

Waycock Cross to Rhoose 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 Waycock Cross, Barry to Rhoose between 11th October 2022 and 1st November 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;
- 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

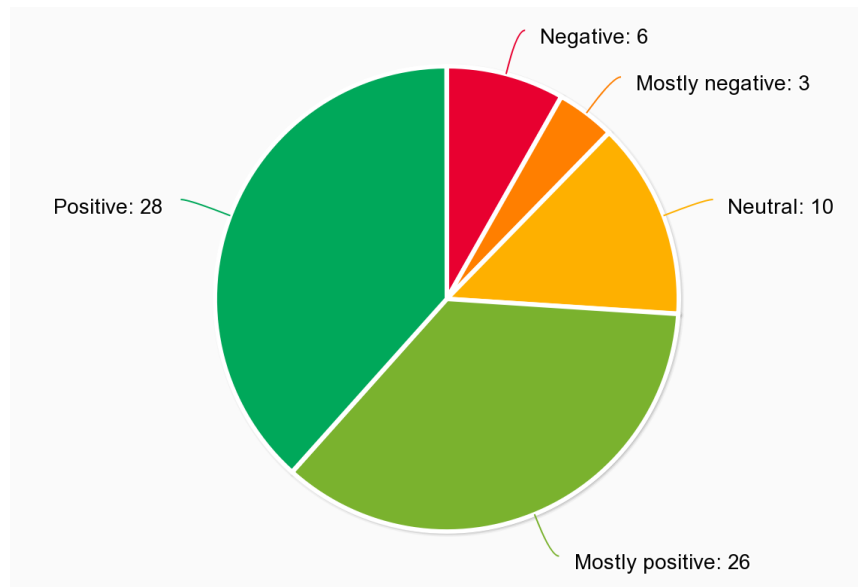
The route options consultation was hosted on the Welsh Government funded portal Commonplace (<https://barrytorhooseactivetravel.commonplace.is>).

There were 826 visitors to the consultation webpage.

71 unique users responded to the survey and there were 181 contributions. 53 respondents confirmed their email address. 18 respondents did not confirm their email address.

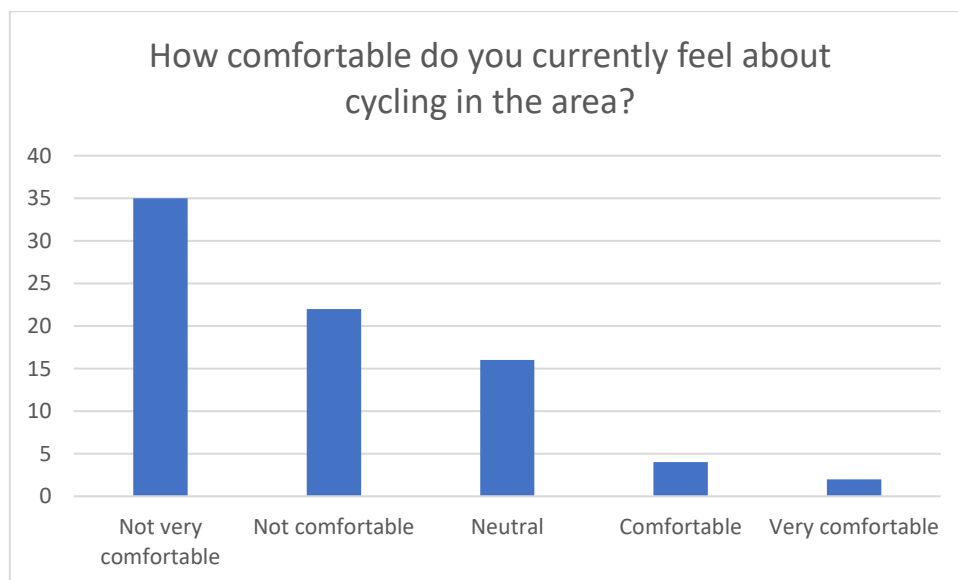
2 emails were received to the activetravel@valeofglamorgan.gov.uk email address provided on posters and the website, and they are included in this report.

88% of the respondents thought the plans to improve conditions for cycling and walking in this area were positive, mostly positive or neutral.



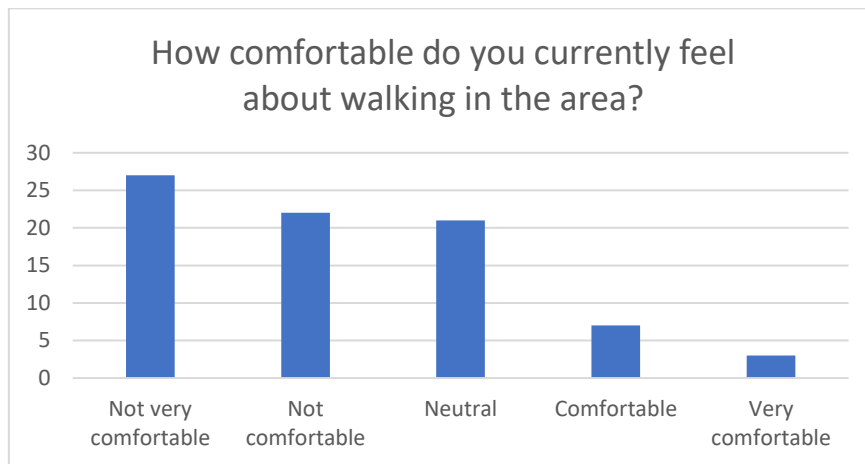
Online survey results:

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



72% of people who answered this question feel either *not very comfortable* or *not comfortable* currently cycling in this area.

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



61% of people who answered this question feel either *not very comfortable* or *not comfortable* currently walking in this area.

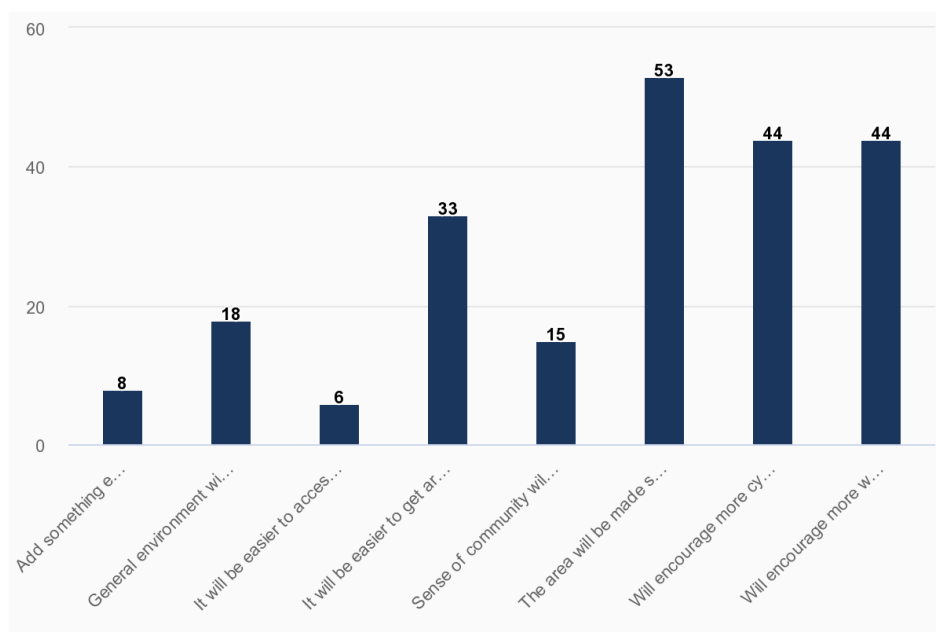
Question 3 asked ‘What are the current barriers to Active Travel in the area?’

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

The key themes arising are:

- Volume of traffic in the area.
- Speed of vehicles on the existing highways.
- Lack of cycling and walking infrastructure.

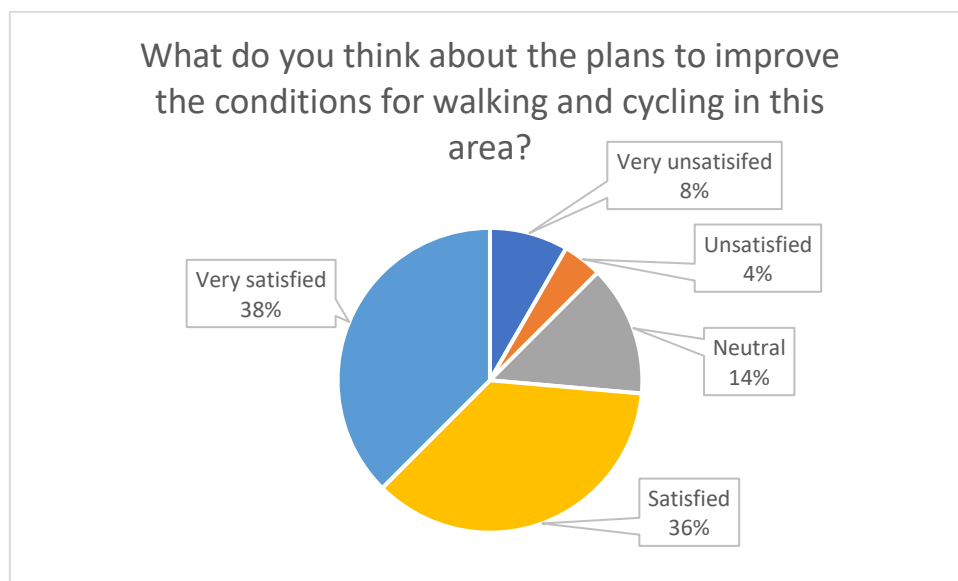
Question 4 asked why the respondent liked the proposal.



Respondents were given the option to add something else. Comments received were (*written as submitted*):

- We need less cars on the road;
- Will be excellent for running longer distances;
- Why are you doing this when there is already a road through Porthkerry park which is accessible from x3 areas of Barry;
- Safety for existing users will be improved;
- I dislike these proposals because they are unnecessary and a complete waste of funds;
- I think the council need to look at better arrangements for cyclists as they continue to use the road. Maybe fines sound be issued to cyclists who use the road when a cycle path is available;
- It shows that you want to encourage healthy travel. A great safe route already exists and is more picturesque. Through Porthkerry Park and up the lane the other side;
- A complete waste of money.

Question 5 asked:



74% of people are *satisfied* or *very satisfied*.

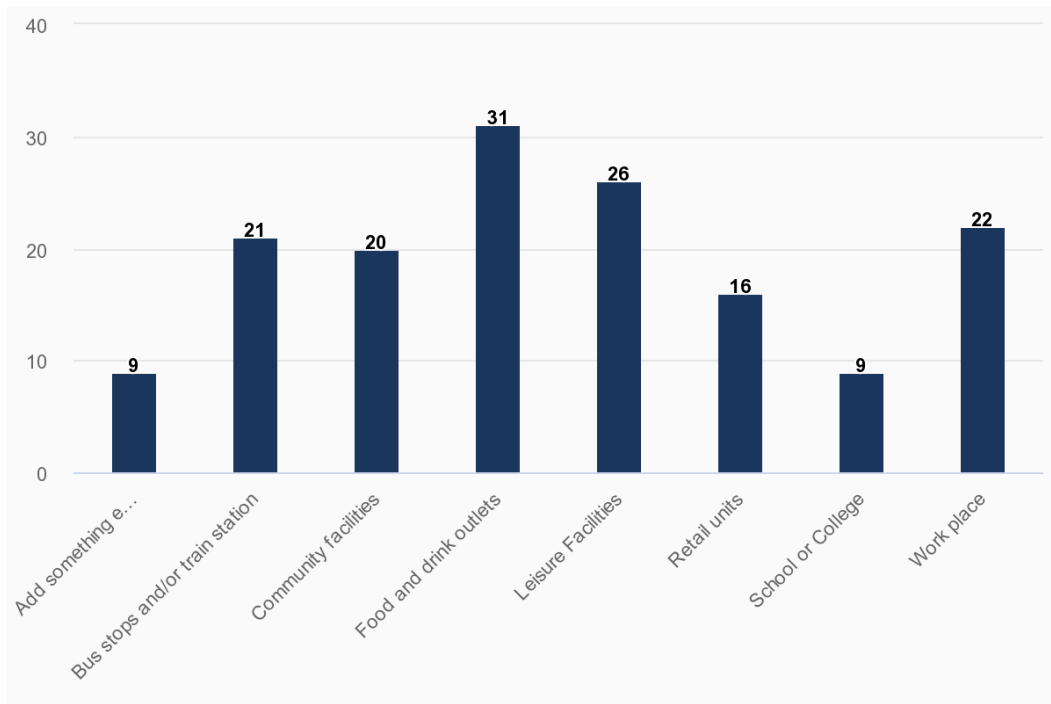
Question 6

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:

- Dissatisfied with pinch points along route;
- Concerns they won't be used;

- Concerns over inconvenience when being constructed.

Question 7 asked what facilities they use in the area:



Respondents were given the option to add something else. The responses were:

- Live in Rhoose and travel along this road by car;
- En route to my supermarket;
- Supermarket on Port Road;
- A green belt that adds an attractive place to cycle;
- Countryside walking;
- Visit family;
- Nothing;
- Leisure cycling and visiting friends in Rhoose;
- I walk.

Question 8 asked for other comments or suggestions

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

- Respondents encouraged the provision of segregated paths for cyclists and pedestrians;
- General support of the scheme;

Responses received outside of the online survey:

1. Email from Councillor Marshallsea, Illtyd Ward.

I am writing to express my full support of the planned Active Travel route from Waycock Cross to Cardiff Airport. Segregated parts of this route as well as shared spaces will encourage more people to travel actively, as well as leisure cyclists. The benefits these safer routes have to our community are huge, the Vale Council has declared a climate emergency and supporting people to travel actively will have a long term effect on the climate crisis, as well as individuals health and wellbeing,

Council response to number 1 – Thank you for your support of this proposal.

2. Email from Vale Veloways.

Vale Velo Ways / Llwybrau Beic y Fro (VWV) are heartened by VOG's commitment to active travel and are keen to work together to ensure that the Vale's active travel infrastructure is of an exemplar standard within Wales, making this truly the active travel nation, putting into practice its long-standing sustainable transport policies. In recent years, the VoG has been improving active travel links - much has been achieved, but we still have a long way to go to achieve exemplar standard.

VWV supports the VoG's aim of providing a strategic active travel corridor from Barry to Rhoose. The general proximity of the route to the existing road is helpful in providing a perceived level of security for lone travellers. Although the noise and pollution from vehicles is unwelcome, this is outweighed in this instance by the reassurance provided by the presence of other travellers.

VWV is pleased to see that the majority of this route is segregated provision for cyclists and pedestrians, which is much closer to the guidance from Welsh Government on Sustainable Transport Provision. We note that there are still sections of shared use at pinch points and near the airport. VWV will always prefer designing after best practice with full segregation of pedestrians and people on wheels. There are a few sections of the proposed route where the path appears to yield priority to traffic accessing the fields along the route. These field and property accesses must take proper account of the *Llwybr newydd* sustainable transport hierarchy, and prioritise walking and cycling at these junctions, with proper priority markings. The VoG will no doubt be aware of the December 2014 Design Guidance, Active Travel (Wales) Act 2013 and the drawings at DE02, DE022, DE023 and DE024 on pp.317-324 which set out how such bidirectional paths should be designed.

Similarly, the roundabout at the Holiday Inn appears, as drawn, to yield priority to motor vehicles. Again, the Active Travel Hierarchy must be respected at this junction, with the active travel route properly marked. This loss of priority is a common factor on many of the VoG's recent shared use paths, and is a strong disincentive to their use by people on bikes.

The final point of note is the pinch-point at Tynewydd Farm. We acknowledge that this is a difficult location for squeezing through an active travel route - but it's the difficult locations that matter to active travellers, and active travel routes should not be squeezed. Is the VoG bold enough to resolve such constraints at the point of design and instead move the carriageway to the north in order to make proper room

for the active travel route? Could the active travel route instead pass to the south of the pub and hotel, linking with the existing track to Porthkerry? There's no easy answer here and VVW understands that in order to be certain of funding, active travel proposals should be ambitious, thus delivering a proper integrated and joined up network. VVW is happy to work with the VoG to work through these constraints and determine the best route for active travellers.

Vale Velo Ways / Llwybrau Beic y Fro represents the ordinary person travelling by bike through and within the Vale of Glamorgan. Our membership consists of, and welcomes people of all ages and bike-abilities, on bikes, trikes, recumbents, cargo bikes, e-bikes, and bikes we've never seen before. VVW's members are daily users of the Vale's Active Travel infrastructure, and are ideally placed to work with the VoG on the successful implementation of the Weycock Cross to Cardiff Airport active travel route.

Council response to number 2 – All of these comments will be considered

Recommendation

The Council will take into account all comments received through this consultation. They will be considered as part of the next stage of design and further public consultation would take place.

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

Appendix A

Question 3 - What do you think are the current barriers to walking or cycling in this area? (Included as they were written by respondent)

1	Not feeling safe to do so
2	I do cycle and the current cyclepaths are fine but then just suddenly stop. Also the walkways on the coastal-path are in desperate need of upkeep. We have a beautiful coast and compared to other areas of the Welsh coast ours is sadly lacking.
3	Roads are too bumpy to cycle. Pavements get parked on
4	No pavement. Heavy traffic. Dangerous.
5	Cyclist in the middle of the road cycling side by side
6	There is no existing pathway so users are forced onto grass verges and sporadically jump out onto the road in between passing cars. It's very dangerous. This stretch has seen a huge rise in pedestrian traffic recently with the change of use of the local hotels in the area.
7	The missing bit between Holiday Inn and Waycock Cross roundabout. I would never cycle on that road, but would use it if there was a shared path.
8	Lack of provision of pavement or cycle path
9	Traffic volume. Limited crossings. Car parking on pavements.
10	Lack of footpath and cyclepath between the airport and Weycock Cross. Lack of streetlighting on the airport bend makes cycling too dangerous to get to work (I work at the airport).
11	No pavement
12	Speed of traffic. No pavement. Cyclists not using correct designated option where available. Poor lighting in some areas.
13	No clear and dedicated footpaths for a majority of the route or barriers to road traffic.
14	No pavement for people walking from Barry to Rhoose
15	no pavement. narrow road.
16	Need complete rethink see proposal below
17	Creation is easy - but footpaths and cycleways need regular maintenance- that is a major issue/ problem
18	This road is too dangerous to cycle. Vehicles including HGVs overtake constantly at high speed and it feels very unsafe. I use the route through porthkerry instead but this is hilly and longer as it takes me in the wrong direction for work.
19	Cycle paths are NOT maintained and are dangerous in places . New Cycle paths come to an abrupt end to nowhere.
20	Traffic, Cycle paths just end having to join busy roads at some points. Some not fit for purpose
21	I currently commute by bike to Barry daily and I dread using this section of road twice a day. It is a narrow fast road where cars often pass cyclists extremely closely. It is the number 1 barrier to cycling between all areas west of Weycocks cross and Barry/Cardiff. It feels extremely unsafe currently. There is also no pavement for pedestrians and people often walk in the road, which is clearly unsafe. This key section of road would link up the existing good active travel infrastructure heading towards Cardiff very well

22	Road currently feels very unsafe and fast. Going alternative way through Porthkerry Park is very indirect and means climbing a steep hill to get to llandough/dinas/cardiff. Making it not feasible as a commuter route. This road does not feel safe for an experienced cyclist so I imagine less confident cyclists would not use it currently. It is also not safe to walk here but people often do wal between the Toby carvery and airport hotels, there is no safe path and people walk in the road. Currently this route is completely unsuitable for walking or cycling.
23	There is no footpath or cyclepath connecting Waycock Cross to the Rhoose roundabout. You can't walk along Port Road as there's way too much traffic that speeds past.
24	No dedicated cyclepath from rhoose to barry
25	Love the existing cycle paths but they need to join up. Would love to cycle from barry to rhoose but currently too dangerous
26	Traffic, no safe and well maintained cycle paths
27	Cyclist who think they are in the Tour de France
28	Lack of cycle paths and footpaths between Weycock Cross and Airport. Excessive speed by motorists and the comparatively narrow lanes cause a lot of "close passes" to cyclists. The road up from Porthkerry Park to the Ring Road is quite steep and puts off a lot of cyclists.
29	I live at New Farm on Port Road with my young family. The road outside the farm is extremely busy for most of the day and night. Large lorries and other haulage vehicles make up a lot of the traffic. It is also a preferred route for motorcycles who speed a long the road. The pavement is too narrow to be able to walk holding my childs hand or to safely push a buggy. The speed or the traffic, the volume of traffic and the lack of a suitable pavement and crossings make it too unsafe for pedestrians to walk up and down the road. There is no cycle path. I would love to be able to walk my children to their local primary school but given the state of the road it is too unsafe.
30	No parh for cycling or walking and road narrow for a busy road to cycle on
31	A few areas with no safe pavement to walk/cycle! Speed limit to fast and blind bends mean road cycling is dangerous!
32	Speed of traffic and amount of traffic. Wouldn't want to walk the route - not really linking useful areas together. Quicker and nicer to walk through porthkerry. Same goes for cycling -
33	From the airport to Barry mo footpath ir safe cycling route
34	No safe pathways from Cardiff airport to Barry
35	Lack of pedestrian and cycle paths. The main road is too narrow and traffic too fast.
36	lack of consistent and segregated active travel path
37	Very narrow or no pavements close to a very busy road
38	Walkers: No pavement for walkers. Cyclists: A minority of HGVs who overtake too close and too fast.
39	Discontinuity (loss of cycleway and footway between Airport and Barry), poor alternate route (vertical and horizontal geometry past Egerton Grey to Cwm Porthceri as well as the climb back out of Cwm Cidi), and obviously traffic speeds and driving standards on A4226.
40	Why are you wasting money on a project such as this? Cyclists ignore just about everything that applies to them. Spend it on the disgraceful state of the roads that benefit motorists who actually pay to use the road.

41	Poorly lit areas, and lack of safety measures restrict many women from doing any sort of exercise outside daylight hours.
42	Lack of good quality infrastructure
43	No pavement
44	No pavement volume of traffic on port road
45	No path from Cardiff airport to Weycock cross at all. If walking you have to walk on overgrown grass area with difficulty
46	Fast traffic. Many heavy vehicles. No footpath. No safe crossings. Narrow width in places. Noise. Exhaust fumes.
47	speed of traffic & no pavements
48	the presence of motor vehicles
49	No footway or path High and illegal traffic speeds and no enforcement. Incompetence of drivers to sustain even the most basic of driving standards for their own and others safety. Impatience of drivers with the Must Get In Front mentality. Poor joining up and junction layout at the Barry end roundabout which currently is designed in a poor manner and lane set up and manner which contravenes general highway code and driving teaching, no joined up flowing active travel options. Vehicular priority at all junctions. The layby is a nightmare to pass.

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

Appendix B–

Question 5 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)

	Comment	Council response
1	I cycle, but many residents don't. The majority won't benefit from this initiative, the thinking behind my elderly mum cycling to Barry for her shopping or going to the doctors is not going to happen.	This has been a route that has been requested during the ATNM consultations.
2	The road is not wide enough as it is cyclists cycle in the middle of the road or 4 abreast. There is only one road to Barry and doing this will cause nightmare delays for work and schools. Previously causing children to be late for exams and people were docked wages	The Council are exploring the purchase of land in order to construct this route and disruption during construction would be kept as minimal as possible with advance warning given to motorists.
3	The proposals show a huge improvement of the existing highway for all users	Noted, thank you for your support.
4	I'd love to be able to cycle from Rhoose to Barry with my kids in a safe manner - currently cycling on the main A4226 is ridiculously dangerous - I have been cycling for 40+ years and won't ride along there.	Noted, thank you for your support.
5	two pinch points are disappointing. Council should consider engagement with local property owners to see appetite for land purchase and moving walls to enable full width path to be maintained throughout.	We will provide the widest routes possible should this route go ahead.
6	Maintenance of existing footways and cycleways are essential, and should take priority over new schemes	The design of this scheme is being funded through the Welsh Government Active Travel Core fund. The maintenance of footways and cycleways is the responsibility of the Councils Highways Department and their revenue budget. Please email activetravel@valeofglamorgan.gov.uk if you have any particular areas of concern.
7	As above . There are more critical routes to improve that benefit more of the population. No one is going to walk this route from Rhoose to Barry. Road is way too busy . We need cycle ways away from main roads to encourage families / people who don't cycle much to use -	There are a number of key destinations along this route that residents of Barry and/or Rhoose may walk/cycle to if they have a safe provision.

8	<p>I am happy to see the scheme put forward finally. However I do think that the inclusion of 'pinch points' will discourage many cyclists and leaves a severe conflict between cyclists and pedestrians. I am wondering why it is necessary to include pinch points when the opposite verge of the S2 carriageway is left untouched? It would be prudent to slightly widen the carriageway northwards onto the verges, no matter the disruption caused, to maintain the minimum WGATG manual standards for shared use at least. I appreciate that there are buried utilities constraints in the area but in any case, could the reason for each pinch point be clarified as part of the consultation response? I am sure the WG transport team would be keen to understand the reasoning here as well as it certainly has the optic of 'active travel but only if it doesn't disturb the drivers' and that will not go down well or be very effective. Please consider that the reputation of active travel infrastructure in the Vale could hardly be lower, and every scheme you deliver is an opportunity to turn that around - this one could be a big win, please don't waste it, as all of us advocating active travel are rooting for it.</p>	<p>The design team will revisit the areas you have mentioned and provide as wide a facility as possible.</p>
9	<p>A cycle path will make the road slimmer and then the cyclists will still use the road as they do everywhere else!! This will then impact the already over used and troublesome route even more negatively.</p>	<p>This scheme will have minimal effect on road width with the majority of the road width remaining as is.</p>
10	<p>They will be underused as cyclists ignore them, also the usage rate will be minimal.</p>	<p>By providing a high quality segregated provision it is envisaged that cyclists of all abilities would use the provision.</p>
11	<p>Shared pedestrian/ cycle paths are a waste of money. Cyclists don't like them & pedestrians don't like them.</p>	<p>The majority of this proposal includes the provision of segregated paths.</p>
12	<p>Great for walking but cyclist don't use the cycle paths. Maybe WAG should look at fines if a cyclist uses the road when a cycle path is available.</p>	<p>By providing a high quality segregated provision it is envisaged that cyclists of all abilities would use the provision.</p>
13	<p>All proposals should comply wholly with Department For Transport LTN (Local Transport Note) 01/20, July 2020</p>	<p>Our proposals follow the Welsh Government Active Travel Guidance 2021.</p>

Appendix C

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

	Comment	Council response
1	The questions above do not really relate much to Rhoose. We have very few facilities so this question above is not terribly relevant to where we actually live.	This scheme would connect Barry to Rhoose. If you have any active travel requests specific to the Rhoose area, please send them to activetravel@valeofglamorgan.gov.uk
2	Build an alternative route	This route is aiming to provide as direct a route as possible connecting communities and key destinations.
3	Please, please, please make this happen - will be a massive benefit to people in Rhoose.	Thank you for your support.
4	This is an excellent proposal, as someone who cycles regularly on this route I would be absolutely delighted to see this section of road made safe and accessible. As it currently stands this section of road is a major barrier to traveling on a bike or on foot as it feels so dangerous and narrow. I have tried to explore other ways of getting between Rhoose and Cardiff by bike and there is no other feasible route but every time I go on this road it feels like an accident waiting to happen. Please make this happen	Thank you for your support.
5	This is great proposal, please make it happen	Thank you for your support.
6	Great to see segregated paths included in this proposal, it seems the message is getting through. Ignore the comments about going through Porthkerry - not many females I know would like to cycle/walk through there in the dark - I'm not keen as a male to be honest! This would also connect to the top end of Barry and Five Mile Lane etc. There is no pavement currently and there are people who walk along here - there have been deaths because drivers just don't expect it. Please get this done!	Noted and thank you for your support.
7	Segregated is best but painted cycle paths pretty useless	The majority of this proposed design includes segregated paths.
8	It doesn't take into account the Legal and General Model Farm development plans which include remodelling the Dragons Tail roundabout and the predicted model of traffic would mean the road widths would be too small	At the time of consultation, no decision has been reached on the Model Farm development.

9	Would be a huge benefit to both foot pedestrians and cyclists, both at present are inadequately catered for.	Thank you for your support.
10	Well lit cycle path so this doesn't limit access to day time	Lighting would be considered as the design progresses.
11	Alternative route needed away from busy road .be more imaginative with your cycle routes - following main roads does not encourage non cyclists to use bikes and current cyclists won't use this routes as it will do what lots of your other routes do - change road sides, leading to dangerous crossing points	This scheme is aiming to provide as direct a route as possible connecting communities and key destinations.
12	Please maximise segregated path over shared ones. Also, please ensure pedestrians/cyclists have safely priority over vehicles at crossings.	Both your points will be considered at the next stage of the design process.
13	for these plans to be effected I presume the well established hedgerows on the land to be acquired will be removed. These provide a great environment for many birds, mammals etc. Will there be studies required to check on the species affected? An alternative is to construct the new pathways on the southern side of the existing hedgerows where possible. This will provide an extra buffer between users and the traffic. The importance of hedgerows is regularly highlighted by the Woodland Trust and other wildlife Organisations.	The appropriate ecological and environmental surveys will be undertaken before any further work on this scheme takes place.
14	As a cyclists, this proposal is a huge improvement compared to some other local cycle paths which are simply not fit for purpose. However one issue stands out straightaway, travelling in a westerly direction along Port Road, passed Tescos down the hill through Weycock cross roundabout, how does a cyclists travelling at road speeds safely transfer from the road to the shared pavement without potentially colliding with a pedestrian waiting to cross?	Thank you for your response. Connections either end of this route will be considered at the next stage of the design process.

15	<p>I am happy to see this scheme being put forward finally as even just the gain of a footway would be transformational following the recent tragic killings of pedestrians by drivers on the 50mph A4226. But I do think that the route perfectly paralleling the A4226 is a bit of a short cut/lazy approach, though I understand that an alternative approach would be very expensive. Considering that the built environment will be semi permanent and likely set the tone in the area for MANY years to come, maybe consider something a little more sector-leading rather than just the usual parallel cycleway. But otherwise what is going in is better than do-nothing.</p> <p>One thing that I absolutely love using some of the later built A4174 paths in Bristol is the use of noise bunds and real separation between the motor and active travel carriageways - pollution and noise are much reduced and it makes the active travel route feel safe and accessible for families, especially with young children and dogs. Otherwise despite the standards requiring a narrow verge strip, it does still feel like walking/riding along a tightrope inches from certain death.</p>	<p>Thank you for taking the time to respond to the consultation.</p> <p>We will consider your comments at the next stage of the design process.</p>
16	<p>Yes, get rid of the overpaid useless pen pushers who come up with these stupid ideas.</p>	<p>Comment noted.</p>
17	<p>Make it mandatory for cyclists to use cycle paths</p>	<p>The Council does not have the powers to do this.</p>
18	<p>I believe it was proposed that this cycling / pedestrian improvement was to be financed by the Model Farm development. Is that still the case and how would later site development affect the new tracks? Would they be dug up again? Model Farm plans show the cycle route passing through the industrial (yeh right) estate. Why the narrowing at Model Farm if it will not be there?</p>	<p>At the time of consultation, no decision has been made on the Model Farm development.</p>
19	<p>benches to rest</p>	<p>The provision of seating will be considered as the design progresses as the importance of resting spots is recognised.</p>

20	<p>Generally, the route is coherent, and I appreciate the work that has gone in to planning it. As with previous, recent VOG Active Travel developments, I note the preference for shared use paths in some sections of this route, but am heartened that other sections appear to grade-separate people on feet and people on bikes, and am especially heartened by the verge-separation between bikes and the carriageway.</p> <p>There are a couple of items of note in the proposals as drawn:</p> <p>1) Priority for walking and cycling at junctions. I trust that priority will be designed in to the plans, taking Wales Active Travel Act Guidance DE602 into account.</p> <p>2) The pinch-point in front of Tynewydd Farm is a bit of a fudge, isn't it? Is there any prospect of realigning the carriageway to the north to give proper width to this shared use path?</p> <p>3) The roundabout at the Holiday Inn looks dangerously like a loss of active travel priority, as currently drawn. Priority must be given to active travellers in the form of lclear marking of active travel continuity.</p>	<p>Thank you for taking the time to comment on this proposal.</p> <p>Segregated paths have been provided for the majority of this route, but the pinch points will be revisited.</p> <p>Priority for AT at junctions and roundabouts will be reconsidered at the next stage of the design process.</p>
21	LTN 01/20	Noted.
22	<p>This will open up employment opportunities at the airport for many who cannot currently get their by bus for early/late shifts.</p> <p>The introduction of segregated cycle and walking paths is great to see. If they can be built on the other side of the hedgerow then it may reduce some of the noise from the vehicles.</p> <p>This is a really important, missing, connection and it's great that's it's being looked at.</p> <p>I can see comments about it not being necessary but the penny will drop soon and drivers will realise that cars are no longer the king of the road and that there has to be a change in how we get around. I'd rather cycle from Rhoose to Barry smoothly and continuously than be stuck in traffic getting stressed.</p>	<p>Thank you for your support. Providing an active travel route away from traffic is being proposed.</p>
23	There is already a better safer route.	Noted.

24	I am so pleased to see that most of the route is segregated. For the bits that aren't could the roadway be narrowed to allow segregation to continue, or are there any alternatives. Just seems a shame. As the plans are OK, but you could make it future proof by widening a bit and ensuring fully segregated with walkers and cyclists having full priority over every junction (property/field entrances). The roundabout and links with the airport needs to be looked at. Also the links into Barry and to the paths along Port Road and 5 mile lane. The section which is slightly set back from the road will need lighting (perhaps low level) to ensure people feel safe using it on winter nights). So pleased to see this and a huge improvement on recent consultations (Penarth Road being a particular low point).	Further work on the design of the scheme will be undertaken to provide segregation for as much of the route as possible. Your other comments will also be considered.
25	People suggesting that you can currently use the route through Porthkerry obviously do not do it. Yes, it is available but it is not lit, it is isolated and there's hills on either approach - as a lone woman I would not use this early morning or evening (although thank you for changing the barrier). Segregated paths that you've shown are excellent progress - thank you. I appreciate there are pinch points and it's a shame nothing can be done about them but I guess you've tried. Please get this done.	Thank you for your support and comments.
26	Please leave us alone we do not want us be joined up to Barry. Look what you have done there it is a glorified jungle of concrete	Noted. The provision of an active travel route along this route have been requested for many years.
27	Cheaper travel commutes.	Thank you for responding and your support.
28	Cheaper travel commutes.	Repeat of number 27
29	Very happy with the proposal	Thank you for your support
30	The route is already congested better cycling facilities are a must	Thank you for your support.
31	Speed cameras and road furniture to reduce speeds	This will be considered at the next stage of the design process after discussions with the relevant internal departments.
32	Speed cameras and road furniture to reduce speeds	Repeat of number 31
33	Speed cameras and road furniture to reduce speeds	Repeat of number 31
34	Speed cameras and road furniture to reduce speeds	Repeat of number 31