

## **Coldbrook Road East, y Barri - Llwybr Teithio Llesol**

### **Adroddiad yr Ymgynghoriad**

#### **Cyflwyniad**

Cynhaliwyd ymgynghoriad ar gynigion Cyngor Bro Morgannwg i wella amodau teithio llesol o'r Barri i Ddinas Powys, rhwng 22 Hydref 2024 a 18 Tachwedd 2024.

Nod y cynllun yw cynnig amgylchedd mwy diogel i gerddwyr, olwynion a beiciau a darparu cyfleoedd ar gyfer teithio llesol.

Cafwyd arian ar gyfer y cynllun hwn trwy Gronfa Teithio Llesol Llywodraeth Cymru. Mae proses ymgeisio am gyllid Llywodraeth Cymru yn cynghori y dylid ymgynghori â'r cyhoedd ar bob cam o waith datblygu'r cynllun.

#### **Gweithgareddau Ymgynghori**

Cynhaliwyd y gweithgareddau canlynol i hyrwyddo'r ymgynghoriad:

- Negeseuon ar y cyfryngau cymdeithasol;
- Dosbarthu llythyrau i bob eiddo y mae'r llwybr arfaethedig yn effeithio'n uniongyrchol arnynt;
- Hysbysiadau ar byst lampau yng nghyffiniau'r llwybr arfaethedig;
- 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, roedd hyn yn cynnwys e-bost i ysgolion yn yr ardal yn gofyn iddynt roi gwybod i rieni.

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

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

Cynhaliwyd yr ymgynghoriad ar y porth Commonplace a ariennir gan Lywodraeth Cymru (<https://coldbrookroad.commonplace.is/>)

Ymwelodd 633 o bobl â thudalen we'r ymgynghoriad.

Ymatebodd 62 o ddefnyddwyr unigryw (y rheini a gyflenwodd gyfeiriad e-bost) i'r arolwg ac roedd 137 o gyfraniadau.

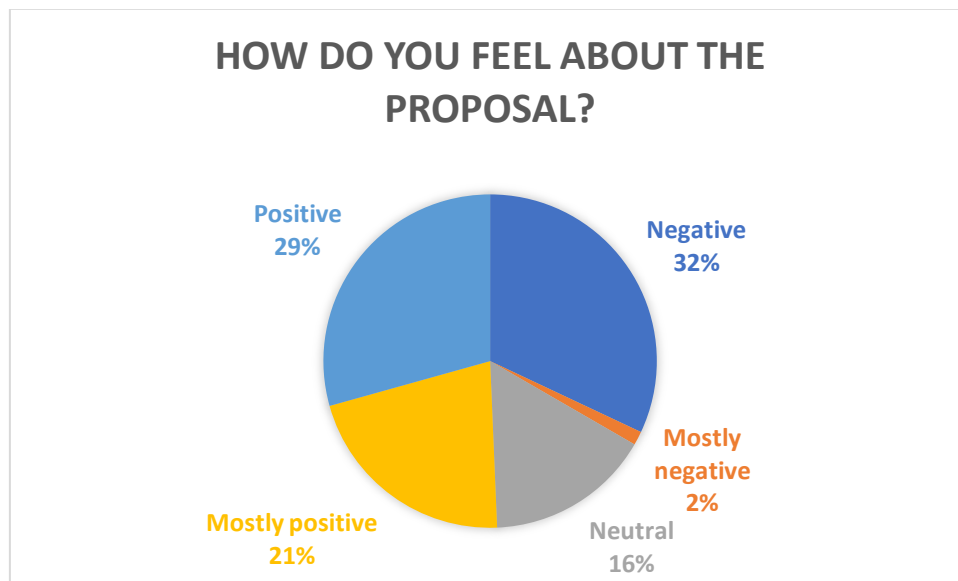
Derbyniwyd 3 e-bost hefyd ar y cyfeiriad e-bost [activetravel@valeofglamorgan.gov.uk](mailto:activetravel@valeofglamorgan.gov.uk) ac mae'r rhain wedi eu cynnwys yn yr adroddiad hwn.

## Canlyniadau'r arolwg ar-lein:

### DWEUD EICH DWEUD

O fewn y deilsen hon, roeddem eisiau casglu gwybodaeth ynghylch pa mor gefnogol oedd yr ymatebwyr i'r gwelliannau arfaethedig i deithio llesol.

**Cwestiwn 1** - pa mor gefnogol ydych chi o'r cynnig hwn yn gyffredinol?



Roedd 66% o'r ymatebwyr yn gefnogol iawn, yn gefnogol neu'n niwtral ynghylch y cynlluniau i wella'r amodau beicio a cherdded yn yr ardal hon.

Roedd **Cwestiwn 2** yn gofyn 'Os ydych wedi nodi nad ydych yn gefnogol iawn yng nghwestiwn 1, esboniwch eich ateb?'

	Os ydych wedi dewis anghefnogol i'r cwestiwn uchod, esboniwch eich rhesymau dros ateb fel hyn? (wedi'u cynnwys fel yr ysgrifennwyd)	Ymateb swyddog i sylw
1	A shared use pavement just has potential for conflict between cyclists and pedestrians and cyclists and motorists - so lots of spend for minimal benefit. whilst drivers continue to speed on their way, little changes for those wishing to travel actively. Be more ambitious, take space from the road for active travel (and link fully to the schools)	Segregation was one option considered but there is not sufficient width available to maintain 2 way traffic and provide a fully segregated route for the whole of Coldbrook Road East.

2	<p>An absolute waste of money when existing cycle paths are not used. 2 examples. 1, Millennium way. The cycles are always blocking traffic on the road. 2, wenvoe. Same reason as above. I have heard some fabricated results saying they are used, but that is an absolute nonsense.</p> <p>There are also houses on that route who have drives, or gates that will lead straight onto the cycle paths. Causing more danger. There is an argument that the local school kids can walk or cycle to school, but there are always parents parked in the local laybys or local roads ready to collect their children.</p> <p>The road also needs to revert back to 30mph as its a main road and a bus route. The cycle path will also lead to the dock links road which would be dangerous for cyclists and pedestrians .</p> <p>Money should be spent on improving bus routes and utilise the new bus station, which is another waste if money. All your doing is wasting money and annoying motorists. It's about time the local authority started to listen to the electorate.</p>	<p>Cycle counter data across the Vale demonstrates that cycle routes are used. The path could be used by pedestrian and mobility aid users and not just cyclists.</p> <p>Houses on the street currently access driveways that cross existing footways – there would be no difference in them crossing a cycleway/footway.</p> <p>This consultation will not consider any changes to the speed limit.</p>
3	<p>As a local resident, much of the proposed change feels un-necessary. The dropped kerbs and additional crossing points do make sense, but road narrowing on one of the key link roads out of Barry, which is routinely busy makes non sense - and there is perfectly adequate footpath all the route. shown already</p> <p>Losing an area of the grassed verge between Langlands Road and Dobbins Road when there's already a good footpath there, and shared cycle / pedestrian lanes rarely see much use feels like it would be detrimental &amp; a step backwards on making out town a greener, nicer place to live</p>	<p>The carriageway width will maintain two way traffic. We will consider your comments regarding loss of verge during the next stage of design and explore other options or mitigations.</p>
4	<p>As a resident who lives off Coldbrook Road, I'm unable to visualise how this project will be done, as I dont feel there is enough space to carry this out along that stretch.</p> <p>There are also new houses being built on Coldbrook Road, which I feel wasn't the best choice to have made by the council.</p> <p>I would like further information on all plans related to this project.</p>	<p>Work has been undertaken in order to develop this proposal that provides evidence to show that there is sufficient road width to construct the infrastructure.</p>
5	<p>Because this incompetent WAG are destroying the roads infrastructure all over Wales with their poorly researched decisions made by a clueless 'head in the clouds' gathering of idiots. When will you understand that the vast majority of people have no desire to walk, cycle or 'wheel' and much prefer the convenience and ease pf car travel.</p>	<p>An improved route is being proposed to assist those that currently walk/wheel/cycle in the area and also to encourage more to do so.</p>

6	<p>I answered previously with neutral, however, I am actually broadly supportive of any scheme that helps active travel and want to change my response but can't see how to edit it. Shared use paths wouldn't work for me, but it will make it safer for many which is what counts.</p>	<p>Noted and thank you for your response.</p>
7	<p>I believe this a total waste of council resources as Coldbrook Road is not a heavy use by pedestrians or cyclists. I believe the way to slow down the traffic and cheaper is to install speed cameras. As we live on this road we see that there is not many pedestrians using the pavement and even less cyclists using the road.</p>	<p>This proposal is being funded by the Welsh Government Active Travel Fund. It is the intention that by providing improved footways/cycleways there will be an increase in pedestrian/cyclists along Coldbrook Road East and to the schools in the area.</p>
8	<p>I don't understand how this proposal will impact parking in Cowbridge Street and access to my drive. I don't understand why the proposal doesn't use the whole lane between Cowbridge Street and Church Road instead of just the steepest part. I have already complained to the police and the council on multiple occasion regarding damage to cars on Cowbridge Street due to speeding, only last week I lost another wing mirror, my last car was written off which I told the council about. My next-door neighbour's car was written off in a separate incident. All of the cars currently park on the pavement to avoid being hit. If the pavement is widened and cars are parked completely on the road (assuming they are still allowed to park there) they will be hit all the time as drivers will not give way on this stretch of road. I thought that the lane was owned by Church Road residents and not by the Council. The residents of the area have already been put through hell for the last two years due to the development on the corner of Coldbrook Road and Church Road and the noise pollution from quarrying which was covered extensively by the local press. The last thing people need is more noise and inconvenience.</p> <p>Returning to my original point I want to know how this proposal would impact my ability to park outside my house at 18 Cowbridge Street and how it would impact my ability to park on my drive. I would hope that you could just answer this question but if that is not your intention then please consider this as a formal freedom of information request.</p>	<p>There is no formal parking on Cowbridge Street so that will not be affected. Access to driveways will be maintained and if there is a legal crossover to the property this will be reinstated.</p> <p>Church Road is an adopted highway.</p> <p>Responses are anonymised and we do not have access to email addresses. If you wish to raise an FOI then please contact <a href="mailto:C1V@valeofglamorgan.gov.uk">C1V@valeofglamorgan.gov.uk</a>.</p>
9	<p>I have lived on Coldbrook Road for 22 years. There is a perfectly satisfactory pavement on each side of the road. I have observed people walking along the road. It has never been heavily populated with pedestrians. I am one of the few cyclists that ride a bicycle along the road, which I have done since 2005. I feel that the road</p>	<p>The current footway does not meet current Welsh Government Active Travel guidelines. The route was identified on the Active Travel Network Map approved by Welsh Government in 2021 for improvement for walking/cycling.</p>

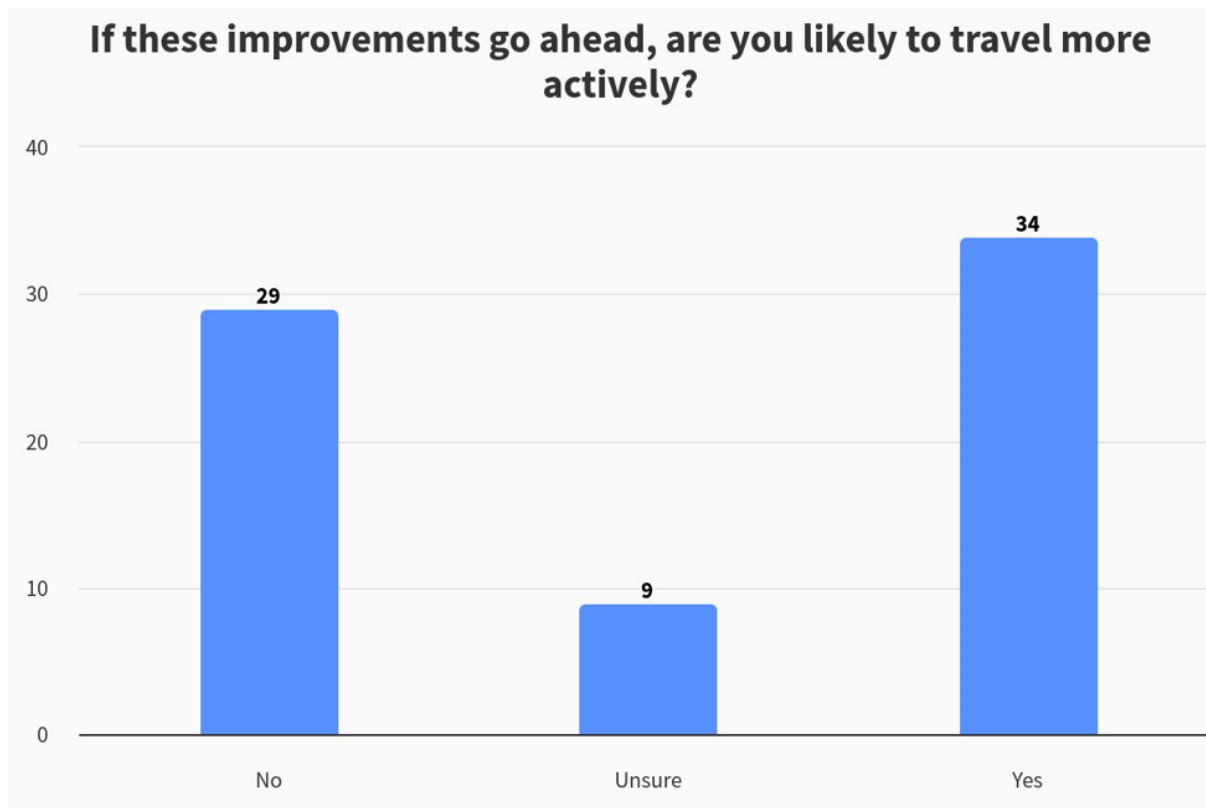
	width is appropriate, & it allows cars to safely pass me. I am in support of dropped kerbs. I do not think a cycle lane is indicated. A reduction in road width will cause congestion.	
10	I think narrowing the roads anyway will cause a lot more traffic build up due to giving way all the time.  I strongly disagree with possibly making Elm Grove entrance smaller as it's already a very tight turn with cars parked on the edges as it is.	Reducing road width will maintain two way traffic.  Narrowing junction radii will make it safer/easier for vulnerable pedestrians to cross. Vehicles should not park close to junctions.
11	I would have answered more positively if the proposed scheme was segregated pedestrian and cycling. I will not use shared use, it's unfair on pedestrians and is only appropriate for very nervous or very young cyclists.	Noted. Segregation was considered but could not be maintained throughout the whole of the route.
12	I'd have selected very supportive if the proposal indicated as preferred was the one that included the segregated cyclepath, at least as far as that is possible given the road width.	Noted. Segregation was considered but could not be maintained throughout the whole of the route.
13	It is a pointless exercise putting out the surveys because the Vale Glamorgan Council do not even bother to listen to the residence and just do what they want anyway this is just a PR exercise	All responses to this consultation have been considered and appropriate recommendations made.
14	It will be yet another dangerous disaster. The road is congested, it should be made wider and put back to 30 MPH this will be safer, improving traffic flow and hence reduced pollution.	This funding cannot be used for speed limits.
15	It's a main road into and out of Barry and reducing the road width will increase congestion and pollution.	The accuracy of this statement will be discussed with the consultants designing this scheme.
16	Narrowing the road is not the answer as that won't slow the traffic down. Widening the pavement to make a cycle path is also a massive waste of money. As we live on Coldbrook Road we know that there is not many cyclists that use this route and it's not a high volume of pedestrians on the pavement. I believe the cheap option would be to install speed cameras on Coldbrook Road.	Current cycle trips may be low but by providing an improved infrastructure this should increase, especially amongst the less confident/vulnerable cyclist. It should be noted that this improvement is not just for cyclists, it will improve conditions for mobility aid users as well as pedestrians.
17	Not convinced that it will really improve things	No response required.
18	Not keen on shared user path, as it would be difficult to cycle on during school time.	Noted.

19	<p>Several reasons.</p> <ol style="list-style-type: none"> <li>1. Name one shared pedestrian / cycle pathway that is actually used as intended. Cyclists don't use them, they don't use cycle lanes either. They do not want them. They'd rather bomb around the road overtaking cars crawling along at the ridiculous 20mph limit.</li> <li>2. Emergency services response times are always impacted by road narrowings.</li> <li>3. The money would be better spent fixing the state of the existing infrastructure rather than another Labour vanity project that no one wants.</li> <li>4. VoG Council are continuously cutting back services yet can find the money for this! Dodgy!</li> <li>5 you want us to travel more sustainably yet the current public transport systems are not fit for purpose. They are prone to delays and cancellations, expensive, unreliable, overcrowded, do not run 24/7 and unless you're very lucky go no we're near you place of work etc. Also have you tried to do a weekly shop and use a bus to get it home!</li> <li>6 The only ones likely to benefit from this are the local drug mules on their illegal electric scooters and bikes.</li> </ol>	<ol style="list-style-type: none"> <li>1. Cycle counter data collected from existing cycle paths show usage.</li> <li>2. This will be checked with the Traffic Team for accuracy.</li> <li>3. As stated, this funding can only be used for active travel purposes and not for road repairs.</li> <li>4. This is not being funded by the Vale of Glamorgan Council but Welsh Government Active Travel Funding that can only be used for Active Travel schemes.</li> <li>5. Public transport does not form part of this consultation.</li> <li>6. No response necessary.</li> </ol>
20	Sort health and crime if you have spare money	As stated in the consultation documentation, this funding can only be used for Active Travel schemes and is from Welsh Government.
21	Taking away pavement space for walkers of which the majority are school age.	The proposal will widen the pedestrian infrastructure.
22	The official statistics show a 9% drop in people walking since 2019, what evidence is there that building this route will reverse that trend. What financial calculations lead you to the conclusion that this money well spent ? With a falling number of people walking and a static number of people cycling, I would say this is Not money well spent.	Unknown source for this statistic and the Council has an obligation to improve active travel across the Vale of Glamorgan which is done by using Welsh Government Active Travel funding.
23	<p>The part of the road proposed is mainly residential, a lot of the residents have parking off road, accidents are going to happen with reversing/ driving out of parking areas to cross pedestrian walkways/ cycle lanes onto a busy main road?</p> <p>Houses opposite No 59 to 70 plus park outside, on the road, some have 2/3 cars per household, the narrowing of the road would mean damaged vehicles, although the speed limit is 20 mph some people are travelling well in excess using it as a short cut.</p> <p>I cannot work out about the cycle areas, if is being like Cardiff Kingsway where the cycle lanes are in front of bus stops, with the likes of e-bikes and e-scooters more accidents are going to happen.</p>	<p>Residents using driveways currently cross footways so the same amount of care would be taken to cross a shared use path.</p> <p>There is currently no formal parking on Coldbrook Road East and so therefore no formal parking is being removed by this proposal.</p>

	Visitors / Deliveries to residents in this area will have to park where?	
24	The road is a main access to the Barry Dock link road and is busy. Making any alterations will cause more hazards. It will not encourage active travel. Similar measures have been made in Rhoose and cyclists do not use the path. It may allow you to access government funds but it will not encourage or improve the current road/pavement layout. The work would cause significant disruption to an essential route for many with no benefit for the majority of people.	No response necessary to this statement.
25	The road is already congested, it should be widened and put back to a safe 30mph limit	If infrastructure for cycling/walking is improved then it could lead to a reduction in private vehicle use.
26	The road narrowing will clearly affect road users and cause rerouting of traffic to already congested roads at peak times	The narrowing of the existing carriageway will still allow for 2 way traffic. There will be disruption through the construction phase that would need to be managed.
27	The roads are in a terrible state with pot holes everywhere, the cycle paths we have in other areas do not get used. Cyclists will not use it and still be a danger to everyone on the road as they do not follow rules. As stated there is no official parking on the road and when people do park the road narrows to single traffic as it is and this will make it worse	Funding for this proposal would be from the active travel fund from Welsh Government that cannot be used to repair pot holes. Cycle counter data on other paths show usage.
28	This road is hard enough to navigate let alone with providing extra room for cycling which let's be honest most cyclists will not use as they travel too fast, if you took a survey of homes many of these cycle lanes are actually used it would be very few. I use this road multiple times a day back and forth my elderly mother's house and don't have the time to use a bike. Maybe put more effort into other areas of the town, more park facilities, leisure facilities.	Cycle counter data around the Vale shows that paths are used where provided.  The funding can only be used in a specific area for specific purposes.
29	Total waste of public resources, people will not stop using cars - walking and cycles are only practical if you live very close anyway	The provision of safer infrastructure has been proven to increase the number of walkers, wheelers and cyclists.
30	Wasting more money on cycle routes that DO NOT get used. In the few years the cycle path on the Wenvoe Road has been in place I have only ever seen 2 cyclists use it and I travel that road daily	Cycle counter data show significantly more usage on the Port Road cycleway/footway.
31	What about children from Dinas Powys? No footpaths, no safe cycle paths and roads not addressed via St Andrews	This is out of the scope of this consultation.
32	When will the council learn that providing cycle lanes doesn't automatically make people want to cycle or walk? Cyclist will still use the roads	The confident cyclist may continue using the road but a less confident, or younger school aged cyclist, may want to cycle but is not confident to use the existing

		highway network and will use the path provided.
33	Where are the householders meant to park their cars? You have extra residents moving into the new flats with more cars but are reducing the number of parking spaces. I am a regular user of this road and up to wenvoe and it's a rare feature to see anyone using the 3m paving.	As stated in the information provided, there is not currently any formal parking along Coldbrook Road East, so none is being removed as part of this proposal.  Cycle counter data on the Port Road active travel route shows good daily usage.
34	Whilst I'm generally supportive of active travel improvements, I have concern it'll be at the expense of motorised vehicles and cause issues for larger vehicles like public buses with reduced width of roads to accommodate wider pavements.	Two way traffic will be maintained along Coldbrook Road East if the highway is used as intended.

Gofynnodd **Cwestiwn 3** 'os yw'r gwelliannau hyn yn mynd yn eu blaen, a ydych chi'n debygol o ddefnyddio mwy o deithio llesol?'



Mae 60% (43 o ymatebwyr) yn meddwl eu bod yn fwy tebygol o ddefnyddio teithio llesol neu'n ansicr.



Roedd **Cwestiwn 4** yn gofyn am sylwadau neu awgrymiadau eraill. Ceir rhestr lawn o sylwadau ac ymatebion yn Atodiad A ond dyma rai o'r prif themâu:

- Ailystyried arwahanu, os nad ar hyd y llwybr cyfan, yna ar hyd rhannau ohono.
- Ystyried manau croesi ffurfiol ar hyd y llwybr.
- Sylwadau sy'n nodi y dylid defnyddio'r arian mewn manau eraill.

### **Ymatebion a gafwyd y tu allan i'r arolwg ar-lein:**

#### **1. E-bost gan Vale Veloways.**

We welcome the improvements to active travel in this area which is a key link between several schools and housing areas. Despite being a 20mph zone the speed and volume of traffic on Coldbrook Road East is intimidating to cyclists especially those who are less confident. High quality cycling infrastructure will also be suitable for use by the many mobility scooter users in the area who struggle with access on and off pavements.

We note that a fully segregated cycle path option has been considered but that shared use is the preferred option. We would stress that **in** line with the Active Travel Act Guidance, the route should be designed to segregate pedestrians from cyclists. The guidance suggests full segregation wherever space permits, to ensure safety and comfort for both user groups. Funding will be provided only for schemes which meet Welsh Government standards, so it should be designed to meet these standards. Shared use paths are tricky both for nervous and experienced cyclists and only work in areas of very low pedestrian footfall.

At the least the stretch from Langlands Road to Dobbins road should be fully segregated as the highway in this area is very wide and if narrowed would help reduce vehicle speeds. There is enough room in this area to install a wide fully segregated bidirectional cycleway as well as a widened and improved footpath. The additional width must be taken from the roadway not the verge so there is no need to reduce the amount of green space, in fact there may even be space to add green space through a scheme designed with sustainable urban drainage in mind. Although this is a very small distance it could show what can be achieved, it must ensure that it is easy for cyclists to continue their journey at either end, bearing in mind that some cyclists will prefer to join the road rather than continue on a shared use path at a slow speed.

We would also stress that this scheme needs to complete the links to Sir Richard Gwyn and Cadoxton primary school ensuring that all roads are easy to cross with pedestrian and cycle crossings giving priority to active travellers over those in motor vehicles.

For the proposed access to Cadoxton school we would suggest that the lane running straight is also upgraded as it will be tricky for cyclists to turn right onto the path where there is poor visibility and any cyclists coming downhill may be coming at speed. This is a very steep path and it is likely that most people will need to push their cycles up this hill. However if upgraded and road crossings provided this will provide a safe route to Cadoxton primary school

Throughout the route priority must be given to active travel across all side road junctions, the highway code states that active travel users have priority over those in motor vehicles and this must be incorporated into the design, this is important across all junctions but in particular the busiest Langland Road junction. We note this recent report from the University of the West of England which looks at various options for this type of crossing [University of the West of England — Road Safety Trust](#)

Note that if you do opt for a shared use path for some or all of this route existing cyclists and those wishing to travel at speed will prefer to cycle on the road, this is not in itself a problem, but it can increase driver cyclist conflict and increase complaints against the council for providing facilities that 'cyclists don't use'. We would suggest a publicity campaign that cyclists do not have to use infrastructure and in fact shouldn't be cycling at speed where there might be pedestrians.

There are many informal crossings on this route which create pinch points we would suggest these should all be replaced by zebras which will greatly improve the ease of crossing this busy road and act as traffic calming, there should be parallel zebras at either end of the infrastructure to enable cyclists to rejoin the road on the correct side of the carriageway. A number of zebra crossings will greatly slow the speed of traffic on this road and make it a far more pleasant road to walk, wheel or cycle along thereby encouraging people to change their mode of transport.

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

**Ymateb y cyngor i rif 1** – thank you for your support of this project and we welcome your continued support and will discuss all your comments with the design team.

## **2 E-bost wedi'u derbyn 23 Hydref 2024**

This is long overdue as traffic speeds on this road from the junction of Bridge St. through Cowbridge St. and Coldbrook Rd East is, at certain times of day excessive. 40MPH is common! (20MPH in Barry seems to be a joke)! I am disappointed that

Cowbridge St. is not included as it is a main route for children going to Bishop St Richard Gwyn school and Cadoxton School. The existing crossings should be raised or converted to Pelican crossings and an extra crossing added by the Hatch Quarry Park, as getting across the road for elderly residents is difficult given the width of the road and the speeds of some cars. I suggest you carry out some speed monitoring over an extended period to get a clear picture of what is happening.

**Ymateb swyddog i rif 2** – thank you for your email. Traffic volume and speed surveys were conducted w/c 4 November to gather additional baseline data for the scheme development.

Improvements along Cowbridge Street were included as part of this consultation and are planned should funding be received.

We note your comment regarding crossing points and will discuss this with the design and traffic teams during the next stage of development.

### **3 E-bost wedi'u derbyn 23 Hydref 2024**

Very concerned and confused on the objective of the project. Coldbrook Road has a high road traffic accident rate compared to others in the town. The alterations to corner traffic island is just one point, this has been hit several times by speeding cars. Wall hit down, cars smashed etc.

Safety should be the primary consideration, parking is being removed and areas are already over crowded.

From our own property we have to reverse off the drive across a pavement and then cycle track, finally onto the road. What could go wrong on a high accident road network.

Climate crisis? Electric cars are on the increase, public infrastructure no where near fit for purpose, so you propose to remove road space for cycles.

Have feasibility studies been completed for these actions?

Who will use or is this just a green ticket?

Currently places these projects have taken place in Barry are not used enough.

Public funds need to be spent on safety first, sustainability second, so house insulation projects and energy efficient house building programs.

**Ymateb swyddog i rif 3** – Improving the walking, wheeling and cycling condition along Coldbrook Road East are being considered to increase numbers of people travelling actively as opposed to using the car. Less cars on the road should result in fewer accidents.

There is only one area of formal parking along Coldbrook Road East and there are no changes to reduce this.

If you are currently pulling out of your drive, you are doing so across an existing footway that has pedestrians/wheelers using it. If the footway is widened to

construct a footway/cycleway then the same care and consideration should be given as you currently do.

### **Argymhelliad**

**Bydd y Cyngor yn ystyried y canlynol o ganlyniad i'r ymgynghoriad:**

- **Bydd manau croesi ar hyd y llwybr yn cael eu hadolygu, gan gynnwys ychwanegu man croesi ffurfiol ger Meadowvale/Dobbins Road.**
- **Bydd arwahanu ar gyfer y llwybr cyfan neu ran ohono yn cael ei ailystyried.**
- **Bydd y dyluniad yn cael ei adolygu gyda'r holl sylwadau yn cael eu hystyried cyn cyflwyno ar gyfer cyllid.**

## Atodiad A

### Cwestiwn 4 - A oes gennych unrhyw sylwadau neu awgrymiadau ar y llwybr arfaethedig?

	<b>A oes gennych unrhyw sylwadau neu awgrymiadau pellach ar y cynigion hyn? (wedi'u cynnwys fel y'i darparwyd)</b>	<b>Ymateb swyddog i sylw</b>
1	A formal crossing is needed on church Road if pedestrians are expected to cross to reach the new pathway up to Cadoxton School. This is a busy road at peak times to try and cross with kids.	Crossing points will be considered during the next stage of the design process
2	<p>Although a separate walking and cycling path would be better, I can see from the other options presented that a shared use is the most appropriate solution here.</p> <p>There are so many residents who use mobility scooters that this is going to allow them to get around so much easier.</p> <p>There are houses with driveways that will cross the path, but they currently cross a footpath so what's the difference? If they reverse in to drives, like they should, it's better for visibility.</p> <p>The stuff done in the area so far is really good to see. Small, localised changes like you're doing are incredibly important to connecting people to their area and allowing them to get around.</p> <p>Keep going. Those moaning have a limited understanding of what these changes mean to others.</p>	Thank you for your support
3	As government run and funded the council and councillors keep going on about how they got to save money as the government keep cutting funds. If any upgrades are need that would be resurfacing the pavement and put in drop down kerbs for push chairs wheel chairs and disable scooter's.	Dropped kerbs/tactile paving were noted on the proposals put forward for public consultation.
4	Bit late for me to see the benefits as I leave school next year and I've cycled on the pavements since I started school. I know I should be using the road but the cars go too fast and don't care that I'm in a school uniform. I hope that the new paths will mean more people ride to school. I know so many who get driven and they live like a mile away.	Thank you for your support
5	CCTV or more traffic calming methods. More parking areas	No formal parking is proposed as part of this scheme. Traffic calming will be discussed at the next stage of design.
6	Dismiss them as they are a waste of public spending and one of the reasons a die higher taxes	No response necessary.
7	Do something about the lane coming from Beidr lorwg to coldbrook road East so that access is gained onto the cycle path, at the moment the	Thank you for your response and this lane is being considered for improvement.

	lane is a rubbish tip with overhanging dangerous trees and steps. People should have access from the pencoedtre estate to the cycle path so that it gets its full potential of use.	
8	Don't find projects to do based on funding you can tap in to that will have minimal positive impact for the majority of the general public.	As stated in the consultation information, this is an area that links to 3 schools and shops so improvements would have a positive impact to the general public.
9	Due to my daughter's disability I require parking outside my house as I have a Motability vehicle. I am glad to note that the Church Road portion has not been taken forward but that the lane running behind Church Road just off Bridge Street would be utilised.	Thank you for your support
10	I agree with a previous comment about the lane from the Pencoedtre estate down to Coldbrook Road. It's got steps and barely any lights. A lot of pupils use it but also a lot of others. If it was more welcoming I think a lot more would use it. I'm not sure how difficult it is to remove the steps and make it a slope, but that would mean older people could use it too.	Thank you for your support
11	I already use my bike and I would feel safer riding it in this area with wider pavements, rather than using the road	Thank you for your support
12	I did read in details that there will not be any more crossings provided. This is the biggest problem at present on Coldbrook road, only one crossing which is quite dangerous as cars do not always stop.	Noted and crossing points will be considered during the next stage of design.
13	I don't know what other solutions are apart from cycle lanes but these roads are already incredibly narrow as it is, without widening paths for cycling when most cyclists don't use the paths provided anyway	Cycle counter data shows that other routes in the Vale are used.
14	I feel like the proposals are long overdue as I have made the VoG Council aware of my previous concerns with regards to the school children crossing at the section you have labelled "EXISTING UNCONTROLLED CROSSING WITH CENTRAL REFUGE TO SUIT DE608, WALES ACTIVE TRAVEL DESIGN GUIDANCE 2021". The children primarily who live on the Pencoedtre Estate cross here between the high concrete sections and, kids being kids do mess around sometimes and I have seen some very near misses. I think the proposals may benefit this area and hopefully consideration can be given to include an actual crossing point here to stop the kids risking it by running between cars when there is a gap in traffic. With these proposals I would feel more	Noted and thank you for your support. Crossing points will be considered during the next stage of design.

	comfortable allowing my kids to walk/cycle to school.	
15	I have included a freedom of information request in my previous comment.	A request to <a href="mailto:C1V@valeofglamorgan.gov.uk">C1V@valeofglamorgan.gov.uk</a> should be made for an FOI request.
16	I prefer the option via Church lane since it links more directly with the proposed route on Coldbrook Rd East - although a safe, priority, crossing would be needed at the junction, and there's an option for a segregated cyclepath on that route. If you go with the proposed route then my suggestion would be to make it on the lane (segregated) and not have the right hand turn onto the lane which could be dangerous since there's no visibility and someone coming out onto the lane could be hit by a cyclist coming downhill on the lane.	Noted and thank you for your support. We will consider the points raised during the next stage of design.
17	I think this plan is a waste of my money.	Funding for this proposal is from the Welsh Government Active Travel Fund.
18	I use a zimmer and find it difficult to go to the bus stop and shop down the road because of no sloping kerbs. I have seen lots of them being done in the area so I hope this means Coldbrook Road will be done. There are some comments from people who clearly can get around fine in their cars. But I can't drive and nor can my neighbours so for us this is needed.	Thank you for taking the time to respond and note your comments.
19	i walk my children to primary school and would like to see wider pavements and better lighting for the school run, as the lighting along the lane by Church Road would be very useful.	Thank you for taking the time to respond and note your comments.
20	I walk to school everyday and it's quite scary to cross the road by Meadowvale, so I hope this makes it safer. Don't know if this would make the subway nicer but at the moment it's a bit scary walking through it cause it's a bit dark.	Thank you for taking the time to respond and note your comments. The subway area is being considered as part of the school redevelopment.
21	I would like to ride my bike to school but my Mum won't let me. If you do this then I think she'll let me.	Thank you for taking the time to respond. It is our intention to provide safe cycling/wheeling infrastructure so that everyone will find it easier/safer to get around the area, and we hope it gives your Mum the confidence to let you cycle to school.
22	I'm a resident of Brookfield Avenue. Coldbrook rd east at the point of medowvale is too wide. The speed of cars along this stretch of road is an accident waiting to happen. Cars overtake and the lack of safe crossings is a concern. The small island isn't practical for the school children. You have multiple schools dropping off here. St Andrews primary mini bus, stanwell mini bus and St Richard Gwyn pupils. I recommend someone visits this area at school pick up time. Parents are parking unsafe blocking entrance to street. Cars coming out of dobbins road don't	Thank you for taking the time to respond. Numerous site visits have taken place at various times of day and surveys undertaken to understand what needs to be considered during the next stage of design.

	stop or look. Many of times they're going straight across to join the link rd and there was an accident a few weeks ago where some did exactly this and drove into someone along coldbrook road. My point is, it's not safe for these children.	
23	I'd like to receive a breakdown of the suggested work and time lines- as a resident who lives off Coldbrook Road, I feel we should be provided with all the information.	The proposal is at the design stage and construction time lines have not been considered at this stage. If funding is granted for construction it will updated on our webpage - please contact <a href="mailto:activetravel@valeofglamorgan.gov.uk">activetravel@valeofglamorgan.gov.uk</a> for timescales.
24	If you were serious about doing things, you would actually listen to the residents. This council just does what it wants when it wants and does not give any consideration to anybody else. It's all about what you want to do on your agenda and nobody else's.	During 3 rounds of consultation when developing our Active Travel Network Maps, that saw over 7000 visitors to the consultation websites, responses from the public, routes in this area were identified as needing improvement.
25	Just get it done please! I've struggled for years trying to get out and about in my mobility scooter. This will make things so much easier for me and others who want to get around this area. Please, please get it done ASAP....then work on the rest of Barry!	Thank you for your support.
26	Leave the road as it is and return the speed limit back to what it was for approx 90 years	Noted. No response necessary to speed limits as this was not being consulted on.
27	Making the side road junctions narrower with smaller corner radii will result in vehicles riding up over the kerb and possibly striking pedestrians. Parking restrictions will be needed by the shop if two way safe passage of busses and delivery vans is to be maintained. Could the route go through the development currently being constructed?	Swept path analysis will be completed during the detailed design stage to ensure appropriate radii.
28	Many people choose to drive their cars, even for short distances, because they don't like walking. What are the opinions of the school children who attend Richard Gwyn?	The 3 schools in the area were sent the consultation information and asked to share via ParentMail for comment. The Council are doing a separate piece of work with the pupils and staff at St Richard Gwyn to gather opinions.
29	more attention and action should focus on reducing the speed of cars going both ways ie speed bumps or something similar, we have lived here for over 25 years and some of the cars are doing well over 50mph	Traffic calming measures are not being considered as part of this scheme.
30	More safer zebra crossings near meadow vale street is a must for the safety of the children.	Thank you for responding and crossings will be considered during the next stage of design.
31	My Bamps lives on this road and struggles to get to the shop and bus because of the kerbs and pavements. He'd like any improvement- especially some new bus shelters with easy to read printed timetables.	Thank you for commenting.



32	My child is going up to St Richard Gwyn next year. By making a safe cycle route I will be happy to let him cycle .....at the moment there's no way I would.	Thank you for your support and we hope that this will benefit the pupils that attend the three schools in the area
33	My daughter crosses from Dobbins Road, over Coldbrook Road by the lane that leads up to the Pencoedre Estate. Traffic lights or a zebra by here would make it safer for her, and lots of other school pupils, to cross safely as cars whizz from the Link Road quite fast. The Council have told me that they have the concrete area to stand in for a reason (can't remember why) but could you put a crossing in as part of this? Also the lane that leads up is a bit unwelcoming, especially in the winter - could it be improved/lit/cleaned up a bit? Otherwise anything that makes it safer for the St Richard Gwyn pupils is a good thing. It's so congested in this area with parents picking up pupils that any reduction in cars is positive.	Thank you for responding and crossings will be considered during the next stage of design.
34	My son goes to St Richard Gwynn school and cycles to and from school every day. Because the path is narrow he often waits an additional 15-20 minutes before leaving school so he does not have to battle through the crowd of pupils also using Coldbrook Road East to get home. As he is only 11 he does not feel confident enough to ride on the road so a safer alternative will be most welcome!	Thank you for your support.
35	Net Zero is an impossible target, just another way to Tax the public. A big con.	No response necessary.
36	Nope, because where it links to makes no sense - I'm not going to be walking to Aldi for my shopping because *there is no pavement on the main link road to walk up* - so where do you think people will be walking to? And as for cycling, again, this links onto a main link road into Cardiff - you aren't suddenly going to get loads of people taking up cycling on that route as it simply makes little sense	The road leads to 3 primary schools and the shopping area at Main Street/Vere Street as well as to the train station.
37	Not in support.	Noted. Thank you for taking the time to consider the proposal.
38	Parking at the end of Langlands road on left hand side heading left has always been obstructive to drivers and pedestrians as is metres away from the a bus stop. Also parking opposite this creates hazards when turning left or right onto Coldbrook Road East to pedestrian, cyclists and drivers as road obscured and causes hazards. Esperanza children crossing there and get on and off buses to school. This space should not having parking permitted as causes to many dangers to life.	Noted. Thank you for responding.

39	Pedestrians may need to be persuaded into using shared pathways effectively, so any proposals for shared use pathways should include costings for supportive signage, such as 'Share with care' to reduce potential hostile behaviours	Thank you for responding and we will consider your signage suggestion should the project be funded for construction.
40	Shared use paths do not work, especially with the volume of students coming from Sir Richard Gwyn at the end of the day. They, naturally, spread across the footpath leaving no room for a cyclist. And the number of parents with kids also means I would not feel comfortable cycling on the same path. I would cycle on the road instead to keep others safe and allow myself to cycle with flow (not necessarily that fast, but flow is important when you're commuting). Therefore I strongly plead that you consider a segregated pedestrian and cycle route built into the road with priority crossings at the side roads and access to the cycle path at various points, with parallel crossings (zebras) at the entry and access points and in the middle (the provision for safe road crossing is terrible currently).	Noted. Segregation is not possible through the whole of this route for the reasons given in the information provided. Crossings will be considered during the next stage of design.
41	Shared use paths do not work, especially with the volume of students coming from Sir Richard Gwyn at the end of the day. They, naturally, spread across the footpath leaving no room for a cyclist. And the number of parents with kids also means I would not feel comfortable cycling on the same path. I would cycle on the road instead to keep others safe and allow myself to cycle with flow (not necessarily that fast, but flow is important when you're commuting). Therefore I strongly plead that you consider a segregated pedestrian and cycle route built into the road with priority crossings at the side roads and access to the cycle path at various points, with parallel crossings (zebras) at the entry and access points and in the middle (the provision for safe road crossing is terrible currently).	Repeat of number 40.
42	Stop wasting money and deal with o going issues	No response necessary.
43	Stop wasting money and invest in public transport.	No response necessary.
44	Stop wasting tax payers money	No response necessary.
45	Stupid idea ! Spend the money on repairing road surfaces around Barry.	As stated in the consultation material, funding for this proposal is from the Welsh Government Active Travel Fund and cannot be used for resurfacing roads in Barry.

46	The 20mph is a waste of money cycle lanes are a waste of money. If creating all these cycle lanes then cyclists need to have a licence and insurance of some sort. They also need to follow the laws of the road, the fact they can do over 20mph on a road when a car isn't able to is shocking!	No response necessary.
47	The local council keep telling us that they need to save money as government keeps cutting there budget. I do believe that the pavements need resurfacing and drop kerbs for pushchairs wheelchairs and disable scooter	Funding for future construction would be through the Welsh Government Active Travel fund and not the Vale of Glamorgan Council.
48	The project is expensive and not needed or wanted by us local residents it must be scrapped	No response necessary.
49	The project must be scrapped	No response necessary.
50	The segregated cycle way shown in the additional documents is much better than the proposal - at the very least from Langlands Road to Dobbins Road, the road width can be hugely reduced (please take space away from the road and not green space when possible) and a two way segregated cycle way built, this will be cheaper (as can largely leave pavement here as it is) and will help reduce vehicle speeds which are far too fast in this area. It seems as if a segregated cycleway is feasible the whole way along, there will be some pinch points but these will slow traffic and parking may need to be restricted, but there are lots of side roads and ample parking in the area. There is not a right to park on a particular section of road even right outside your own house. Every informal crossing point should be upgraded to a zebra crossing and every side road should be narrowed and a raised table with an informal zebra so it is much easier for pedestrians to cross the road. If you do go ahead with a shared use pavement please ensure it is continuous (ie users have right of way over junctions) and that there is an education campaign that cyclists have every right to choose to still use the road, which they will (and should) if they are faster to avoid endangering pedestrians. Shared use pavements are only suitable for children and very slow/nervous cyclists and even for these they are tricky as cycling around pedestrians is tricky for those new to cycling and just causes conflict between users.	Thank you for your comments that will all be considered during the next stage of the design process.
51	There needs to be a way of slowing down motorist turning from Coldbrook Rd. East into Church Road	Noted. This will be considered during the next stage of design.

52	<p>This proposal will enable and encourage children to safely cycle to St Richard Gwyn High School, which is fantastic.</p> <p>However, these shared use footway/cycleway paths are most definitely not suitable for competent adult cyclists who travel at much higher speeds and should be using the carriageway.</p> <p>Unfortunately there are a minority of drivers who will throw their toys out of the pram when they see a cyclist not using one of these paths, even though they are not obligated to use them. They simply fail to understand that this type of path is essentially for child cyclists to safely travel to school.</p>	Noted.
53	<p>Traffic slowing measures on church street in both directions and on Brisge Street. Also some parking restrictions on Bridge Street to ensure people do not park on the pavement at school pick up time and also block buses going down Bridge Street.</p>	<p>The improvements being considered at this time are for Coldbrook Road East and Cowbridge Street. The roads you mention are outside the scope of this work but may be considered at another time.</p>
54	<p>Upgrade the bus stops and shelters along this route as well at the same time please.</p>	<p>A funding application would include the upgrading of bus shelters and installation of level access kerbs along the route.</p>
55	<p>While a shared use path seems proportionate and appropriate in this context, if it is to properly encourage and support walking and cycling, then there needs to be a clear right of way and route continuity across all the side roads on this route. While this behaviour is now reinforced by Highway Code changes, the shared path as currently proposed seems to entail having to travel down each side road by a few metres before crossing, and then having to travel back again to join the main straight shared route. This means that walkers and cyclists are having to travel less directly than cars on the main road, so is prioritising cars rather than people walking and cycling; and is therefore contradictory to the sustainable travel hierarchy in Llwybr Newydd, in addition to not following statutory Active Travel Design Guidance. The shared route should continue at the same grade across side roads, to help slow side road and traffic turning into a side road while making it very clear the shared route has priority. Alternatively, drop kerbs could be provided on each side of the crossing, but again the crossing should be straight across the junction continuing directly the path of the shared route, rather than requiring regular zig zagging down the side roads in order to cross. Otherwise, the proposals look sound and it is great to see continued roll</p>	<p>Thank you for taking the time to respond to the consultation and your comments will be discussed with the designers during the next stage of the design process.</p>

	out of improved walking and cycling infrastructure across the Vale - thank you.	
56	While it is clear there are road width restrictions on some parts of Coldbrook Road meaning a shared path is the best option, where the road widens East of the bridge pinch point the option to then segregate cyclists from pedestrians I believe should be used because this would be of best benefit to all users of the scheme. This should also be a compulsory cycle path thus preventing parents parking in it for hours before school kick out time. How you will prevent parents/guardians from popping their wheels up on the proposed widened path I do not know, but as with other widened paths in the vale, it will be used for car parking by the inconsiderate and falsely entitled dangerous few.	Segregated routes were considered during the first stage of the design and feasibility of this route. Your comments will be discussed with the designers during the next stage of the design process.
57	Whilst active travel route will improve road safety and lower traffic speeds, it will make parking problems worse at the western end of the road where there is no roadside parking and increasing pressure likely from the new development at the Crystal Springs site.	Parking surveys have been conducted on Coldbrook Road East and the data analysed during the design process.
58	Yes sort out the in street parking issue, eg, make it one side only. Or make some sort of one way system? Its like playing dodgeball some mornings	Noted and we will discuss your comment with the designers.
59	Yes, be rid of the WAG, an unnecessary burden on the tax payers of Wales.	Comment not relevant to the proposal.
60	Yes. Listen to what the residents of Barry want for a change and stop with this anti motorist agenda. We need better road links not restricted ones.	No response necessary.