

## **Opsiynau llwybr Teithio Llesol o'r Barri i Ddinas Powys**

### **Adroddiad ar yr Ymgynghoriad**

#### **Cyflwyniad**

Cynhaliwyd ymgynghoriad ar gynigion Cyngor Bro Morgannwg i wella'r cysylltiad teithio llesol o'r Barri i Ddinas Powys rhwng 22 Awst 2022 ac 20 Medi 2022.

Roedd dwy ran i'r ymgynghoriad, yn ystyried dau lwybr Teithio Llesol:

- Y Barri i Ddinas Powys (tudalen 2)
- Dinas Powys i Bont y Werin (tudalen 20)

Gofynnwyd i'r cyhoedd ddewis pa lwybr, o'r pump opsiwn posibl, yr hoffent ei gweld yn cael ei ddatblygu o gylchfan Biglis, y Barri i Ddinas Powys a pha lwybr, o'r tri opsiwn rhwng Dinas Powys a Chaerdydd.

Nod y cynlluniau yw cynnig amgylchedd mwy diogel i gerddwyr ar briffyrdd a chreu cyfleoedd ar gyfer teithio llesol, yn benodol i ddefnyddwyr ffyrdd sy'n agored i niwed a disgyblion ysgolion uwchradd.

Cafwyd arian ar gyfer y cynllun hwn trwy Gronfa Teithio Llesol Graidd Llywodraeth Cymru. Mae proses ymgeisio am gyllid gan Lywodraeth Cymru yn cynghori y dylid ystyried rhestr o opsiynau fel cam cyntaf y gwaith o ddatblygu cynllun ac yr ymgynghorir ar y rhestr honno.

#### **Gweithgareddau Ymgynghori**

Cynhaliwyd y gweithgareddau canlynol i hyrwyddo'r ymgynghoriad:

- Postiadau ar y Cyfryngau Cymdeithasol
- Gwybodaeth ar wefan Teithio Llesol y Cyngor.
- E-bost at bobl sydd wedi ymateb i ymgynghoriadau ar y Map Rhwydwaith Teithio Llesol (MRhTLI) yn y gorffennol.
- E-bost at randdeiliaid ac ymgynghoreion statudol.

Cynhaliwyd arolwg ar-lein i gofnodi ymatebion i'r ymgynghoriad. Roedd copïau papur o'r arolwg hefyd ar gael ar gais.

#### **Canlyniadau'r Ymgynghoriad**

Cynhaliwyd yr ymgynghoriad ar y llwybrau posibl ar y porthol Commonplace a ariennir gan Lywodraeth Cymru (<https://barrytodinas.commonplace.is/>).

Cafwyd 1517 o ymweliadau â gwefan yr ymgynghoriad.

Ymatebodd 121 o ddefnyddwyr unigryw i'r arolwg a gwnaed 344 o gyfraniadau. Cadarnhaodd 90 o'r ymatebwyr eu cyfeiriad e-bost. Ni chadarnhaodd 61 o'r ymatebwyr eu cyfeiriad e-bost.

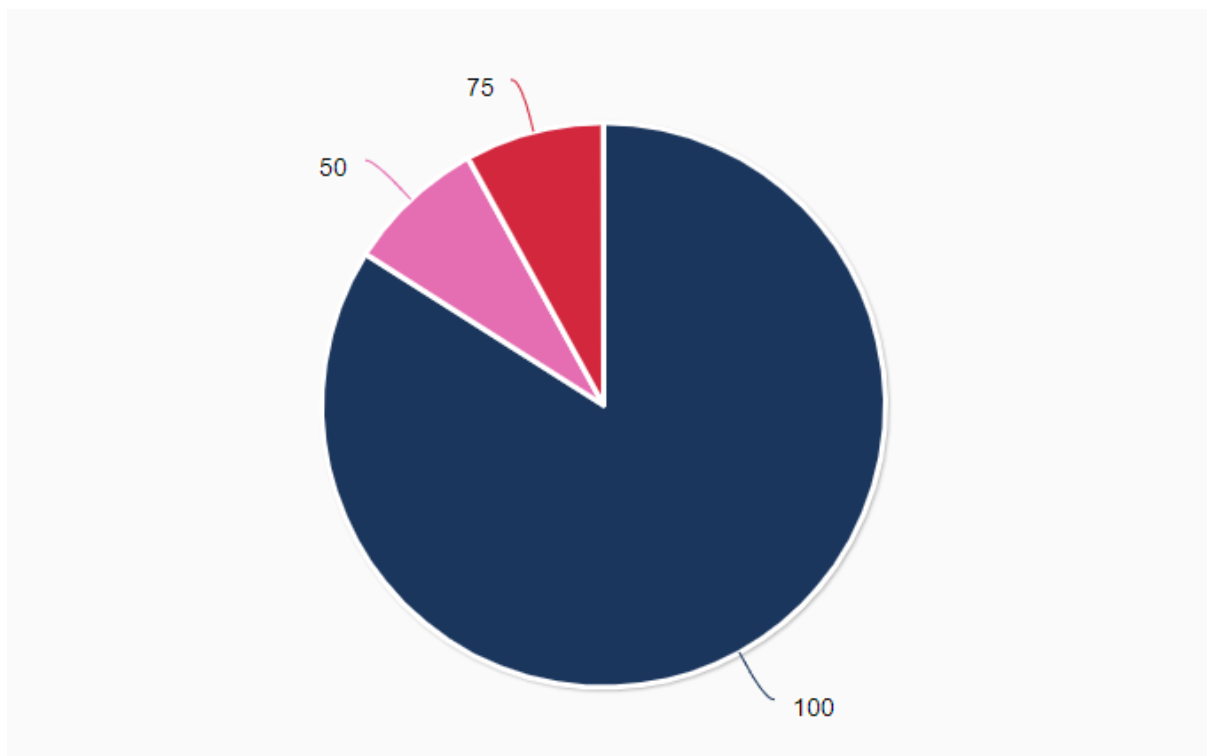
Derbyniwyd 5 e-bost a darperir y rhain, a chafodd y sylwadau ynddynt eu hystyried, fel rhan o'r adroddiad hwn.

### **Canlyniadau ar gyfer opsiynau llwybrau rhwng y Barri a Dinas Powys**

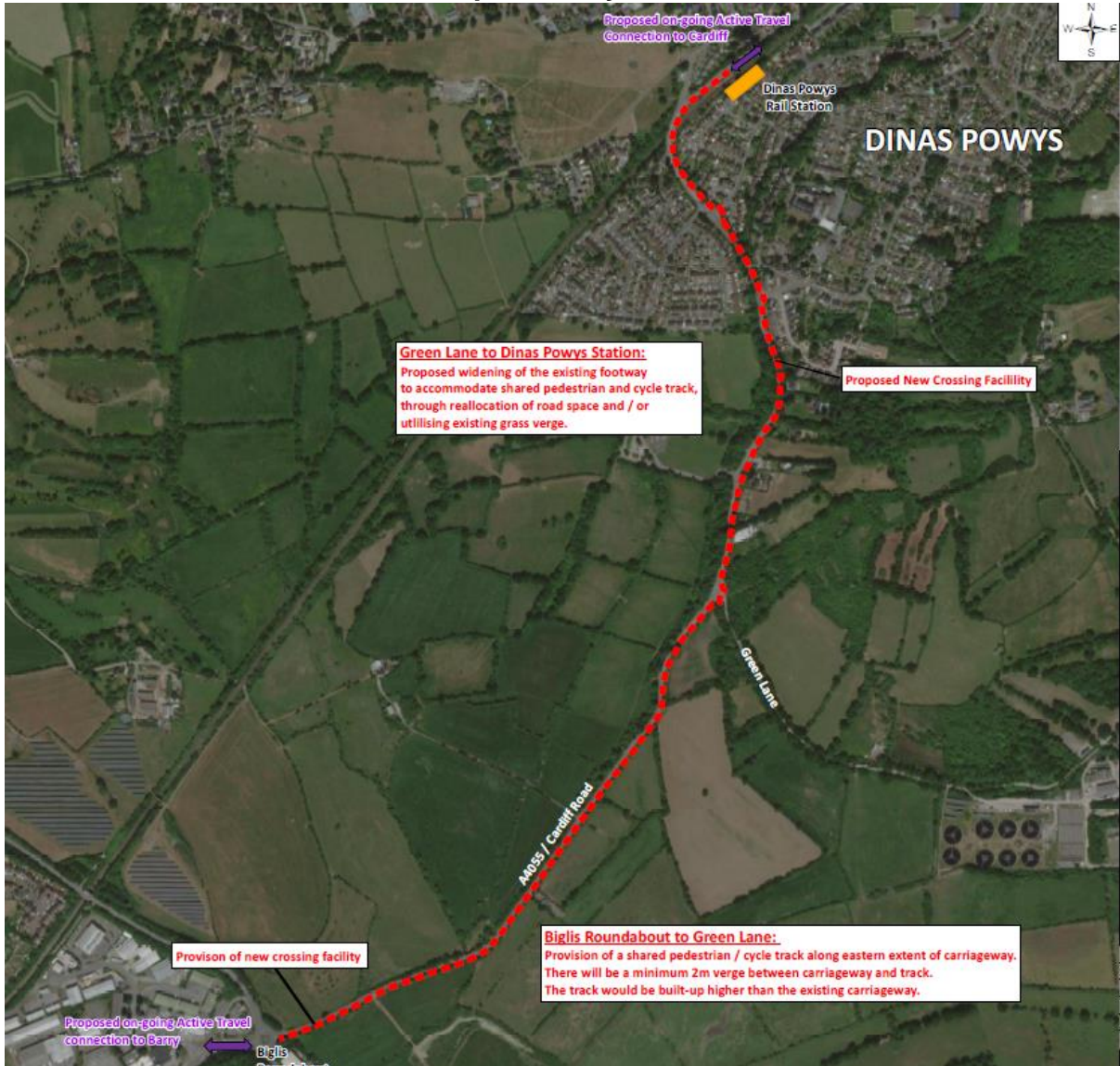
Cyflwynodd rhan gyntaf yr ymgynghoriad bum opsiwn llwybr posibl yn cysylltu cylchfan Biglis, y Barri â Dinas Powys

Gofynnwyd i'r cyhoedd wneud sylwadau ar bob un o'r llwybrau a nodi eu llwybr dewisol i fynd ag e i'r cam dylunio.

Roedd 84% o'r ymatebwyr yn credu bod y cynnig i ddatblygu llwybr teithio llesol yn yr ardal hon yn un cadarnhaol (fel y nodir gan 100 yn y siart cylch isod).



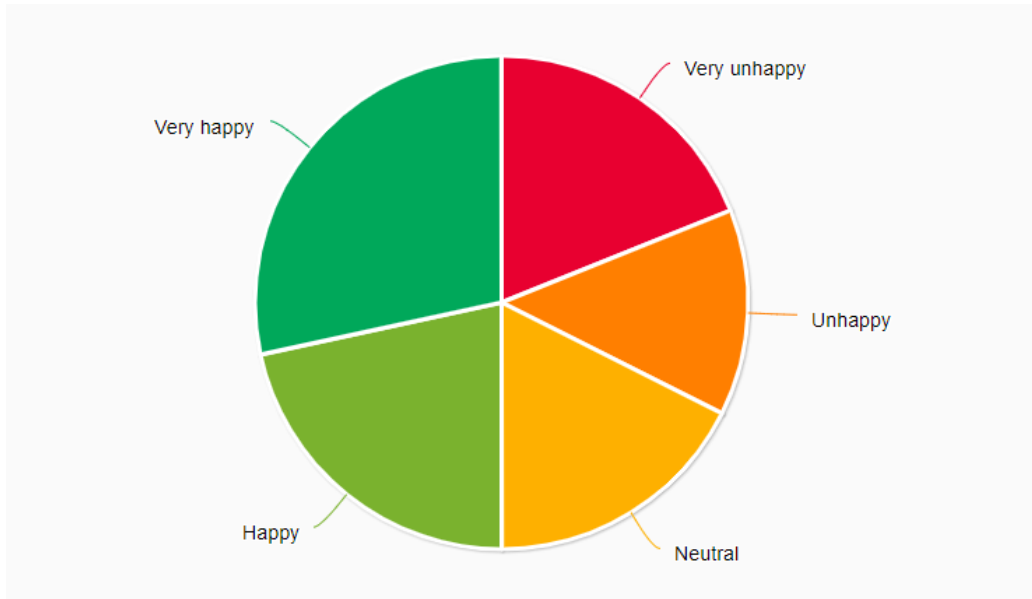
## Opsiwn llwybr 1



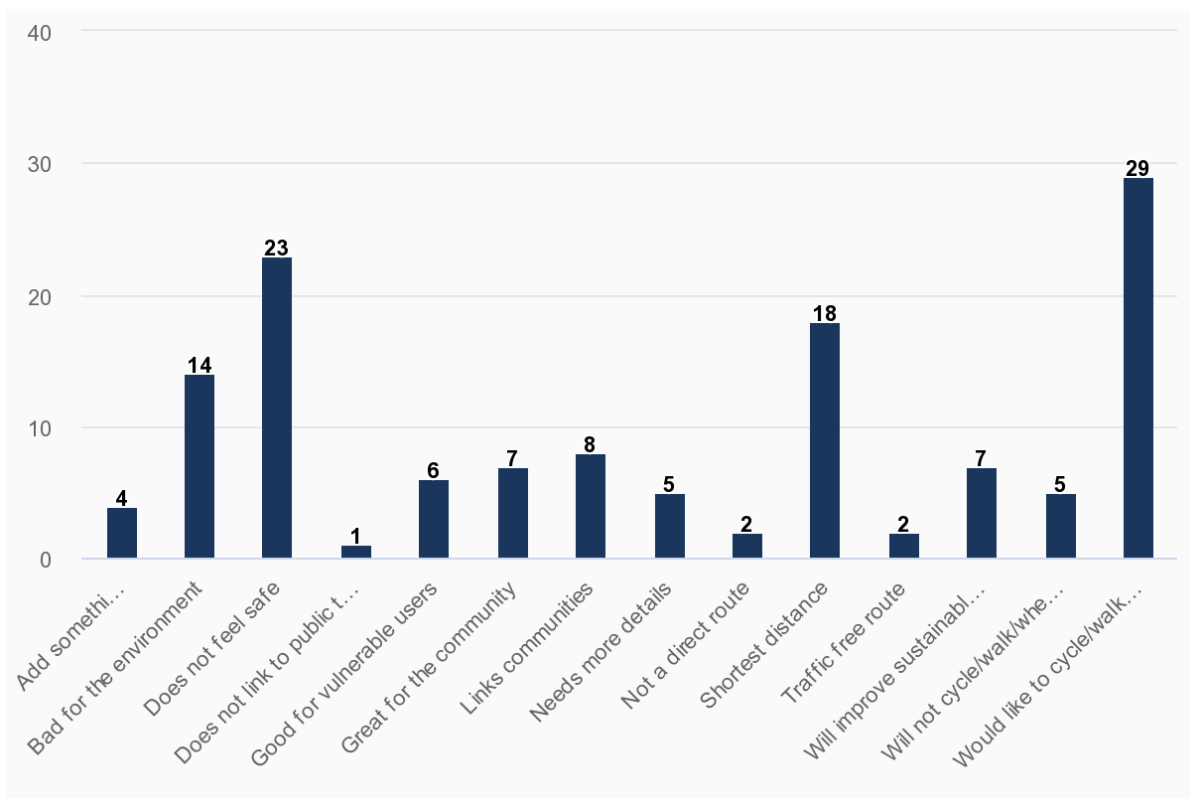
### Sylwadau yn yr Ymgynghoriad

Y cwestiwn cyntaf a ofynnwyd oedd '**Beth yw eich barn ar y llwybr arfaethedig hwn?**'

Dywedodd 50% eu bod yn hapus iawn neu'n hapus gyda'r opsiwn llwybr hwn:



### Pam rydych chi'n teimlo fel hyn?



- Byddai 29 'yn cerdded/beicio/teithio ar olwynion yma'.
- Mae 23 yn meddwl 'nad yw'n teimlo'n ddiogel
- Mae 16 yn meddwl mai dyma'r 'pellter byrraf'.

- Ychwanegodd 4 o bobl 'rywbeth arall'. Dyma oedd y sylwadau hynny:
  1. Mae'r ffordd yn rhy gul.
  2. Methu gweld sut mae hyn yn ymarferol ar hyd ffordd mor brysur. Llygredd mygdarth ac ati. Dydw i ddim yn deall pa ran sy'n 'ddyrchafedig' - sut bydd hyn yn effeithio ar drigolion?
  3. Mae angen mynd i'r afael â chyflymder ar Heol Caerdydd. Mae ceir yn hedfan drwodd.
  4. Croesi'r gyffordd comin Dinas Powys i'r Barri.

Roedd gan yr ymatebwyr yr opsiwn i ychwanegu sylwadau pellach a/neu awgrymiadau. Mae rhestr lawn o'r sylwadau ychwanegol yn Atodiad A.

Themâu allweddol o sylwadau eraill:-

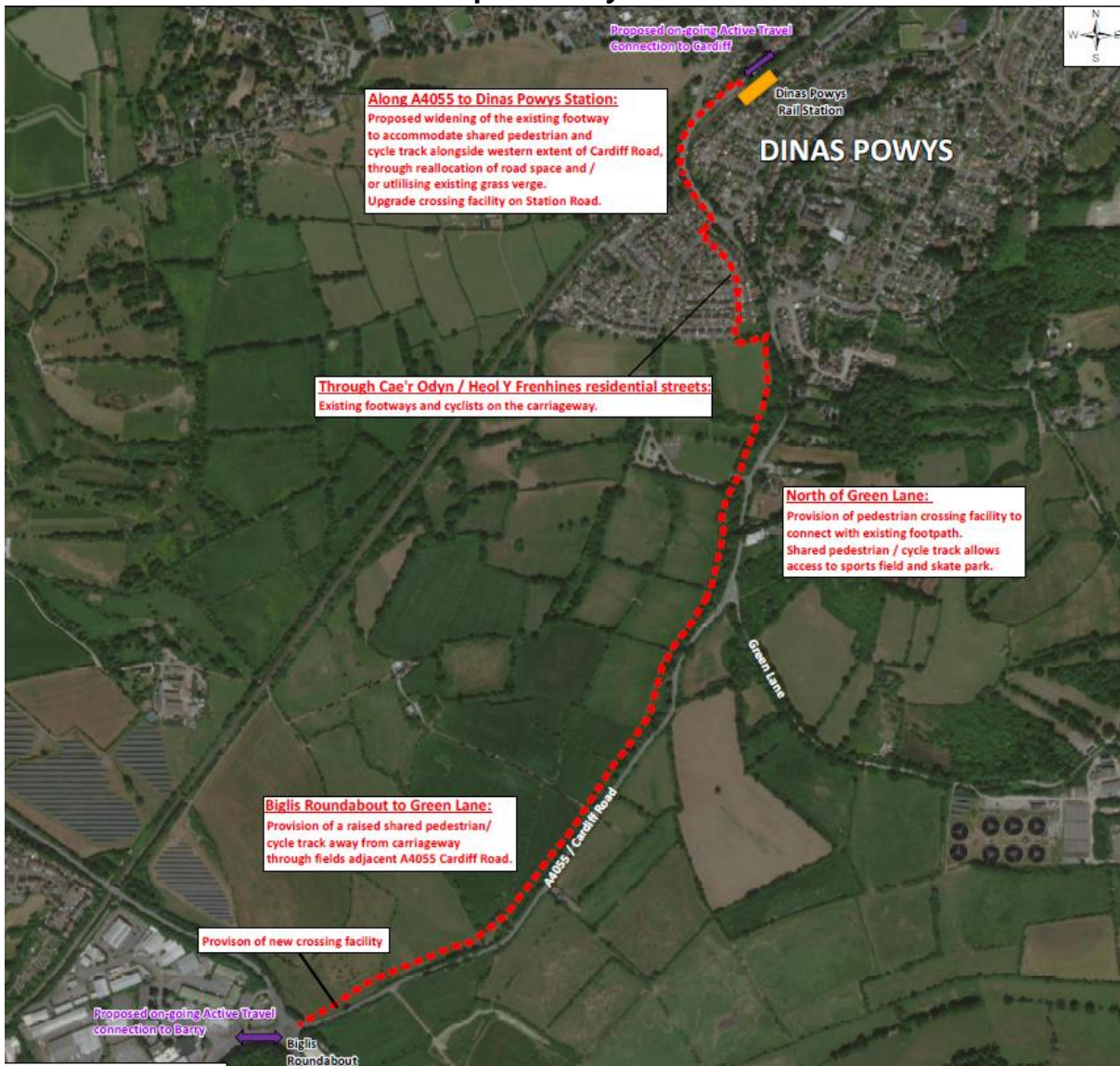
- Pryderon am gael gwared â gwrychoedd ac effeithiau ar fywyd gwylt.
- Mae'r llwybr ochr yn ochr â thraffig.
- Mae'n llwybr uniongyrchol.

Respondents were given the option to add further comments and/or suggestions. A full list of additional comments can be found at Appendix A.

Key themes from other comments: -

- Concerns over removal of hedgerow and effects to wildlife.
- The route is alongside traffic.
- It is a direct route.

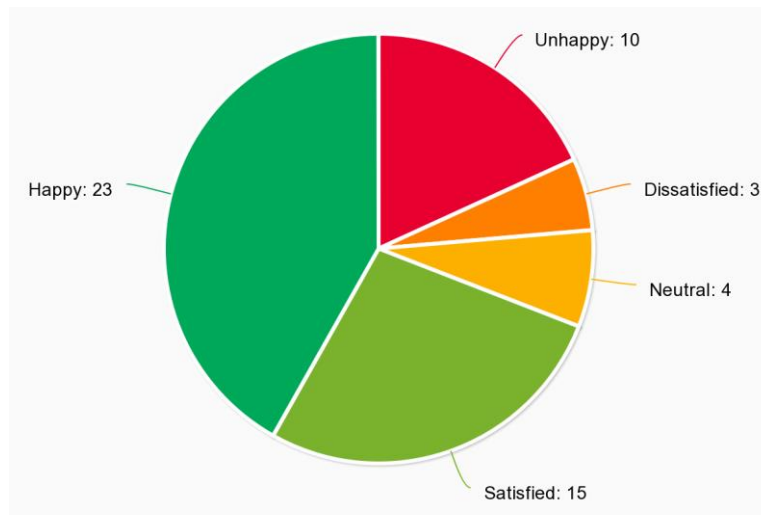
## Opsiwn llwybr 2



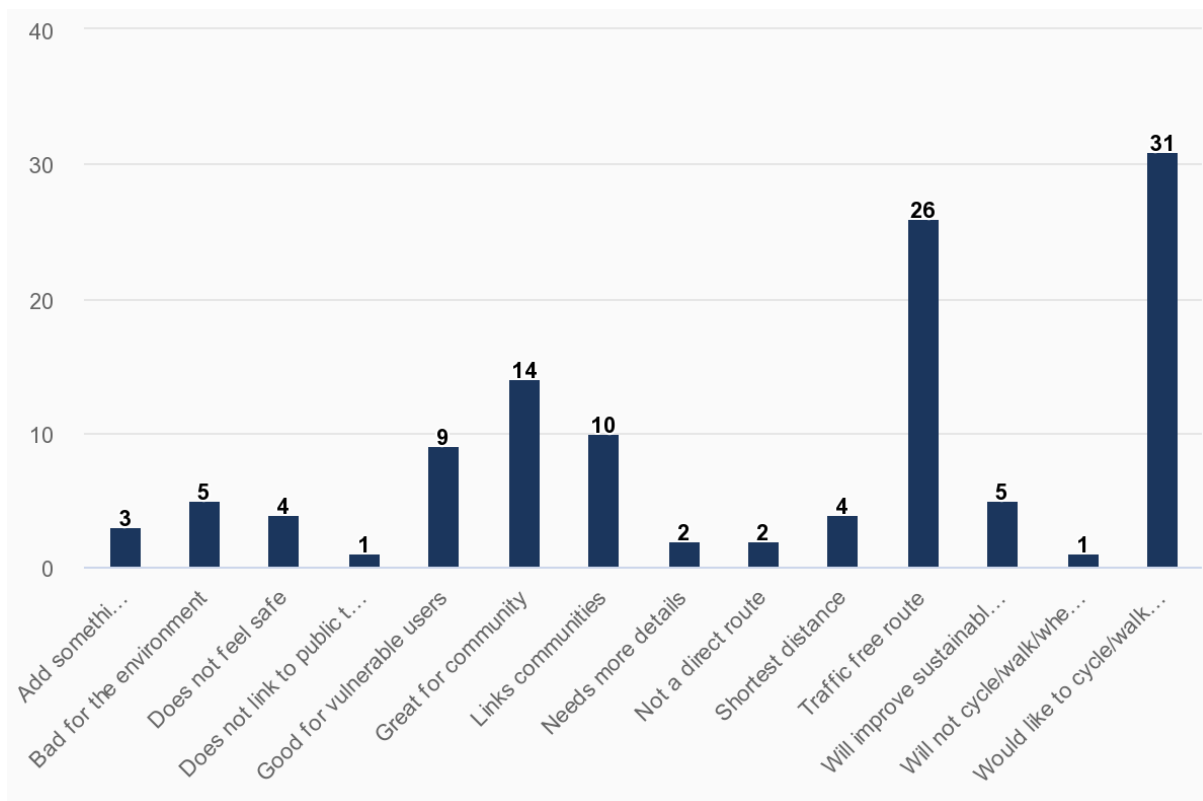
### Sylwadau yn yr Ymgynghoriad

Y cwestiwn cyntaf a ofynnwyd oedd '**Beth yw eich barn ar y llwybr arfaethedig hwn?**'

Dywedodd 69% eu bod yn hapus iawn neu'n hapus gyda'r opsiwn llwybr hwn:



### Pam rydych chi'n teimlo fel hyn?



- Hoffai 188 o'r ymatebwyr 'feicio/cerdded/olwyno yma'
- Mae 26 yn ei ystyried yn llwybr di-draffig.
- Mae 14 yn meddwl y byddai'n wych i'r gymuned.
- Ychwanegodd 3 o bobl eu sylwadau eu hunain. Sef:  
1. Yr effaith amgylcheddol leiaf

2. Dyma'r llwybr dewisol i fi. Yn cadw'r ffordd yn rhydd i gerbydau symud yn ddiogel a chadw'r terfyn cyflymder fel y mae. Peidiwch ag arafu'r economi mwy.

3. Byddai'n dinistrio'r hyn sydd ar hyn o bryd yn llwybr troed hyfryd rwy'n ei ddefnyddio i redeg traws gwlad. Yn ogystal o ystyried y llifogydd dŵr wyneb diweddar a materion yn ymwneud â'r afon yn Dinas.

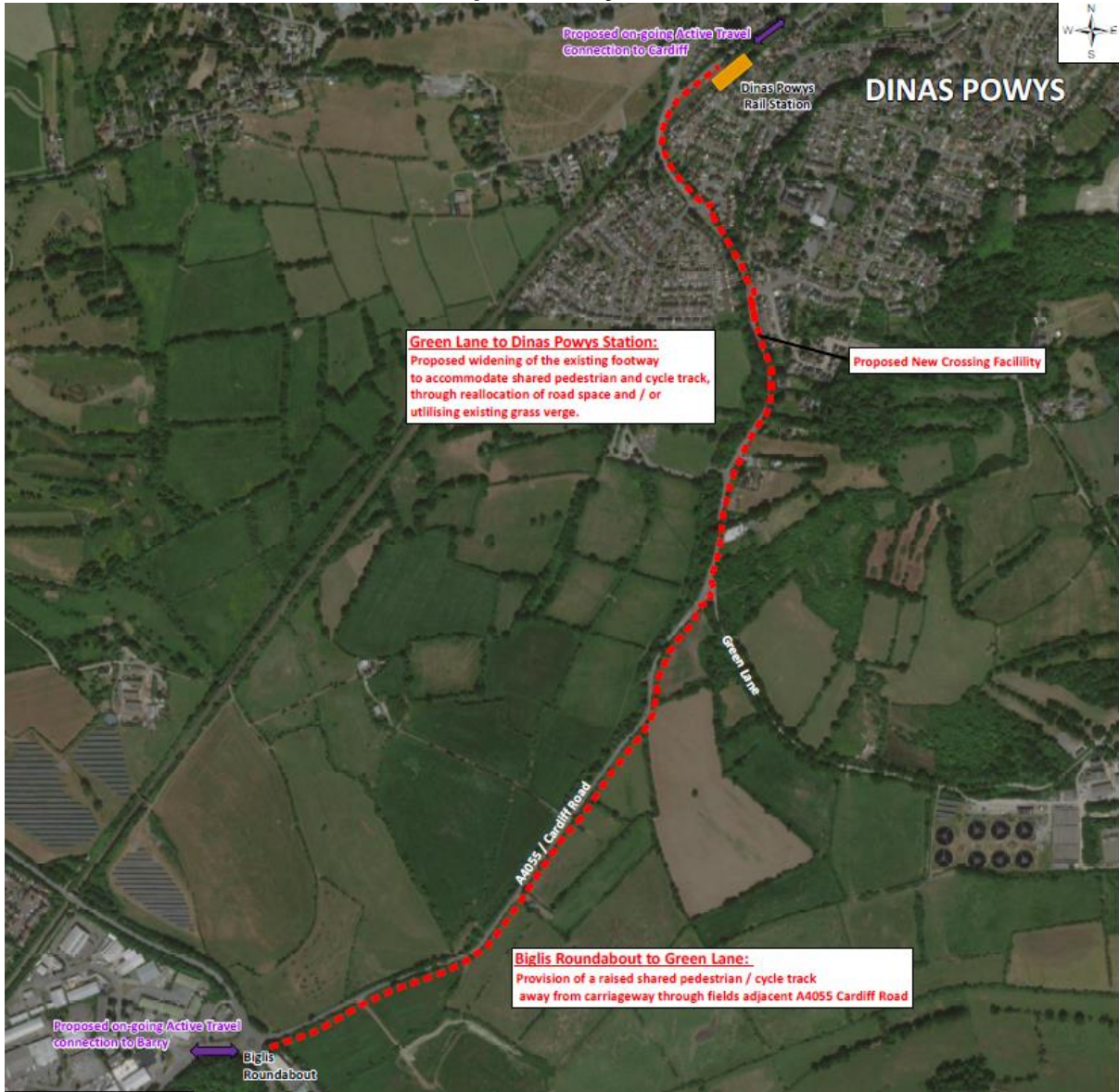
Roedd gan yr ymatebwyr yr opsiwn i ychwanegu sylwadau pellach a/neu awgrymiadau ynghylch y llwybr hwn. Mae rhestr lawn o'r sylwadau eraill yn Atodiad B.

Y themâu allweddol o sylwadau eraill yw:-

- Pryderon am lifogydd yn yr ardal.
- Pryderon am draffig ym mynd drwy strydoedd preswyl.
- Hoffi ei fod i ffwrdd o draffig mewn mannau.

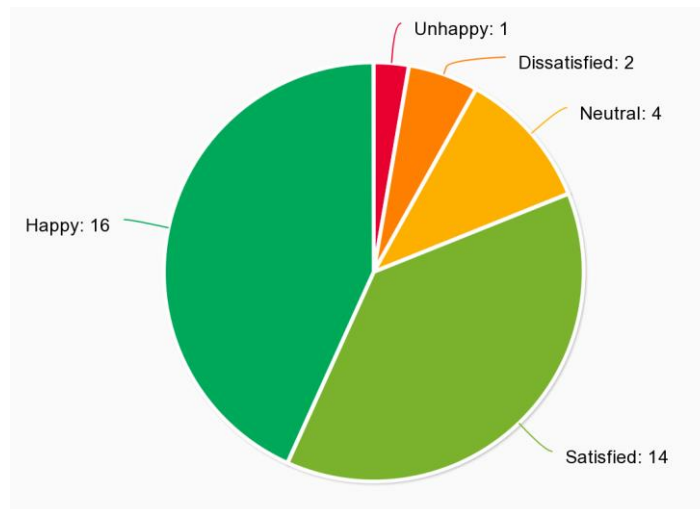


### Opsiwn Ilwybr 3

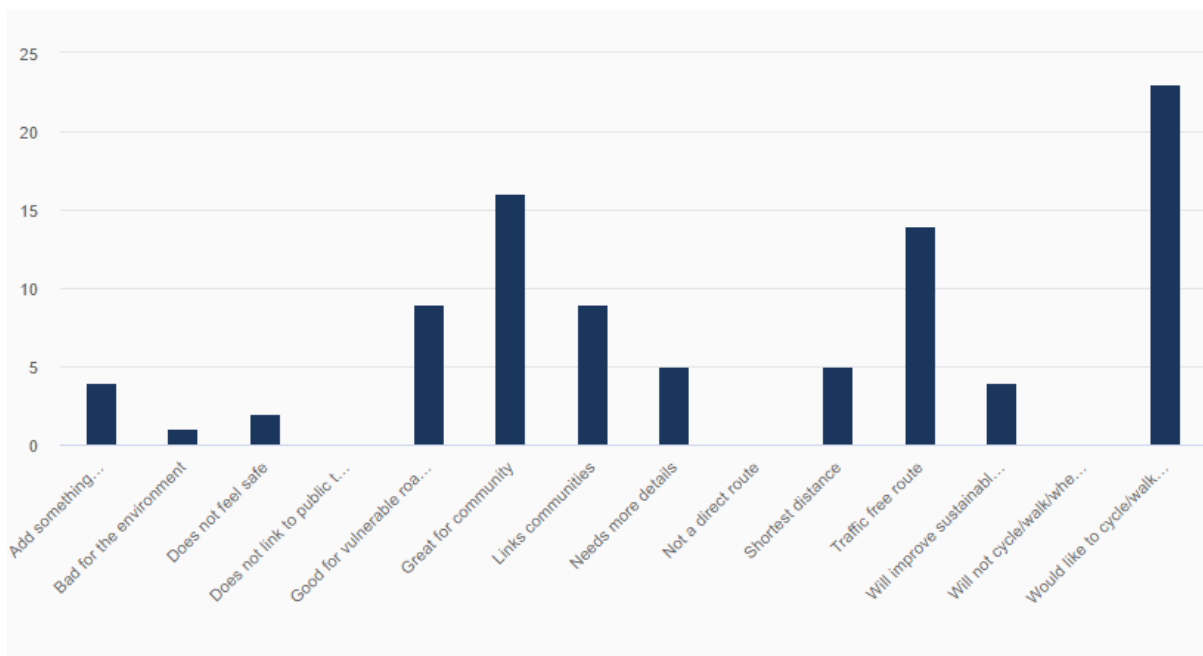


Y cwestiwn cyntaf a ofynnwyd oedd '**Beth yw eich barn ar y llwybr arfaethedig hwn?**'

Dywedodd 86% eu bod yn hapus iawn neu'n hapus gyda'r opsiwn llwybr hwn:



## Pam rydych chi'n teimlo fel hyn?



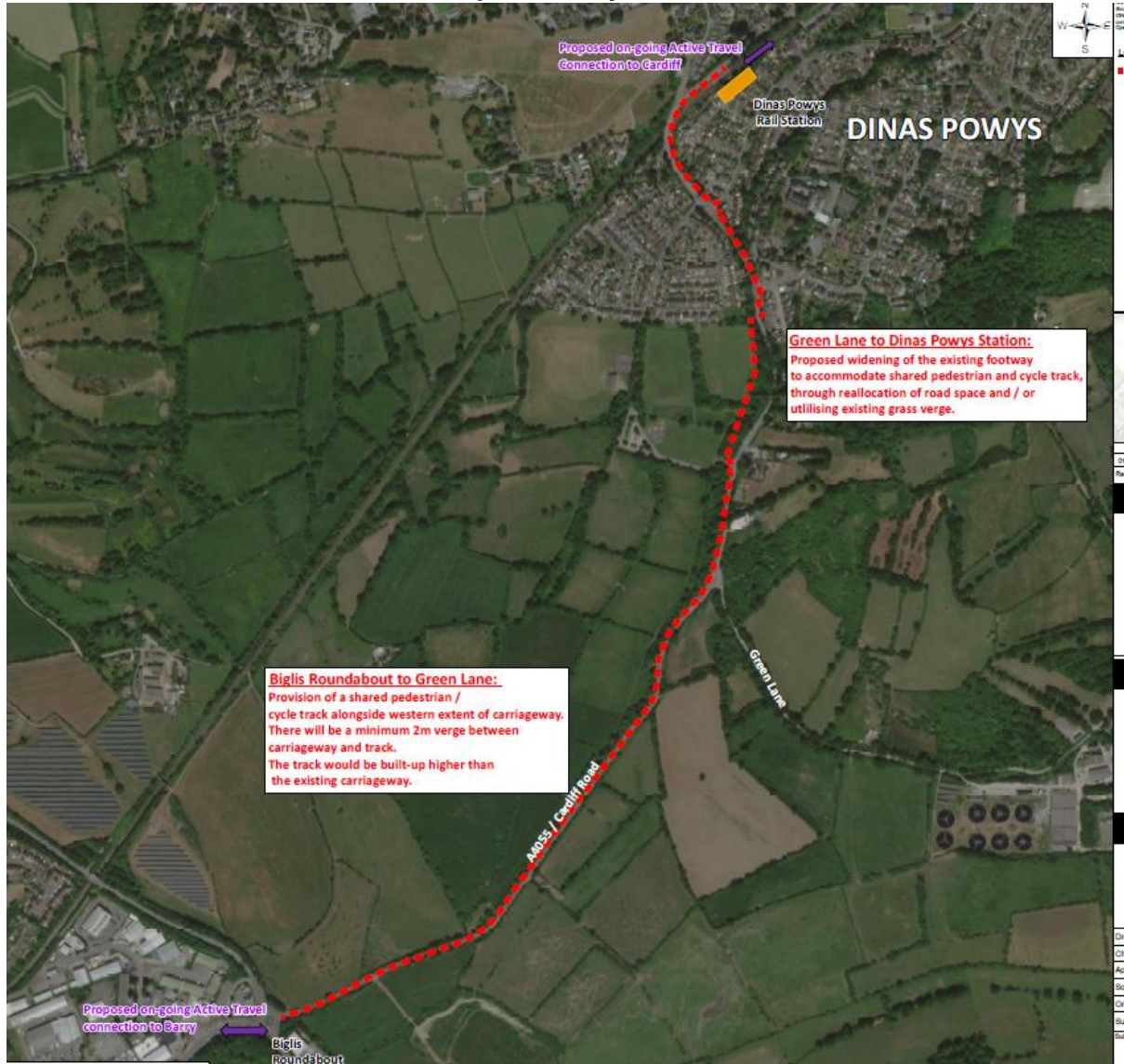
- Hoffai 23 'feicio/cerdded/teithio ar olwynion yma'.
- Dywedodd 16 y byddai'n 'wych i gymunedau'
- Teimlai 14 ymatebydd ei fod yn 'lwybr di-draffig'.
- Ychwanegodd 4 o bobl eu sylwadau eu hunain. Sef:
  1. Yr effaith amgylcheddol leiaf
  2. Mae cyn lleied o ddinistr â phosibl i goed, gwrychoedd a phrysgwydd yn bendant yn bwysig.
  3. Mae'n dilyn y llwybr mwyaf uniongyrchol fel y mae pob teithiwr llesol eisiau.
  4. Dal i ddefnyddio adran gerllaw lôn gerbydau.

Roedd gan yr ymatebwyr yr opsiwn i ychwanegu sylwadau pellach a/neu awgrymiadau ynghylch y llwybr hwn. Gellir gweld rhestr lawn o'r sylwadau yn Atodiad C.

Y themâu allweddol o'r sylwadau a ychwanegwyd oedd:

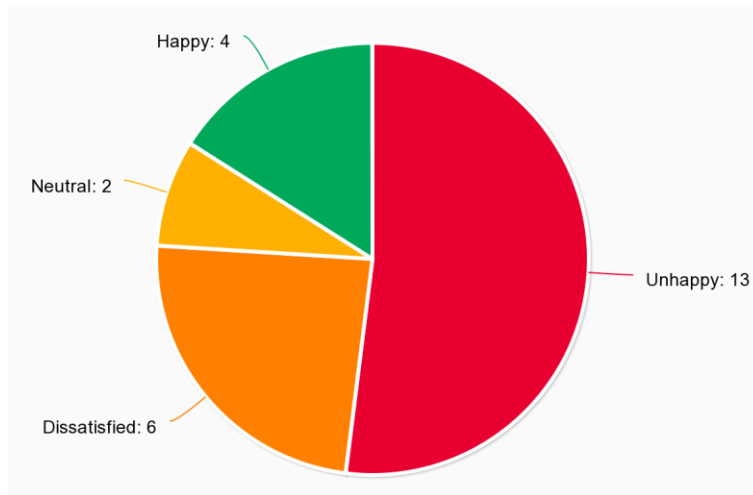
- Mae'n well gan ei fod i ffwrdd o draffig.
- Pryderon ynghylch goleuadau a llifogydd yn ystod misoedd y gaeaf.
- Yr effaith amgylcheddol leiaf o blith y llwybrau a ddangosir.

## Opsiwn llwybr 4

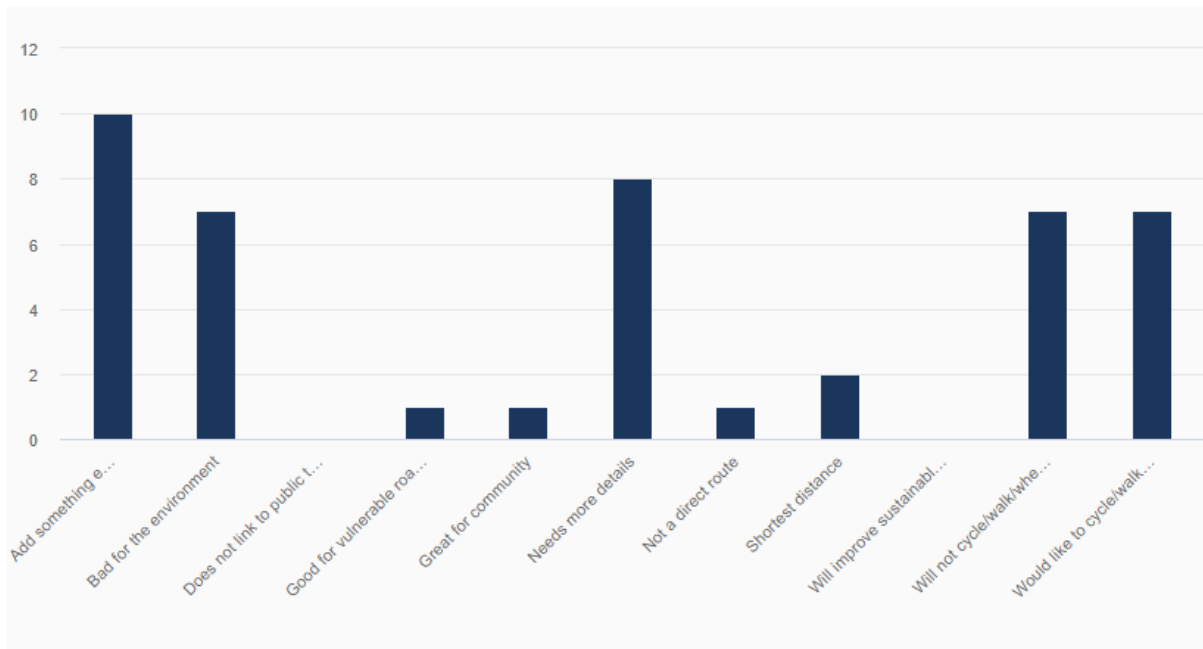


Y cwestiwn cyntaf a ofynnwyd oedd '**Beth yw eich barn ar y llwybr arfaethedig hwn?**'

Dyweddodd 16% eu bod yn hapus iawn neu'n hapus gyda'r llwybr arfaethedig hwn:



### Pam rydych chi'n teimlo fel hyn?



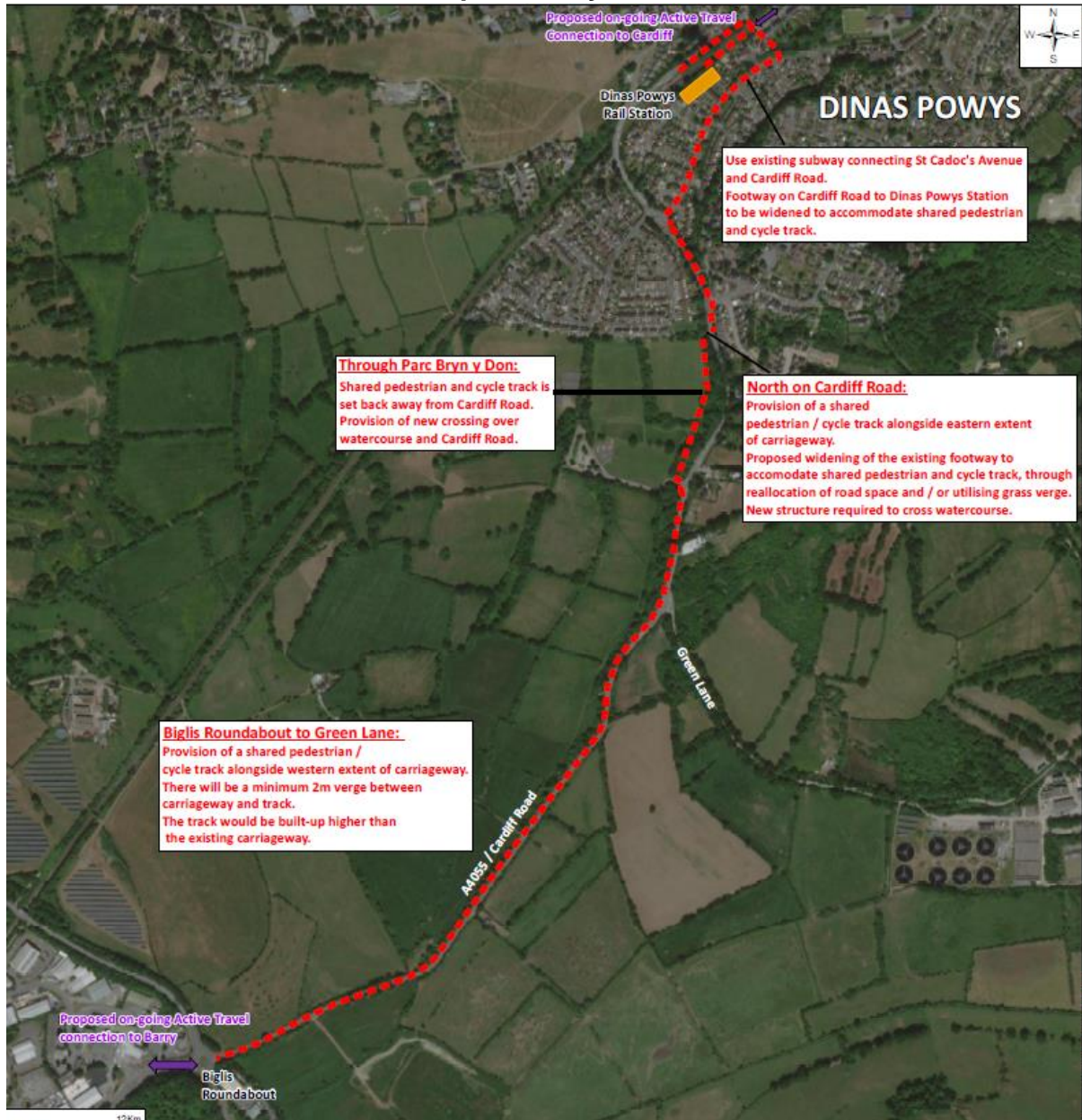
- Roedd 8 'angen mwy o fanylion'.
- Dywedodd 7 'na fyddant yn beicio/cerdded/teithio ar olwynion yma'.
- Hoffai 7 'feicio/cerdded/teithio ar olwynion yma'.
- Roedd 7 yn meddwl ei fod yn 'wael i'r amgylchedd'.
- Ychwanegodd 10 'rywbeth arall'. Cafwyd sylwadau eu hailadrodd yn union yr unfath yn agos iawn at ei gilydd. Sef:
  1. Cynllun gwallgof (nodwyd 5 gwaith).
  2. Byddai unrhyw darfu ar lif traffig yn ystod y gwaith adeiladu yn wael (nodwyd ddwywaith).
  3. Swllyd
  4. Ddim mor ddiogel ag opsiynau eraill.
  5. Ddim yn teimlo'n ddiogel

Roedd gan yr ymatebwyr yr opsiwn i ychwanegu sylwadau pellach a/neu awgrymiadau ynghylch y llwybr hwn. Ceir rhestr lawn o'r sylwadau yn Atodiad D.

Y themâu allweddol o'r sylwadau a ychwanegwyd oedd:

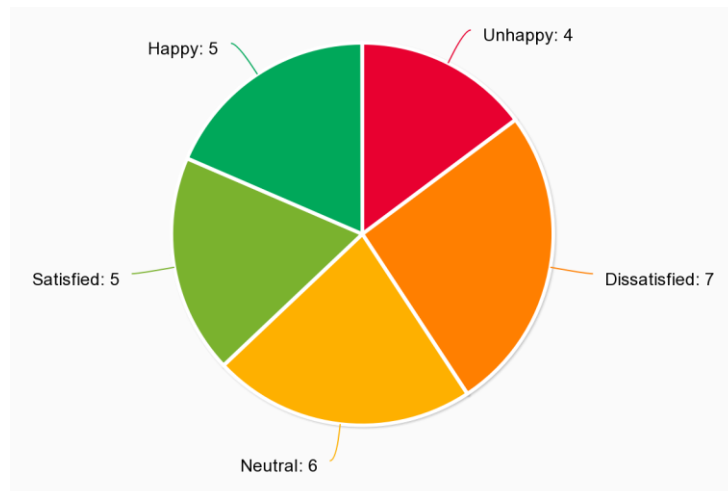
- Ddim yn teimlo mor ddiogel ag opsiynau eraill

## Opsiwn llwybr 5

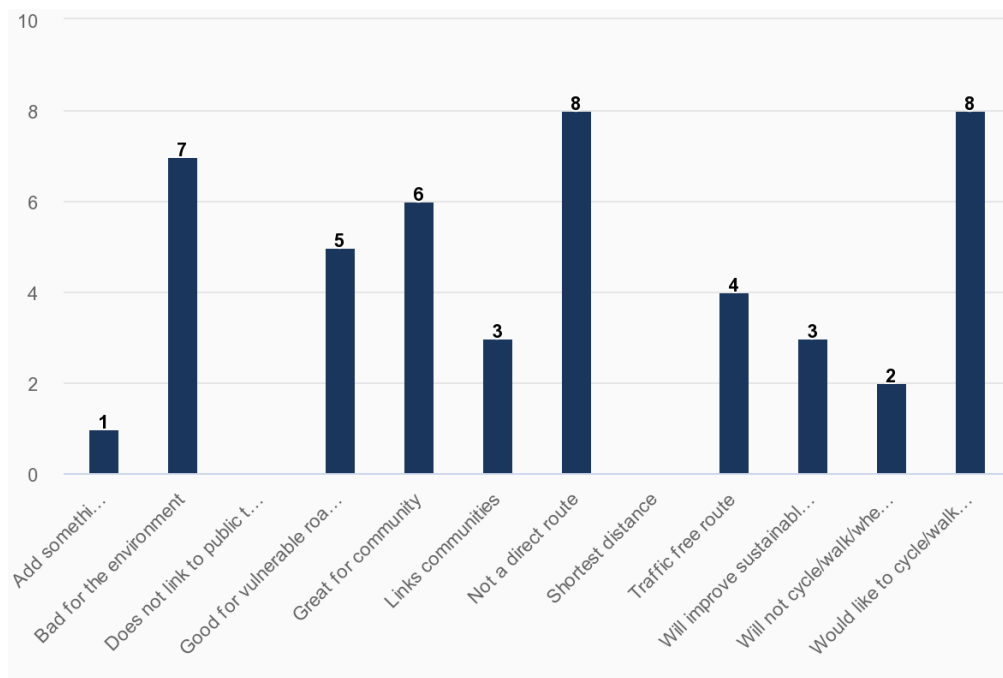


Y cwestiwn cyntaf a ofynnwyd oedd '**Beth yw eich barn ar y llwybr arfaethedig hwn?**'

Dyweddodd 37% eu bod yn hapus iawn neu'n hapus gyda'r opsiwn llwybr hwn:



### Pam rydych chi'n teimlo fel hyn?



- Roedd 8 yn credu 'nad oedd yn llwybr uniongyrchol'.
- Hoffai 8 'feicio/cerdded/teithio ar olwynion yma'.
- Roedd 7 yn meddwl ei fod yn 'wael i'r amgylchedd'.
- Roedd 1 sylw ychwanegol. Nododd y sylw bod 'risg damweiniau oherwydd traffig yn tynnu allan o lawer o gyffyrdd.

Roedd gan yr ymatebwyr yr opsiwn i ychwanegu sylwadau pellach a/neu awgrymiadau ynghylch y llwybr hwn. Ceir rhestr lawn o'r sylwadau yn Atodiad E.

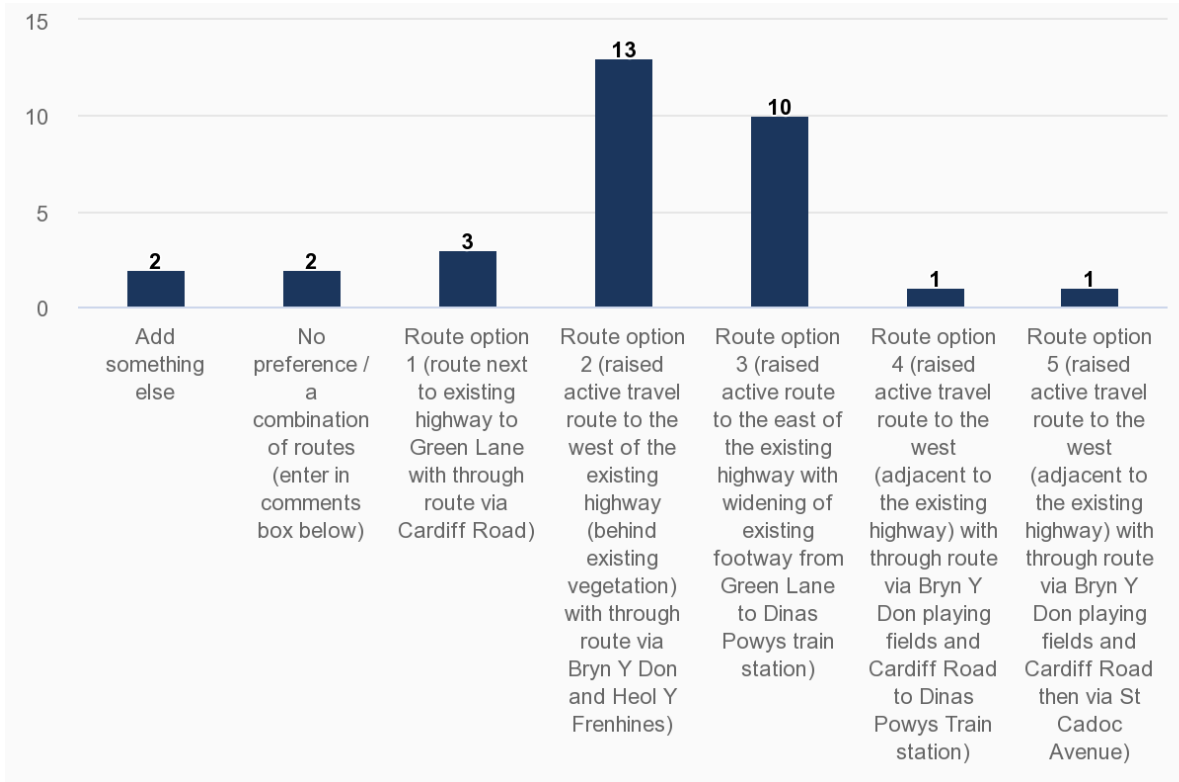
Y themâu allweddol o'r sylwadau a ychwanegwyd oedd:



- Byddai'n dod â mwy o draffig i ardal breswyl brysur.

Gofynnodd y teil olaf i'r ymatebwyr ddewis eu llwybr dewisol o'r tri a gyflwynwyd.

### Pa un yw eich llwybr dewisol?



Ychwanegodd 2 o bobl rywbeth arall. sef:

*Llwybr 2*

*Fel beiciwr mae'n well gen i ddefnyddio'r ffordd.*

Nododd 2 berson nad oedden nhw ffafrio un dros y lleill.

### Beth yw'r rhwystrau presennol i Deithio Llesol yn yr ardal?

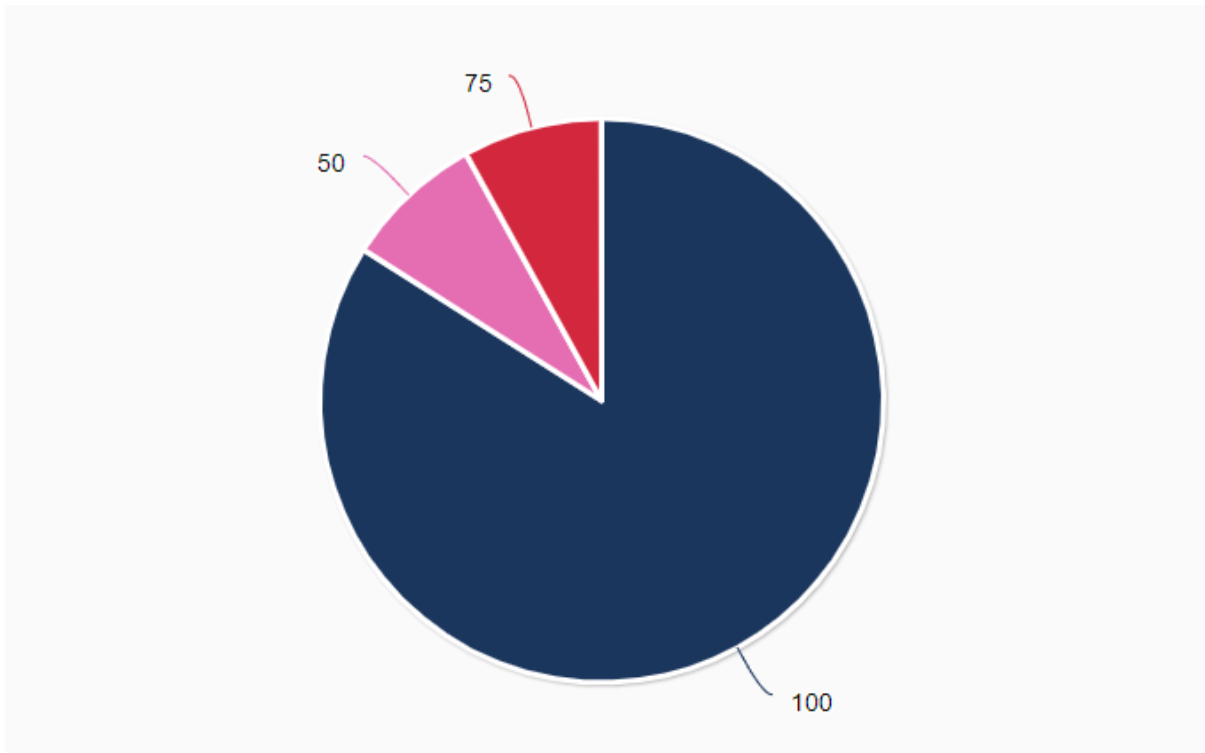
Ceir rhestr lawn o'r sylwadau yn Atodiad F.

Y themâu allweddol sy'n codi yw:-

- Lefel y traffig yn yr ardal.
- Cyflymder cerbydau ar y priffyrdd presennol.
- Diffyg seilwaith beicio a cherdded ar wahân.
- Diffyg isadeiledd, a throedffyrdd wedi'u cynnal a chadw'n wael.

## A ydych chi'n credu bod y cynnig i ddatblygu llwybr Teithio Llesol yn yr ardal hon yn un cadarnhaol?

Roedd 84% o'r ymatebwyr yn credu bod y cynnig i ddatblygu llwybr teithio llesol yn yr ardal hon yn un cadarnhaol (fel y nodir gan 100 yn y siart cylch isod).



Roedd y cwestiwn olaf yn gofyn am sylwadau neu awgrymiadau eraill.

Mae rhestr lawn o'r sylwadau yn Atodiad G, ond y themâu allweddol oedd:-

- Byddai'n well cael llwybr ar wahân.
- Dylai'r llwybr fod ar wahân i draffig.

### Ymatebion a gafwyd drwy e-bost y tu allan i'r arolwg ar-lein:

1. I just wanted to formally register my support for the creation of the active travel route between Dinas Powys and Barry.

Kind Regards

Councillor Mark Hooper, Baruc Ward

2. Thank you for inviting Vale VeloWays (VWV) to comment on this proposed active travel route. Please find our response below, these plans seem at a

very early stage and we haven't commented on the detail of path layout and design but would be delighted to work with you as you develop the plans to ensure they are developed in a way that would suit both existing cyclists and those who would cycle this route if it was safer to do so.

We are heartened by VOG's commitment to active travel and are keen to work together to ensure that the Vale's active travel infrastructure is of an exemplar standard within Wales, making this truly the active travel nation.

In recent years, the VoG has been improving active travel links - much has been achieved, but we still have a long way to go to achieve exemplar standard.

VVW support the VoG's aim of providing a strategic active travel corridor from Barry to Cardiff via Dinas Powys. Of the five options proposed, we have a slight preference toward Route Option 1, with caveats. The general proximity of the route to the existing road is helpful in providing a perceived level of security for lone travellers. Although the noise and pollution from vehicles is unwelcome, this is outweighed in this instance by the reassurance provided by the presence of other travellers. The section from Biglis Roundabout to Green lane is a largely rural location, currently un-lit. We trust that any proposals as developed would add at least an adequate amount of lighting, as seen in the recent St Athan project, this is particularly important to encourage women and those from minority groups to use the path.

We must comment on the VoG's preference for shared pedestrian / cycle tracks throughout all route options. While shared use may be appropriate on the inter-urban section of this route from Biglis Roundabout to Green Lane, the provision of a shared use path from Green Lane to Dinas Powys station is contrary to the Active Travel Act Guidance, which states in Section 11.16.2 that "In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not favoured by either pedestrians or cyclists..." VVW concurs with this statement - from our regular use of the shared use paths around Barry, we know that conflict is inadvertently engendered, even between the most polite path users. This route is likely to be heavily used by cycle commuters who will be looking to travel as fast as possible and will conflict with people just out for a stroll. It would be strongly preferable to avoid designing in this conflict, and separate from each other motor vehicles, people on bikes and pedestrians. If the VoG is intent on pressing ahead with a shared use option through the urban area of Dinas Powys, they must give heed to the desire of people on bikes to make progress, by giving the shared use path priority across road junctions as per Welsh Government Active Travel Guidance and recent revisions to the Highway Code. This loss of priority is a common factor on many of the VoG's recent shared use paths, and is a strong disincentive to their use by people on bikes.

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 the Barry to Dinas Powys active travel route.

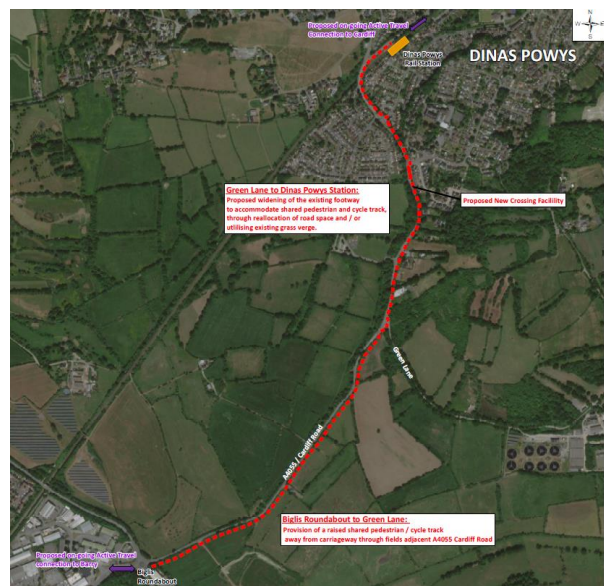
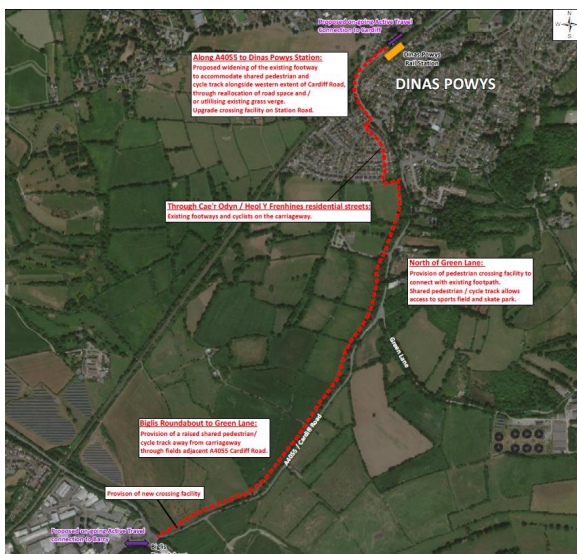
3. Dinas Powys Living Streets collated responses at a community event. Appendix H. In summary there was overwhelming support for the need of a safe route between Dinas Powys and Barry – 49 people indicated that they strongly agreed that the proposal to develop a route in the area was a positive one.
4. An email was received that can be found in full at Appendix I. There was clear support for the scheme but it included suggestions that need to be considered by the future designers of this scheme, such as connections to the scheme and the standard of provision provided.
5. Email received from Plaid Cymru Councillors:

Dinas Powys Councillors support the active travel route. Many local people have told us that they also support it.

## Argymhellion

**Bydd y Cyngor yn gwneud gwaith i lunio dyluniad cysyniad o lwybr teithio llesol yn unol â llywbrau 2 a 3 a gyflwynwyd.**

**Caiff hyn ei ariannu'n llawn gan grant Teithio Llesol Craidd Llywodraeth Cymru 2022/23, sydd wedi ei ddyfarnu.**

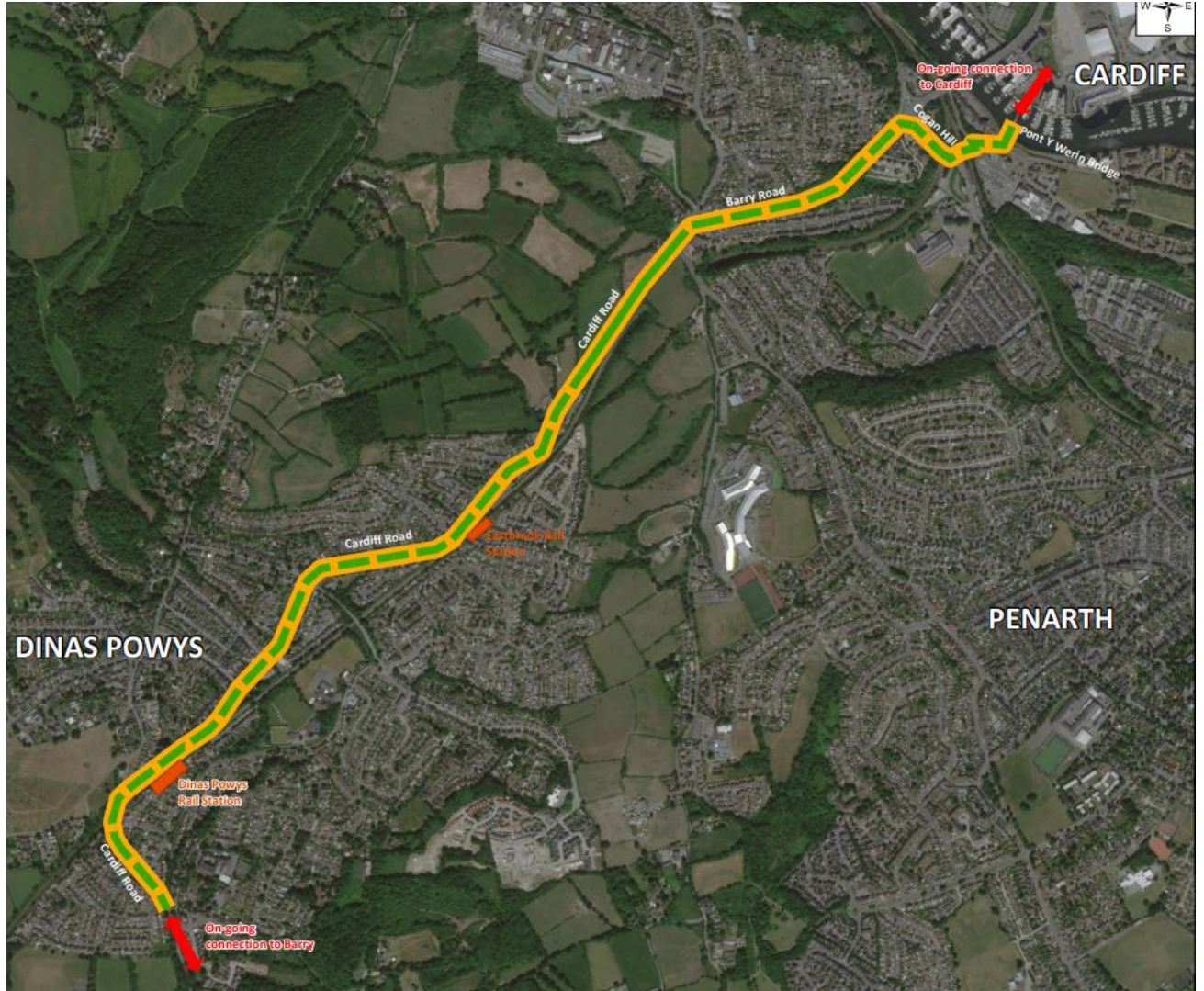


## Canlyniadau ar gyfer opsiynau llwybrau rhwng y Barri a Dinas Powys

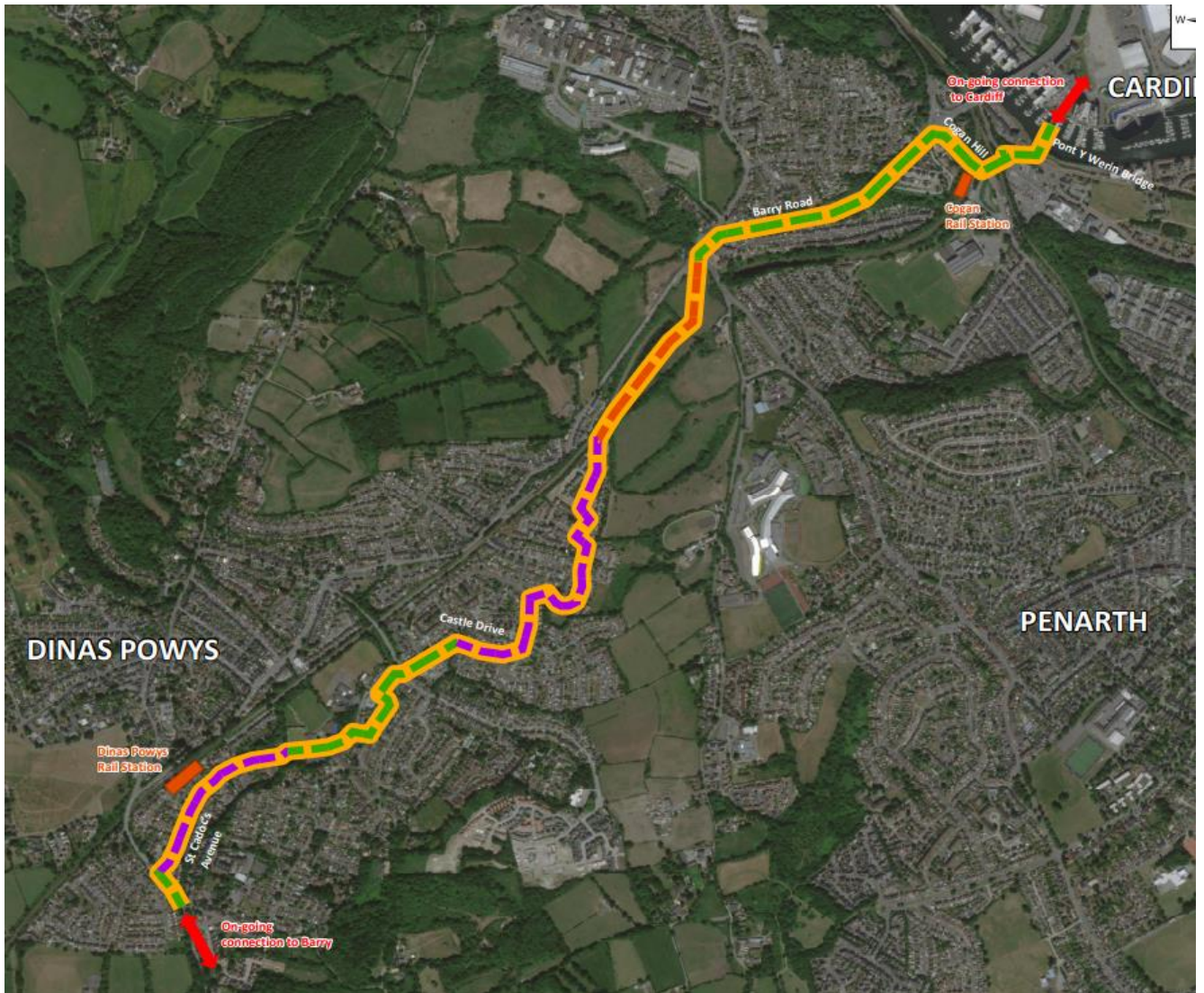
Roedd ail ran yr ymgynghoriad yn cyflwyno tri opsiwn llwybr arfaethedig yn cysylltu Dinas Powys a Phont y Werin.

Gofynnwyd i'r cyhoedd osod y llwybrau yn nhrefn eu dewis. Bydd y llwybr sy'n cael ei ffafrio yn cael ei gymryd i'r cam nesaf o ddylunio os bydd cyllid ar gael.

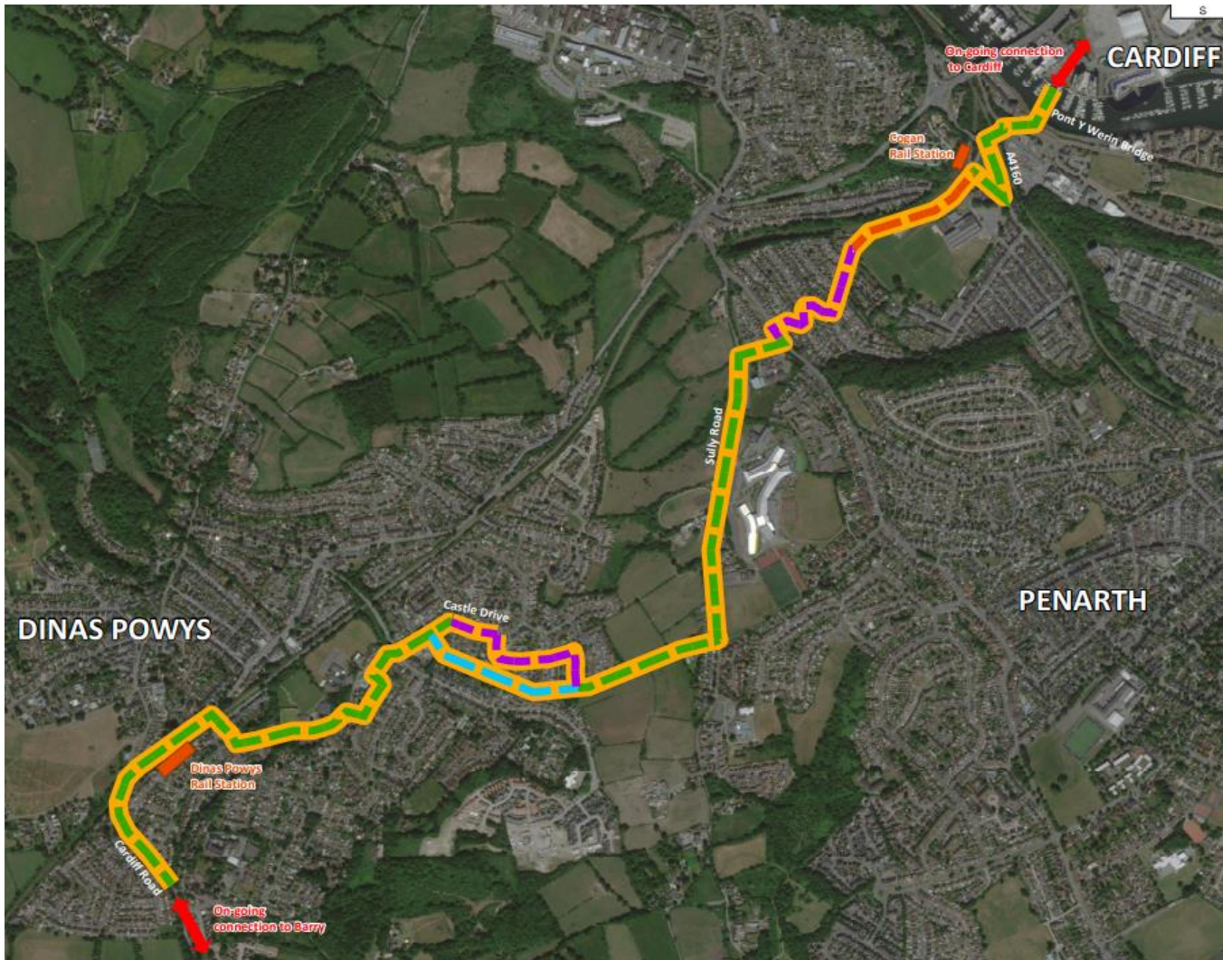
Mae **Opsiwn Llwybr A** yn dilyn y briffordd bresennol ar hyd Heol Caerdydd:



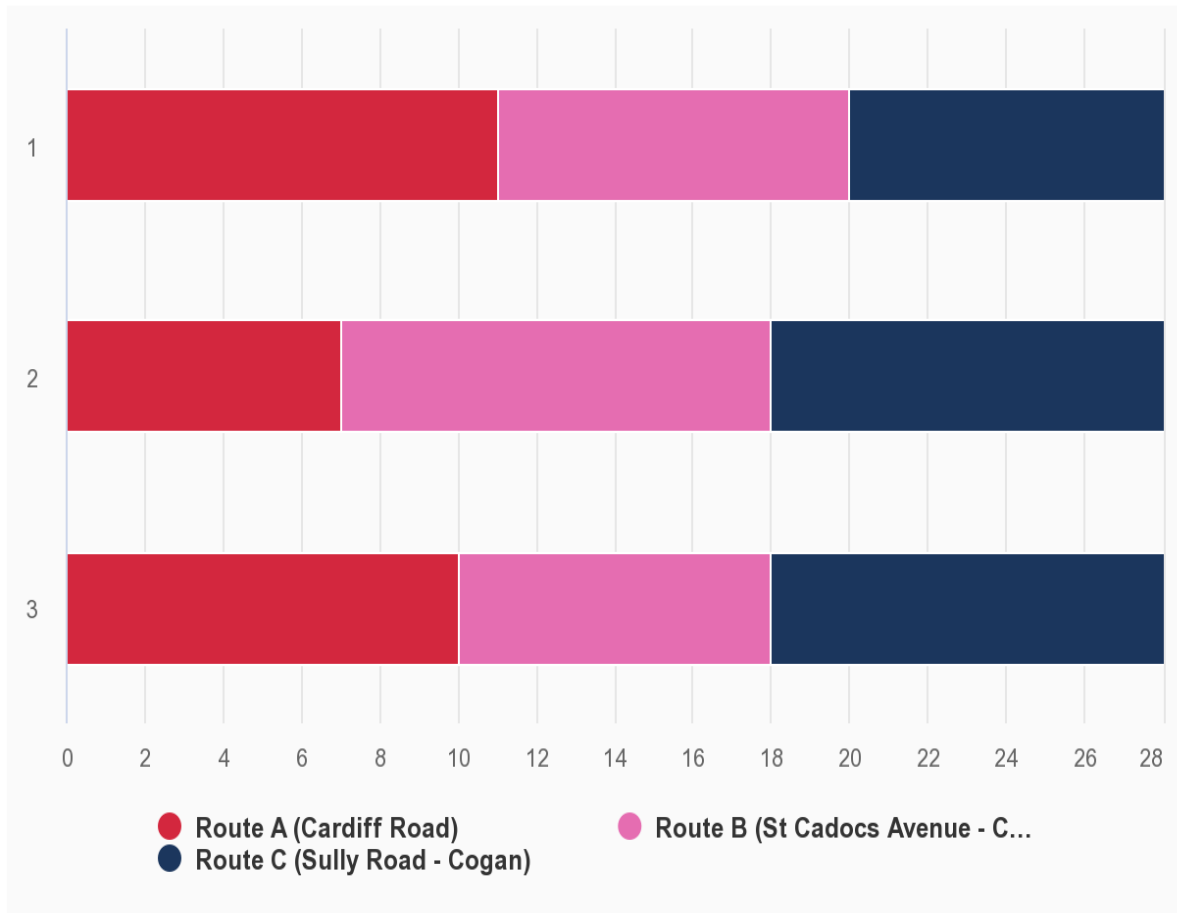
Byddai **Opsiwn Ilwybr B** yn mynd â phobl drwy St Cadoc's Avenue, ar hyd Castle Drive ac yna'n cysylltu â Heol y Barri:



Mae **Opsiwn Ilwybr C** yn cyfeirio pobl drwy Castle Drive, Sully Road, drwy'r Cowslip i Cogan:



Dangosir y canlyniadau isod, gydag 1 yn nodi dewis cyntaf a 3 y llwybr a ffeirir leiaf.



Gwahoddwyd pobl i adael sylwadau ac awgrymiadau ar y tri llwybr a gynigiwyd. Mae rhestr lawn o'r sylwadau gydag ymatebion y Cyngor i'w gweld yn Atodiad J.

Y themâu allweddol o'r sylwadau yw:

- Angen mwy o fanylion am y llwybrau
- Mae cadw cerbydau a seiclwyr/cerddwyr ar wahân yn bwysig
- Dylai llwybr fod mor uniongyrchol â phosibl

O'r sylwadau a gan y cyhoedd a'r drefn y rhoddwyd eu dewis ynddi, mae'n well gan y cyhoedd Lwybr A neu Lwybr B.

### **Argymhelliad**

**Byddai'r Cyngor yn ystyried opsiynau A a B ymhellach.**

**Byddai cais yn cael ei wneud am arian i edrych ar y llwybr ymlaen hwn.**



**Atodiad A – sylwadau wedi'u cynnwys gydag Opsiwn Llwybr 1 (wedi'u cynnwys fel y cawsant eu derbyn).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	Direct and street lighting would be better	Lighting of an active travel route would be looked at during future design stages.
2	Most direct route... and most feasible?	Thank you for your comment.
3	You must be mad, The Road isn't wide enough as it is.	If this is the preferred route, then highway widths would be looked at during the next stage of design.
4	I'm not exactly sure where this route is, I'm very supportive as currently there is no safe way to get from Barry to Dinas either on foot or by bike. My only concern is if it's not clearly separated from any motor vehicles it really would be dangerous	Thank you for your support of an active travel route here.
5	A shared cycle and walkway makes it unusable for commuting unless fully segregated which would push cyclists back onto the road or into cars.	A segregated route will look to be provided if there are sufficient widths.
6	Disruptive to traffic on Cardiff Rd during construction	This would be unavoidable but access would be maintained as much as possible.
7	Walking and cycling next to busy traffic is not appealing.	Noted. The other route options offer routes away from traffic.
8	Would worry about speeding cars on Cardiff Road if I were cycling	A buffer separating the AT provision from the highway would be provided as per AT guidance.
9	Needs to be clearly separated and safe from traffic with clear delineation from adjacent pedestrian walkway	Noted and your comment will be considered at the next stage of design.
10	Provide bins	The provision of bins will be discussed with the cleansing department if the route is constructed.
11	I have lived in Dinas powis for most of my life and this has been needed for a long time. When I worked in Barry I would have cycled to work but the road was far too dangerous. Let's hope this can go ahead and make it a pleasurable experience not a nightmare.	Thank you for your support of an AT route.
12	Any improvement would be great - but more direct route would be best!	Thank you for your support of an AT route.
13	Will have a detrimental effect on residents living along that route. Will cause significant disruption to traffic especially at peak times. All of these proposals need detail especially around the environmental impact	This consultation was to decide which route to take forward to the next stage of design. There will be a number of surveys and investigations required before construction of any route happens in this area.

14	Cars go too fast along here and widening the road whilst killing the hedgerows and affecting wildlife does not sound sensible or adhere to the WAG policies for the environment.	Active Travel is a policy supported by Welsh Government. Ecology and Environmental surveys would be undertaken in the next stage of design. There would be mitigations to any removal of hedgerow or habitat.
15	This is my least preferred route. The traffic is dangerous along this road and any move to separate cyclists and pedestrians from road traffic would be welcomed. My children travel to school in Barry from DP and a more suitable cycle route would mean they have the option of them cycling to Bro Morgannwg.	Thank you for your comments. We'd hope that pupils would use a provision to reach schools in Barry should a route be constructed.
16	Functional but not particularly desirable.	Noted. Thank you for taking the time to comment.
17	Pollution to walkers and cyclists from traffic? Which bit is 'raised' and how will this affect residents?	By providing the AT route we'd hope to reduce the number of vehicles along this road. There will be future consultation on a design once the preferred route is decided.
18	Does not feel safe so close to Cardiff Road. Negative environmental impact	Thank you for commenting.
19	High impact on wildlife habitat is not acceptable.	Whichever route is taken forward to the next stage will be subject to ecology and environmental surveys.
20	Raised pavement wide enough for pedestrians and cyclists. Barrier in between road. This will also give good visibility to traffic of those on the track and keep away from flood/ rain water. Gives bike/ pedestrian access to those utilising Camp coconuts & Daisy nursery	Your comments will be considered if this is the preferred route.
21	Already overburdened with traffic, both light and heavy vehicles so additional pedestrians and cycles not a good idea.	Thank you for taking the time to comment. An AT route would be separate from the existing road (alongside).
22	High quality provision between two adjacent towns should be segregated for both walking and cycling separately, rather than promoting potential conflict between two sets of active travel users	Segregated provision is the preferred option and will be considered at the next stage of design.
23	Is there any reason that the shrubs / hedgerows impacted can't be moved or planted on the side of the pathway to minimise environmental impact?	This is a mitigation that would be considered.
24	Is there any reason that the shrubs / hedgerows impacted can't be moved or planted on the side of the pathway to minimise environmental impact?	Repeat of number 23.

25	Looks like a great route but I would be concerned about the connections to it, especially at Biglis Roundabout. I know VoG had plans to build an active travel route on Cardiff Road but from what I understand they were punted. In my opinion it would be pointless to build this route if safe and convenient connections to it don't exist.	Onward connections are very important, and this is why the route options to Cardiff were included at the same time as this consultation. A design has been started for Cardiff Road and will be continued should funds be made available.
26	Widening existing footway will mean pedestrians lose space rather than motor vehicles. Routes next to roads are generally less well used than those away from carriageway.	If this is the preferred route then we would look to provide an AT provision that is useable.
27	I feel the two sections in all these routes between Biglis roundabout and Green Lanes and Green Lane and DP station need to be looked at separately. The first section largely depends on feasibility of building it/land ownership etc. It is also crying out for a segregated cycle path as I am a very experienced commuting cyclist but I WILL NOT cycle on this section of road due to a couple of terrifying experiences. If I want to go to Barry I either cycle a very long way via Sully or Wenvoe or more likely I drive. So whilst I would love to see a brilliant segregated super duper cycle route in all honesty I would settle for a pretty rubbishy shared use path as at least it is something and it would open up a whole new (fairly flat and direct route). What I like about this route is minimal side road crossings or the need to cross Cardiff road. I think Cross Common Road might need lights/a mini roundabout - something to give cyclists and pedestrians priority when going straight ahead here. A shared use path is OK (if not ideal) from Biglis to Green Lanes, but Green Lanes to DP Station it would need separation of pedestrians and cyclists to avoid conflict - I think the road is wide enough to be narrowed here to allow enough room for something more like your St Nicholas proposals or the Cardiff bike lanes. Biodiversity loss must be avoided as far as is possible and also mitigated for, but it will be a lot less biodiversity loss than building a bypass would have caused. Whilst for leisure I'd rather be away from the road for commuting at night it would feel safer to be nearer other people rather than in a dark field.	Thank you for taking the time to comment. All your points will be considered at the next stage of design, whichever route is chosen as the concerns are valid.
28	Not my favourite route - I'd prefer Route Option 2 because of clearer separation of road traffic - but I would still welcome this route very much being most direct	Thank you for taking the time to participate in this consultation.
29	Dangerous along fast moving heavy traffic. Bad pollution for walking/cycling.	A buffer between the provision and the road would be provided as per AT guidance. We would hope that there would be a

		reduction in the number of vehicles using this route should the scheme be constructed.
30	Safest for vulnerable users, simplest option, flat route	Thank you for your support and taking part.
31	Does not keep users away from the pollution from the main road.	We would hope that there would be a reduction in the number of vehicles using this route should the scheme be constructed.
32	Does not keep users away from the pollution from the main road.	Repeat of number 31

**Atodiad B – sylwadau wedi'u cynnwys gydag Opsiwn Llwybr 2 (wedi'u cynnwys fel y cawsant eu derbyn).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	This route is liable to regular flooding	We are aware of the flooding in this area and we would undertake full flood modelling at the next stage of design.
2	Will make the estate of Southra congested as existing footways are not large enough. Also removes elements of the playing field, and may also increase ASB which is currently a problem	Should a route be directed through the Southra estate then we would look to improve conditions for pedestrians. Discussions with Safer Vale and SWP would take place to discuss ASB implications of any route taken forward to the next stage of design.
3	Least biodiversity impacts on hedgerows, woodland and scrub. Least operational impact on Cardiff Road and take the least amount of time to construct. BUT not a direct route.	Thank you for your comments that will be considered when choosing the preferred route for the next stage.
4	Very concerned about flooding and how safe it would be in the dark	Lighting of any AT route is considered at the next stage of the design process.
5	An off-road route is the only sensible route.	Thank you for taking part in this consultation and choosing your preferred route.
6	This route is my favoured option out of the 3, but how high to make the path to accommodate flooding and for future with climate change if the water does rise further, also is this option more expensive ?	Thank you for your input. There will be extensive flood modelling and discussions with NRW whichever route is taken forward.
7	Flood risk	There will be extensive flood modelling and discussions with NRW whichever route is taken forward.
8	Most of the route is away from the busy road so would be a pleasant route. The last part that joins Cardiff Road does not appeal, even with an improved crossing, there would need to be other measures such as a 20mph speed limit/cameras as speeding is common here.	More detail on how the route would join Cardiff Road would be provided at the next stage of design consultation.
9	What assessment of the flood risk to this proposal has been made?	There will be extensive flood modelling and discussions with NRW whichever route is taken forward.
10	Be litter and antisocial behaviour if it's not visible from the road	Noted. We would look at mitigations to try to ensure this would not occur.
11	I live in caer odyn and there are Cars parked everywhere so can already get congested. Also not happy it could cause an additional flood risk!!!!	There will be extensive flood modelling and discussions with NRW whichever route is taken forward.
12	Better than option 1	Noted and thank you for taking the time to look at the various route options.

13	Least environmental impact and away from the road	Thank you for taking the time to look at the various route options.
14	Not as good as the option on the other side of the road.	Noted and thank you for taking the time to look at the various route options.
15	Space away from main road is preferable on safety grounds	Noted and thank you for commenting.
16	People would just stay on the main road rather than diverting to a residential street to making it a cycle track would be a waste of money	More detail on how the route would join Cardiff Road would be provided at the next stage of design consultation. The route will enable less confident and vulnerable cyclists a path away from the main road.
17	Least impact on wildlife habitat is great. Could be annoying for residents along the proposed route.	There would be further consultation at the next stage of design.
18	Risk of increasing flooding in Dinas Powys	There will be extensive flood modelling and discussions with NRW whichever route is taken forward.
19	Needs to all be segregated, not on-road	A segregated provision would be the preferred design option.
20	Having a traffic-free route away from the main carriage way is great but when it's out of sight it may be subject to anti-social behaviour. It would need to be lit in order to provide comfort and safety for vulnerable users in the winter/dark. It's great that it has less impact on the environment but there may be issues with flooding and also, issues with land ownership. Will the land owners be inclined to get on board with the scheme?	We would look at mitigations to try to ensure there would not be ASB. Lighting would be investigated as a design progresses. There will be extensive flood modelling and discussions with NRW whichever route is taken forward. Once the preferred route is chosen there will be discussions with landowners.
21	I live on Care Odyn and there is already too much traffic on this road and parking issues (with cars parked on pavements). I do not feel that this would be safe option for cyclists or the existing pedestrians / dog walkers who use the entrance to Bryn-y-Don fields.	Thank you for taking the time to comment.
22	I think this could be well used if connectivity at either end into existing networks is good. Having separate cyclist provision from pedestrians is helpful.	Thank you for your comment and support.
23	The road at Caer Odyn has cars parked, and is quite difficult as it is with pushchairs etc. sometimes pedestrians need to walk in the road, cars also travel faster than they should. The junction from Cardiff Road onto Heol Y Frehines can also be dangerous , as getting out of the estate can be difficult at peak traffic times	There would be traffic/junction surveys undertaken if necessary at the next stage of design.

24	<p>As a leisure summer holiday route - being away from Cardiff Road with e.g. young children feels much nicer, but if I was commuting to Barry makes no sense and wouldn't use on dark winter evenings - as a lone female would feel vulnerable. Also feels unfeasible given flooding in the area, land owners etc. Not sure about the bit through Southra Park either - not great mixing vulnerable cyclists with car drivers. Section from Heol y Frenhines to the station could easily be improved for cyclists and pedestrians - The road is wide enough to cheaply put a segregated cycle way (like the ones in Cardiff just with light bollards) either side of the road in this section. and improve crossing of station road. The cycle way would also protect pedestrians on the pavements (which should also be widened) which would also reduce vehicle speeds which are ridiculous here (needs a speed camera not that flashing light)</p>	<p>Thank you for taking the time to comment. All your points will be considered at the next stage of design for whichever route is taken forward.</p>
25	<p>Cardiff Road is a very busy Road and I like the idea not having to cycle next to cars but that there's a separation between road and cycle path.</p>	<p>Thank you for taking the time to comment.</p>
26	<p>Best option. Away from main road</p>	<p>Thank you for taking the time to comment.</p>
27	<p>Gets users away from the population of the main road.</p>	<p>Thank you for taking the time to comment.</p>

**Atodiad C – sylwadau wedi'u cynnwys gydag Opsiwn Llwybr 3 (wedi'u cynnwys fel y cawsant eu derbyn).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	Better option, least impact.	Thank you for taking the time to respond.
2	Veey concerned about flooding, smells from bearby sewage and safety of the route for vulnerable users	All of the points you've raised would be looked at during the next stage of design, depending on which route is taken forward.
3	An off-road route is the only solution	Thank you for your comment.
4	An off-road route is the only solution	Repeat of number 3.
5	Follows main road but with clear segregation	Thank you for your comment.
6	Lesser environmental impact	Thank you for taking the time to comment.
7	Best side of the road, as it better links to Dinas Station and existing path at McDonalds Roundbout.	Thank you for your comment.
8	Cant really see how this differs from route 1	Route option 1 is next to the highways/traffic. Route option 3 is separated from traffic.
9	Seem relatively safe and away from the road and won't prevent the flood plain from working	Thank you for taking the time to comment.
10	Impact on wildlife habitat should be a kept to a minimum, so this route appears to be good for that. However, needs more information on the proposal from Green Lane to Dinas Powys.	There would be future consultation once the preferred route option has been chosen and some design work has been completed.
11	The best option! They may want to make the route simply a dedicated cycle track (best off the main road, to avoid road works, pavement parking, traffic congestion etc), so that if pedestrians use it (which they will) they'll know to respect cyclists & be aware of them, so less chance of conflict. Also look at upgrading existing footpaths within the community, to reduce local traffic?	Thank you for the support. Active Travel routes consider the needs of all users so pedestrians would be catered for in any future provision.
12	This route with less to little impact on the existing shrubs, trees and general ironed tall impact than the other options, is so the most direct, which people travelling in any capacity wish to do. There are fewer diversions that (quite literally) send you round the houses. This one does not state the 2m gap to the carriageway in the 40mph section. Unfortunately, a shared path is an absolute minimum, where a wider path with separate lanes (such as on millenium Rd Barry (which is a bit too narrow)) would be preferable. Needs to connect to all present road junctions smoothly to make useful to all.	Whichever route is taken forward to the next stage of design, we would look to provide a segregated provision for cyclists and pedestrians where possible. Thank you for taking the time to comment.



13	Still unsure re: flood plain, however this is a better route. Significant improvement work will need to be done on the paths in Dinas. Again should be combined with speed calming and cameras on the dangerous Cardiff road	Thank you for the points you've made. They will all be considered at the next stage of design.
14	Best practice is to separate out walking and cycling to prevent conflict between these road users	Agreed and thank you for taking the time to comment.
15	Better than Option 1 but not as attractive as option 2 in terms of alignment way from carriageway.	Thank you for taking the time to look at all the options presented.
16	This looks better than the one on the other side - but what will it be like for commuting cyclists on a wet December night - flooding, lighting etc. Segregated better than shared and essential on section from Green Lane to DP Station (esp Cross Common Road to DP Station which is already well used by pedestrians). Cycles and pedestrians must have priority over junctions. Good to see a pedestrian crossing to Bryn y Don from near Cross Common Road proposed	Thank you for taking the time to provide feedback. Lighting would be considered as part of a route. There will be extensive flood modelling required at the next stage of design.
17	Love it	Thank you for your support.
18	Good for the environment as no hedge rows are disrupted. Less favourable as route crosses more junctions. Although the new highway code states that drivers must give way when turning into junctions this is not followed and would place cyclist/pedestrians at risk. I prefer the option on the western side as it crosses less junctions.	Thank you for taking the time to comment on the proposal.

**Atodiad D – sylwadau wedi'u cynnwys gydag Opsiwn Llwybr 4 (wedi'u cynnwys fel y cawsant eu derbyn).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	This is madness in a double whammy The Road isn't wide enough and too dangerous as it is. Crossing the road would cause even more chaos and be much more dangerous. Total madness.	Thank you for your comment. Should this be the route taken forward to the next stage of development then there would be studies into road width and speeds.
2	This is madness in a double whammy The Road isn't wide enough and too dangerous as it is. Crossing the road would cause even more chaos and be much more dangerous. Total madness.	Repeat of number 1.
3	This is madness in a double whammy The Road isn't wide enough and too dangerous as it is. Crossing the road would cause even more chaos and be much more dangerous. Total madness.	Repeat of number 1.
4	This is madness in a double whammy The Road isn't wide enough and too dangerous as it is. Crossing the road would cause even more chaos and be much more dangerous. Total madness.	Repeat of number 1.
5	This is madness in a double whammy The Road isn't wide enough and too dangerous as it is. Crossing the road would cause even more chaos and be much more dangerous. Total madness.	Repeat of number 1.
6	The destruction of hedgerows and disruption for road users during construction is to be avoided	The appropriate mitigations will be taken to ensure minimal disruption for all.
7	The destruction of hedgerows and disruption for road users during construction is to be avoided	Repeat of number 6.
8	Disruptive to Cardiff Rd during construction	Appropriate traffic management would be introduced during construction of any future route.
9	Not appealing to walk or cycle next to lots of traffic. It does not feel safe and not an attractive route.	Thank you for taking the time to comment.
10	Does not appear very safe as near Cardiff Road and negative environmental impact	Thank you for taking the time to comment. Your comments will be considered during the next stage of development.
11	Impact on wildlife habitat too high.	There will be ecology and environmental studies undertaken at the next stage of design.

12	Safety concerns and question as to the bridge on the green lane to biglis round about section. Straightening the road in anyway would encourage speeding. I'm still genuinely not sure of the demand from Barry to Dinas, but appreciate the Barry to Cardiff totality is necessary. Dinas Powys still needs a bypass and significant traffic calming in the village	This route has been the most requested connection for active travel in the Vale of Glamorgan. An application to Welsh Government to continue work on a Dinas Powys bypass was not approved for funding.
13	Best practice is separating out cycling and walking to prevent conflict between active travel users	Agreed and segregated routes will always be considered by the designers of active travel routes in the Vale of Glamorgan.
14	Route adjacent to carriageway so will not be as attractive as a route away from the road. Shared with pedestrians so widths will be critical.	Thank you for taking the time to comment.
15	A slightly odd option - through Bryn y Don and then back over Cardiff Road and onto the other side of the road for last bit? Better at night to be near the road (but why they chuck onto Bryn y Don?	We wanted to present a number of options to the public.
16	It does not feel safe and I think it would not really promote walking/cycling of more vulnerable people.	Thank you for taking the time to comment.
17	Involves crossing the roads. Even when traffic lights are in place these always favour car/ other road users and take ages to turn red for pedestrians/cyclists to cross. As a results cyclist/pedesterians cross before its safe to do so.	Thank you for taking the time to comment.

**Atodiad E – sylwadau wedi'u cynnwys gydag Opsiwn Llwybr 5 (wedi'u cynnwys fel y cawsant eu derbyn).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	Too long, the existing paths in sonnycroft are not suitable or wide enough	Thank you for taking the time to comment. Should this route be taken forward to the next stage of development, widths would be looked at.
2	An off-road solution is the only sensible one	There were off-road options presented as part of this consultation.
3	This would be my least favourite option	Thank you for taking the time to look at all the route options and commenting.
4	Flood risk	There would be considerable flood modelling undertaken at the next stage of design.
5	The last part of this route to the station, staying away from Cardiff Road makes sense.	Thank you for your comment.
6	<p>As a resident just off St Cadoc's Avenue, I would oppose a cycle route here for a number of reasons.</p> <p>It would bring more people traffic to the area which is already a built up busy estate.</p> <p>There are many junctions down the entire stretch of st cadoc's Avenue on both sides and I believe there would be a high risk of accidents from cars pulling out in all directions into the cycle lane.</p> <p>It seems unnecessary longer and more costly to re-route the cycle lane through this estate to the train station when the route could just simply continue along Cardiff road a further 100m to reach the same destination.</p> <p>I would be concerned about the environment impact of the cycle route along St Cadoc's Avenue - there are many green areas, trees, bushes and weeping willows in the street which makes you feel close to nature. A cycle route would change the look and feel of that.</p> <p>Finally, there are many children living on the sonnycroft estate and I feel extra traffic down this street would bring more risks than benefits to them.</p>	Your comments will be considered as part of choosing the route to be developed.

7	Track away from main road is preferred on safety grounds	Thank you for your comment. Some of the route options presented showed an option away from the main road.
8	Dangerous for children in St Cadocs. People would stay on Cardiff Road and so it would be a waste of money to make the active route like this	Your comments will be considered as part of choosing the route to be developed.
9	Impact on wildlife habitat is too high, the indirect route is also not convenient and unlikely to be heavily used.	Your comments will be considered as part of choosing the route to be developed.
10	After rout option 3 this is the next best. This route follows the main route of travel without detouring around or off the general route, but by a very slight diversion into the estate to the east, it uses quieter routes. Only downside i can see is having to cross before turning into St Cadocs avenue.	Thank you for looking at the options presented. Your comments will be considered as part of choosing the route to be developed.
11	Disaster. Crossing roads, tearing up playing fields. Cyclists will not appreciate having to cross Cardiff road and then turn right across traffic at the railway underpass to continue to Cardiff. Worst of all the proposals	Your comments will be considered as part of choosing the route to be developed.
12	Best practice is separating out cycling and walking to prevent conflict between active travel users	Segregated provision is always looked at first by the designers of active travel routes in the Vale of Glamorgan.
13	Still too much alignment adjacent to carriageway. will not be as attractive as alignment away from road. Widths will be critical for shared use sections.	Your comments will be considered as part of choosing the route to be developed.
14	Another odd one, Cycle provision in via St Cadocs Avenue may make sense, but need Cardiff Road route too (if heading to village shops/St Andrew's School from Southra Park etc)	Your comments will be considered as part of choosing the route to be developed.
15	Excellent!	Thank you for your support.
16	There is no subway connecting DP station with St Cadocs Ave that I'm aware of. Is this a reference to the connecting footpath via Elm Grove Place? If so this could be widened very effectively by taking some land on the railway embankment side.	Yes, it is referring to the footpath via Elm Grove Place. We will consider your suggestion at the next stage of design.

## Atodiad F

### Beth yn eich barn chi yw'r rhwystrau presennol i gerdded a beicio yn y maes hwn? (cynnwys fel y'u derbyniwyd).

1	Lack of safe walking/cycling routes, away from traffic
2	No footpath, no safe cycling. For the avoidance of doubt ( created by the inadequate descriptions) i would want separate cycle ways and separate pedestrian paths well away from the existing road on both sides of the road. See the Dutch plan which works not the silly British nonsense of yellow lines. Hope that helps
3	Safety, Safety, Safety. Traffic on Cardiff Road travels too fast, particularly off peak in both directions. 20mph asap !! with speed cameras . traffic flow measures needed now
4	Not possible to run to Barry down Cardiff road
5	For me there is no safe pedestrian route between Barry and dinas
6	Cardiff Road is busy, noisy and not a safe environment to walk/cycle.  I would walk/cycle more if there were dedicated routes and where possible away from busy roads.
7	There is no pedestrian route at all between Dinas and Biglis Roundabout so impossible to walk directly between these two points. Currently to travel by foot to Barry, you cross down through Cosmeston, through Sully and back up to the roundabout. Fine if you are after a leisure activity, hardly reasonable for commuting etc. Cycling along this stretch is so dangerous due to the speed of the cars and layout of the road that only the bravest cyclist would attempt and certainly not children. A safe pedestrian & cycle route is essential to provide a sustainable travel route especially with more and more houses being built in the area.
8	I work in Barry and would love to cycle to work but Cardiff road is so dangerous to cyclists I don't want to risk it
9	Walking cycling and jogging is currently too dangerous between Barry and Dinas Powys. Due to the heavy traffic and pollution. So as an active resident I fully support this action
10	Cardiff Road is dangerous for cycles and has no provision for pedestrians.
11	Intimidated by the traffic
12	No traffic free routes.
13	traffic. not safe for walkers, cyclists
14	Upkeep of existing footpaths is especially bad and the busy road which is dangerous
15	Safety is a real issue - any proposed route should be safely away from the road so that all users can feel confident travelling on it.
16	I love cycling but the section of road between dinas and mcdonalds is too dangerous.
17	Cardiff Road is dangerous
18	Connectivity. Great cycling facilities in Cardiff but as soon as you reach the Vale these disappear until you reach Barry.
19	High speed though traffic from Barry to Cardiff
20	High speed though traffic from Barry to Cardiff
21	Access to Barry from Dinas Powys by paved footpath or cycle lane. Disjointed provision of cycle lanes currently.
22	Lack of segregated paths

23	I work in Cardiff so for me the main barrier to cycling more is a lack of safe active travel routes. It would be great for there to be a direct route connecting the waterfront to Cardiff without having to navigate traffic. I find the crossings on the existing active travel infrastructure particularly dangerous/hard to navigate especially with the speed of traffic. Any new infrastructure should be built to a much higher standard
24	Lack of good quality linked up segregated cycle & pedestrian routes
25	Speed and volume of traffic, driver behaviour, lack of segregated cycle facilities, poor quality pavements and crossings. Lack of cycle training for children and adults and a lot more.
26	missing infrastructure for pedestrians and cyclist
27	lack of traffic free cycling/walking routes

**Mae Cyngor Bro Morgannwg yn cydnabod yr uchod i gyd a dyna'r rheswm pam rydym yn bwrw ymlaen â'r prosiect hwn.**

## Atodiad G

**Os oes gennych unrhyw sylwadau neu awgrymiadau, gan gynnwys opsiwn arall. (cynnwys fel y'u derbyniwyd).**

	<b>Comment received from the public</b>	<b>Council response</b>
1	This has to be a priority road for VOG, Traffic flow measures needed now. Traffic lights near Green lane to control flow through Dinas to Cardiff from Barry, cars queuing in the lanes (has to be better than in the village, speed restricted through Dinas to 20 mph. Help keep air pollution low and safer for non car users.	Thank you for your comment and support for the development of this proposed active travel route.
2	All of the options are much the same to me segregation from the road is a must though as it's a 40 mph road. Cyclists need to be kept separate by a distance from road to prevent an accident	The Council will look to provide segregated routes, away from traffic, wherever possible.
3	Least biodiversity impact is the best option	Ecological and Environmental studies will be undertaken whichever route is taken forward to the next stage of design.
4	Adopt similar lane layout as they have around Cardiff Bay barrage, where cyclist and walkers can use lanes to avoid accidents	Noted, your comment will be considered during the design stage.
5	Rather than widening road to cross Cadoxton River in Dinas Powys, a separated cycle bridge would be presumably cheaper as well as nicer for bikes/pedestrians.  Options above where the lane is hidden from the road feels more risky for lone cyclists. Options where the cyclist has to cross the road is not desirable as the crossing inconveniences both motorist and cyclist, and encourages cyclists to leave the cycle lane and join the road at this point.	Your suggestions will be considered during the next stage of design.
6	While these proposals would be an improvement on the current position, the baseline for any new development following AT design guidance should be separating out walking and cycling modes, to avoid conflict between these users. Shared routes are only appropriate for low traffic routes. Unless there is insufficient space for fully segregated cycling path along most of the route, this should be included as the baseline option.	The Council will look to provide segregated routes, away from traffic, wherever possible.
7	I think the two sections Green Lane to Biglis Roundabout and Green Lane into DP station need to be looked at separately. Generally separated segregated cycle and pedestrian facility is far better rather than shared. And definitely from Green Lane/Cross Common Road to DP station it would need to be segregated as there would be too much pedestrian conflict and I think this section of Cardiff Road is wide enough. Green Lane to Biglis roundabout I feel that whatever route can be built quickest that doesn't get flooded in winter and is safe for vulnerable	The Council will look to provide segregated routes, away from traffic, wherever possible. Your comments will be considered by the designers of this route.



users (women at night in particular) would be best. the path must give users priority over field entrances and the like and link well into any plans in barry.	
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## Atodiad H – Cyflwyniad gan Strydoedd Byw Dinas Powys

Comments made at Dinas Powys Living Streets Stall at Dinas Powys Library and Activity Centre Fayre on September 17<sup>th</sup> 2022.



Dinas Powys Living Streets Group is newly formed arising from a couple of different groups which got together to look at speeding issues in several areas notably Mill Road/Pen-y-Turnpike and Longmeadow Drive. You can find out more about us here: <https://www.livingstreets.org.uk/get-involved/local-groups/dinas-powys>

As the consultation on the active travel route was live at the time of this event at the library we tried to focus on this with print outs of all the proposed routes both Biglis Roundabout to Dinas Powys and onwards to Pont-y-Werin.

Support for the route, in particular the need for a safe route alongside the A4055 between Dinas Powys and Barry was overwhelming. Many people commented on how dangerous it was for cyclists and impossible for those wishing to walk this route. The footpath was mentioned by a few people but most felt that it was impassable most of the time due to overgrowth and/or flooding.

We had a tally chart for people to respond Strongly agree/agree/neutral/disagree/strongly disagree to the statement 'Do you think the proposal to develop a positive route in this area is a positive one?' 49 people

indicated that they strongly agreed with this statement – no-one selected any other option. I think this is probably about the total number of people we talked to on the day. Many didn't leave any other comments as they were unsure of the pros and cons of the different routes, a number commented that they would cycle, walk or run this way to Barry if there was a safe route. Very few people said they would walk or cycle this way currently, in fact the cyclists mostly commented that they rarely cycled to Barry as they would only go the very long (and hilly) route via Sully or Wenvoe and it wasn't worth it so they drove if they wanted to go there.

Most people didn't have a route preference, but two people did comment that route 3 of the 5 between Barry and Dinas Powys was their preferred route. A few other comments on these maps:

“Need a crossing from Cross Common Road to football Bryn y Don – really dangerous to cross at the moment – there is a bridge on one side of the road – well hidden”

There were mixed views on whether next to the road or away from the road was better on the Biglis Roundabout to Green Lanes section. Many people felt for commuting beside the road was better (more direct/safer), but a mum with smaller children commented that the 2m verge was key as she wouldn't feel safe otherwise. A few people commented that the railway line would be the most direct of all if a path could be put alongside that.

On Route 1 “prefer this route! Along existing A4055/Cardiff Road” – this was particularly relating to the section within DP near Heol y Frehines.

For the continuation route through Dinas Powys – the three routes here are very varied so there was more discussion of the merits of each. Links to the schools (St Cyres and Pen y Garth) were considered key. Some people disliked the idea of quiet streets and having to cycle on the road with children – but others liked this idea. Many felt that a shared path alongside Cardiff Road would cause conflict between cyclists and pedestrians, but others felt this was the logical/direct route and if it was possible it would be a good idea.

Specific comments on the routes – route 3/C – several people commented that they wouldn't want to cycle up the Cowslip and that using St Andrew's Road would be better, but some people who walked to Penarth regularly liked the idea of walking that way.

Of the few people who marked a preference one preferred Cardiff Road (1/A), and three preferred Sully Road (3/C)

General comments:

Prefer segregated paths (pedestrians/Cyclists separately)

Need to improve/upgrade A4055/Cardiff Road to include widening road for pedestrians/cyclists/dog walkers- integrate it all.

Several people commented that they were really pleased the barriers on the Ash Path had gone.

In response to the question 'What do you consider to be the current barriers to walking and cycling in this area':

- Cars speeding through Dinas Powys, Argae Lane and Westra – need more 20mph areas – here here (added by someone else)
- Cars going too fast. No thought given to greener travel. More cycle pathways. 20mph in ALL urban areas
- Roads too narrow and cars too fast – need a cycle path

## **Atodiad I – Derbyniwyd ymateb e-bost**

Barry to Dinas Route

Overarching comments:

Two separate sections really Biglis roundabout to Green Lanes and Green Lanes to DP station (and beyond)

Biglis Roundabout to Green Lanes – really torn here, none of the options are perfect, as a leisure user a route away from the road is better, but as a commuter I'd rather be near the road

Need to realise that existing cyclists by and large won't use the cycle route like this which can cause aggro so in a way it needs to benefit new users more, but it would also be good if easy for more confident cyclists to get on and off the path/carriage way. Bike lanes more like those in Cardiff are easy for cyclists to move into if there is a car behind them, but definitely needs to be considered how cyclists approaching in both directions would get on and off the cycleway.

Another option is rather than a 2m verge you have a separate segregated cycleway and then footpath – more like your plans for near St Nicholas or what they have done in Cardiff I feel this would be preferable but if I was a nervous cyclist/with small kids I would prefer the 2m gap. Very controversially (in this section) I would suggest a wide shared use path (for new/nervous cyclists and pedestrians, next to a segregated two way cycle path.

How people get on and off the path and link to other proposed cycle paths is key – routes to secondary schools and leisure facilities are needed. Cycling to Barry Island would be a great day trip from Dinas Powys or even Cardiff.

Pros and cons – away from road vs by the road – my take on it!

Away from the road

Pro:

Lovely summer leisure route

With small kids in daytime feels much safer

Road cyclists can still use road without the 'get off the road there's a cycle path' aggression

Cons:

Flooding

Land ownership

Maintenance – will it get swept/cut back regularly

Safety – esp lone women on winter evenings – lighting?

Anti social behaviour

Next to the road:

Pro:

Obvious and direct

Feels safer as a lone woman especially in the dark

Less likely to flood

Maintenance easier/more likely?

Con:

Safety from cars e.g. buffer if car crashes off road or perceived safety eg with small children – e.g. despite being wide I'd be nervous with small children on the Wenvoe path in case they wobble into the traffic.

Aggression from drivers towards cyclists who don't use the cycle path (e.g. because surface poor, can't get on and off it, lots of walkers on a shared use path, it's on the wrong side of the road for them).

Green Lane to Cross Common Road

This could be wide and shared use, but segregated preferable, I think probably not worth going into Bryn y Don. Cross Common Road junction and crossing of river needs looking at and must give pedestrians and cyclists priority – would be good to slow drivers down here anyway – assume this will be the start of 20mph zone for DP next year anyway (I hope!).

Cross Common Road to Station Road

After the river to DP to Station road is wide enough to put some segregated cycle provision in to link in with other plans.

Onwards to Cardiff

Shared use through DP would be unpopular I think as high pedestrian volumes. Although this is the most direct and obvious way and links up with the existing cycle path towards the Merrie Harrier.

The other routes both have merits and a route along Sully Road would be great for access to Pen y Garth – possibly also less controversial than a cycle route over fields towards Redlands Road – which feels a bit unnecessary given that there is already a cycle path for this bit – 'just' needs a crossing over the railway line!

Within Penarth – linking to Merrie Harrier Junction and then either along the main road or down Andrew's Road feels a better route than the Cowslip – Whilst both are

hills as Andrew's road is a no-through road it means at least cycling up it you are unlikely to have a car on your tail and it is a more direct route.

As an aside – I've noticed several cars of late edging out of Andrew's Road as a short cut onto Barry Road – might be worth getting a camera. That whole junction could do with some cameras as the red light jumping especially out of Redlands Road is shocking.

## Atodiad J – opsiynau llwybrau rhwng Dinas Powys a Chaerdydd

Gwahoddwyd y cyhoedd i ychwanegu unrhyw sylwadau neu awgrymiadau ar gyfer teithio ymlaen o Ddinas Powys i Cogan (wedi'u cynnwys wrth iddynt ddod i law).

	Comment received from the public	Council response
1	As a current cyclist From Cogan spur to Merrie Harrier existing cycle path is suitable but once you get to the merrie Harrier itâ€™s not easy to join the road to Dinas. Could something be done to make it easier to cross between existing cycle paths?	Connectivity of cycle/walking routes would be looked at during the design stage
2	Cardiff Rd route will be quite polluted to walk/cycle along and Sully Rd is probably a little remote to ensure safety of travellers. Route B is therefore my preference	Thank you for taking the time to look at the options presented.
3	Shorter, more direct route better for commuting.	Thank you for your comment.
4	So glad this is being proposed, Dinas feels so dangerous for cyclists	Thank you for your support.
5	If the route follows the busy Cardiff road I would not use it. Itâ€™s too busy and noisy with the volume of traffic. It wouldnâ€™t feel safe with kids. Itâ€™s not an attractive route. There are existing pavements along Cardiff road and they arenâ€™t used much for this reason.	Should the route along Cardiff Road be taken forward then we would provide infrastructure as per Welsh Government Active Travel guidance.
6	I'd like to understand the different cost of these three schemes, plus the impacts of each, that can't be seen easily on a mobile phone screen of the pdf map.	The schemes would be financially costed during the detailed design stage.
7	Option A see very little change from the current provision. The introduction of shared cycle and footpaths that will be limited in width due to their location is a bad idea. A purpose built cycle/foot track can be designed in such a way that cyclists and pedestrians can share a wide path and are also routed away from busy roads.	Thank you for your comments. Segregated routes would be provided if widths allow.
8	These are hard to rank due to lack of detail. It would be good to have the same pros and cons list and some details for this part of the work as for the green lane end of the consultation. A is preferable if the shared footpaths and pedestrian provision along Cardiff road can be wide enough. Our children travel to school in Pen y Garth and the journey by bike along the Cardiff road pavement is not good. I'm not clear as to how Cardiff road layout would be re worked to ensure safe distance between road traffic and cyclists and pedestrians. Current freight lorry traffic in the road gets frighteningly close to pedestrians. I don't like the idea of the use of quiet streets as a rule.	Thank you for your comments and should funding be granted to take one of these routes to the design stage, further public consultation would follow providing more detail.



9	<p>Shared paths are unsatisfactory. They make walking less pleasant and are inconvenient for cycling. I feel that any shared walking/cycling pavements are a waste of money outside of very rural locations and are not appropriate for this built up environment.</p>	<p>Noted and your comments will be considered during the next stages.</p>
10	<p>I cycled this way today over Pont y Werin and into Cardiff from Wenvoe, along Cardiff road in Dinas and down Andrew Road in Penarth. Yes it's a hill on the way back but much preferable to having to cross on that massive junction by the Cogan spur bridge. I was on my way to a work meeting and needed to take the most direct route. I used to go this way when I worked in Cardiff Bay all the time. It's not pleasant cycling along Cardiff road due to lorry fumes etc but it's better and safer in low light levels for a lone female cyclist than the other two options.</p>	<p>Thank you for your comments and taking the time to look at the options presented.</p>
11	<p>Route C Sully Road-Cogan is by far the best route because it avoids the heavily congested and dangerously polluted Cardiff Road. If also the name of the game is to encourage the next and future generations to become more green and environmentally concerned then Route C going past St Cyrus school as it does is a definite plus to enable more children to cycle to school.</p> <p>If as you mention in your proposal Route B all the measures are enacted upon ie the proposed new separated cycle and pedestrian running up to the Merry Harriers is constructed then yes defiantly Route B would also be my preferred option. If on the other hand there are cost concerns and compromises are made and cyclists are put in direct contact with vehicles on the Cardiff Road using existing inadequate cycling facilities then option C would remain my preferred option.</p> <p>My only three concerns/observations regarding Route C are.</p> <p>Firstly the odd lump in the route C taking you past Dinas station (a pointless deviation when cycling) when the St Cadocs Avenue road used in Route B is the more direct safer option and could easily be used in the route C option.</p> <p>Secondly at the end of the route you have an unnecessary complicated fast down hill meandering road through a Cogan housing estate when an easy Merry Harriers connect would make more sense, plus the road is plenty wide enough from the Merry Harriers to the Barrons Court junction to create a safe cycling environment.</p> <p>Lastly its essential you use an improved footpath route instead of the again ponderous, meandering, very steep uphill route through Castle drive.</p>	<p>Thank you for your comments and taking the time to look at the options presented. All your comments will be considered at the next stage of design.</p>

12	If cars were forced to take such a diverted and convoluted route, there would be uproar. The most direct route possible should be available for those using polluting vehicles and those using leg power. Route A then B then C.	Many thanks for your comments.
13	Route A is much preferred. We are concerned that Route B will partly destroy a field and comes out to an already overcrowded junction at Redlands Rd, plus ignores the already available cycle path up Cardiff Road. Route C involves hills through Dinas Powys and most dauntingly, through the Cowslip. I can't imagine ever wanting to use that as a cycle route due to the hills, the bends and the parked cars.	Thank you for providing your comments. They will be considered when choosing the preferred route.
14	Route A is the only option I would use, I have been commuting by bike for the past 10 years. Please build a proper segregated cycle route, not shared - shared paths aren't good for cyclists or pedestrians. If you can't build a proper route - don't bother as it'll just be a total waste of money.	Thank you for your comments and we will consider them at the next stage.
15	Until there are no huge lorries on that road and the road is surfaced so cyclists don't have to swing out to avoid drains and potholes, this road is just dangerous. It would also help that cyclists actually use the cycle paths that are currently provided. No end of time cycle paths are empty and I am following a cyclist down the road. Dinas Powys bus lane area is such a case, where having to cross back across the traffic when it finishes means cyclist just stay on the road!	Noted.
16	Route A would be great if there could be a segregated route, but shared use will just cause conflict as high pedestrian volumes (but pavements here and road crossings could really be improved for pedestrians). Route B is interesting, as long as easy crossings e.g. Murch Road and real treatment of the roads to show cyclist priority could be great. New proposed path interesting - would it not be better to put a cycle/pedestrian bridge over the railway to link with the existing cycle path to Llandough. A cycle path alongside the road to Barons Court is long overdue but should be segregated from pedestrians - plenty of road space for pedestrians. Road C also interesting - upgrading the Ash Path would be great and linking it to St Cyres and Pen Y Garth, don't really like the rest of this route otherwise I might prefer it. Linking to St Andrew's Road would be better. Also segregated not shared whenever possible.	Thank you for providing your comments. They will be considered when choosing the preferred route.
17	If a new route aims at attracting many new users and being a true alternative for commuters, I think it needs the most direct route. All the detour route options B and C suggest will mean a lot of extra time for commuters and I don't think the delays will be attractive.	Thank you for providing your comments. They will be considered when choosing the preferred route.

18	<p>Any proposal to establish safe cycling routes from Dinas Powys to Penarth and Cardiff should be welcomed but each of the routes is either seriously flawed or there is insufficient detail to assure consultees of safety.</p> <p>Routes should have full segregation from traffic. Segregation of the cycle/ pedestrian routes can be achieved cheaply – see Cardiff’s plastic bollards solutions along main roads. One way roads can be employed in quiet streets, with the above. Parking could be restricted from the roads with cycle routes, as the vast majority of homes in Dinas Powys have off road parking for at least 1 vehicle, and side streets also have space. Any steep inclines – the route will not be well used.</p> <p>Re: option A - Its not obvious how a shared footpath and cycleway along narrow Cardiff Road could be established. This route is relatively flat and would be suitable for commuters to work and schools, not just the lycra-clad cycle obsessive types. Achieving a cultural and modal shift needs to think about everyday users, like in European cities. This route is not safe enough to cycle at present, and I cannot see how that will change sufficiently to encourage new users.</p> <p>Option B - is a quiet street but with the odd antisocial driver. Will there be some form of segregation and/ or traffic calming measures? This could be made a safe route but again, not enough detail provided.</p> <p>Option C is potentially the route that could achieve the highest use as it could provide a safe route to school from Dinas to St Cyres. The ash path isn’t wide enough, gets overgrown, two users (e.g. one pedestrian and one cyclist) can’t pass each other, and there is no lighting. Unless these issues are resolve, lone females, children and young people would be unwilling to use this route outside of daylight hours in good weather. There are perhaps 300 children and young people commuting from Dinas Powys to St Cyres each day this route has huge potential if done properly with a 3m wide path.</p> <p>However, the route using the road on the Cowslip – whilst traffic is generally slow on this route, it is a very difficult route for almost all cyclists. Lycra clad users might use it, but they already would be cycling anyway, and will use other faster routes. The incline is too difficult for everyday users. There is also insufficient information to provide reassurance about segregation from traffic and safety, on all of the route.</p> <p>In respect of the consultation, it is very disappointing that it has been undertaken when schools are closed, and no communications to school governors at local schools. Publicity has been minimal and you will likely achieve responses only from the community that is already engaged in cycling matters. If you wish to achieve a greater level of engagement I would urge you to extend the consultation by 6</p>	<p>Thank you for your comments and should funding be granted to take one of these routes to the design stage, further public consultation would follow providing more detail.</p>
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