

Barry to Dinas Powys - Active Travel Route

Consultation Report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve active travel conditions from Barry to Dinas Powys, from 14th May 2024 to 14th June 2024. The public were asked to comment on the proposed active travel route connecting Barry to Dinas Powys. This route was the most demanded route when we undertook our Active Travel Network Map (ATNM) consultation.

The aim of the scheme is to provide a safe environment for pedestrian, wheeled and cycled movements and provide opportunities for active travel.

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;
- In person consultation event in Dinas Powys;
- Notices on lampposts along the proposed route alignment;
- 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://barrydinaspowys.commonplace.is/>).

There were 1417 visitors to the consultation webpage.

125 unique users (those who supplied an email address) responded to the survey and there were 331 contributions.

There were 53 attendees to the in-person event in Dinas Powys. All visitors were asked to respond to the online survey as well as supply comments on the designs at the event. Appendix B has a full list of comments received.

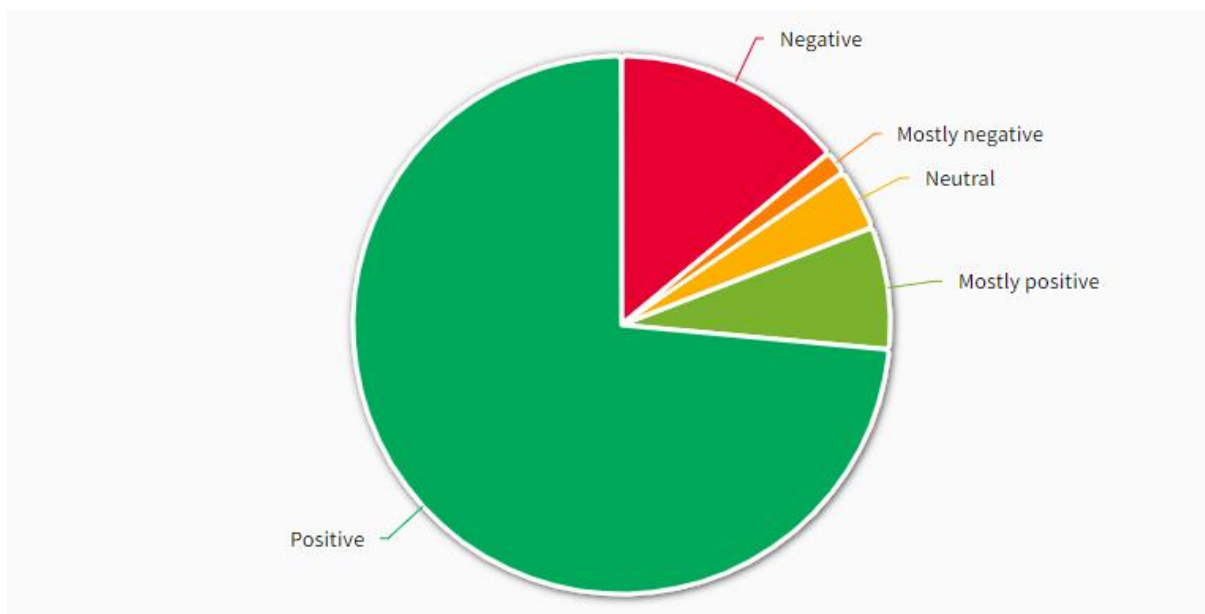
2 emails were received to the activetravel@valeofglamorgan.gov.uk email address and these are included in this report.

Online survey results:

HAVE YOUR SAY

Within this tile we wanted to gather information on how supportive respondents were on the proposed active trave improvements.

Question 1 – how supportive are you of this proposal as a whole?



80% of the respondents were very supportive or supportive about the plans to improve conditions for cycling and walking in this area.

Question 2 asked ‘If you have selected very unsupportive to question 1, please explain your answer?’

	Respondent comment - included as received	Officer response
1	This is the way forward, the stretch of road there is always busy and needs this path, and then good luck in your proposal.	Thank you for your support.
2	I ride a bike from Barry to Cardiff and use the lanes as I don't feel confident going the main road although it would be quicker. If there was a safe cycle path, I would travel more on my bike and be able to have my child on the back.	Thank you for your support.

3	Complete waste of money which can be better spent elsewhere	As stated in the consultation text this funding can be used for Active Travel scheme development only.
4	<p>Dinas Powys Community Council would like to publicly endorse the Vale of Glamorgan Council's proposed Barry to Dinas Powys Active Travel Route.</p> <p>The plans that were provided via both the online and in-person Active Travel consultation drop in session are on the whole very positive and if built, would be of significant benefit for residents of Dinas Powys.</p> <p>A safe route for pedestrians and cyclists to Barry has for a long while been highly requested by local residents. The results of the recent Community Mapping exercise pointed out 22% of all residents would like to see this active travel route constructed - that in turn will improve both cycle path availability and safety.</p> <p>The active travel path will improve both residents health and wellbeing, and will provide an additional option for residents who wish to commute to Barry by bike.</p> <p>We look forward to reading the report on the feedback the Council received from the Active Travel consultation, and any subsequent implemented changes from that feedback that will make up next January's funding bid to the Welsh Government.</p>	Thank you for your support.
5	There is a constant "war" on motorists in the Vale and it has not lead to greater participation in cycling or walking. I disagree strongly with these proposals.	This proposal will allow people to cycle/walk alongside a stretch of road where there is currently no safe way of doing so. This will see an increase in the number of people walking/cycling in this area and we will monitor usage.
6	This is absolutely ridiculous as a resident of cardiff road Barry this area is not an area of concern the zebra crossing on cardiff road it lethal the amount for cars daily that don't stop at the crossing is ridiculous and the speed people drive and I mean hit roughly 80 to 90mph at night is shocking money needs to be spent in more problematic areas .	<p>This proposal does not cover the area of Cardiff Road that the respondent is referring to.</p> <p>Your comment will be sent to the Road Safety and Traffic Team.</p>
7	There is currently no easy Way to bike commute from Barry to Cardiff and all the towns along the corridor. I think this is very much needed.	Thank you for your support.
8	The round about is already one of the busiest in Barry with large queues in all directions at times there are more homes to be built in this area planned, it will become totally grid locked if lights are put there you can not just keep building more	As stated in the consultation text this funding can be used for Active Travel scheme development only. The appropriate traffic modelling would be

	houses without improving the infrastructure the money would be better spent on improved roads tidying up the town centre which as a council you should be ashamed of it is disgusting and very dirty	undertaken before a crossing is installed on Sully Moors Road. This scheme will add improved walking/cycling infrastructure with an aim to reduce vehicles on the road.
9	I think this is a ridiculous idea. Havigg no been involved in a rta on that road being pushed over the ditch through a hedge and into a field this is not a safe place for a pathway . I have seen various accidents here over the years where people have died and gone into the fields. I would not allow my family to use this Plus taking land off farmers , disrupting wildlife.	The path we propose will be constructed beyond the tree line to ensure the least disruption to wildlife. All necessary ecology reports have been completed.
10	The rhouse one has been awful, ill thought out and not used. Mostly used as a carpark. Made it dangerous as cars pull it of their drives in the path. No where. To park your bike securely if you wanted to stop in a shop. Money could be better spent	Your comments are noted and as the majority of this route is away from homes and parked cars, we do not see cars blocking it as being a future issue.
11	I'm supportive of this proposal, however the narrowing of the lanes on the road and the pedestrian crossings will impact the already heavy flow of traffic.	As the route is mostly through fields away from the carriageway, there is very limited changes to the existing highway through this scheme proposal.
12	Future maintenance of this route will be an ongoing cost, as with the cycle track along Port Road from Barry to Wenvoe, this requires constant sweeping because of the foliage falling from the trees.	Noted.
13	You cannot maintain our roads to a good standard, what happens when this "good idea" becomes to much cost for the tax payers to maintain. Are you going to keep putting ouders and found basic services r tax up to pay for it. When there are so many services that need founding, is seem like a pipe dream, as well as another scheme to beat drivers with.	The idea of the scheme is to reduce vehicles on the road which will mean less impact on the road, in turn requiring less maintenance. As this proposal is a route to be used by cyclists/walkers minimal maintenance should be required.
14	Narrowing the road from Green Lane is dangerous, whilst I note you say lanes will be same width, the hedges are not maintained as well as they should be and you often have to drive wide to get passed without scratching your car. Happy with the first section from Barry	Thank you for your comments. We will work with our Highway Maintenance team to ensure hedges are maintained along the route.
15	Supportive	Thank you for your support.
16	"Simply" widening the existing road between the McDonald's roundabout and Cross Common would improve usage for ALL road users. Inevitable road narrowing will be detrimental to motor traffic.	This option was considered during the development of this scheme but was discounted due to the loss of vegetation, impact on flooding and gradient issues. It was not the favoured option during the route option consultation.

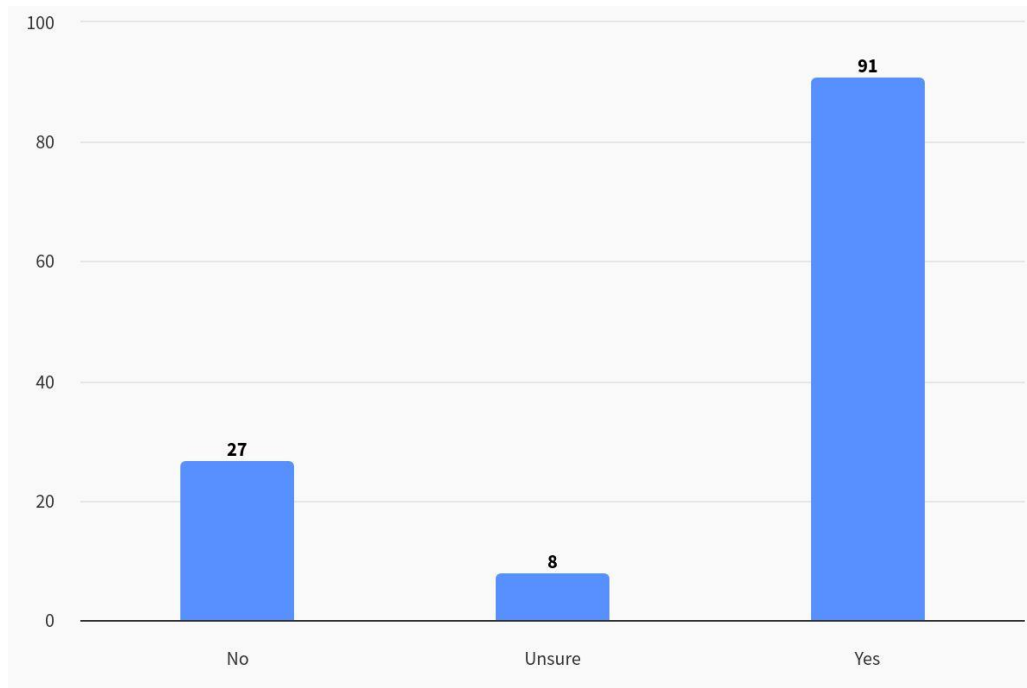
<p>17</p>	<p>Most regular cyclists and cycling clubs wont use the active travel link because the safest cycling route for Dinas Powys residents is via Murch Road , Watery Lane , Sully Road , (or through Cosmeston) , Cog Road/South Road in Sully, then Hayes Road , through the Docks then onto Millennium Way. The other regular cyclist route through Dinas Powys for people from Cardiff/Penarth is (via Eastbrook) Cardiff Road , traffic lights , Mill Road , then through St Andrews onto Port Road across the top of Barry or access the A48 in the Vale.</p> <p>All parts of Cardiff/Barry Road in Dinas Powys is over capacity , incredibly busy , very narrow , anti-cyclist caused by the Vale of Glamorgan Council intervening over a long period of time to deliberately narrow roads or introduce hatched road markings which push cyclists into the path of traffic ! It may be traffic (car) calming measures , for all cyclists its really dangerous. Even if the new path was built you'd still have to negotiate the rest of Cardiff Road which will remain very dangerous for cyclists. With new housing being built traffic will inevitably continue to increase.</p> <p>I doubt people will cycle or walk to work from Barry to use Dinas Powys train station , they will either cycle the whole route to Cardiff, or catch the train at Cadoxton. It can be difficult or impossible to get a bike on a Dinas Powys/Eastbrook train to Cardiff at peak hours. Going the other way, just catch the train from Dinas to Barry Island ! Same for the proposed route through Southra Park , cyclists wont use it because its a longer distance and slower than using the road.</p> <p>I've seen a lot of car accidents around Green Lane there are several raised Islands that narrow the road and push cyclists and cars together. I'd consider it too dangerous even if they adapted it for the active travel route.</p> <p>UK weather doesn't really allow cycling commuting between September and March unless you are extremely brave. It will be dark , cold , wet , windy , potential for floods with ice on untreated roads and paths and I'm guessing this path will be untreated for ice.</p>	<p>This scheme is to encourage less confident cyclists to use their bikes. It is also for pedestrians.</p> <p>All other options were considered and discounted by the public through the route option consultation.</p> <p>The route travels through Parc Bryn-y-Don into housing areas that have 20mph roads, as does Cardiff Road when you turn out of Heol y Frenhines.</p> <p>Since TfW have increased the number of carriages on the Barry line it should be easier for people to use their cycles and put them on the train.</p> <p>The aim of this project is to give people the option to cycle away from the road. A recommendation from this report is that we will consider the route from Dinas Powys to Cardiff.</p> <p>Active travel is not just for cyclists, it is also for those that want to walk and wheel.</p>
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	<p>If the path ends up as a bridleway: horses , cycles , prams , wheelchairs , walkers and dogs off lead will not mix well. Nor the inevitable horse mess left behind which is left to fester and put people off using the path - Watery Lane is absolutely disgusting , full flies attracted by horse poop. It will be used by motor bikes as is the Ash Path after the gates were removed - horses use the Ash Path as well ! Some modern cycles are very expensive this quiet almost hidden path will give some people the opportunity for bike theft.</p> <p>Looks like an expensive vanity project , which will be used by a limited number of people. I'd never use the path even though I'm close to it and cycle thousands of miles per year.</p> <p>The local councillors seem to be quite excited about the active travel route , I'd suggest all councillors and Arcadis people get a bike and travel the whole length of Cardiff/Barry Road including the roundabout by McDonald's then up to the Merry Harriers in rush hour everyday for a month so they understand how it feels to be close overtaken by a 40 ton truck or bus a foot away from you , then negotiate the road narrowings the Vale of Glamorgan Council have implemented. The new active travel path will not encourage people to cycle more often because it doesn't address the cycling issues through the whole of Dinas , cycling from Barry to Dinas Powys railway station wont happen. Can't get bike on the trains ! This project reminds me of the Cardiff Road 400 meter Bus/Taxi lane on the approach to Merry Harriers, waste of time because it's not integrated or connected-up to other bus lanes. Not even busses bother to use it !! think the Vales Of Glamorgan Council gave themselves some awards for this much to the annoyance of hard working Dinas Powys residents.</p>	
18	I am supportive of the plans but there needs to be improvements through DP to the bus lane and from Merry Harrier to Barons Court to provide continuity.	Noted and this will be the next stage of development.
19	I am very supportive but there needs to be improvement through DP to the bus lane and from Merry Harrier to Barons Court to provide continuity.	Repeat of 18.
20	Active travel provision in this area is long overdue. It will definitely help reduce congestion in the long run & encourage locals to walk/cycle instead.	Thank you for your support.

21	I commute by bike from Cardiff to Barry weekly along Cardiff Road. It is not wide enough and visibility is not good enough for cars to pass. Alternative cycling routes would add 5 miles to a 10 mile journey.	Noted.
22	It's a lunatic proposal the cars are already backed up where the DP bye pass	This funding is for Active Travel and cannot consider a Dinas Powys bypass.
23	What happens to the the fields that are currently used for farming - which is needed to bring food into our tables? Why are we planning new infrastructure when sully moors road and Hayes road is in desperate need of resurfacing? Surely money would be better spent on maintaining what we already have. The proposed area for the path floods extensively every single year for months on end, even building it above ground level will not guarantee no flooding, and therefore people will then walk in the road. Building a cycle path does not require cyclists to use it - as per the Highway Code they are allowed to cycle in a live traffic lane even if a cycle path is there. Cyclists will not use this path. The number of people walking along this road is minimal therefore the path is a waste of money.	Surveys of the land required for this scheme have been completed and discussions are starting with landowners. Extensive flood modelling has been completed over the last 2 years to provide the details on how this route can be constructed to ensure flooding is not made worse because of it. Active travel is not just for cyclists, it is also for those that want to walk and wheel.
24	I love everything about this route! Of course, a more direct would have been nicer. But this route will help so many people to get outside and to travel between Barry and Cardiff but foot or bike. I can't wait!	Thank you for your support. Due to the restraints of the carriageway and property boundaries, we could not provide the direct route we had hoped.
25	Spend the money on fixing the road (potholes) people want to travel by car not cycle or walk. Recind the 20mph blanket	As the consultation stated, this money is for Active Travel only and cannot be used on maintenance or 20mph.
26	More huge amounts of our money on ke routes..really??.	No response required.
27	I have never seen cyclists use the cycle lanes in the local area from Barry that already exist so feel adding more is a pointless waste of money. Fixing actual roads for motorists would be a much better scheme to use tax payers money.	Cycle counter data shows that existing cycle routes are used. The funding received can only be used for Active Travel scheme development. Active travel is not just for cyclists, it is also for those that want to walk and wheel.
28	This whole thing is totally unjustified while Wales is being crippled financially by the ludicrous pet projects of Welsh Labour. Instead of throwing millions of pounds of our money at the so-called charity Sustrans we want our money to be spent on the things that will actually be of benefit to the	We are using the WG grant awarded to us to develop an active travel route that is highly sought after by many. The money cannot be used on any other items. If we did not spend it, it would be awarded to another LA.

	people, e.g. health, education, the state of our roads, etc. etc.	
29	I can only imagine by widening the footpath to make a shared cycle and footpath this will impact on the width of the existing road. One again drivers being penalised to allow the councilss pie in the sky dream of net zero to happen.	The proposal and accompanying designs show that the existing road width is unaffected.
30	I consider St Cadocs Avenue NOT to be a suitable road to use. Although it has been considered to be a "quiet" road for this purpose, other than the the extremely very busy Cardiff Road, it is still a busy road as it is the main road on Sunnycroft Estate and it leads to EVERY Close on the estate. It is also used by larger delivery vehicles and is very often used by large contractors vehicles that park up when they are doing major works in other parts of the village. I feel that this road is just being considered because it is the easiest option for the project. This road has been flooded on many occasions due to the river that runs parallel actually overflowing its banks during heavy rain.	Data provided by traffic counts has proven that, using the definition in the Welsh Government Active Travel guidelines, is a 'quiet street'. AT users will be directed to use St Cados Avenue however individuals will be free to use Cardiff Road, which is now 20mph.

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



79% (99 respondents) think they are more likely to travel actively or are unsure.

Question 4 asked for other comments or suggestions. A full list of comments and responses can be found at Appendix A but a few of the themes are:

- Requests to ensure route connects at either end;
- Requests to ensure route is lit;
- Confirmation that the route is required and wanted;

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"

June 2024

ValeVeloWays response to the Barry-Dinas AT consultation

Vale Veloways 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 the Barry to Dinas Powys active travel route

The concept of an active travel route from Barry to Dinas Powys is long-awaited, exciting, and very welcome. The proposed route from the Biglis roundabout to Green Lane is particularly promising. However, several enhancements and considerations could make it even better.

Key Recommendations

1. Segregation of Pedestrians and Cyclists: In line with the Active Travel Act Guidance, the route should be designed to segregate pedestrians from cyclists, preferably through a physical barrier, such as a slightly raised pavement for pedestrians, as used in the Eglwys Brewis route. The guidance suggests full segregation wherever space permits, to ensure safety and comfort for both user groups. Funding will be provided only for schemes which meet Welsh Government standards, so it should be designed to meet these standards.

2. Provision for Cyclists Through Cadoxton: Currently, there is no provision for cyclists coming through Cadoxton. A dropped kerb where marked in Figure1 would allow cyclists to maintain flow travelling east from the A4055, round the roundabout, and provide easy access to the start of the track. This also applies to cyclists heading south down the A4231. The access point for many cycle lanes in Barry and the Vale involves an almost 180-degree turn, which slows cyclists down and increases the risk of being hit from behind and breaches Welsh Government Active

Travel design guidance. The guidance emphasises the importance of smooth and direct routes for cyclists to enhance safety and convenience. Smooth and direct junctions are particularly important for non standard cycles.

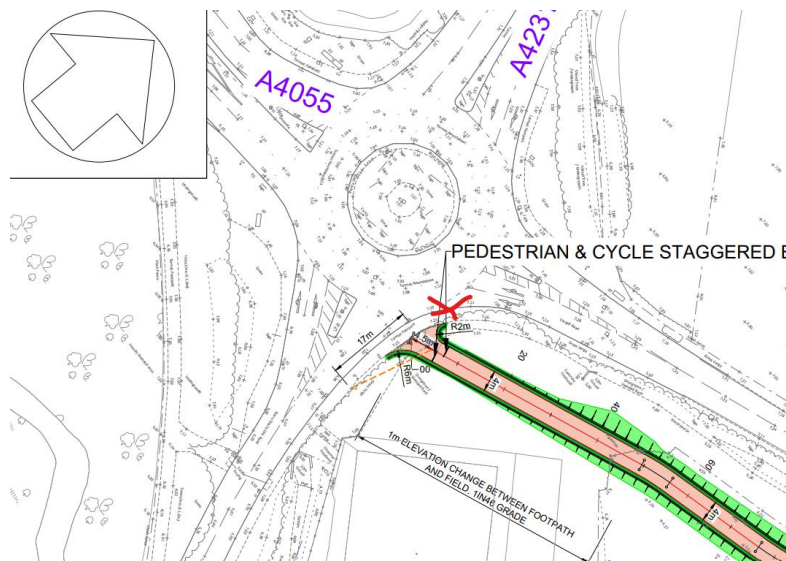


Figure 1 - Proposed dropped kerb at Biglis roundabout

3. Additional Crossing Prior to the Roundabout: Another option is to install an additional crossing before the roundabout, linking to the one on Sully Moors Road mentioned in the proposal. This would benefit anyone wanting to access McDonald's or Screwfix by active travel and is essential for pedestrians from Cadoxton wanting to use the route to Dinas Powys. If the wait time at these crossings is too long, cyclists might opt to cycle around the roundabout, hence the need for an appropriate dropped kerb. The guidance supports the provision of crossings that minimise delays for active travellers, ensuring they are located at convenient spots with minimal waiting times. The Welsh Government's Transport Strategy, Llwybr Newydd and its Active Travel Delivery Plan are both rooted in the hierarchy for provision, which has active travel at the top and vehicular traffic at the bottom.

4. Route from Green Lane to Parc Bryn y Don: The proposed shared pavement route from Green Lane to Parc Bryn y Don is not suitable for commuting cyclists. Using a narrow shared path is not appropriate for either cyclists or pedestrians. Most cyclists on a commute prefer using the road. If a crossing could be installed at Green Lane and the route located on the north side of the road, cyclists could choose between the road or the shared path, joining the proposed path around the football pitches. This path must be wide enough to allow cyclists to continue at a reasonable pace without inconveniencing pedestrians. Otherwise, commuter cyclists will stay on the road. The guidance advises against shared use routes unless no feasible alternative exists. At the entrance to Bryn Y Don we would suggest it would be more appropriate to put the cycle route on the car park entrance road, separating them from pedestrians. It should be clear to drivers accessing the car park that this is a shared route and that they must drive slowly and with care for cyclists.

5. Responsive Crossings: From Heol y Frenhines, the St Cadoc's Avenue option will only be used by commuter cyclists if the crossing is responsive. Long waits at this crossing would likely lead non-leisure cyclists (in other words, those for whom active travel provision is intended) to continue on the main road. The guidance highlights the importance of reducing wait times at crossings to encourage active travel, suggesting that crossings should prioritise active travel users as much as possible.

6. Access and Safety for Confident and Less Confident Cyclists: Access on and off the route should be designed to cater to both confident and less confident cyclists, not merely those who are accustomed to the hostile environment currently faced by cyclists. For example, the crossing at Heol y Frenhines should be moved to the uphill side to make it easier and safer for cyclists. This change would avoid the need for cyclists to turn right in front of fast-moving cars and provide an easier downhill right turn. The guidance is clear that routes should be designed to accommodate varying levels of cycling confidence and skill, ensuring they are suitable for use by a wide range of people, including those with disabilities and less confident cyclists.

Additional Suggestions

1. Extension of Shared Use Pavement: In Dinas Powys, the shared-use pavement could extend as far as the Woodlands housing to accommodate cyclists heading towards Cross Common Road/Longmeadow Drive. This extension is consistent with the guidance on creating continuous and accessible active travel routes.

2. Cycle Paths Up Cardiff Road: Adding cycle paths up Cardiff Road from Heol y Frenhines towards the village centre (Station Road) would benefit commuters and residents heading towards the village centre, village hall, and St Andrew's School. The road is not wide enough for cycle paths all the way along Cardiff Road, but using wands in this section could also protect pedestrians on the pavement and the road is certainly wide enough as far as Station Road and possibly further towards Dinas Powys station. This area is currently unpleasant for walking due to traffic speed and the speed of traffic in this location makes dangerous for cycling too. Narrowing the road which is exceptionally wide here would slow the traffic by design. The guidance recommends reconfiguring roads to prioritise active travel and enhance safety. See suggested reconfiguration at Figure 2.



Figure 2a - Heol y Frenhines current configuration



Figure 2b - Heol y Frenhines proposed configuration

3. Speed Reduction Measures: The 20mph speed limit should extend beyond this area, ideally beyond the Cross Common Road junction. Road redesigns would make slower speeds feel more appropriate. Raised tables at cycle route junctions, with clear indications that cyclists have priority, are also recommended. In particular where the route joins Heol y Frenhines from Bryn y Don it must be clear that drivers should give way to active travel modes. These measures align with the guidance's emphasis on creating safer environments for active travel through traffic calming and priority measures.

4. Prioritisation of Active Travel at Crossings: All toucan crossings should prioritise active travel, changing immediately for pedestrians and cyclists. The guidance supports the installation of crossings that respond quickly to the needs of active travellers.

5. Integration with Existing Infrastructure: Within Bryn y Don, cyclists could use the 'road' or car park access, reducing conflict with pedestrians and potentially

lowering costs, as the footway would not need widening. This would also address the current awkward turns on the footway, which are difficult for nervous cyclists to negotiate. The guidance encourages integrating active travel routes with existing infrastructure to enhance usability and safety.

6. Connection to Cardiff: This route is part of a larger route from Cardiff to Barry, which could become an extremely well-used commuter and tourist route once it is coherent and safe from end to end. Building to the specification of the Active Travel Act Guidance, is crucial for the scheme to receive Welsh Government funding and for the success of the active travel network.

7. Enhancing Usability in Busy Areas: In busy areas like Cardiff Road, the route should cater to both confident and less confident cyclists. Road redesigns should aim to slow traffic and protect pedestrians and cyclists. The route's integration with public spaces like village centres and schools is essential for broadening its use and ensuring safety.

8. Chicanes: The proposed chicanes at the start and end of the new path create unnecessary pinch-points, which could cause conflict between users. Simple bollards spaced 1.5m would be much more logical. Whatever is used needs to be suitable for riders of non-standard cycles and cargo bikes.

Implementing these recommendations, in line with the [Active Travel Act Guidance](#), would significantly improve the usability and safety of the Barry-Dinas Powys active travel route, making it a more attractive option for both commuters and leisure users.

Vale Veloways welcomes this proposal and hopes that the main body of the route can be completed as soon as possible, we would recommend that the Council works with us on design of the connections at either end of the route as within our group we have cyclists of all types and we have good knowledge of the infrastructure needed for more nervous cyclists and those riding non standard cycles for whom much existing infrastructure is tricky to use.

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. Email from an attendee of the in person event who had supplied some suggestions on the route.

Thanks for looking at my contribution.

As you will gather, I am a long time cyclist, both racing and touring - I am impressed with the consultation, it shows ambition and I really hope something good come out of it - in my working days, I always cycled to work, but since retirement the roads have become too car oriented and there is now a desperate need for safe cycling routes away from main roads. Most European countries have separate cycle

paths, example see the Netherlands and Perth WA both have made big investments in cycling facilities

This Barry to Dinas Powys path needs to be extended through to Cardiff centre for commuters to use - that should be well used and a great achievement for the Vale - good luck!

Council response to number 2 – thank you for attending the public consultation event and your follow up email.

In person consultation event

53 people attended a public consultation event at Lee Hall, Dinas Powys. Plans were presented and people were asked to comment on them.

All the comments are included in Appendix B but some of the themes are listed below:

- Consider how the route joins at either end;
- Lighting of the route is important for safety;
- Segregation of cycling and walking is the preferred option;

Recommendation

The Council will consider the following as a result of the consultation:

- **Possible amendments to the design taking into account practical comments received through this consultation.**
- **Route options from Dinas Powys to Cardiff will be considered during the rest of this FY to ensure connection to this route.**
- **Crossing points and timings, lighting and entering the route at Biglis roundabout will be considered as part of the next stage of the design.**

Appendix A

Question 4 – do you have any comments or suggestions on the proposed route?

Comment (as received)	Council response
<p>It is currently difficult to cycle with confidence from Barry to Dinas Powys due to the current road in place. You typically have to go a long way around to sully, then through cosmeston to feel safe to cycle between the two places. Having this cycling route will also increase the ease of commuting by bike from Barry to Cardiff.</p>	<p>Thank you for your support.</p>
<p>I'd be extremely pleased if a bike & footpath existed between Barry and Dinas Powys. It'll be a life line for young people in particular to explore the area safely, being able to have some freedom and exercise is vital for wellbeing. The option for more active travel benefits everyone as it will reduce traffic.</p>	<p>Thank you for your support.</p>
<p>An important aspect for me is how easy it is to join and leave the cycle route from the road. At the Sully Rd end it seems like you would have to go right at the roundabout when cycling from Barry and this can be intimidating in traffic. At Parc Bryn-y-Don I would probably want to rejoin the road if I was commuting into Cardiff by bike. The transition between the bike lane and joining the traffic flow again is important as the drivers have to transition to sharing the road.</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>This route is essential, long awaited and I'm very excited at the proposed improvement. It will reduce my current, not irrational, thoughts of being seriously injured/killed on my commute from Barry to Cardiff. I hope the plans can be implemented as soon as possible.</p> <p>Given the investment that will need to be made and the likely high active travel traffic that the route will attract, I would expect the route to be designed in full accordance with the Active Travel Act Guidance. That includes the following:</p> <p>a) making the main section of the route from Biglis roundabout to Green Lane segregated, using physical means (not just a painted line) such as a slightly raised pavement for pedestrians.</p> <p>b) improving access to/ exit from the route at both ends regardless of the direction of approach. I cycle through Cadoxton and would want there to be a dropped kerb on the bend rather than having to quickly slow and make a 180 degree turn which</p>	<p>Noted and your points will be considered during the next stage of design.</p>

would be required given the current location of access. There are too many access points to AT routes like this in the Vale which put the cyclist at risk of being hit from behind and is not in accordance with the AT guidance.

c) Consult with regular cyclists of different types on the section from Green Lane to Parc Bryn y Don, the current proposal for a relatively narrow shared pavement is not at all appropriate for commuter cyclists - or for pedestrians using the path at the same time. My suggestion is to install a responsive crossing at Green Lane and locate the route on the other side of the road. If the route does not adhere to AT Guidance and is too narrow to cycle at a reasonable pace safely, then cyclists could choose to stay on the road until they could rejoin the route at Parc Bryn y Don. I would prefer to cycle on the road to using the currently proposed path, however, there is no means to safely cross the road and this would potentially put me off using the route at all.

d) Any new crossings should be responsive, prioritising active travel users above drivers, as in the AT Guidance.

e) Move the crossing from below Heol y Frenhines to above the junction, to make it safer to access without any need to use the pavement.

f) Ensure there are raised tables at all junctions with road markings and other signs as needed to prioritise active travel users.

g) Add cycle lanes, separated from the road with wands or similar infrastructure, on both sides of the road from Heol y Frenhines through towards the centre of Dinas Powy for as far as the road width allows. That road section going up and round the bend by Station Rd is one where I have the most close passes/near misses on my cycle commute. Drivers speed up and take risks because of the road width and hatched markings indicating space.

Kindly work with local cycling organisations such as Vale Veloways and Cycling Cymru to ensure the ends of the main part of the new route work well, safely, and effectively for all expected users of the main route. And please move ahead with the work as soon as is feasible.

This is a very good idea and I would use as there is no suitable safe other route by bike between Dinas Powys to Barry

None at present

Thank you for your support.

No response necessary.

<p>This is a really positive step on improving the active travel links on a route which is currently impossible to walk, and a cycling route for experienced riders only.</p> <p>I fully appreciate that this is still a way off, but in looking forward it is a huge step on a full Barry > Cardiff link.</p> <p>I am fully supportive of the proposal. I would emphasise the importance of good quality, and appropriate lighting along the route to ensure that everyone feels safe using it all day, and all year round.</p> <p>I appreciate the need to protect the access points to the route from vehicle encroachment, but I would urge the fullest consideration to ensuring that it is accessible to persons in wheelchairs, with pushchairs, or using non-standard bicycles.</p> <p>I would ask that the additional toucans being built are fitted with enforcement cameras to tackle the country-wide issue of red-light jumping and speeding.</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>An excellent proposal that will put in place a safe way to walk between Dinas and Barry. Get it done!</p>	<p>Thank you for your support.</p>
<p>Improvements. I don't think so</p>	<p>No response necessary.</p>
<p>If you are reading this and you are in your 20s, 30s, 40s or even your 50s, for what I'm about to suggest, you will probably think, what is this guy on about! The distance this path covers will be quite considerable to us old folk; I just hope that thought will be given to adding, at regular intervals of say 1000 steps or so, somewhere to rest. In some parts of the vale there are more benches than you can shake a stick (Penarth sea front for example) whilst in other areas they are conspicuous by their absence! I have walked the highways and by-ways in the vale for many, many years and now in my 70s, I still enjoy the freedom, not to mention the health benefits of being outdoors. Sadly, walks are usually confined to an hour or so these days and I try to plan a route where I can have a pit stop or two to rest my weary legs.</p> <p>So please consider the above so that I (and many others) can add this walk to my ever decreasing list of suitable walks.</p>	<p>Thank you for your support and comments. We will consider the placing of benches very carefully through this design process.</p> <p>If you have any suggestions of where benches are required to make your list of suitable walks slightly longer, please email ActiveTravel@valeofglamorgan.gov.uk where an Officer will consider your requests.</p>

<p>Great that this much needed route is being proposed. There are a few things that I think could be improved: From the Barry end something needs to be done to make the path more safely accessible from the road. The 'staggered barriers' create necessary pinch-points that could cause conflicts between users. Why not use bollards? To ensure safety and comfort the Active Travel Act Guidance recommends separating walkers and cyclists on the path. The shared path from Green Lane onwards is too narrow. It needs widening, with space being taken from the road if necessary. Vehicle speeds on this section of road need to be reduced. All signalised crossings need to be responsive to and change immediately once the button is pushed. Consideration should be made to connect safely to local routes and destinations.</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>Cyclists wont use it and will hold up traffic as with every other cycle lane/track/path in the Vale.</p>	<p>Currently there is no infrastructure for walking or cycling between Barry and Dinas Powys. The results from this consultation provide evidence that it will be used. Cycle counters will be installed to back up the usage on this route should it be constructed - as they currently are showing evidence of use on other cycle paths.</p>
<p>Will the Public footpath (S1/12/1) at Biglis have access across Cardiff Road to meet up with the proposed Active Travel Route? Currently footpath users need to follow S1/14/2 westerly and cross Cardiff Road on a dangerous bend to then link up with S1/41/1.</p>	<p>We shall look at this during the next stage of the design process.</p>
<p>I regularly cycle from Barry to Penarth through Dinas Powys and feel Dinas Powys has a risky route to cycle so a path would be great</p>	<p>Thank you for your support.</p>
<p>We really need a safe bike rd like many other parts of uk</p>	<p>Thank you for your support.</p>
<p>I think this is a great idea. Anything that makes it safer for pedestrians and cyclists to get between Barry and Dinas is welcome. I have seen many young people travelling to the skatepark and facilities on that main road who are not visible and this will help keep them safe. As a runner this link will also help me access more routes to Barry rather than going via Sully.</p>	<p>Thank you for your support.</p>

<p>Stop wasting money on things that aren't needed, and if funding comes from the circus at the bay use it for more pressing matters! Nobody cares about active travel!., ðŸ˜ˆ;ðŸ˜ˆ;</p>	<p>Currently there is no infrastructure for walking or cycling between Barry and Dinas Powys. The results from this consultation provide evidence that it is required.</p>
<p>Although I think this is a really fab idea, cyclists don't use the safe paths currently available to them. They prefer to be a nuisance to car users. Cars cannot travel on a cycle path. Cyclists should be forced to have registration plates.</p>	<p>Cycle counter data we have shows that current infrastructure is used. This active travel route will be for pedestrians and wheelers not just for cycling.</p>
<p>to provide continuity on the whole route where there are conflicts and junctions with the road network to ensure that it is the traffic that gives way to cyclists. on a similar not to make sure that any controlled crossings switch to green quickly to allow cyclists to cross quickly (not to have to wait for the entire cycle of traffic lights etc)</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>Very much needed, strongly support this scheme, just want something built as an alternative to A4055, but please consider building to an even higher standard so cyclists and pedestrians are separated as much as possible. Especially as long term this could be part of a major commuter and leisure route between Cardiff and Barry Mixing them is scary for pedestrians and tricky for nervous cyclists. If you want commuting cyclists to use the route it needs to be coherent and direct, easy to get on and off. Further work is needed at both ends. In Barry how to cyclists on the road get on and off the path? In Dinas what about people who want to go towards Cross Common Road/Longmeadow Drive - could the shared use pavement continue as far as the Woodlands? Then how about adding cycle paths up Cardiff Road from Heol y Frenhines towards the village centre (Station Road). Commuters are likely to want to go this way (towards Cardiff) and also people heading towards the village centre, village hall and St Andrew's School. Road has potential to be narrowed here which would also slow the traffic speed which is too fast in this area. Heol y Frenhines needs raised tables and redesign to indicate that slower speeds are needed and cyclists should have priority which would make the area safer for all. In Bryn y Don could cyclists go on the 'road'/car park access reducing conflict between users and also probably reducing costs (as footway wouldn't need to be widened).</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>I think the pedestrian route to dinas from Barry will be excellent.</p>	<p>Thank you for your support.</p>
<p>No</p>	<p>No response necessary.</p>

Stop building cycle paths cyclists don't use them waste of money	Cycle counter data we have shows that current infrastructure is used. This active travel route will be for pedestrians and wheelers not just for cycling.
Much needed. Please continue the Active Travel routes across the Vale. Fantastic work.	Thank you for your support.
scrap the and stop wasting our money on a very small amount of people	Currently there is no infrastructure for walking or cycling between Barry and Dinas Powys. The results from this consultation provide evidence that it is required.
Better public transport would be a better idea	The funding provided for this is through the active travel fund and therefore cannot be used for public transport.
It will encourage active commuting by cycling to Cardiff BUT there needs consideration of what happens after the route ends in Dinas Powys as main road is too dangerous to cycle on Cardiff Road between the two stations	Noted and your points will be considered during the next stage of design.
Better lighting is needed for this proposals to work.	Noted and your points will be considered during the next stage of design.
Spend the money on existing failing assets, rather than creating future maintenance worries.	The funding provided for this is through the active travel fund and therefore cannot be used for maintenance/revenue items.
The path in the proposals looks rather narrow to accommodate cyclists, pedestrians and dogs, as shown in the illustration. This may prove to be hazardous as a result of insufficient capacity for users. It may be a more attractive resource if separate cycling and walking lanes were created.	A segregated route was considered at the first stage of the design but because of various reasons this was not possible throughout the whole of the route so we are proposing a shared use.
When you can maintain the roads to a good standers and found basic services then give it ago, but until then you need to scrap this and focus on the above.	The funding provided for this is through the active travel fund and therefore cannot be used for maintenance/revenue items. This active travel route will be for pedestrians and wheelers not just for cycling.
Long time coming, the road has been dangerous to cyclists and (inconvenient for motorists when behind a cyclist) for years.	Thank you for your support.
Whilst I am unsure if I will travel more actively knowing an option is there will definitely make it more of a consideration. My children cycle and I would feel more comfortable with them using this option rather than cycling down Cardiff Road	Thank you for your support.
There are a number of cycle lanes in the Vale, but you barely see a single bike in them. Most cyclists still cycle on the roads which you hav made narrower making it more difficult to pass cyclists safely	Cycle counter data we have shows that current infrastructure is used. This active travel route will be for pedestrians and wheelers not just for cycling.
the crossing from Bryn y don over that road is only concern. needs to protect cyclists	Noted and your points will be considered during the next stage of design.

<p>Please build this ATR linking Barry to Dinas Powys as soon as you can. I look longingly at the cyclepaths from Barry to Barry Island, but there is no way I can access these with our existing infrastructure. I am a keen cyclist, but am 77 years old and I am hoping to get cycling on this new ATR before I am too old to do so. My husband is a stroke survivor, same age, and I am pleased to see that some sections of this proposed route are 4m wide, please do all that you can to make the lining sections wheelchair/adapted bike accessible. Thank you.</p>	<p>Thank you for your support.</p>
<p>We desperately need a bypass, the Cardiff road in Dinas Powys is gridlocked constantly, with the proposal of new houses being built, the current situation is going to get significantly worse.</p>	<p>This funding is for an AT scheme only.</p>
<p>Biggest concern is ensuring that it remains fully accessible at all times given the flooding that occurs in the area. The work must not increase flooding risks to other areas within the vicinity.</p>	<p>There has been extensive flood modelling and there will be discussions with NRW as part of the stakeholder engagement.</p>
<p>Please ensure the route north along Sully Moors Rd is safe so this will join to central Barry to maximise the benefit for onward journeys</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>Please ensure entry and exit to path is as smooth as possible for users. If it's tucked away from main thoroughfare its usage will be limited.</p>	<p>Noted and your points will be considered during the next stage of design.</p>
<p>The A4055 has been crying out for a pedestrian route for years, by fully segregating vehicles and people this is by far the safest route</p>	<p>Thank you for your support.</p>
<p>What measures will be in place to deter light motorbikes from using the access to and route through the playing field as a raceway? How will it impact on emergency access to the fields from Heol y Frenhines? Will it restrict residents ability to park on H y F?</p>	<p>We will consider the potential for access for inappropriate vehicles during the next stage of the design. There will be no impact on the access to the fields for emergency vehicles from Heol y Frenhines. The cycle lanes along Heol y Frenhines will make no changes to the current parking arrangements along there.</p>
<p>I'd rather money be spent on removing the road narrowings along Cardiff road, getting speed cameras or keeping the existing footpaths like Watery Lane and the Ash path free of overgrowth. Even fill in the pot holes that blight most roads in the Vale which cause accidents and damage to cyclists and their bikes would be better than a path few people will use. So its a strong no from me. Waste of money.</p>	<p>The funding for this is through the Welsh Government AT core scheme that can only be used for this project.</p>

<p>I am concerned about the footpath crossing point on Cardiff Road, which does not seem to be improved at all and is currently quite dangerous for those on foot. I'm also concerned about the disjointed nature of the network generally, which this doesn't seem to help very much</p>	<p>The crossing point at Heol y Frenhines will be upgraded to be a toucan crossing and there will be a new crossing point installed at Parc Bryn y Don.</p>
<p>This is great to see. I don't expect it's going to be easy to do but please don't give up and get it built. Obviously connections either end need to be improved but let's start with this and go from there. Thank you.</p>	<p>Thank you for your support and comments. We will consider connections either end through the next stage of the design process.</p>
<p>Improvements for cycles etc through DP / Cardiff Road and from Merry Harrier to Barons Court. Possibly amendments to footpath to Barons Court lights to make it suitable as joint footpath/ cyclepath.</p>	<p>Noted and these will form part of future schemes.</p>
<p>The only concerns are having to cross the main road at 2 points & connecting to routes beyond this area, so that there's a relatively seamless route between Barry & Cardiff.</p>	<p>Your comments will be considered during the next stage of design.</p>
<p>The better and simpler option would be to build something alongside the train tracks. The route is already there and flat, plus well away from the roads. It should also have infrastructure for lighting etc.</p>	<p>Lighting is proposed throughout the length of the proposed route. The favoured option, following public consultation in 2022, was along this stretch.</p>
<p>This is a brilliant proposal. I would not dare take my children on a bike along Cardiff road. This footpath will enable me and my family to walk/cycle safely from Barry to Dinas. I see people walking along this road at night. This development would insure they are much safer. A definiate for me.</p>	<p>Thank you for your support.</p>
<p>Yes. We are a family of 5, 2 adults and 3 children. If the active travel gets implemented will make a huge positive impact on our family, we are looking to ditch our cars and cycle more, we currently use our bikes as much as we can but encounter a lot of danger when travelling between Barry and Dinas especially travelling with a 2 and 3 year old on taw. We are excited about the proposals that are inclusive and family friendly and the most safe for all. It was about time to hear something is getting done.</p>	<p>Thank you for your support.</p>
<p>This is a vital bit of infrastructure to link Dians to Barry. So needed</p>	<p>Thank you for your support.</p>
<p>This is long overdue and needs to be implemented as soon as possible! It's ridiculous to think that these two communities are not linked by a pedestrian way in the 21st century is deplorable</p>	<p>Thank you for your support.</p>

<p>This will encourage me to commute more regularly by bike and also use the route at weekends with my family. I currently avoid travelling this way as it doesn't feel safe.</p>	<p>Thank you for your support.</p>
<p>What is likely to happen to the Skate Park? It doesn't feature on the site plan.</p>	<p>There are no changes proposed to the skate park as part of this proposal.</p>
<p>The sooner this can be done, the better!</p>	<p>Thank you for your support.</p>
<p>Connecting to the cycle path at Wenvoe would also make commuting by bike between Barry and Cardiff safer and more attractive.</p>	<p>Noted and this forms part of our larger ambition.</p>
<p>More safe cycle routes please!</p>	<p>Thank you for your support.</p>
<p>This is great. Very nice to see progress. Are there any updates on the route through Glascoed farm to Sully Road and also completing the cycle path from the end of Rhodfar Morwydd to St Peter's Church on Sully Road? This is currently too dangerous for children to travel, which is a shame as it's only a small bit of work to complete.</p>	<p>This is not on the current ATNM, but could be considered as part of any future development in the area.</p>
<p>Looks a really good scheme. A</p>	<p>Thank you for your support.</p>
<p>At the junction of the ATR with Sully Moors Road, there should be a dropped kerb and a sweeping corner to allow cyclists to join the new proposed path from the road at the roundabout and not have to proceed down Sully Moors Road to then double back on themselves. I understand the reasoning, but it's a shame the route crosses the road at a pelican or toucan crossings with priority to cars. These crossings should have absolute minimal waiting time for active travellers because cars are warm and dry at all times and waiting for a prolonged period at lights when wet (like the new one near Wenvoe forces you to wait) it shows that there was not as full a commitment to active travel as you would hope, it's demoralising.</p>	<p>Thank you for your comments that will be considered during the next stage of design.</p>
<p>This scheme makes complete sense, not only would it encourage active travel it would decrease congestion caused by bikes on that dark and dangerous Cardiff road and give cyclists somewhere safer to travel!</p>	<p>Thank you for your support.</p>

<p>I'm delighted to see this proposal. It's a vital route and will make travelling between Barry and Dinas Powys so much safer for those of us who choose to cycle. I'm delighted that there might finally be a walkable pavement along this route, making it accessible for everyone to travel around their area. And also, creating access to nature for people in this area.</p> <p>I would like to see decent lighting along the route to ensure that it is usable by women and other vulnerable users in the winter evenings in particular. And it would be good to understand if improvements for walking and cycling will continue into Barry as the current provision is very poor.</p> <p>I very much look forward to using this route to cycle to work in Cardiff in the future. This will make my currently very indirect route (via Sully and Penarth) far quicker and more direct.</p>	<p>Thank you for your support.</p> <p>Lighting is proposed along the route. At this time we aren't able to progress scheme development to Barry, but it is on our list of things to be addressed.</p>
<p>would be nice to have e-bike hire</p>	<p>Agreed and the Council were disappointed that nextbike withdrew their scheme from Cardiff and the Vale at the end of 2023.</p>
<p>This project should of been completed years ago , people risk their lives on daily basis on bikes/foot on this road</p> <p>hope it's not going to take a fatality before local government finally come to their senses and get this path completed</p>	<p>Thank you for your support and we will work with WG to ensure the scheme receives continued funding to include construction.</p>
<p>While generally a good idea, in the current economic climate I think the council should be prioritising this sort of money to funding local services, repairing roads and upgrading childrens park facilities</p>	<p>Thank you for your support, but the funding received from Welsh Government, can only be used for this specific scheme development and not on maintenance of other Council assets.</p>
<p>Cycling through Dinas Powys on Cardiff road is still difficult and hazardous for cyclists. More needs to be done to improve safety for cyclists.</p>	<p>Thank you for your support.</p>
<p>This is a fantastic proposal and I support it on many different levels.</p> <p>Keeping cyclists safe.</p> <p>Making it more accessible to commute</p> <p>Keeping more cars off the road by people using bikes instead if cars.</p> <p>Families can cycle safely together with children having more freedom.</p> <p>Increasing fitness.</p> <p>Many thanks for this Proposal.</p>	<p>Thank you for your support.</p>
<p>Think it's a long time coming for an active travel route between these two towns. If they want safer roars with the 20 mile rule in place it only makes</p>	<p>Thank you for your support.</p>

<p>sense that this is the next step - improving and prioritising other forms of travel over cars</p>	
<p>1. Entry to the cycle route at Sully Moors Road. It appears that cyclists travelling from Barry towards DP will still have to negotiate the roundabout before entering the cycle route. Allowance should be made for cyclists to leave the highway quickly onto the route - to avoid slowing down very much in traffic.</p> <p>2. There is potential for the signalised crossing at Sully Moors Road to cause traffic back-up on the roundabout. How can this be managed without angering motorists? Has the council investigated purchasing or gaining access to more land adjacent to Sully Moors road to allow the crossing to be situated further from the roundabout (closer to Sully) and hence reduce this issue?</p> <p>3. Access to maintain the Cadoxton River at the existing bridge across the A4055 on Sully Moors is currently very difficult. Blockages by debris and ability to clear them is hindered by poor access and traffic on the A4055. Please consider providing specific formal access to the bridge from the cycle route for river maintenance.</p> <p>4. It is assumed that sufficient cross-drainage culverts will be installed to allow flood waters from the Cadoxton River to dissipate freely south into Sully Moors and to allow free drainage back to the river under normal conditions.</p>	<p>Thank you for your comments that will all be considered during the next stage of the design process.</p>
<p>Scrap the idea</p>	<p>Response not necessary.</p>
<p>This is vital for safety of non-human beings. The focus should not be on cars but families and children. After the cycling scheme in Barry active travel is the way to go, we have experienced the benefits of it and would love to see improvements.</p>	<p>Thank you for your support.</p>
<p>It's unclear where cyclists travelling on towards Cardiff should go following the end of the route, while outside of the parameters it would be good to illustrate how the route connects with other protected cycle routes. Please also retain all current 20mph zones and enforce them as this is crucial for cycling safety and engagement.</p>	<p>The ongoing route into Cardiff has not been addressed at this time but will be considered at the next stage of the design process. Your support of the 20mph zones is noted and will be passed on to the appropriate team.</p>
<p>Maintain the roads we already have, from the Hayes road roundabout towards the McDonald's</p>	<p>This funding can only be used for this scheme development and not on road maintenance.</p>

<p>roundabout I counted 21 potholes in one lane only. This road needs resurfacing first</p>	
<p>I'd like to see the path separated for walkers and cyclists. Could be with different paint on each side. I regularly cycle along the old railway path from Cosmeston Drive and encounter problems with dog walkers who refuse to hold their dogs to let me pass. It will not encourage cyclists to use the path to commute if they are asked to give way to walkers and it will considerably slow down their commute.</p>	<p>Thank you for your support and we will consider your comments at the next stage of the design process.</p>
<p>1)The map gives no details on the junctions between the Active Travel route and the current Public Right of Way to Sully. Will there be kissing gates installed, as the plan says that the Active Travel route will be fenced in? Will steps or a ramp be needed? 2)What will the surface of the path be when it leaves the car park area at Parc Bryn Y don and heads into Dinas Powys? 3) Would it be possible to put access to the Active Travel route opposite the current Public Right of Way from Dinas Powys where it meets the road? Currently if walking from Dinas Powys to Sully walkers have to join the road by the small pumping station and walk along Cardiff Road for around 90m to a stile by the Cadoxton River Bridge, which is very dangerous.</p>	<p>Your points will be addressed with our consultants during the next stage of the design process.</p>
<p>This is a long-overdue initiative - thank you!</p>	<p>Thank you for your support.</p>
<p>the sooner the better</p>	<p>Thank you for your support.</p>
<p>I think the access onto the roundabout at the Barry end is a bit awkward. It needs to be designed to facilitate easy access from cyclists coming from all angles on the roundabout - it almost needs to be a minor exit from the roundabout in itself. The current design looks a bit awkward for a cyclist approaching around the roundabout from the north, which is the proper way somebody on the road should be approaching the cycle path.</p>	<p>Thank you for your support and we will consider your comments at the next stage of the design process.</p>
<p>Stop wasting money on bike routes..we need basic facilities, nhs, education , pot holes repaired etc</p>	<p>This funding can only be used for this scheme development and not on the other things you mention.</p>
<p>Recind the 20mph blanket and fix the potholes</p>	<p>This funding can only be used for this scheme development.</p>
<p>Why it wasn't done earlier. I asked many years ago. Why it hasn't been done. I was told they are having problems finding the land owners.</p>	<p>The landowners along this route have been known since the onset of the scheme development.</p>

I'm sure as the local council, you could find that out, in a few hours, or a couple of days, maximum.	
We have been waiting for so long for this safe walking route between Dinas Powys and Barry. I also fully support the off road cycle route as it makes me feel sick to see people cycling, running, walking along Cardiff Road currently. Please use the funding to get this done as soon as you can.	Thank you for your support.
Finish it quickly so I'm still able to use it!	Thank you for your support.
Yes, we need more active travel routes, it's healthy, it's 'green' and it saves people money, it lowers congestion, less noise pollution and will lead to happier society. More of this please!	Thank you for your support.
Plan looks great, pragmatic solution, will greatly enhance the area.	Thank you for your support.
This road is only being considered as it's the easiest and probably the only option for the "surveyors" of this project, but other routes should be considered.	There have been other alternatives considered and consulted on in the past.

Appendix B

In person Consultation Event - 21st May 2024 at Lee Hall, Dinas Powys 1500-1900

Attendees representing the Council - Kyle Phillips Operational Manager Transport Services, Lisa Elliott Senior Sustainable Transport Officer and Martyn Griffiths Consultant Arcadis.

53 people attended.

Plans were laid out on tables and post-it notes provided to allow attendees to make comments and place on areas on the designs.

Sheet 1 (part 1) (Barry to Parc Bryn y Don)

Really like this route - general comment

Reduce speed limit to improve safety from Dinas up to this point (at Green Lane)

Next step ...continue up to Ysgol Bro – closes school of type to Dinas – 1 agreement (at Barry end of route)

A tarmac surface is really positive – 1 tick (at path through fields)

Please be sensible / (can't read next word) with bollards / access. Allow access for users with different needs (at start of route in Barry)

Lighting will be really important to facilitate/promote use by all. Low level, bat friendly (on route through fields)

Good idea. Faint hir ydy o? (how long is it?) – general comment.

Pob lwc am gwneud o (good luck with doing it) – general comment.

Sheet 1 (part 2)

Need toucan crossing – urgently! i.e before rest if possible (at start of route)

Crossing to go to/from Barry (at start of route)

Consider access to path for cyclists from Barry using roundabout on road (at start of route)

As well as Barry to DP and DP to Dinas cycle traffic, consider that there will be a lot of users wanting to access McDonalds which involves crossing 2 or busy roads likely to be kids (at start of route)

Many disadvantages to shared use. Segregation is recommended (Active Travel Act) – not just lines (through fields)

Love not on road and elevated and hopefully lit so safe (through fields along Cardiff Rd)

Road gets icy in winter, consideration for this to ensure a safe surface (near Cardiff Rd)

New bridge = √ 4m wide a good width don't mind it being shared by pedestrians and cyclists. Like that it's not on road. (through fields)

AT route bike/ped split or markings (through fields)

Route likely to be shared with horses wide path perfect for this. Also electric scooters and mobility scooters (through fields)

Segregated – even with paint preferred. Even better like North Road Cardiff (through fields)

Replace removed tarmac with wildflowers/green space – 1 agreement (at Green Lane)

Angle for right turning cars and cyclists who want to go on road (at Green Lane)

Sharp angles very tricky for nervous cyclists/non-standard cycles – 1 agree (at Green Lane)

More direct crossing (at Green Lane)

Consider how commuter cyclists from Bary can cross to continue on the road here (at Green Lane)

Cycling on the pavement will not be a good/convenient option for some (as you leave Green Lane area)

I would like it to cross over here (at Green Lane)

Grass or wildflower island rather than concrete/tarmac – 1 agreement (at Green Lane)

Sheet 2 (part 1) (Parc Bryn y Don and Heol y Frenhines)

Zebra crossing or fast response light might encourage cyclists to cross (near Bryn y Don)

Need to have fast response to avoid trying to dash across (at proposed crossing near Bryn y Don)

Lights please – winter time is dark at 1600 (near Bryn y Don)

Please allow a quick response to the toucan (near Bryn y Don)

Lighting and surface will be important – 2 agrees with this (where path goes through trees in Bryn y Don)

Sheet 2 (part 2)

Stonedust composite through this bit (where path goes through trees in Bryn y Don)

Maybe improve "road" for more confident cyclists. Avoid pedestrian/cycle conflict (through Parc Bryn y Don)

Footpath along the edge of the river (existing PROW)

Timings prioritise pedestrians and cyclists – 1 agreement (at proposed crossing into Bryn y Don)

20mph limit from here due to increase pedestrian/cyclist traffic – 1 agreement (from Green Lane to Bryn y Don)

This shared narrow pavement option won't be used by commuter cyclists used to cycling on the road (from Green Lane to Bryn y Don)

Raised table – to reduce vehicle speed (where path enters Heol y Frenhines from the park)

Speed bumps reduce car speed (on Heol y Frenhines)

Definitely need a crossing to field here improved – far too dangerous. Visible and safe to cross **please walk and cross here to see safety concerns* (near Cross Common Road)

Sheet 3 (part 1) (St Cadoc's)

Will there be work to discourage parking on the road – 1 agreement (on St Cadoc's)

Like the idea of quiet street

Sheet 3 (part 2)

Could we do anything to improve the look of the bridge (at end of St Cadoc's)

Road design shows shared space (not cyclist in gutter) "cars are guests" (at start of St Cadoc's from Cardiff Rd)

Timings prioritise pedestrians and cyclists – 1 agreement (at signal crossing on Cardiff Rd)

Widen pavement to reduce conflict between cyclists and pedestrians (start of Heol y Frenhines)

Very fast stretch of road. I've had many near misses where cars have ignored the lights here! (Cardiff Rd signals)