**Cardiff Road, Barry Active Travel improved route**

**Consultation report**

**Introduction**

A consultation was undertaken on the Vale of Glamorgan Council’s proposals to improve the active travel route along Cardiff Road, Barry between 15th September and 12th October 2021. The public were asked to comment on the Council’s proposed improvements.

The aim of the Scheme is to provide a safer highway environment for pedestrian movements and provide more opportunities for active travel, particularly for vulnerable road users and school pupils. The route will provide links to the existing shared use facilities at Ffordd y Mileniwm and Sully Moors Road.

Funding for this scheme has been secured from the Welsh Government Active Travel Fund. The funding has been used to look at the design and feasibility of the scheme and has included pedestrian and cycle surveys, topographical surveys, utility searches.

**Consultation Activities**

The following activities were undertaken to promote the consultation:

* Letter drop to properties along Cardiff Road (included in the letter was a telephone number to call to discuss the scheme)
* Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme)
* Email to stakeholders and statutory consultees
* Information on the Council Active Travel webpage
* Social media posts
* Direct email to respondents to the Council’s Commonplace ATNM consultation

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

**Consultation Results**

A mail drop was undertaken to the properties on Cardiff Road, promotion on social media took place, and emails were sent to stakeholders.

We received 282 responses via emails and through the online survey.

**Online survey results**

The online survey received 279 responses.

Question 1



Question 2 asked **“what do you consider to be the current barriers to walking and cycling along Cardiff Road?”**

Of the 257 comments made to this question, the key themes are:

* speed and volume of traffic
* lack of cycle lane / cyclists on road not using cycle paths
* noise from traffic
* fumes from vehicles
* lack of crossings
* lack of dropped kerbs
* poor driving makes the area feel unsafe
* roads need widening for motor vehicles
* no lighting
* poor pathways / lack of pathways / condition of existing pathways
* road condition poor – potholes, flooding
* unattractive – lack of greenery, litter, landscaping not maintained
* no priority for pedestrians at side roads
* no onward route to Dinas Powys and Sully

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

Question 3



Question 4

The pie chart below illustrates that 50% of the survey respondents indicate that the proposed changes would encourage them to walk and/or cycle in this area more often:

Question 5



The ‘other’ comments received are listed in Appendix B but the key themes are:

* Provide a cycle path that cyclists and pedestrians will use.
* Easy access on and off route and for it to lead to destinations.
* Reduce traffic speeds.
* Better lighting along route.
* Nothing is necessary and existing highway should be widened for vehicles.

Question 6 asked “**if you have any additional comments or suggestions surrounding the proposals, please provide these in the space below”**

A full list of comments made can be found at Appendix C but some of the most common comments are listed below:

* Priority should be given to pedestrians/cyclists at junctions.
* Segregated, continuous paths are essential to ensure use.
* Constructing an active travel route will cause more vehicle congestion.
* Lighting needs to be improved.
* Reduce traffic speed.
* Ensure onward routes are developed (to Dinas Powys and Cardiff).
* Active Travel improvements are not necessary.
* Signalised crossing required at key points along route.
* Join up active travel with public transport.

Question 7



**Responses received by email and telephone**

*Email received 20.9.21*

We would also welcome and use the planned work for Cardiff Road as a much needed safe passage to Barry on a very busy road.

*The Active Travel Officer spoke to a resident of Cardiff Road 16.9.21 and conversation summarised below:*

Resident is a blue badge holder. If we remove the right-hand priority into Cardiff Rd Business Park is there an opportunity to put a disabled bay or layby outside his home? He does not have any suggestions on the route proposals that will assist his movements.

He had no concerns or comments about the proposals that have gone out for consultation.

*A response from Barry Friends of the Earth was received after the closing date of 12 October that said:*

We object fundamentally to this scheme.

[*https://www.valeofglamorgan.gov.uk/Documents/Living/Transport/Active-Travel/Cardiff-Road-AT-consultation-document.pdf*](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.valeofglamorgan.gov.uk%2FDocuments%2FLiving%2FTransport%2FActive-Travel%2FCardiff-Road-AT-consultation-document.pdf&data=04%7C01%7Cactivetravel%40valeofglamorgan.gov.uk%7Ca81b1fc64fee4556f17d08d98f1c4864%7Ce399d3bb38ed469691cf79851dbf55ec%7C0%7C0%7C637698174048715293%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=v0jWMShjgm9fV2WKOwrsjufkfGdH77%2B%2BZAXTfzh0XXU%3D&reserved=0)

It would serve poorly as a cycling through-route between Dinas Powys and Barry Island.  Longer-distance cyclists mostly avoid jumping on and off pavements at each side road and commercial access, in part for safety reasons.  Such a design is contrary to active-travel guidance that requires priority across side-turns.

Town planners recognise that such a high-traffic road carrying many large and heavy vehicles creates severance and deters non-motorised travel.  Walkers spend as little time on it as possible. Parents forbid their children to cross it.  Siting the walk/cycle route across the road looks wrong from the outset. Very strong reasons are required not to site it on the north side and minimise crossings of it.  None are given and none are obvious.  Being tidier for road engineers and for the turn to Sully are weak.

The scheme fails for active-travel for walking and cycling, being designed without connections to local streets and Cadoxton destinations as required of active-travel routes.  The few homes on the two short streets on the south side are many times outweighed by homes and destinations on the north.  The Ty Verlon businesses likewise outweigh those on the south. Any assessment of desire-lines/destinations would show that the sole pedestrian crossing to the north side is quite inadequate.  This is obvious from businesses and streets shown on this google-map.



The scheme does not cater for 'active travel' walking; the main access routes to Weston Sq, Little Moors Rd and Palmerston Rd and the businesses (Ty Verlon and Palmerston) are all to the north.  It would need several cyclist/pedestrian crossings for Weston Sq, Ty-Verlon, Palmerston etc. And still many walkers would choose not to cross over and back.

Instead, upgrade the pavement on the north side and build an active-travel cycleway alongside but segregated, making it easy to turn into homes, corner shop and residential streets.  Car parking and bus-stop islands would be outside the cycleway.  It’s important to build the cycleway and pavement across side roads, giving clear priority over vehicles.

This would connect with Weston Sq and the existing cycleway on Millennium Way. It would push the traffic further from the roadside homes and help this high-traffic street environment to become a little more liveable.

*Email received:*

My main concern is the mention of a roundabout at the entrance to Millennium Way and the Tunnel and I would be absolutely against traffic lights going there because at the moment, even though there is a steady stream of traffic, the roundabout does its job. If you were to consider putting traffic lights there this would, in my opinion cause, backlogs under the tunnel and along Millennium Way and down Cardiff Road and as this road is one of the major entrances to Barry and we should do all we can to keep the traffic moving

My other major concern is how many trees/bushes are you’re going to cut down in doing this project, as it has taken years for the present trees and bushes to grow and soften the area and again enhance one of the gateways to Barry.

You also talk about taking the path out alongside the park and making another entrance and at the moment there is not an entrance from the park on this stretch of road, I am assuming this is for safety reasons.

*Email received:*

I am concerned about the narrowing and the loss of the hatched lines being lost.  You talk about making a gate into the park, but that would mean also creating a path through the green area.  Personally, I would not bother.  People could walk 0n the pavement along Churchill terrace and Cardiff Road.  If you put in another gate people would only have to come out at the entrance in the middle of the Cardiff Road opposite my house.  There is very little point in a new gate and path being put in

I would also question if there is a need to cut back bushes too much at the crossing point at the roundabout.

However, I am very concerned about change the traffic flow at the roundabout by millennium way and the bridge.  It works very, very well and I would most certainly object to traffic lights.  It would create mayhem and tailbacks even further than now and totally unnecessary.  It is also an added expense in both Capital and revenue costs, and I don’t believe it is necessary.

Sorry we have too many traffic lights and I don’t think they are needed on many places.  They also cost a fortune to maintain, for no reason n my opinion.

**Recommendations**

Officers will look at all the comments and recommendations received through this consultation and the following will be considered based on consultation feedback:

* Segregation of pedestrians and cyclists as this was the preferred option.
* Links to Cadoxton Train Station;
* Speed reduction of Cardiff Road;
* Onward links to Dinas Powys and Penarth;
* Lighting will be reviewed;
* Crossing points along the route will be reviewed;

**Appendix A**

Question 2 – what do you consider to be the current barriers to walking and cycling along Cardiff Road?

|  |  |
| --- | --- |
|  | Road safety - really difficult to cross over from Cardiff Road and there is a no cycle provision as soon as you get to the end of millenium road |
|  | Lack of road crossings. |
|  | As I have to use a mobility scooter, and not having drop curbs means I have either to go on the road and that's not idea with the traffic today or make large detours with dropped curbs  |
|  | safety concerns make using this toad impossibly dangerous for cyclists or walkers. The amount of traffic and the speed of cars and lorries and the lack of any pavement for cyclists and walkers needs to be rectified to make it safe for active travel. |
|  | The amount of motor traffic is horrific.  |
|  | Cyclists on the road rather than the cycle path |
|  | Controlling the traffic speed, introducing 20mph will not fix issue. A need to control present speed of 30mph is well overdue and reducing the width of Cardiff Road with the high volume increase safety. The use of electric scooters in making walking very unsafe. |
|  | confidence |
|  | None. But I do feel that it needs to be ensured that disabled people are able to use the walk way safely. I.e drop curbs etc |
|  | Busy traffic  |
|  | Unsafe due to volume of traffic |
|  | None |
|  | Amount of traffic, flat and even pavements |
|  | NO FOOTPATH |
|  | It's a busy road for cycling on, not a smooth surface either. |
|  | Car speed. Lack of crossing areas. Lack of barrier protection.  |
|  | Traffic and traffic fumes |
|  | No foot path which makes it very dangerous to walk. |
|  | The application of a shared use path that by its very concept and design creates conflict between all users.Traffic volume, speed of vehicles exceeding the higher speed limit. Vehicle priority over any other road users. Junction design which encourages vehicles to carry speed round corners. The dualing of the road creates agression with drivers and dangerous manoeuvres endangering others on and off road. Lack of rainwater drainage creates potential for a soaking by flooding and passing vehicles. Poor surfaces.  |
|  | Busy fast traffic. Not enough opportunities to cross the road when on foot. No footpath on parts of the road leading into Dinas Powys |
|  | Bicycle lane |
|  | Not appropriate routes |
|  | No cycle lane |
|  | Too much traffic and speeding, no lighting |
|  | The volume and speed of traffic  |
|  | When I'm going that way I'm travelling by car as too far to walk to destination to  |
|  | Not sure  |
|  | POOR DRIVING WOULDNT TRUST CARS IF I WERE CYCLING. POLLUTION FROM WALKING |
|  | Lack of dropped curbs, uneven surface, overgrown trees and shrubs, nettles  |
|  | Too much traffic. Not safe |
|  | Road surface is too uneven to safely ride. Pavement are sporadic and inconsistent  |
|  | No problem |
|  | Busy road |
|  | Poor quality walking/cycling routes. Paths not connected safely. |
|  | Traffic, dangerous and inconsiderate driving. |
|  | Very busy and fast traffic  |
|  | Poor road surface and pot holes especially near gutters had numerous tyre punctures |
|  | Busy traffic  |
|  | It’s ok |
|  | Too much traffic, speed of traffic, bad crossings, traffic noise |
|  | Lack of walk / cycle paths |
|  | No good cycle route |
|  | I live on Cardiff Road opposite Greggs Bakery I have been hit by cyclists 3 times coming out of my house at the moment cyclists think that it is a cycle path when I tell them it is a pavement I am given verbal abuse it is constantly a thoroughfare for cyclists travelling at speed when I walk on the pavement I have cyclists ringing there bells and telling me to get out of their way when it is my right of way there is a cycle path provided on the Millenium Road but many ride on the road and ignore the cycle path . I have been in touch with m MP and local councillors about this problem and the volume of traffic on the road which I find it virtually impossible to cross the road so not only do I have the cyclists on the pavement but the volume of traffic on the road . I think a bit more consideration should be given to pedestrians unfortunately we all don’t drive you a more concerned about getting the cyclists off the road than giving any consideration to us poor pedestrians . I will be very surprised if t pedestrians come out on top you only care about the cyclists and motorists.  |
|  | cyclists hold up the traffic and cardiff road is too busy |
|  | Vegetation along the pathway needs to be cut back. There is no safe way to cross the road so if i want to extend the walk into Sully it's dangerous to cross |
|  | Air pollution...traffic congestion creating awful atmosphere  |
|  | No cycle path |
|  | Traffic |
|  | Traffic speed and volume  |
|  | Terrifying area for cycling, cars travelling way to fast |
|  | Heavy traffic, no safe space for people on bikes, awkward side road crossing |
|  | motor traffic |
|  | Not a safe cycleway separate from cars  |
|  | Busy traffic and no cycle path and pavement are a narrow and littered |
|  | No safe cycle path and lots of traffic |
|  | I have mobility issues, so I need to use transport.  |
|  | Safety |
|  | Traffic, lack of cycle paths |
|  | Busy traffic.  |
|  | Too noisy due to pure speed and volume of vehicles |
|  | Traffic (volume, safety, pollution, noise) lack of decent footpaths. I cycle but would never attempt to cycle or walk down Cardiff road due to sheer volume of traffic.  |
|  | It isn't safe enough to cycle or walk along |
|  | I can’t ride a bike  |
|  | Lack of safe places to cross |
|  | Speeding motorists. Pollution. Near passes not enough space for all vehicles  |
|  | I have a car |
|  | None, there is already a cycle path |
|  | No need to don this |
|  | no cycle path and careless barry drivers |
|  | Poor conditioned and narrow footpaths |
|  | Dangerous |
|  | Lack of safety features such as barriers, bike lanes, lighting, on what is a very fast and dangerous road. |
|  | Nothing.  |
|  | Traffic |
|  | Traffic |
|  | Pot holes and damaged floor and lighting of roads |
|  | It’s not the access on Cardiff road that is the issue, it where you can go onwards from there? |
|  | Road is bad for cycling. Current cycle path is very bumpy  |
|  | Too many cars. Its scary walking down Cardiff road |
|  | Plenty of walk ways none come to mind |
|  | No safe facilities |
|  | Not scenic enough |
|  | You can't cycle the road needs to be extended by at least 2 metres wider, the people who cycle are inconsiderate to drivers who hold up the road 3 abreast unbelievable  |
|  | Too busy with traffic |
|  | Traffic |
|  | None |
|  | Poor lighting, levels of traffic |
|  | Walking into Dinas Powis is so unsafe as there is no pavement.  |
|  | I don’t want to  |
|  | This is a main access road serving Dow Corning and cyclists and pedestrians need to be separated from vehicles. The trouble is cyclists do not use the cycle paths that have already been provided. |
|  | Busy traffic flow |
|  | Traffic |
|  | The huge grass area  |
|  | None  |
|  | Traffic breaking speed limits all day and night. The big lorries are. Too powerful when walking alongside on the pavement, their power is frightening. The pollution from the traffic is horrendous. It feels simply too dangerous to walk along that road.  |
|  | The poor state of the road |
|  | None |
|  | Nothing |
|  | nothing |
|  | Volume of road traffic makes it dangerous at peak times to walk or cycle |
|  | Traffic Speed Danger |
|  | Traffic pollution and no dedicated cycle lane on that route |
|  | Dangerous  |
|  | The speed of the traffic and the pathways |
|  | Maintenance of access routes - footpaths , cycleways , carriageway  |
|  | Need more cycle routes for effective commuting.  |
|  | Don’t need to or want to |
|  | Lack of proper cycling lanes. Road surface |
|  | waste of money. you build cycle paths and cyclists refuse to use them. It would be better just to widen the roads. |
|  | Cyclists using road not cycle path |
|  | There’s no stores or shops to walk to  |
|  | The traffic is horrendous and too fast along Cardiff Road… very dangerous on a bicycle. |
|  | There are No / very insufficient cycle lanes- the roads are too narrow and dangerous to cycle on |
|  | Lack of safety |
|  | Heavy slow moving traffic & no cycle paths  |
|  | Cyclists don't use anythng you provide for them, waste of money to provide cycle routes unless they are enforced to use them & fined if they are seen cycling on a road when a path is provided |
|  | The road is too busy and feel unsafe  |
|  | There is no cycle lane. The road is too busy to be on the road  |
|  | None |
|  | None |
|  | Lack of dedicated cycle lanes |
|  | Landscaping not maintained. Lots of roads to cross against business entrances  |
|  | If you're going to try putting cyclist on the pavement don't bother wasting our tax money on it they (cyclist) don't want it just paint some lines on the edge of the road on both side with little bike pictures they will use that.  |
|  | Far to dangerous to do either. |
|  | I cycle regularly and find it ok. |
|  | The road is extremely dangerous ! I would never consider walking from Dinas Powys to Barry. In 2003 my daughter aged 25 at the time was killed walking from Barry towards Dinas Powys on the railway track I firmly believe had there been a pedestrian route along the road that she would be alive y to ODST !  |
|  | Traffic  |
|  | Nothing |
|  | Very busy road. |
|  | Not safe on roads |
|  | Car fumes/pollution, busy traffic, not very scenic |
|  | Traffic |
|  | None. If cyclists were sensible and obeyed the rules of the road they would be safe.  |
|  | High traffic with no pedestrian separation for the road from the docks to the Sully Moors roundabout, just a small pavement. Pollution levels high (I suffer from Asthma) making walking very difficult at peak traffic times. Walking impossible after Sully Moors Roundabout as no pavement at all, cycling dangerous due to fast traffic, blind corners and no cycle track. |
|  | busy car traffic  |
|  | The road is a death trap, people drive along there like lunatics this is hardly the place for cyclists and walkers, cyclists very rarely use the cycle path on millennium way and prefer to use the path or road. I think the least distractions you being to Cardiff Road due to the amount of traffic on it is what should be considered  |
|  | None |
|  | Disability |
|  | Crossing the road every 200/300 yards |
|  | None. Its a very open space with a large pavement /walkway.  |
|  | There aren’t any |
|  | No cycle path, dangerous drivers, 40mph speed limit  |
|  | Traffic  |
|  | The speed limit and lack of paths. Not many barriers to walking  |
|  | No pavements and flooding |
|  | No reason to walk there |
|  | I wouldn't want to walk from Barry to dinas next to the traffic like port Road the fumes are disgusting, unhealthy and unpleasant. There are plenty of alternative, beautiful costal routes I prefer to use.  |
|  | There are no barriers, we need better roads first, also I often see cyclists driving next to cycle paths or on the pavement or roads instead!  |
|  | Yes |
|  | Road is too busy to cycle on and more joined up cycle paths are needed  |
|  | None |
|  | Lack of continuous, segregated cycleway. Shared paths are no good for pedestrians or cyclists, they should always be separated, or else it is a waste of money. As a cyclist, having to stop at every side junction is impractical. If the Council doesn't start implementing priority for cyclists crossing side junctions, they will just continue to use the road no matter how unsafe it is. |
|  | No bike lanes so unsafe  |
|  | Traffic, distance between safe crossing points, noise.. |
|  | If your in about the road that links Dinas to Barry then there are several barrier for pedestrians. No path whatsoever, poorly lit for mornings and evening, speed of road still too fast.  |
|  | As soon as you come off Ffordd y Milenium the pavement is terrible for a bike and I'm not a confident road cycler |
|  | The road is to narrow ro accommodate pedestrians and cyclists  |
|  | I don't think there should be walking or cycling down Cardiff Road. |
|  | Amount of traffic, speed of traffic, traffic noise, walking close to traffic, can't cross road easily |
|  | Speed of traffics and pollution  |
|  | Traffic |
|  | Poor footpath/ no footpath to dinas  |
|  | Dangerous and unpleasant trying to cycle in roads with cars. |
|  | Weather time and inclination  |
|  | Noisy, stinky from heavy traffic, no nice walking paths, not green enough |
|  | Dinas Powys is too narrow to cycle when busy and the stretch from Dinas to Barry is dangerous  |
|  | I would not cycle as the traffic is very heavy with lanes joining and speed limits changing. Walking not an issue other than nothing to walk to!! |
|  | Cars driving 40 miles an hour with no pavement.  |
|  | Busy road! don’t feel safe to cycle, need more cycle lanes  |
|  | Dangerous |
|  | Not safe for cyclists |
|  | cardiff road by Powys Place the road is quite narrow  |
|  |  None |
|  | Traffic. Fear of death due to poor driving. |
|  | Traffic |
|  | High volumes of traffic, multiple side streets to cross - not family friendly. Not enough dog waste bins. |
|  | Bad road surfaces, cars speeding not many places to cross the road if I was walking. I wish our pathways were like Germany. As they have two different colours on the pathway one for cyclists and the other for pedestrians. So that if a pedestrian goes in to the wrong zone and vise versa they can sue if an accident is caused. . |
|  | Bad pavements and pot holes for cycling  |
|  | Lack of segregation  |
|  | Too many roundabout and speed limit is too high.  |
|  | None |
|  | Cardiff road is no longer suitable and sufficient for the volume of traffic that commute, cycle routes are not helping as cyclists do not use them. These roads need upgrades to account for all the recent and ongoing developments for which the infrastructure is not keeping up.  |
|  | To much traffic  |
|  | There isn't any. As cycle lanes aren't used by cyclist they still ride on the roads. So wasting tax payers money  |
|  | No cycle lane other than a short stretch one side, between Dina's Powys and llandough hospital. Very busy road, narrow. Dangerous to cycle on. Parts where there is no footpath. Heavy traffic, buses, lorries and other heavy vehicles. |
|  | Busy traffic, dangerous, I wouldn't be going anywhere of interest or beauty so really only useful to commuters |
|  | There are none. I use this route for leisure walks regularly as I live locally and both walkers and cyclists can use the current set up with ease. |
|  | No pavement on the road between McDonald’s to dinas  |
|  | Paths not wide enough especially if you have a child on a bike |
|  | There are none. The issue I see with cycle lanes is that few cyclists use them…. casual cyclists might do occasionally but many simply stay on the road.  |
|  | Dangerous roads with no pedestrian/cycle way. |
|  | None |
|  | Cyclists not using the path to begin with |
|  | Getting cyclists to use cycle paths |
|  | Have no desire to walk or cycle along Cardiff road we need wider road for motorists and a new road to support increase in cars due to housing developments  |
|  | No constant cycle path!  |
|  | None |
|  | Motor traffic volume and speed. |
|  | It's too busy. The vehicles drive far too fast. It's not safe. |
|  | Nothing |
|  | none |
|  | There aren't any major barriers |
|  | The existing cycle route is so poor it is better to cycle on the road. Not wide enough, too many interruptions, insufficient priority given to cyclists. |
|  | Speed of traffic. Dangerous for cyclists negotiating the roundabout or near Buyology or accessing the cycle path to turn into Sully Moors Road. |
|  | Narrow pavements and lack of cycle path |
|  | Poor road surfaces. Bad drivers.  |
|  |  No safe verges, bends and speed of cars.  |
|  | When riding towards Barry from Sully I currently have to rejoin Cardiff road and mix it with the traffic which is fast moving and pushy finally negotiating the roundabout at Gladstone road before managing to dash across to safety to the cycle path on Ffordd Milenium and breath a sigh of relief.  |
|  | Too many cars. Need walking path |
|  | busy traffic narrow road |
|  | Safety, it’s a busy road with limited space |
|  | No cycle lane or pedestrian walkway beyond Macdonalds towards dinas powys |
|  | The weather and equipment for work  |
|  | Lack of pedestrian area no pavement and highly congested roads |
|  | Heavy traffic and cannabis smoking drivers |
|  | I work in sully so feel I can’t walk there  |
|  | Traffic  |
|  | None really there is a pavement, so I walk on that. The only thing i would look for is perhaps a pelican crossing at the junction of Cardiff Rd and Palmeston Rd. It would appear that all crossing have been addressed except for this one. |
|  | For walking, I don't see any barriers. There are pavements on both sides of the road, which are wide enough and not blocked by road furniture or cars. For cycling, anyone with appropriate road awareness and cycling proficiency should be able to traverse the road successfully. In some places, particularly as you move out of town, the two lanes give more than ample space.  |
|  | Too much queuing traffic |
|  | It is a very challenging road to ride along even for an experienced cyclist. It is very busy at peak times. The cycleway on Millennium Way ends before the roundabout and so requires the roundabout to be negotiated to continue. The change to the 40mph dual carriageway makes preparing to turn roundabout at Biglis Roundabout dangerous, while the roundabout itself with very open high speed approaches is hideous. |
|  | Vehicles |
|  | It's a grotty looking mess ,,an it's a main road into Barry, looks terrible for a first time visitor  |
|  | The busy traffic puts me off riding bike with child seat on Cardiff Roaf |
|  | Too dangerous due to cars, lorries etc using the same road  |
|  | The greatest need for a safe foot/cycle path is between McDonalds roundabout junction and Southra, Dinas Powys. It is this location that should be the priority on Cardiff Road!  |
|  | Traffic is very heavy, paving not level  |
|  | It is a car dominated road. I cycled for over 10 years, 5 days a week from Barry to Cardiff and avoided Cardiff Road. Your proposals are terrible and will make it worse. See replies below |
|  | No protected cycle lane |
|  | The amount of traffic, (and their speed) particularly hgvs |
|  | Volume,speed of traffic and pollution |
|  | Lack of cycle lane and the speed cars come up the 2 lanes from Dinas towards barry. Will not use cardiff road (the lanes) as too dangerous have to get train from Barry docks to Dinas as too dangerous to ride |
|  | No cycle lanes and unsure of where the mixed user paths are. Many cars quickly come out of junctions where there are gaps in the heavy traffic, which can be worrying. Mixture of pavement and on road cycling makes it difficult to manouvre e.g. roundabout at McDonalds.  |
|  | How busy the road is, changing lanes approaching the 'McDonalds' roundabout, the state of the tarmac for cycling on the road/ |
|  | None. There's already pavement  |
|  | Council incompetence  |
|  | It is too busy at all times and too fast. |
|  | The traffic |
|  | Nothing |
|  | No clear cycle lane for bikes on the road  |
|  | The noise and speed of cars - it is a very wide road. Could the road be narrowed and put some tree planting between footpaths/cycleway and the carriageway to create a more natural environment |
|  | Pot Holes  |
|  | No barriers |
|  | The road layout is for cars, as a result it is inherently unsafe for cyclists. Some I can think of now are as follows: the sides of the roads are poorly maintained, meaning that often cyclists have to cycle out into the middle of the land; there are a number of pinch points with islands in the middle of the road; where drivers enjoy squeezing past unsafely; the cars parked alongside the road in the centre of this section narrow the lane and encourage close passes; the 40mph limit on the duelled section of the road is rarely adhered to and drivers for whatever reason often close pass on this; and the road is used significantly by HGVs/artic lorries/vans, whilst it is not their fault, it doesn't create a welcoming environment for cycling. These are just some initial thoughts, there are a lot more in detail issues, such as the junction width throughout and awkward access onto the Ffordd Millenium cycle lane, which discourages its use in both directions. I would say I am a confident/experienced cyclist. I do not think anyone who didn't fall into that bracket would be comfortable cycling along this section of road as it is.  |
|  | Traffic, no room |
|  | Too close to other traffic. Don’t feel safe |
|  | I don't walk or cycle along here |
|  | Narrow pavements alongside busy fast road, unsafe with children |
|  | None  |
|  | The amount of traffic  |
|  | No right of way at road junctions for cyclists, this is a major safety issue in the UK, but not in Continental countries |
|  | Traffic can be quite heavy, especially at peak times |
|  | NONE |
|  | heavy traffic |
|  | there are no barriers as cyclists only use a cycle lane if it provides a shortcut |
|  | Air Pollution from motor vehicles, noise pollution from traffic. The route is quite boring if you're on foot. Easier access from feeder roads, cycle paths and footpaths. Walking past rubbish, graffiti, dog mess. There should be a continuous, dedicated cycling route not one that throws the cyclist into the mainstream of traffic or onto the pedestrian pavement. Need more trees, wildflowers, etc to make the route pleasant to use. Good lighting for gloomy days and wintery weather.aldo to help women and girls feel safe if they are out alone. Also more crossings, ie pelion do you can get across large roads without having to traipse ages to get where you need to ho. It might look pretty in an architect's drawing but realistically it's a pain in the foot to actually traverse.  |
|  | Speed of traffic, lack of cycle lane, attitude of drivers, poor crossings |

**Appendix B**

Question 5 - In your opinion, what improvements would encourage you to walk or cycle along this route? Below is a list of ‘other’ comments received.

|  |  |  |
| --- | --- | --- |
|  | **Comment** | **Officer response** |
|  | More dropped curbs; | Dropped kerbs and tactile paving will be installed as appropriate throughout the route |
|  | traffic speed reduction is essential to encourage any form of active travel now; | Speeds will be assessed as part of the scheme design |
|  | Enforce cyclists to use the cycle path instead of the road.; | The Highway Code states that cyclists aren't obliged to use cycle lanes.  |
|  | Enforce the 30mph we already have in place and stop driving using mobiles while driving; | These are matters for the Police. |
|  | Crossing by Mcdonalds is dangerous ; | Crossing points will be considered as part of further design. |
|  | Things like planters etc which bring a nicer feel to the area ; | Enhancements to the route will be considered as part of the future design process. |
|  | I want to be able to cycle safely from Rhoose to Cardiff, this would form a small part of that route which is currently far to dangerous to consider; | Noted and onward routes will be considered as part of the future design process. |
|  | Better lighting; | Lighting will be reviewed as part of the future design. |
|  | Bus lane ; | This will be considered as part of future design. |
|  | Bad idea; | Noted, but the Local Authority has an obligation to improve active travel in the Vale of Glamorgan. |
|  | The road being safer for cars. ; | I will refer this matter to the Highways Manager. |
|  | Encourage cyclist to use the current cycle lanes; | The Highway Code states that cyclists aren't obliged to use cycle lanes.  |
|  | Lighting, cameras and more police; | Noted and lighting will be reviewed as part of the further design process. |
|  | If it was scenic; | Enhancements to the route will be considered as part of the future design process. |
|  | Cycle lane well away from the road so cyclists done go on the road; | The Highway Code states that cyclists aren't obliged to use cycle lanes.  |
|  | Please make a safe route through to Dinas Powys; | Onward routes will be considered at the next stage of the design process. |
|  | A properly linked network of cycleways and footpaths.; | The revised Active Travel Network Map submitted to Welsh Government at the end of 2021 has a denser network of cycleways and footways. |
|  | Large lorries need rerouting. The pavements on Cardiff Road are not wide enough to support/keep pedestrians and cyclists safe. ; | Noted and your comment will be referred to the Highways Manager. |
|  | nothing will make a difference; | This scheme will enable vulnerable road users such as children and less confident cyclists to get around with greater safety. |
|  | General maintenance ; | Noted and the route would be maintained should it be constructed. |
|  | central reservations for pedestrian safety; | Crossing points will be considered as part of future design. |
|  | None , complete waste of OUR money; | Welsh Government Active Travel funding was provided to consider the feasibility of this scheme. |
|  | Bike lanes painted on the road. Not this ridiculous segregation nonsense. ; | This route would provide infrastructure for pedestrians and cyclists. |
|  | No issues currently ; | The current conditions do not meet Welsh Government Active Travel Guidance 2021. |
|  | Cyclists use the road regardless of designated cycle lanes so cycling lanes are a waste of money which could be better spent on improving the road infrastructure ; | The Highway Code states that cyclists aren't obliged to use cycle lanes.  |
|  | There is nothing to warrant walking to in this area; | There are key employment sites, schools and retail areas along this route. |
|  | A view worth looking at ; | Enhancements to the route will be considered as part of the future design process. |
|  | None. There are already large open roads and cycle routes in and out of Barry. This would only disrupt already heavy traffic. Barry needs new road infrastructure not cycle routes. The traffic isn't just going to go away like you think it is, its only going to get worse especially with stupid ideas like this. Actually put some money into road links for a change, that 70% of commuters use because THEY HAVE TO! ; | The Welsh Government Transport Policy, Llwybr Newydd, has a transport hierarchy. |
|  | Keeping cyclists on cycling paths ; | The Highway Code states that cyclists aren't obliged to use cycle lanes.  |
|  | There is ample room at the moment and the cyclists I see when walking very seldom use the appointed cycle paths. ; | The current conditions do not meet Welsh Government Active Travel Guidance 2021. |
|  | A reason to go there, other than commuting to cardiff; | There are key employment sites, schools, and retail areas along this route. |
|  | A completely separate route away from the pollution of traffic.; | Segregation will be considered as part of future design. |
|  | None because public transport is rubbish and I have to communicate far away for work ; | Noted. |
|  | Don't want to cycle there.. ; | Noted. |
|  | No more shared paths. They are no good for people walking or on bikes. Stop wasting money on these and just make the pavements and cycleways wide enough to be separated, at the expense of cars if necessary (e.g. by narrowing lanes, removing on-street parking, or making one-way streets); | Segregation will be considered as part of future design. |
|  | Seperating cyclists from pedestrians. I feel more at risk from cyclists than from cars.; | Segregation will be considered as part of future design. |
|  | Nothing I the road is to congested to accommodate pedestrians or cyclists ; | Noted and the provision of this route will reduce the need to use motorised vehicles for shorter journeys. |
|  | None, I don't believe bikes or walkers should be permitted on this road.; | Noted. |
|  | I will not walk; | Noted. |
|  | More green; | Enhancements to the route will be considered as part of the future design process. |
|  | Onward active travel route on Barry docks link road for Wenvoe; | Onward links will be considered as part of future design works. |
|  | I would not cycle this route ; | Noted. |
|  | I wouldn't want to cycle. ; | Noted. |
|  | None. We do not need more cycling lanes.; | The Local Authority has a duty to improve the infrastructure to enable more pedestrians and cyclists. |
|  | getting cyclists to use the cycle path that are there now; | The current shared use path does not meet revised Active Travel guidance. |
|  | Widen the road; | The Welsh Government Transport Policy, Llwybr Newydd, has a transport hierarchy. |
|  | Nothing travelling by car I the only option ; | Noted. |
|  | As mentioned, I would say that only 1 crossing would need addressing, that at the junction of Palmeston Rd and Cardiff Rd.; | Crossing points will be considered as part of future design. |
|  | I have no reason to walk or cycle in this area. Neither would enable me to get to work or to see family / friends. ; | Noted. |
|  | That it built in line with Welsh Government Active Travel Design Guidance; | Noted and the revised Active Travel guidance will be followed as part of future design. |
|  | Your questions are not clear. The first one mentions segregation but does not make it clear that different users will be segregated. The VOG is obsessed with building permissive paths I.e. wide pavements then squashing cyclists and pedestrians into the same space. VOG should be building segregated cycling infrastructure with priority for cyclists at junctions. Then separate conduits for pedestrians. The wide pavements like you have built on the 5 mile lane and at Llantwit Major are awful waste of money. Cyclists like myself will not use them as they are unsafe at junction points and on joining and exit. Plus sharing with pedestrians is not safe. It is a kop out. You should be building separate designated cycle lanes. Please stop wasting active travel money and resources on these awful permissive paths. If this goes ahead you will make Cardiff Road less safe for cyclists such as commuters who will use the road then get targeted by drivers.; | Segregation will be considered as part of future design. |
|  | Even just a painted lane on the side of the road, like they have at the top of Colcot, as that’s cheap and really effective for all road users as everyone knows their place. ; | Active Travel routes must consider the needs of all users, such as pedestrians, users of mobility scooters and wheelchairs as well as less confident cyclists. |
|  | Surely no one would disagree that all of these things wouldn't encourage more walking / cycling? ; | Noted. |
|  | I wouldn't walk or cycle along here; | Noted. |
|  | Any proposed cycle route should be totally independent of a walking route (i.e. not just a single pathway separated by a painted line) it should also be wide enough for two cyclists travelling in opposite directions to pass each other; | Noted and segregation will be considered as part of the future design process. |
|  | Easy access onto and off the route; | Onward links will be considered as part of the future design process. |

**Appendix C**

Question 6 – Do you have any additional comments or suggestions surrounding the proposal?

|  |  |
| --- | --- |
|  | Yes, there are an awful lot of junctions with the pedestrian/cyclist having to give way. Priority should be given to the most vulnerable road user, therefore give way lines should be placed behind the pedestrian/cyclist crossing at any junction to signal to motorists that the more vulnerable user has priority. This has been done in Cardiff to good effect. |
|  | The estate where tops tiles is needs to be stopped from turning right on to Cardiff Road. That would make more sense abd give everyone safety  |
|  | More dropped curbs not only on this route but all over Barry |
|  | if you can ensure that segregated spaces are continuous and uninterrupted it will be useful if not it is useless |
|  | Currently the linking of cycle / walking lanes is extremely poor in the Vale. For instance on Port Road the cycle / waking lane end on a blind corner! Very dangerous and so I don’t use it. Priority at junctions needs to shift towards walkers and cyclists. Furthermore a proper segregation should also be maintained between walkers and cyclists as walkers can slow cyclists down meaning that the cyclists don’t use the lanes.  |
|  | I feel unsafe when I am walking or cycling on the paths when there are cyclists on the road and traffic is built up behind them or overtaking them |
|  | Where possible use green land by Howdens and NOT reduce the width of road.  |
|  | Any improvements would be welcome |
|  | The proposal should as a minimum be implemented the same as along the eastern part of Millenium road with a segregation of walkers and cycles and not a shared path to smooth flow of all users amd minimise conflict, if his creates a narrowing of the road lanes it should be encouraged to help reduce vehicular speeding. The phrase "improvement to crossing" is rather vague. There should be a crossing to allow safe access to the fast food restaurant at the roundabout. Like Harbour Rd, there should be a ramp to the carriageway to allow cycles ease of turning on to carriageway to go north towards Palmerston Rd and also join road at Gladstone Rd roundabout. 40mph should be reduced. Any central island pedestrian refuge already in place MUST remain. Give active travel priority over all junctions, i.e. vehicles giveway. Any traffic light crossing or junction push button to activate and facilitate active travel should interrupt any sequence quickly and not just place a crossing phase somewhere in the queue/sequence. Improve the Palmerston Rd crossing and flooding.  |
|  | Better access cardiff to Barry maybe a motorway or link road which would decongest the local trafic  |
|  | Area to have night light |
|  | Cardiff Road is a main road in and out of Barry. The changes that are proposed are not going to encourage people to walk. It is just going to cause congestion and angry motorists and diverts traffic problems to other areas.  |
|  | Please keep us away from the cars and lorries that dominate this road. Plant trees, negate some of the polluted air. |
|  | It would be good to link with an improved cycle route through to Dinas Powys and on towards Penarth |
|  | could not make out the maps provided they are blurred and to small to make out the plans need to be clearer. |
|  | dont make more traffic jams |
|  | I don't think it is a good idea to build more active travel routes until there has been a review of existing schemes and the evidence of any improvemnt examined. The cycle track along port road was built at great inconvience and cost but I have not observed any increase in use, in fact most cyclists seem to use the road instead. I would expect the same to be the result of this new scheme. |
|  | This needs to be achieved without causing any additional traffic congestion . I don't see any reference to street lighting along the section from Biglis Roundabout to Sully roundabout.  |
|  | All of these things are positive. But they need to be suited to both leisure cyclists and commuter cyclists, and pedestrians. |
|  | Cycle and walking routes within the Vale are very limited at the moment. There needs to be a joined up East to West cycle route that allows for non stop cycling, not having to give way at every farm gate and cross roads every 5 minutes, the route eeds to be free flowing. Cyclists need to be able to maintain momentum on their journey. |
|  | Please consider extending the western end of this project to include the junction into the docks. Yes, I know it's a private road, but it's a significant active travel route in its own right. Currently, active travellers exiting the docks on to Ffordd y Milleniwm have an awkward dash against oncoming traffic to reach the traffic island, and then cross on to the bike path on the far side of the road. If this few meters were included in the scope of this project, I, for one, would be grateful. |
|  | Priority must be given to active travellers at side roads. The scheme as currently designed forces active travellers to yield priority to (motor) traffic at each side road that they encounter. Writing as an active traveller, this is a \_real\_ barrier to making use of infrastructure such as this, and one of the major reasons why I'd choose to ride my bicycle in the carriageway, where I'd have priority over side roads. The Wales Active Travel Act Guidance (July 2021) sets out in section 3.3.2 that "when we invest in transport infrastructure and services, we will use the sustainable transport hierarchy to give priority to walking and cycling and public transport ahead of private motor vehicles.". This project as designed does not take the hierarchy into account. I contend that the junctions should be re-designed with continuous raised footways across them, with priority over them. |
|  | Getting people active while being safe is important I have been knocked off my bike on Cardiff Road, I cycle to work every day and I don't feel very safe on the road it's busy and fast. |
|  | Needs speed bumps/cameras |
|  | Walking and cycling separate from Cardiff road required for access to bottom end Redlands road and onto Penarth marina |
|  | The current cycle paths on Port Road and Millennium way are not used as I constantly see bikes still using the road I think this is a waste of funds that should be better used.  |
|  | Encouraging cyclists on this road would only be negative, it will create more congestion on an already over crowded road due to cyclists using the road  |
|  | There are lots of cycle paths in Barry which are never used by cyclists. They still use the roads and pose a danger! In my opinion they are a waste of money.  |
|  | People don’t use the cycle ways that we have, causing issues with traffic |
|  | I do not see any further cycle/walking lanes will help. Cyclists do not use the current facilities and use the road slowing down cars which in turn brings back log in traffic |
|  | Will any comments be listened to or is this another tick box meaning you will ignore people again |
|  | It’s not just this section… you need to look at the bigger long term issue, if a bigger route going onto sully dinas , Penarth etc…. |
|  | The road infrastructure needs improvement. The current development on the water front has increased the amount of traffic in and out of barry, and i feel more needs to be down to help cope with the amount of traffic. Potentially removing the around about at mcdonads and using traffic controlled lights would help. |
|  | In my experience most cyclists do not use the cycle paths which cost the tax payer a fortune. They continue to use the roads in groups (blocking the roads sometimes). It would be better to tax the cyclists for using the roads. |
|  | Don't waste tax payer's money on something that doesn't and won't work |
|  | Decent lighting so we can go for walks in the evenings |
|  | Please don’t waste our money on this terrible scheme, go to port road and or millennium way where we already have dedicated cycle lanes and watch/count how many cyclists do not use them! |
|  | Improve the lighting |
|  | Cyclists rarely use designated cycle lanes so they are a huge waste of money however a pavement/path into Dinas would be useful.  |
|  | Another cycle path that cyclists don’t use. Already see them on the road on millennium way when there’s a cycle path. Why waste money when they don’t use them  |
|  | Insistence that where these facilities are provided they must be used, rather than the road . |
|  | Road users don't leave enough space when passing cyclists,cit makes us feel uneasy as they pass close and at great speed. Having a path for safety would mean I could take my son with me and feel safe in doing so.  |
|  | As a mum of 2 young children I won't walk them with my dog from southra into the village. Sit on the southra junction and watch the 30 sign constantly flash. Reduce the speed. Reroute the big lorries via Wenvoe.  |
|  | Make roads wider  |
|  | Cyclisyt don't use the paths already provided on ffird millennium they continue to use the road so just widen the road insteadt |
|  | Waste of money as cyclist don't use the on on millennium road |
|  | Cycle paths are a waist of money the cyclist still uses the roads 🥵 |
|  | This will never happen as you will have to keep river clear, In45 years of walking I've never seen fish or Rabbits and yet you go go up the common there's loads the only possible excuse is flooding |
|  | Wider road and cycle way Cardiff road McDonalds to Dinas Powys |
|  | Listen to the local residents - many councillors are totally unaware of this area and associated problems  |
|  | Try and get cyclists to use the new facilities.  |
|  | Cyclist don’t use the existing paths now! Why build more! These roads are too busy and this proposal will just make this area even more dangerous to travel down.  |
|  | Stop narrowing roads - it makes it more dangerous. |
|  | Reducing g car speed and carriageway width is a terrible use that will cause problems. Create a separate walk / cycle path away from the carriageway. Do not cause further disruption to the cars! |
|  | Unless there is an onward route from Barry to dinas or sully then this route will be useless. |
|  | These roads are busy and already difficult to navigate,it's best for cyclist to have a lane on the pavement or designated lane that doesn't interfere with the traffic |
|  | Please follow the data not just the loudest voices  |
|  | Just need to ensure roads going into the garages/Greggs are controlled for priority for cyclists/runners/walkers  |
|  | I feel this will make the traffic situation worse. |
|  | Please get it done as soon as possible |
|  | Why waste money on cycle lanes the majority of cyclists refuse to use. Money would be better spent improving the roads to take account of all the extra cars coming in and out of Barry due to all the new housing developments particularly on Barry Docks. |
|  | To make this feasable you would have to widen the pavements making the road narrower. The road is very busy as it is, this would make the traffic worse and prove to be dangerous. People arent going to stop driving because they have a cycle/ walking route. People need their cars for work and sometimes you people work to far away to walk or cycle. |
|  | There’s nowhere to walk to! You need to improve the traffic on this road before improving cycle/walking routes |
|  | Spend the money on preparing the town for the influx of electric vehicles that’s not expected.  |
|  | Needs to go onwards to both Dinas Powys and Sully to be useful. I work on the Vale Enterprise Park and have to use a car because walking/cycling is so difficult and bus services so poor. |
|  | Yes, simply don’t. Would be a terrible idea on such a busy road.  |
|  | Improve the roads rather than make cycle paths that hardly get used |
|  | Why would anyone want to walk along one of the busiest roads in Barry ? |
|  | Cycle lanes to be on the same side of the road so you don't have to keep crossing the roads |
|  | I think my point was summed up throughly in the previous question.  |
|  | I wouldn’t bother spending the money on cycling lanes as the cyclists never use them. |
|  | There are pathways to use, which are suitable for cyclists and walkers I don’t feel there is a need for more disruption to an already busy road by slowing it down even further.  |
|  | Don't put cycle paths in if no one is going to use them. Waste of time and money. Actually check peoples answers to this survey  |
|  | Pointless making cycle lanes cos all those lycra Wiggins wannabes will never use them. Make it law that where there's a cycle lane it MUST be used. Narrowing roads for wider paths and cycle lanes and then still having cyclist use roads is a bigger hazard |
|  | This is a waste of time and money. Just look at millenium way, cyclists use the road rather than cycle track |
|  | Better roads would be nice and routes because the traffic into and out of the island is awful especially during nice weather.  |
|  | I would cycle to work but there are no facilities at my place of work |
|  | Cycle lanes rw not used enough and are a waste of money... Make extra vehicle lanes so goods can be transported quicker... There are plenty of places for me to ride.. Like Porthkerry or cosmeston |
|  | The proposal is a lovely idea unfortunately it is impossible to implicate  |
|  | Traffic was very heavy going to the island in the summer, maybe if public transport was cheaper more people would use it? |
|  | I drive because I need to travel beyond barry to Cardiff. Impossible to do by walking or cycling so this will cause a problem for people like me.  |
|  | Safe continuity of cycling paths would be welcome and cut down on traffic and pollution. |
|  | Build a bypass  |
|  | Keep wildlife safe too  |
|  | Current cycle pathway not used by cyclists so a waste of money |
|  | Surely removal of dedicated right turns into industrial estates will increase risk of accidents and cause traffic delays as vehicles wait for behind traffic turning. Would be interesting to monitor usage of dedicated cycleways on Ffordd Millennium as perception that many/majority of cyclists use main carriageway not cycle lane. |
|  | Positive but not far enough.  |
|  | Cyclists don’t use the paths for them now so this is a waste of money and time and will create a lot more pollution holing up traffic |
|  | Infrastructure heading in and out of Barry is no longer suitable and sufficient. It takes an hour to get to Cardiff during rush hour a distance of less than 10 miles. This needs upgrades not cycle routes that cyclists do not use |
|  | Save the country's money |
|  | No brainer. Fantastic idea. |
|  | The last thing you need is more cycling lanes. That there is already a dual carriageway means there is provision already for cyclists. |
|  | Sadly, I feel this will do nothing to encourage many lycra clad cyclists to change their habits… virtually every cycle lane appears unused with many preferring to stay on the road. It might be worth exploring the reasons behind that before constructing another unused facility for road racing bicycle enthusiasts |
|  | Don't waste money on new cycle ways as most cyclists ride in the road anyway or on the pedestrian part of a pavement so causing danger to motorists and pedestrians |
|  | Make sure they actually use the path built for them…… |
|  | a handful of cyclist use the cylce path in barry and the majority dont and use the road, so it would be a waste of money, time and nature |
|  | Need more roads but less forVehicles this will not work  |
|  | Amsterdam is doing it right! |
|  | There are lots of junction cross overs and they must be improved with raised tables / continuous crossovers. Please see Active Travel Design Guidance DE604 and DE605. This will make the walking and cycling facilities more comfortable and safer at each crossing by showing turning speed of motor vehicles and giving priority as is already given by the highway code.  |
|  | It's not a nice place to walk because of the pollution and the very heavy weight of traffice. |
|  | There is little wrong with the ability to cycle along Cardiff Rd. The problem is where you go at the end of it. Spending any money on Cardiff Rd is not addressing the problem at all. |
|  | We need to convert as many journeys from car to cycle for climate change and health reasons. |
|  | Cycle paths are not used because they are too broken up by junctions.  |
|  | I live in Llandough and drive to work on Sully Moors Rd daily, and back and fore to Dinas Powys regularly. I would prefer to cycle, would remove many car trips for me. |
|  | Widen the road . And cyclists stick to single file  |
|  | Need a.s.a.p.  |
|  | Please consider adding a pedestrian walkway between barry and dinas powys at the very least |
|  | Dinas Powys needs a bypass |
|  | Do it |
|  | I fail to see what the objective is here, other than spending money for the sake of it. There is sufficient pavements, and a decent enough carriage way width to allow for cars and cyclists. What is the council trying to encourage? The small amount of lip service to greener transport options, by fancying up some pavements and crossings with a little bit of landscaping thrown in just seems woefully under developed. At the end of the day, its pavement alongside a chemical works, passing industrial estates, its not exactly the scenic walks of the Pembrokshire coastal paths is it. How about transferring the funds to something useful like filling the numerous pot holes across the town. Also, the reistatement of the removed litter bins would go a long way, and perhaps some of the money proposed for this adventure could be used to hire more waste service technicians to empty the bins more regularly, so that they dont fill up. |
|  | This is an example of active travel leading nowhere. At the end of Cardiff Road you are faced with no onward, safe active travel options. Unless you are trying to encourage people to walk / cycle to McDonalds, it is not clear what is being accomplished? I would also suggest the removal of right hand turn areas for the industrial estates will impact the businesses that are based there. This is not an area where people would chose to sit around, with the chemical works on one side and industrial parks on another. The money would be better spent improving other facilities at this end of the town - and repairing the current road and pavement surfaces. Finally, scrolling text - as employed in the free box sections of this survey - are not easy to navigate for those who have less confidence in their writing and impede those wishing to make longer points. It is disappointing that they have been used.  |
|  | It is very disappointing to see that the proposal is for shared use space. This benefits nobody as it mixes the various users. To have the route on the side of the road facing oncoming traffic will naturally cause users to shy aware from the kerb and narrow the route further. The crossings proposed are poor. The crossing on Millennium Way appears to be an uncontrolled crossing point on a 40mph road, which as referenced in the Welsh Government Active Travel Guidance July 2021 as “Provision suitable for few people and will exclude most potential users and / or safety concerns”. The other crossing points, those to the industrial estates and streets do not prioritise pedestrians or cyclists in any way and appear to be purely designed as not to inconvenience drivers. These crossing points should all be reviewed to prioritise the users of the new route. The Active Travel Guidance July 2021 notes that footways and cycleways should give priority to users crossing side roads. There are numerous examples provided within the guidance, none of which appear to be utilised. In addition to the examples provided, consideration should also be given to tightening the radius of the junctions to reduce the speed of vehicles entering and exiting the junctions. This route should be fully reviewed prior to any implementation as it fails the users and does not meet aspects of the Welsh Government Design Guidance.  |
|  | Educate drivers who don't cycle on why some cyclists don't use cycle paths |
|  | A safe route from Barry to Dinas is needed for pedestrians and cyclists |
|  | Sort safe route between Dinas Powys and Barry first as a priority! |
|  | Please please stop building these wide shared use pavements. They are unsafe and bring increased danger to cyclists. They are unsafe for cyclists to use because the entry and exits are unsafe, at junctions they are unsafe because no priority, and unsafe because cyclists are conflicted with pedestrians. The design forces all experienced cyclists onto the road which then causes drivers to punish pass and worse to the cyclists riding on the road as in their perception 'cyclists should use the cycle lanes' but of course they are not proper cycle lanes just crap permissive paths. So far all of the cycling infrastructure built in the VOG is truly appalling and makes active travel by bike and on foot more dangerous. Please please stop building this rubbish and built proper active travel infrastructure. |
|  | Don’t build shared walking and cycle paths ever.  |
|  | Shared use paths are dangerous for everyone  |
|  | It's a waste of money |
|  | I have a young daughter, who I plan to cycle around Barry but some areas I would not feel comfortable cycling with my daughter, such as Cardiff Road. This is due to the car fumes, speed and proximity to cars, number of junctions from businesses making it feel unsafe. From a cyclist and pedestrian viewpoint I prefer to cyclists to be on a segregated path. This is because it can feel like I have to be alert for cyclists when on a pavement, which is not enjoyable, especially with a toddler or dog in tow. The proposed area has light pedestrian traffic, so I would be happy with shared use path. One issue would be crossing to go towards Cadoxton station on the less hilly route opposite Topps Tiles. Responsive pelican crossing or zebra crossing would make me more likely to use the route. Often it can take so long to cross a road that it is more convenient to cycle on the road. |
|  | Onward linked routes would make a Barry-Cardiff cycling commute easier and safer.  |
|  | I think it's pointless unless it will be extended to be able to walk to Dinas Powys  |
|  | The current regime are completely incompetent, not interested in engaging with residents when challenged  |
|  | There is a lot of elderly living in this area, especially around Lennox Green. Many are too scared to cross the road to use the "Laura Street" bus stop and pay for taxis. I campaigned about Six years ago for a Pelican crossing. All we got was new paintwork on the existing crossing and flashing bulbs. It does not make the slightest difference. Even the narrowing of the road further up does not stop cars waving at us waiting to cross whilst they whizz past. I know you will put a cycle/path whether you get our agreement or not , as you have a habit of nog listening and acting on the needs of your constituents. So at least PLEASE furnish us with the much needed Pelican crossing which will now be needed more than ever! |
|  | Cycle paths are always wanted, if these cycle paths are smooth enough you can get the road cyclist off the road and on to the pavement, and a good transition from path to road would be good, like they have in Bonvilston. A little bit of extra effort in making sure they are smooth and more people will use them. If not then painted lanes on the side of the roads for cyclist would be a good option. Thank you.  |
|  | I run along this route quite often, and on to Sully — but I'd love to see it continue to Dinas Powys. It'd make it easier to run/cycle to work because the current road between Cardiff and Dinas is unsuitable for either, given how dangerous it is. |
|  | The plans do not go far enough - this area needs a complete transformation! I acknowledge it needs to accommodate a high number of vehicles (of different sizes), but the public realm also needs consideration.  |
|  | I'm supportive of the scheme, as anything is better than the current set up. However, it could be so much more ambitious and there is so much more public highway to work with than has been used up. It remains that far too much road is being given over to cars here and I think the Council should realise that and act on it if it wants to be meaningful in its promotion of active travel. I think that the use of a shared cycleway/footway for the most part of the route is not a good idea. Cyclists should be segregated from pedestrians, otherwise it is simply unsafe for pedestrians. The roads are fairly wide here and there is plenty of room on the public highway to facilitate this, possibly a 1.5 m segregated lane in both directions, especially down the duelled section.People won't be cycling through here for the sake of it, if they are on a short leisure ride it will be avoided, because why would people want to be in conflict with pedestrians or cycle down this road in general, it isn't that attractive. Users will likely be commuting along here (like I do) or on a long leisure ride. As a commuter, on bike, along this road as proposed here, I would not use this infrastructure as the speed I travel at would be unsafe for pedestrians. By driving in the road, with the existence of the adjacent unusable cyclelane, I will just get more abuse and close passes from car drivers, as is the case on Ffordd Millenium. That will be the case for a high number of other users and potential new ones. The opportunity exists here to create a scheme that genuinely could make a difference in east-west travel through the Vale, if links are made onto Dinas/Cardiff and Sully/Penarth. This is not that scheme. People will only choose to commute by bicycle if it is more convenient than their car, this won't encourage that. To be anything more than tokenistic, a lot more needs to be done with the highway available. |
|  | The zebra crossing is a death waiting to happen. I see a near miss there daily. It needs to go. There is a traffic island further up. No need for it |
|  | The traffic along this section of the highway doesn't flow very well at the best of times, and the highway requires maintenance, not a future maintenance liability |
|  | Yes please seek advice on continental cycling, especially the Netherlands. |
|  | Cycle routes which are unsuitable for use only add to the problems faced by cyclists as they frustrate motorists when we don't use them and many choose to express this by passing closely or generally driving in an impatient and unsafe manner. The existing route along millennium way is a prime example of a route that isn't wide enough for safe two-way cycle traffic as well as having no reasonable way of joining when approaching from Cardiff road. I assume this will be similar. This proposal also looks like it will add several junctions along the route where motor traffic will have priority. Why would any cyclist choose to use a route that requires them to stop and wait at a junction every few hundred yards when they could just use the road? I know you have leisure cyclists and families in mind with these proposals but lets face it, they are already using the pavement here. All this will do is make life more difficult for cyclists who will continue to use the road and do absolutely nothing to reduce motor traffic or encourage motorists to consider a more sustainable form of transport. |
|  | Do not take away markings in the middle of the road where traffic cross the white line if it was a single line and not remove hatched areas. Also DO NOT cut down trees that have taken years to grow and protect the area. Don't waste MORE money on POINTLESS so-called 'active travel' routes. |
|  | 1. Shared cycleway & footpaths are useless for cyclists & pedestrians- keep them separate. 2. Priority to cyclist/pedestrian when crossing junctions. 3. How do you go straight on to Dinas if you are using this cycleway? Why not have a cycleway/path both side of the road. Was the active travel guidance document published by the welsh gov used to design this route? |
|  | Also make the routes proposed join up with rail and bus networks. I don't drive so use the train to get into Barry for supermarket shopping, the Tuesday Market and High Street shops. Sometimes I need to get down to Asda. If the routes were nicer and easier to use as a pedestrian I would go more often. I can see where the waterfront is being developed and with good cycle and footpaths it might be a nice place to go for some fresh air much like Penarth Harbour and the Barrage.  |
|  | Fairly unambitious but better than nothing. Unlikely to get road cyclists to use this as it is so will increase driver angst, but new and more nervous cyclists may use. I assume red crossings linking to exisiting routes at each end will be signalised? If so these must be straight across and quick to change NOT like the ones on Port Road near the cemetery! All junctions should give priority to walkers and cyclists - these are mostly small roads and the Highway Code now states that pedestrians have priorities at junctions like this. Make it easy for drivers and cyclists to watch out for each other, but clear that cyclists and walkers have right of way (this is why road cyclists won't use, they won't want to give way at every junction and they won't have to if on the road). Ideally more segregated path (separating walkers and cyclists) wherever there is room - surely there is room at the Eastern end of the scheme. Is road at this end remaining 4 lanes wide? If so why not take opportunity to change road priority near McDonalds so left turn only lane to encourage traffic to head up the link road to the motorway rather than clogging up Dinas Powys and speeding along Pen y Turnpike. |