

Penarth Road to Barons Court Active Travel scheme

Consultation Report

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve the active travel connection from the Cogan Spur along Penarth Road to the Cardiff border between 22nd September 2022 and 13th October 2022. The public were asked to comment on the proposed route before it is taken on to the next stage of design.

The aim of the Scheme is to provide a safer highway environment for pedestrian movements and provide opportunities for active travel, particularly for vulnerable road users and children of secondary school age.

Funding for this Scheme has been secured from the Welsh Government Core Active Travel fund. The Welsh Government funding application process advises that the public should be consulted at all stages of route development.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Social media posts;
- Information on the Council Active Travel webpage;
- Email to respondents of previous ATNM consultations;
- Letter drop to businesses and houses along Penarth Road;
- Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme) and an
- Email to stakeholders and statutory consultees.

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

Consultation Results

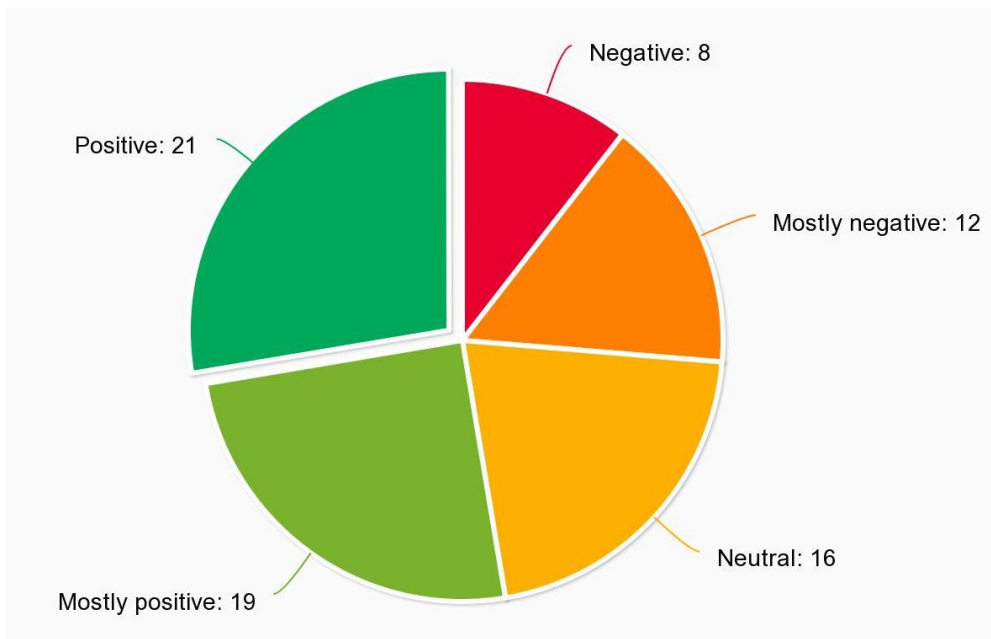
The route options consultation was hosted on the Welsh Government funded portal Commonplace (<https://penarthroadactivetravel.commonplace.is/>).

There were 776 visitors to the consultation webpage.

81 unique users responded to the survey and there were 143 contributions. 59 respondents confirmed their email address. 8 respondents did not confirm their email address.

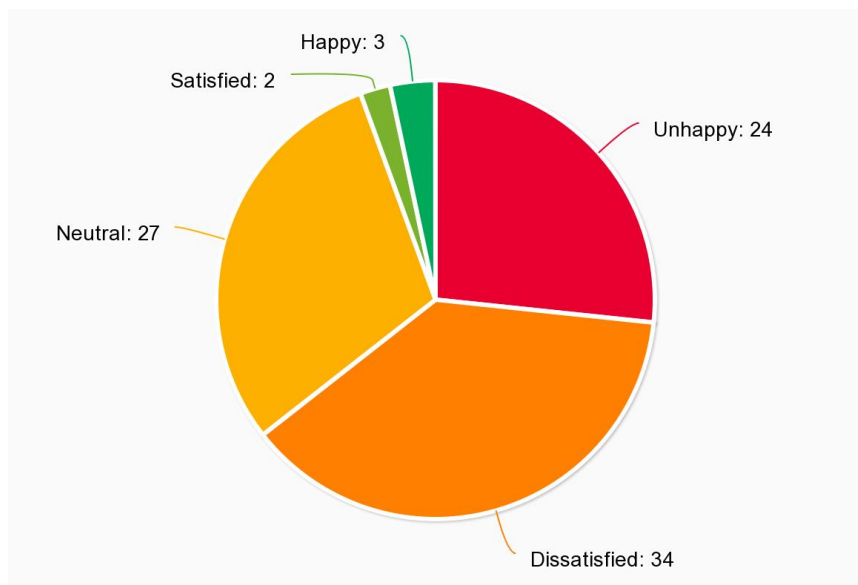
3 email responses were received. 2 of these were after the consultation closed but their content will be considered as part of this report.

53% of the respondents thought the plans to improve conditions for cycling and walking in this area were positive or mostly positive.



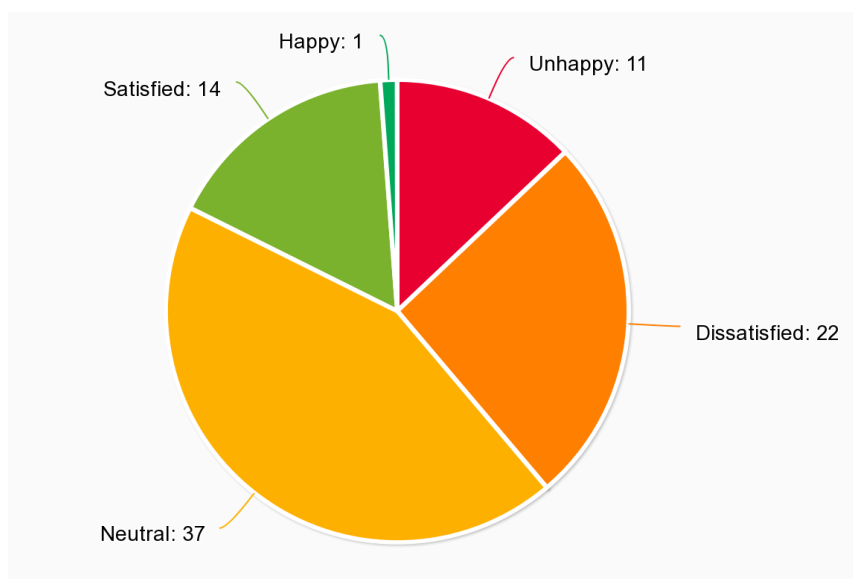
Online survey results:

Question 1 asked 'how comfortable do you currently feel about cycling in the area?'



5% of people who answered this question feel either *happy* or *satisfied* currently cycling in this area.

Question 2 asked 'how comfortable do you currently feel about walking in the area?'



17% of people who answered this question feel either *happy* or *satisfied* currently walking in this area.

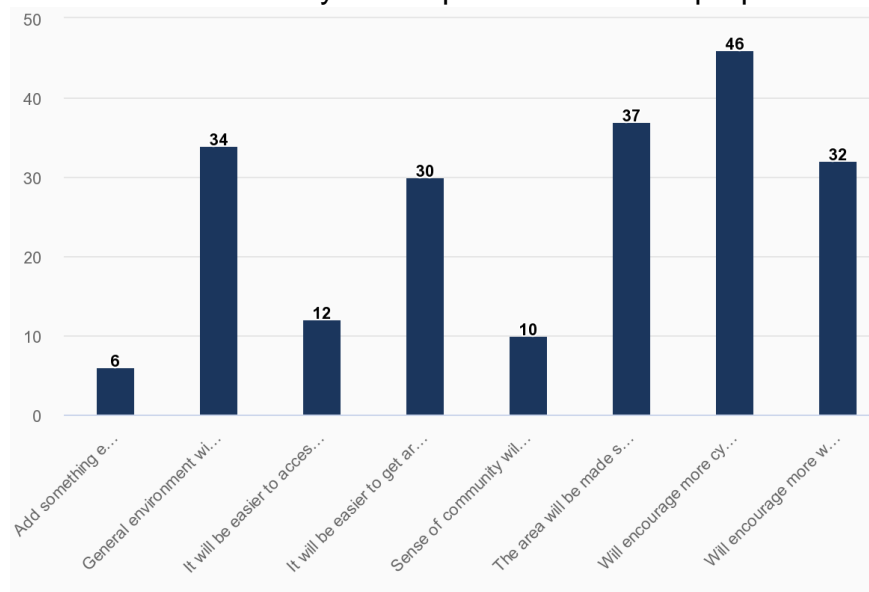
Question 3 asked 'What are the current barriers to Active Travel in the area?'

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

The key themes arising are:

- Volume and speed of traffic.
- Lack of segregated cycling and walking infrastructure.

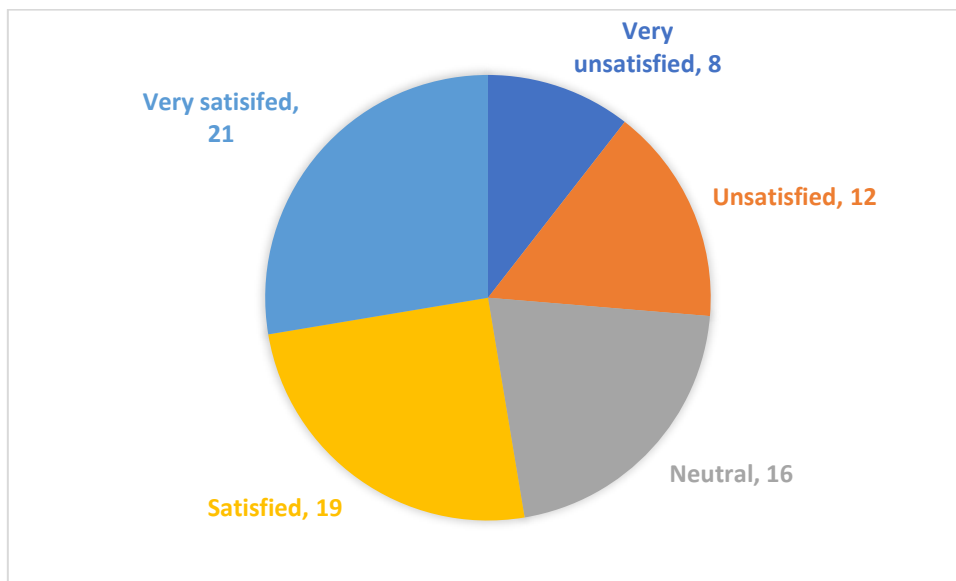
Question 4 asked why the respondent liked the proposal.



Respondents were given the option to add something else. Comments received were:

- 46 people answered that the proposal would 'encourage more cycling'.
- 37 people think it will make the area safer to get around.
- 34 people think the general environment will be improved.
- 6 people added something else:

Question 5 asked 'what do you think about the plans to improve the conditions for walking and cycling in this area?'



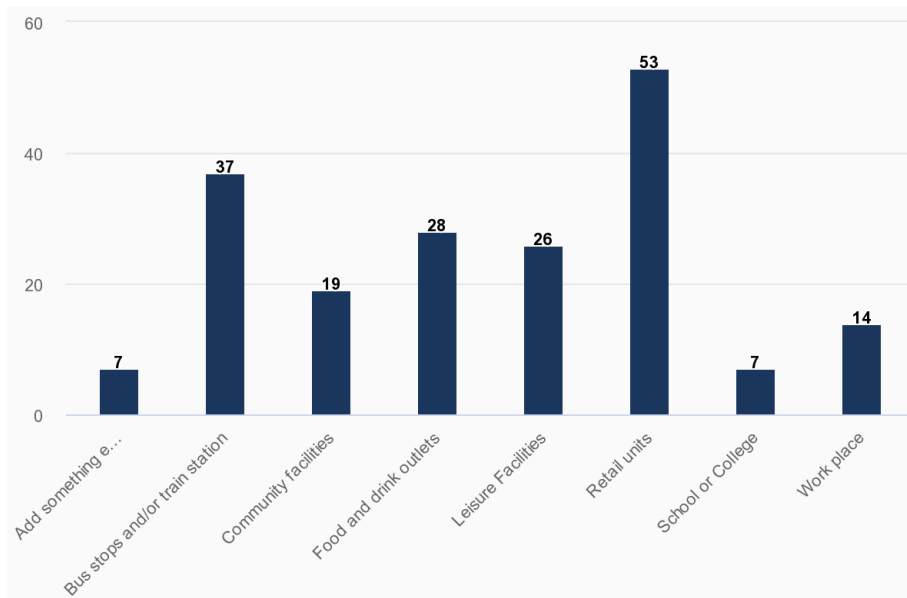
50% of people are *satisfied* or *very satisfied*.

Question 6

If the respondent was not satisfied with the proposal, they were given the option to include their reason. A full list can be seen in Appendix B. The key reasons are:

- People want full segregation of cyclists and pedestrians.
- Cyclists want priority at junctions.

Question 7 asked what facilities they use in the area:



Respondents were given the option to add something else. The following facilities were provided:

- Healthcare facilities inc Hospital (4 people)
- Commuting route
- Travelling to visit friends in Penarth
- Childrens activity club

Question 8 asked for other comments or suggestions

A full list of comments can be found at Appendix C, but the key themes were:

- Shared use cycleway/footway is not wanted.
- Requests to connect to other areas

Emails received outside of the online consultation

1. Thank you for inviting Vale VeloWays (VWV) to comment on this proposed active travel route. Please find our response below, this is a fairly short section of the active travel network, and will need good links to Cogan and Penarth, Dinas Powys and onwards to Barry and with the neighbouring local authority in Cardiff.

VWV 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 local active travel routes.

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

We would view this section of road which is on the whole excessively wide for the volume of motor traffic it carries as a great place for an exemplar active travel provision to be installed. Currently the speed limit here is 40mph and we are pleased to see that the plans reduce this to 30mph.

However we are very disappointed to see that with the exception of the small section of segregated provision over the River Ely the entirety of the route is shared use paths. As I am sure you know this is against Welsh Government guidance to local authorities, which states that shared use paths should be a last resort. Given that this is the major artery between Barry and Penarth, and the standard of the network to which this routes connects in Cardiff and, as planned, on to Newport, then a 2 x 1.5m segregated cycleway is a minimum. We would urge you to look again at these plans as we feel that there is plenty of room to install segregated provision to the standard shown on page 373 of the Active Travel Act guidance (DE313). There is plenty of road width including two lanes in one direction for large sections of the road which could be reallocated to active travel.

Whilst pedestrian and cyclist numbers are currently low on this route, due to the steep hill, shared use is particularly likely to cause conflict here as cyclists going down hill will be going at considerable speed likely to be in excess of 20mph and need to be separated from pedestrians. As you note there is a planning application in for housing just off this route and this would need high quality provision of public transport infrastructure linking to Cardiff, Penarth and beyond. This will enable new residents to adopt active modes of transport for many of their journeys as is required by Planning Policy Wales. Llwybr Newydd, the Welsh Government's transport strategy, is for a third of journeys to be made by active travel modes. Given the arterial nature of this route, we would be interested to know the level of cycling that you are planning for with this design and therefore provision needs to be designed for future increases in modal share, not based on current usage. As you will be aware, the Deputy Minister has stated on several occasions that he intends to reward local authorities which demonstrate ambition in their Active Travel planning, as has been the case in Cardiff and is now the case in Newport. This route offers an opportunity for the Vale Council to demonstrate its commitment to its Active Travel Policies and to develop, without much trouble, a high quality cycle route.

We support the proposed improvements to the crossings of the junctions at Llandough Hill and round the retail park for pedestrians, but for cyclists as

mentioned a segregated route is needed so they automatically have priority over these junctions, so like the motor vehicles the only section on this route where they have to give way would be the roundabout. This safety of a physically separated, consistent and direct cycle route would encourage more people to cycle into Cardiff. Particularly when travelling uphill a stop start path would discourage cyclists from using any provision.

The area around the Barons Court junction needs to be looked at separately to improve active travel provision here which likewise must be designed to Welsh Government Design Standards as this is a major artery to Llandough, Penarth, Dinas Powys and Barry. The section after the Ely bridge may make sense to switch to shared use to link in with the existing cycle provision along Penarth Road although we would assume you would talk to Cardiff Council as we would hope that plan to upgrade the cycle provision here to match some of the high quality 3m wide segregated paths elsewhere in the city.

Council response to the email from Vale VeloWays:

All your comments will be considered at the next stage of the design process. Cardiff Council have been made aware of our plans to improve this section and have adjusted their ATNM accordingly.

2. Email received from Cllr Carroll as Ward Member for this area:

I have some observations to make on this but had trouble using the online consultation.

I was therefore wondering if you could pass these on please?

While I support the proposed project, I believe there are some ways in which it could better promote active travel in the Llandough area.

The route runs through the Llandough ward along Penarth Road, but virtually all residential properties in the ward are located in Llandough village. Therefore, the benefits to the community could be improved.

The best way to do this is through linking the route to the village, by improving the existing routes on Cogan Pill Road and Llandough Hill.

Cogan Pill Road is a fully paved route, linking Penarth Road with Llandough village. However, the area is not lit in its entirety. This makes it unsafe to use at night or in the winter months. Installing lighting would allow this route to be used all year round.

Llandough Hill, by contrast, is lit throughout, but the footway does not extend along the entirety of the road. Installing a footway would enable this route to be used.

I would therefore be grateful if the above changes could be included as part of the scheme.

Council response to the email from Cllr Carroll:

Thank you for your comments that will be considered during the next stage of development.

Cogan Pill Road is on our ATNM for future improvement and lighting of this route has been identified as needed in order for it to be used at all times.

Llandough Hill is not on our ATNM at the current time, but links to an AT route along Penarth Road would be considered during the next stage of design.

3. Email from member of the public:

Sorry I didn't get a chance to formally respond to this consultation and appreciate I'm a few days late – if there's still an opportunity to input I'd just echo some of the existing comments around the need for fully segregated cycle/walking paths wherever possible, rather than a shared path.

Also, and you may have made this point back to the consultants already, but some of the documentation refers to LTN 1/20 – while that is cross-referenced in the Active Travel Act design guidance, there are additional requirements/guidance over and above LTN 1/20 so it feels like they may not have fully followed the Welsh statutory guidance, which is disappointing and maybe something which can be corrected by them in the later stages of the consultation.

Council response:

Your comments will be considered during the next stage of scheme development.

Recommendation

Following the feedback from the consultation the scheme design will be revisited and segregated lanes and blended junctions will be reconsidered.

This will be fully funded by the 2022/23 Welsh Government Core Active Travel grant that has been awarded.

Appendix A

Question 3 asked 'What do you think are the current barriers to walking or cycling in this area?' (comments included as they were received)

1	lack of descent infra structure
2	Traffic volume and speed, lack of continuity to the paths. Cars routinely exceed the current 40mph limit as the road is straight and unnecessarily wide and dualed in some areas. The road and parh surface are poor for anything other than cars and other vehicles.
3	lack of adequate walking/cycling path
4	Cycle paths which suddenly end without safe alternatives to continue cycling or walking Lack of shared use footpaths, forcing cyclists onto busy narrow roads No cycle path linjage between existing excellent footpaths leaving walkers and cyclists stranded mid journey Too much car traffic, travelling too fast
5	No room for cyclists - cars are aggressive . It doesn't feel safe.
6	The road is too fast and busy to safely cycle on, particularly uphill when potentially wobbling more. As a pedestrian, the existing pavement is constantly blocked by cars parked outside the car dealerships making the pathway inaccessible for pushchair/wheelchair users without entering the road. The pavement parking also narrows the road and forces cyclists into the middle of the road presenting a danger to cyclists if cars attempt to overtake them. Any new option that is developed will only be effective if there is enforcement against people parking their cars on the active travel route as they park on the pavement today!
7	A lack of segregated cycleways make it unsafe to share the road on a bicycle with vehicles. The shared paths don't work well for either pedestrians or cyclists. The road is wide enough to provide a segregated walking and cycling route and the council should provide this if they want to spend their money on facilities that will actually be useful, not a half baked scheme that is little use.
8	Plantation growing over signs
9	Would love a cycleway from Penarth to Cardiff, I don't own a car and will be having children so would love to feel safe cycling to the city if needed. I've had many situation where cars rush to overtake you and I'm a sensible cyclist.
10	Need segregated infrastructure for cycling.
11	Lack of safe road space for cycling busy fast roads. Aggressive driving. Shared cycle/walking paths not wide enough
12	Cycle paths need to be as uninterrupted as possible and safe ... There are few good ones but let's take a new one ... The one along by Asda in Barry It's off road on the pavement (excellent) but at every junction you have to stop and cross the road to rejoin it. No cyclist is going to do this you don't get anywhere, may as well walk. That's why most cycle paths are marked off on the side of the road when there are lots of junctions to cross. Cycle paths also need to join other cycle paths so you can actually get to places on them not end up in the middle of nowhere. They also need to be well sign posted.
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40	Speed of traffic and limited room to pass bikes when there are large lorries on traditional more narrow A roads
41	Parked cars next to the businesses on Llandough Hill makes it more difficult to cycle south. I agree with the proposals for the section between the River Ely and Llandough Hill, however I am opposed to the section between Llandough Hill and Barons court. I think the changes here will make it more dangerous. I am a cyclist and I don't like the proposals for a shared pedestrian / cycle space on that part as I feel that if I m cycling quickly that could put pedestrians at risk if the space is shared. In the absence of a segregated cycleway I would prefer to be on the road.
42	Poor highway and pedestrian designs.
43	So many roads to cross, it takes a long time and feels very dangerous waiting to criss with cars speeding past 40mph+.
44	No pavement, dim lighting
45	Currently Cycling from Cogan Pill Lane to the Marina/Penarth is almost impossible. You either have to risk cycling on the busy crossroad and then cycling onto the road going over the railway tracks or cycling on the thin pavement and potentially getting in the way of pedestrians or getting off your bike completely and walking which defeats the purpose of having a bike. It is worse when you are cycling up from Cogan Train station towards Barons court.
46	It is really dangerous walking on the pavements as cyclists share the space and travel at speed without regard for pedestrians. They cannot be heard when behind you and they can be abusive when you don't jump out of the way. Shared space is a recipe for accidents
47	The footpath is very narrow and overgrown and the junction on the roundabout to the retail park is very wide with no refuge in the middle. The cycle path ends on the Cardiff side of the A4232 flyover and you often get tailgated by impatient drivers on the islanded part of Penarth Road near the Porsche garage. Cardiff Trade sales garage often park their cars on the pavement/road on the hill leading up to the A4055 forcing you out into the road further where drivers will close pass as they overtake.
48	Cycling not enough dedicated cycling lanes/areas. Walking, Llandough Hill hasn't got a continuous pathway which is particularly dangerous at night.
49	My opinion is cyclist's and walkers don't work for me unless it's separate paths the experience I have down cogan pill lane there are some respectable cyclists ibut unfortunately not all cyclist slow down they don't signal their behind you especially for the elderly
50	Traffic
51	Cars. Bad drivers. Parking
52	Lack of segregated routes so traffic is too close and travels too fast. Route down Llandough hill is totally unsafe on foot or bike.
53	Bad pavements for walking, no bike path
54	Traffic.
55	There are steps and not ramps in the area. 20mph driving zone is also not followed.
56	Cyclists and motorised scooters riding on pavements. Far too many cyclists ignoring red traffic lights and NOT using dedicated cycle lanes. Cyclists with no lights or high visibility vests at night
57	Speed and size of vehicles, pot holes and poor road surfaces near pavements. Cars parked on most of pavement on penman Rd- harriers end.
58	speeding traffic, pinch points, getting on and off the road, no provision for cyclists
59	Poor design that favours motor vehicles over active travel

60	Poor design that favours motor vehicles
61	Speed of traffic, insufficient infrastructure for cycling
62	Poor quality cycle routes in urban and main road areas
63	Too dangerous
64	Road too narrow uphill at porsche garage roundabout. Feels like every time you ride this route (either direction) will be your last ride full stop. I avoid this route at almost all costs. Riding on Pavement thoroughly impractical because of the multiple side roads and turnings.
65	Lack of pavement and feels very exposed for cycling on the road although I have done. Too many fancy bits to cross the junction at Barons Court if walking
66	Narrow roads with lots of parked cars. Speeding cars, would like to see more 20mph. Parking on pavements and too close to junctions.
67	Road is too fast and not at all bike friendly. If you go along the pavement there are far too many turnings so cars don't look out for you and you have to stop at each one. It feels very exposed and difficult to cross where you need to, and it peters out at the top (Penarth) end just where it gets steep. Trying to cross into Penarth is then impossible as you have to navigate the worst roundabout towards Cogan where there is no crossing nor space big enough to stop with a bike. You could not do this ride with children or nervous riders so I am very glad you are looking into it. Could buses have bike racks like in Vancouver to take bikes on the fast sections between towns too?
68	Barriers are much more significant for cyclists still. Lack of protection from cars, vans etc is the greatest problem, with the risk of serious injury. At a more basic level, another obvious barrier is the poor quality of the road surface towards the edge of the road making it very bumpy and uncomfortable, there are more potholes in that area, more repairs, more broken or uneven tarmac, drains that don't fit properly etc, also more glass and debris to cause punctures. Moving out into the road to avoid this causes drivers to be aggressive as they think you are trying to hold them up so they cut you up, rev their engines etc to intimidate.
69	Too many cars who really don't care about cyclists, lots of aggression.
70	Lack of cycle paths more 20 speed limit
71	Lack of cycle paths & need more 20 mile speed limit
72	Not sufficient pavements for pedestrian use and room for cyclists to safely use road
73	Traffic speed and volume. Steep hill causes cyclists to slow, increasing the feeling of vulnerability due to impatient drivers
74	Poor education of car users who have an overblown sense of entitlement and poor understanding of the Highway Code
75	speed of traffic, crossing the road safely on foot because of wide lanes and multiple crossing points, when cycling the divergence of cars in the lanes when turning right or left feels unsafe, at night it feels very exposed as there are few pedestrians and the rush of cars
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77	Big lorries, and getting splashed as pedestrian or cyclist
78	Best g lorties, and getting splashed as pedestrian or cyclist when rainy
79	No demarcation between traffic and cyclists
80	Traffic speed / speeding. A lack of separate cycle lanes and footpaths. The cycle lanes and footpaths don't join up and priority is given to the traffic. Slow response / long waits at pedestrian crossings.

81	Merged cycle and pedestrian lanes done work better to have separate cycle lane like in Netherlands where space permits.
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84	Merged cycle and pedestrian lanes done work better to have separate cycle lane like in Netherlands where space permits.
85	Need for additional active travel schemes as currently proposed

The Vale of Glamorgan Council acknowledges all the above which is the reason we are progressing with this project.

Appendix B-

Question 7 asked What do you think about the plans to improve the conditions for cycling in the area?

If you have selected very unsatisfied or unsatisfied to the question above, please can you explain your reasons for answering this way? (included as they were received)

	Public comments	Council response
1	I think you're proposals are very sub standard. Go back & redesign them so the cycle route has priority over the side roads & roundabout. I wouldn't use this route for this reason.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
2	Shared paths are not good when cycling around slow moving pedestrians, and scary when walking and surrounded by bicycles. In short, they don't work and are a waste of money in my opinion. There is enough space along this stretch to build fully segregated pavement and cycling infrastructure and the council should do this. Also, the number of crossings that a cyclist will have to stop for on the proposed route will make this very inefficient. Priority should be given to those cycling and walking at junctions if you actually want people to use them.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.
3	Trying to avoid buying a car.. and would feel safer getting around on a bike with a child on the back.	Thank you for taking the time to comment.
4	Shared use is awful for both type of users- walking and cycling.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
5	Hard to see what the plans are for the top of penarth road, busy unsafe junction for cycling especially travelling Cardiff to Barry direction. Proposed route does not show how you would safely/easily rejoin road/adjoining cycle routes. Does this link to work being carried out in dinas?	Connectivity to and from the routes will be considered as part of the next stage of design. A consultation on connections from Dinas Powys to Cardiff has recently closed and the results will be published.
6	Would need more detail	There would be another consultation on this scheme once further design work has been completed.
7	Would need more detail	Repeat of number 6
8	Lack of segregation between cyclists, walkers and motor traffic shows a lack of ambition and is nothing more than a weak gesture in the direction of serious active travel support. Any active travel plan that relies on shared surfaces between cyclists and pedestrians is destined to create conflict that will reduce the use	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.

	of the route. A truly ambitious active travel provision would make the difficult decisions to reduce space for cars to provide properly segregated travel space for residents. Pavement and cycle track should be continuous across junctions to show which travel modes have priority. If you build sub-standard infrastructure it will not get used.	
9	No shared walkway/cycle lane please! Dangerous for pedestrians. We need a separate lane that can be used by cycles, scooters and mobility scooters. Plus safe lane for making right turns.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
10	This seems to be a huge missed opportunity. The road is massively over engineered and has very low traffic volumes. The traffic that is there is encouraged to speed because of the design of the road. The vast amount of space means there is an opportunity to redistribute road space from private cars to segregated cycle facilities. The proposals rely far too much on shared use paths with pedestrians	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
11	Weird mix of segregated bike lane and shared use provision. Needs to be segregated all the way. The road is wide enough to do this. As a cyclist, I wouldn't use the proposed provision, as it's worse than riding on the road (which will be better with lower speed limits).	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
12	Alternative to car use. Poor transport links. Walking/cycling etter for environment	Thank you for taking the time to comment.
13	Making just the main roads would be good but surrounding areas should be sorted to enable us to use them.	Connections to the proposed scheme will be considered at the next stage of design.
14	Cycling may be sustainable, but unfortunately many cyclists have no idea how to use public roads and pavements sensibly. They often have no idea of the highway code, and also ride two abreast (forcing drivers into a dangerous situation). Cyclists should only be allowed on ground away from pedestrians.	Providing safe routes for cyclists and pedestrians through the Vale should reduce suggested conflict with drivers.
15	The car sales opposite the bottom of Llandough Hill persistently block the footpath with parked cars and make it dangerous to walk here because you have to step into the busy road. This will need addressing. Also, the crossing and refuge island on the Cardiff side of Llandough Hill could do with a pelican crossing to make it safer to use.	Thank you for taking the time to respond. As the scheme develops we will consider your comments.

16	<p>I think any active travel scheme is beneficial, and the SUDs here is really good to incorporate. I support the principle of the scheme as it may encourage less confident cyclists to take this route. This is a key route between Cardiff and the SE Vale, so the opportunity exists to make it a key active travel route between the two. However, I don't think these proposals go far enough to entice that, given the use of shared space. Where possible I think there should be segregation between cyclists, pedestrians and cars. Shared space between cyclists and pedestrians can: create conflict; prejudices both users in their ability to best use the space; and, especially here, when heading down the hill from Cogan Spur cyclists can travel at fast speeds, so there could be safety issues. It is apparent that the roads, which are quite wide, are not being narrowed in some instances where shared use is proposed. I think this is a missed opportunity and doesn't send the right message in terms of modal shift.</p>	<p>Thank you for your comments and support.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow.</p>
17	<p>I like the Ely to Llandough Hill ideas but not for Llandough Hill to Barons court as I feel the road is too narrow for the proposals there and I don't like the idea of shared space between cyclists and pedestrians on what will essentially be quite a narrow strip.</p>	<p>Thank you for your comment.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow.</p>
18	<p>I live on Cogan Pill Road and do have concerns about how this will effect driving onto the lane AND if walkers/cyclist number increase how safe they will be as there is currently no walkway/cycle way down from Cogan Pill Road with a very sharp/blind turn. I have raised this issue before as it will be very easy for someone to be knocked down. Also there is no pathway all the way down from Llandough Hill which is a busy/dark road.</p>	<p>Connections to the provision will be considered at the next stage of the design process.</p>
19	<p>See above regarding dangers to pedestrians.</p>	<p>Noted.</p>
20	<p>Some cyclists think their on a race track I personally wouldn't like to share a path with cyclists I would be looking behind him all the time</p>	<p>We will be looking to incorporate a segregated provision along this corridor where widths allow.</p>
21	<p>Good start but it need to be expanded to provide links with Llandough and Leckwith</p>	<p>Connections to the provision will be considered at the next stage of the design process.</p>
22	<p>Please please please - no shared paths. Cyclists don't like them. They bake in conflict with pedestrians. They'll just provide additional footpath parking for the used car dealers along the route and it will narrow the carriageway for cyclists who prefer to ride the road so they don't have to give way at every single junction. If the answer is shared paths, the question is wrong.</p>	<p>Thank you for your comments.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.</p>

23	Shared pavements do NOT work. Cyclists regularly bump in to pedestrians - I have been knocked several times recently. Cyclists are often abusive too. Please note, I am a cyclist and a keen walker.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
24	Wasted opportunity to reallocate some underused road space to active travel - would be the least controversial place to reallocate road space in the Vale I reckon! The only positive is the reduction in speed limit - but if no changes to the road layout I can't see anyone keeping to 30. However if you reallocated some of the excess road space to active travel and therefore narrow the road it might be. Also tackle the pavement parking by the car dealership and remove the weird barrier in the middle of the road by the porsche garage.	Thank you for your comments. We will be looking to incorporate a segregated provision along this corridor where widths allow. We would also engage with businesses along the route for their support going forward.
25	Not sure it will encourage more cycling as too many road junctions to cross for effective commuting so will be easier to use road.	Thank you for your comment. Priority at junctions will be considered as plans develop.
26	So long as these proposals are actually joined up and that active travel routes do actually flow through and do not abruptly stop	Connections to the route will be considered at the next stage of the design process.
27	Too much reliance on shared pavements. If the plan is to increase the number of people walking and cycling then it is designed to fail. As the number of users increase so will the conflict between them, creating a hostile environment that discourages use.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
28	The cycle lane needs to be continuous and should be on the road. It is dangerous to have it on the pavement with no safe crossing at side roads/roundabout, as in the proposed scheme	Thank you for your comment. This will be considered by the design team.
29	I cycle along the Penarth Road every day. Going down the hill from Baron's court I can reach 20+ mph. I have right of way at Llandough Hill and the traffic there stops for the traffic on Penarth Rd. The current proposal introduces new junctions where I will be expected to stop / give way - especially at Llandough Hill and the roundabout. Even if there are road markings for cyclists you would have to be brave to assume right of way. I would also expect to have to go slower for walkers or approaching cyclists on the shared path. I would probably stay on the road rather than use the current proposal. I would expect a certain amount of increased abuse from drivers for not using the shared path. Traffic speeds will not be slowed to 30 unless there is enforcement or traffic calming measures.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.
30	Consider complete segregation as the way forward there is ample width on this route to do so.	Thank you for your comment.

		We will be looking to incorporate a segregated provision along this corridor where widths allow.
31	Consider complete segregation as the way forward there is ample width on this route to do so.	Repeat of number 30
32	Consider complete segregation as the way forward there is ample width on this route to do so.	Repeat of number 30
33	Consider complete segregation as the way forward there is ample width on this route to do so.	Repeat of number 30

Appendix C

Question 8 asked ‘Do you have any comments or suggestions on these proposals?’ (included as they were received).

	Public comment	Council response
1	While I understand the requirement to provide a shared use path in some areas of the proposal, I'm unsure why road space isn't being taken or utilised on what is an unnecessarily wide road, keep the footparh for pedestrians, who are then separated and use some of the road width for the cyclists separation where able, less conflict. I would also like to see active travel prioritised at junctions; a recessed (or set back) vehicle give way and continuous/level foot/cycle path across all the West side road junctions (except maybe the roundabout) simply because physical effort is required on that hills, and to have to start and stop cycling, simply to defer to cars that are waiting or slowing anyway and which require no effort to bring back up to pace, can and will be effort zapping and soul destroying, particularly in poor weather. It would hardly be encouraging or feel like the planners actually cared having to giveaway to people sat comfortably in their warm and dry vehicles.	Thank you for your comments. We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.
2	Please add a raised platform, or at least tarmac marking/painting, at all crossings to highlight the priority crossing provision for pedestrians and cyclists. Please add a decent buffer to provide segregation between vehicles and active travel users to enhance route safety and attractiveness.	Thank you for your comments. Priority at junctions will be considered at the next stage of the design process. We will also look at installing an appropriate buffer as per the Welsh Government Active Travel Guidance.
3	Much needed and very welcome	Thank you for taking the time to respond.
4	Don't build shared paths. Build a fully segregated, continuous cycle path and adjoining pavement or else you are wasting our money.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
5	Do not use shared use infrastructure.	We will be looking to incorporate a segregated provision along this corridor where widths allow.
6	All that I've seen in active travel routes looks good just worried there will be no complete safe route from Barry to Cardiff. Was commuting daily by cycle but have stopped due to safety concerns.	Providing an active travel route between Cardiff and Barry is high on the priority list for the Council.

7	<p>It would be better to avoid any shared cycle / pedestrian paths as it causes enormous tension. I've been the victim of a lot of angry comments from pedestrians on shared paths, unhappy that I did/didn't ring my bell, that I'm not on the road etc etc. These exchanges are extremely upsetting but can be avoided with segregated paths.</p>	<p>Thank you for your comment.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow.</p>
8	<p>I am disappointed to see shared use through most of this design. The road and verges are so wide, this seems to be the ideal place to have separation for walkers and cyclists.</p> <p>I'm glad to see that trees that are being removed are being replaced.</p> <p>Raingardens will look nice as long as they're maintained and not allowed to go wild like some areas of the Vale.</p> <p>Why is there not continuous cycleways across junctions? Having to stop and give way at every road is part of the reason cyclists will not use the paths that are being built.</p> <p>This shouldn't get much opposition from car drivers so let's just get this done ASAP but make sure it's up to scratch and looking after the right people.</p>	<p>Thank you for your comments.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.</p>
9	<p>Give cyclists the same priority as cars vs side streets. Bikes are too slow if we have to stop to cross side streets along a main road. The new 20mph limit should help bring bike and car journey speeds nearer to parity.. esp if electric bikes were restricted to 20mph rather than 15mph</p>	<p>Thank you for your comment.</p> <p>Priority at junctions will be considered as the design develops.</p>
10	<p>If you're not going to do it properly, then why bother? Either have the conviction to deliver proper active travel provision or save the money.</p>	<p>Noted. The design will follow the Welsh Government Active Travel guidance.</p>
11	<p>1) Nice to see better pedestrian & bicycle access along this route although we usually leave Penarth via the Pont y Werin and go through Grange Moor to get to Penarth road. This route avoids the difficult and highly trafficked Cogan Spur junction and has less/slower road traffic. 2) Would be nice to give priority to the foot path users with road markings - making it so the cars have to stop and cross the path - except at the roundabout as that would probably be more dangerous...</p>	<p>Thank you for your comments.</p> <p>Priority at junctions will also considered by the design team as the scheme develops.</p>
12	<p>1) Nice to see better pedestrian & bicycle access along this route although we usually leave Penarth via the Pont y Werin and go through Grange Moor to get to Penarth road. This route avoids the difficult and highly trafficked Cogan Spur junction and has less/slower road traffic. 2) Would be nice to give priority to the foot path users with road markings - making it so the cars have to stop and cross the path</p>	<p>Repeat of number 11.</p>

	- except at the roundabout as that would probably be more dangerous...	
13	I would like to see two way dedicated segregated cycle ways with priority at all side junctions and links with other routes.	We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.
14	I sometimes use the Ely Trail route, and so it's nice to see that being linked to other areas - such as Penarth.	Thank you for taking the time to respond.
15	This is a wide space. it should be possible to have segregated cycle provision both sides, and a continuous walkway. Put walkers and cyclists first (as the Transport Strategy says)	We will be looking to incorporate a segregated provision along this corridor where widths allow. Priority at junctions will also be considered.
16	Please have more cycling lanes and speed reductions for cars plus increase pedestrian crossings	Noted. These will be considered as the design develops.
17	Combined walkway/cycle ways do not work as seen on Lavernock Road (and Penlan Road) where the majority of cyclists continue to use the road and when they do use the combined cycle/walkway it is often dangerous due to the speed the cycles go. Cycleways need to be separate from both pedestrians and traffic.	Thank you for your comment. We will be looking to incorporate a segregated provision along this corridor where widths allow.
18	They are as good as they could be at the moment	Noted.
19	Unnecessary to reduce speed limit if separate footpaths / cyclepaths are introduced.	Speed reduction and appropriate buffers between the provision and the carriageway, provide a nicer environment for active travel users that encourages greater use.
20	It would be better to have the new shared surface on the side of the road opposite the garage and railway line so that pedestrians and cyclists don't need to cross Penarth Road. They could do this at the Barons Court traffic lights. But then cyclists coming from Cardiff would need to cross Penarth Road to join the new lane. It needs a coordinated approach.	Noted. The design team will consider your comments.
21	Improve walkways and cycle ways from Llandough into Penarth around b4267 and a4055. Sully Road also needs major improvement to access the schools if travelling by foot or bike from Llandough.	The routes mentioned are on the ATNM for future development when funding is available.

22	<p>I think any active travel scheme is beneficial, and the SUDs here is really good to incorporate. So support the principles as it will encourage less confident cyclists to take this. However, where possible I think there should be segregation between cyclists, pedestrians and cars. Shared space between cyclists and pedestrians can: create conflict; prejudices both users in their ability to best use the space; and, especially here, when heading down the hill from Cogan Spur cyclists can travel at fast speeds, so there could be safety issues. This is a key route between Cardiff and the SE Vale, so the opportunity exists to make it a key active travel route between the two. However, I don't think these proposals go far enough to entice that, given the use of shared space.</p>	<p>Thank you for your comment.</p> <p>We will be looking to incorporate a segregated provision along this corridor where widths allow.</p>
23	<p>I suggest you go ahead with the proposals for Ely to Llandough Hill, but for Llandough Hill to Barons court then just widen the pavement for pedestrians and, leave the cyclists on the road.</p>	<p>Thank you for your comments that will be considered.</p>
24	<p>I think Cogan Pill Road and Llandough Hill need to be considered in these plans as this is where cyclist/walkers are coming from to access Penarth Road. Also there needs to be consideration re: the crossing from the marina/Tesco to Cogan Train Station. This is such a busy road with people taking risks crossing so they don't miss trains.</p>	<p>Connections to the route will be considered at the next stage of the design process.</p>
25	<p>The shared path seems to stop at the A4055/A4610 with no clear indication how you would continue over the cross roads to head towards Penarth, the Barrage, Tesco etc. In an ideal world this path would continue separated from traffic over the railway bridge, around the roundabout and down to the existing cycle path on Marconi Avenue, as the cross roads, railway bridge, and roundabout can feel very unsafe to navigate on a bicycle as drivers are distracted by their junctions/roundabout.</p> <p>Also the proposed path crosses the bottom of Llandough Hill, which could have traffic coming from behind on Penarth road, or down Llandough hill, making it hard for pedestrians/cyclists to see if there is a car coming as they have lots of directions to check. Ideally this crossing should be a priority/give way to pedestrians/cyclists as they are in a more vulnerable situation at this junction.</p>	<p>Connections to the route will be considered at the next stage of the design process.</p> <p>Priority at junctions will also be considered as per the Welsh Government Active Travel Guidance.</p>
26	<p>Expand the area to provide better Li OS to Llandough and between Llandough and Leckwith</p>	<p>Connections to the route will be considered as the scheme develops.</p>
27	<p>Please extend the route to include where the A4160 crosses the railway line, it's really horrible to walk or</p>	<p>Connections to the route will be considered as the scheme develops.</p>

	cycle past there today! Ideally it should then link to a cycle path on Windsor Road and to Penarth Marina :-)	
28	<p>It seems like it could be better. The road is so wide as are the verges so I can't see why the path is going to be shared. It is so disappointing to see shared paths being the norm in the Vale. Please be more ambitious and provide segregation and then more cyclists would use them instead of roads.</p> <p>This also doesn't join up to anywhere by the looks of it. Surely you need to connect to Cogan train station or Dinas Powys - hopefully that's the next step.</p> <p>Whatever happens here please make it more about walking and cycling for all ages and abilities and less about the cars.</p>	<p>Segregation will be considered by the design team.</p> <p>Connections to the route will be considered as the scheme develops.</p>
29	Keep cyclists in a separate lane from pedestrians. Shared routes do NOT work	Segregation will be considered by the design team as a result of this consultation.
30	Lighting will be essential but not so that it disturbs what wildlife we have left. Ie bats.	Lighting on the route would be considered as the design develops.
31	<p>This is such a missed opportunity. With the exception of the Baron's Court junction which needs to be looked at as a whole how you link to Penarth and Dinas Powys. The rest of the road in question is wide enough as it is to reduce the number of vehicle lanes (there are two around the roundabout when heading towards Cardiff) and the rest is either very wide (as on the hill) or has hatching in the middle (under the dual carriageway). There should be room for a double cycleway on the road which could have priority over Llandough Hill and the car park entrances. So the only place cyclists would have to give way would be on the roundabout (same as it currently is for drivers). I imagine this would be far cheaper too.</p> <p>Less green space would be lost as footway could just be upgraded and up to Llandough Hill could be separated from the cycleway/road by grass, then up the hill could be more like the example I've attached which is from coventry. The crossing of the road junctions would need to be upgraded and rain gardens etc can be added later if desired. Please revisit these plans, and add segregated cycleway along the majority - and fit it in soon - compared to so many places in the Vale this is so easy! A wide underused road - there are not many of those...</p>	<p>Thank you for your comments.</p> <p>Segregated routes will be considered where widths allow as will priority at junctions for active travel users.</p>
32	Segregated bike lanes like by cardiff Castle would be good	<p>Thank you for your comments.</p> <p>Segregated routes will be considered where widths allow.</p>

33	Better than nothing, but it needs to be better for cycling (eg not shared path, more space etc)	Segregated routes will be considered where widths allow.
34	<p>The Active Travel Act Guidance document clearly states: "when planning new routes, designers should seek to provide separate spaces for pedestrians and cyclists, to accommodate expected growth in users, and so that both groups can travel without concerns over conflict."</p> <p>The road here is easily wide enough to create a separated cycleway; the bridge over the Ely river already has them on both sides of the carriageway, these could simply be extended along the whole route.</p> <p>A core message in the Welsh Government's 'Llwybr Newydd' transport strategy is to "meet the demand for travel by walking, cycling and public transport ahead of private motor vehicles." With this in mind, it is disappointing that proposals don't include narrowing the carriageway in order to increase the space given to people walking and cycling.</p> <p>Overall a missed opportunity that only comes along once in a generation. I sincerely hope that the council rethinks these proposals and is more ambitious in light of the current environmental emergency.</p>	<p>Thank you for responding to this consultation.</p> <p>The design team will consider segregation throughout the scheme where widths allow.</p>
35	I agree with the proposals in so far as they avoid the traffic light junction for those coming from Dinas into Cardiff but they do nothing for those crossing the junction from Penarth.	Noted.
36	The cycle lane needs to be continuous and should be on the road. It is dangerous to have it on the pavement with no safe crossing at side roads/roundabout, as in the proposed scheme	Noted.
37	Segregated cycle lanes would be better - even something like the bollards / cycle lane in front of Cardiff Castle. Road design at either end so that cyclists can safely enter and exit while leaving and re-joining the flow of traffic.	Noted and segregated lanes will be looked at as a result of this consultation.