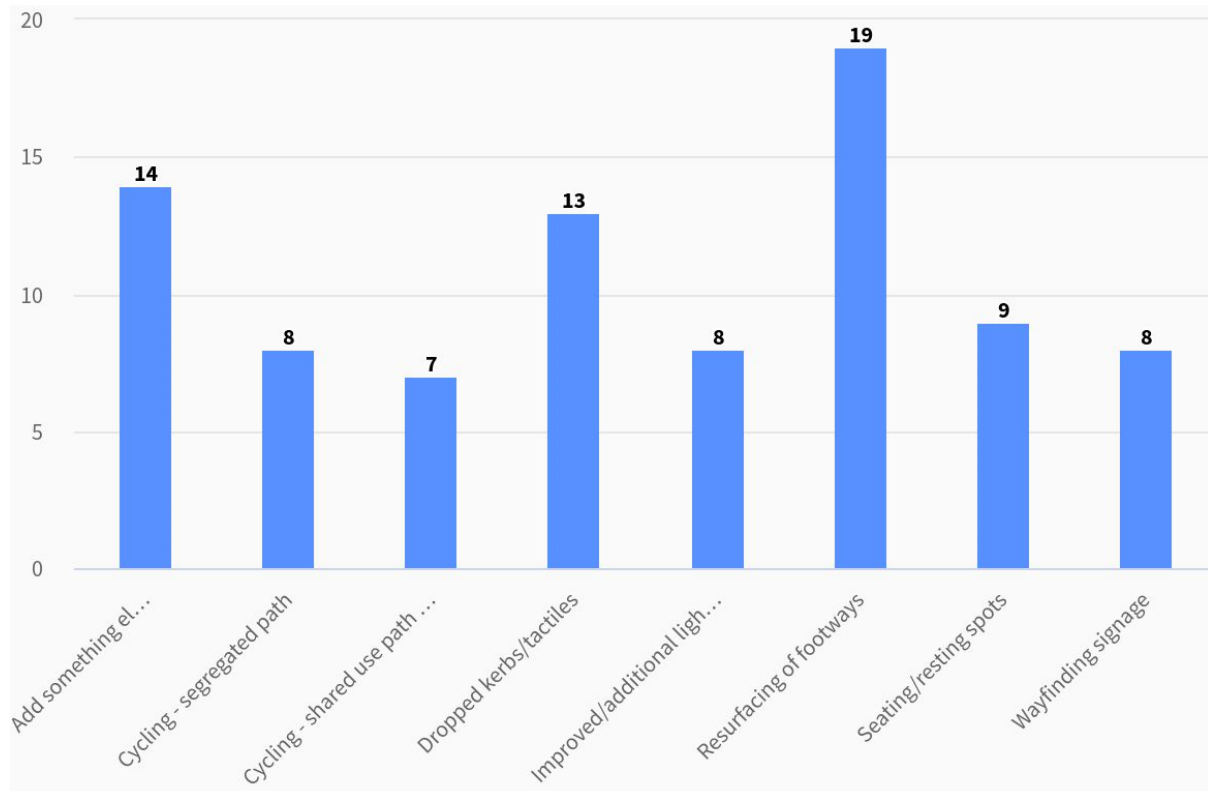


	<b>List of 'other' comments/suggestions (included as they were written)</b>	<b>Council Officer response</b>
1	Installation of a pedestrian crossing	This will be considered during the design of improvements along Coldbrook Road East.
2	The route along coldbrook road east to cadoxton primary is fine apart from needs resurfacing in places. Brighter lights or signage by the zebra crossing would be helpful as cars often don't stop.	Thank you for your comment. We will look at the existing zebra crossing and ensure lighting/signage is appropriate.
3	This is a total waste of money. Nobody will use it because of the steep hills. Better lighting in the lane off Coldbrook Road would be the only improvement possibly.	With the increased popularity of ebikes gradients are less of a barrier than they used to be. Lighting off Coldbrook Road will be considered if it is within the scope of the ATNM.
4	Spend the money on the NHS. This is so depressing	This is funded through the Welsh Government Active Travel budget that cannot be used for the NHS.
5	In my experience cyclists on paths are dangerous as they don't have bells and cycle up behind you and shock you. They should be on the road as the traffic.	Provision of cycle routes that enable a secondary aged pupil to cycle to school alone is of importance to the Welsh Government and Council. A segregated route that separates pedestrians and cyclists will be considered during the options/feasibility study.
6	Leave it all alone. It's been fine for years and you are just wasting more money. You still have learned nothing from the 20mile an hour signs and debacle	Noted.
7	Total waste of money as per the Port Road cycle routes, no additional people will walk	Cycle counts for the Port Road shared use show good levels of daily use. (100+ per day).

8	I'm assuming this route update is designed to justify the building the proposed estate of houses opposite Lidl. I think assuming most parents will be working therefore dropping children off by car thought should be given to the road network. The genie is out of the bottle we cannot go back to trying to get a substantial amount of people to walk to work or school.	This scheme has no relation to any proposed housing estate. This area is on the ATNM, as are several areas across the Vale, that were identified for improvement for walking/cycling. As part of the Councils Project Zero commitment promoting active travel, which includes pupils walking or cycling to school, is extremely important to us.
9	Pavement parking is a particular problem on the Pencoedre estate and acts as a barrier to walking, especially for the less mobile. This should be addressed as a priority	Noted. Currently this is not enforceable by the Council Enforcement Team and should be reported to South Wales Police.
10	Cycle track and pavement from coldbrook rd up to Lidl supermarket.	This has been identified on the ATNM for future improvement.

### Dobbins Road

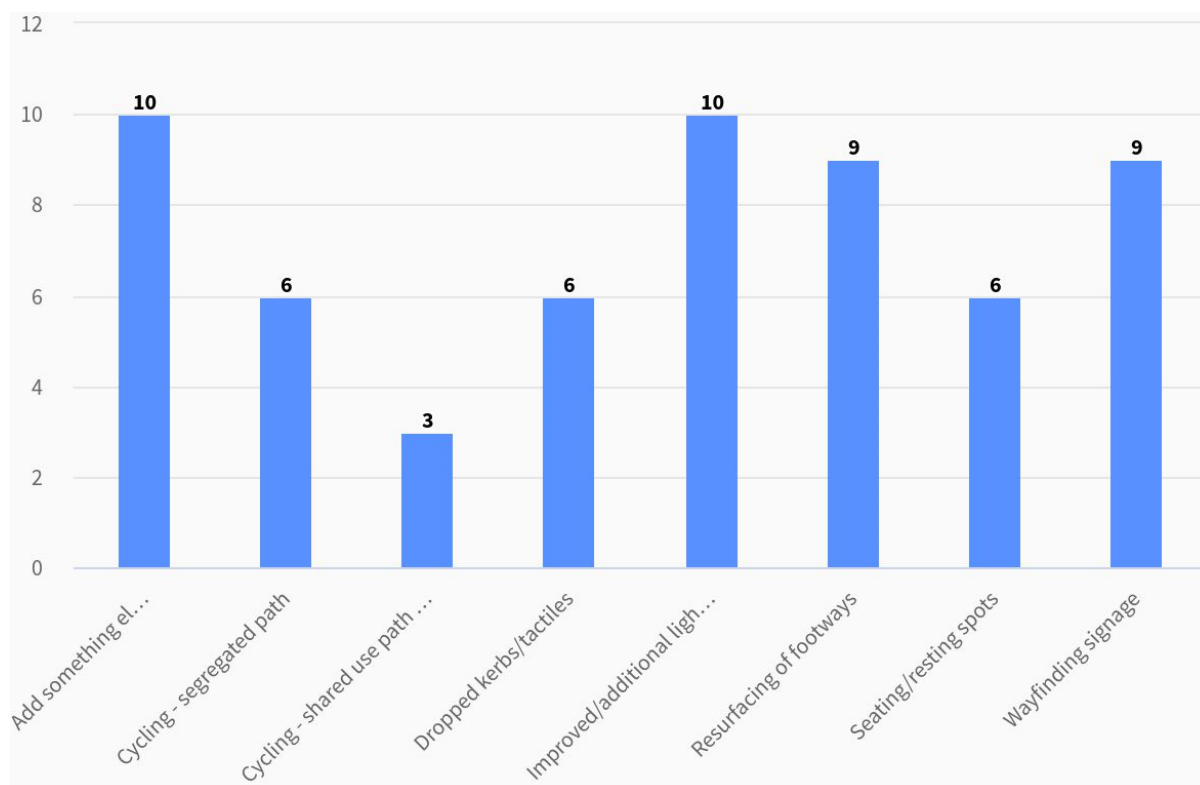
Within this tile we presented the improvements for this road and asked 'what would you like to see improved here to encourage more walking, wheeling and/or cycling?' (respondents could choose more than one answer).



	<b>List of 'other' comments/suggestions (included as they were written)</b>	<b>Council Officer response</b>
1	Narrowing the junction with Langlands Road will make it even more difficult for buses to turn.	Tracking movements will be fully undertaken before any construction takes place.
2	Invest in palmerston Park and I would be less likely to drive to a decent park. The council have neglected the park, it's awful and not accessible for children who have disabilities	This funding is coming from Welsh Government Active Travel and cannot be used to upgrade parks.
3	Speed hump installation to slow the traffic which uses this road as a cut through and drive at a dangerous speed.	This will be considered by the Traffic Team as part of the future improvements.
4	Less parking on pavements. Wheelchairs, pushchairs have to go into road	Agreed this will improve pedestrian safety and movements. Currently this is a matter to be reported to South Wales Police.
5	I would like to see more busses use the bus stop outside Lidl store Pencoedtre to Cardiff and return via Lidl to Barry town centre	This funding is coming from Welsh Government Active Travel and cannot be used for bus routes, but we will pass on your comments to the Public Transport Officer.
6	Why are you wasting money on cycling routes when cyclists are not using the current cycle paths?	Cycle counter data shows that existing paths are used. The improvements in this area are to encourage more vulnerable cyclists to use their bikes.
7	This is low priority and has been fine for years. Also your multiple choice should have 'want no change' as this is skewed to assume people want change And they don't!	Noted and we will consider your response for future consultations.
8	Leave it alone and spend it on the underfunded NHS. Stop wasting money. Have you learnt nothing from the people's revolt over 20miles an hour?	This funding is coming from Welsh Government Active Travel and cannot be used for the NHS.
9	Do not waste money on detrimental schemes against drivers, there have not been lots of deaths or accidents in any of the areas, money should be used to repair roads to a better standard, not waste taxpayer money	This funding is coming from Welsh Government Active Travel and cannot be used for highway maintenance.
10	Complete waste of money, people will not stop using cars, walking is not an option for most people, use the money to improve the road surfaces, I do not know of any deaths in this area	As part of the Councils Project Zero commitment promoting active travel is extremely important to us.

## From Port Road through the Pencoedtre Estate

Within this tile we presented the improvements for this road and asked ‘what would you like to see improved here to encourage more walking, wheeling and/or cycling?’ (respondents could choose more than one answer).



	<b>List of ‘other’ comments/suggestions (responses included as received)</b>	<b>Council Officer response</b>
1	full enforcement of pavement parking through out Pencoedtre Road, Bridge Street, Churchfields, Spires Walk. Having counted 49 vehicles parked on pavements and obscuring bus stops, buggies/prams/wheelchairs in road due to pavements blocked by vehicles, make the pavements safe. Also visibility blocked by pavement parking at junctions in Churchfields. This should be a priority.	Noted. Currently pavement parking is enforced by South Wales Police and should be reported to them.
2	Safe cycling route to travel from Coldbrook road and palmerstown to port road, for link on to Culverhouse Cross and Cardiff west	Noted. This has been highlighted for future improvement.
3	Cutting back of branches in lane part /feels secluded when walking on own	Noted and this will be passed on to the maintenance team for responsible for this.
4	Have you learnt nothing. Anti motorist polices get you fired	This comment is not related to the proposal.
5	Coloured RED pathways for the disabled and pushchair/ Pram users !!	This will be considered through the next stage of design after discussions with the

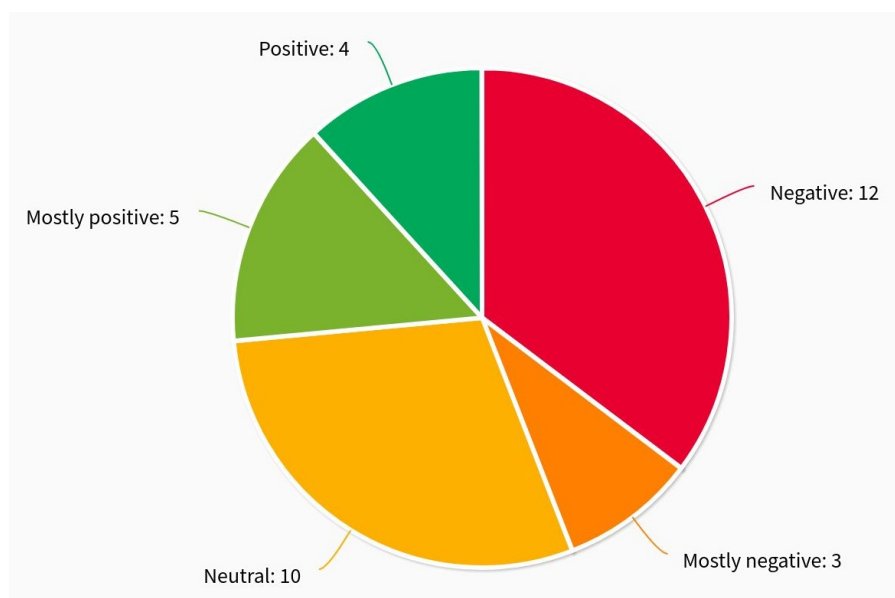
		Highway Maintenance Team as this will have future maintenance costs for upkeep and repair.
6	Leave it all alone and spend the money on the NHS	This funding is coming from Welsh Government Active Travel and cannot be used for the NHS.
7	This is a complete waste of money, there have been no deaths at all, use the money to improve the existing roads	This funding is coming from Welsh Government Active Travel and cannot be used for the road network.
8	Once again the roads are steep in this area so thought must be given to the feasibility as to whether use would be made of such routes and the costs of changes. there is no way I could push a wheelchair in the area due to the steepness of the hills. this problem may also apply to prams and wheelchairs. the leisure use of bike would also be affected. I would urge someone to actually try the route rather than make assumptions.	Many wheelchair users and people who push prams travel up hills so the improvements will make these journeys easier for those who already do, and those that have been unable to due to a lack of dropped kerbs.
9	Connect Trem Y coed roundabout with Coldbrook Rd / Dobbins Rd. Cycle path/ pavement needed to allow safe transit along the link road to the school nearby.	Noted. This has been highlighted for future improvement.
10	The crossing on Port Road (by crem) is awful to use when cycling - if this could be addressed as part of this then that would be great	This will be considered through the next stage of the process and in future improvements to the network.



## HAVE YOUR SAY

Within this tile we wanted to gather information on how respondents felt about improving active travel in the eastern area of Barry as a whole. There were 3 questions.

**Question 1** asked 'how supportive are you of these improvements as a whole?'



56% of the respondents supported or were neutral about the plans to improve conditions for cycling and walking in this area.

**Question 2** asked 'If you have selected unsupportive to question 1, please explain your answer?'

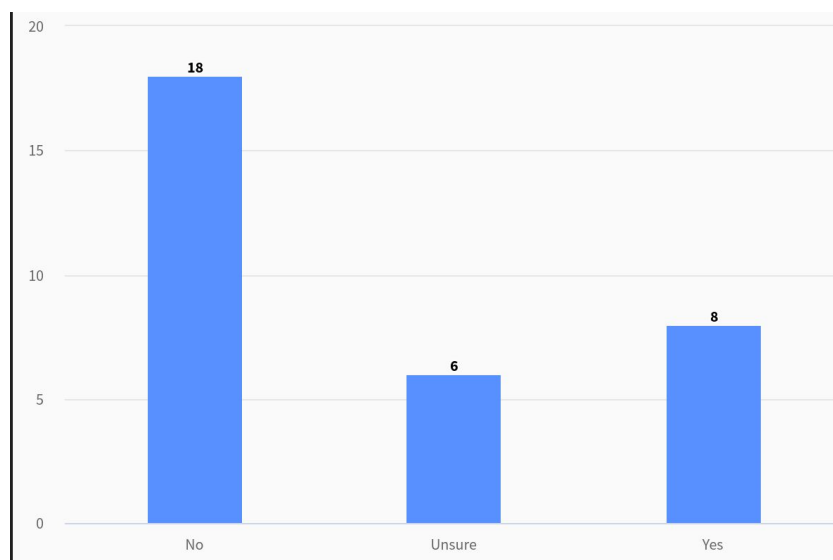
**Question 2 - If you have selected very unsupportive to the question above, please can you explain your reasons for answering this way? (Included as they were written by respondent)**

	<b>Comment received</b>	<b>Council response</b>
1	These changes are just window dressing. There are no real improvements to encourage cycling.	There will be further consultation on cycle infrastructure along Coldbrook Road East should the Council be successful with a funding bid.
2	Better use of public money. You want to spend money on reducing car usage yet there's no decent park in the area or decent public transport, it's a rip off	Noted.

3	<p>The options as usual; are skewed and do not give the option for spend the money on something more useful. Cyclists do not use the existing cycling paths so why will this be any different. Most of these routes are quite hilly so will affect the number of people willing or able to use them to walk or cycle.</p>	<p>Cycle counter data is collected periodically that shows usage of paths. The increase in ebikes means that hilly terrains are more accessible.</p>
4	<p>I once caught a bus from Penarth Road cardiff back to Barry with my new bus pass&lt; I have never used the bus pass from that day to this after loosing the will to live on the bus which took nearly 90 minutes to get to barry. The bus went everywhere? why cant you have a bus that stops in various places in Barry picks up passengers and goes directly to Cardiff stopping at Dinis Powys Cogan then cardiff city centre.</p>	<p>Noted. Comments will be passed to the public transport department.</p>
5	<p>It is a waste of money</p>	<p>Noted.</p>
6	<p>Money could be used more wisely</p>	<p>Noted.</p>
7	<p>The money could be used elsewhere to provide resources for hospitals and schools. Very few people walk or cycle along the existing footpaths along Port Road that were developed at great cost several years ago.</p> <p>On the Pencoedre Estate, we are confused as to what the proposals suggest. The roads are narrow here and widening any pavements would cause a safety issue, congestion and as a result increase pollution. The public open space between the Pencoedre estate and Churchfields estate already has a pathway between them. Any differences made to the existing pathways would lead to an increase in the illegal use of motorbikes ( which has happened on rare occasions already).</p> <p>The implementation of a crossing at the Walston Castle Roundabout will cause huge congestion and cause more traffic to travel through Wenvoe Village. This will increase pollution in the area and cause a significant increase in safety concerns within Wenvoe.</p> <p>Pupils walking to Richard Gwyn have an underpass that can allow them to safely cross the road.</p>	<p>Cycle counter data indicates good usage of the Port Road cycleway despite public perception.</p>
8	<p>Waste of time and money case in point Port Road cycle way to Wenvoe which nobody uses !!!</p>	<p>Cycle counter data indicates good usage of the Port Road cycleway despite public perception.</p>

9	As a wheelchair user, without having monetary finds out on people who continually obstruct pavement crossovers and verbally obstruct legal officers in exercising their duty, disabled and infirm ratepayers will never feel safe on our roads or pavements !!	Obstructions to footways should be reported to South Wales Police.
10	Leave it as it is	Noted.
11	I want to live on the planet now and this is a political project.	Noted.
12	Vehicles already restricted and this way of doing things is open to abuse; tyranny. Should have a vote!	Noted.
13	It is a complete waste of money as per the blanket 20mph speed reduction, detrimental to drivers, people rely on cars, you cannot walk to anywhere, public transport is unreliable, and not available to all. Cars are needed and the council should not waste money on any of these schemes, they should concentrate on repairing the roads to a good standard and stop penalising drivers	The proposed improvements will bring pedestrian routes up to Welsh Government active travel standards which will allow more of the population to walk or use their mobility aids to get around or to public transport stops.
14	Fix pot holes first.... stop wasting money.....	This is active travel funding that cannot be used for pot hole repairs.
15	I believe strongly in giving the opportunity to use active travel routes but they must be realistic and thought through carefully before money is spent. People are generally too wedded to their cars for convenience and time to name but two reasons. Maybe sustainable transport, electric minibuses ought to be considered and much more thought given to how people coming into the area and those already here live there lives. There is very little infrastructure at the east side of Barry. No pub, no cafe, no community centre, doctors, dentist. The nearest shopping centre being Holton Road is too far away to walk and has been allowed to get seriously run down. Money is as ever invested in the West Side of Barry.	Thank you for supporting the opportunity for active travel routes. Our intention is to create active travel infrastructure that will reduce the reliance on private car usage. We are looking to develop a scheme which could unlock funding to improve active travel in this area.
16	The cycle / pedestrian way connecting Lidl roundabout to coldbrook rd needs to be built.	This has been identified on the ATNM for future improvement.
17	There is no benefit to any of these proposed changes	The proposed improvements will bring pedestrian routes up to Welsh Government active travel standards which will allow more of the population to walk or use their mobility aids to get around or to public transport stops.
18	Waste of money, nothing is used	Noted.

**Question 3** asked ‘if these improvements go ahead, are you likely to travel more actively?’



44% think they are more likely to travel actively or are unsure.

**Question 4** asked for other comments or suggestions

	<b>Comment received</b>	<b>Council response</b>
1	These changes are just window dressing. There are no real improvements to encourage cycling.	There will be further consultation on cycle infrastructure along Coldbrook Road East should the Council be successful with a funding bid.
2	Better use of public money. You want to spend money on reducing car usage yet there's no decent park in the area or decent public transport, it's a rip off	Noted.
3	The options as usual; are skewed and do not give the option for spend the money on something more useful. Cyclists do not use the existing cycling paths so why will this be any different. Most of these routes are quite hilly so will affect the number of people wiling or able to use them to walk or cycle.	Cycle counter data is collected periodically that shows usage of paths. The increase in ebikes means that hilly terrains are more accessible.
4	I once caught a bus from Penarth Road cardiff back to Barry with my new bus pass< I have never used the bus pass from that day to this after loosing the will to live on the bus which took nearly 90 minutes to get to barry. The bus went everywhere? why cant you have a bus that stops in various places in Barry picks up passengers and goes directly to Cardiff stopping at Dinis Powys Cogan then cardiff city centre.	Noted. Comments will be passed to the public transport department.
5	It is a waste of money	Noted.

6	Money could be used more wisely	Noted.
7	<p>The money could be used elsewhere to provide resources for hospitals and schools. Very few people walk or cycle along the existing footpaths along Port Road that were developed at great cost several years ago.</p> <p>On the Pencoedre Estate, we are confused as to what the proposals suggest. The roads are narrow here and widening any pavements would cause a safety issue, congestion and as a result increase pollution. The public open space between the Pencoedre estate and Churchfields estate already has a pathway between them. Any differences made to the existing pathways would lead to an increase in the illegal use of motorbikes ( which has happened on rare occasions already).</p> <p>The implementation of a crossing at the Walston Castle Roundabout will cause huge congestion and cause more traffic to travel through Wenvoe Village. This will increase pollution in the area and cause a significant increase in safety concerns within Wenvoe.</p> <p>Pupils walking to Richard Gwyn have an underpass that can allow them to safely cross the road.</p>	Cycle counter data indicates good usage of the Port Road cycleway despite public perception.
8	Waste of time and money case in point Port Road cycle way to Wenvoe which nobody uses !!!	Cycle counter data indicates good usage of the Port Road cycleway despite public perception.
9	As a wheelchair user, without having monetary finds out on people who continually obstruct pavement crossovers and verbally obstruct legal officers in exercising their duty, disabled and infirm ratepayers will never feel safe on our roads or pavements !!	Obstructions to footways should be reported to South Wales Police.
10	Leave it as it is	Noted.
11	I want to live on the planet now and this is a political project.	Noted.
12	Vehicles already restricted and this way of doing things is open to abuse; tyranny. Should have a vote!	Noted.
13	It is a complete waste of money as per the blanket 20mph speed reduction, detrimental to drivers, people rely on cars, you cannot walk to anywhere, public transport is unreliable, and not available to all. Cars are needed and the council should not waste money on any of these schemes, they should concentrate on repairing the roads to a good standard and stop penalising drivers	The proposed improvements will bring pedestrian routes up to Welsh Government active travel standards which will allow more of the population to walk or use their mobility aids to get around or to public transport stops.

14	Fix pot holes first.... stop wasting money.....	This is active travel funding that cannot be used for pot hole repairs.
15	I believe strongly in giving the opportunity to use active travel routes but they must be realistic and thought through carefully before money is spent. People are generally too wedded to their cars for convenience and time to name but two reasons. Maybe sustainable transport, electric minibuses ought to be considered and much more thought given to how people coming into the area and those already here live there lives. There is very little infrastructure at the east side of Barry. No pub, no cafe, no community centre, doctors, dentist. The nearest shopping centre being Holton Road is too far away to walk and has been allowed to get seriously run down. Money is as ever invested in the West Side of Barry.	This is a repeat of a previous comment.
16	The cycle / pedestrian way connecting Lidl roundabout to coldbrook rd needs to be built.	This is on the ATNM for future improvement.
17	There is no benefit to any of these proposed changes	The proposed improvements will bring pedestrian routes up to Welsh Government active travel standards which will allow more of the population to walk or use their mobility aids to get around or to public transport stops.
18	Waste of money, nothing is used	Noted.

### **Responses received outside of the online survey:**

#### **1. Email from Vale Veloways.**

Vale Velo Ways Response to the Vale of Glamorgan's "Barry East - Active Travel Improvements Consultation"

January 2024

Vale Velo Ways / Llwybrau Beic y Fro (VWV) represents the ordinary person travelling by bike in and through the Vale of Glamorgan. We are heartened that the Vale of Glamorgan Council (VOG) recognises the Climate Emergency, and are cognisant that *Project Zero* is their response to it.

We appreciate that the Barry East Active Travel Improvements ("the Improvements") are a well-meaning attempt to provide opportunities for Active Travel in the Vale, and as far as they go, we are broadly supportive of the proposals.

That the roads addressed in the Improvements fall short of the Welsh Government's Active Travel Act Guidance is not a matter that requires discussion. It should not require a consultation to bring all roads in the Vale to the required standard. The fact that the council has selected Barry East as the next area for bringing up to standard is to be welcomed, and we would encourage the VOG to make progress. We make particular note of the Wales Transport Hierarchy particularly at junction narrowing and vehicle crossovers, with particular regard to the VOG's recent implementation of Active Travel improvements. It's at these interaction points that pedestrian priority must be obvious by design, and VVW encourages VOG to continue to work towards national exemplar standard in their design. As ever, VVW are available as a critical friend, and would welcome engagement from VOG during design and implementation of the Improvements. We would encourage you to go even further and ensure that pedestrians are given priority over road users for example with more crossing places, widened pavements and narrowed junctions. Looking ahead we would hope that the council would look at this area more strategically and consider which roads could have through motor traffic reduced to just buses and emergency vehicles through the use of bus gates and filters. Only by removing the danger of motor vehicles and improving the walking and cycling environment will more people be encouraged to walk and cycle.

Most of the streets in this area are too narrow for segregated infrastructure so measures such as those above to reduce rat running, enforcement of the 20mph limit and prevention of pavement parking will be needed in addition to the improvements you propose to make to improve the walking environment if you are to entice people out of their cars. The main exception in terms of width is Coldbrook Road East which would be highly suitable for a segregated cycle way, separating cyclists from both pedestrians and motor vehicles. Segregated cycleways reduce conflict between pedestrians and cyclists and are to be preferred wherever possible. Perhaps this could form part of a strategic network between St Richard Gwyn School and the other schools in the area linking to Cadoxton Station and the wider area.

For those of us who travel actively through the Vale, our daily lived experience is that the private motor vehicle is still the king of the built environment, and now, five years on from declaring that Climate Emergency, the VOG must progress beyond "[Enabling] and encouraging] people to travel sustainably" and take steps to making travel by private motor vehicle less convenient. Again, VVW is here as a trusted party to enable and encourage the VOG to take the next step on this journey.

VVW wishes the VOG success in the implementation of the Improvements.

VVW represents the ordinary person travelling by bike through and within the Vale of Glamorgan. Our membership consists of, and welcomes people of all ages and bike-abilities, on bikes, trikes, recumbents, cargo bikes, e-bikes, and bikes we've never seen before. VVW's members are daily users of the Vale's Active Travel infrastructure, and are ideally placed to work with the VoG on the successful implementation of this active travel route.

**Council response to number 1** – thank you for your support of this project and we welcome your continued support and will seek feedback through the next stages of design should funding be forthcoming.

## **2. Phone call from Resident in Churchfields**

The Active Travel Officer spoke to a female registered disabled on the 9<sup>th</sup> January. Recently purchased a mobility scooter to be able to get out of the house (currently housebound) but could not use the path she wanted due to an access barrier.

She also discussed being able to visit Pencoedtre Park in the summer but would not be able to get through the kissing gate currently there. She is unsure if she would be able to get to Lidl.

**Council response to number 2** – the routes discussed are unlikely to be identified on the Active Travel Network Map but will be passed on to the appropriate departments for consideration of removal of access barriers.

## **3. Email from Resident**

Please can you confirm as part of the proposals whether the parking outside on Pen Y Bryn Road outside Palmerston School will be improved or not ? and what restrictions there will be on residents entering or leaving the Greenacres estate?

At the moment the obstruction caused by parking outside the school already restricts the times we as residents can enter or leave the estate onto Dobbins Road, we don't want anymore.

We will object to the planning proposals unless we have assurance that the dangerous and unsafe parking is resolved.

**Council response to number 3** – the Active Travel Officer replied to the email as follows:

The proposals currently being consulted on do not include any improvements to Pen y Bryn. However, having been involved with Palmerston Primary School over the last few years, I am aware of the issues at the AM drop off and PM pick up. Funding would be requested to consider measures around Palmerston Primary and subsequent consultation with residents would follow.

The improvements identified at the present time that are close to the Greenacres estate are for Dobbins Road (some dropped kerbs/tactile paving) and Langlands Road (junction narrowing to reduce speed and dropped kerb/tactile paving).

## **4. Phone call from Resident in the Pencoedtre Estate**

The Active Travel Officer spoke to a resident on the 4<sup>th</sup> January 2024. Resident had received a leaflet on the 3<sup>rd</sup>. Does not have internet access so wanted to know what was happening.

The AT Officer explained that the proposal was unlikely to affect the Pencoedtre Estate as many of the junctions had dropped kerbs installed by the developer at the time of construction.



The resident explained that Gilbert Lane is not accessible at any time of year. In the summer brambles are overhanging and have your eye out. In the winter it is full of leaves and very slippery. The AT Officer explained that we could ask for maintenance money for clearing this as part of the bid.

The resident explained that he and his wife are in their late 70's and have to walk in roads due to cars being parked on pavements – blocking dropped kerbs. This will be passed on to the Councils Enforcement Team but should also be reported to South Wales Police.

The resident explained that children do walk through to St Richard Gwyn High School, but they're on their phones so won't take any notice of where they are supposed to walk.

The resident considers the proposed improvements a waste of money that could be spent elsewhere.

The Active Travel Officer then spoke to another member of the family who was not happy with the consultation leaflet that was sent around, explaining that there was not enough information on it and was not open for long enough.

He asked if it was a statutory consultation that should be open for 6-12 weeks and it was explained that it was not.

**Council response to number 4** – any future printed material will include clearer maps and more comprehensive information to avoid confusion. Timings of consultation periods will also be adjusted to take into account holiday periods.

## **5. Phone call from a Resident on Dobbins Road**

The Active Travel Officer spoke to a resident who supported any improvements that would remove trip hazards from the footways in the area. His main reason for ringing was to discuss the consultation leaflet that had been posted through his letterbox. The leaflet was not received until 5<sup>th</sup> January which only gave him 5 days to respond. The leaflet was also printed on shiny paper that made the print blurred and illegible.

**Council response to number 5** – the Active Travel team has not used an outside contractor for printing/deliver of material before. Before any future consultations are outsourced, we will ask for a proof to approve.

### **Recommendation**

**The Council will request full construction funding for the minor pedestrian improvements on Langlands Road, Dobbins Road and Pencoedtre Road that will bring them up to Welsh Government Active Travel standard.**

**In addition, a request for funding to look at the options and feasibility for improved walking/cycling on Coldbrook Road East. These options will be subject to further public consultation.**