

Sully to Cosmeston Active Travel route options

Consultation report July 2022

Introduction

A consultation was undertaken on the Vale of Glamorgan Council's proposals to improve the active travel connection from Sully to Cosmeston between 17 February and 10 March 2022. The public were asked to choose which of the three possible route options they would like to see developed.

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.

Whichever route is developed to detailed design, will link with the existing shared use facility at Railway Walk, Penarth.

Funding for this scheme has been secured from the Welsh Government Core Active Travel fund. The Welsh Government funding application process advises that a list of options is considered as the first stage of scheme development and consulted upon.

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
- Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme)
- Email to stakeholders and statutory consultees

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

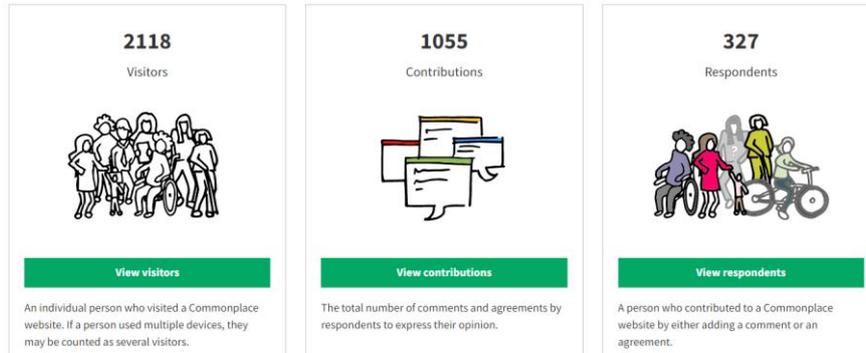
Consultation Results

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

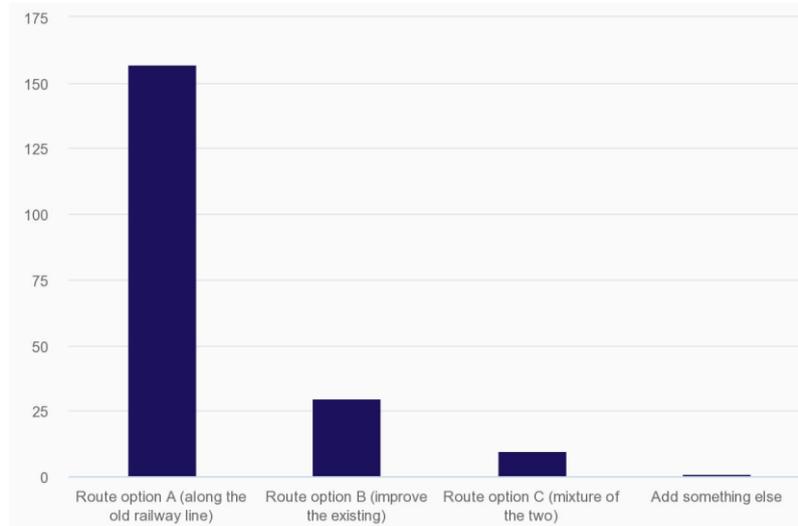
327 unique users responded to the survey. 268 respondents confirmed their email address. 59 respondents did not confirm their email address.

6 emails were also received to the activetravel@valeofglamorgan.gov.uk email address provided on posters and the website.

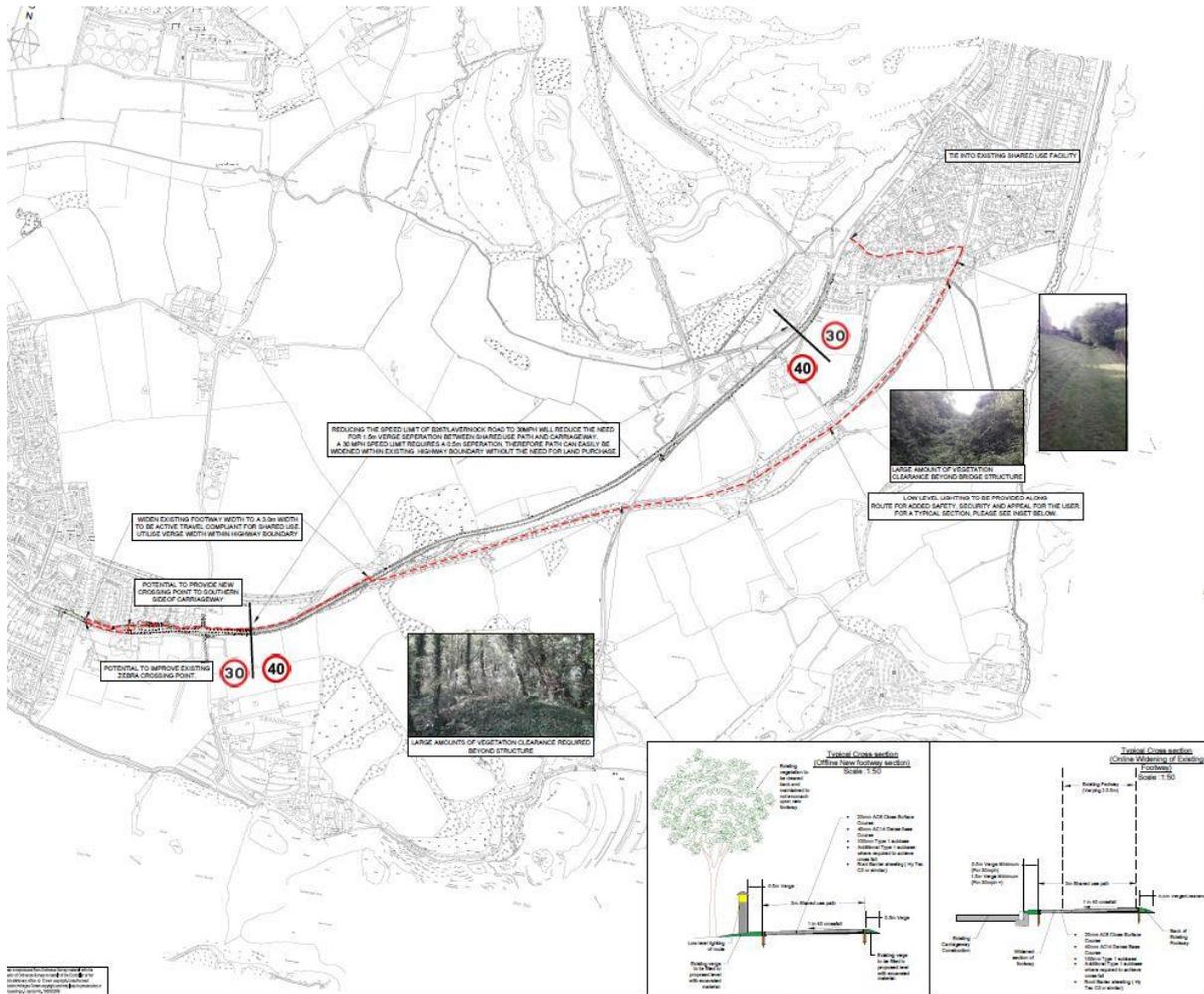
1 email response was received from Barry Friends of the Earth on the 13 March 2022 that has not been included as part of this report but will be considered at the next stage.



200 individuals chose their preferred route option. 158 (78.5%) chose route option A, 31 (15%) chose route option B, 10 (5%) chose route option C and 1 (0.5%) 'added something else'.



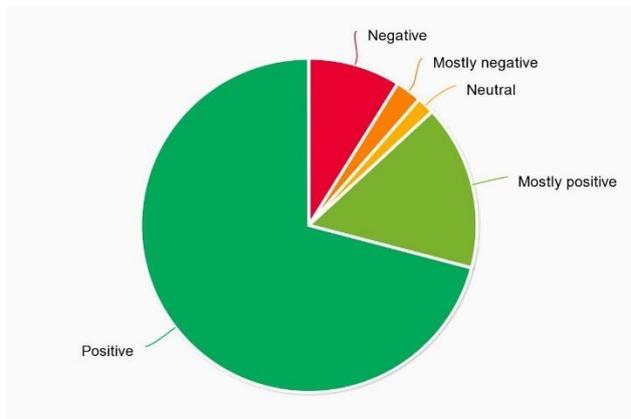
Route option A



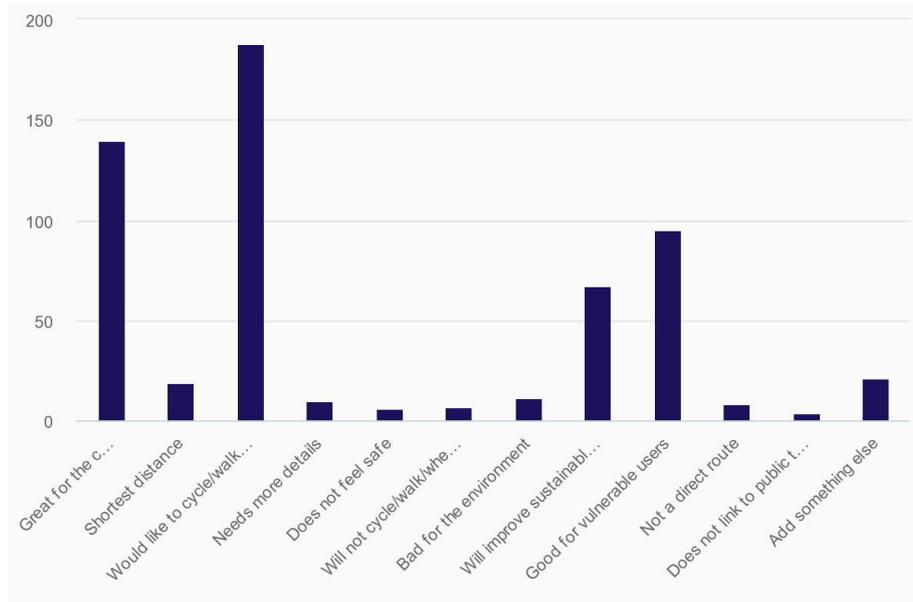
Consultation comments

The first questions asked, **'What do you think about this proposed route?'**

87% responded that they were very happy, happy or neutral with the proposed route option:



Why do you feel this way?



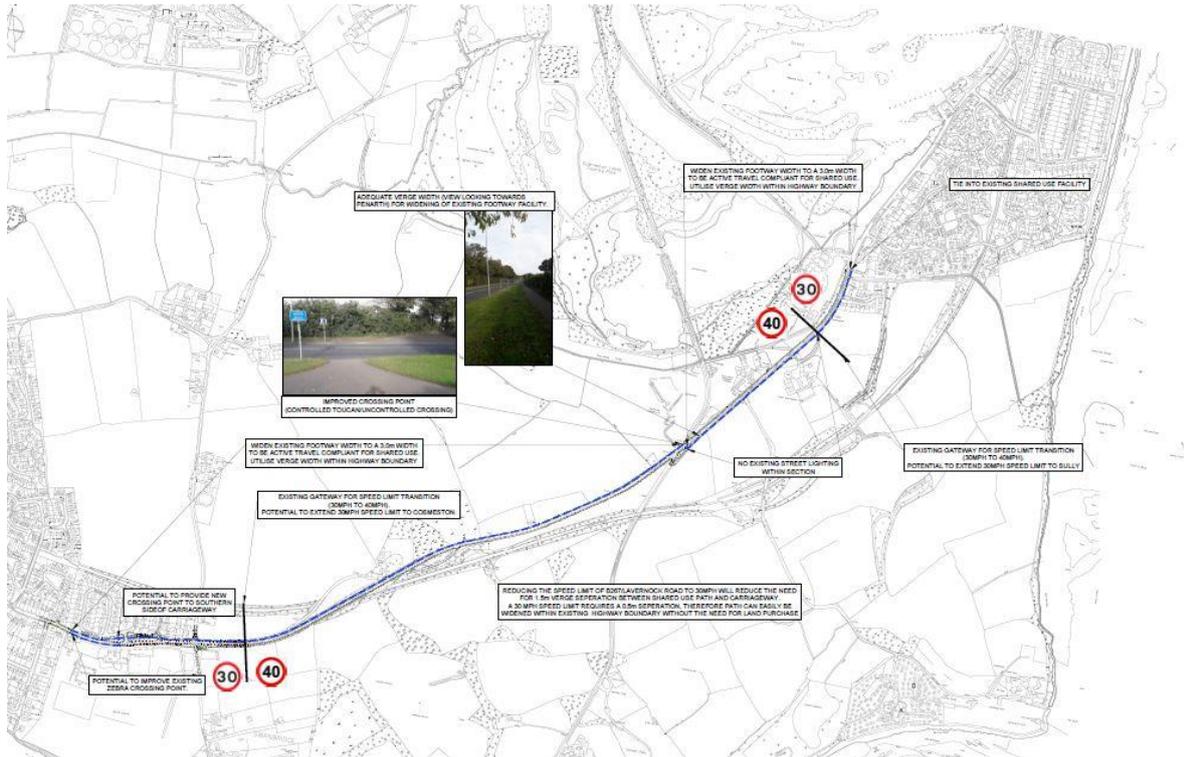
- 188 respondents 'would like to cycle/walk/wheel here'
- 140 consider it 'great for the community'
- 95 think it is 'good for vulnerable users'
- There were 22 other comments.

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

Key themes from other comments:

- Like the idea of it being a continuation of Railway Walk
- Expensive option
- Attractive, quiet route
- Concerns about wildlife and biodiversity
- Request to continue through Sully and on to Barry

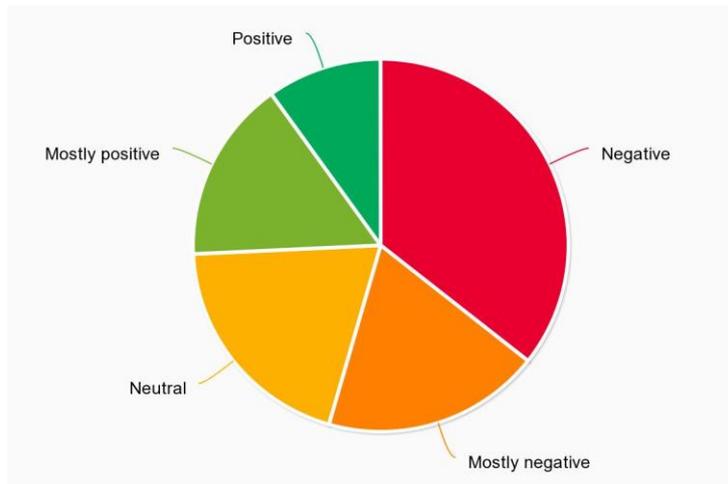
Route option B



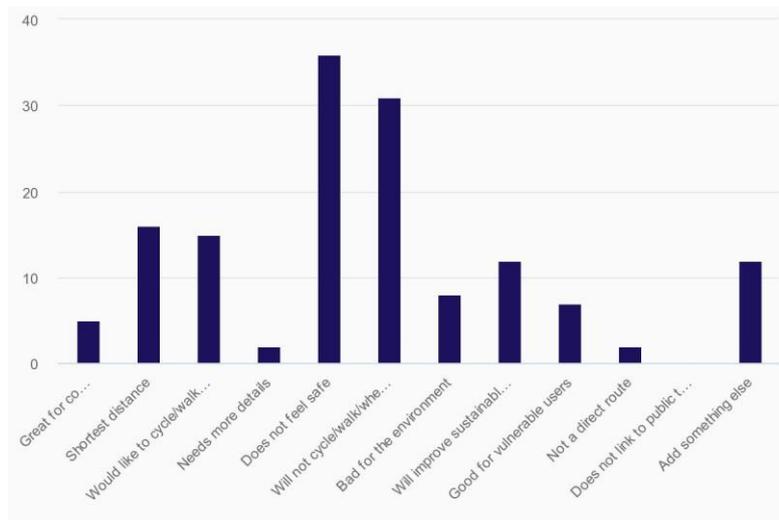
Consultation comments

The first questions asked, **‘What do you think about this proposed route?’**

54% responded that they were unhappy or very unhappy with the proposed route option:



Why do you feel this way?



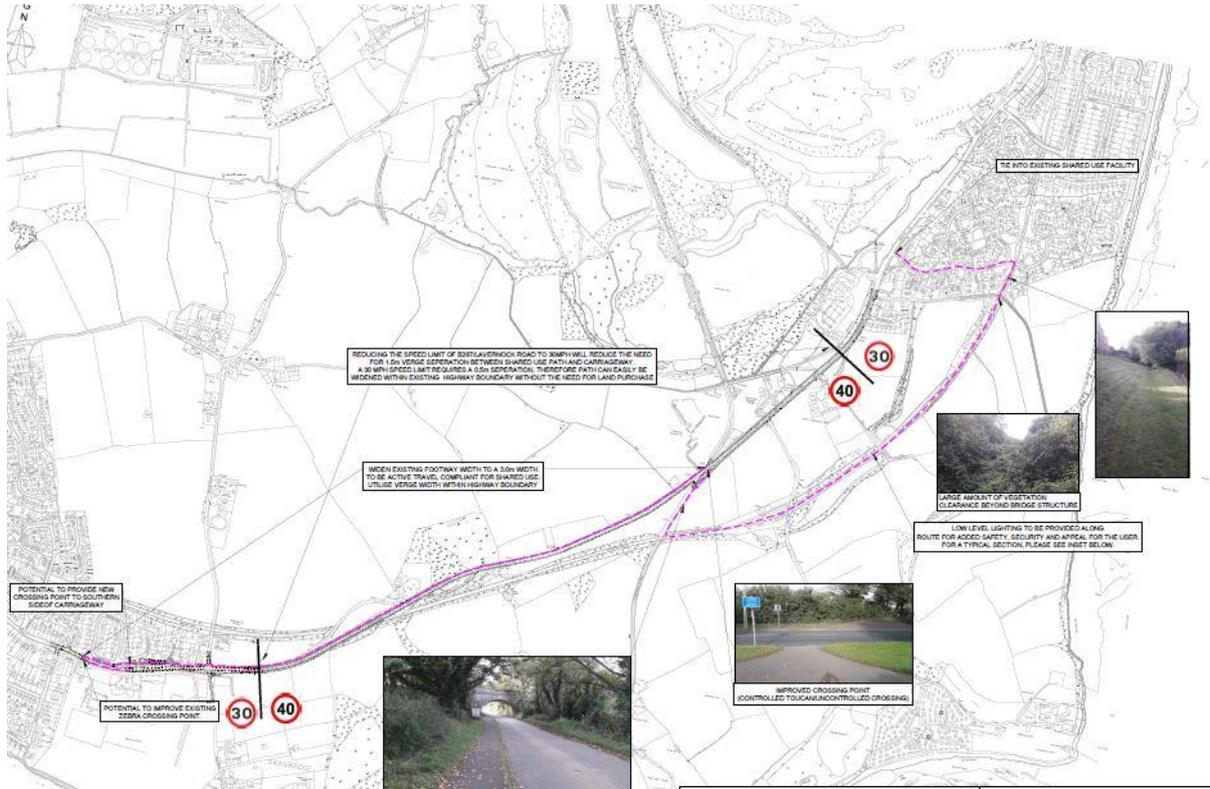
- 36 respondents think route option B 'does not feel safe'
- 31 'will not cycle/walk/wheel here'
- 16 think it is the shortest distance.
- There were 14 other comments.

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

The key theme from other comments are:

- Speed reduction along Lavernock Road welcomed
- Grass verge removal not welcomed
- People do not want to walk/cycle next to traffic
- Option is 'do minimum' and not ambitious
- Route would be overlooked and could be perceived 'safer'

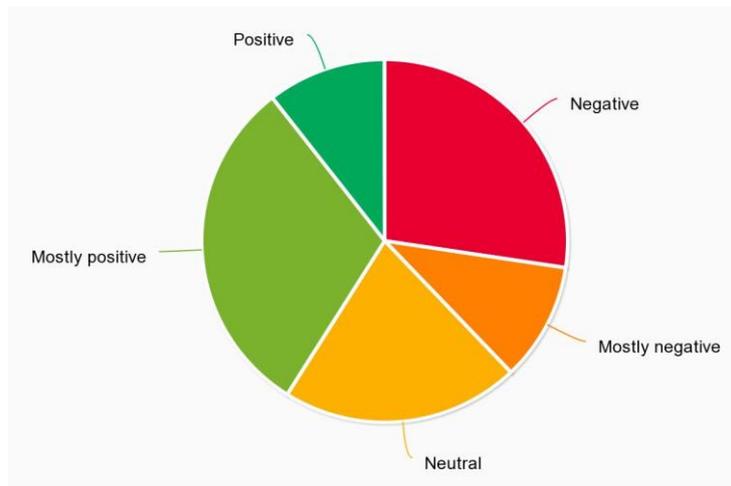
Route option C



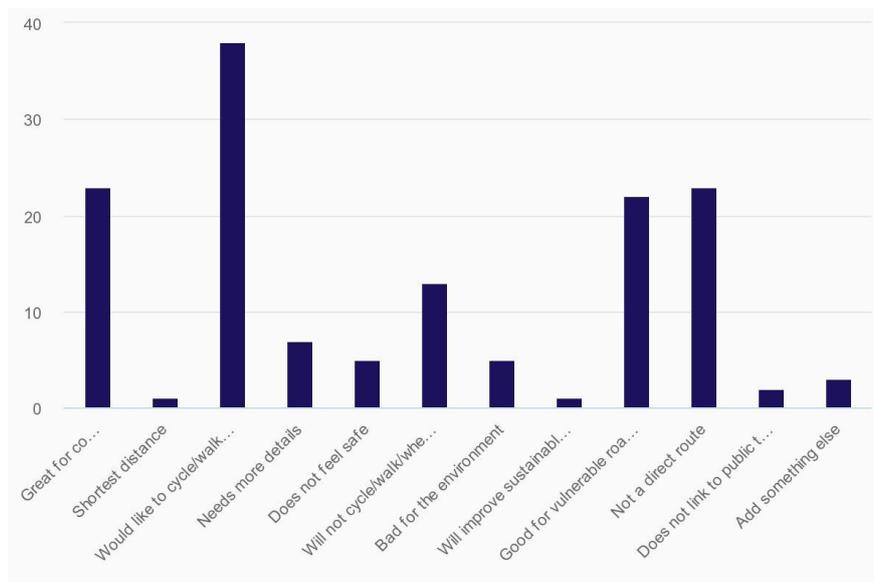
Consultation comments

The first questions asked, **‘What do you think about this proposed route?’**

41% responded that they were happy or very happy with the proposed route option:



Why do you feel this way?



- 38 respondents 'would like to cycle/walk/wheel here'
- 23 replied that it would be 'great for communities'
- 24 do not think it is a direct route
- There were 4 other comments.

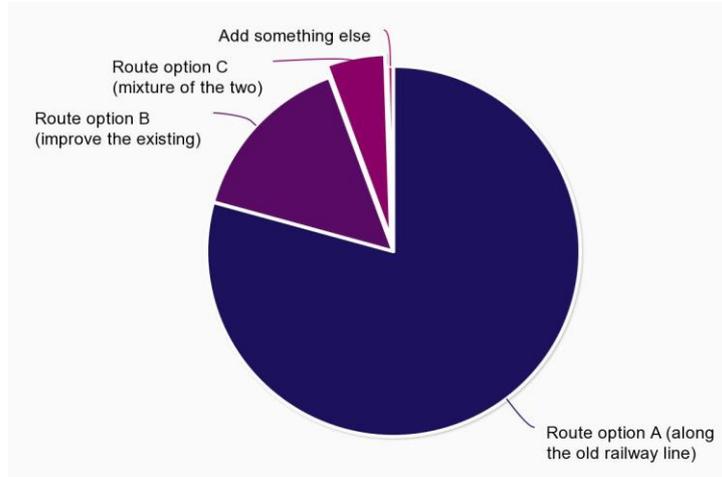
A full list of comments can be found at Appendix C.

The key themes from the comments added were:

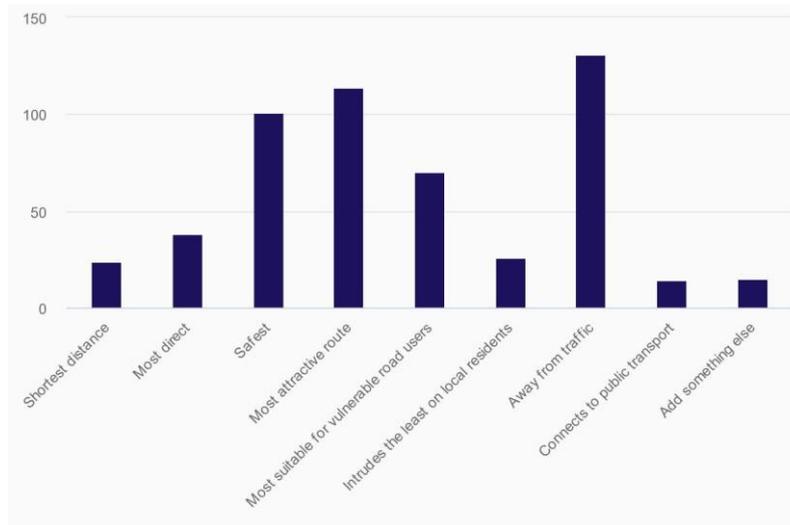
- Feels like a compromise of routes A and B
- Not a direct route

The final tile asked for respondents to choose their preferred route option from the three presented.

Which is your preferred route?



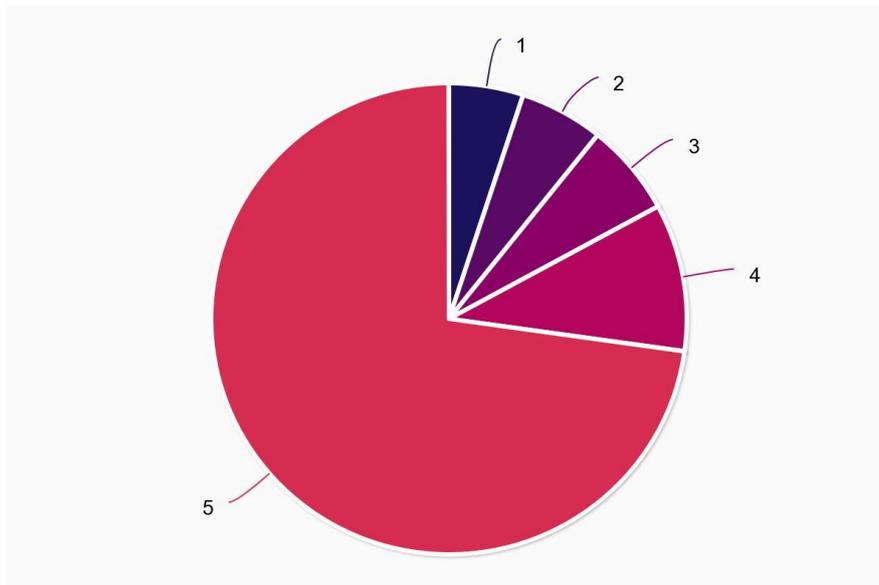
Why is this your preferred route?



What are the current barriers to Active Travel in the area?

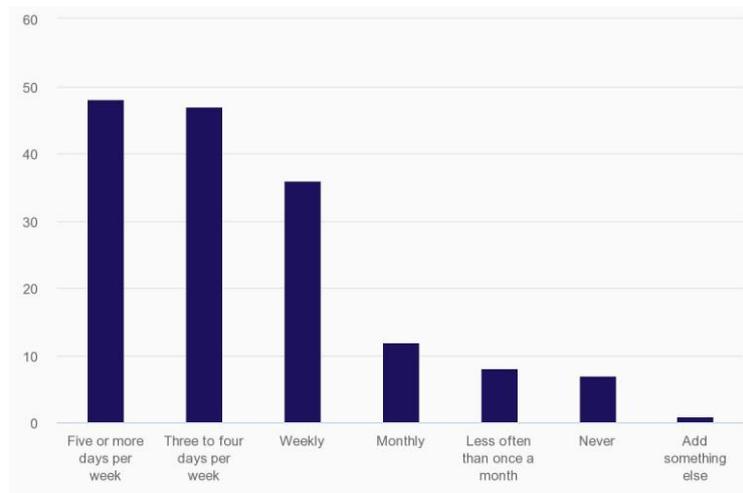


Do you think the proposal to develop an Active Travel route in the area is a positive one?



89% responded very positive to neutral (5 being positive and 1 being negative)

Current levels of walking or cycling by the respondents:



The following responses were emailed into the Council (and are provided as they were received):

1. This project is an absolute waste of our money. The cycle path on Lavernock road is hardly ever used by cyclist as they prefer the main road. I would be interested to find out how many of the Vale of Glamorgan who have thought of this ridiculous idea, are willing to walk or cycle to work. In winter arriving disheveled and wet from rain and in summer dishevelled and hot and bothered. No one wants to arrive at work in that sorry state , just think about it. Most people who cycle do so for recreation and should study the high way code as I often see them in the centre of Penarth totally disregarding the traffic lights. They seem to think that red and green can be cycled through, cycle on pavements, wrong way on a one way street and nearly causing accidents by totally disregarding pedestrians.
2. There already is a perfectly good footpath between Sully and Penarth. Why spend money on this?
However there is no footpath between Barry and Dinas, the road is a death trap for cyclists and any fool that tries to walk it. Why not spend the money here?
3. Option A My wife & I believe this option is the best to be built.
4. Could you please clarify why this Sully-Penarth route has been added as an active travel route, seeing it was not in Penarth's Active-travel Area and route map? Distances are well beyond the standard walk limit of 2km. The route has long been an aim for a cycling-leisure route (eg. the 1999 UDP). Wasn't

last year's Active Travel consultation to enable the Council to determine spending priorities? Compare this proposal with East Aberthaw to Rhoose. Can you say what the maximum gradient is on the Sully route and how it compares with active-travel standards? The consultants WSP talk about "large amounts of vegetation clearance"; they haven't considered the eco-impacts, so has the Council ecology officer had a say? You can't get 4 metres width without severely cutting back the hedgerow in places, so is that a point for Colin Cheesman too?

To set the target of 20% increase in active travel trips in context, have the consultants assessed how many walking and cycling trips on this route there are at present and what fractions are for 'leisure' or active-travel purposes? How much would this mean in terms of "modal shift from the private car to active modes for short distances to either Sully, Cosmeston and Penarth".

Two further emails were received outside of Commonplace. In order to anonymise these emails, the below contains relevant snippets relating to this project:

1. The decision made was that the use of the Old Railway Line from Cosmeston to Sully was too expensive and anyway there was no funds available from Welsh Government or the Vale of Glamorgan Council for such a scheme (Emma Reed's words).

The half way house scheme of the old railway line to St Mary's Well Bay Road and then upgrading the existing cycle path to Sully was also considered too expensive and anyway there would not be any funding available.

This left us with the third alternative of upgrading and widening the cycle/footpath from Sully to Cosmeston by the removal of grass verges and totally hard surfacing the pavement area.

Consequently I am somewhat bemused now to see the consultation is for the three routes, knowing that there is not adequate funding for two of them, involving the old railway line, unless you know something different?

I have seen recently residents' comments regarding the consultation and they substantiate that the two routes involving the old railway line, whilst perhaps idyllic, would be not only too expensive but a waste of council tax payers money which could be spent on more important and much needed projects.

Their preference seems to be upgrading and widening the existing footpath by the removal of grass verges, which they consider would be less expensive and far better use of the monies.

However there is one common complaint about this proposed option and that is downrating Lavernock Road from 40 mph to 30 mph with little or no justification, a comment I share especially as there are similar roads with cycle paths which have the following limits, namely, Port Road, Wenvoe (50 mph), Millenium Way, Barry 40

(mph), 5 mile lane, Barry (40 mph), Sully Moors Road (40 mph) and of course Lavernock Road where I believe Police records will show there have been no incidents involving personal injury to cyclists or pedestrians in the last 10 years.

2. Money permitting ideally for me if the rail track is not to be used for a new rail/tram line due to financial or logistic reasons then upgrading to a pedestrian / cycling path sounds great, however not only has it been repeatedly stated that there is no money for such a project I'm sure that we know full well that the majority of cyclists will carry on using the quickest most direct route down Lavernock Rd thus wasting a vast sum of money.

We see this time and time again where cycle routes and lanes are provided at great expense and are totally ignored by the volumes of cyclists who continue to use the nearest most direct road.

As I have mentioned time after time, until there is a law introduced that cyclists must use a cycle lane if it is provided then the £millions wasted annually on providing such features are largely pointless.

I have been asked by several residents to enquire as to the traffic accident statistics for the last 20 years along Lavernock Road under its current 40mph limit.

I wonder if you would be good enough to provide these figures as soon as is possible please for general dissemination and would put forward the view that perhaps your department should have provided these figures when forwarding a suggestion for possible speed limit change for the public to discuss and respond too.

I await those figures with my thanks for their provision.

As it stands if there is to be any additional cycling paths then I would suggest that extending the width of the current path is the only sensible and affordable option but I do not agree that the total grass verges be removed as the area appears to be turning into a concrete jungle already with the evidence of the tarmac covered nonsensical cycle super highway between Cosmeston Drive and the Old Harvester being an example of the blight of the loss of natural greenery as a perfect example of the hypocrisy of local authorities such as the Vale of Glamorgan who have repeatedly declared climate emergency after climate emergency whilst proposing and indeed promoting the ripping up and concreting over of prime farmland and roadside verges.

Recommendation

The Council will undertake work to produce a concept design of an active travel route in line with the proposal listed as Option A.

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

Appendix A – comments included with Route Option A *(included as they were received)*

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| <p>Segregated from vehicular traffic and thus attractive for those wishing to walk or cycle and for a variety of reasons (leisure, commute, school). Needs to be wide enough to make users feel comfortable and good quality surface that doesn't flood.</p> |
| <p>Potential for creation of wildlife habitats along the old railway track.</p> |
| <p>As a keen cyclist I love the route along from Cosmeston to Penarth along the old railway part. Would love to see this continuing to sully</p> |
| <p>I do have reservations about mixing Bicycles travelling at 20 - 30 mph with walkers with children and dogs off leads or with extending leads. The pedestrians are probably safer on pedestrian pavements on roadways.</p> |
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| <p>This would make a fantastic new route!</p> <p>Just wondering why this route option leaves the railway at the vineyard cottage. It could be continued along the disused railway all the way into Sully, connecting up to Arlington Road/ Brean Close.</p> <p>This would encourage many more people to use the route regularly, not having to walk along the main road up to the vineyard cottage.</p> <p>More detail on the crossing at the vineyard cottage would be helpful. Are there options for a bridge/underpass?</p> |
| <p>Best option of the three but the crossing at Vineyard needs more detailed planning. This would make for a quick link into Penarth towards the train station as well.</p> |
| <p>This route extending passed the old railway line onto Lavernock Road will mean permanent loss of existing trees, scrub and plant species along with fauna in the area</p> |
| <p>The continuation of Railway Walk will enable so many more people to walk and cycle much further in safety. It will be very tranquil between the trees - nice to get away from traffic fumes and the very busy road.</p> |
| <p>If access to lane below railway bridge that would also improve sustainable travel to the Welsh Coast Path and Sully Island</p> |
| <p>There is already a safe walking/cycling route between Sully and Cosmeston. Cyclists use the road and walkers/runners use the path. Why waste money. If you want to improve things for older people improve the bus service.</p> |
| <p>Will there be a connection between Route A old railway down to Fort Road and St Mary's Road? This would enable walkers/cyclists access to the coast.</p> |
| <p>This would be an excellent addition to the active travel network. It will provide a safe, attractive and usable link between penarth, cosmeston and sully for all.</p> |

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| <p>Permanent loss of trees and undergrowth Far too expensive</p> |
| <p>Existing route is under utilised and this proposal represents an absurd waste of public funds. A white elephant vanity project if ever there was one.</p> |
| <p>Expenditure would be excessive. Route would need to be lit for safety purposes. Active travel facility already exists on Lavernock Road!</p> |
| <p>Huge expense for an active travel facility that already exists on Lavernock Road! The options on which views are being sought do not include a 'do nothing at zero expense' option for people to comment/vote on.</p> |
| <p>Safe route away from main road, with efficient direct connection to Penarth town centre</p> |
| <p>It would be a more pleasant environment than on-road and links well with existing route north that I use regularly. Also good for new houses being built.</p> |
| <p>This is the best option for all road users, keeps everyone safe</p> |
| <p>This would be a wonderful addition to the recreational infrastructure. The existing pavement from sully to cosmeston is narrow which makes it difficult for walkers/cyclists/runners to pass each other safely alongside a very busy stretch of road.</p> |
| <p>As a lone female walker and cyclist sadly I wouldn't feel safe on this proposed route.</p> |
| <p>This would be great for Sully to be able to cycle in safety with families .</p> |
| <p>I've always thought this would be an excellent solution - the present path is far too narrow to share with cyclists going the opposite direction never mind pedestrians and often overgrown. I've been bashed in the head by branches regularly. The railway line is there and has proved successful from cosmeston to penarth.</p> |
| <p>Not happy about you knocking our house down for this when there's already a cycle route on the main road, oh yes which most cyclist don't use only the road!</p> |
| <p>There have been numerous issues with people being accosted on the existing penarth railway path. Extended this to a more remote area is very concerning.</p> |
| <p>There are a significant amount of trees and hedgerows providing habitats for wildlife. With an existing road that could made more cycle and pedestrian friendly there is no need to disrupt this habitat.</p> |
| <p>Having a walking/cycling route that is away from the main road is much better and more likely to be used. It would not alter the flow of traffic on the main road because the speed limit would not be effected and drivers would not bed to worry about an excess amount of cyclists and pedestrians using the road.</p> |
| <p>It's makes for a much more pleasant walk and allows people to be more immersed in the country. It would be in keeping with the previous sections of disused railway which are beautiful spaces, regularly used by pedestrians, cyclists, dog walkers, pram pushers etc.</p> |
| <p>But why is it coming out on the main road? Could it not be taken fully into Sully to avoid that section of main road having to be used?</p> |

This will require a huge amount of cost and destruction of a large swathe of woodland habitat and trees. We live in the area and have seen countless species of trees, plants, birds and mammals that would be killed/displaced by this, when there is an existing safer route between cosmeston and sully only a few hundred metres away.

I am in my 70's. There is no chance of me cycling or walking that distance. If you want to get people out of their cars, the first step is to improve public transport, which would help all age groups, and those with disabilities, unlike a cycle/footpath which benefits only the young or fit

Another pedestrian crossing between Cosmeston will cause a Build up of traffic between Cosmeston and Sully

This is the best option for everyone

Would be very expensive and involve tax payers money at a time when the average person is facing extremely high costs in relation to inflation and utility and food charges. This would not be the best use of taxpayers money.

a very good idea, fantastic extension to the existing railway path, very safe for all away from the traffic. Yes please .

The provision of segregated cycling and walking provision linking these communities is essential. It, of course, needs to be supported and linked to extended provision from Penarth, through Sully, and onto Barry. The proposed route will make this journey more attractive for a full range of users, from children, to older persons, and persons with a range of different mobility needs. The crossing point, as proposed, will be an essential element of the route, and I would fully support the installation of a request crossing point. The plan notes that the reduction in the speed limit to 30mph will be made, however, my understanding is that the speed limit is already 30mph at this point, perhaps the plan could be made clearer as to where the proposed reduction in speed limit would apply.

It should be noted, and should be made clear on the proposals that this is not segregated cycling and walking provision. It is shared use and will mix users of different modal options in the same spaces.

Overall, this is a very positive proposal. It would create a pleasant traffic-free route connecting 2 communities that would be accessible to all ages and abilities. The provision of this route would also pave the way to extend routes from the Barrage / Pont y Werin, through Penarth, and onto Barry.

The route is described as being segregated, but the cross-section clearly shows it to be a shared use path. A route that actually does provide separate segregated provision for cyclists and walkers would be much better than a shared route, considering that land would have to be acquired anyway.

However, as a lone female I would feel safer using Option B than Option A.

Dyma'r llwybr mwyaf diogel, deniadol a diddorol. Mae'n osgoi llwybr beicio/cerdded ar ymyl y ffordd fawr brysur (er y cyfyngiad i 30mya)

Translation provided: This is the safest, attractive and interesting route. Avoids a cycle/walking route on the edge of the busy main road (despite the limit to 30mph)

Cyclists are unlikely to use this route as it's not direct enough. Cyclists already use the road rather than the existing cycle path. On the plus side it's a good route for walkers. On the negative side is the cost and safety aspect, particularly for lone walkers. Would need to be well lit, especially during winter months. Also does not link with public transport as it's taking you away from bus route. Not everyone cycles or can walk long distances, especially the older generation.

Cyclists don't use the cycle path which is already there, they aren't going to come off the main road and cycle this way, they will. just stick to the main road.

The obvious local infrastructure investment that has been required for years

Would allow families to keep vulnerable children away from busy roads. Reducing the speed limit would have no impact unless monitored by average speed cameras. Changing signs from 40 to 30 mph has no impact on safety.

Lighting should be adequate enough to make the path feel safe at night, currently the existing railway path from Cosmeston to Penarth is too dark to use at night.

OvoBikes should be extended into Sully if this option went ahead

Provide another route in nicer environment for cyclists whilst maintaining road width needed for motorists

This would be amazing and really encourage people from Sully to walk to cosmeston. We don't use the current pavement option as its just an unpleasant walk along the road, regardless of speed limit its busy and fumes and I don't think having a wider pavement will encourage people to walk at all, it's still going to be grim!.

Would be a great asset to the community and to visitors. Cycling / walking alongside a road is not appealable at all, this route minimises this.

Cycling on a designated track away from traffic is the ideal, safer for cyclists particularly when Cycling with young children.

Clearing the old railway would be an investment for future generations to use.

What about horse riders ??

A route segregated from the main road is by far the best option and also has the benefit of continuing the already established and much loved railway walk

This option is great as it links sully, cosmeston and penarth via a safe active travel route.

If horses could be included in this plan it would be greatly appreciated. Sully lanes and Lavernock road are deadly for horse riders and having four livery yards within the immediate area it is greatly needed.

This would be a great asset for families and draw people away from Cardiff Bay routes which are overcrowded

Great idea, really appealing to vulnerable road users

More pleasant to be away from traffic for part of route. Will be appealing to people enjoying a cycle ride but commuters may still prefer to cycle on the road if a shared used path.

Will be improved with segregation between walking and cycling paths and priority crossing over Lavernock Road - with cars giving way to bikes, for example with lights with sensors for bikes.

While I appreciate horse riding is not considered a form of active travel, horse riders are vulnerable road users and there are many horse riders in this area who desperately need opportunities to ride off road. Simply making these paths multi-use paths suitable for horse riders as well as walkers/cyclists would keep riders and their horses safe and keep horses off the road, thereby keeping the road running more freely.

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| <p>There already exists a cycle path on the main road, recent considerable expense spent to improve this but still the cyclist use the road. I don't think cyclists are going to come off the main road, cycle up Cosmeston Drive and take the scenic route when they are cycling to work. Waste of money stick to improving public transport and the roads. People won't give up their cars, you only have to look at the winter months or when we have heavy rain and there's a considerable increase in traffic on the road. Unfortunately, this isn't going to change.</p> |
| <p>This opens it up to children safely being able to cycle/scoot/walk etc too. Which is surely very important. I often run from Penarth to Sully along the coast path which I love, but having the option of the cycle path would be amazing. I've tried to get on that line before but it's too overgrown.</p> |
| <p>Route away from main road more healthy and attractive for users</p> |
| <p>This is far and away the best route option. Just look at how well used the existing Penarth railway line route is.</p> |
| <p>This is by far the best option. It is completely segregated from the road.</p> |
| <p>This would be a beautiful, safe route to travel alone or with my children. I would feel much more confident to have us all walk/cycle if it was separate to the road and with pedestrian crossings. I think this would be well worth the investment.</p> |
| <p>More details on the crossing over Lavernock road required</p> |
| <p>The money would be better spent on COVID recovery</p> |
| <p>Not very clever having to cross Lavernock road on a blind bend?</p> |
| <p>Who is going double back on themselves down Cosmeston Drive? This is a LaLa consultation, from a LaLa Council.</p> |
| <p>This is not a fit and proper consultation. Can we have Option D? Do nothing and save money?</p> |
| <p>How much Tax payers money has Sustrans offered for this scheme?</p> |
| <p>This is a complete waste of Tax payers Money.</p> |
| <p>not sure about vulnerable users would like more information</p> |
| <p>The best route looking at the tourist potential of the route in South Wales.</p> |
| <p>Safest for families cycling with children.</p> |
| <p>Safest option for families cycling with children</p> |
| <p>Has good vehicle separation</p> |
| <p>Good to keep walkers, cyclists away from roads.</p> |
| <p>It is a natural continuation of the active travel route of the already well-used ex-railway green route all the way to Penarth Station. Consideration should be made to connect the disused railway trail crossing Cosmeston Lakes Park (terminating on the southside of Cosmeston Medieval Village at Lavernock Road) and this new branch.</p> |
| <p>the old railway path would be lovely path for mixed us much like the existing railway path - its a natural extension and would connect Penarth and Sully in a safe way. I would feel comfortable allowing my teen to cycle this route where as would not on the along side a busy road. we drive him to his friends in Sully presently.</p> |

For commuting, unless this links very efficiently into the center of Penarth, it is unlikely to be used for this purpose. It is important to get people cycling but it is even more important to make commuting by bike as fast and easy as possible. Ideally both routes should be constructed. Please also consider Gilbert Lane East, a fantastic cut through with tonnes of potential for cyclists!

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This would be absolutely fantastic, I reckon I'd cycle this at least once a week.

Make use of existing pathway, joining up of existing route

This option will actively encourage cyclists, walkers and others to use the route. It would be a fab addition to the coastal path and would provide a wonderful environment and safe route. I see no downsides. Well worth the money and should have been done years ago.

The conversion of the railway path from Brockhill into Penarth has allowed my son to cycle safely to nursery school in Penarth at age of three and continue cycling to school with minimum need for main roads since. The extension of this path would definitely see us cycling/walking more to Sully, much safer than a cycle path alongside a main road even with a 30 limit.

More relaxing than using the busy Lavernock Rd option !

This would be excellent. Would take advantage of an already established flat route. Keep cyclists safe away from the road. Keep drivers happy too. Would link to planned development north of fort road and in to sully.

This would be an amazing community feature and so much nicer than riding along the edge of a road. When doing the cost benefit analysis please consider how much the existing path in Penarth is widely appreciated and used, and consider the health benefits of not inhaling car fumes in the health and safety considerations. When the fields are all changed to housing this route will be very similar and appreciated to that section in Penarth. And if the new housing development could incorporate a mini facility centre with a cafe / corner store / play ground out of the old farm buildings then you've just set this up perfectly for a walk / cycling mode of transport direct to this location. Honestly it would be amazing. With future planning there would be a great space along the route for community and ecological projects as well. Please really try hard to consider all the benefits of making the most of this old rail corridor as an amazing community feature (rather than a very noisy and unpleasant experience of riding / walking next to 40mph traffic).

Would love this to be implemented. I love cycling to cosmeston but unfortunately do not find current available routes safe for my children to join me. This would enable them to enjoy quality outdoor family time in a safe way.

If you are going to defiantly crate a route this is absolutely the best and safest option and I'm sure this will get more votes than any other idea, any other route is just not safe, if the road option is there then the cycle path would not be used

And then please continue to Barry - off road cycle paths - we would like to be able To

Cycle around the entire vale on traffic free paths - preferably with cafes along the route

This route would be great, it would follow on from the existing old railway route from Penarth but it looks like it will rejoin the main road before reaching Sully. Having it cross to the other side of the road disrupts the flow of an active travel journey so ideally would like to avoid that, unless there's a future plan for a route leading onwards all the way through Sully itself using that side of the road? The proposed section where it rejoins the main road will need a nice wide path as the existing path along there is narrow and currently I prefer to use St Mary's well bay road down to the sea front and back up to avoid that bit. The section I think could really benefit from having a safe cycling route is the way from the beginning of Sully by the Swanbridge Road junction down through Sully itself to the roundabout. There's always conflict with traffic through this section.

This is long overdue, but better late than never. It is important to invest in this option now, because the others would only need to be extended in future. The pavement alongside the main road, even widened etc, would still be very unpleasant and not attract the leisure use. This option would really boost the non car journeys between Penarth and Barry and points beyond in both directions.

Excellent! Could the improvements continue through to Barry?

This route has a convoluted back-turn to get back on the main road. People commuting etc will not use this as it is quicker to stay on the road. Opening the old railway path is a good idea, but this should be in addition to a Dutch-style, segregated cycle route along the road. One that is separate to the footpath and does not give-way to every side road and driveway along here. The current shared path at the Penarth end is inadequate and is an outdated design.

Yr opsiwn orau o bell ffordd. Ond dylid cyplysu gydag opsiwn B i greu rhwydwaith sy'n addas at bob defnydd.

Translation provided: By far the best option. But it should be coupled with option B to create a network that is suitable for all uses.

Nice to be able to appreciate the countryside and be away from traffic noise.

Segregated routes get used much more and are not blocked by cars parking or loading

Walk/cycling away from cars and pollution. Provide a connection with nature and a chance to provide more hedgerows and areas for nature to thrive. Please can you use light pollution friendly lamps, if you haven't already thought of that.

We will be able to walk from Sully all the way to Penarth through Railway Walk - how lovely. My daughter can ride her bike to see friends in Penarth when she's a bit older rather than relying on us driving her. A really lovely idea. Please seriously consider this option if the funding is available - what about all that S106 money from all these new houses - where's that going to be spent? Why not use it towards this, maybe the older Sully residents won't agree but we're the future and our children - get the things in place to make it easier for everyone to ditch the car!

it is a huge amount of work. Yes, it would be great, I would love it but can't justify it.

Great to have a route that does not run beside the road. Much more likely to be used by community as a more pleasant journey

Reduces steeper gradients using old railway track. Keeps vulnerable users more remote from poor driving usually encountered when cycling on this section of road.

Best and safest option. Using existing gradients of the old rail track bed will encourage families to use this more than the other options

This would be a wonderful route right through some fantastic countryside that most local people don't know about. Doesn't the land belong to the Welsh Government (purchased for the Severn Barrage that never went ahead)? There is also a ready-made link with Cosmeston and the coast path via the now popular track from Lavernock road to the WW11 site on the cliff top. This option would certainly succeed in attracting people to travel along this route. The current access along the increasingly busy Lavernock road is very unpleasant.

The route should also utilise the old railway route to continue to Arlington Road

I commute from Barry to Cardiff by bike and find the current section from Sully to Cosmeston pretty terrifying/dangerous. Even on the bike route I am very close to fast moving traffic. If option A does go ahead please be aware that the old line, over time, has likely become good (undisturbed) wildlife habitat and this will be lost. Please consider mitigation for this. Does it really need to be lit all night? If biking at night we have lights. No one would want to walk down such an area in the dark. As a woman I would NEVER walk down here at night (lit or not).

I think this is the best option, not only for cyclists but also for motorists using Lavernock Road who would not have the maximum speed reduced. An additional advantage for cyclists is that following a former railway line means the gradients are very moderate, which makes cycling a breeze. This is unlike the current footpath next to Lavernock Road, which takes quite a bit of effort going up and down. As such, I think this option would be most encouraging to get people cycling. As a cyclist, I would certainly use it myself.

Option A is a great idea. Safer for users and will be an enjoyable leisure cycling route adding to the already excellent railway line route through Penarth.

Best option for safety but most expensive and would need to get over land issues

Keeps walkers, cyclists away from traffic and prevents inhalation of air borne pollutants.

Great natural extension of existing well used route.

This route was originally built to serve the people of Penarth and Sully and can do so again with ambition and vision of the VOG Council.

Who owns the trackbed? Is it the Welsh Government ?

Worth the investment to achieve long term gain for the:

Health & wellbeing of individuals

Community benefits

Sustainability and reduction in carbon emissions

More pleasant leisure activity than cycling, running and walking alongside the busy road

I walk/run to Cosmeston from Sully most days and hate the part where I am adjacent to the main road. This route would offer an excellent alternative but I appreciate that the cost of procuring the land and access may be prohibitive.

this is proper investment for safe travelling rather than doing it on the cheap. Reopen the Sully-Penarth trainline instead if possible

An excellent use of existing engineering, the safest option and will complement the coastal path during the winter months when the coastal path can become somewhat impassable at certain points.

This is an excellent opportunity to continue the existing path that goes along the old railway line from Cosmeston to Penarth. It can be used for both leisure and active travel/commuting.

I really like this option. The old railway route would be an attraction in itself and promote active travel for families, commuters, vulnerable people towards Cosmeston and Penarth/Cardiff Bay. It'd be beautifully green and safely away from traffic. I am sure it would attract visitors to Sully and help local businesses too.

Although the initial cost may be greater for this choice in the long term I think it will be the most efficient and practical solution.

The Lavernock Road crossing Would also have the benefit of slowing traffic approach speeds to sully.

Crossing at Lavernock Road could also help to reduce traffic speeds on approach to sully

With local Community Groups such as the Penarth Civic Society's sub-groups The Penarth Tree Forum and Railway Path Project already helping the Council to maintain the existing used section of the path there is great scope to connect with them and the Community at large with this project. Also there are newly forming cycle groups in Penarth who would like safe routes to use in and around The Town/ Vale. This looks like a good option to have

One criticism of Option A is that it lacks ambition and misses an opportunity. It assumes starting the route at the eastern end of the village of Sully, alongside the main road opposite the entrance to Sully Sports & Social Club. It does not consider completing the route along the entire length of South Road through the village, something that will need to be considered if the route is to be appeal to less experienced and confident cyclists. Reinforcing this point, this is a missing section in NCN 88, part of the National Cycle Network, which has long been marked as incomplete on active travel/cycle maps: <https://cycle.travel/route/summary/156710> With Welsh Government plans to introduce a 20mph speed limit on South Road in Sully, the lack of joined up thinking to complete NCN 88 from Barry, through the entire length of the main road in Sully and on to Penarth is more than disappointing. Linked to the above and a lack of ambition, there is also an opportunity to make use of the former rail line from the area of Arlington Road and Brean Close in Sully, crossing Swanbridge Road by way of the former rail bridge and emerging to cross the main road in the area of the Vineyard and rejoin the former rail line there.

The shared path between Sully and Cosmeston has a reputation as a route for punctures with the hedgerows incorporating a variety of thorn bushes. This issue also makes Options B and C less attractive for cyclists.

Option A is the best option, but needs to be extended through the entire village of Sully.

Option A is the best, but why does it not incorporate the entire length of South Road and plans for connections to safe cycle routes coming out of Barry and Dinas Powys.

Why not make use of the former rail line from Arlington Road in the middle of the village. Also, why has the entire length of South Road not been incorporated in the plan?

- It is level and avoids the hill from the St Mary's Well Bay junction to The Vineyards
- It offers the opportunity in the future to make it wider than 3 metres. While segregated from Lavernock Road this Option does not segregate cyclists and pedestrians. The last few years have seen a great increase in the number of cyclists. Cyclists often travel fast and quietly. Please consider whether in due course 3 metres is sufficient width and/or whether a shared use is safe.
- It offers the opportunity at the north end to connect directly to the existing route on the old railway line, which was part of the consultation last year, and thence to Birch Lane. The consultation narrative seems to say this but the plan differs (the pavement north of Ego restaurant is not suitable for cycling "off road"). This would be a much better route than the hill on a winding narrow Cosmeston Drive between Lavernock Road and the old railway line proposed for the north end of this option. There is no easy way of extending the wider track on Lavernock Road north of the entrance to Ego restaurant so cyclists would continue to be forced onto the main road there.
- It includes low-level lighting and would be made even safer by the provision of CCTV coverage.
- Finally and most importantly an alignment onto the existing railway line route would contribute to ensuring that the active travel routes between Sully and Penarth are not seen in isolation but as part of a strategic "joined-up" network of active travel routes, including the Penarth Headland Link, between the wider Vale area, Sully, Penarth and Cardiff,

Route A is by far the best option for all the reasons already listed. But I fear, that short termism will again prevail and we will end up with route B which will in the long run defeat the purpose of getting more people on their bikes and walking. Plenty of these railway lines have been opened up in England. If they can, we can! Route A will be an investment, routes B and C will be a waste of money. You have a once in a generation opportunity, do it right for a change.

Whilst I support the reopening of the former rail line for active travel, one concern that I would have is that this route provides sufficient space to accommodate cyclists, pedestrians and other vulnerable users safely. A number of existing shared routes in the area do not provide sufficient segregation.

Isolated, not overlooked by anyone, particularly unsafe for females and evenings

Appendix B – comments included with Route Option B *(included as they were received)*

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| Close to busy road, with noise and pollution |
| Poor option. Removes greenery. And any competent commuter cyclist would prefer to stay on the road, if the limit is reduced, than weave around dog walkers on the shared use path. |
| Couldn't this route be developed together with route option A? While this is definitely not my favoured option for my daily commute (traffic noise is massive along Lavernock Road as well as exhaust fumes) I would not feel safe using the disused railway all by myself after dark. |
| Couldn't this route be developed together with route option A? While this is definitely not my favoured option for my daily commute (traffic noise is massive along Lavernock Road as well as exhaust fumes) I would not feel safe using the disused railway all by myself after dark. |
| Couldn't this route be developed together with route option A? While this is definitely not my favoured option for my daily commute (traffic noise is massive along Lavernock Road as well as exhaust fumes) I would not feel safe using the disused railway all by myself after dark. |
| Do minimum option - says it all really. In other words the 'easy' option - just tarmac over grass verges next to a busy road. |
| Cycle route probably won't be used by cyclists. They'll continue to use the road. |
| This route basically already exists and is reasonably well used although as per normal cyclists prefer to use the road. The scheme does not mention any improvements to bus services. Like all of these schemes this one is pro cycling and anti motorist it does not take into consideration that generally older people are not cyclists. |
| Would need to widen the existing path so that cyclists and pedestrians have equal space. The cutting back of the hedges/brambles will be a MUST |
| This to me is the best choice since it involves no permanent loss of trees and is more cost effective |
| This is a good route for a lone female as it stays by a well used. But there would need to be additional speed restrictions to ensure the 30mph limit is obeyed. Cars currently travel at great speed along this stretch. |
| Best option for a lone female. Would need to ensure the 30mph limit is adhered to by installing cameras etc. |
| The cyclist don't use the cycle path now they just cycle on the road! Stop meddling! |
| Should not be attached to the main road. |
| Cyclists do not use expensive track, loss of green edge to pavement was an expensive travesty contributing directly to Lavernock Road flooding issues |
| Does not make much difference to the existing facilities |
| It provides a safe and least expensive option for the taxpayer and provides a good route for cyclists. |
| Don't agree with getting rid of the grass verge. If you are getting rid of the grass verge it just means people are cycling or walking even closer to the road. Cyclists are still likely to use the road as they currently do. Not very healthy walking next to a very busy road, whatever the speed of the traffic, and very noisy too. No proper bus shelters along the |

route. Not everyone is able to cycle and not everyone is able to walk long distances, particularly the elderly. No rest points on the route. Wouldn't encourage me to walk it.

My wife and I, though we live in Dinas Powys, often use the road from Dinas Powys to the Barry MacDonalds roundabout, along the path/cycleway Sully Moors Road and through Sully to Cosmeston, so this and Route C would be better.

Would provide a good link between Cosmeston and Sully that is currently inadequate and feels unsafe. Speed limit should be reduced to 30 and the pathway widened significantly to make it worth the cost and effort, making the link feel more like a shared use path and less like a busy main road

Option 1 allows you to enjoy what little remains of the countryside around here. This option is not appealable, walking and cycling near lots of cars would not be enjoyable. Like Barry Port Road this would have low usage.

This option is not good , it will remove grass wedges which soften the landscape and main road . The wider path is not safe for high speed cyclists especially sully now we have electric bikes traveling 30mph + This will endanger life and limb to walkers and lead to conflict. If we use the recently converted path on lavernock as an example this proves it is not used by cyclists who still use the road. The paths are unsightly as all tarmac . Finally to reduce speed to 30 mph on rural road is unreasonable and not necessary . Please do not do minimum option . I would have thought that the developers would be funding this from revent housing estate in Sully under Section 51 ?

Next to busy road

What about horse riders ??

Not quite a good option as option A.

User would be stuck inhaling fumes from passing traffic.

Will feel safer for lone cyclists and those wishing to use it to commute all year round. But to encourage cyclists to use it over the road it needs to be segregated from walkers and have a priority crossing over Lavernock Road.

Priority should be given to cyclists/pedestrians where path crosses from one side of carriageway to other

Who wants to walk or ride next to cars spewing out toxic fumes? Route Option 'A' all day long!

This is a poor option. The reduction in speed limit will aggravate motorists and produce more animosity with vulnerable road users. This option makes the situation for vulnerable road users worse, and will just result is cyclists continuing to use the road to avoid pedestrians on the walkway. It may be the cheapest option but will be a complete waste of money. A completely separate route along the old railway is by far the best option.

This is better than nothing!

Better than option a which involves disruption of nature and high cost

Shared walking cycling pathways are unsafe for people with a hearing problem

This is not a fit and proper consultation.Can we have Option D?Do nothing and save money?

Does not utilise old railway infrastructure which would provide a safer route away from traffic. Even with reduced speed limits, traffic level and speeding drivers make this option unsafe for families cycling with children.

Will this stop the cars if visitors to the rugby club from parking on the cycle path? It is anti social and extremely dangerous

It's important that the new highway code rules are accounted for and cyclists are given right of way at any junction the cycle path crosses

Better than nothing

no one likes walking/cycling alongside a busy road - off road is so much better.

This option would not address safety concerns adequately and would likely be another poorly used cycle path, not doubt annoying drivers who will then blame cyclists for not using substandard dangerous facility. Please reject this option. y

This ticks a basic box of improving what's there, but by spending a bit of time and doing noise level records of Ffordd y Milenywim, Barry, as well as user counts and questionnaires would I think give great evidence to show that it's not an enjoyable cycle route, it's used to get to from A-B but it's not somewhere anyone goes just to enjoy the journey whereas the existing utilised railway path in Penarth is a destination in its own right. People enjoy going to one end and then turning around and coming back as it's quiet and surrounded by nature and so safe.

Good for commuters, would love to see the existing narrow bumpy path improved

Shared paths are a half-hearted measure. Should be separate from walking paths. The Wenvoe shared paths are poorly designed and under used as a result. Dutch style, following the road, which do not give way at side entrances is needed.

Dim ond yn opsiwn addas os hefyd yn dewis Opsiwn A. Fel arall, collir y cyfle i wneud y gorau o'r posibiladau i demtio pob o'u ceir. Ni fydd mor hwylus, o bell ffordd, ag Opsiwn A. Ond os bydd y ddau opsiwn yn cael eu gweithredu, mi fydd pobl sydd efallai yn ansicwr wrth ddefnyddio Opsiwn A yn y tywyllwch dal yn ddigon hyderus i deithio'n gynaliadwy gydag Opsiwn B.

Translation provided: The opportunity to make the most of the possibilities to tempt all of their cars will only be missed as a suitable option if they also choose Option A.

Otherwise, the opportunity will be missed to make the most of the possibilities to tempt all of their cars. It will by no means be as convenient as Option A. But if both options are implemented, people who may be unsure when using Option A in the dark will still be confident enough to travel sustainably with Option B.

I would prefer not to walk/cycle near traffic noise. And I don't think it's necessary to reduce the speed limit any further.

Although this option is the cheapest and it would improve the current cycle path it is not my preferred option. It is beside a busy, noisy road. I would use it as it is better than cycling on the road but I doubt cyclists on road bikes would think it's preferable than cycling on the road. When the hedges are cut it is often a puncture hazard.

I don't want to ride or walk next to lots of traffic. The only positive here is that the speed is reduced, but we'd need cameras or some way of catching people because the cars don't stick to speed limits now. This is just the easiest way of improving cycling but it's just not good enough for us. Please do option A.

Yes, current provision is "OK ish" but needs to be wider, smoother, I ride a road bike and get bounced badly and needs the hedges kept trimmed back. Slowing to 30 from 40 would be much better. Toiling up the bank as traffic speeds past is risky.

People won't use it as right next to road

This would be an improvement but is much less likely to be used than option A. Active travel routes need to be done properly. The costs are far less than for standard roads.

It's not great, but it's still better than the current situation.

Too dangerous as next to speeding traffic and will require crossing of the main road.

This option would be safer than the existing path which is too narrow for a shared walkway. I would however, be sad to lose the verge and I suspect that any reduction in speed limit here will largely be disregarded by drivers as it is at present, unless a speed trap were permanently sited there.

As a driver as well as a cyclist I am not happy about the proposed 30mph limit on this stretch of road. And I prefer cycle routes totally away from traffic

Not happy cycling that close to traffic and the path already in use is very bumpy and not pleasant to use. Also as a car driver would not be happy with speed reduction to 30 mph on that stretch of road on the occasional times I would use it.

This route is considerably less attractive than Option A. It also fails to make use of the former rail line from the centre of Sully and does not provide safe cycling along the entire length of South Road. NCN 88 needs to be completed.

From the S From the St Mary's Well Bay Road turning to The Vineyard and beyond, to widen it to even a clear 3 metres would require the removal of all lighting standards and street signs and replacement of the hedge with a fence (to avoid the current problem of branches and brambles and of thorns particularly following hedge cutting). Its use is noisy alongside a busy road which will become busier when the current and approved building estates are completed as there are no viable proposals to get most of those commuting to Cardiff (or for shopping in Penarth) to get out of their cars. It involves a hill between the St Mary's Well Bay Road junction and The Vineyards At the north end, there is no easy way of extending the wider track on Lavernock Road north of the entrance to Ego restaurant so cyclists would be forced onto the main road. Mary's Well Bay Road turning to The Vineyard and beyond, to widen it to even a clear 3 metres would require the removal of all lighting standards and street signs and replacement of the hedge with a fence (to avoid the current problem of branches and brambles and of thorns particularly following hedge cutting). Its use is noisy alongside a busy road which will become busier when the current and approved building estates are completed as there are no viable proposals to get most of those commuting to Cardiff (or for shopping in Penarth) to get out of their cars. It involves a hill between the St Mary's Well Bay Road junction and The Vineyards At the north end, there is no easy way of extending the wider track on Lavernock Road north of the entrance to Ego restaurant so cyclists would be forced onto the main road.

Appendix C – comments included with Route Option C *(included as they were received)*

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| The off road bit is good/safe/attractive. The on-road, not so much. |
| This feels like a considerable detour |
| I don't really see the point in this route option. It is not direct and users will still be exposed to the main traffic along Lavernock Road. I don't think this option will incentivise people to use their bike or walk more often (and definitely not for a daily commute to Penarth or Cardiff). |
| To me this is the best of the 3 proposed walk/cycle routes offering cyclists and walkers an alternative to travelling alongside the very busy main Lavernock Road and reopens part of the old railway line offering a very scenic route |
| Not sure about this option. It would be nice to have the continuation of Railway Walk but maybe it would lead to a lot of trees being cut down. |
| A route already exists, why waste money.No mention is made of improving the bus service. With the introduction of parking charges at Cosmeston it is pretty obvious that the Council do not want the older generation who cannot cycle or walk that distance to drive there. |
| This route will involve permanent loss of trees and undergrowth |
| Unnecessary waste of public funds |
| Unnecessary waste of public funds |
| Unnecessary waste of public funds |
| How dare you suggest knocking peoples homes down to build this! Who do you think you are? There's already a cycle path there which isn't used what makes you think this would be used? Stop meddling. |
| The cost of this option would mean high costs to the taxpayer which they cannot afford, particularly in the current economic climate where inflation is high and food and utility bills causing undue stress to the average person's pocket. I would suggest that no taxpayer would want to see an increase in their Council tax when another cycle option provides a safer and least expensive route. route |
| Not a direct route for cyclists and doesn't link to public transport. Still leaves you having to use a large part of Lavernock road next to traffic fumes and noise. No rest points along any of the route. Not everyone can cycle and not everyone can walk long distances without resting. Cost implications. |
| Great if not too expensive. |
| What about horse riders?? |
| This halfway option is worse than either A or B |
| would be frustrating if using to commute to work to have to go back to road. A or B would be better option. |
| Longest distance, not so great for commuting |
| Neither fish nor foul. Half better than B, but only half as good as A. Option 'A' is the standout solution for pedestrians and cyclists. Just look at how well used the existing Penarth railway line is used. |
| This option is poor, any reduction in speed limit will cause animosity towards vulnerable road users. The option A is by far the best option |
| A good middle option and I think 30mph should be introduced anyway as it's safer for everyone. |
| This is not a fit and proper consultation.Can we have Option D?Do nothing and save money? |

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| Good compromise |
| Feels a poor compromise - love the off road railway terminating nowhere. not sure i would use it as much as would then have to cut down onto path on roadside. better than nothing or option b but feels like a let down |
| this seems like the safest route and preferable for leisure use. i appreciate that it would be more expensive than Options A or B however, and this may be the last efficient route for cycle commuters |
| Cyclists will cause traffic problems, anything that keeps bikes away from the road is best |
| It's a halfway house and I can see it would give savings whilst still achieving a lot of the segregated benefits, but in my view please think long term and make the use of all the rail path before it is built over any more by houses. |
| This would be a nice continuation of the existing path from Penarth, but it doesn't look like it adds a lot to it, then it does a zigzag to rejoin the main road anyway. It seems to only avoid a bit of road which is isn't currently the worst bit to cycle on (wide enough to not cause conflict, though not everyone is happy to cycle along it), and option B proposes improvements to the path all along that road. I feel like theres not a lot of point in this option. If option A wasn't possible, option B would offer better flow of the route and would be easier to achieve than this option C. |
| Convolutd routes with crossings, u-turns etc should be a thing of the past. Car drivers are given a direct, continuous route along this road - walkers and cyclists should have the same. |
| Mae'n opsiwn well na pheidio a gwneud dim, oherwydd y bydd yn cysylltu gyda Heol Ffynnon Santes Fair, sy'n cynnig lôn dawel i gyrraedd Swanbridge. Ond ni fydd yn hwylus o gwbl i adael lon feiciau, disgyn i'r Brif Heol, wedyn parhau ar bafin y brif heol. Os yn bwriadu dewis yr opsiwn yma, man a man bwrw ymlaen gydag Opsiwn A. <i>Translation provided: It is a better option than not to do anything, as it will link with St Mary's Well Road, which offers a quiet lane to reach Swanbridge. But it will not be at all convenient to leave a bicycle lane, descend to main road, then continue on the pavement of the main road. If intending to select this option, a place and a place to proceed with Option A.</i> |
| Not sure what the benefits are to this half and half solution? |
| If a cheaper option is needed this would be a compromise. Much better than option B but not as good as option A. It would encourage families to cycle more for recreation and could link to St Mary's Bay road. It avoids being near the busy road for a section and it could link well with Cosmeston park for a circular walk, jog or cycle. |
| A lot of work for little gain |
| This is half a job and would get minimal usage. Better than nothing but a poor option. |
| This is not really worth the effort as it will not deal with the real access problem which is the stretch of road from Sully to the back entrance of Cosmeston. This stretch is too narrow for both walkers and cyclists. I also would prefer not to double back on myself. |
| It feels a lost opportunity not to use the old railway line west of St Mary's Well Bay bridge, as that section is particularly beautiful with a nice rock cutting. I would prefer Option A. |

This route is considerably less attractive than Option A. It also fails to make use of the former rail line from the centre of Sully and does not provide safe cycling along the entire length of South Road. NCN 88 needs to be completed.

While it could be widened between Cosmeston Drive and the St Mary's Well Bay Road turning, it has the defect of requiring users to double back on themselves and climb up from St Mary's Well Road to the rail embankment. Widening of the current path from St Mary's Well Bay Road on to even a clear 3 metres would require the removal of all lighting standards and street signs and replacement of the hedge with a fence (to avoid the current problem of branches and brambles and of thorns particularly following hedge cutting). Its use is noisy alongside a busy road, which will become busier when the current and approved building estates are completed as there are no viable proposals to get those commuting to Cardiff (or for shopping in Penarth) to get out of their cars. It involves a hill between the St Mary's Well Bay Road junction and The Vineyards. While it offers the opportunity at the north end to connect directly to the existing route on the old railway line, which was part of the consultation last year, and thence to Birch Lane, this opportunity has not been taken. This would be a much better route than the hill on a winding narrow Cosmeston Drive between Lavernock Road and the old railway line proposed for the north end of this option. At the north end, there is no easy way of extending the wider track on Lavernock Road north of the entrance to Ego restaurant so cyclists would be forced onto the main road. It would involve much of the cost of clearing the embankment but then stop short and not deliver the full benefit of that route.

Appendix D - Current barriers – full list of comments (included as received)

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| Disconnected routes Speed of traffic |
| Very few options to walk or cycle and not feel dominated by car traffic. Poor infrastructure for cyclists. Road traffic too fast to feel safe cycling on road. |
| This route offers a scenic route avoiding a large part of the very busy Lavernock Road where walkers and cyclists currently have to use the often busy pavements - these pavements will still exist if this alternative route is adopted so more time and space will be available when some of the users use this new proposed route instead Reopening part of the old railway line for walking and cyclists will also reduce the amount of currently secretive/covert flytipping and littering that occurs on and near it |
| Limited to using pavements along Lavernock Road which is very noisy and busy with traffic |
| Traffic: Crossing roads and close proximity of traffic to paths and cycleways is offputting. Mix: Pedestrian not always safe from cyclists on shared pathways. Access: Some paths are easily accessible to less mobile users, e.g. the new steps leading from Gwel Yr Ynys estate to existing paths in Sully are not suitable for wheelchair users. |
| Traffic - speed and volume. The existing path is much too narrow for people to walk and cycle together. |
| human psychology, habits and behaviour |
| Not enough separation between cars and cycles/ w |
| Traffic, width of paths |
| Traffic, width of paths |
| Lack of routes segregated from car traffic. Note that current route is narrow, bumpy, often covered in hedge clippings that cause punctures - so this route would be great! (and writing as a 67 year old with an electric bike, old people will be more than able to use the route, if they have the will.) |
| Having to use extremely busy existing infrastructure |
| Having a separate cycle and pedestrian route is safer for all users of that route. However, please ensure there is good lighting so that vulnerable users feel safe. |
| Lack of disabled facilities |
| Speed and volume of traffic |
| None other than apathy and laziness. Existing route is under-used yet perfectly fit for purpose. Creating additional pathways will not generate a perceptible increase in usage and would represent a waste of public funds that would be better spent on valued services. |
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| None other than apathy and laziness. Existing route is under-used yet perfectly fit for purpose. Creating additional pathways will not generate a perceptable increase in useage and would represent a waste of public funds that would be better spent on valued services. |
| Very busy road with aggressive driving. |
| Lack of safe dedicated pedestrian and cycle provisions. |
| The lack of maintenance of the existing cycle route by the council. |
| insufficient cycle paths between sully and penarth |
| The pavement alongside the busy main road where cars travelling at high speed (in excess of the speed limit) is too narrow to allow comfortable safe passage. Parts have bushes growing into the pathway, and the pavement is often covered in places on horse manure, all of this adds to the hazard of cycling or walking along this stretch. |
| Narrow pavement too close to busy road. Foliage often intrudes onto the path making it even narrower. Horse manure covering parts of the path. |
| None |
| Short "token" bits of cycle routes that have no real value, road damage and potholes that mean cyclists need to be ultra vigilant, innate greater comfort of car versus cycling and walking which means most people will continue to opt for vehicular use regardless of cycling/walking provision. |
| None of the options are acceptable. |
| Very dark at night, often leaving work in the area is scary as there are no street light left on around the Cosmeston area. When you can't get a bus this is scary. |
| Current online path is unsuitably maintained, and is nowhere near wide enough- if a pedestrian comes across a cyclist/pedestrian on path, it is a danger as there is no passing points without grass- particular issue if two cyclists at the naturally higher speeds interact in opposite directions |
| Lack of joined up cycle paths |
| Speed & closeness of traffic |
| The current footpath is not wide enough for both cyclist and walkers. The hedges often encroach over the footpath. There are no rest spots for people who may need to rest whilst walking. Too close to the traffic fumes and noise. I would love to walk between Sully and Cosmeston but the current route is just not conducive to walking and not a pleasant walk. Footpath is not very well maintained either. Rarely see a cyclist using any cycle path in the locality, they always seem to use the roads instead. |
| Some of the shared pedestrian\cycle tracks are narrow and in poor condition. The roads do not feel particularly safe due to width, traffic speed and (unavoidable) blind spots |
| Busy road along the route. Reducing speed limit all the way from Sully to Penarth would be good. |

Precisely the absence of an initiative such as this. Road traffic has grown exponentially since I moved to Sully in 1998. The off road cycling option to Penarth is of poor quality, noisy, unattractive and disjointed. There is no safe route at all to Dinas Powys and the links to Barry are also disjointed. Bringing the old railway line from Sully to Penarth back into use would be a significant long term boost to sustainable travel, to community social use more widely and benefit tourism. This wonderful, forgotten artery to Penarth train station has to be the sustainable travel link between Sully - Penarth - Cardiff for future generations. The advent of electric bikes etc is also a game-changer. I sincerely hope that the Council has the ambition and determination to deliver Option A and demonstrate that it can think and act strategically.
P.S. - I think a large local volunteer effort would be forthcoming to assist in vegetation clearance along the old railway route. Let's make it a shared endeavour.

Very busy road

The current active transport infrastructure is very poor. Mixed used paths are dangerous for walkers, so there should be more space to separate walkers and cyclists, which in turn will remove cyclists from the hazards of the roads. Any infrastructure we do have for active travel is disjointed and poorly laid out. Paths are too narrow, not enough crossing points, and there is too much priority given to motor traffic. Crossings should be pedestrian focused with quick changes to allow crossing. Cycle Paths should have priority over joining junctions. Speed limits should be reduced and more segregated cycling infrastructure should be provided

The fact that there would need to be a purchase of land to allow this to be completed - a pity that S. Glamorgan and the Vale don't think forward enough.

Re. 'How often I walk or cycle'; my wife is retired and I am semi-retired so we try to walk/cycle most days of the week - but as a leisure activity.

There aren't any. the biggest danger is cyclists just joining the road with no warning and then they are abusive to car drivers. Cyclists don't ever use the existing cycle path. Cars don't have a choice but to use the road. Cyclists have the path but don't use it.

Busy main roads with limited pedestrian space

The current cycle/pedestrian path feels unsafe near fast traffic.

Safety and poor quality cycle/ predestination path along side a main road. The old railway track is there so why not make use of it.

Safety

Being alongside noisy, dirty, fast moving traffic. Crossing the road safely.

Busy road. I wouldn't want my children cycling near the road. Even if the speed is reduced to 30mph the volume is still high.

This route is the most attractive, would be an asset to the community and to visitors.

Lack of continuous safe traffic free paths/routes

As someone who commutes daily by bicycle, my feeling is that in order to make active travel a viable and attractive alternative to a wider audience, then traffic segregation is critical. Being overtaken by a car travelling at 30mph with less than .5 metre is not safe. This is something that unfortunately is a daily occurrence. The less interaction between cyclists and cars can only be positive.

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| Roads without pavements- Dinas to Barry is a far more dangerous route |
| Traffic, visually unappealing routes |
| Option A is by far the most appealing for local residents. It continues the already popular railway walk while ensuring the safety of road and cycle users by keeping both formats segregated. |
| Busy road close to live traffic doesn't seem to be the safest. A direct route into Penarth away from traffic would solve this. |
| It is not very nice walking or cycling along a very busy road with the speed limit. |
| I run and cycle the existing shared route and the road is quite intimidating especially as too many clearly exceed the speed limit. A route along the old track would be far more scenic, more countryside and would link into the existing Penarth railway walk very nicely. Just a shame it's the most costly. |
| Narrow pavements. Hanging branches and brambles along Lavernock road and also the closeness and speed of passing traffic. |
| Traffic (safety) |
| Current path is narrow and uneven. It's not pleasant to cycle on. Crossing at Lavernock Road feels unsafe especially in the dark at rush hour- which is when I would wish to cycle if I were to commute by bike instead of car. Shared use paths are frustrating to use to commute as need to go slowly to avoid walkers and dogs. All the these things currently make it more appealing to cycle on road for many users. |
| Whilst I I love plan a has any thought been given to personal safety, we live in a world where women don't feel safe walking at alone, whilst it's great to have a route that is completely safe away from traffic I wouldn't feel comfortable using it with no guarantee of personal safety - it's too isolated/ will lack lighting and I imagine no CCTV footage either |
| bad weather, when it rains you see an increase of cars on the roads that's never going to change. |
| Too much traffic on road where cars travel very fast. I tend to cycle via captains wife in sully but this would be much better. It's a pity the old railway line is blocked off as it would open up many more walking routes |
| Perceived danger from motor transport, routes not connected to form continuous safe route, speed of commuting by bike restricted as motor transport always seems to be prioritised |
| Option 'A' is the standout solution for pedestrians and cyclists. Just look at how well used the existing Penarth railway line is used. It is a pleasure to travel along. |
| Dangerous roads. |
| The volume and speed of traffic on the main road |
| The volume and speed of traffic on the main road |
| Connected infrastructure |
| Traffic safety. I would use the route 5 days a week if it was implemented - I currently drive . |
| Unsafe to cycle on the road (especially for children) due to volume of fast traffic. The current cycle lane is not wide enough to cycle on safely as shared with pedestrians and dogs. And vice versa, not safe to walk/run along due to bikes. |

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| The road from Sully to Penarth is like a race track sometimes with no regards to the speed limits. The foot path is poorly surfaced and not wide enough for pedestrians and cyclists to use safely together |
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| Distances from shops, schools, doctors, dentists, leisure facilities are all above the prescribed walking distances and therefore will not reduce vehicular traffic. Have a perfectly good shared footpath/cycle track alongside Lavernock Road which is adequate for the numbers that use it. Cyclists mainly cycle on the highway. |
| Distances from shops, schools, doctors, dentists, leisure facilities are all above the prescribed walking distances and therefore will not reduce vehicular traffic. Have a perfectly good shared footpath/cycle track alongside Lavernock Road which is adequate for the numbers that use it. Cyclists mainly cycle on the highway. |
| We have no problem with walking and cycling between Penarth and Cosmeston because the old railway line provides a great route. Its just the provision west of cosmeston to Sully that needs improving. |
| I currently cycle on the road because the existing path is too narrow for cyclists and pedestrians, and requires frequent stop / starting to cross side roads. The road is not safe however. |
| The one route through involves the use of a road with heavy traffic |
| Road traffic |
| that road between Penarth and Sully is wild and I don't enjoy cycling along it. Same with running along side a busy road. option 1 would transform that experience with a safe, off-road lovely trail for walkers, runners, and cyclists. |
| Lack of safe routes is a major off putting factor for most people, particularly for children and less confident cyclists. I strongly support option A. Option B would offer marginal improvements at the margins of a busy road and is in my view not worth pursuing. |
| Security on path |
| Provides an attraction, much more than just a route. |
| None |
| Poorly maintained cycle paths not segregated from traffic; narrow lanes |
| Busy road with inconsiderate drivers making it dangerous |
| Having to use roads which can be intimidating for less confident cyclists / less appealing for walking |
| Having to use the main road |
| The coastal path is great as far as Lavernock point but not suitable or safe for cycling, and actually quite difficult to get to Sully from Lavernock point when the fields are wet. Riding along the road / on the footpath is a way to get to Sully/Penarth but it's not enjoyable due to traffic noise, and I wouldn't consider it safe to have young kids along as a learn to ride path. |
| None |

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| The paths are too small and unsuitable for cycling, so often have to ride along the road |
| Dangerous roads not suitable for children to utilise as it's not safe. Not attractive. Do not like being so close to cars driving at high speeds. |
| Lavernock Road traffic |
| Cycling along the 40mph stretch of road is intimidating. Cars don't provide enough space. The footway isn't safe for bikes and people to share |
| Lack of safety. No segregated lanes - such as those successful in European cities Combined use dangerous |
| The busy road with poor path currently provided. The road is wide near Cosmeston so I don't usually have a problem cycling from Cosmeston towards Sully but I avoid the bit after St Mary's well bay road as it gets narrower. However the traffic is loud and fast along there and I know not everyone is happy to cycle along it. The lane via St Mary's Well Bay road is my current preferred alternative to the last part as it's quieter and more scenic, but it's not direct for commuters and it's bumpy and narrow and hilly and there's an awkward barrier into the Captains wife car park. Commuting needs a more direct route, off road would be much nicer than next to the road, and would encourage more people to use it as well as see more use for leisure purposes. |
| Heavy traffic. We are not keen on leisure cycling on very busy roads |
| Busy road. Narrow pavements and the need to cross Lavernock road with no crossing |
| No safe access |
| More cycle tracks which are not next to roads |
| Not having Dutch-style segregated, direct cycle lanes. Shared paths that give way at every side road (like has been built at Wenvoe) are tokenistic and will not be used by most cyclists. There is plenty of room along this road to build a proper cycle route, all three proposals seem to be looking for ways to avoid having to do this. If it is not segregated, safe and continuous people will not use it. |
| None, except the volume and speed of the traffic. Route B is the direct route, would cost less, and separates cyclists from motorists. However I would like to see the old railway line opened further for walking |
| Speed of cars along the road |
| Cars travelling too fast through South Road |
| Currently there is no segregated lane on Lavernock road and an unnecessary grass verge which could easily be transformed into a segregated cycle lane with the pavement improved for walkers |
| Safety and condition of the existing surface. |
| Lack of crossing points and too much traffic on roads. |
| Narrow bumpy track with overgrown hedges close to fast traffic. |
| Walking along the road is horrible! |
| Lack of connection between schemes. Lack of investment usually provides poor quality of schemes. |
| Too much road traffic. Too fast and aggressive. Too much pollution next to road. No safe place for pedestrians and cyclists.....second class citizens in terms of transportation methods. |

I am an existing user and have commented several times that the existing Lavernock Road shared path is dangerously narrow. So I should welcome proposals to make improvements. However I do not accept that the speed limit has to be lowered. Have other solutions been considered, e.g. some sort of barrier / handrail / 1/2 height fence. been considered? The lower speed limit will build resentment, especially when the cycle path is not being used. The road does not lend itself to 30mph travel, and I'm saying this as an inexperienced cyclist. This is why I am giving a score of 2 for whether this is a positive initiative. For the question below (how often do you walk or cycle ...), the list of answers is incomplete. I do not cycle when it is wet, icy or too dark. When the weather and light are ok, I cycle about 3 times per week.

Busy road

Route A seems to be the best option of the three. However, as a cyclist, the main difficulty still will be in the village of Sully where the cyclist does not seem to have priority and needs to give way to all other roads including side roads. Serious cyclists and commuters will continue to use the main road if they have to stop and give way at each and every junction. Each crossing of a road where the cyclist does not have priority brings considerable risks, possibly more than offsetting the safety gains made by putting cyclists on the footpath.

If you look at cycle paths in both Netherlands and Denmark, when on main routes, they have priority over cars on side roads and private drives etc, which is the complete opposite of cycle paths previously seen in VoG e.g. Wenvoe to Barry - quite dangerous.

I would use Route A more regularly on my travels to Penarth from Sully than I do at present.

Actually, it would be nice if this was part of an overall cycle route between Cardiff and Barry Island. Right now, to get to the beach on a sunny day, one would either have to be stuck in traffic, or use overcrowded public transport. Being able to cycle would provide a much needed third option.

Many residents of Sully try to access Cosmeston country park, by walking along Cogg road , to it's junction with Swanbridge road, then walking the public footpath past Home farm, to cosmeston.

However, walking along Cogg Road is very dangerous, and cannot be attempted with young families.

I would like to see some footpath provision, possibly through the new housing development on Cogg road,(Gwl yr ynys) to the access road to Home farm, where the public footpath starts.

The footpath is a very important link to cosmeston, but needs to be improved by drainage, better signage and surfacing around the farm buildings as, during the winter, this route is impassible due to mud.

Improvements to this route would enable many people, including many young families that live in sully, to enjoy a safe country walk to the country park.

Would encourage more people to cycle/walk Sully/Penarth and connects directly with Penarth train station.

Perfect to link use of E Bike OVO bike schemes in Penarth, Cosmeston and Sully.

No off road routes

Leaving Cardiff from Cardiff Bay to get into the Vale of Glamorgan is frightening as a cyclist. I have avoided that route out for 30 years, tried it couple of times and just not worth the danger even on a Sunday. This would help a bit and I would try it and if safer might become my access out of Cardiff every weekend.

Busy road

Lack of dedicated cycle routes.

The existing routes are extremely poor (not wide enough and poorly maintained).

Lack of acceptable infrastructure and lack of investment in said infrastructure.

Recent infrastructure changes not being constructed to best practice designs, but to "that complies" standard which doesn't encourage use. Housing, school and shop developments that are carcentric. Too narrow a shared use path unprotected path and lanes. Too high a speed limit. No deterrents to speeding. All routes other than vehicle based are not direct and convoluted. Lack of lighting.

Proximity of the footpath to the road. Lack of sweeping of the footpath - so thorns, branches, twigs etc which make it tricky for cyclists.

Narrow uneven footpath along Laverock road, difficult for passing when, walking, running or cycling.

Noise and pollution from traffic.

Difficulty crossing the road.

Existing footpaths sloping and in disrepair.

The push by Welsh Government and the Vale Council for cycling and walking has to be tempered by a number of factors.

There is an ageing population in the area and the real potential of getting any appreciable number of people out of their personal transport has to be limited.

There are increasing numbers of businesses which rely entirely on vans or small trucks to carry out their work

It is a fact that where the Vale of Glamorgan and other Councils have spent enormous amounts of money on dedicated cycling routes, there remains a reluctance by the cycling community to use them. This practice of cycling on the carriageway, where these lanes are provided, defeats the object of providing safe routes for cyclists

I really like Option A. The old railway route would be an attraction in itself and promote active travel for families, commuters, vulnerable people towards Cosmeston and Penarth/Cardiff Bay. It'd be beautifully green and safely away from traffic. I am sure it would attract visitors to Sully and help local businesses too.

Interest. Riding or walking along a disused railway line rather than along the side of a busy road is much more appealing and more likely to get me to use my bike for leisure with my family and commuting. Joining up with the path from Cosmeston to Penarth would make it very attractive for both users from Sully and Penarth and all in between. It joins the areas up very nicely.

Cycling on existing path along Lavernock Road is impeded by narrow path, hedgerow cuttings that cause punctures and crossings of estate access roads and driveways and is relatively unpleasant cycling next to 40mph traffic. Option A provides the safest route and more likely to be used by cyclists and pedestrians and provides a more strategic improvement.

Too much focus on cars. Many people too scared to cycle.

Active travellers need to feel safe and attracted to the choice of walking and cycling. Current facilities, or the lack of them, act as a deterrence. Indeed, the current arrangements are positively dangerous. In this respect, it is surprising that

the proposal does not envisage an active travel route along the entire length of South Road and also consider opening the former rail line from Arlington Road/Brean Close for active travel. South Road is a positively dangerous road and misery for its residents. Urgent actions to reduce the speed limit to 20mph and deter pavement parking are required, and alongside other measures to make it more attractive for pedestrians and cyclists.

South Road and the B4267 from Sully to Cosmeston/Lavernock are incredibly dangerous. The lack of an active travel plan for South Road in Sully, which also improves the lives of residents, is disappointing. Commuters from Barry will also be disappointed by the lack of drive to solve this and deliver NCN 88 between Barry and Penarth. Not taking this action will limit the success of a new active travel route from the "eastern edge of Sully".

Lack of cycle route through sully village.
Attitudes to cycling and walking.
Weather!