

Meeting of:	Cabinet
Date of Meeting:	Monday, 20 December 2021
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Results of Consultation for the Active Travel Network Map 2021
Purpose of Report:	To advise Cabinet of the results of the public consultation on the Draft Active Travel Network Maps (ATNM) and to consider and approve the final proposed ATNM to present to Welsh Government (WG)
Report Owner:	Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	<p>Cabinet Member for Neighbourhood Services and Transport</p> <p>Operational Manager Engineering</p> <p>Accountant Environment and Housing Services</p> <p>Communications Manager</p> <p>Head of Regeneration and Planning</p> <p>Legal Services (Committee Reports)</p>
Policy Framework:	This report is a matter for Executive decision by Cabinet

Executive Summary:

- The Active Travel (Wales) Act 2013 places duties on local authorities in Wales to map, plan for, improve and promote opportunities for active travel. Initial Active Travel Network Maps (ATNM's) were approved by Welsh Government (WG) in November 2017 and updated ATNMs must be submitted to WG every three years.
- Sustrans Cymru Ltd have assisted Council officers with the undertaking of the Active Travel route auditing and production of future routes.
- A 12-week public consultation on the ATNM took place between 2 August and 24 October 2021. 143 responses were received.
- Three amendments to the ATNM previously seen by Cabinet are being recommended. The addition of a route to Llantwit Major beach, the realignment of the St Athan to Rhoose route and an addition of the shared use facility in Dingle Park, Penarth.
- This Report seeks approval to submit the final ATNM's to Welsh Government.

Recommendations

1. That Cabinet notes the responses to the consultation as attached at Appendices A and B.
2. That Cabinet approves the Vale of Glamorgan Active Travel Network Maps (ATNMs) as attached at Appendix E.
3. That this report is referred to Environment and Regeneration Scrutiny Committee for consideration in January 2022.
4. Any comments made by Environment and Regeneration Scrutiny Committee are reported back to Cabinet for consideration in late January 2022 before the submission of the final Active Travel Network Maps for the Vale of Glamorgan to Welsh Government.

Reasons for Recommendations

1. To allow Cabinet to consider the responses received as part of the consultation process.
2. To allow Cabinet to approve the final ATNMs.
3. To ensure the views of the relevant Scrutiny Committee are considered.
4. To allow the Council to submit its final Active Travel Network Map to WG.

1. Background

- 1.1 The Active Travel (Wales) Act 2013 places duties on local authorities in Wales to map, plan for, improve and promote opportunities for active travel. Initial Active Travel Network Maps (ATNMs) were approved by Welsh Government (WG) in November 2017 and updated ATNMs must be submitted to WG every three years. The current maps for the Council can be found here: [Active Travel](#)
- 1.2 There is a legal requirement to prepare ATNMs which identify existing and potential future routes for development. Since 2021, the Act also requires new road schemes to consider the needs of pedestrians and cyclists at design stage.
- 1.3 Delivering Active Travel is an identified action in the Council's Corporate Plan as part of maximising the potential of the natural and built environment and is therefore a key priority for the Council. Active Travel focuses on providing the correct infrastructure to improve walking and cycling to key trip destinations, such as education or employment. Active Travel has an important part to play in the delivery of the "Project Zero" that is the Council's pledge to reduce carbon emissions to net zero by 2030 and encourage others to make positive changes.

- 1.4** Through the annual transport grant bidding process to Welsh Government, the aim is to improve the current infrastructure across the 8 designated localities included within the ATNM (Barry, Cowbridge, Dinas Powys, Llantwit Major, Penarth, Rhoose, St Athan and Sully). £2,531,600 WG Active Travel funding has been received by the Council in Financial Year 21/22 to promote, investigate and construct active travel improvements.
- 1.5** In July 2021, after two stages of public consultation, the draft maps were presented to Cabinet and approved for a statutory 12-week public consultation. [https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2021/21-07-19/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2021/21-07-19/Minutes.pdf) Minute C641.
- 1.6** On 21st September 2021 the Report was presented to Scrutiny Committee - [21-10-25 \(valeofglamorgan.gov.uk\)](#) Minute number C703 refers. The comments from the Scrutiny Committee are shown within Appendix B to this Report.

Welsh Government Active Travel Guidance (July 2021)

- 1.7** The recently updated Active Travel guidance, which supersedes the guidance from 2017, explains that the duties under the Act are placed on the local authority generally, rather than a specific department within the local authority. The guidance is therefore for all parts of the local authority to consider how they can support it. To ensure effective implementation of a local authority's duties under the Act, efficient and effective collaboration amongst service departments with clear understanding of its obligations will be required.
- 1.8** The Guidance also provides extensive technical information for highways and planning professionals. This will need to be considered when forming local transport policies and new highways projects. In conjunction with Planning Policy Wales, the guidance supports master planning and design of development sites by ensuring that all newly planned development is fully accessible by walking and cycling (this applies to private and public sector development). The connection to the new Local Development Plan is considered crucial for Active Travel, along with existing plans referenced in 1.3.
- 1.9** One element of the Guidance describes Welsh Government expectations for the legal consultation and preparation of the new ATNMs. The maps will need to show plans for the development of the network over the next fifteen years. ATNMs were due to be submitted to Welsh Government in February 2021 but due to the Covid-19 outbreak, the date has been extended to 31st December 2021. To allow the Council to scrutinise its final proposals, WG has agreed for the Council to submit its final ATNMs in late January 2022. It is expected that a response on whether the ATNM is approved by WG will be given in April 2022.
- 1.10** The 12-week public consultation focused on the coherence of the network rather than simply identifying individual routes. The maps were hosted on a digital system giving users an interactive experience to engage in the process.

- 1.11** As the maps develop, the intention is to provide the public access to them and include a considerable amount of detail e.g., whether the cycle way is shared with traffic, if it's off road, if it's shared with pedestrians, bus stops, seating areas, bicycle facilities etc.
- 1.12** Each route has been defined as one that meets set standards (existing route) or is a route to develop in the future (future route).
- 1.13** Detailed information with regards to the process undertaken and subsequent impact, can be seen in the following documents.
- Active Travel Network Map Engagement Phase Report. (Appendix A)
 - Active Travel Network Map Consultation – Statutory Consultation comments and responses (Appendix B)
 - Sustrans Route Prioritisation Methodology (Appendix C)
 - Vale of Glamorgan route prioritisation matrix (Appendix D)
 - Vale of Glamorgan ATNM (by designated locality) (Appendix E)
- 1.14** The data captured throughout the 2020 engagement phase and 2021 statutory consultation has shaped the development of the proposed network. Through annual funding applications, to the Welsh Government Active Travel Fund, focus will be placed on future routes that have been defined as high priority. These routes will align to the Council's agreed strategic focus for Active Travel 'developing routes up to 3 miles where the key destinations focus on travel to; schools, town centres, key employment sites, bus and train stations.' Following submission of the proposed network, and agreement by Welsh Government, the maps will be in place for a three-year period until the statutory consultation process is undertaken again.
- 1.15** Routes have been prioritised on the impact they will have in enabling more people to walk and cycle for Active Travel (Appendix C refers). This is assessed by calculating the distance from a route to a trip generator which could be a school, leisure facility, employment site, health facility or a bus or train station. Routes which are close to these facilities will enable more people to undertake active travel than a route which is not close to these facilities. Population density is considered using the Welsh Index of Multiple Deprivation. This process is designed to ensure that Active Travel routes are developed to make the highest impact possible in achieving 'modal shift'; which is enabling as many people as possible to walk and cycle for everyday journeys.
- 1.16** The third, and statutory, phase of the ATNM consultation, also through Commonplace (<https://valeofglamorgan3.commonplace.is/>) ran for 12 weeks from 2nd August to 24th October 2021. The third phase of the consultation aimed at getting final comments on the proposed ATNM. The third phase has seen lower engagement as expected. The consultation has seen:
- 2229 individual visitors to the site,

- 133 individual comments,
- 161 agreements with existing comments

10 emails were also received.

1.17 The three phases of consultation were promoted through a variety of different engagement methods including:

- Email campaign
- Social media
- Paper copies of consultation map and surveys
- Printed posters
- Leaflet drops
- Webinar for Council internal stakeholders
- Engagement with people with protected characteristics
- Engagement with schools

2. Key Issues for Consideration

2.1 Active Travel routes, walking and cycling, could be on road, shared, segregated or traffic free. The maps will, in the future, show crossing points and the facilities that exist to support active travel on these routes, including cycle shelters/parking/storage and public toilets. The existing route maps need to be accompanied by a statement of the extent to which these routes do not meet the standards set out in the Design Guidance.

2.2 The existing route maps are primarily intended to inform the public of the safe and suitable routes for active travel. The public will need to have the confidence that the routes on the maps are suitable for use; that the routes will not stop abruptly and generally that the routes meet the standards set out in the Design Guidance. The maps are intended to give pedestrians and cyclists the information that they require to decide about how and where to travel. However, the existing route maps are also a valuable source for local authorities in managing their active travel routes.

2.3 The criteria that Active Travel routes must meet are extremely high and do not reflect the Council's own maintenance standards, or that of the standards that Councils are legally bound to consider when carrying out risk assessments on walked routes to schools. Therefore, a route that is deemed available as an appropriate route to school, in accordance with the Learner Travel Wales Measure, may not meet the criteria as an Active Travel Route. Likewise, the Council has its own standards for roads or footways when deciding whether it requires maintenance works to be carried out. Hence, the routes for Active Travel reflect WG's aspirations for providing new facilities but are all heavily dependent on available funding to deliver such routes.

- 2.4** The routes are assessed using a scoring mechanism and there may be exception statements that can be used to allow a route to be an Active Travel route without it meeting all the criteria in the Guidance. Each route must be assessed separately, which is a long and resource intensive process. The scoring pass rate to enable a route to be considered an Active Travel route for both walking and cycling, is 70%.
- 2.5** The ATNMs are a comprehensive plan for the future. They include routes that are currently used but may not meet the standard of Active Travel routes currently, or they could be routes that do not currently exist but that have been identified within other strategic plans or have been identified through the consultation process.
- 2.6** It should be noted that only routes identified on the Council's revised ATNMs will be eligible for WG Active Travel funding.
- 2.7** Prior to statutory consultation Welsh Government invited the Council to submit the draft ATNM for verification. A full list of their comments can be found at Appendix B page 97, but their main points are:
- They are pleased with the proactive approach to public engagement for phases 1 and 2.
 - They remind the Council that when routes are designed, segregation should be explored.
 - The Network of existing and future routes appears to be coherent and joined up and finally they gave
 - advice on monitoring levels of use.
- 2.8** The ATNM report was presented to Scrutiny Committee on 21st September 2021 and their comments can be found in Appendix B page 100. They requested greater promotion of Active Travel, highlighted the damage tree roots do to footpaths, suggested speed limits should be reduced in rural areas and that “projects should be successfully delivered post consultation”.
- 2.9** Appendix A was a report compiled by Commonplace on the responses received through their portal. The platform was split across the designated localities, each containing a comment form. The areas with the greatest contributions were Penarth, Barry and Cowbridge. The areas with the lowest engagement were Llantwit Major, Rhoose and Sully.
- 2.10** Below are some statistics contained within the report at Appendix A:
- Of those who responded to the demographic questions during the consultation most respondents were between the ages of 35-44 and 45-54. No respondents were between the ages of 25 and 34 (page 5);
 - An almost equal number of men and women responded (page 5);

- Half of the respondents had participated in previous rounds of the consultation (page 7);
- 51% of the respondents think the proposed (future) routes on the map will encourage them to walk/cycle more for everyday journeys (page 7).

2.11 The report presented to Cabinet in June 2021 agreed to a 12-week public consultation on the agreed active travel maps. All comments received through the Commonplace portal can be found at Appendix B but themes or recurring comments, by designated locality, are listed below:

- **Barry (full list of comments can be found in Appendix B page 1)**
Future routes should be segregated from traffic.
Priority should be given to pedestrians and cyclists at junctions.
Barriers that do not comply with Equalities Act should be removed.
Support for routes (Dinas to Barry, Barry to Sully, Waycock Cross to Airport).
- **Cowbridge (full list of comments can be found in Appendix B page 7)**
Support for proposed route between Cowbridge and Ystradowen as shared use.
Request for walking route from Cowbridge to Penllyn.
- **Dinas Powys (full list of comments can be found in Appendix B page 14)**
Support for route between Barry and Dinas Powys.
Routes should be segregated from traffic.
Traffic speeds should be lowered.
- **Llantwit Major (full list of comments can be found in Appendix B page 19)**
Requests for route from town to the beach.
Segregated routes free from traffic.
Traffic speed should be lowered.
- **Penarth (full list of comments can be found in Appendix B page 23)**
Support for Penarth Headland Link.
Queries raised around gradients.
Concerns around Railway Walk becoming cycling only.
Priority should be given to pedestrians and cyclists at junctions.
- **Rhose (full list of comments can be found in Appendix B page 48)**
VALE-SPR-Future-003I should not follow B4265 and instead go via East Aberthaw.
Support for Barry to Rhose route.
- **St Athan (full list of comments can be found in Appendix B page 53)**
ATNM does not include Gileston.
Requests for route to Gileston beach.
- **Sully (full list of comments can be found in Appendix B page 60)**
Requests for route to Swanbridge.

Support for improved Sully to Cosmeston route via old railway line;
Requests to prioritise route along Cog Road.

- **Other (full list of comments can be found in Appendix B page 63)**

Requests for East Aberthaw to be included on the ATNM.

Rural Vale ignored.

The emails received from individuals and groups can be found in full in Appendix B. A summary of these comments are listed below:

Dinas Powys resident (page 70) – feedback on future routes included on ATNM, requests for reducing speed and signage.

‘Moving Safely’ Dinas Powys (page 71) – requests to reduce speeds in the area, support for routes listed on the ATNM and requests for signage to assist active travel.

Vale Veloways (page 73) – several concerns were raised about the consultation process, categories or routes, the route audits and gradients.

Our Future Community, Sully (page 78) – support for future route through the disused railway, request for prioritising construction of Active Travel route along South Road and Cog Road, support for Penarth Headland Link and route from Sully to Barry via the docks and a request for a safe walking route along Beach Road.

East Aberthaw resident (page 80) – request to include village on the ATNM, concerns over traffic speed.

Gileston resident (page 82) – request for future active travel routes to include a crossing from St Athan to Gileston near the monument.

St Athan resident (page 83) – request to widen B4265 Boverton to St Athan to construct a walking/cycling route alongside it.

Penarth Residents Association (page 84)– request to direct cyclists along Terra Nova way only, remove all NCN signage from River Walkway and John Batchelor Way, concern over cyclists using footpaths.

Barry Friends of the Earth (page 86) – several concerns raised about the consultation process, categories or routes, the route audits and gradients.

Officer comments to each individual and group are contained within Appendix B.

2.12 Following the feedback received three amendments are proposed to be made to the maps that will be submitted to Welsh Government

- 2.13** Llantwit Major beach has been added to the ATNM that was previously reported to Cabinet in June 2021 (Vale-LM-Future-046K). This has been included because it has inadequate access for pedestrians, when compared to other beaches in designated localities.
- 2.14** VALE-SPR-Future-003I (St Athan to Rhoose) has been amended to reflect more accurate future route development to include East Aberthaw. The previous route alignment followed the B4265 which would not connect the two designated localities of St Athan and Rhoose.
- 2.15** VALE-PEN-Future-019F (Dingle Park) has been added to the map to reflect a current shared use and future use path.
- 2.16** Appendix D is the Vale of Glamorgan’s indicative future route prioritisation matrix and tabs have been provided to show prioritisation for each designated locality. There are 252 future routes on the proposed ATNM, 120 are considered ‘high’ priority, 86 ‘medium’ priority and 46 ‘low’ priority. The high priority routes are in Barry, Dinas Powys, Llantwit Major, Penarth and Rhoose. However, it would be for the Council to determine which and when routes move forward for funding. It should be noted that in Financial Year 20/21 Welsh Government only allowed Local Authorities to submit three main Active Travel applications for funding.
- 2.17** Each future route can currently be viewed on the Common Place portal <https://valeofglamorgan3.commonplace.is/>. The Welsh Government hosting platform, DataMapWales, will be publicly available in 2022.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The overall vision for Wales is expressed in the seven well-being goals in the Well-being of Future Generations (Wales) Act 2015 and the Sustainable Development Principle and ways of working which need to underpin them.
- 3.2** Increasing rates of active travel in Wales will directly support the achievement of every one of the well-being goals. This means that supporting active travel is a very straightforward way in which local authorities and the WG can contribute to meeting their duties not only under the Active Travel Act, but also under the Future Generations Act.
- 3.3** Equally, the Sustainable Development Principle with its five ways of working are fundamental to the way in which active travel interventions should be planned and delivered.

Long Term

- 3.4** The Consultation Report provides the evidence of both existing and future route assessments with a view to realise the long-term benefits and considering future development plans.

Prevention

- 3.5** Active Travel can assist in preventing ill health, car dependency, isolation, lack of access to employment and training opportunities.

Integration

- 3.6** The existing and future routes under consideration involve the integration of active travel as part of the local and strategic highway network, as well as supporting the potential for enhanced integration with public transport services and facilities as the active travel network is enhanced. It is important that Active Travel is seen as an integrated part of the highway network not separate to it. Working closely with highway and construction engineers is essential to ensure a seamless and joined up network.

Collaboration

- 3.7** Whilst updating the ATNMs, there has been collaboration between departments within the local authority and Welsh Government, as well as between stakeholders, Sustrans Cymru and Commonplace.

Involvement

- 3.8** As a consequence of the ongoing Covid-19 pandemic, three online public consultations were undertaken through the Commonplace portal.

4. Resources and Legal Considerations

Financial

- 4.1** Funding to audit, consult and prepare future routes has been financed by Welsh Government Active Travel Core Allocation funding.
- 4.2** The total funding committed to date is £24k. This funding has been utilised to contract Sustrans Cymru Ltd to carry out route audits and to assess them against the Active Travel criteria. In 2020/21 £18k was spent on ERM audits and consultation. In 2021/22 £3,500 is for the transfer of data to DataMapWales and £2,500 to Commonplace Digital for preparation of consultation report.
- 4.3** In addition, the Active Travel Core Allocation is used to fund the Council's Active Travel Officer post on a project basis.

- 4.4** The duty to secure new and improved routes and facilities for pedestrians and cyclists will be funded by WG Active Travel main application and WG Core Allocation Active Travel funding and potentially sustainable transport Section 106 developer contributions.
- 4.5** Local Authorities are encouraged to seek additional sources of funding to maximise the improvements they can make, for example by developing partnerships with the private sector to support active travel in their area. This could be in the form of corporate sponsorship of schemes.
- 4.6** The focus of active travel is on walking and cycling as a mode of transport rather than as a leisure activity. However, some routes and facilities for active travel might also encourage recreational walking and cycling. In these cases, it is expected by WG that local authorities will look for opportunities to draw on funding for leisure, tourism, or sports facilities.

Employment

- 4.7** Sustrans Cymru Ltd and Commonplace Digital have been commissioned to undertake the consultation and auditing work on this Project as the technical expertise and time required to do so are not available within the Council
- 4.8** The Active Travel (Wales) Act 2013 requires local authorities to create an active travel network that links to major employment sites and educational establishments.

Legal (Including Equalities)

- 4.9** The guidance is published by the Welsh Ministers under sections 3(4), 4(5), 5(2) and 7(2) of the Act. The Delivery Guidance is one of two guidance documents issued under the Act. The other guidance document is the Design Guidance, which deals with technical standards for active travel routes and facilities. The Design Guidance will be essential to local authorities' decisions on whether a route is appropriate for active travel, and what steps should be taken to improve their routes.
- 4.10** Parts of the Delivery Guidance will be of relevance to the Welsh Ministers, who also have duties under the Act, and other delivery partners. However, the primary audience is local authority officers within transport, rights of way, geographic information and technology, education, health, planning and other areas that are connected to active travel.
- 4.11** When delivering walking and cycling schemes, compliance is needed with the relevant Highways, Transport and Education Act measures. There is a duty on local authorities to comply with the current Regional Transport Planning (Wales) 2006 Act and Guidance to Local Transport Authorities legislation.

- 4.12** The Vale of Glamorgan Local Development Plan (2017) was adopted by the Council on the 28th June 2017, which sets out the vision, objectives, strategy and policies for managing development in the Vale of Glamorgan. It also seeks to identify the infrastructure that will be required to meet anticipated growth in the Vale of Glamorgan area up to 2026. The LDP states that priority will be given to schemes that improve highway safety, accessibility, public transport, walking and cycling.
- 4.13** The Vale of Glamorgan Local Transport Plan (2015) acknowledges the requirement for a collaborative approach for the future development of the Capital Region. The LTP seeks to identify the sustainable transport measures required to ensure Vale of Glamorgan Council adheres to current requirements and good practice, to allow for a sustainable transport environment for the period 2015 to 2020, as well as looking forward to 2030. The plan therefore seeks to secure better conditions for pedestrians, cyclists and public transport users and to encourage a modal shift away from the single occupancy car.
- 4.14** The provision of a well organised transport network helps to increase mobility and accessibility.

5. Background Papers

None.

Welsh Government - Phase Three Data Report

Produced by Commonplace for the Vale of Glamorgan Council



Section 1: Engagement analysis

Introduction

The Active Travel Guidance 2021 puts an emphasis on the important role that consultation and engagement has in the development of Active Travel Network Maps (ATNM).

The principles embedded within the guidance consider that Active Travel Networks developed with communities and by existing and future users, are more likely to be used and therefore the impact of any infrastructure delivered, in terms of modal shift, is likely to be greater. It states that engagement should take place at the earliest and should be an important part of the network planning process.

The guidance suggests a multi-phased approach and in keeping with the validation of the ATNM preparation, a second opportunity for engagement should take place following completion of the outline design to provide stakeholders a further opportunity to refine the scheme design. For ATNM's developed under the Active Travel Act, there should be a 12-week public consultation.

Being determined to deliver a rigorous and meaningful engagement process and, going beyond minimum requirements of the emerging design guidance, the Vale of Glamorgan ran three phases of engagement:

	Start Date	End Date
Stage 1:	3rd December 2020	24th January 2021
Stage 2:	3rd March 2021	6th April 2021
Stage 3:	2nd August 2021	24th October 2021



This report analyses data from the third phase of engagement on <https://valeofglamorgan3.commonplace.is/>, which ran from 2nd August 2021 until 24th October 2021.

The headline figures for the project website are shown in the table below.

<https://valeofglamorgan3.commonplace.is/v4/dashboard>

Website visitors	2229
Verified Respondents	102
Anonymous Respondents	21
Comments	133
Agreements	161

Equality and Accessibility

All communication and consultation material were offered in both languages, English and Welsh, in line with the MCC Welsh Language Policy. Please see Commonplace accessibility statement [here](#).

To make the consultation accessible for all people, regardless of their abilities or level of knowledge, the survey was offered in an Easy Read/ Learners Support Assistant version through the main website.

Methodology

On the Commonplace platform proposals were split across wards in the area, each including a comment form.

The comment forms consisted of a combination of 'option' questions and free text fields - of which, only answering one question was mandatory. Where the term 'comment' is used in this report, it refers to any response made on any of these pages, regardless of whether a free text response was included.

Respondents were able to choose which pages they wanted to comment on and did not have to comment on all pages - they were also able to make multiple comments on one page if they chose to.

All demographic questions, including postcode, were optional.

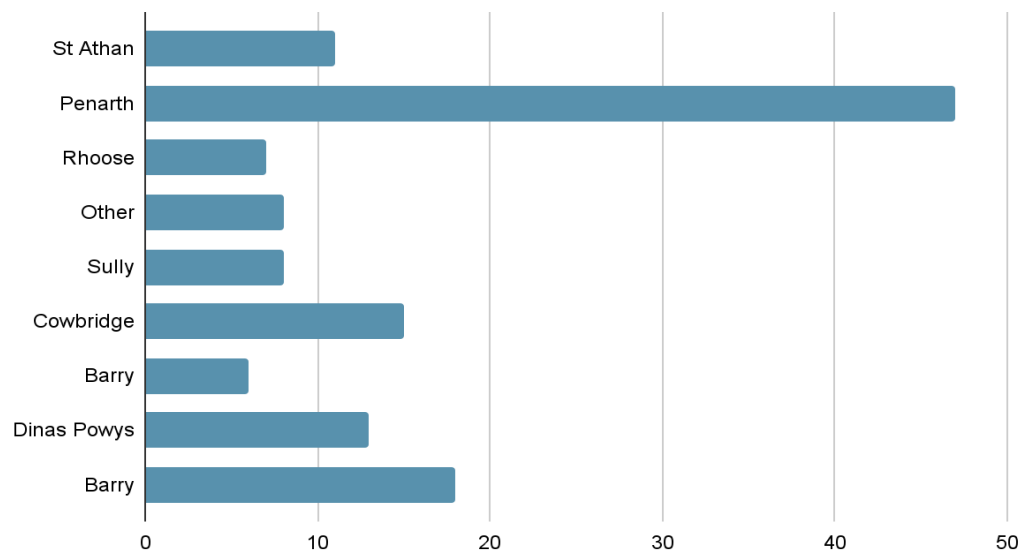


Ward breakdown

The table below shows the number of comments made on each section, including anonymous and pending comments (i.e. those that did not provide an email address, or did provide one but did not confirm it). The areas with the greatest contributions were: Penarth, Barry and Cowbridge. The areas with the lowest engagement were Llantwit Major, Rhoose and Sully.

<https://valeofglamorgan3.commonplace.is/dashboard/analytics>

Designated locality	No of comments
St Athan	11
Penarth	47
Rhoose	7
Other	8
Sully	8
Cowbridge	15
Llantwit Major	6
Dinas Powys	13
Barry	18



Section 2: Respondent analysis

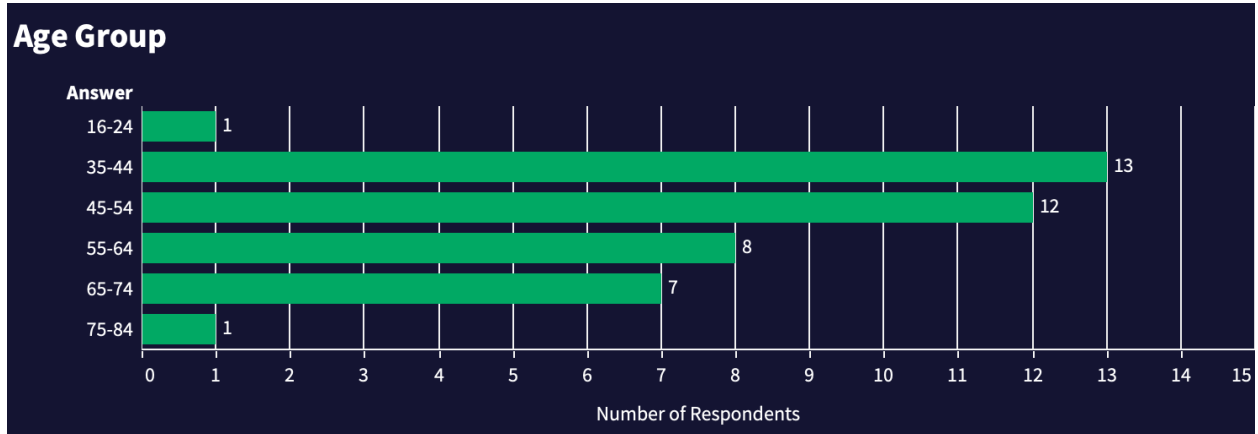
Postcode

The images below shows a map of the respondents' postcodes. Each house icon represents a postcode, with the number representing the number of respondents from that postcode and the colour representing the average sentiment for that postcode. Please note that this map includes data from both phases of the project. Project administrators can view a live version of this map at:

<https://valeofglamorgan3.commonplace.is/v4/dashboard/postcode-map>

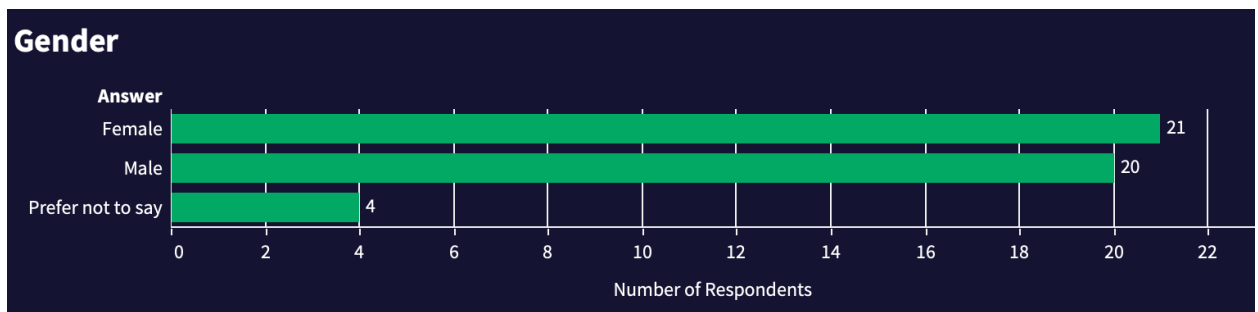


Age group



Of those who responded to the demographic questions during the ATM consultation most respondents were between the ages of 35-44 and 45-54. No respondents were between the ages of 25 and 34.

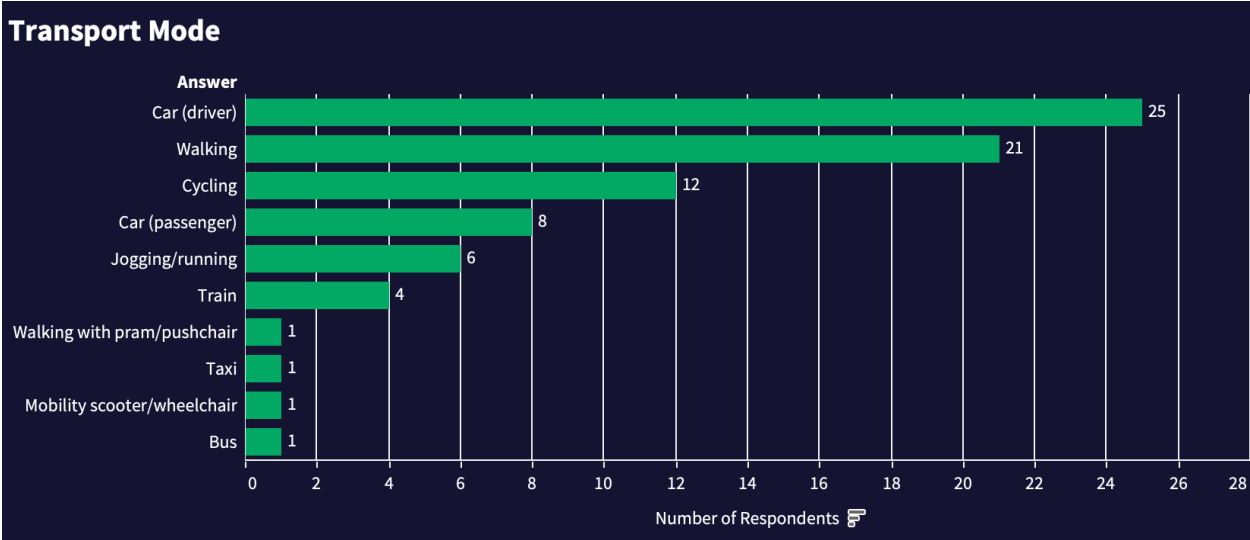
Gender



Gender balance was evenly distributed - 'any other gender identity' was also an option for this question but was not selected.



Transport Mode

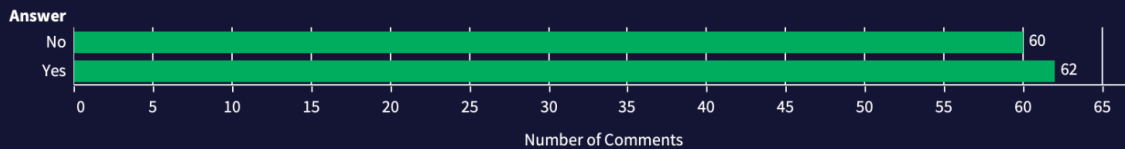


Section 3: Comment & Agreement Analysis

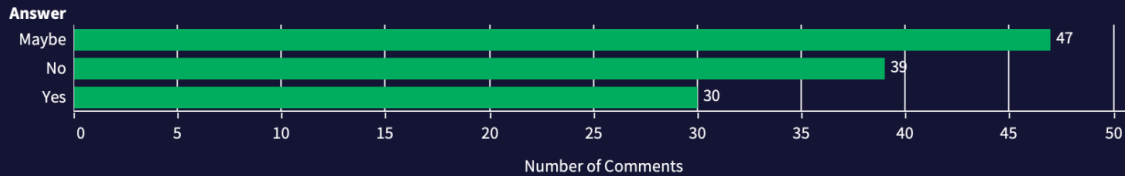
Walking and Cycling in the Vale of Glamorgan - Data Report Produced by Commonplace for Welsh Government/Vale of Glamorgan Council

1) Did you take part in our previous on-line active travel engagement in 2020/2021?

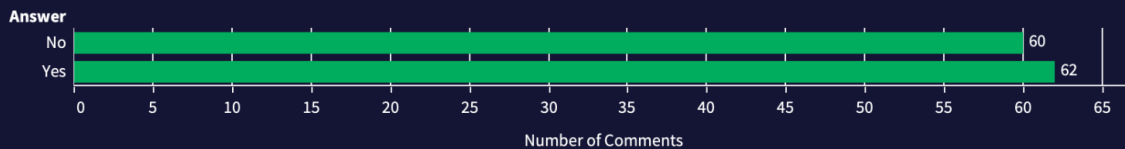
Section
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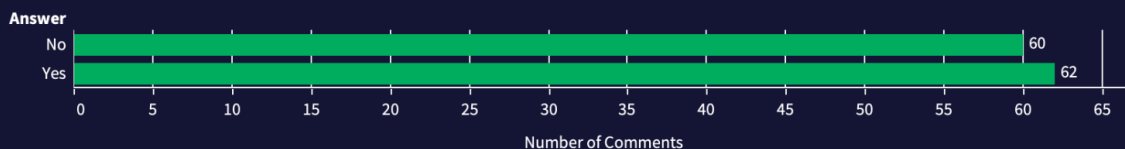
2) Are we correct in our assessment of routes that already meet the agreed standards (existing routes)?



3) Do you think the network of proposed (future) routes shown on this map will encourage you to walk/cycle more for everyday journeys?



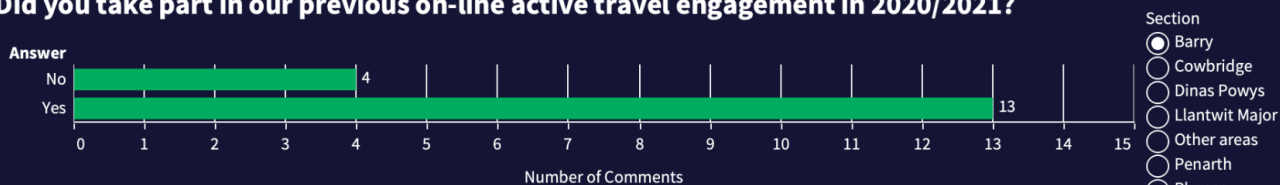
4) Do you think there are routes missing from the map that would help you make every-day active travel journeys?



Walking and Cycling in the Vale of Glamorgan - Data Report

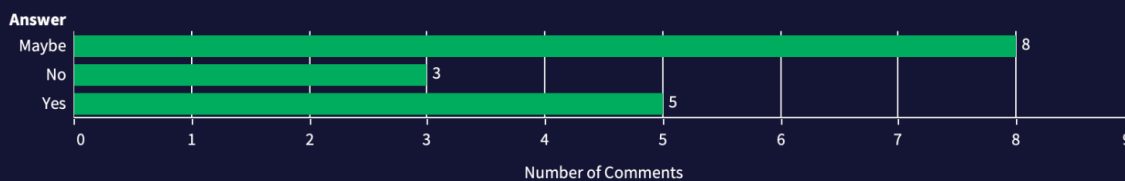
Produced by Commonplace for Welsh Government/Vale of Glamorgan Council

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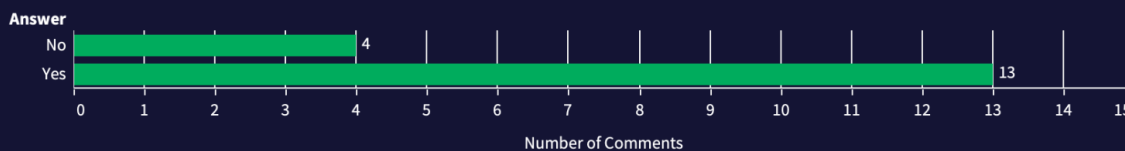


- Section
- Barry
 - Cowbridge
 - Dinas Powys
 - Llantwit Major
 - Other areas
 - Penarth
 - Rhoose
 - St Athan
 - Sully

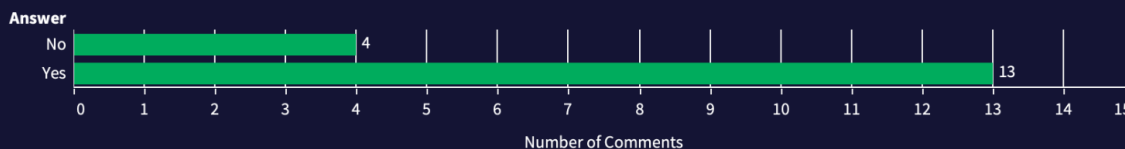
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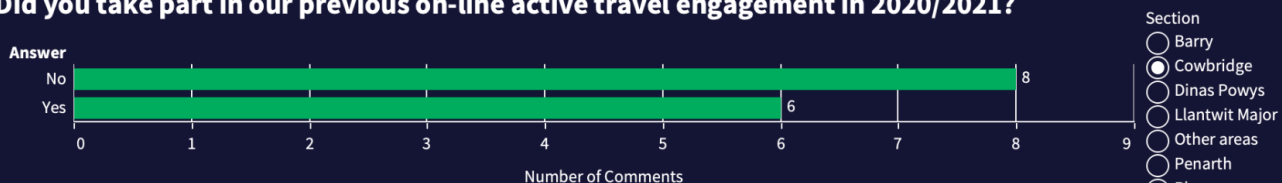
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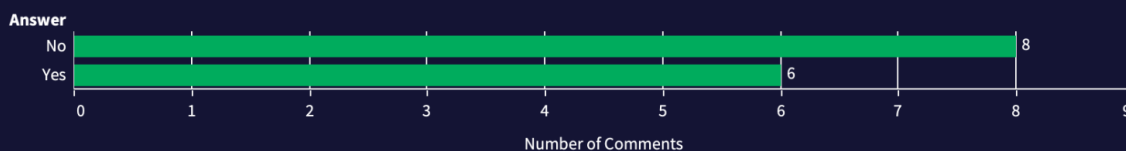
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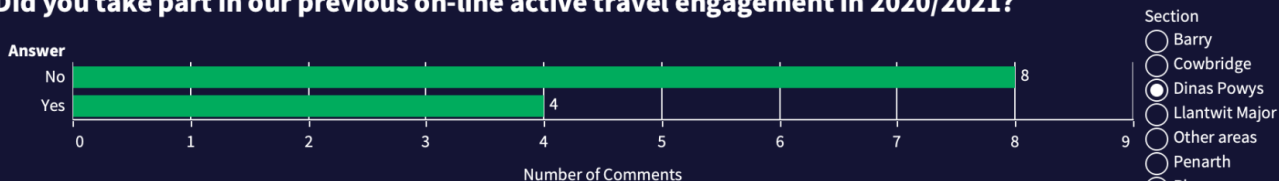
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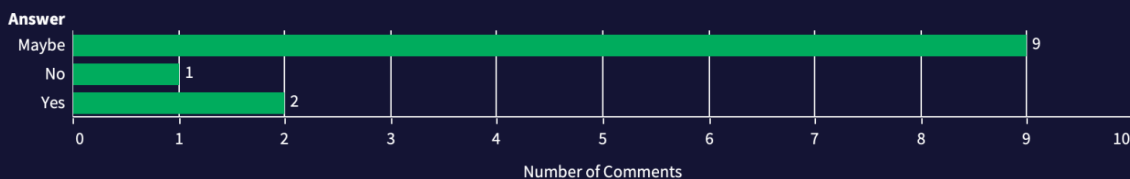
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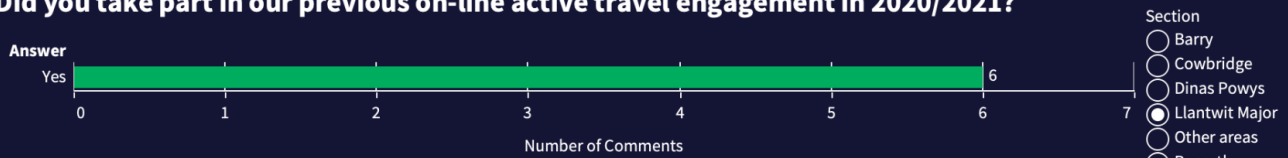
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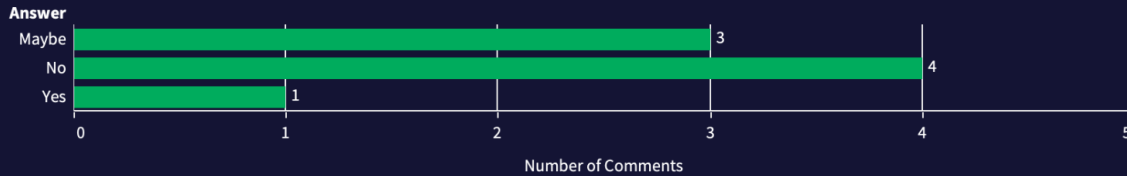
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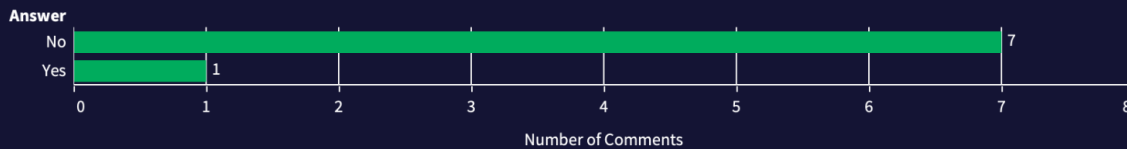
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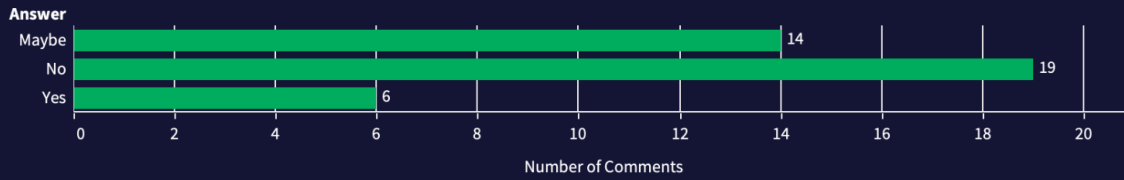
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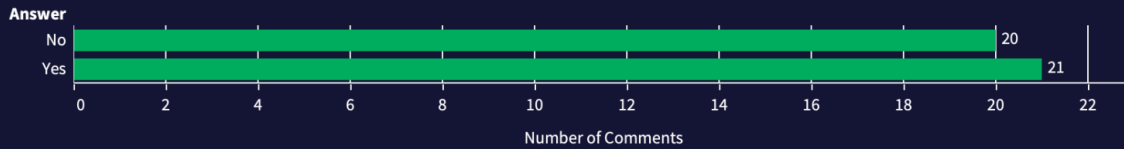
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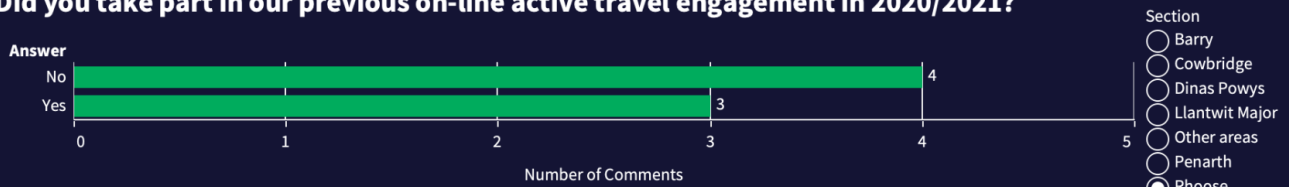
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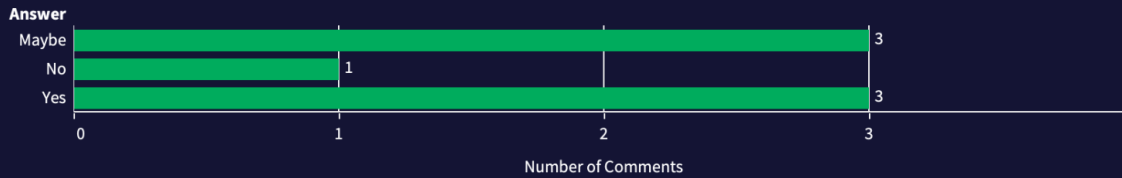
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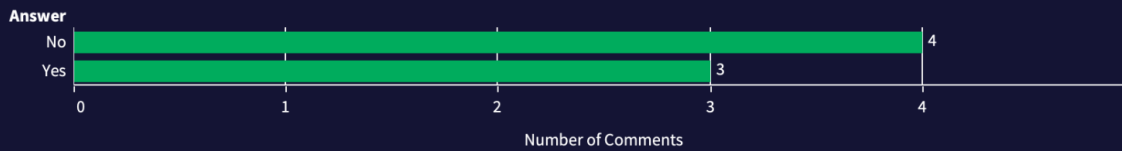
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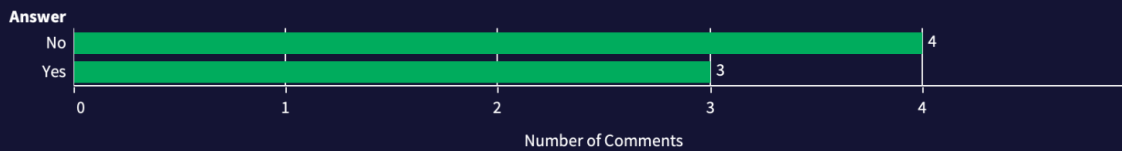
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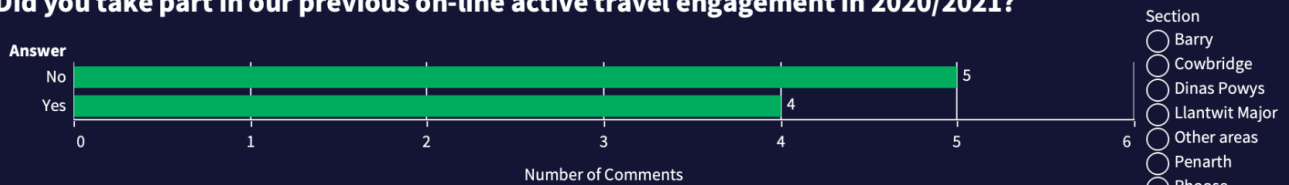
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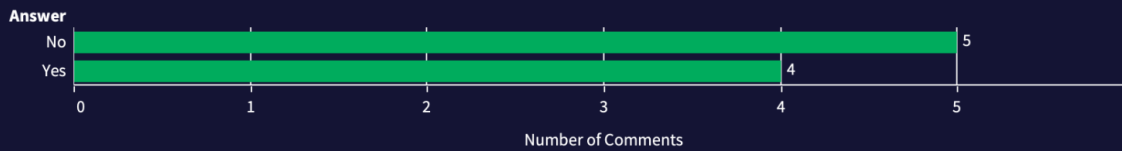
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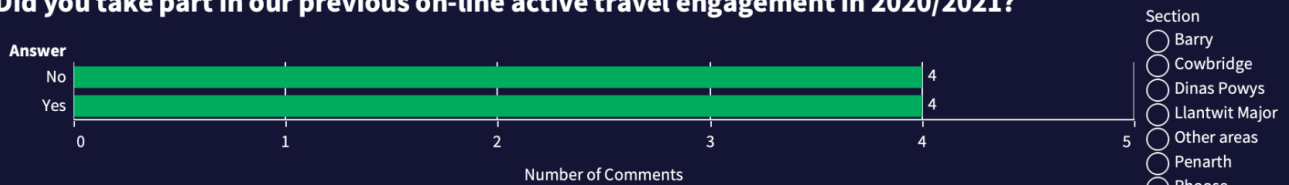
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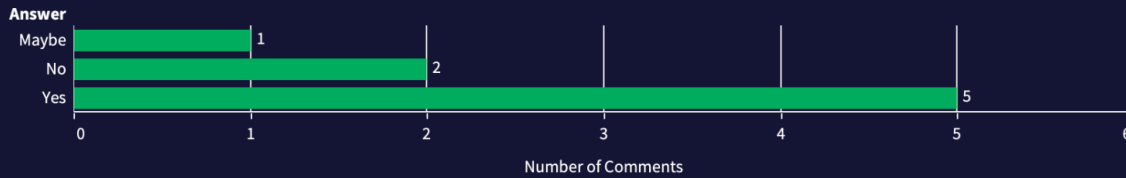
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Appendix B

Listed below, by designated locality, are all comments received through the Commonplace statutory consultation portal.

Barry ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	when its cold and wet and my car is out side my house why would i not use it to go shopping about a mile away?	The aim of the ATNM is to improve existing and future active travel routes in the Vale of Glamorgan for all.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	what is the % of Vale of Glam employees that have switch to 'active' travel, how many Vale of Glam pool cars have been reduced	A staff travel survey is being undertaken to gather this information considering Covid working patterns.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I really like the proposed map - specifically the route running along new waterfront development leading across the docks and into Sully. I'd feel feel encouraged to cycle to work every day using this route if it ends up being safe to use. I don't mind shared used but my biggest concern is the quality of the crossings that the council install. It is why I don't like the cycle lanes on millennium road. It is very dangerous and difficult to cross. There need to be traffic lights for any crossings in my opinion	Thank you for your support and your comments are noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I like the routes suggested along Cardiff Road - away from traffic if possible as it's so busy along there. When you build a cycle route please stop us having to stop and cross roads - the Port Road link is really good but it's a nuisance at the lights by the Cemetry.	Thank you for your support and your comments are noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Knowing that the cycle lanes will be separated from the road with bollards or some form of safety barrier. This is important to me as I'll most likely be cycling with my children.	Noted. This would be considered as any future scheme development.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Increasing safety on the road by prioritising cycle/pedestrian travel over car travel is essential and providing adequate bike parking spaces so that we can lock up bikes securely is necessary.	Noted. This would be considered as any future scheme development.
4a) If you answered yes to question 4, please provide more details.	Please can there be a shortened route from the end of island Rd to ffordd y millennium...particularly with new planned St baruc school.	Noted. This would be considered as any future scheme development.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Island Rd near to the junction with high st has a lot of street clutter...bins etc. It's shame as it is the easiest route from the goodsheds to high street and back. Would be awful for people with disabilities and I've struggled with a double buggy in the past.	Noted.
2a) If no, which route assessments do you think are incorrect and why.	Porthkerry park route88 path airport end and buttrills playing fields shared cycle and walking path have barriers that probably don't comply with Equalities Act EA2010 S.20. There are probably more. Also, the signs indicating cyclist dismount should be removed as mobility cycles mean some cyclists can't physically.	Noted. The removal of barriers and incorrect signage will be looked at as a priority.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	The paths that exist are too broken with priority to vehicles at every junction. This is never pleasant as extra effort is needed to stop and start which is discouraging to use. The best option is new paths at no point priorities vehicles over others. Driver discipline and education is important, only bad drivers have issues with pedestrians and cyclists.	Noted. This would be considered as any future scheme development.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please lower the spec limit to 20 in residential streets. With your 'partners' the police, please enforce or gain powers yourselves to tackle pavement and dropped kerb parking that blocks any pedestrian, disabled, pram or cycle access. These people should not be forced into the road for someone else's convenience.	Noted. This would be considered as any future scheme development.

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>Ooh there's a lot to consider here - where do we start?</p> <p>Ffordd y Milleniwm - western end between Neptune Road and Morrisons There's a real missing link in the formal active travel proposals here. The desire line for west-east active travel is on the southern side of F-y-M along the water's edge at Y Rhodfa. The existing 'pavement' is wide, flat, affords a lovely view of the water, and, crucially, uninterrupted by junctions. By contrast, the actual active travel route on the northern side of F-y-M is interrupted by junctions and affords a marvellous view of traffic.</p> <p>I contend that the desire line route along Y Rhodfa should be formalised, including a decent bike-friendly egress at the eastern end of Y Rhodfa, in the shadow of the illustrious Docks Office</p>	<p>Noted.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Ban Cars. Seriously, let's see some modal filters in town to make car journeys less convenient</p>	<p>Modal filters will be considered within any future scheme development.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>I know it's a thorny one, but the north-south route along Wimborne Road across the docks is a huge barrier to active travel. I know I know I know it's on ABP land, and there's no right of way, but come on, let's fix this. The current Wimborne Road is a _horrible_ place to be if you're not in a metal box. The existing footway is informal, muddy, stepped, and in places non-existent. With more houses being built adjacent to Atlantic Trading Estate, we're building in car dependency if we don't sort out an active travel route across the docks.</p>	<p>VALE-SPR-Future-011F has been included on the ATNM as this future route and scheme development is dependent on future funding.</p>

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Link up the urban centres with car-free active travel routes. Dinas - Barry - Rhoose - Llantwit - Cowbridge _should_ be a joyful experience in our beautiful countryside.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please try to keep away from vehicles as much as possible when building walking and cycling routes. I'm not a confident cyclist and I don't want cars and lorries passing me at speed, especially if the path is not very wide. There are so many wide roads in Barry and quite wide pavements, a lot could be done quite quickly by some resurfacing (tree roots are dreadful on Barry Road for example). Why can't these wide pavements be made into shared cycle paths in the short term? Personally I would like to see a cycle path all the way to Rhoose past the Cwm Ciddy, but no next to the road, maybe over the other side of the hedges/layby - away from the fast traffic, this would be much easier than going through Porthkerry and up the hills.	Noted. VALE-SPR-Future-003F (Waycock Cross to Cardiff Airport) has received design funding this financial year.
2a) If no, which route assessments do you think are incorrect and why.	There is no safe route for walking or cycling between Barry and Dinas Powys	Noted. Route currently being investigated through Welsh Government Active Travel funding (VALE-SPR-Future-001E)
4a) If you answered yes to question 4, please provide more details.	The road through Sully is narrow. the pavements are. narrow, some of the crossings of side roads do not have lowered kerbs for pushchairs and bicycles.	Noted.
4a) If you answered yes to question 4, please provide more details.	Short cycle route required on east side of Port Rd, at Culverhouse Cross, between lights on StLythans Rd / Port Rd junction and shopping complex on east side of Port Rd (Aldi etc).	Noted. This would be considered as any future scheme development.

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The routes already in place, (e.g. Port Rd, Five Mile Lane, Barry Is. causeway) make a huge difference to accessibility, and I applaud your work. However please implement routes to Dinas and the Airport from Barry ASAP !</p>	<p>Both routes currently being investigated through Welsh Government Active Travel funding. VALE-SPR-Future-003F (Waycock Cross to Cardiff Airport) and VALE-SPR-Future-001E (Barry to Dinas Powys)</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>We are pleased to note that the suggested improvements include routes to and from (and around) Barry Community Hospital, thereby supporting the Health Board's Sustainable Travel Plan</p>	<p>Thank you for your support.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Lavernock Road is massively under utilised for walk/cycle. This road is a hub for connection for all users from Barry right through to Cardiff Bay/Cardiff. Make this a perfect example of how to connect it all up with well designed cycling and walking paths that are looked after once adopted.</p>	<p>Route options for VALE-SPR-Future-002J are being considered this FY.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>all of them it's waste of public money bikes dont stay on cycle routs they insist going on the road riding two or more abreast.</p>	<p>The aim of the ATNM is to improve existing and future active travel routes in the Vale of Glamorgan for all.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>while paying tax and insurance i will drive.</p>	<p>The aim of the ATNM is to improve existing and future active travel routes in the Vale of Glamorgan for all.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>spend OUR money upgrading roads.</p>	<p>The aim of the ATNM is to improve existing and future active travel routes in the Vale of Glamorgan for all.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The Vale of Glamorgan Council should ensure that it understands the difference between Active Travel and the development of leisure cycling and walking infrastructure. Active Travel should be enabling people to have an option to replace their day to day car (or other vehicle) journey with walking or cycling. We have heard much about the Five Mile Lane cycling route, however this is an example of a truly leisure route which does nothing to connect places where people live, to places where people travel to frequently.</p> <p>The LA and Councillors should also show leadership and responsibility to future generations when implementing Active Travel improvements. To continue on the current path of pandering to drivers does nothing to reduce car reliance, does nothing to reduce air pollution, and does nothing to reduce congestion on the out roads.</p> <p>A area which is designed for cars benefits only drivers, an area designed for people benefits everyone.</p>	<p>Noted.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The routes on Porthkerry Road / Port Road / Harbour Road / Ffordd y Mileniwm and Lavernock Road are noted as 'Off Road Cycling Routes'. This is incorrect, these are shared use cycle / footpaths and should be noted as such.</p>	<p>These routes are classified correctly in DataMapWales but the legend provided for consultation has not identified these as shared use.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Work with schools to get children to walk to school. Too many parents can't be bothered to get dressed in the morning and walk their children to school, choosing instead to drive them and let them out of the car - High Street school is a classic example where the Head is allowing a 'drop off' system.</p>	<p>Noted.</p>

Cowbridge ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
2a) If no, which route assessments do you think are incorrect and why.	Live in Penllyn. We have no safe route to walk into Cowbridge with children other than over grown and often muddy fields or along the A48 with very little pavement until you get to the new roundabout. No public transport going through the village therefore we always have to drive the 4 minute drive to cowbridge which seems a waste as I'd like to walk my child safely!	Noted. VALE-SPR-Future-004H has been included on the ATNM and future scheme design could include links to villages off the A48.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	No safe method of walking to Cowbridge from Penllyn that doesn't involve muddy fields or narrow pavements on busy roads.	Noted. VALE-SPR-Future-004H has been included on the ATNM and future scheme design could include links to villages off the A48.
4a) If you answered yes to question 4, please provide more details.	Penllyn to Cowbridge	Noted. VALE-SPR-Future-004H has been included on the ATNM and future scheme design could include links to villages off the A48.
2a) If no, which route assessments do you think are incorrect and why.	There is no comment as to what the colours mean on the map	A legend was included on the consultation webpage.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Cycling doesn't work on some of these footpath, speaking as a pedestrian who does actually walk	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	We need a walking route from Llysworney to Pentre Meyrik to catch buses such a X2. This would also help link communities such as Llysworney and Penllyn.	Noted. VALE-SPR-Future-004H has been included on the ATNM and future scheme design could include links to villages off the A48.

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I like the idea of a cycle lane from Cowbridge to Llantwit Major and also the one along the A48 to Bridgend (or Culverhouse Cross). These are some difficult routes to build and will be met with a lot of opposition from car drivers, but electric bikes are so good and you can cycle quite quickly on them - quicker than being stuck in a traffic jam on the A48 every day!</p>	<p>Thank you for your support.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Dedicated cycle Lane from cowbridge to Llantwit. Essential for safe cycling road is narrow, winding and shared with many lorries!</p>	<p>VALE-SPR-Future-017B is on the ATNM for future development.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Dedicated cycle Lane from cowbridge to Llantwit. Essential for safe cycling road is narrow, winding and shared with many lorries!</p>	<p>VALE-SPR-Future-017B is on the ATNM for future development.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Dedicated cycle Lane from cowbridge to Llantwit. Essential for safe cycling road is narrow, winding and shared with many lorries!</p>	<p>VALE-SPR-Future-017B is on the ATNM for future development.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Shouldn't there be a route directly from Clare Garden to the school without going along the Llantwit road?</p>	<p>There is an existing shared use facility around the Clare Garden development and available walking routes from the estate to the school (VALE-SPR-004C)</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The proposed cycle route through Ystradowen to Cowbridge should be for pedestrians as well. I walk regularly but as there is no continuous path and overgrown hedgerows on the A4222 (Main Ystradowen to Cowbridge Road) then I think it is too dangerous for pedestrians. What is the logic for making the proposed route only for cyclist?</p>	<p>VALE-SPR-Future-017A has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.</p>

3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Make all cycle routes for walking as well. Most cyclist you see in this area are pursuing their hobby (nothing wrong with that) but most walkers are walking for a reason (and getting fit) shopping (as I do) or visiting friends. With the state of rural pavements and overgrown hedgerows walkers need more support.	Noted. Routes would be developed to include pedestrians.
4a) If you answered yes to question 4, please provide more details.	How about a nice circular route from Cowbridge to Hensol Forest to Ystradowen and back via the proposed Cycle/ 'walking' route to Cowbridge.	The route proposed would be classed as a leisure route and not meet Active Travel guidelines. However, the Council is currently undertaking scheme development of an active travel route between Cowbridge and the Rhondda Cynon Taf border (VALE-SPR-Future-017A)
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The proposals appear to favour cyclist with very little for walkers. Cycling has grown in popularity in recent years but that popularity may not last so make all routes dual purpose, for walkers and cyclists	Noted. Routes would be developed to include pedestrians.
2a) If no, which route assessments do you think are incorrect and why.	No legend visible so cannot work out what the colours and hence assessments mean	Legend was available on Commonplace portal by clicking on 'open'.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Cycling/walking routes connecting more rural villages to the towns	Noted.
4a) If you answered yes to question 4, please provide more details.	Route from near Llanfair to Cowbridge - e.g. use the old railway line from Aberthaw to Cowbridge	Llanfair does not meet the criteria as a designated locality and therefore has not been included in this round of ATNM development.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Walking - repair stiles, check paths aren't blocked by closed and locked gates, provide a point of contact for referral when broken stiles and blocked paths are encountered.	Noted. Issues can be raised via the Vale of Glamorgan 'Report It' page.
2a) If no, which route assessments do you think are incorrect and why.	I have no idea what statement "the agreed standards" refers to. It would be helpful, if not essential for these "standards" to be stated in this questionnaire !	The front page of the consultation page references The Active Travel (Wales) Act 2013 which lists the Design Guidance that provides advice on the planning, design, construction and maintenance of active travel networks.
4a) If you answered yes to question 4, please provide more details.	Map far too lacking in detail for the reader to pass any intelligent and meaningful comment !	This is a high level ATNM and does not provide detail of individual schemes. As individual schemes are developed, public consultation would take place.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	An excellent idea in principle but to enable comment the proposals need to be clearer and more easily read. It would be helpful to include considerably clearer detail and a legend to show let the reader the reader interpret. This is a very poorly prepared and presented consultation.	This is a high level ATNM and does not provide detail of individual schemes. As individual schemes are developed, public consultation would take place.
2a) If no, which route assessments do you think are incorrect and why.	The A4222 is totally unsuitable for pedestrians and dangerous for cyclists	VALE-COW-Future-047A and VALE-SPR-Future-017A are on the ATNM for future development.

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>There needs to be a safe route from Cowbridge town to the comprehensive site. It is currently extremely unsafe with no proper walkway and large vehicles- school buses being the worst offenders. A route behind the school would have to be well lit and have cctv- there has been unacceptable behaviours in that area repeatedly so it is unsafe for family use</p>	<p>Noted, VALE-COW-Future-047B is on the ATNM for future development.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>A route from Ystradowen to Cowbridge Comp is essential. The children have a dedicated school bus to take them less than 2 miles - ridiculous. Either convert the old railway line or put the missing bit of pavement in by Maendy.</p>	<p>VALE-SPR-Future-017A has been included on the ATNM as a future route linking Cowbridge to Ystradowen</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Cycle routes needed on the St Athan Road towards Cowbridge as well as pavements and also on A48 Penllyn to Cowbridge.</p>	<p>Both suggestions would be considered as part of future route developments in this area (VALE-SPR-Future-004H)</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The walking route for children to Cowbridge comp needs CCTV around underpass and better street lighting as is dangerous if walking alone. The path by Eddie's pub on corner towards Cowbridge comp is too narrow for school children and an accident waiting to happen. The paths and roads on Borough Close by Y Bont Faen Primary school are in a very very poor state and used daily. To encourage walkers and cyclists to school please resurface as it is dangerous at present.</p>	<p>Noted. Future scheme development would look at these issues (VALE-COW-Future-047B)</p>

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The A4222 from Aberthin to Maendy is completely unsuitable for pedestrians - the pavement ends on one side of the road resulting in having to cross the road on a blind bend. If a cycle path is being proposed from Cowbridge to Ystradowen, this should also include a pedestrian pathway.</p>	<p>VALE-SPR-Future-017A has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>The cycle route to Ystradowen should also be a pedestrian route</p>	<p>VALE-SPR-Future-017A has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I don't believe this has been effectively communicated to local residents for consultation. The proposed cycle path will go through my housing estate and yet I have only just learned of this proposal (October 2021).</p>	<p>This is a high level ATNM and does not provide detail of individual schemes. As individual schemes are developed, public consultation would take place. The consultation has been publicised on the Vale of Glamorgan website on social media platforms, as well as stakeholders informed and asked to circulate. The consultation webpage had 2231 visitors during the 12 weeks it was live.</p>

Additional comment for Cowbridge received by email 1.11.21

<p>Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>A cycle route from Ystradowen to Cowbridge would make a huge difference to our lives. From Ystradowen, our children will attend nursery school in Cowbridge, hopefully followed by both primary and secondary school on-site at Cowbridge Comprehensive. The distance between Ystradowen and Cowbridge is easily cyclable. As a family we want to cut down our number of car journeys to reduce our carbon burden and to improve our health. In areas with safe cycle routes, child's bike seats and family cargo bikes are becoming popular. We would love to use something like this to transport our two young kids between Ystradowen and Cowbridge for all of their nursery / school journeys, and other trips into town too. As our children get older, we would like to have them safely cycle on tag along bikes / by themselves. The current road does not feel safe to cycle on even for adults, given the national limit section and the bends. When considering options for a new route, please could you prioritise making it family friendly: ideally suitable for cargo bikes and properly segregated from the road, to protect young cyclists (especially important given the plans to open the primary school along that route). Thank you!</p>	<p>VALE-SPR-Future-017A has been included on the ATNM as a future route linking Cowbridge to Ystradowen.</p>
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Dinas Powys ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	More walking paths on eastbrook side away from Cardiff Road. See VALE-DINAS-Future-028D but as shared route not cycling only. Walking and cycling along Cardiff road itself is not safe/desirable	VALE-DINAS-Future-028D has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.
4a) If you answered yes to question 4, please provide more details.	A walking route similar to VALE-DINAS-Future-028D connecting the murchfield side of Dinas to Redlands Road	VALE-DINAS-Future-028D has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Due to the volume of Cardiff Road and the lack of pavement in certain areas, Cardiff Road is not a pleasant walk. Allowing for walking and cycling on Murchfield field of tracks would be a significant and welcome addition for the community. It would also make it more accessible as currently can only be via footbridge and (I believe) level crossing.	VALE-DINAS-Future-028D has been classified correctly in DataMapWales but the legend provided for consultation has not identified these as being a future shared use.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Pedestrianise the village.	Noted. This could be considered as part of future scheme development.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please hurry up and do a safe path from Dinas Powys to Barry, it would be so nice to ride to Barry Island with the kids.	Necessary investigation works are being conducted on this proposed route to enable future construction (VALE-SPR-Future-001E)
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Safe, segregated cycle lanes would mean less confident cyclists such as myself would be happier to cycle from Dinas to places like Cardiff Bay, Sully, Penarth and Barry provided the route was joined up with no need to share part of the journey with buses, lorries etc	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Secure bike parking facilities in key locations would be a benefit too	Noted. Secure parking is being added throughout the Vale.

2a) If no, which route assessments do you think are incorrect and why.	Got fed up of waiting for the maps to load. so couldn't say	A high number of responses have been received so can only assume maps loaded for others. If you have any issues in the future please contact us at the time.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	If there are to be more cycle routes. Then Cyclists should be made to take a cycling test before being allowed on the roads, and have mandatory cycling insurance.	This would not be a Local Authority decision and would rest with Welsh Government, Central Government and the Department for Transport. Cycle training is available for Vale residents if requested.
4a) If you answered yes to question 4, please provide more details.	Can't tell as the map still hasn't loaded....You really want to get your computer programme sorted	A high number of responses have been received so can only assume maps loaded for others.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Can't tell as the mapstore still hasn't loaded ... Maybe another cup of coffee ???	A high number of responses have been received so can only assume maps loaded for others.
2a) If no, which route assessments do you think are incorrect and why.	I can't get the map to load	A high number of responses have been received so can only assume maps loaded for others.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Very frequent buses that run into the evening, More trains on the Llantwitt major line (Stupid timings at weekends). And the bus goes all round the houses. It's also expensive to travel so it's quicker and cheaper just to jump in the car. Using public transport is an organisational nightmare,	Comment passed on to the Vale of Glamorgan Council Passenger Transport Team.
4a) If you answered yes to question 4, please provide more details.	Can fathom your map as it keeps unloading....	A high number of responses have been received so can only assume maps loaded for others.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Would be nice to have pavements wide enough and safe enough to walk on.	Noted.

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>Neither Mill Road, Pen y Turnpike or Cardiff Road are currently safe for cycling along, and pretty scary for walking along too.</p>	<p>None of these routes have been included on the ATNM as 'existing routes', identified on ATNM as future routes which means we would look to improve them for cycling and/or walking in the future (VALE-DINAS-Future-027B and VALE-SPR-Future-001D)</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>I am an active leisure cyclist who would love to do all her journeys in the village by bike but this has proved impossible because: the roads are highly congested with cars travelling through the village at excessive speeds, the road surfaces are appalling with often dangerous potholes, and the pavements are unsafe because the surfaces are so worn and patched and uneven.</p> <p>Cutting speed limits for cars throughout the village - for all those travelling through as well as in, the village limits, to 20mph is the single most effective step you could take to encourage more active travel. Setting such low speed limits would deter through traffic, and make walkers and cyclists feel safe enough to do more of their errands on foot or cycle. At the moment crossing the road on foot is dangerous particularly on Cardiff Road where drivers often go right through the existing pedestrian crossing on red lights, and on Mill Road where drivers regularly drive right through the road narrowing even while elderly disabled people are walking across, and hurl abuse as they go. Setting sensible speed limits will need to be backed up by fixed penalty fines, sleeping policemen, and safe road crossing points. Improving road and pavement surfaces is essential and long overdue, and will encourage people to walk to more places. Shared pedestrian/cycle routes using existing pavements will also be necessary due to our very narrow roads and lanes.</p>	<p>Noted. Any future scheme developments would consider the points raised.</p>

4a) If you answered yes to question 4, please provide more details.	Please prioritise creating safe links to existing high quality cycle routes eg around Cardiff Bay, into Cardiff, to Penarth and along the road sections of the Wales Coastal Footpath in Barry. Currently too many cycle paths stop and require cyclists to dismount - this is dangerous and discouraging for the cyclist. It is impossible for children and young people to travel safely to school now: safe walking and cycling routes to schools should be a priority. Once these steps are taken attention and money should be directed to creating new routes.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Yes please prioritise reducing car speeds within and through the whole of Dinas Powys now, backed up by significant and effective sanctions. This in itself will help adults and children feel safe enough to walk and cycle more.	Noted. Consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.
2a) If no, which route assessments do you think are incorrect and why.	Can't really tell from the map. The lines go over the roads on the map so can't see which is which. There needs to be a safe route along Cardiff Road from Barry to Cogan with an active travel interchange at Cogan for access to Cardiff Centre, Penarth, Barrage, Cogan station, Cardiff International Sports Village. Any routes up steep hills, the majority of people will not use. Routes should be as flat as possible.	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Routes need to be as flat as possible. These maps do not indicate the incline which makes all the difference. Infrastructure MUST be useable, accessible and top quality or it will look like a waste of public money. It is important to me that this is a success and the Dinas Powys routes are of critical strategic importance given all the new housing being built.	Noted.
4a) If you answered yes to question 4, please provide more details.	Hard to tell. Maps are unclear.	Comment noted for future consultations, thank you for your feedback.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Routes must be as flat as possible and link Barry to Cardiff.	Noted.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Effective traffic calming measures on Cardiff Road (priority road for the vale) urgently needed, its treacherous for walkers and cyclists. Passed a number of cyclists this morning, great to see, but really concerned for their safety.	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Nothing - I don't take car journeys. All of mine are done through walking or public transport.	Noted.
4a) If you answered yes to question 4, please provide more details.	<p>VALE-SPR-Future-007C seems to use the route through the Tesco Express car park. A footpath used to exist behind it, which was used by students heading to St Cyres and to access the path, without having to go through the car park. This has since been left to overgrow with brambles and bushes and is now completely inaccessible.</p> <p>More litter-picking needs to be done along this route too. Historically used as a bin by students and makes the entire path leading from Tesco to the top of the hill unappealing.</p>	Noted. Comments regarding litter picking will be passed on to our Cleansing department.
2a) If no, which route assessments do you think are incorrect and why.	Just to say that opening up the Ash Path to both walking and cycling is a good idea as long as the walkways can be widened to accommodate both active travel types.	Noted.

Llantwit Major ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
2a) If no, which route assessments do you think are incorrect and why.	The existing cycling route along Windmill Lane has barrier chicanes at each end, which are hard / difficult to navigate on a standard bicycle with an able body. The route is not signed as a cycle route or shared-use path.	Windmill Lane is classified on the ATNM as an existing walking route only (VALE-LM-045A)
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	<p>I already cycle every day for most of my journeys - but I'm male, fit, and young-ish. Llantwit Major is of the ideal size to make most journey by non-car means. The significant barriers as I see them are:</p> <p>Pentre Cwrt estate into town - the non-car routes are either Windmill Lane or the path west down to the railway bridge behind Great House. The Windmill Lane route is chicaned, and narrow. The western route is dark, counter-intuitive, with physical barriers at the western end. Improving these two routes with signposts, barrier removal and lighting may go some way to improving use?</p> <p>The other major barriers to active transport in Llantwit are Llanmaes Road and Boverton Road. Both are high-speed traffic sewers. The future walking and cycling provision (003N and 046a) must consist of physical infrastructure, as opposed to paint on the road. Significantly, cycle infra must have the same priority at junctions as the main roads. It's a sad fact that existing and planned active travel infra in the Vale yields priority to side roads. This is a golden opportunity to take road space from motor vehicles.</p> <p>This is an unpopular thought, but we need to make vehicle journey less convenient than they currently are in order to drive active travel modal shift.</p>	Thank you for your support and your comments will be considered during future route development.
4a) If you answered yes to question 4, please provide more details.	Significantly, the route down to the beach remains an incomplete active travel link. I know that you'll remind me that this is out of scope of this study, but nipping down to the beach is such an integral part of being a Llantonian, that the omission is really glaring. Currently, driving to the beach is seen as "the way to go there", which is reinforced by the muddy / car shared active travel route paralleling the road to the beach. It's such a short distance, but currently so much more complicated than it should be.	Agreed. Route has now been added to the ATNM (VALE-LM-Future-046K)

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The single largest benefit to active travel would be for non-motor-vehicle modes to have the same priority over side roads as the motor traffic that they displace.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I think making Llanmaes Road a bit slower might make things feel a bit safer to walk and cycle - there are a lot of buses and tractors going along here and they go a bit fast sometimes. I would like to cycle but not on the road at the moment, and there are too many parked cars, especially up by the top end by Eagleswell Road - double yellow lines would help here because there's loads of room for them to park behind their houses.	Noted. An AT route along Llanmaes Road (VALE-SPR-Future-003N) has been detail designed and consulted upon.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Some cycle routes in Llantwit Major! There is not one in the town except for 100 metres by the comprehensive school. It looks like nothing will change as a result of this consultation either. Also there is no speed limit enforcement or traffic calming on two of the major roads Boverton Rd and Llanmaes Rd making these too dangerous for many casual cyclists, especially children. You have to wonder what the point of this exercise is as it appears nothing will change and the town will remain a no go area for most cyclists except for those from cycle clubs.	This ATNM has an increase in routes from the previous INM in 2017.
4a) If you answered yes to question 4, please provide more details.	Any meaningful cycle path that actually goes somewhere within the town!	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	This consultation document and interactive map given little information and are not very user friendly, probably the reason why only one other comment has been submitted from Llantwit. It is rare to see a cyclist in Llantwit except for those passing through dressed in Lycra and that seems unlikely to change. Disappointing.	Noted, however 133 individual comments have been received through this phase of the consultation process.

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I quite like the look of joining up to Cowbridge, St Athan and Rhoose. Imagine being able to jump on an e-bike (bit far for me on a manual) and getting to all these places without using a car. Within Llantwit itself the routes seem to make sense for schools. I know you can't put routes down to the beach but it's such a shame - so many families won't currently walk because they don't think it's safe. I guess the only way to provide wider pavements in bits of Llantwit is to close streets off to cars - that won't be welcomed by many though.</p>	<p>Thank you for your support. Route to beach to be added to ATNM (VALE-LM-Future-046K)</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>Southern part of Ham Lane East is not an especially good road for cycling on - it's great once the off-road shared path starts further up, but down towards Mill Lay Lane it's narrow and there's a blind corner with limited visibility going onto Ham Lane South.</p> <p>Similarly, Station Road is not a good road for cycling on currently - it is very narrow in places and often has backed up cars trying to edge past each other.</p>	<p>Noted.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>The routes look great and would be a considerable improvement over the existing situation, and would help me feel more confident cycling with my two children (one primary age, one secondary). It would be good to have shared segregated cycle/walking path extended along Pouligen Way as this would seem to be easier and wider to accommodate than relying on Station Road which is narrow</p>	<p>Thank you for your support. VALE-LM-Future-046a is on ATNM for future cycling improvement (Pouligen Way).</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>See above - Pouligen Way</p> <p>Also - many many journeys are made by people in Llantwit down to the beach (as a destination, so still within scope of 'active travel') and it would be great to make that journey safer and easier by walking and cycling. If extension of the existing shared off-road path near the beach, up through the other fields towards town, is not possible, then making the road to the beach, from the mini-roundabout onwards, a 20mph speed limit, or regular artificial narrowings to avoid cars speeding down there, would be a significant improvement.</p> <p>Thank you</p>	<p>Agreed. Route to beach to be added to ATNM (VALE-LM-Future-046K)</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The ambition here is great to see - it's important that you go ahead with these plans, consulting where required on specific details of the routes, but not on the need for segregated routes (which should be a given)</p> <p>Thank you.</p>	<p>Thank you for your support. Consultation will be held on future active travel schemes.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>The footpath from Boverton to Ham Lane/Town could be made wider. When all the school children are walking it can be congested and you realise how narrow the pavements are. It's not clear if under the railway bridge off Boverton Road is being improved - that's really popular with kids walking to school.</p>	<p>VALE-LM-Future-046a (Boverton Road) is on the ATNM as a future route and widening the provision for pedestrians would be looked at as part of this scheme development. VALE-LM-045H (under railway bridge) is an existing shared use facility.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The route to the beach could be improved but I understand that it's leisure not for commuters or school - shame though. The roads are really narrow in llantwit - is there any way they could be made one way? Not just for traffic but maybe it would then allow pavements to be made.</p>	<p>Agreed. Route to beach to be added to ATNM (VALE-LM-Future-046K)</p>

Penarth ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
2a) If no, which route assessments do you think are incorrect and why.	There is a cycle path through Dingle park that doesnt seem to be shown	Noted. Then zig zag cycle path into Dingle Park near to the train station is a shared use facility. The remainder of the path, within the park, needs to be brought up to sufficient standards but would be considered along with any future scheme development. This has been added to map VALE-PEN-Future-019F.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Better pavements and more cycle paths and 20mph limit	Noted.
4a) If you answered yes to question 4, please provide more details.	Need for more emphasis on Public Transport links to more awkward parts. Once someone has got in their car they are unlikely to then get out to board a bus. Making public transport better should help reduce car numbers which is the biggest obstacle to more active travel	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Better public transport with a Cogan link from Penarth to Barry would be helpful. Better disabled access particularly on the Cogan Cardiff side is crucial	Noted.
2a) If no, which route assessments do you think are incorrect and why.	Include an active travel route linking Penarth Esplanade with Cardiff via the Cardiff Bay Barrage	VALE-PEN-Future-018C is on the ATNM.
4a) If you answered yes to question 4, please provide more details.	A Walkway from Penarth Esplanade to link with Cardiff Barrage thus enabling active travel between Cardiff Bay and Penarth Esplanade. At present the	VALE-PEN-Future-018C is on the ATNM.

	route across the Barrage comes to a dead end at the Southern end.	
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Extend such facilities to include linking Cardiff Bay barrage walkway with Penarth Esplanade via a coastal path.	VALE-PEN-Future-018C is on the ATNM.
2a) If no, which route assessments do you think are incorrect and why.	Proper separation for pedestrians from cycleways as shared pathways can be difficult when users don't consider others.	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Separation of vehicle types from pedestrians	Noted.
4a) If you answered yes to question 4, please provide more details.	Walking route to Cardiff bay along the headland	VALE-PEN-Future-018C is on the ATNM.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please consider all users and safe separation as well as signage and enforcement.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The headlands route 018c would make a huge to active travel between Penarth and the bay and into Cardiff.	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	light rail system into lower Penarth. Everything is currently to far to walk.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Vale-Pen-future-018C (Creating a path around the cliff's to Penarth marina would be an excellent idea. (why not	Noted.

	consider an electric shuttle light rail system here too)	
2a) If no, which route assessments do you think are incorrect and why.	Cyclepath missing through dingle Park. Given the steep nature and busy nature of the road using the cycle path through the path built through the park should be encouraged. Linking this to dingle road and then using dingle lane and other lanes (used already by walkers and cyclist) would give a route to penarth station avoing the busy town center using largely traffic free routes	Noted. Then zig zag cycle path into Dingle Park near to the train station is a shared use facility. The remainder of the path, within the park, needs to be brought up to sufficient standards but would be considered along with any future scheme development. This has been added to map VALE-PEN-Future-019F.
4a) If you answered yes to question 4, please provide more details.	Bute Lane, Dingle Lane, west terrace lanes are used extensively by walkers and cyclist as traffic free routes to both the town center and/or going south via the blocked off grove terrace or the lane connecting Woodland Terrace and Stanwell road. This lane then connects via a short road section to the Railway Path.	Several routes have been added to the Penarth ATNM to create a better network and alternative routes around these streets are included. These suggestions will be considered under future audits.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Current short car journeys are often walked instead however the journey from Penarth to Barry is not short and the walk certainly wouldn't be so highly unlikely to be replaced by walking or cycling. Particularly when many people visit Barry for a day at the beach and therefore would likely be travelling with children and belongings.	Noted.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	some of the proposed routes are currently wild woodlands. Given the current plans for a new housing development and school at upper cosmeston farm it would seemingly go against the pledge to maintain green space, the green wedge and natural wild space.	Noted.
2a) If no, which route assessments do you think are incorrect and why.	Route 025A is proposed to run through a housing estate, there is an overgrown road running from Cogan Hall Farm through to the field at st David's Crescent which would be ideal for a foot/cycle path	Noted and route suggested would be explored if VALE-PEN-Future-025A is funded.
4a) If you answered yes to question 4, please provide more details.	There is an overgrown road running from Cogan Hall Farm through to St David's Crescent fields, clearing this would give a safe walk/cycle route through to Cosmeston rather than using Sully road which doesn't have a pavement in parts	Noted and route suggested would be explored if VALE-PEN-Future-025A is funded.
4a) If you answered yes to question 4, please provide more details.	Connect the railway walk to the station car park. It's currently a gap in the fence.	The area suggested is privately owned.
4a) If you answered yes to question 4, please provide more details.	It's great to see a cycle route proposed for Clinton Road, however there's nothing for Larkwood / Evenlode Avenue. To encourage kids to cycle to school it would be good to see active travel promoted on that road over driving, Perhaps a one way system for cars and reduced parking for cars, to	VALE-PEN-Future-023B will provide a safe route to the rear of the school.

	make room for improved pavements and cycle ways.	
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The new paths towards Sully look fab.	Thank you for your support.
2a) If no, which route assessments do you think are incorrect and why.	Route A024A Whitcliffe Drive needs to be widened to accommodate walkers and cyclists. At present there is conflicting usage with many cyclists using the route when they shouldn't.	VALE-PEN-Future-024A is on the ATNM as a route that needs upgrading to meet revised Welsh Government Active Travel guidance.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	A footpath/cycle route from Dinas Powys to McDonalds roundabout, Cardiff road	VALE-SPR-Future-001E is being investigated this financial year.

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>This consultation system is inaccessible and convoluted. The map is vague and difficult to use. You have no links to the route assessments or agreed standards that you refer to.</p> <p>In regards to your question, I <i>*think*</i> that the disused railway path is marked as an 'off road cycling route', when it's quite clearly a shared use path. As far as standards are concerned, it's too narrow to be comfortably shared in this way, and has no lighting, and therefore is unsafe for many after dark.</p> <p>I'm sure there are many similar mistakes in this map but without supporting documents how are we supposed to tell?</p>	<p>Comments regarding the consultation are noted and will be passed on to Welsh Government. The classification of Railway Walk is an error and will remain a walking and cycling route.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>How are we supposed to answer this with no information on what physical changes will be made to these routes?</p> <p>This is important as it could <i>*enable*</i> people to walk/cycle rather than just being <i>*encouraged*</i></p>	<p>Noted for future consultation.</p>

<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Again, how are we supposed to answer this with no information on what physical changes will be made? A town-wide plan should be made to address the current dominance of motor traffic on our streets; rather than tinkering around with individual streets there should be a plan to reduce the over-reliance on private cars (most of Penarth is within one mile of the town centre). This could be a combination of using modal filters on residential streets, and protected cycleways on arterial roads. Streets should be reconfigured to make it easier to cycle/walk and more difficult to drive.</p>	<p>Noted.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>This consultation system is inaccessible and convoluted. The map is vague and difficult to use. You have no links to the route assessments or agreed standards that you refer to. This will result in a very low response rate and therefore very skewed and unreliable data</p>	<p>Noted for future consultation.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>Have not worked out how to access legend for starters. A lot of the routes seem to be Shared Use - isn't that what we have already?</p>	<p>Noted for future consultation.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Will continue to use current routes that I use as not enough info on what "shared use" is Am excited about the 024D route to extend railway path out to Sully</p>	<p>Noted and thank you for your support.</p>

4a) If you answered yes to question 4, please provide more details.	St Mary's Well Road to join with Beach Road - the gate between these routes needs to be more cycle friendly but even more importantly more accessible for people in wheelchairs/using mobility scooters.	The route from Swanbridge to Sully would not meet Welsh Government criteria to be included on the ATNM.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	N	No answer required.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Until the state of the pavements in Penarth improves walking or using mobility aids is risky for anyone, particularly anyone with disability.	Noted. Routes identified on the ATNM will be improved over the next 15 years.
2a) If no, which route assessments do you think are incorrect and why.	The cycle path on Lavernock Rd is often obliterated by parked cars from visitors to the athletic field and children on bikes are forced into the main B road. The roads around the schools need to be car free so that children can safely cycle to school. Cycle network needs to be joined up better with crossings. Lighting on the railway path needs to be put in place.	Noted and improvements suggested will be looked into.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	I am a cyclist, pedestrian and car user but the cycle network needs to be clearly marked and cars discouraged from parking on them. There needs to be more defined spaces for walkers, car and bike users. I do not cycle where cycling isn't permitted e.g cliff tops and pavements so why are cars allowed to park on cycle paths?	Noted.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Make road markings clearer. Councillors and ministers should listen to the people who use the facilities as they clearly don't. Make exclusion zones around schools. Reduce the speed limit to 20mph	Noted. Consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.
2a) If no, which route assessments do you think are incorrect and why.	You only need to look at Castle Avenue to see that the Council are not very good at this. Grass verges dug up for routes that are not used except for cars who park off road.	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	The map isn't working.	No other issues reported for map not working. Contact details were provided on the webpage to provide assistance.
4a) If you answered yes to question 4, please provide more details.	The map isn't working	No other issues reported for map not working. Contact details were provided on the webpage to provide assistance.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Look at Castle Ave. to see what a mess you made of that and try to learn from it.	Noted. The Council monitors schemes post completion.
2a) If no, which route assessments do you think are incorrect and why.	I may be misinterpreting this question but you've not identified link between Cog and top of Cosmeston i.e. murch Road. There is a good cycling loop from Penarth to Sully, cycling back through Cosmeston which is not included	VALE-SPR-Future-009B is on the ATNM as a route for future development to reach Welsh Government Active Travel standards.
4a) If you answered yes to question 4, please provide more details.	Please include Cog to ? Much on Sully Road. this makes a really good loop from Penarth to Sully, through Cosmeston	VALE-SPR-Future-009B is on the ATNM as a route for future development to reach Welsh Government Active Travel standards.

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>While there is a cycling route that goes past Ysgol St Cyres, there is no safe route that extends past Pen-y-garth. That part of the road is unsafe for cyclists and for walkers.</p> <p>The stretch of Windsor Road from the roundabout with Plassey Street down through Cogan is still unsafe for cyclists. There have been some minor improvements, but from the railway bridge on it is dangerous. I cycle often along this route with my son, but would never put him on the road. We cycle on the pavement then take the back streets through Cogan.</p>	<p>VALE-SPR-Future-010A (Sully Road) is on the ATNM as a route for future development to provide a safe walking/cycling route to Ysgol Pen-y-Garth. VALE-SPR-Future-005C (Windsor Road to Cogan) is on the ATNM as a route for future development.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>It depends what the new infrastructure will be. Much needs to be done to improve junctions. Junctions are a key consideration for cyclists. If roads can't be crossed safely, the route will be avoided.</p>	<p>Noted and your comments will be considered as routes are developed.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Bradenham Place could be made a two way route for cyclists whilst still remaining one-way for cars. This would give a much more convenient route from Hickman Road to Windsor Road, and make it much easier to cross from one side of Penarth to the other.</p>	<p>Noted. This could be considered for any future scheme development in the area.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Please give proper consideration to junctions. Please also consider that cycling routes must be safe for children to use.</p>	<p>Noted and your comments will be considered as routes are developed.</p>

2a) If no, which route assessments do you think are incorrect and why.	Impossible to say given the quality of the map	Noted for future consultation.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Better public transport connections	Not in the scope of ATNM.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Some of these routes, particularly between towns (e.g. Sully to Penarth, Sully to Barry) are really unlikely to actually replace people's car journeys. Money would be best focused within towns, where there is a realistic prospect of reducing short car journeys through better provision. Cutting down the trees on the old railway line between Sully and Swanbridge Road and on to Cosmeston when there's already a path along the road seems a terrible and totally unnecessary idea for the environment that will replace very few car journeys	Noted. Any future scheme development in these areas would be subject to full public consultation and your feedback would be welcome.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Make it less convenient to drive. More low traffic neighbourhoods and modal filters to cut down on available routes for driving across town.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Be brave. Make sure the implementation is worth doing. No more painted death strips - proper segregated cycle lanes, pedestrian and cycle priority at junctions, slow the traffic down significantly.	Noted.

2a) If no, which route assessments do you think are incorrect and why.	Absolutely no segregation from motor traffic on the majority of the existing routes, with the exception of the 'wiggly hill' and (in theory) the barrage	Noted.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Segregated routes	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please let us/me know which standards are to be applied to the Vale planned walking and cycle routes - evidence is that paint on roads increases the rate of cyclist injuries, as opposed to properly segregated routes	Future routes will be designed using Welsh Government Active Travel Act Guidance July 2021.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	To remove the steps at Byrd crescent community centre entrance to cosmeston for wheelchairs, buggy's and accessible cycles.	This will be considered as an improvement to VALE-PEN-Future-025E
2a) If no, which route assessments do you think are incorrect and why.	I can only see plans for future walking routes - on this map I can't see any green which is labeled as future cycling routes - am I correct in interpreting that there are no new cycle routes planned for Penarth? I don't understand what the plans mean for new walking routes - all the current streets are walkable, with the exception of some surface management, whereas a lot could be improved for cycle routes.	Provision for cycling is included on the published ATNM. Comment noted for future consultation.

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>I already cycle a lot and there's nothing on here that would make a big difference to what I already do. That is not to say cycling can't be improved. I think the biggest differences would be, in order:</p> <ol style="list-style-type: none"> 1. Impose 20mph speed limits everywhere including bus routes 2. Improve the quality of the road surface - potholes and collapsed drains are uncomfortable/ lethal for cyclists and cause weaving/ swerving 3. Improve junctions for cyclists - it is far better to have a forward cycle box than route cyclists onto pavements at junctions. Making cyclists behave like pedestrians just gets bikes in people's way and typically prevents the bike rejoining the carriageway smoothly - allowing bikes to behave like cars in the road is far smoother to traffic flow and safer because the route taken at the junction is far more obvious and predictable to drivers 4. Lastly, introduce more traffic free areas and ways to discourage driving (but PLEASE not speed bumps) 	<p>Thank you for your comments and they will all be considered as we develop our future routes.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Don't bother with a path round the Headland; it's not worth the construction, the sea will have it inside a decade. Invest instead in cycle routes in the town and room for bikes on main roads.</p>	<p>Noted.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I would like anyone planning cycle routes to have to prove that they have cycled existing routes first before they make changes. Also, why not recruit existing cyclists to do a group ride with the Planners?</p>	<p>Noted. Following the submission of the ATNM the Council intends on setting up an cycling interest group, including groups such as Vale Veloways.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>I would argue that shared pedestrian/walking pavement routes are not fit for purpose e.g. Sully Lane, Lavernock Road. They cause unnecessary conflict between those walking and cycling. A bespoke lane for walking and a separate one for cycling should be provided, at the cost of on-road parking spaces or traffic lanes.</p>	<p>Noted.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>It is not clear what is actually being proposed. The density of routes looks good, but if these are shared pavements for pedestrians and cyclists, the result will be bad. On the other hand, if segregated, continuous and direct cycling routes are favoured at the expense of existing road space taking by parked cars then the proposed routes could work very well.</p>	<p>Thanks you for your positive comment on the density of the network. Future scheme development will take into account your points. Segregated cycle paths will be made available where ever possible.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I feel that, in general, the Vale of Glamorgan Council are way behind in implementing good infrastructure to allow pedestrians and cyclists to travel safely, directly, and without having to wait endlessly at junctions for cars to allow them to cross. To enable people to choose active travel, you have to</p>	<p>Noted and suggestions will be considered as part of any scheme development.</p>

	provide quality infrastructure, not just a bit of paint here and there.	
4a) If you answered yes to question 4, please provide more details.	Active travel access to Llandough Hospital could be improved by a route along Corbett Road	VALE-SPR-Future-001C is an existing route that requires some minor improvement to reach Welsh Government active travel standards.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	We note the routes to and from (and around) Llandough Hospital and this supports the Health Board's Sustainable Travel Plan and future developments at Llandough Hospital. I would like to see further expansion of Nextbikes in the Vale and increased secure cycle storage facilities. This would encourage further commitment to Health and Wellbeing	Thank you for your support. Further funding will be requested from Welsh Government to expand the nextbike scheme.

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The existing route on the old railway should be marked as a pedestrian route and as a "off-road cycling route" (it is missing entirely from plan Penarth (2 or 2)) as that is its current use though it is not wide enough to allow joint use by pedestrians and commuting (fast) cyclists. The north end needs to be sorted out so that it opens onto the station approach and not a narrow lane (Vale-SPR-Future-008F) through to Plymouth Road. Vale-PEN-Future-023F should use Sully Place as well as Archer Place to join the path on the old railway.</p> <p>The existing Cliff Walk is not wide enough for pedestrian use along its length (especially beyond Craven Walk). It needs to be widened to a minimum of say 3 metres along its whole length.</p>	<p>The classification of Railway Walk is an error and will remain a walking and cycling route. Your suggestions on future routes will be considered as schemes develop.</p>
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<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Some - especially the Penarth Headland Link (Vale-PEN-Future-018C) and those others listed below in answer to question 5 will but most will not make much difference.</p> <p>The main deterrent (other than distance) to cycling to and from Penarth Town Centre from the south is that the old railway - Vale-SPR-002G - is inadequate for walking combined with fast commuter cycling and on the alternative roads the volume of parking meaning that cyclist have to give way to parked cars for much of upper Plymouth Road, Marine Parade etc. Nearer to the station the roads are congested by all-day uncontrolled parking by cars of those who have driven from Penarth and beyond to commute to Cardiff with the same impact on safe cycling. New parking over the railway cutting into Penarth would provide Penarth with its only off road parking, convenient for both the Town Centre and the station.</p> <p>The main deterrent (other than distance) to cycling beyond Penarth Town Centre from the south is the Head with its steep climbs which the Penarth Headland Link is intended to by-pass.</p>	<p>Noted and comments will be considered as part of any future scheme development</p>
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<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>It is an excellent idea to create a path around the Headland to Penarth marina and the barrage (Vale-Pen-future-018C). In the Sustrans report presented to the Cabinet on 19th July it is designated as part of a Secondary or Local route from Pont y Werin to the Esplanade. This under values it. It should be a Strategic Primary Route. By focusing in its consideration of Strategic Primary Routes on Penarth Town Centre rather than south Penarth, Cosmeston and Sully (all due to grow greatly) this designation overlooks the topography of Penarth (with steep climbs over the Head) and misses the strategic context of the Penarth Headland Link. As a Strategic Primary Route it joins - by a short piece of Vale-SPR-Future-008A - with the plans of Cardiff City at the Barrage and, at its southern end, serves south Penarth etc as a flat route into Cardiff. It needs to be closely linked to plans for future walking and cycling routes Vale-Pen-Future 024D (route between Penarth and Sully on the old railway track) , Vale-SPR-Future-002J (route between Penarth and Sully alongside the main road), Vale-Sully-Future-030I and Vale-SPR-Future-002K to give its strategic context.</p>	<p>Noted and comments will be considered as part of any future scheme development</p>
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2a) If no, which route assessments do you think are incorrect and why.	Old Cogan Hall Farm is a working farm and an increase in cyclists and pedestrians using the public byeway 13 would be potentially dangerous. Why not make more use of public footpath 12 and divert cyclists and pedestrians through the public open space ? Has anyone from the Vale Council actually done a risk assessment factoring in farm machinery and livestock ?	Noted and comments will be considered as part of any future scheme development
2a) If no, which route assessments do you think are incorrect and why.	The Cogan Railway Station roundabout needs to be made safe for pedestrians.	Any future development of VALE-SPR-Future-005A would consider your comment.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	The Cogan Railway Station roundabout needs to be made safe for pedestrians.	Any future development of VALE-SPR-Future-005A would consider your comment.
4a) If you answered yes to question 4, please provide more details.	There needs to be routes for pedestrians to railway stations.	Noted.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The needs of cyclists are being put about pedestrians.	Noted.
2a) If no, which route assessments do you think are incorrect and why.	Railway Path. This is a shared foot path NOT an Off Road Cycle Route	The classification of Railway Walk is an error and will remain a walking and cycling route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Make cyclists use the road.	Noted
4a) If you answered yes to question 4, please provide more details.	The Cardiff Barrage close because of pop concerts!	Noted

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The map and consultation process is convoluted and difficult to use</p>	<p>Your comment is noted for future consultations.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>1. You have omitted the route of the Wales Coastal Path, an already established route running from Lavernock Point to Cardiff Bay Barrage (and onwards), which routes via "Telegraph Way" from Lavernock to end of formal path on Cliff Walk, thence via Esplanade, Kymin Footpath, Bradford Place, Clive Crescent, Penarth Head Park, Clive Place and down to the Barrage and onwards.</p> <p>2. You have omitted the Public Footpaths from Penarth Yacht Club up to Marine Parade ("The Black Path"), as well as the footpath from the top of Cliff Road to Marine Parade. Both these paths will now be 100 years old.</p> <p>3. You have omitted the popular Footpath known as "The Dingle" running from Plymouth Road (opp. Job Centre) to Bridgeman Road. This has also been established for around 100 years.</p> <p>4. I note that the proposals are for Active Travel, which includes Walking, and these errors should not have</p>	<p>Not all footpaths can form part of the ATNM. Pedestrian routes need to reach set criteria to be shown on the map.</p>

	<p>occurred on any Footpaths or Routes maps or proposals.</p>	
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>See above details.</p>	<p>Response above</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>These proposals need much wider consultation amongst the Vale's 125,000 population, and Local Discussion Groups would be a useful addition to the Consultation Process, in addition to Direct mailings to interested parties such as Penarth Tourism & Visitor Association (ourselves).</p>	<p>The proposals have been out to consultation three times. They have been promoted via our usual Council Communication methods.</p>

3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	as someone who walks EVERYWHERE, the plans wont make me walk more. In fact, if you take OUT the RAILWAY PATH in Penarth for walking then I will walk LESS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	Noted. The classification of Railway Walk is an error and will remain a walking and cycling route.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The Railway Path is very popular with walkers of all ages and cyclists. Taking away this for walkers will mean people will not go up to town as much hence affecting the businesses and the health bwenefits of walking.	Noted. The classification of Railway Walk is an error and will remain a walking and cycling route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Bicycles and electric scooters should be banned from all public land - they are a danger to pedestrians and a nuisance to traffic.	Bicycles can be used on the road network and shared use facilites only - they should not be ridden on footpaths. It is illegal to use an electric scooter on public land.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I think the Vale of Glamorgan Council should abandon this Green-Communist policy and sack all those involved.	No comment
2a) If no, which route assessments do you think are incorrect and why.	The routes in Cosmeston, (which is not in Penarth) apart from the route along Railway Walk and Cosmeston Drive to Lavernock Road, the other routes up the track into the fields above Lover Cosmeston Farm and the route along the now disused railway track do not exist and may not even come into being. The route is also adjacent to a historic contaminated landfill site containing Arsenic, Asbestos fibres, Carcinogenic (cancer causing) compounds, etc.	Noted and your comments will be considered as routes are developed.

3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Nothing as such, as food shopping at Supermarkets is a necessity by car. Similarly, as are other shopping requirements and attending sporting events, all of which are outside the community, take too long to walk, cycle or use public transport to access.	Noted. However, not all people are able to drive so do require alternatives.
2a) If no, which route assessments do you think are incorrect and why.	It appears that Railway Walk, Penarth and Railway Walk, Cosmeston are to be Cycle Only Routes, what an absurd proposal. The main direct walking route to the town centre being removed giving cyclists even more priority.	The classification of Railway Walk is an error and will remain a walking and cycling route.
2a) If no, which route assessments do you think are incorrect and why.	The railway path must be protected for pedestrians	The classification of Railway Walk is an error and will remain a walking and cycling route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Nothing. I work too far west	Noted
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	The railway path must be protected for pedestrians	The classification of Railway Walk is an error and will remain a walking and cycling route.
2a) If no, which route assessments do you think are incorrect and why.	The railway path in Penarth is used extensively by walkers, do you really plan to make this. Cycles only? Its crazy. I will continue to walk there regardless of your plans.	The classification of Railway Walk is an error and will remain a walking and cycling route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Better knees, possibly fixed by the Welsh NHS.	No comment

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I love to walk the railway path. Is it true it will be designated cycles only?	The classification of Railway Walk is an error and will remain a walking and cycling route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Railway Walk which stretches from Cosmeston Drive in Cosmeston to Penarth Town Centre is now being proposed as a 'cycle only'. This will mean I will in future take the car as I currently walk along here. I'm unclear why this is being proposed. It's seems to want to fix a problem that isn't there.	The classification of Railway Walk is an error and will remain a walking and cycling route.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Railway Walk which stretches from Cosmeston Drive in Cosmeston to Penarth Town Centre is now being proposed as a 'cycle only'. I would like to know why this is being proposed	The classification of Railway Walk is an error and will remain a walking and cycling route.
2a) If no, which route assessments do you think are incorrect and why.	Railway walk is an important route for both pedestrians and cyclists and should continue to be used by both	The classification of Railway Walk is an error and will remain a walking and cycling route.
2a) If no, which route assessments do you think are incorrect and why.	I live in Sully Place. I cycle to work most days and never use the railway path as the blind corners at its northern end make it dangerous for cyclists and pedestrians. I would say that most cyclists commuting for work would use Plymouth Road rather than the railway path.	Noted and your comments will be considered as routes are developed.

3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Make a proper walking route from the northern end of the railway path through to station approach, rather than a hole in the fence and tip toe through the mud. A proper path to the station would be appropriate here.	The area suggested is privately owned.
4a) If you answered yes to question 4, please provide more details.	i believe that the Headland link would be a significant boost to cycle commuting from Penarth and Sully through to Cardiff. The climb up and over Penarth Head is a real issue for cyclists and a flatter route around the base of the headland and then across the Esplanade would make life significantly easier. Please bring this scheme forward.	Noted and your comments will be considered as routes are developed.
2a) If no, which route assessments do you think are incorrect and why.	The old railway path should not be a designated cycle route. It is a vital walkway for pedestrians in the Penarth area	The classification of Railway Walk is an error and will remain a walking and cycling route.
4a) If you answered yes to question 4, please provide more details.	Extension of the old railway line all the way to Swanbridge and Sully, thence on to Barry	Noted and your comments will be considered as routes are developed.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	It should be a high priority ti have a route from penarth to cardiff which avoids the climb over penarth head	Noted
2a) If no, which route assessments do you think are incorrect and why.	The old railway line south of penarth is combined cycling and walking	The classification of Railway Walk is an error and will remain a walking and cycling route.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Headland link badly needed to link to Bay trail avoiding steep hill	Noted

Rhose ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	The east-west link along the B4265 is crucial for inter-community active travel. Combined with a gentle slope down into (and out of?) Porthkerry Park, you're on to a winner.	Thank you for your support.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please do the bit between the airport and Barry - there are so many people walking it these days and it's so dangerous. I'd love to cycle it but there's no way I would go on the road!	Route on current INM and has been renamed VALE-SPR-Future-003F. Welsh Government Active Travel funding received this financial year to continue the investigations on this route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	I live in East Aberthaw. Currently there is no pavement, safe cycling, active travel route, etc to enable cycling or walking from East Aberthaw to the railway station and amenities at Rhose.	VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
4a) If you answered yes to question 4, please provide more details.	The active travel route along Fontygary Road in Rhose should be extended along Fontygary Road to East Aberthaw. I believe this would comply with the Welsh Government Active Travel Guidance on Rurality paragraphs 4.5.1 and 4.5.3 at https://gov.wales/sites/default/files/publications/2021-07/active-travel-act-guidance_0.pdf	Development of VALE-SPR-Future-003I would include links to Rhose.

2a) If no, which route assessments do you think are incorrect and why.	There are no routes at all through East Aberthaw.	VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	It is not possible to walk anywhere from East Aberthaw as there are no footpaths and no cycle routes and no train halt (stop) out of the village. East Aberthaw is actually a through route for traffic from and to all of Rhoose and Rhoose point.	VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
4a) If you answered yes to question 4, please provide more details.	See comments in 3a above. These points are part of a campaign for East Aberthaw involving Alun Cairns, Andrew R T Davies, Jane Hutt and Heledd Fychan as a cross party group. Gordon Kemp is also involved as councillor. A speed watch programme is about to be implemented and SWP are involved with the Highways dept. So leaving East Aberthaw out of the plans is a significant omission.	VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Yes. The East Aberthaw group has asked for speed restriction to 20mph, speed restriction signs and rumble strips (or similar), a pedestrian crossing, footpaths to enable residents and children to walk safely and a train halt. The MS's and the Highways Manager (Mike Clogg) have seen the high volume of traffic through the village and the amount of speeding that goes on.</p>	<p>Noted and any future development of VALE-SPR-Future-003I would consider the points discussed.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The main road through Rhose. There is no cycle route identified and the route to East Aberthaw is not highlighted as part of the plan for Active Travel. There are limited designated pedestrian routes identified.</p>	<p>VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Designated cycle and pedestrian routes that allow them to walk and cycle through Rhose and along to East Aberthaw and to St Athan without having to ride down the B4265.</p>	<p>VALE-SPR-Future-003I has been realigned to include East Aberthaw.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>A safe route for pedestrians and cyclists through from Rhose through to East Aberthaw and onto St Athan.</p>	<p>VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Priority given to pedestrians and cyclists rather than vehicles. Vehicles to be redirected out onto B4265 rather than using Rhose, East Aberthaw and St Athan as a cut through. This is making safe Active Travel impossible in our villages.</p>	<p>Noted.</p>

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>I live in the village of East Aberthaw, which comes under the ward of Rhoose. Nowhere is our village even taken into consideration despite the fact that walking and cycling are IMPOSSIBLE if you want to travel anywhere else. It's all very well enabling people in bigger towns to travel within those towns but what about the people who want to travel elsewhere? People visit shops, they go to work, children go to school. Everybody in the village of East Aberthaw is desperate to get out of their cars in order to walk and cycle more but we simply cannot without the risk of getting run over.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Why isn't there an active travel route between Rhoose and St Athan/Llantwit? Who on earth is going to take the road around the airport? What will happen is that people will continue to take the shortest route, ie. Fontygary Road/Burton Terrace towards the B4265. But this route is also a death route with dangerous, speeding drivers. I feel that these active travel routes have been designed by someone who has never visited Rhoose.</p>	<p>VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	You need to consider travelling between towns and not just within. And please stop ignoring the rural vale and the small villages. We also are taxpayers and we also would like to be able to travel actively.	Noted.
2a) If no, which route assessments do you think are incorrect and why.	Route a test	No answer required.
4a) If you answered yes to question 4, please provide more details.	test test test	No answer required.

St Athan ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
2a) If no, which route assessments do you think are incorrect and why.	003J & 003I St. Athan/Gileston Monument junction has already been made a greater risk to all users with recent changes made by the Vale Council	VALE-SPR-Future-003I is on the ATNM for future development.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Ensuring changes to road layouts mitigate the risks already associated with them & have proper consultation with all stakeholders.	Noted. This would be considered as any future active travel scheme development.
4a) If you answered yes to question 4, please provide more details.	There appear to be zero planned routes to join St. Athan to Gileston and then onto the coastal path.	Noted. A connection between St Athan and Gileston could be considered as part of future scheme development VALE-SPR-Future-003I. Linking to the coastal path would not meet Welsh Government Active Travel criteria.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Safety provisions at the St. Athan/Gileston Monument junction. To include a minimum of a pelican/puffin crossing for pedestrians. Full traffic lights &/or a roundabout.	Noted. This would be considered as any future scheme development (VALE-SPR-Future-003I)
2a) If no, which route assessments do you think are incorrect and why.	Please see previous comments in relation to why I think they are incorrect for pedestrians also at Gileston we weren't included as I understand this was for Eglwys Brewis Active Travel Consultation whereby residents were contacted.	Noted. The scheme referred to at Gileston was not an active travel scheme. Any active travel schemes would involve public consultation.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	As previously explained it does not take into account access from Gileston across the B4265 into St Athan	Noted. This would be considered as any future scheme development (VALE-SPR-Future-003I)

<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Living in close proximity to the B4265 Gileston junction side it would be lovely to access St Athan safely by walking simply across the road, however for many residents the road is so busy and with another lane of traffic introduced it is quite scary for many elderly, disabled and children to access. Sadly it encourages the use of cars as many will not even venture to walk across</p>	<p>Noted. This would be considered as any future scheme development (VALE-SPR-Future-0031)</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>I would love to have a lovely walk without the threat of vehicles everywhere. Pavements are non existent in many places from Gileston through to West Aberthaw and across the B4265 is a non starter for many without a pelican crossing. Motorised vehicles are king so we have to drive in order to walk a safe route</p>	<p>Noted. This would be considered as any future scheme development (VALE-SPR-Future-0031)</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Is there a proposed route from St Athan to the Coastal path via Gilston?</p>	<p>A connection between St Athan and Gileston could be considered as part of future scheme development (VALE-SPR-Future-0031). Linking to the coastal path would not meet Welsh Government Active Travel criteria.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>There must be a way to ensure safety of people trying to cross this very busy road at the Monument Junction. Traffic lights, marked crossing, enlarge the refuge island in centre of road, roundabout. Traffic calming measures</p>	<p>This would be considered as any future scheme development (VALE-SPR-Future-0031)</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>b4265 junction st athan gileston</p>	<p>Route options for VALE-SPR-Future-0031 (St Athan to Rhoose) would look at this area for potential active travel improvement.</p>

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>pavements and protection for pedestrians/disabled/elderly/mothers with children in pram at the crossing on the b4265 at St Athan/Gileston junction. Current crossing has been reported as woefully inadequate and safe passage should be arranged as priority before another accident happens. Vale Council advised-no funding available yet nowhere else in the Vale are pedestrians expected to cross a very busy 40mph road (always going faster) without safe passage eg. pedestrian crossing/traffic lights/go slow markers etc</p>	<p>Noted. This would be considered as any future scheme development (VALE-SPR-Future-003I).</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>There should be a safe passage for pedestrians to get from St Athan down to Gileston beach. This route is on the Heritage Coast and there is nothing to protect pedestrians on this single track country lane with no pavements or stopping points. Traffic is increasing as there is no charge for this beach and "every man and his dog" drives down here now on top of wedding traffic from Gileston Manor-it is an accident waiting to happen</p>	<p>A connection between St Athan and Gileston could be considered as part of future scheme development (VALE-SPR-Future-003I). Linking to the coastal path would not meet Welsh Government Active Travel criteria.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>The people in Wales lead very sedentary lives leading to a massive strain on our health and social care systems Everybody needs to be encouraged to get off their arses and it starts from home. If we had more safe routes to and from our beautiful coast lines I believe more people would have the confidence to take a simple stroll. It costs nothing but needs to be safe for all.</p>	<p>Noted.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>The proposed cycle lane that runs alongside the B4265. It basically cuts off the village of East Aberthaw, which has not been included in Active Travel plans, therefore not allowing for safe access in and out of the village for walkers and cyclists.</p>	<p>Route options for VALE-SPR-Future-003I would not just include alongside the B4265 to Barry. Route options connecting to East Aberthaw and Rhoose would be explored as part of this route development.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>More safe routes solely designated for pedestrians and cyclists and also including safe access through to villages like East Aberthaw.</p>	<p>Noted.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>As stated before there is no safe route from St Athan through East Aberthaw to Rhoose.</p>	<p>Route options for VALE-SPR-Future-003I would not just include alongside the B4265 to Barry. Route options connecting to East Aberthaw and Rhoose would be explored as part of this route development.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Yes. Create safer, more environmentally friendly routes for residents of all ages. Discourage the use cars using Vale towns and villages as rat runs and cut throughs by making pedestrians and cyclists the priority.</p>	<p>Noted.</p>

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Gileston junction need to be addressed for those crossing from Gileston & West Aberthaw. It cannot be a safe route to Rhoose if this junction cannot be crossed safely (families especially,) I There needs to be a safe route identified for all walkers and cyclists from these areas. Station Yard and West Hall, West Aberthaw have young families and all residents need a safe crossing point, The work load on this junction has increased significantly and needs an alternative solution to the present layout. Reduced speed and at a minimum pedestrianized traffic lights, ideally full traffic lights controlling the entire crossroads. To help motorists too,</p>	<p>A connection between St Athan and Gileston could be considered as part of future scheme development (VALE-SPR-Future-0031). Linking to the coastal path would not meet Welsh Government Active Travel criteria.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>We need a direct route to Llantwit Major using the B4325 from the Monument crossroads. There is sufficient kerb to adapt to a very wide path suitable for both cyclists and pedestrians. The route along the beach is unsuitable for all and the route through St Athan North is not practical through the village. I appreciate the highways can only work with the space available and the village road is not really the best option,I will be interested to see how the curent porject joins to eglwys brewis, The proposed route to Rhoose is not particularly clear on this map but I assume will use the current verge along the main road? If so this would connect the entire route from Barry to Llantwith Major.</p>	<p>Noted.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Just keep on doing it but quicker!! . 35 years a go whilst living in Germany I had the pleasure of cycling, on a daily basis, on safe separate pathways, All roads were naturally built with safe routes alongside for local residents. I wrote to the council 25 years ago regarding the route from Gileston to Llantwit Major! I know money is the problem but it costs more to look after sick, unfit people than keeping people healthy in the long term by providing the infrastructure.</p>	<p>Thank you for your support.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Great to see the path under construction in St Athan. If this can be continued through Eglwys Brewis as planned, it will give me a great cycle path to Llantwit Major. My children are very young at the moment but will go to comp in LM so if routes are improved in LM then they will be able to cycle to school.</p>	<p>Noted. Consultation on the AT route through Eglwys Brewis will be undertaken and funding for future design/construction sought (VALE-SPR-Future-003K)</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>I live in Gileston, pelican crossing needed across B4265</p>	<p>Noted. This would be considered as any future scheme development (VALE-SPR-Future-003I)</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Don't feel as though those who have mobility needs, children or parents are being listened to for Gileston area. Despite contacting and providing information in regards to accessing services the problems remain the same. No consideration for an area that is to increase in traffic and accessing the routes 8n the first place. Seems as though despite consultation these routes were already decided. I'm pleased for the people who are able to access these new routes safely but sadly people in Gileston such as the elderly, disabled and children are yet again ignored. This is a problem that is only going to get worse. Traffic is horrendous on the B4265 and it beggars belief that a safe crossing isn't being provided.</p>	<p>Gileston is not a designated locality as prescribed by Welsh Government, however any scheme development between St Athan and Rhoose, would look at AT improvements at the Gileston monument (VALE-SPR-Future-0031)</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Weather</p>	<p>Noted.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Stop wasting money on this</p>	<p>Noted.</p>

Sully ATNM

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
2a) If no, which route assessments do you think are incorrect and why.	Route 002J is surely an existing rather than a future route. That's the only apparent anomaly I've looked at, there may be others. I cannot locate the legend below ☹.	Route 002J (Sully to Cosmeston) does not meet current WG AT guidelines and therefore has been marked as a future route.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	I walk and cycle as much as I can. I don't see these or any other changes improving that.	Noted.
4a) If you answered yes to question 4, please provide more details.	The Coast Path!	Noted. At this time this route is considered a leisure route and does not meet Welsh Government criteria to be included on the ATNM.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Reduce the speed through South Road and stop pavement parking - that may help with people feeling safer walking and cycling.	This would be considered as any future scheme development (VALE-SPR-Future-002K)
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	What a joy to see the old railway to Penarth mapped out for walking and cycling!! And also a planned route to the West, connecting Sully to Barry Island/ Jacksons Bay!	Thank you for your support.
4a) If you answered yes to question 4, please provide more details.	There is definitely need to connect Swanbridge to the main community but unfortunately I couldn't spot a route for Beach road for walking or cycling on the map. Can this still be included in the future plans? Many people live in Swanbridge and there is no safe option to get into Sully (especially with children) other than walking across the field.	Noted. Future routes can be added with Welsh Government approval. The route from Swanbridge to Sully would not meet Welsh Government criteria to be included on the ATNM.

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Please prioritise the development of Cog Road. This should be treated as a matter of urgency. I feel sorry for every single child living on Cog Road.	Noted. A list of priorities will accompany the ATNM submission.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	<ol style="list-style-type: none"> 1. I strongly support opening the old railway line between Sully and Cosmeston, a much better cycling/ walking route than following the main road. 2. Can you ensure that arisings from hedge cutting beside cycleways are cleared away. they have caused many punctures along the B4267 cycleway. 	<ol style="list-style-type: none"> 1. Thank you for your support. 2. Comment passed to Highways Maintenance.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Really positive to see plans on thus	Thank you for your support.
2a) If no, which route assessments do you think are incorrect and why.	I don't know what you mean by "meet the agreed standards"	Standards as published in Welsh Government Active Travel Guidance (LINK
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	You should add some cycle routes. There are none proposed in sully.	The majority of the routes included on the ATNM will be classed as shared use in order to cater for pedestrians and cyclists.
4a) If you answered yes to question 4, please provide more details.	Cog Road is extremely dangerous. It needs to be made one way and add a cycle path, not to mention a pavement for walkers, or alternatively made a cul de sac ending around no. 43 cog road.	Noted. This would be considered as any future scheme development (VALE-SULLY-Future-030A)
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	There are no cycling facilities in Sully and the roads have no cycle paths	Noted. This would be considered as any future scheme development.

4a) If you answered yes to question 4, please provide more details.	Beach Road in Sully should be included as walking and cycling route to connect Swanbridge residents and businesses (e.g. Captain's Wife) to the rest of the village.	The route from Swanbridge to Sully would not meet Welsh Government criteria to be included on the ATNM.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	I am a Sully resident and I think the following active travel routes (walking & cycling) should be prioritised: Cog Road route VALE-SULLY-Future-030A; South Road route VALE-SPR-Future-002K; disused railway into Sully VALE-SULLY-Future-030I. These will have a significant beneficial impact on active travel for local residents, commuters and visitors.	Noted. A list of priorities will accompany the ATNM submission.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	Slowing down traffic on Cog Road, South Road.	Noted. This would be considered as any future scheme development.
4a) If you answered yes to question 4, please provide more details.	The old railway line from Arlington Rd to Lavernock should be made into a walking/cycling path. Sully needs to be connected to both Barry and Penarth for cyclists. The coastal path between Sully and Barry should be developed. There should be a safe cycle route from Sully to Stanwell school for secondary school children.	Noted. This would be considered as any future scheme development.

Comments made on areas outside of a designated locality, listed as 'other' (through the Commonplace portal)

Question Name	Public comment (published exactly as written)	Vale of Glamorgan officer comment
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	There is currently no provision for people to walk or cycle safely between East Aberthaw and Rhoose. A pavement between the two settlements would enable residents in East Aberthaw to walk safely to Rhoose to use the local shops and the train station to commute to work.	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
4a) If you answered yes to question 4, please provide more details.	See answer to 3a. A pavement between Rhoose and East Aberthaw is required.	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
2a) If no, which route assessments do you think are incorrect and why.	East Aberthaw needs full review	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?	East aberthaw needs consideration	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
4a) If you answered yes to question 4, please provide more details.	East Aberthaw	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.
5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?	Public footpath and cyclist access through east aberthaw	Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>In the village of Wick there are few footpaths in the village, and none connecting Wick to other villages. The roads are in a very poor state with no footpath or cycle lanes to protect either. A footpath between Wick and St.Brides Major would allow a safe walking route. Disabled wheelchair users are not catered for at all in the rural vale with little if any safe routes, why?</p>	<p>Smaller rural villages have a lack of space and available land to construct active travel infrastructure. A link between Wick and St Brides Major does not constitute a link between WG's designated localities. Your comments regarding disabled wheelchair users are noted and will be considered under scheme developments.</p>
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<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>The West of the Vale is completely ignored when it comes to suitable safe roads. The roads are dreadful, very few have a footpath on one side and no cycle lanes. Public transport is an hourly bus service that meanders through many villages which makes it a non-starter for those wanting to use it to get to any work place or ongoing connection. This means use of a car is a must.</p> <p>Why not convert the underused network of rural lanes for pedestrians, cyclists and horse riders only, with a speed limit of 15mph for access to properties only. This would give a huge choice of routes and open up the West of the Vale to safe walking, cycling and riding routes. Thus, promoting health, reducing pollution and connecting communities, which although only a short distance apart are isolated from each other due to dangerous roads and lack of safe route for all.</p>	<p>Comments on public transport and the need to use private cars are noted. Converting lanes to pedestrians and cyclists and reducing speed limits with access only for residents can be considered as part of any future scheme development.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Look at using some of the rural lanes to connect each hamlet, village and town. Dedicate these rural lanes to walkers, cyclists and riders with access only to vehicles with a speed limit of 10 to 15mph.</p>	<p>Converting lanes to pedestrians and cyclists and reducing speed limits with access only for residents can be considered as part of any future scheme development.</p>

<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>You have a cycle route marked from Llantwit to Cowbridge using the B4270 and another on the A48. As a cyclist and car driver I would NOT cycle these roads. They are too dangerous. If you intend to add a dedicated safe cycle path then maybe, but otherwise you are pretending to do something with no intention of actually improving a route for cyclists. The B4270 now has the 7.5T lorries diverted onto it. It's already dangerous.</p>	<p>Welsh Government guidance has segregated cycle lanes as priority. We would consider this as part of any future scheme in these areas.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Direct dedicated lanes / routes from places we want or need to go. For people to make the switch it needs to be useful, helpful. I want to cycle safely, directly (not a Sunday amble) between villages, to shop and meet people, to work. I want a safe cycle route straight into Cardiff, one that joins up key hubs (Cowbridge / Llantwit) - then I wont need my car and I'll get fitter.</p>	<p>Routes have been added to the ATNM to connect the designated localities and provide routes for onward travel to Bridgend and Cardiff. (Llantwit Major to Cowbridge VALE-SPR-Future-017B)</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>Use direct lanes, put speed limits, mark them clearly so we don't get lost and enforce the speed limits.</p>	<p>Noted.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Big issue is we still think of cycling as a Sunday jolly. I'm always under pressure timewise. I want safe direct routes.</p>	<p>Noted.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>East Aberthaw has been completely left out of the plan. This plan effectively makes us an island where residents have no choice other than to use a car to safely access any other area in the Vale.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Designated safe pedestrian and cycle routes for East Aberthaw.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>No Active Travel plan routes for East Aberthaw.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>
<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Residents of East Aberthaw are unable to walk and cycle safely from our village to any other area in the Vale.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>

<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>At the moment, most of the Vale is being ignored. And yes, you say this is for the bigger towns but why? The rest of us move around too and we would like to be able to commute or head out to the shops by walking or cycling more. The roads of the rural Vale are utterly shocking either because they're badly maintained or because people drive along them too fast or because there are no pavements. Mind you, what chance does the rural Vale have to get a pavement when there isn't one between Rhose and Barry?</p>	<p>VALE-SPR-Future-003F is being investigated with Welsh Government Active Travel funding this Financial Year.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>East Aberthaw exists within the ward of Rhose and yet it's absent from the map. Why? Rhose has pavements throughout and so active travel is entirely possible. However, people in East Aberthaw have to get in their cars and drive anywhere if they want to do anything. Rhose is just a mile away and we would all love to be able to stroll to the shop there or in St Athan (also just a mile away) but we can't. Every route out of the village is a death trap. I feel sorry for anyone west of Llantwit Major too because there is literally nothing to cater to their needs at all. No wonder we all feel forgotten.</p>	<p>Agreed. VALE-SPR-Future-003I has been realigned on DataMapWales to include East Aberthaw.</p>

<p>5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?</p>	<p>Stop ignoring small villages. Drive the roads for yourselves. See how dangerous or impossible they are for walkers and cyclists Open your eyes!</p>	<p>Noted.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Segregated active travel route between Llantwit and Cowbridge would be excellent and I suspect quite well used</p>	<p>VALE-SPR-Future-017B is on ATNM for future development.</p>
<p>2a) If no, which route assessments do you think are incorrect and why.</p>	<p>This section of footpath, or lack of footpath, which is intermittent on different sides of the road, much with no footpath at all. It is extremely treacherous for pedestrians and joggers who frequently use it. I believe it's a serious accident waiting to happen.</p>	<p>Noted.</p>
<p>3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?</p>	<p>Better footpath in area suggested</p>	<p>Noted.</p>
<p>4a) If you answered yes to question 4, please provide more details.</p>	<p>This section of footpath, or lack of footpath, which is intermittent on different sides of the road, much with no footpath at all. It is extremely treacherous for pedestrians and joggers who frequently use it. I believe it's a serious accident waiting to happen.</p>	<p>Noted.</p>

Email received from Dinas Powys resident 24.10.21 providing feedback with Vale of Glamorgan Officer comments in italics

General points:

- Ensure Llwybr Newydd guidance is followed especially re cycle infrastructure design – *Llwybr Newydd, the Welsh Transport Strategy 2021, and Welsh Government Active Travel Guidance 2021 will be followed when designing active travel schemes.*
- Make walking and cycling the attractive option by prioritising these modes e.g. giving pedestrians and cyclists priority over cars on all new junctions on paths, light controlled crossings that change quickly and frequently – *Priority at junctions for pedestrians and cyclists will be considered during scheme development.*
- Focus on getting some uncontroversial infrastructure in place quickly e.g. path Barons Court to Ely Trail. Crossing from Andrews Road to Llandough Hill. *This is currently being looked at by consultants and plans will be made available for public consultation.*
- Then prioritise key routes Barry to Cardiff, Cogan station to Penarth Marina – *noted.*
- 20mph and traffic calming, cars as guests in residential areas/share the space ethos. Healthy liveable spaces. *Noted and consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.*
- Signage on walking and cycling routes ideally with approximate times. *Development of this signage will be progressed this financial year.*
- Cycle training offer for residents. *Available on request.*

Key links: Barry to Cardiff via Dinas Powys split into:

- Sections of path to be created/joined up in Barry
- New section of path McDonalds roundabout to Bryn-y-Don
- Possible path creation Bryn-y-Don to DP station
- DP station to Bus lane/cycle path near Llandough – tricky due to lack of road space, signed low traffic alternative with crossing of railway line at Eastbrook station to minimise amount of time cyclists have to share A4055 with cars. Signage to discourage drivers from passing cyclists dangerously on stretches where they have to be on road. Some sections of shared use pavement may be possible?
 - extend shared use path a short distance in Eastbrook (to first house) and add crossing so cyclists coming into Dinas Powys can rejoin the traffic on road easily.
- Crossing of bottom of Llandough Hill and from Andrew's Road to Llandough/DP Cycle path
- Cycle lane/shared use path alongside road between Merrie Harrier and Barons Court Junction
- Cycle Lane/shared use path from Barons Court Junction to Ely trail – this should be prioritised as no loss of road lanes and links with existing CC paths. Priority should be given over cars at the two junctions.

All the above comments will be considered as the route is developed. Scheme will be subject to public consultation so further comment can be made.

Within/near Dinas Powys

- Upgrade Ash Path and allow use by cyclists (or at least ensure there is disabled/pushchair access). Share with Care. **VALE-SPR-Future-007C is on the ATNM for development.**
- Signage/traffic calming on Sully Road between Watery Lane and Cosmeston turn – share with care, beware horses, children, cyclists, pedestrians – two blind turns make it a scary route when it could be easy. **This will be raised with the Highway/Traffic Team in the Council.**
- Safe route from Southra Park to St Andrew’s School – work with the Community Council to create a shared use path alongside Mount Road and ideally from Southra to Mount Road as an alternative to the narrow path and difficult crossing on Station Road. **VALE-DINAS-Future-047F is on the ATNM for future development.**
- Narrow junctions and make easier for pedestrians to cross e.g. Heol y Frenhines, ‘The Saints’. **As active travel routes are designed the narrowing of junctions, and prioritisation for pedestrians, will be explored as part of the design process.**
- Traffic calming, street redesign to give pedestrian priority, 20mph on residential streets in particular Longmeadow Drive, Mill Road and Murch Crescent. **Noted and consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.**
- Cycle parking near all shops/services (Nisa and Village centre (Twyn) currently lacking). **Funding is available for cycle parking in villages subject to suitable locations being identified.**
- Signpost the best routes for cycling and walking with est. times – e.g. can easily cycle to Penarth Town Centre in 20mins but many people wouldn’t know best routes. Even walking to Penarth via Ash Path can be as quick as driving. Cycle crossing by zebra on Redlands Road linking St Cyres Road to Hastings Avenue. **Development of this signage will be progressed this financial year.**

Email from ‘Moving Safely’ Dinas Powys received 24.10.21

- 1) Did you take part in our previous on-line active travel engagement in 2020/2021?
 - Not as a group, some members did individually - although not many
 - 2) Are we correct in our assessment of routes that already meet the agreed standards (existing routes)?
 - No
- 2a) If no, which route assessments do you think are incorrect and why.

- We find the maps quite confusing to interpret but there are some errors, for example an existing shared route path is shown along the whole of St Cadocs Avenue which does not exist – only the small section from the end of this road to the Junior School site. ***This route is correctly shown on DataMapWales as a cycle route on road along St Cadoc's Avenue.***
- 3) Do you think the network of proposed (future) routes shown on this map will encourage you to walk/cycle more for everyday journeys?
- Unsure – find map hard to interpret. ***Noted for future consultation.***
- 3a) If no or maybe what else would help you change your current short car journeys to walking and cycling?
- For journeys within Dinas Powys the main barrier to walking and cycling is traffic speed and volume, difficulties crossing roads as pedestrians, poor pavement quality and dangers of sharing the roads with vehicles. The lack of awareness of the quickest and safest routes to walk and cycle is also a barrier. Whilst we welcome the idea of a dense network of cycle and walking routes we feel that by reducing traffic speeds and volumes and making streets more inviting to pedestrians and cyclists this will make our village a more liveable and people friendly place. ***Noted and consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.***
- 4) Do you think there are routes missing from the map that would help you make every-day active travel journeys?
- Not sure
- 4a) If you answered yes to question 4, please provide more details.
- We have found it quite hard to interpret the map, these are the routes that we feel are key:
 - Footpath alongside Mount road and better foot/pushchair/scooter/cycle route to St Andrew's Major Primary School – ***Route identified on ATNM - VALE-DINAS-Future-027F.***
 - Address traffic congestion/parking/speeding/air quality issues and access to both Dinas Powys Primary School sites, but especially the infant school. ***The Council have asked all schools in the Vale to complete their school travel plan and increase levels of active travel to their schools by putting in place the necessary infrastructure, thus reducing traffic.***
 - Remove barriers on the Ash Path to enable those with pushchairs to walk to St Joseph's primary school. ***Barrier removal will be considered as part of this scheme development.***
 - Eventually upgrade the Ash Path to become a key traffic free walking and cycle route to Penarth and beyond to Cardiff Bay. ***Noted.***
 - Footpath access continued along Sully Road to Pen y Garth Primary School. ***Route identified on ATNM - VALE-SPR-Future-010A***
 - Improved road safety and pedestrian access to St Cyres School – in particular along Longmeadow Drive and Murch Road. ***Routes shown on ATNM as VALE-DINAS-Future-028C and VALE-SPR-Future-009B***
 - Improve access to the village centre (The Twyn) via Station Road – currently a very narrow footpath with traffic speeding to and from Pen y Turnpike Road. ***Route identified on ATNM - VALE-DINAS-Future-027C.***
 - Extending the shared use path out of Dinas Powys from the Merrie Harrier Junction to Barons Court and then down Penarth Road – to meet with the Ely Trail and Cardiff Council Facilities. ***This is currently being looked at by consultants and plans will be made available for public consultation.***
 - Prioritise building a safe walking and cycle route out of Dinas Powys towards Barry. ***VALE-SPR-Future-001E is on the ATNM and funding this financial year is being used for investigation works.***

5) Do you have any additional comments regarding cycling and walking facilities or active travel policy that you would like Vale of Glamorgan Council to consider?

- We need innovative ways to make our communities more pleasant to be on foot or on a bicycle whilst still being accessible by motor vehicle. Reducing traffic speeds is key. Ensuring people can cross the road where they need – not necessarily with formal crossings, but just by reducing the traffic speed and encouraging drivers to be aware of pedestrians at all times. Within our communities ensuring that pedestrians are top of the transport hierarchy at all times. Narrow road junctions and change road priorities to give pedestrians priority as a group. ***Consideration is being given to reducing the speed limit from 30mph to 20mph under new laws being planned by Welsh Government to be implemented in 2023.***

- As a group we are particularly concerned with Longmeadow Drive and Murch Road, Station Road, Mount Road, The Twyn and Mill Road – we would welcome the chance to work with the council to see what could be done to improve these areas for pedestrians and cyclists. ***As schemes are developed and designs produced, the public will be invited to comment on them.***

- From the quick wins identified in the report to Cabinet of July 2021 – we particularly support:

- o A crossing of Cardiff Road from Cross Common Road to Bryn y Don playing fields.

- o The need for signage to show walking and cycling routes from Dinas Powys to Penarth

- o The need for traffic calming, signage and improvements to pedestrian, cycle and horse safety on the short section of Sully Road between Watery Lane and Cog Farm.

- “Share with Care” is used on some shared use cycle/pedestrian paths in Cardiff, this could be a good slogan for road spaces too. Roads within villages/towns are for everyone whatever mode of transport they are using.

Noted.

Email from Vale Veloways received 25.10.21 (officer comments in bold and italic)

This is a response from Vale Veloways to the public consultation on the Vale of Glamorgan Council’s draft active travel network map. Vale Veloways is a group of about a dozen cycling activists in the Vale and was established in 2020.

We plan to raise the comments that we make here with Transport for Wales, the body that will be dealing with AT funding bids to the Welsh Government from local authorities.

1. We feel that the consultation process has been far from adequate, for two main reasons:

(a) Commonplace begs comments on specific locations (a junction here, a dropped kerb there) - which draws attention away from the broader planning of a network. It means that comments about a route, say, between Barry and Cardiff become subsumed or swamped by minor details of the route. The Vale Council has not been good at communicating its broad strategic AT network - which (see (b) below) remains extremely unclear to the public.

Phase 1 (Dec20-Jan21) asked the public to comment on barriers to active travel and what they'd like improved in their local area, as well as gathering information on route development. Phases 2 and 3 concentrated on the routes. The Active Travel Network Map is the broader network.

(b) It seems, on the basis of our discussions with Sustrans, that the maps that were put out for consultation are profoundly different from those that have been submitted by Sustrans for the VoG to data maps Wales, the Welsh Government. This is not a minor point: key routes, say between Cardiff and Barry (and Cardiff and Penarth), do not appear on the consultation maps but are, it seems, on the 'real' or 'full' maps. This makes the process of public consultation inefficient and a waste of time.

As we have not been involved in the discussions had with Sustrans, we are unable to comment. The maps provided for the 12-week consultation were downloaded from DataMapWales and provided in Commonplace. Key routes between Cardiff and Barry and Cardiff and Penarth were, and are, on the consultation portal.

It means, for example, that there is no sign of a primary route (that meets the guidance, so not the zig-zags or Dock Hill) between Penarth and Cardiff; nor much of the way between Barry and Cardiff. At a more micro level, there is no sign that a tunnel under the railway by Brains bridge on Windsor Road, a route through the woods on the other side of Windsor Road (exiting at Hill Terrace), or a tunnel under Windsor Road to Tesco (the old bridge, from Cogan station car park) have been considered at all. That Cogan has a railway station doesn't seem to be recognised (in that there are no routes to it), nor that the Welsh Government has bought land for a transport interchange there. The primary route along Windsor Road towards Cardiff and Cogan railway station does not appear at all on the consultation map.

The finer detail of any future scheme in these areas would be considered as part of scheme development.

2. Primary and secondary routes

There's a failure to identify 'primary' and secondary routes, as required, and instead a label of 'strategic' (or 'strategic primary') has been employed. 'Strategic' is not an AT Act or AT Guidance definition. This failure to follow the guidance makes it confusing for the public and those who would wish to respond to the consultation. Some 'strategic primary' routes are not sensible or direct routes (as is required by the Act), e.g. between Llantwit and Brithgend, or between Penarth town centre and Lower Penarth, which goes via the Esplanade.

Recreational and unduly steep routes should be labelled 'other' - yet this is not the case - see numerous roads in Barry, for example.

Some routes are outside the defined active travel areas, so should presumably be 'other' rather than 'strategic' routes (e.g. the route on the A48 from Culverhouse Cross to Bridgend).

I believe you are referring to the reference given to each route and section 10.9.6 of the Welsh Government Active Travel guidance which states that each route shown on the map must have a Route ID number and it is recommended that a simple identification system is used across the authority area for consistency. In line with this DataMapWales allows labelling of routes as primary, secondary or local and the Council has determined the use of VALE-SPR or VALE-PEN for example.

Section 10.9.6 of the Welsh Government Active Travel guidance states that each route shown on the map must have a Route ID number. DataMapWales only allows labelling of routes as primary, secondary or local not 'other'.

Ignoring the requirement for AT routes to be 'direct' and 'attractive', Windsor Road is not a primary or any other sort of cycling route (from the town centre to the Baron's Court junction); and Cogan station has no link to Pont y Werin and Penarth Marina. This makes a mockery of the provision of a planned high quality cycle route on Penarth Road beside the imminent housing development (between Baron's Court junction and Llandough Hill, which claims to allow access to Cogan railway station and Tesco's etc), and of Cardiff's provision of a high quality cycle way beside Penarth Road from the River Ely into the city centre. It makes Cogan station accessible by bike only from Llandough/ Andrew Road, and does nothing to improve the awful road crossing of Windsor Road at the roundabout near Tesco's.

We are not sure if Vale Veloways are looking at the correct maps. For example, VALE-SPR-Future-002A Cogan Train Station to Tesco is on the draft ATNM issued for statutory consultation as a shared use facility. VALE-PEN-Future-022A (Andrew Road to Cogan Station) is listed on the ATNM as a shared use facility for future improvement for active travel and would be improved for cyclists and pedestrians.

Routes that are called future routes but have no prospect of meeting standards because of high gradients have to be classed 'other routes'. This applies to many of the routes on the map, but they are not so classified.

DataMapWales only allows labelling of routes as primary, secondary or local and not 'other'.

3. Audit

It seems that the VoG Council has used the 2014 not the 2021 audit tool; many of the audits have not been updated this time around.

WG AT Guidance para 7.9.5 requires the designer to keep an audit trail of decisions before allowing or accepting 5-8% gradients. The Vale Council appears to have audited only routes which failed in previous audits, not routes that passed but no longer meet the higher standards of the 2020 Guidance. While the Guidance says re-audits are not necessarily required, it states that previous audits should be checked against any changes to the design guidance - including steep gradients. This does not seem to have happened.

For whatever reason, many necessary audits are misleading or inaccurate. An example is the path that is the link between Dinas Powys and its secondary school, St Cyres, in Penarth. The Ash Path (SPR0100C(w)) loses no points for walking; it is claimed that it accommodates all users; it loses a point for cycling safety as it's not overlooked; but no points are lost for no tactile paving; nor is there any comment on the gate obstacles or the inadequate width - people, let alone a bike, can barely pass one another.

The audit work for the current iteration of the ATNM took place from November 2020. Auditing was undertaken using what is now the 2021 Audit Tool which was in its draft format in November 2020, the tool used was obtained from Welsh Government and so the audits which were undertaken used the toolkit which has now been approved and published by Welsh Government. Welsh Government did not expect local authorities to re-audit all existing routes and this is reflected in the Active Travel Design Guidance. The advice was that existing routes that had previously failed with statement would be reviewed and any other routes the local authority requested.

Para 10.6.5 of the Guidance states that critical elements for walking include if the route is missing drop kerbs, thus rendering the route inaccessible for some users. For cycling, critical elements include if more than 50% of the route has a widths that are more than 25% below desirable or if the route is on-carriageway and has a higher than acceptable traffic flows and speeds. Such limitations, however, do not seem to have been identified in relation to routes.

VALE-PEN-C0020 (Terra Nova Way) was previously accepted as a cycle lane alignment. This route is now named VALE-PEN-Future-018A, and has been removed due to the cycle lane widths being below the acceptable widths for cyclists for more than 50% of the section. Four other previous cycling routes in the Vale have been re-classified as future routes for the same reason.

A missing dropped kerb on a walking route would deem the route a critical fail. That route would then be listed on DMW as a future route. Nine of the previous existing walking routes in the Vale have been re-classified as future routes due to this.

The railway line between Penarth railway station and Lower Penarth is not lit, which the AT Guidance para 15.4 says should be the case for AT routes (for obvious reasons). This route is so crowded that it is commonly quite anti-social to use it for commuter-cycling, it cannot really function as joint-use path any longer; and at its far end are plans for a new school and about 550 housing units. Yet there is no comment about its width (which could easily be increased) or lack of lighting.

Paragraph 15.5.2 says 'active travel routes should normally be lit to provide an adequate level of safety, both real and perceived'. As you say, this route is well used so lack of lighting is clearly not a deterrent to active travel along here. Any future housing or education development would have active travel infrastructure included in its design.

4. Gradients

The AT Guidance 2020 para 9.7.2 states that 5% 'should generally be regarded as a desirable maximum' and 'should be considered the absolute maximum' - for over 30m.

8% is the absolute absolute maximum gradient allowable for walking. The zig-zag path in Penarth is very much steeper (so it should presumably be classified as 'other') but the VoG's 'scoring' of this route seems to have ignored this. That standards (the WG AT Guidance 2020) have changed since it was constructed and last audited is not acknowledged.

When conducting the audits, Sustrans used a range of methods to assess gradients which include the use of GIS datasets but also through site visits when routes are audited using the Active Travel Audit Tool. The route gradient is scored within the 'Comfort' section of the Toolkit and if a route exceeds 8% then 0 points are awarded to this question within the audit tool. In the case of the 'zig zag' path, this was designed and constructed before the Active Travel Act was passed and the design guidance had not been published at that time but it should have a statement to say that it does not meet the guidance on gradient. This information is recorded in the audit tool score sheet for this route and will be transferred to DataMapWales ahead of submission in December 2021.

In the same vein in Barry, Park Crescent and Tynewydd Hill are too steep for many cyclists. Neither route up from the Ship Hotel is accessible – the only safe cyclable route via the Parade, the Knap and Romilly Park is not shown. Cemetery Lane is shown for cycling between Gibbonsdown and the town centre, instead of the accessible route via Dyfan Road and Hannah Street. There are numerous other such examples in Barry.

Welsh Government Active Travel Guidance 2021 states that there are locations where the terrain dictates that steeper gradients cannot reasonably be avoided. At these locations, local authorities need to provide a justification for proposing steeper gradients for active travel routes, as per section 3(6) of the Active Travel Act. The topography of Barry makes it very difficult to plan flat routes for cycling and walking and each scheme will be designed to meet as many of the active travel principles as set out in the Welsh Government Active Travel Guidance 2021.

We are pleased to be able to respond to this public consultation, but are disappointed at the process and the mapping, and specifically the absence of a clear primary network, the partial audits and the failure to address unduly steep gradients.

Your comments regarding the process and mapping will be fed back to Welsh Government. Hopefully all your other points have been addressed in our comments.

Email from Our Future Community received 21.10.21 (officer comments in bold and italic)

Vale of Glamorgan ATNM Consultation

Response of the Sully and Lavernock Residents Group *Our Future Community* (www.ourfuturecommunity.wales)

Reflecting on the finding on the residents' survey (2020), which provided sufficient responses (365) to provide a high confidence level to the findings,

- As a general point, cyclist (and to some degree pedestrians) want continuity of routes and would prefer to have segregation where possible (where you have speeds above 20mph). Routes need to be designed with the type of user in mind and anticipated level of use/number of users. Quality of route includes decent signage and wayfinding features, and suitable cycle stops. ***Noted.***
- We welcome the plans for the disused railway. To increase the uptake of active travel in our community it will be crucial to connect the railway path all the way into Sully. We do not understand why the last route section (north of the B 4267 road, direct line from Vineyard Cottage to Arlington Road) is not being looked at in the WSP feasibility study. The Sully and Lavernock Community Council has previously indicated their support for developing the old railway line as a walking/cycling path and suggested community involvement in the project. ***Noted. This can be looked at as part of any future scheme development.***
- Some thought should be given to connecting the end of the railway path (Penarth end) to safe cycling and walking routes to secondary schools, including Stanwell school where many secondary age school children from Sully travel to. ***Connections to schools would be considered as routes are being designed.***
- As for the Active Travel routes (walking and cycling) we think priority should be given to developing South Road and Cog Road (between South Rd/Cog Rd junction up to the new Taylor Wimpey (TW) development). We understand that there are already plans to develop an active travel route along Swanbridge Road. It is important that the last section of road, i.e. from the railway bridge to South Road will provide a continuation to the active travel route provided for by Taylor Wimpey. Given the scale of development currently underway it is crucial that the new development is connected to the existing village. ***Noted.***
- In addition we believe that some priority should be given to making Beach Road a safe Active travel route. Our concerns regarding Beach Road, and those highlighted by residents, primarily revolve around improving safety for pedestrians. However, we should also add that Beach Road provides some

potential to provide an additional walking/cycling route to and through Penarth via St Mary's Well Bay Road. Opening up this route would require signage, continuity and quality of the route and an access between the car park at The Captain's Wife and St Mary's Well Bay Road, notably for people with disabilities, cyclists or pushchairs. **Noted. At this time we would consider that this route is a leisure route and does not meet Welsh Government criteria to be included on the ATNM. Alternative forms of funding could be used for this proposal.**

- We very much welcome the plans to connect Sully to Barry via the docks and Jackson's bay in part because we believe it provides a more attractive and safer route than Sully Moors Road and Cardiff Road (A4055). These plans would need to consider active travel provision also on Hayes Road/Wimbourne road and the need to actively engage with ABP about routes through Barry Docks to the Barry waterfront and to Barry Island. Developing route 88 connecting Barry to Sully and then Penarth would provide important continuity to the cycle network. **Noted and we welcome your support with this route.**
- We are aware of plans for the Penarth Headland Link and we believe that this could play an important role in increasing active travel through and from Sully into Cardiff, especially in combination with the development of the disused railway. **Noted.**

Emails received through the consultation period, with officer replies to them:

Public comment	Officer comment
<p><i>Email received 13.8.21:</i></p> <p>In your introduction to your active travel consultation, the council states: “Active Travel is about connecting people with their communities. We want people to be proud of where they are from and feel safe walking or cycling around their local neighbourhoods. It's also about looking after our environment. Active Travel is an easy way to build exercise into your day, which will help your mental and physical health.”</p> <p>I wholeheartedly agree with the sentiment. However the reality is very different. I live in East Aberthaw and along with the other residents am extremely frustrated by a number of issues.</p> <p>Firstly, our village is nowhere to be seen on this consultation map.</p> <p>Next, all residents would love to be able to walk and cycle safely within our village. However the volume and speed of the traffic makes this wish impossible. Add to this no pavement in parts and we are an accident waiting to happen.</p> <p>Finally, the environmental impact of a high volume of traffic driving through the village is extremely detrimental to the health of all residents.</p> <p>We have organised a village speed campaign group and are currently working closely with members of the Senedd to make our village safe and allow all residents to be able to access safe exercise on our doorstep.</p> <p>I would be interested to hear if you are considering putting East Aberthaw on the map and how you plan to enable all residential areas, including East Aberthaw to access “Active Travel”</p>	<p><i>Reply sent 17.8.21:</i></p> <p>Thank you for your email regarding the statutory consultation currently being held on the draft Active Travel Network Maps (ATNM). I will answer each of your comments in turn.</p> <p>Firstly, our village is nowhere to be seen on this consultation map.</p> <p>Welsh Government Active Travel guidance set the boundaries for our Active Travel designated areas in which we can identify and bid for active travel improvements. There are 8 in the Vale, and Rhose and St Athan are included, but the boundaries do not extend to East Aberthaw.</p> <p>We have included a number of routes on the draft ATNM that fall outside of, or connect, designated localities. These are shown on the ‘other’ tile. You will note on the map that there is a future route ‘VALE SPR Future 003L’ that has been included to link St Athan with Rhose. The current alignment suggests that this may be along the existing highway but this does not mean this would be the final route. If funding became available for scheme development there could be a route option that crosses through Gileston or West Aberthaw linking to East Aberthaw, at this time nothing has been explored.</p> <p>All residents would love to be able to walk and cycle safely within our village. However the volume and speed of the traffic makes this wish impossible. Add to this no pavement in parts and we are an accident waiting to happen.</p> <p>I understand the Local Councillor and residents have had correspondence with Michael Clogg our Engineering Operational Manager on this subject. I believe he has advised that a Place Plan should be produced and discussions be had with GoSafe, and that this would be used for future funding opportunities.</p> <p>The environmental impact of a high volume of traffic driving through the village is extremely detrimental to the health of all residents.</p>

	<p>We hope that by developing longer cycling routes in the Vale that people will switch from car to bike thus reducing traffic movements in the Vale. The popularity of e-bikes has increased the potential for modal shift by an incredible amount, allowing much further distances to be covered with relative physical ease.</p> <p>I would encourage as many residents as possible to respond to the ATNM consultation https://valeofglamorgan3.commonplace.is/proposals answering question 4 in particular. I can see already that some comments have been made for this area so you may wish to simply 'agree' with these.</p>
<p><i>Email received 4.8.21:</i></p> <p>I tried to follow this questionnaire on line and found it quite difficult to do so, due to the amount of jumping, also whilst trying to fill in the questionnaire. I was unable to check my comments also. I did however try to view what I posted but this also proved to be a problem and I was unable to view what I had posted either.</p> <p>Unsure if it is down to the cookies or some other factor. It is not the most user friendly site I have encountered. As an example the Saint Nicholas Community Council web site is a delight to use.</p> <p>I do feel that these issues could result in users not engaging in this consultation. Also could you possibly tell me was this initial consultation sent to residents in St Athan and if so which ones i.e area? I do apologies for my vagueness but had difficulties reading it as it kept jumping to different topics.</p>	<p><i>Reply sent 4.8.21:</i></p> <p>I'm sorry you are having problems with the portal. There are a few issues with speed of loading that Commonplace are working on and should resolve this week, but this is because maps are coming from DataMapWales as that's where all our data is held.</p> <p>The site has been developed and funded by Welsh Government to ensure consistency of consultation across Wales, so I will feed back comments I receive from the public.</p> <p>This is our last phase of consultation before we submit the maps to Welsh Government for approval in December. What we are asking the public at this stage is whether or not they agree with the routes that are plotted, and if we've missed anything what is it. All comments will be considered and reported on at the close of the consultation.</p> <p>Our previous consultations were to gather data and information from the public in order to help us plot the routes.</p> <p>Our first phase ran for 7 weeks (3 Dec 20 – 24 Jan 21) – this asked specifically about barriers people face on their everyday journeys when walking and cycling, for example lack of dropped kerbs or difficulty crossing a road.</p> <p>Our second phase ran from 3 Mar – 4 Apr – and this aimed at getting feedback on the draft routes plotted from the first consultation.</p> <p>Over 1000 people responded to these consultations and were promoted through the following engagement activities:</p>

	<ul style="list-style-type: none"> • Email campaign – sent to over 240 local groups, community hubs, charities, sports clubs, businesses, Elected Members and Town and Community Councils – all asked to publicise through their own channels. • Social media – Twitter and Facebook posts • Paper copies of maps and surveys made available • Printed posters – sent to libraries, main post offices, leisure centres and bike shops • Leaflet drop – undertaken in underrepresented areas on 17 January – St Athan was one of these areas and a selection of houses were given letters (Sustrans undertook this for us) • Webinar for internal stakeholders, Youth Council • Engagement with schools – specific online survey and lesson plan <p>I have received 3 comments on the St Athan tile, 2 look like they are from the same person commenting on the crossing from Gileston to St Athan, this could have been your comments. I’ve just done a quick screen shot of this area. Vale-SPR-Future-003L shows a desired route from St Athan to Rhoose – as you can see this doesn’t follow the road, that doesn’t mean we will be constructing through fields, it is just a ‘desire line’ on the map to show we would like a route connecting areas and if funding became available to design a route, we would look at various options to get from A to B.</p> <p>If you have any comments you would like to make outside of the survey then please feel free to either reply to this email or send an email to activetravel@valeofglamorgan.gov.uk and it will form part of the statutory consultation response.</p>
<p><i>Email received 16.8.21:</i></p> <p>After looking again at the map for the future proposed active travel route on the St Athan side of the B4265, I wondered if there was any possibility that as certain groups of people(elderly, disabled and children, mums with prams) from Gileston are to afraid to cross the B4265 on foot into St Athan as there isn't a fully functioning push button pedestrian crossing but one whereby pedestrians feel vulnerable crossing and stopping in the middle of an extremely busy B4265 with huge vehicles passing either side of them with no protection I wondered</p>	<p><i>Reply sent 17.8.21:</i></p> <p>I am aware a number of people have emailed in regarding crossing from Gileston to St Athan and that our Highways/Traffic team are conducting a Road Safety Audit in this area.</p> <p>In terms of the proposed future route connecting St Athan to Rhoose, at this time it is a draft route that would need to be approved by Welsh Government before it is included on our Active Travel Network Map.</p>

<p>with new homes being planned to be built on the Gileston side of Gileston Road and no safe pedestrian walkways whether the proposed active travel route could be considered to be placed on the Gileston side of the B4265? Also will this route enable users to walk to West Aberthaw and Rhoose? I would be interested in knowing how far the proposed route will go? Thank you all at Active Travel for your continued responses and information. Greatly appreciated.</p>	<p>The reason the route has been included on our map is because there is a potential for modal shift from car to cycle/walk between these designated localities. It may be that Welsh Government do not see this as a potential active travel route and it may be removed from the final published maps. At this time we do not have a firm idea of how the route would develop. Should we get funding to explore this route option then we would ask the design team to explore a minimum of three route options, for example one route could be alongside the existing carriageway or on the Gileston side of the road as you've suggested. I'm sorry I cannot give you any answers at this stage but I would ask that you continue to ask people to respond to the consultation adding constructive comments to support to active travel improvements in this area. (https://valeofglamorgan3.commonplace.is/proposals - please use a modern browser such as Google Chrome/Safari as the maps do not load using Internet Explorer – also the maps take approx. 10 seconds to load, this is beyond our control).</p>
<p><i>Email received 10.8.21:</i> The coast road between Boverton and St Athan is treacherous for cyclists and pedestrians. Why on earth is there not a foot path and cycle route alongside it? It's a fast and busy road that is unlit at night with many trucks and tractors using it. Unbelievable that there's no space allocated for cyclists and pedestrians. Why aren't you doing anything about it? At either end of this road, cycle routes and footpaths are available, but why not join them together?</p> <p><i>Reply to the Officer email 10.8.21:</i> Thank you for your reply. I have to say that I'm fed up of our roads been narrowed to make way for cycle and bus lanes that are hardly ever used. On one hand you've the Welsh Government saying we need to reduce air pollution, and so what do we do? Narrow the roads to accommodate a handful of buses, cyclists and pedestrians creating traffic jams and therefore more pollution! The roads need to be widened to accommodate both!</p>	<p><i>Reply sent 10.8.21:</i> Thank you for your email regarding cycling and walking provision between Boverton and St Athan. I assume that you have seen the Active Travel Network Map consultation that we are currently undertaking (https://valeofglamorgan3.commonplace.is/) and the maps for proposed improvements in the area. You are correct that the draft maps do not include a route along the B4265 Boverton to St Athan, we are instead providing an active travel route from Llantwit Major to Eglwys Brewis/St Athan, two of our designated localities, connecting communities and facilities/employment sites/transport interchanges. Whilst we understand that cyclists and pedestrians should be able to take the most direct route available to them, we also recognise that the current linkage of these two areas is in place already (Ffordd Bro Tathan) and will connect to our proposed route through Eglwys Brewis connecting to the new AT route being constructed this month in St Athan. We do however have a proposed route on the map from St Athan to Rhoose/Barry and should Welsh Government approve this inclusion of this</p>

	<p>route then we would be able to apply for future funding to develop this scheme.</p> <p>I will include your email and my response in our consultation report at the end of the statutory engagement process.</p>
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Email from Chair Penarth Residents Association, known as PMHRA 17.8.21

I note that the New Walking and Cycling Routes

To produce VOG Active Travel Network Map.

While it is clear there are no Walking and Cycling routes down

River Walkway and John Batchelor Way to the The Lock what is unclear is the Route along Marconi Avenue , Portway which runs along Plymouth Park to join the Terra Nova/ Portway roundabout.

This is the present Route for Bay Trial and this is causing the major problem with Cyclists riding on Footpaths , coming down River Walkway when Cycle path ends at Pierhead View and in other direction from Barrage.

In consultation with Sustrans and Cardiff CCC both agree the direct Route to the Barrage should be Terra Nova which has Cycle Lanes on marked on Highway.

There is no clear Signage at Tesco Roundabout and Custom House Place to direct Cyclists to follow this Route.

Can you please clarify what ‘ Vale SPR Future 002D ‘ means on Map?

Officer response 18.8.21:

Thank you for your email.

As part of our ATNM process, Sustrans conducted audits of some of our existing walking and routes in the Vale of Glamorgan to ensure they meet current Welsh Government Active Travel standards.

The current routes around the marina require enhancement to improve the cycle facility and are therefore classed as ‘future routes’ (for improvement). Improving the routes in the area will make the routes more attractive for cyclists.

Final submission received from PMHRA 23.10.21

Please see attached an update to the original Submission from all Groups in the Maria which was delivered in October 2020 to The Alps.

Also attached are a two data documents which show the Volume passing up residential streets when another option is clearly available!!

There has been no change since then and Cyclists continue to use Footpaths illegally to Cycle on.

This is , as shown in the document ,that the Bay Trail route is along a Single Lane Residential Street rather than a dual carriageway with marked Cycle Lanes !!

The Marina look forward to the change to the benefit of both Cyclists and Residents

Accompanying attachment:

Routing in Penarth Marina and Haven

Active Travel in VOG will be aware that following a Meeting of Penarth Town Councillor, Chair of Penarth Marina and Haven Residents, Chair Penarth Portway Management and Manager Penarth Marina, Boatfolk documentation was delivered to VOG at The Alps to request a number of changes in Routing and Signage. This was as a result In particular, following the initial Lockdown, there was a surge in Cyclists, which at its maximum, had over 350 Cyclists an hour passing through the Marina to and from Pont y Werin and Cardiff Barrage. The main areas of concern at the time:

- Cycle path at Tesco Roundabout where most Cyclists carried on down Marconi Avenue rather than Terra Nova Way which had Cycle Lanes each side. This was despite clear Road Signs '**Penarth Marina - The Barrage**'
- Cyclists that carried on down Terra Nova opted at Pierhead View to turn left and Cycle down the River Walkway, Public footpath to Jeffcote Place and on down Batchelor Way to road end at the Lock. In order to access the Lock gates they had to cycle over **Private Land**.
- Cyclists that carried on down Marconi Avenue, chose at the end, either to Cycle up the Portway Residential street over Residents' footpath and forecourts OR carried on down Llwyn Passant and used the narrow footpath next to Residents sat in their Gardens to the Lock OR cycled down Llwyn Passant and John Batchelor to Lock Gates - this again took them over **Private Land**.

- The reason for their opting not to cycle up the Portway is clear:
- **Portway only has a single lane for Cars and Cyclists travelling in both Directions as there is permanent Car Parking in one lane**
- Having experienced this then little wonder they opt to use the **River Footpath** in both directions
- Cyclists that returned from the Barrage up the Portway to Portway / Terra Nova Roundabout chose to Cycle up the Residential Portway Street and back up Marconi rather the direct route via **Terra Nova** to Tesco Roundabout/ Pont y Werin.
- Cyclists that chose to travel over Private Land at Custom House Place to the Lock Gates then chose to Cycle up the narrow footpath around the Outer Marina OR over **Private Land** to John Batchelor Way and up the River Walkway at Jeffcote Place to Pierhead View.
- Numbers of Cyclists were becoming intolerable so PMHRA entered a Corporate Complaint against the VOG for Lack of Consultation and Lack of appropriate Signage in both directions around the Marina.
- The Vale rejected the First Corporate Complaint and gave a number of inaccurate and specious reasons.
- PMHRA then entered a Stage 2 Complaint and, following an On Site Meeting with Head of Transport , Emma Reed, this was Partially Upheld on 3 counts:
 1. Remove NCN Cycle Signs from River Walkway/ John Batchelor Way
 2. Review all Cycle Routes in the Area

- The following consultations have taken place with Sustrans and Cardiff Harbour Authority over Routing and they have been supplied with the relevant Data and issues which have arisen.
- Sustrans, xxxxxx, has supplied info on NCN Routes 88 and 888 which cover the Marconi /Portway Barrage route and the Terra Nova / Zig Zag Cycle Route of Wales. He supports moving to Terra Nova particularly as Sustrans invested in placing the Speed Bump at the start of Terra Nova
- Cardiff Harbour Authority, David Westerland, who are responsible for Bay Trail along Marconi /Portway Route and he too agrees Terra Nova is best suited.
- All Marina Groups involved have made it very clear that they are very supportive of Cycling as form of exercise and many 100 Residents have Cycles – **it is the routing of the 95% of Cyclists who just pass through the Marina which is the issue.** It is of course recognised that not all Cyclists will follow Routing and Signage but at present there is confusion in regard of both and this needs to be addressed.
- This update confirms:
- There has been **no change in Cyclists illegally using Footpaths** to Cycle on.
- The Signage of Routing of the Bay Trail is the Major factor in this and both Sustrans and Cardiff Harbour Authority have acknowledged that **Terra Nova should be clearly marked as the direct and safest route to and from the Barrage.**
- **FYI docs showing numbers of Cyclists .**

Vale of Glamorgan officer response to PMHRA:

It is not clear from this communication how many residents the PMHRA is representing.

Cycle counts conducted by this group were during a national lockdown where levels of cycling and walking saw unprecedented levels. The cycle routes around the Marina were a very popular exercise route by Cardiff and Vale residents but these numbers do not reflect 'normal use'.

All NCN cycle signs were removed from River Walkway and John Batchelor Way during in 2020.

Incidents of incorrect use of footpaths is an enforcement issue and should be reported to South Wales Police.

There are no proposed routes along John Batchelor Way on the ATNM.

There are two routes around the Marina. Terra Nova Way would attract the more experienced cyclist and Marconi Avenue for families and less confident cyclists.

VALE-SPR-Future-002D (Marconi Avenue) and VALE-PEN-Future-018A (Terra Nova Way) are on the ATNM as future routes and should funding be received to develop these full public consultations would take place. However these routes are still available to the public to use but in order to meet the current Welsh Government Active Travel Guidance they need to be upgraded.

Email received from MW (Barry Friends of the Earth) 4.8.21:

Data on gradients of 'existing' AT routes

Thanks for notifying me of the Statutory consultation.

Could you please supply data on the gradients you and/or Sustrans have measured for the routes classified as "existing", at least those in Penarth and Barry, both walking and cycling routes (where separate)?

I recall you wrote to me it was not always possible to comply with AT gradient guidance. If you can distinguish whether they are "key routes to clusters of key destinations", that would be helpful.

It looks as if there could be mistakes on the Map - is there a written database of the numbered routes that we could use to check inclusion or not?

Vale of Glamorgan officer reply 10.8.21:

I have attached existing route numbers/names and audit sheets for Penarth and Barry as requested in your email dated 4 August 2021.

As you will see on the attached audit sheets, the gradient score makes up the total percentage score of the walking/cycling route.

All the audit sheets will be made available on our website once the draft ATNMs are approved by Welsh Government.

MW reply dated 12.8.21:

Thank you for supplying the data-base of audit forms.

I see the file dates of 6 August and that only positive assessed routes are included.

You'd mentioned checking Cornerswell Rd, which isn't included; the Windsor Rd walking audit but not the cycling audit is there. Is there a problem with disclosing all the audits done for the present study?

Where the audits are dated, they seem to be 2015 and audited under the 2014 AT procedures. Some say "checked 2021", when the audit tools were significantly changed. Are there forms for the 2021 audits and were they conducted with the 2021 tools?

The 2021 Guidance has a category: 60 – 69% Fail (but may be eligible to be passed with a statement)

Can the public see a list of routes that came in that category, and reasons for not including them. Perhaps Windsor Rd for cycling came in 60-69%. I notice the excessively steep Myrthyr Dyfan Rd in Barry and Zig-zag Path in Penarth have statements, but they were rated above 70%.

As you say, the gradient score enters the total percentage score of the walking/cycling routes, but the audit forms don't treat 8% as the absolute maximum for walking (PEN-SPR002E), nor any similar for cycling, based on the 2021 AT Guidance.

Clicking on the Commonplace map gives no information on any problems there might be for bringing the "future routes" up to standard, or just say that they haven't yet been audited. Is there a summary list the public could see, or even a database?

Could you post up a link to the Sustrans and Cabinet report, to give the public at least that background text?

Could you resolve the mismatch between the two halves of the pdf of the Penarth map ? If it's simply that Existing routes are omitted from the lower (south) half, what's the status of Victoria Rd SPR009D?

Lastly, as the Commonplace questionnaire is primitive, in what form would you invite constructive responses? We're surely entitled to have our say on priorities and on what further information should be included on the map, including those mentioned in the AT Guidance (one-way, wheelchair accessible etc.).

Vale of Glamorgan officer comment 18.8.21:

Your email dated the 4th August asked for audit reports for our *existing routes* including a list of route numbers. I created an Excel workbook on the 6th August and copied and pasted the relevant audit sheets into this and included it in my email to you dated 10 August. I hope that you do not think that the Council is trying to deceive anyone by sending over files that are not correct or have been doctored, as this certainly is not the case.

The existing route audits that I have sent you are for routes that were included in our approved Integrated Network Maps 2017 so Welsh Government have approved these routes and we are able to apply for funding to improve and promote them.

Many of the routes on the draft ATNM currently out for consultation are new routes and may not be approved by WG when we submit them for assessment in December 2021. When WG approve the maps and they move from 'draft' status we will publish the maps and the audit sheets on the Vale of Glamorgan Active Travel page.

The current consultation on Commonplace is to gather final public opinion on the draft network we are submitting to WG for approval. Once approved we will be able to apply for future funding for scheme development, scheme construction and route improvements. Scheme specific detail is not a requirement of this statutory consultation – each scheme will have its own local consultation published on the VOG website and through social media as they are developed and progressed.

The Cabinet report requesting authority to move to statutory engagement is publicly available on the VOG website.

I will double check the PDF maps on Commonplace for Penarth as there shouldn't be anything mismatched or missing. The use of PDFs is not recommended for this statutory consultation, but I asked for them to be uploaded as people were finding the map loading speed slow, so I felt a PDF version could be beneficial. If there is a mismatch or error I will get them all taken down and revert to the WG advice of using the interactive, accessible maps supplied solely from DataMapWales.

The maps loading in Commonplace are from a new WG portal called DataMapWales. Each LA will be responsible for keeping their area up to date with route improvements and ensuring related facilities and barriers are correct (for example cycle storage, toilets, seating, access barriers, one way streets, gradients). I would expect the website to go live after the approval of LA ATNMs.

This email address is readily available to the public and I have received emails from members of the public who would prefer to comment via email than complete the survey – all comments received will form part of our final consultation report. As I have editing rights to Commonplace I see slightly different screens to you as a member of the public. I have just logged in on my mobile and can see that there is not a 'contact us' button and that this email address is not on the front page. I will make that addition straightaway and I thank you for bringing that to my attention.

MW reply 13.9.21:

Thank you for your replies of 18 August, and for adding in a 'contact us' email button.
My comments and further questions relate mostly to the apparent lack of data on gradients on critical sections of routes.

Cycle Route Audits: how far have you used the Cycling Audit Tool? It's changed a lot from the 2014 edition. When you add a note "checked 2021" on some forms, is that under the 2021 Tool and were the others without this note unchecked (mostly undated and without auditor name)? The Audit Tool refers to the standards for gradients in the Guidance s.9.15, so the audit sheets needed to assess routes against stated % gradients.

The **Walking Route Audit Tool** is problematic as its 8% criterion differs from the detailed statement in the Guidance 9.7.2 *A gradient of 5% (1 in 20) should generally be regarded as a desirable maximum in most situations and 8% (1 in 12) should be considered the absolute maximum.*

Did you or Sustrans get a corrected Tool from WG, which should also include gradients for wheelchairs?

Existing Routes. Do I understand that you've not checked all against the 2021 Guidance so stating "already meet the agreed standards" on the webpage means the 2014 standards?

Penarth's zig-zag path exceeds 8% gradient, which is now the absolute maximum for walking, so should that not be in its 'statement' (cf. 7.10 Keeping standards up to date).

I infer that Sustrans did not measure gradients as they do not mention this in their report. So do you have no gradient data on routes to compare with the 5 and 8%?

S. 4.6.4 says *Each route should be supported with.. associated statements which set out limitations of the routes.* So have Sustrans prepared these statements or will you have to do that?

Windsor Road was an AT cycle-route, so can we see the audit check to now not include it, with some "statement"?

While you say the Vale could apply for WGovt funding to improve and promote 'existing routes', the new requirement that "*any proposed infrastructure below absolute minimum should not be developed or constructed*" surely requires you to check against 2021 standards.

Audits of Possible Routes: Thanks for the audits of 'existing routes'. Are some omitted as now coming under the 70% score but might be called 'existing' with audit scores 60 – 69% *Fail (but may be eligible to be passed with a statement)*. Are there also some audits of 'possible routes' and could we see a list of audited routes, if not the audit sheets themselves?

You say you expect the WG Portal will include details like cycle storage and seating. But one-way streets and gradients are basic structural issues that can't be treated as related facilities. The AT Design Guidance does not allow Sustrans to ignore them in network planning. I appreciate you inherited the 2015 audits, but we're surely right to object to using audits that follow the 2014 standard and not the 2021 AT standards. It was up to Sustrans to cover this problem in their report and admit to what extent they did not carry out the necessary work.

MW email 3.10.21:

As you haven't given you usual prompt reply to my 13 Sept email, can we presume that your Sustrans consultants are unable to defend using the old 2014 Audit Tools. Also can't defend not measuring gradients to compare with standards; or ignoring one-way trafficked streets.

As S. 4.6.4 applies to both existing and future routes and says *Each route should be supported with.. associated statements which set out limitations of the routes*, your consultants should surely have provided a statement for each of them, covering the limitations and potential enhancements. Did they do so?

Officer reply 5.10.21:

I'm so sorry for not replying sooner, I will be completely honest and admit that your email dropped off my front page and I forgot to chase Sustrans for a reply, not like me. Sustrans have answered your questions in green below – they send their apologies for the delay in responding as well. I've included some comments in red as well.

Cycle Route Audits: how far have you used the Cycling Audit Tool? It's changed a lot from the 2014 edition. When you add a note "checked 2021" on some forms, is that under the 2021 Tool and were the others without this note unchecked (mostly undated and without auditor name)? The Audit Tool refers to the standards for gradients in the Guidance s.9.15, so the audit sheets needed to assess routes against stated % gradients.

The audit work for the current iteration of the Active Travel Network Map for the Vale of Glamorgan took place from November 2020. Auditing was undertaken using what is now the 2021 Audit Tool which was in its draft format in November 2020, the tool used was obtained from Welsh Government and so the audits which were undertaken used the toolkit which has now been approved and published by Welsh Government. Welsh Government did not

expect local authorities to re-audit all existing routes and this is reflected in the Active Travel Design Guidance. The advice was that existing routes that had previously failed with statement would be reviewed and any other routes the local authority requested. – we asked Sustrans to do exactly that. They looked at failed routes as well as routes that we had completed improvements on (dropped kerbs/tactiles) to see if they now reached WG standard.

The **Walking Route Audit Tool** is problematic as its 8% criterion differs from the detailed statement in the Guidance

9.7.2 A gradient of 5% (1 in 20) should generally be regarded as a desirable maximum in

most situations and 8% (1 in 12) should be considered the absolute maximum.

Did you or Sustrans get a corrected Tool from WG, which should also include gradients for wheelchairs?

Sustrans did use the correct tool provided by Welsh Government.

Existing Routes. Do I understand that you've not checked all against the 2021 Guidance so stating "already meet the agreed standards" on the webpage means the 2014 standards?

This is correct. Welsh Government did not expect local authorities to re-audit all existing routes and this is reflected in the Active Travel Design Guidance. The advice was that existing routes that had previously failed with statement would be reviewed and any other routes the local authority requested.

Penarth's zig-zag path exceeds 8% gradient, which is now the absolute maximum for walking, so should that not be in its 'statement' (cf. 7.10 Keeping standards up to date).

I infer that Sustrans did not measure gradients as they do not mention this in their report. So do you have no gradient data on routes to compare with the 5 and 8%?

Sustrans uses a range of methods to assess gradients which include the use of GIS datasets but also through site visits when routes are audited using the Active Travel Audit Tool. The report does not contain descriptions of existing routes, statements or any other details apart from the route name, location and scores, so that is why they are not mentioned in the report for existing routes. The route gradient is scored within the 'Comfort' section of the Toolkit and if a route exceeds 8% then 0 points are awarded to this question within the audit tool. In the case of the 'zig zag' path, this was designed and

constructed before the Active Travel Act was passed and the design guidance had not been published at that time but it should have a statement to say that it does not meet the guidance on gradient. Currently this information is recorded in the audit tool score sheet for this route but it needs to be transferred to the Welsh Government mapping system ahead of submission in December 2021.

S. 4.6.4 says *Each route should be supported with.. associated statements which set out limitations of the routes.* So have Sustrans prepared these statements or will you have to do that?

Work is still ongoing to update the Welsh Government mapping database and Sustrans will be updating the mapping database with this information as part of the original contract. The deadline for submission is December 2021. Currently the information is recorded on the audit tool sheets but it needs to be transferred across to the database.

Windsor Road was an AT cycle-route, so can we see the audit check to now not include it, with some "statement"?

I do not fully understand this question so my answer may not address the question. Windsor Road is a proposed Future Active Travel Route for cycling. It was previously and still is an Existing Active Travel Route for walking; it would have only been audited using the walking toolkit if it had a statement during the previous audit so it did not require re-auditing based on the guidance provided by Welsh Government.

While you say the Vale could apply for WGovt funding to improve and promote 'existing routes', the new requirement that "*any proposed infrastructure below absolute minimum should not be developed or constructed*" surely requires you to check against 2021 standards.

I do not fully understand this question so my answer may not address the question fully. Existing Routes can be improved to bring them up to the 2021 standard as well as the continuous improvement of routes can take place through the implementation of minor works to increase the quality of the walking and cycling routes which would be reflected in a higher score of the audit route. To do this the previous audits can be reviewed as well as information provided through the public consultation. We want to provide the highest standard of active travel routes possible and we are keen to work with the public to do this; if you have any specific recommendations for minor works to improve active travel routes then we would welcome this submission to support our work of improving walking and cycling routes.

Audits of Possible Routes: Thanks for the audits of 'existing routes'. Are some omitted as now coming under the 70% score but might be called 'existing' with audit scores 60 – 69% *Fail (but may be eligible to be passed with a statement)*.

Are there also some audits of 'possible routes' and could we see a list of audited routes, if not the audit sheets themselves?

Sustrans audited Existing Routes that had failed, passed with statements and new active travel routes that had been constructed since 2017. The data will be uploaded to the Welsh Government database for submission in 2021.

You say you expect the WG Portal will include details like cycle storage and seating. But one-way streets and gradients are basic structural issues that can't be treated as related facilities. The AT Design Guidance does not allow Sustrans to ignore them in network planning.

The Active Travel Network maps identifies where there is a need for walking and cycling infrastructure to enable people to undertake journeys using active travel; the routes are planned based on a range of data listed in the Active Travel Act Guidance which consist of 'trip attractors' as well as data on existing travel behaviour. When a route is planned it is added to the map using the most suitable alignment, there will be many cases where the current infrastructure is not suitable for the easy implementation of a new active travel route; this could be due to elements that you mention such as a one way street or a gradient. But the Active Travel Network Map does not consist of feasibility studies or concept designs. The next step of implementing the Active Travel Network Map is to prioritise the development of routes (using the Welsh Government Prioritisation Matrix) and then to undertake feasibility studies which will look at the development of the route in detail; taking into account issues such as land ownership, ecology constraints as well as existing infrastructure. A range of options will be considered at this stage and then stakeholders will be engaged on the options before detailed design is undertaken. So if a route is planned on a one way street during the network planning process this will be addressed during the feasibility study. **Current studies are on the VOG website:** <https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel-and-Safe-Routes-in-Communities-Projects.aspx>

I appreciate you inherited the 2015 audits, but we're surely right to object to using audits that follow the 2014 standard and not the 2021 AT standards. It was up to Sustrans to cover this problem in their report and admit to what extent they did not carry out the necessary work.

Sustrans agreed the work that would be undertaken before starting the contract and this work was based on the requirements of Welsh Government. This is reflected in the Active Travel Act Guidance and it is deemed unnecessary to audit all existing routes with the new audit tool.

MW response 14.10.21:

Thanks a lot for your replies. We heard from Sustrans people too

1. Their xxx says the omission of Windsor Road as an existing cycle route is a technical error. When the maps were transferred to data maps Wales, there were problems. Many routes are not showing on the public map, but are in the system.

Have you any other routes not showing in the public map?

This would answer our previous exchange (Sustrans' answer in Green)

Windsor Road was an AT cycle-route, so can we see the audit check to now not include it, with some "statement"?

Windsor Road is a proposed Future Active Travel Route for cycling. It was previously and still is an Existing Active Travel Route for walking; it would have only been audited using the walking toolkit if it had a statement during the previous audit so it did not require re-auditing based on the guidance provided by Welsh Government.

Steepness is an issue under the 2021 changes to the design guidance, for both cycling and walking, so it did require checking (see below).

2. Sustrans say they have supplied the required classification of primary, secondary, local and other routes to the Welsh Government using a 'tool'; could we see them too? As you may know, results from 'tools' depend on data fed in, so data on gradients would be there. It's unclear, but the "Strategic Primary" classification on your map would not relate to Active Travel classification.

3. They agree they did not re-audit the 2017 routes (in particular for the 8% absolute limit for walking) but only those routes with 'statements'. All I saw was a note on a few forms saying "checked 2021", with no author or audit trail. They wrote **Sustrans... work was based on the requirements of Welsh Government. This is reflected in the Active Travel Act Guidance and it is deemed unnecessary to audit all existing routes with the new audit tool.**

The Act requires routes to be reviewed every 3 years. While the Guidance says re-audits are *not necessarily* required, *the previous audits should be reviewed against any changes to the design guidance*. That means review against the details now included on steep gradients for both walking and cycling (in the Guidance, not just in the Audit Tools).

Did you not specify to Sustrans that they were to *review the existing routes against any changes to the design guidance*? Or did you "deem it unnecessary" for some of the routes, and which?

Sustrans wrote that the zig-zag route "**should have a statement to say**" that it exceeds the absolute maximum gradient. Does that mean you are now ready to delete it as an "existing route"? It's not on the Audit sheet you supplied, but perhaps there's a new one.

The desirable 5% gradient is exceeded on various other walking routes, where 7.9.5 requires the *designer to keep an audit trail of decisions* before accepting 5-8% gradients up to the limit. In particular, have Sustrans reviewed Windsor Rd for walking, and provided that decision trail? We'd like to see not only their evidence it's within the 8% limit, but also their considerations of our alternatives.

4. As planning authorities have to take the designation of "future routes" into consideration for planning purposes, they will need to be rather firmly based, including assessments on steepness and alternatives to one-way traffic. So we have to submit a lot of objections that the gradient standards appear not to be met. In what form do you need those objections and any alternatives to them? It's easy to object that a route has to be classed as "other", but how to comment on the primary/secondary classification when we don't know it?

MW 25.10.21:

While replies from you are pending, let me make clear I'm objecting to

walking routes over 8% gradients and those between 5-8% **Noted. This will be considered by Welsh Government when the ATNM's are submitted, although to date they have not objected to date. The document produced by Welsh Government is guidance and it should be noted that not all Active Travel routes can meet the specific guidance.**

cycling routes with sections longer than 30m of 5% or more where there has been no assessment of alternatives and corresponding statement. **Noted. This will be considered by Welsh Government when the ATNM's are submitted, although to date they have not objected. The document produced by Welsh Government is guidance and it should be noted that not all Active Travel routes can meet the specific guidance. It should also be noted that the rise in popularity of e-bikes means cyclists are able to negotiate higher gradients than previous.**

I'm also objecting to routes primarily for leisure being included as active-travel routes, including Dock Hill, St Augustines Cres, Cliff Walk and also the Headland Link. **Noted. This will be considered by Welsh Government when the ATNM's are submitted, although they have not objected to date.**

You need to object to Sustrans' claim they can leave assessing gradients and one-way traffic till detailed feasibility studies. Design decisions include network design. It's not only irresponsible of the local authority to include roads like St Augustines Cres - where a guy killed himself on losing control downhill - but also the Guidance says

7.5.3 The authority shall retain an audit trail for any design decision that does not follow

the recommended dimensions and layouts in the Active Travel Act guidance

The Council has the responsibility as "Sustrans have been engaged to support Vale of Glamorgan Council in drawing up their Active Travel Map" so you need to reject their wrong advice and obtain data on excessive gradients.

This would be considered as part of the specific scheme design.

Beach Rd is excluded for steepness. The only compliant route to the Pier and Esplanade is via Cliff Hill. For cycling, that means a contraflow cycle-lane downhill - the Vale road engineers need to assess if that's possible. **This would be considered as part of the specific scheme design (VALE-SPR-FUTURE-005E).**

Dingle Road is too steep - a pity because otherwise this back route to Fairfield and Wordsworth is preferable for cycling and walking. **Noted**

Dyserth Rd - the same applies. **Noted**

Windsor Rd from the Brains bridge to Plassey junction is excluded for walking and cycling, as is lower Plassey St.; the Vale needs to assess the longstanding alternatives I outlined to you (Gainsborough Rd under railway into Dingle Park; through the woodland down from Hill Terrace). **This would be considered as part of the specific scheme design (These routes are included - Existing walking route - VALE-SPR-005C / Future cycling route – VALE-SPR-FUTURE-005C).**

The section of Andrew Rd near Windsor Road is excluded for steepness, Reopening the stopped up road tunnel from Cogan Station yard is available; it's importance as a connecting route avoiding the dreadful Windsor-Tesco roundabout means it's feasible for the Vale to get WGovt funding and agreement from WGovt's TfW. Persuading Tesco should follow easily when CPO is the alternative. **(VALE-PEN-FUTURE-022A is a future shared use facility along Andrew Road. Any specifics would be considered as part of the scheme design).**

I see no alternative to the over steep and nasty Cogan Hill up to the main roundabout - you can only designate that as "other route". **DataMapWales only allows us to list routes as primary, secondary or local. Feedback will be passed onto WG about this as others have also raised it.**

The Zig-zag path is too steep (can only be "other route"); also the top of Paget Rd though it may be possible to re-model the junction to overcome this (the Council has to assess this before accepting it or not). None of the routes from Penarth to the Haven / Marina are compliant with the 8% walking limit, so have to be "other". Routes just to St Augustines Church may be too steep (Albert Rd, Clive Plac, Albert Cres) but each needs assessing before you can retain them as future routes. **Noted. This will be considered by Welsh Government when the ATNM's are submitted and to date they have not objected. The document produced by Welsh Government is guidance and it should be noted that not all Active Travel routes can meet the specific guidance. The aim of the map is to produce a coherent active travel network that can be developed over time. It is important that primary, secondary and local routes link together. If during specific scheme development certain future routes are not achievable, consideration will be given to alternatives.**

I object to Sustrans's proposal to designate "Strategic PrimaryRoutes", for cycling apparently while none for walking. It's not an active-travel designation. Their **Strategic Primary Route 5** Cogan – Penarth Town – Penarth Esplanade – Lower Penarth

fails the criterion of directness criterion and includes the dangerously steep Beach Hill. The logic of including this and the A48 Route Culver Cross to Bridgend can only be their idea of a leisure cycling network linked to routes across the County. It does not comply with the Active Travel concept and

defined AT Areas. Albert Road, Penarth – VALE-SPR-FUTURE-008B is a strategic primary walking route, as an example on the ATNM. Strategic primary would not be followed in their entirety. They are complemented by the secondary and local routes. The aim of the primary routes is to link trip attractor in the locality. Routes along the A48 could provide access from areas such as St Nicholas and Bonvilston to places of retail, employment and Education.

You haven't distinguished the 'primary', 'secondary' and 'local' AT routes, which would need to be different for walking and cycling. Once the 'other' routes (over-steep links with no practicable alternative), it would be much easier to determine primary and secondary based on description in the Guidance. Data Map Wales only allows us to list routes as primary, secondary or local. These are listed on DataMapWales. Feedback will be passed onto WG about the "other" option.

The route Cogan - Penarth Town is surely a 'primary' route. You already have detailed audits of Windsor Rd but not updated under the 2021 standards. It's clearly unsuitable in terms of comfort, safety, space for non-standard bikes etc. The road engineers said they had no solution under the Brains rail-bridge. You have to retain it as a primary route, so do retain it with the variations already specified. But do also include the obvious option of routing on Little Dock St and past the Leisure Centre, then across to Cogan station with a branch via the underpass into Tesco. This would be considered as part of any specific scheme design.

Welsh Government comments as response to draft submission August 2021:

Thank you for submitting your draft Active Travel Network Map and accompanying information to the Welsh Government. We would like to offer the following comments for your consideration as you prepare your final ATNM for submission in December.

i) Public engagement

We are pleased to see your proactive approach to public engagement, and particularly note the efforts made to encourage feedback from people in underrepresented localities, and to seek input from groups with specific characteristics. We look forward to seeing how the statutory consultation comments feed through to the final mapping in December.

ii) Shared use

We note that many of your proposed future routes are categorised as shared use. We recognise that the format of DataMapWales and Commonplace does not currently allow for a more detailed classification of routes that are intended for both pedestrians and cycles. A number of local authorities have raised this issue with us, and we will be introducing alternative wording for the shared use category on these platforms shortly. We recommend that as routes are developed through the delivery cycle, all options for pedestrian and cycle provision are explored in line with the approach set out in the Active Travel Act Guidance, as opposed to aiming to deliver shared use facilities from the outset. As such, feedback on this draft ATNM does not constitute an acceptance or endorsement that the final design solutions for such routes will be a shared-use facility.

iii) Network coherence

Generally, the network of existing and future routes seems coherent and joined up. However, there are a few issues we would like to highlight for your consideration:

All settlements: There is an opportunity to consider the use of filtered permeability, sometimes considered as part of a wider Low Traffic Neighbourhood and/or basic network, through access restrictions or 20mph zones within residential areas and this approach could be used to reach a wider population.

Barry

The network proposed is reasonably comprehensive; there is potential to extend VALE BARRY Future 038i into Porthkerry Park. **Noted**

Penarth

Some potential for minor connections and introduction of low traffic facilities within residential areas but an otherwise appropriate network proposed.

Noted

Dinas Powys

No observations **Noted**

Rhose

Sparse network with potential to consider basic network development along residential streets and links to community hall. **Noted part of current scheme development through Section 106 funding.** Lack of provision for cyclists along Fonmon Road to the Western extent of the area. **VALE-SPR-FUTURE-003I has been re-routed along Fonmon Road.**

Llantwit Major

Missing connection between Boverton Road to B4265 to access shared-use route. Missing cycle connections from B4265/Cowbridge Road roundabout to town centre and missing pedestrian improvements – potential for introduction of one-way route along Turkey Street and Castle Street. **Noted – other options are available.**

St. Athan

Some potential for minor connections and basic network. Consider introduction of low traffic facilities within residential areas. **Noted**

Sully

Secondary shared-use route VALE-SULLY-Future-030I seems to have been removed although some additional connections have been added in. **This is on the ATNM**

Cowbridge

Potential for greater network coverage south of the High Street. There are no routes shown through the large housing development currently under construction to the west of the town. There is a lack of connections to Llanblethian. **Noted these will form part of future scheme developments.**

iv) Network growth

Overall the proposed ATNM shows an increase in the proposed network for most of the designated localities and a significant increase for Barry. A list of routes the status of which has changed from existing to future was submitted with explanations. **Noted**

v) Destinations

There are no apparent gaps in links to major destinations, though there may be an opportunity to connect Penllyn Estate in Cowbridge. More consideration may be given to access to/from holiday parks to nearby local town/village centres to reduce the number of motorised trips to and from those sites. **Noted**

vi) Route prioritisation

We note that prioritisation work has been undertaken. **Noted**

viii) Levels of use

We note that at present the only planned source for the required change in the levels of use data is automatic counter data, pending funding approval. We recommend exploring the use of further, complementary data sources, such as school travel data, pedestrian footfall counts, etc. More advice on monitoring is included in the Active Travel Act Guidance. **Noted**

ix) Other queries

N/A

The ATNM report was presented to Scrutiny Committee 21 September 2021 with the following views referred to Cabinet. Officer comment provided on each.

Scrutiny committee comment	Officer comment
To highlight safety issues that required the removal of trees which caused damage to pavements and cycle lanes. To also highlight the importance that trees had on the street scenes of towns, so a strategy was needed to ensure that the right sort of tree was planted which did not cause damage to pavements / cycle lanes etc.	Noted and this will be addressed on a scheme by scheme basis.
For there to be a more holistic approach for the promotion of Active Travel to encourage greater use of cycle lanes;	Noted we will continue to work with Welsh Government and Transport for Wales to do this.
The Scrutiny Committee strongly supported the Active Travel improvements proposed for the A4055 between Barry and Dinas Powys;	Scheme being worked on this financial year.
As a way to encourage walking and cycling in rural areas, there should be a campaign to reduce the speed limits on rural roads and lanes;	Noted and this will be addressed on a scheme by scheme basis.
The Scrutiny Committee wished to emphasize the importance for projects to be delivered successfully post consultation to make positive improvement to communities.	Noted. St Athan, as an example, is a success.

Route Prioritisation Summary

Sustrans has been contracted to propose strategic walking and cycling networks for nine Local Authorities in Wales. As part of these projects, the proposed Active Travel future routes were prioritised for development, based on the potential impact the route will have on encouraging active travel. This approach was developed using the Welsh Government Prioritisation Matrix (Appendix K of the Active Travel Guidance) and meets the requirements of part of the 'Access to Facilities' section.

All future routes were provided with a unique identification reference that enabled the Sustrans Cymru team to calculate priority scores (short term, medium term, long term) predominately based on Welsh Index of Multiple Deprivation (2019) data and route proximity to key trip attractors, such as schools and healthcare facilities. Routes that passed through areas with the highest concentrations of several types of deprivation, within close proximity to key trip attractors, would score highly on the prioritisation model. These routes are recommended for short-term development. This process is outlined below:

Step 1: Welsh Index of Multiple Deprivation Methodology

*'The Welsh Index of Multiple Deprivation (WIMD) is the Welsh Government's official measure of relative deprivation for small areas in Wales. It identifies areas with the highest concentrations of several different types of deprivation. WIMD ranks all small areas in Wales from 1 (most deprived) to 1,909 (least deprived). It is a National Statistic produced by statisticians at the Welsh Government. Small areas are Census geographies called Lower-layer Super Output Areas (LSOAs).'*¹

We first calculated a deprivation score (0-2) based on the deprivation rank of the LSOA that the route passed through:

1. Calculate tercile values for all LSOAs for indices of multiple deprivation - *This means the top 33% most deprived LSOAs (tercile 1) are assigned a deprivation score of 2*
2. Assign tercile values corresponding deprivation scores as in Table 1 - *This means the higher the deprivation score – the more deprived the LSOA*

Table 1. Deprivation scores based on WIMD tercile

Tercile Value	Deprivation Score
1	2
2	1
3	0

¹ <https://statswales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation>

3. Identify the LSOAs that intersect with each individual future route:
 - a. If the route intersects with only one LSOA, assign that corresponding deprivation score
 - b. If the route intersects with multiple LSOAs, identify the highest deprivation score the route intersects with and assign the route that deprivation score

E.g. if a route passes through multiple LSOAs with different deprivation scores (1, 0, 2, 2), the route will be assigned the highest deprivation score encountered (2).

Step 2: Trip Attractors

Each future route was assigned a score based on proximity (see Table 2) to the following criteria:

- Education Setting
- Employment Site
- Leisure Facilities
- Health Facilities
- Transport Interchange

Scoring table:

Table 2. Prioritisation score based on proximity in metres.

Proximity (m)	Score
0 – 400	2
400 – 800	1
>800	0

Step 3: Prioritisation Calculation

The scores for each criteria and the WIMD deprivation were calculated to give a total score out of 12 and assigned a prioritisation status (see Table 3).

Table 1. Scoring thresholds and corresponding status.

Prioritisation Score	Priority Rank	DMW Priority
0 – 4	Low	Long Term
4 – 8	Medium	Medium Term
8 – 12	High	Short Term

Here is a worked example of route FR-PT-SU001 in Neath Port Talbot:

Deprivation Score (2) + Education Score (2) + Transport Interchange Score (2) + Leisure Facilities Score (2) + Health Facilities Score (0) + Employment score (2)

Total Prioritisation Score = 10 -> Priority Rank (High) -> DMW Priority (Short Term)

This scoring method and resultant priorities are the entered into DataMapWales.

Information for reference: Population and Quintiles

In addition to prioritised routes, we also calculated the population within 200m, 400m and 800m of each route and ranked the routes for each criteria, for Local Authority reference. This means each criteria (e.g. Education Facility) can be filtered to see which routes are closest to schools and further, assigned them into quintiles for further statistical analysis.

These additional measures can be used for further analysis and to prioritise the routes further and are available in the scoring results tables produced by Sustrans but does not feature in the final DMW score.

Appendix D - Vale of Glamorgan future route prioritisation matrix

Please note that it would be for the Council to determine which and when routes move forward for funding.

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-BARRY-Future-033A	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033B	Barry	Palmerston	med	walking	secondary	upgrade	approved	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033C	Barry		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033D	Barry	Palmerston	med	shared_use	secondary	upgrade	approved	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033E	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033F	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-034A	Barry	Pencoedtre	med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-034B	Barry	Pencoedtre	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035A	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035B	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035C	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
Vale-BARRY-Future-035D	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035E	Barry	Gibbonsdown	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035F	Barry	Gibbonsdown	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036A	Barry	Cadoxton	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036B	Barry	Cadoxton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036C	Barry	Cadoxton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036D	Barry	Cadoxton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036E	Barry	Cadoxton	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036F	Barry	Cadoxton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-037A	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-037B	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037C	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037D	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037E	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037F	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037G	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037H	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037I	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037J	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037K	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037L	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038A	Barry	Town (West)	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038B	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038C	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038E	Barry	Town (West)	med	walking	primary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038F	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038G	Barry	Town (West)	high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038H	Barry	Town (West)	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038I	Barry	Town (West)	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038J	Barry	Town (West)	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-038K (Cycling)	Barry	Town (West)	med	cycling	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038K (Walking)	Barry	Town (West)	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039A	Barry	Island	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039B	Barry	Island	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039C	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021

High	120
Medium	86
Low	46
Total routes	252

VALE-BARRY-Future-039D	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039E	Barry	Island	high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039F	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039L	Barry	Town (West)	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-040C	Barry	Colcot	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-040E	Barry	Colcot	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041A	Barry	Cwm Talwg	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041B	Barry	Cwm Talwg	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041C	Barry	Cwm Talwg	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041D	Barry	Cwm Talwg	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041E	Barry	Cwm Talwg	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041F	Barry	Cwm Talwg	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041G	Barry	Waycocks Cross	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041H	Barry	Waycocks Cross	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-001F	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001G	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001I	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001J	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002B	Barry		high	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003F	Barry		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011A	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011B	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011E	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011F	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011G	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-013A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-013B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-014A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-014B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015A	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015B	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015E	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004D	Bonvilston		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004E	Bonvilston/Cowbridge		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-COW-Future-047A	Cowbridge		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-047B	Cowbridge		med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-047C	Cowbridge		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-047E	Cowbridge		low	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-048A	Cowbridge		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-048B	Cowbridge		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-COW-Future-048C	Cowbridge		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021

VALE-COW-Future-048D	Cowbridge		med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-004F (Cycle)	Cowbridge		med	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004H	Cowbridge		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-017B	Cowbridge/Llantwit Major		med	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-017A	Cowbridge/RCT		med	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027A	Dinas Powys		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027B	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027C	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027D	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027E	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027F	Dinas Powys		med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027G	Dinas Powys		med	walking	local	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028A	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028B	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028C	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028D	Dinas Powys		high	cycling	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028E	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028F	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028G	Dinas Powys		high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028H	Dinas Powys		low	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001D	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007B (Cycle)	Dinas Powys		high	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007B (Walk)	Dinas Powys		high	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007C	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009A	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009B	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001E	Dinas Powys/Barry		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-LM-Future-045B	Llantwit Major		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045C	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045D	Llantwit Major		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045E	Llantwit Major		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045G	Llantwit Major		high	shared_use	local	n/a	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046a	Llantwit Major		high	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	11/06/2021
VALE-LM-Future-046A (Shared)	Llantwit Major		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	11/06/2021
VALE-LM-Future-046B	Llantwit Major		high	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046D	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046E	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046F	Llantwit Major		high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046G	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046H	Llantwit Major		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046I	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046J	Llantwit Major		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003N	Llantwit Major		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-018A	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-018B	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-018C	Penarth		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	22/05/2021
VALE-PEN-Future-019A	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019B	Penarth		high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019C	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019D	Penarth	Town Centre	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019E	Penarth	Town Centre	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021

VALE-PEN-Future-020A	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020B	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020C	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020D	Penarth	Fairfield Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021A	Penarth	Stanwell Area	med	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021B	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021C	Penarth		med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021D	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021E	Penarth		high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021F	Penarth		high	walking	local	repair	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021G	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021H	Penarth		high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022A	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022B	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022C	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022D	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022E	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022F	Penarth	Cogan	high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022G	Penarth	Cogan	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023A	Penarth	Evenlode Area	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023B	Penarth	Evenlode Area	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023C	Penarth	Evenlode Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023E	Penarth	Evenlode Area	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023F	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024A	Penarth		low	walking	secondary	resurface	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024B	Penarth		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024C	Penarth	Cliff Walk Area	low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024D	Penarth	Cosmeston/Cliff Walk Area	low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024E	Penarth	Cosmeston/Cliff Walk Area	low	shared_use	local	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025A	Penarth	Morristown Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025B	Penarth	Morristown Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025C	Penarth	Lower Penarth	low	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025D	Penarth	Lower Penarth	low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025E	Penarth	Lower Penarth	low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025F	Penarth	Lower Penarth	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026A	Penarth	Llandough	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026B	Penarth	Llandough	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026C	Penarth	Llandough	high	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001B	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002C	Penarth		high	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002D	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002F	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002H	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005B	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005C (Cycle)	Penarth		high	n/a	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005D	Penarth		high	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005E	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-006A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021

VALE-SPR-Future-006B	Penarth		low	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-006C	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007E	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007F	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007G	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007H	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007I	Penarth		med	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008A	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008B	Penarth		med	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008C	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008D	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008F	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009C	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009D	Penarth		high	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010B	Penarth		med	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010D	Penarth		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010E	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001C	Penarth/Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002J	Penarth/Sully		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PKRY-Future-042A	Porthkerry		low	cycling	secondary	upgrade	approved	ValeOfGlamorgan	14/05/2021
VALE-RHSE-Future-043C	Rhose		high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003H	Rhose		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003I	Rhose/St Athan		med	cycling	primary	new_build	candidate	ValeOfGlamorgan	13/05/2021
VALE-ATHAN-Future-044A	St Athan		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044B	St Athan		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044C	St Athan		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044D	St Athan		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044E	St Athan		low	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044F	St Athan		low	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044G	St Athan		low	shared_use	local	new_build	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003J	St Athan		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003K	St Athan		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004B	St Nicholas		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004C	St Nicholas/Bonvilston		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002K	Sully		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002L	Sully		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030A	Sully		low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030B	Sully		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030D	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030E	Sully		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030F	Sully		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030G	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030H	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030I	Sully		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-031B	Sully		low	shared_use	local	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-031C	Sully		med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003A	Wenvoe		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003C	Wenvoe		low	shared_use	primary	upgrade	candidate	ValeOfGlamorgan	13/05/2021
VALE-WENV-Future-049A	Wenvoe		med	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-WENV-Future-049B	Wenvoe		low	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021

VALE-WENV-Future-049C	Wenvoe		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-004A	Wenvoe/St Nicholas		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-BARRY-Future-035A	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035B	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035C	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
Vale-BARRY-Future-035D	Barry	Gibbonsdown	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035E	Barry	Gibbonsdown	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-035F	Barry	Gibbonsdown	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036A	Barry	Cadoxton	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036B	Barry	Cadoxton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036C	Barry	Cadoxton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036D	Barry	Cadoxton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036E	Barry	Cadoxton	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-036F	Barry	Cadoxton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-037A	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-037B	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037C	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037D	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037E	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037F	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037G	Barry	Holton	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037H	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037I	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037J	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037K	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-037L	Barry	Holton	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038A	Barry	Town (West)	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038B	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038C	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038F	Barry	Town (West)	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038G	Barry	Town (West)	high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039B	Barry	Island	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039C	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039D	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039E	Barry	Island	high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039F	Barry	Island	high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039L	Barry	Town (West)	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041B	Barry	Cwm Talwg	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021

VALE-SPR-Future-001G	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002B	Barry		high	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011E	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011F	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-012D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-013A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-013B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-014A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-014B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015D	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015E	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016A	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016B	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-016C	Barry		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-038J	Barry	Town (West)	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-041G	Barry	Waycocks Cross	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041H	Barry	Waycocks Cross	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003F	Barry		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033A	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033B	Barry	Palmerston	med	walking	secondary	upgrade	approved	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033C	Barry		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033D	Barry	Palmerston	med	shared_use	secondary	upgrade	approved	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033E	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-033F	Barry	Palmerston	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-034A	Barry	Pencoedtre	med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-034B	Barry	Pencoedtre	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-BARRY-Future-038E	Barry	Town (West)	med	walking	primary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038H	Barry	Town (West)	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038I	Barry	Town (West)	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038K (Cycling)	Barry	Town (West)	med	cycling	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-038K (Walking)	Barry	Town (West)	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-039A	Barry	Island	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021

VALE-BARRY-Future-040C	Barry	Colcot	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-040E	Barry	Colcot	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041A	Barry	Cwm Talwg	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041C	Barry	Cwm Talwg	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041D	Barry	Cwm Talwg	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041E	Barry	Cwm Talwg	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-BARRY-Future-041F	Barry	Cwm Talwg	med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-001F	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001I	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001J	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011A	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011B	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-011G	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015A	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-015B	Barry		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-SPR-Future-004E	Bonvilston/Cowbridge		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-DINAS-Future-027E	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028A	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028B	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028C	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028D	Dinas Powys		high	cycling	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028E	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028F	Dinas Powys		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028G	Dinas Powys		high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001D	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007B (Cycle)	Dinas Powys		high	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007B (Walk)	Dinas Powys		high	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007C	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009A	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009B	Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-028H	Dinas Powys		low	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001E	Dinas Powys/Barry		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027A	Dinas Powys		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027B	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027C	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027D	Dinas Powys		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027F	Dinas Powys		med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-DINAS-Future-027G	Dinas Powys		med	walking	local	new_build	proposed	ValeOfGlamorgan	13/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-LM-Future-045C	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045G	Llantwit Major		high	shared_use	local	n/a	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046a	Llantwit Major		high	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	11/06/2021
VALE-LM-Future-046B	Llantwit Major		high	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046D	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046E	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046F	Llantwit Major		high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046G	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046H	Llantwit Major		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046I	Llantwit Major		high	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-046J	Llantwit Major		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003N	Llantwit Major		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-LM-Future-046A (Shared)	Llantwit Major		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	11/06/2021
VALE-LM-Future-045B	Llantwit Major		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045D	Llantwit Major		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-LM-Future-045E	Llantwit Major		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-SPR-Future-004D	Bonvilston		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004E	Bonvilston/Cowbridge		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PKRY-Future-042A	Porthkerry		low	cycling	secondary	upgrade	approved	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-004B	St Nicholas		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-004C	St Nicholas/Bonvilston		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003A	Wenvoe		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003C	Wenvoe		low	shared_use	primary	upgrade	candidate	ValeOfGlamorgan	13/05/2021
VALE-WENV-Future-049B	Wenvoe		low	shared_use	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-WENV-Future-049C	Wenvoe		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-004A	Wenvoe/St Nicholas		low	cycling	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-WENV-Future-049A	Wenvoe		med	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-PEN-Future-018A	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019A	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019B	Penarth		high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019D	Penarth	Town Centre	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-019E	Penarth	Town Centre	high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021E	Penarth		high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021F	Penarth		high	walking	local	repair	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021G	Penarth		high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021H	Penarth		high	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022A	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022B	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022C	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022D	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022E	Penarth	Cogan	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022F	Penarth	Cogan	high	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026A	Penarth	Llandough	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026B	Penarth	Llandough	high	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-026C	Penarth	Llandough	high	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001B	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002C	Penarth		high	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002F	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005B	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005C (Cycle)	Penarth		high	n/a	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005D	Penarth		high	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-006A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007E	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007G	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007H	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008C	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008D	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008F	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-009D	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010A	Penarth		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-001C	Penarth/Dinas Powys		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024A	Penarth		low	walking	secondary	resurface	proposed	ValeOfGlamorgan	13/05/2021

VALE-PEN-Future-024B	Penarth		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024C	Penarth	Cliff Walk Area	low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024D	Penarth	Cosmeston/Cliff W	low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-024E	Penarth	Cosmeston/Cliff W	low	shared_use	local	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025C	Penarth	Lower Penarth	low	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025D	Penarth	Lower Penarth	low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025E	Penarth	Lower Penarth	low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025F	Penarth	Lower Penarth	low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002H	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-006B	Penarth		low	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-006C	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010D	Penarth		low	shared_use	primary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010E	Penarth		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002J	Penarth/Sully		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-018B	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-018C	Penarth		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	22/05/2021
VALE-PEN-Future-019C	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020A	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020B	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020C	Penarth		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-020D	Penarth	Fairfield Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021A	Penarth	Stanwell Area	med	cycling	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021B	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021C	Penarth		med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-021D	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-022G	Penarth	Cogan	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023A	Penarth	Evenlode Area	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023B	Penarth	Evenlode Area	med	walking	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023C	Penarth	Evenlode Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023E	Penarth	Evenlode Area	med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-023F	Penarth		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025A	Penarth	Morristown Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-PEN-Future-025B	Penarth	Morristown Area	med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002D	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-005E	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007F	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-007I	Penarth		med	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008A	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-008B	Penarth		med	walking	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021

VALE-SPR-Future-009C	Penarth		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-010B	Penarth		med	cycling	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021

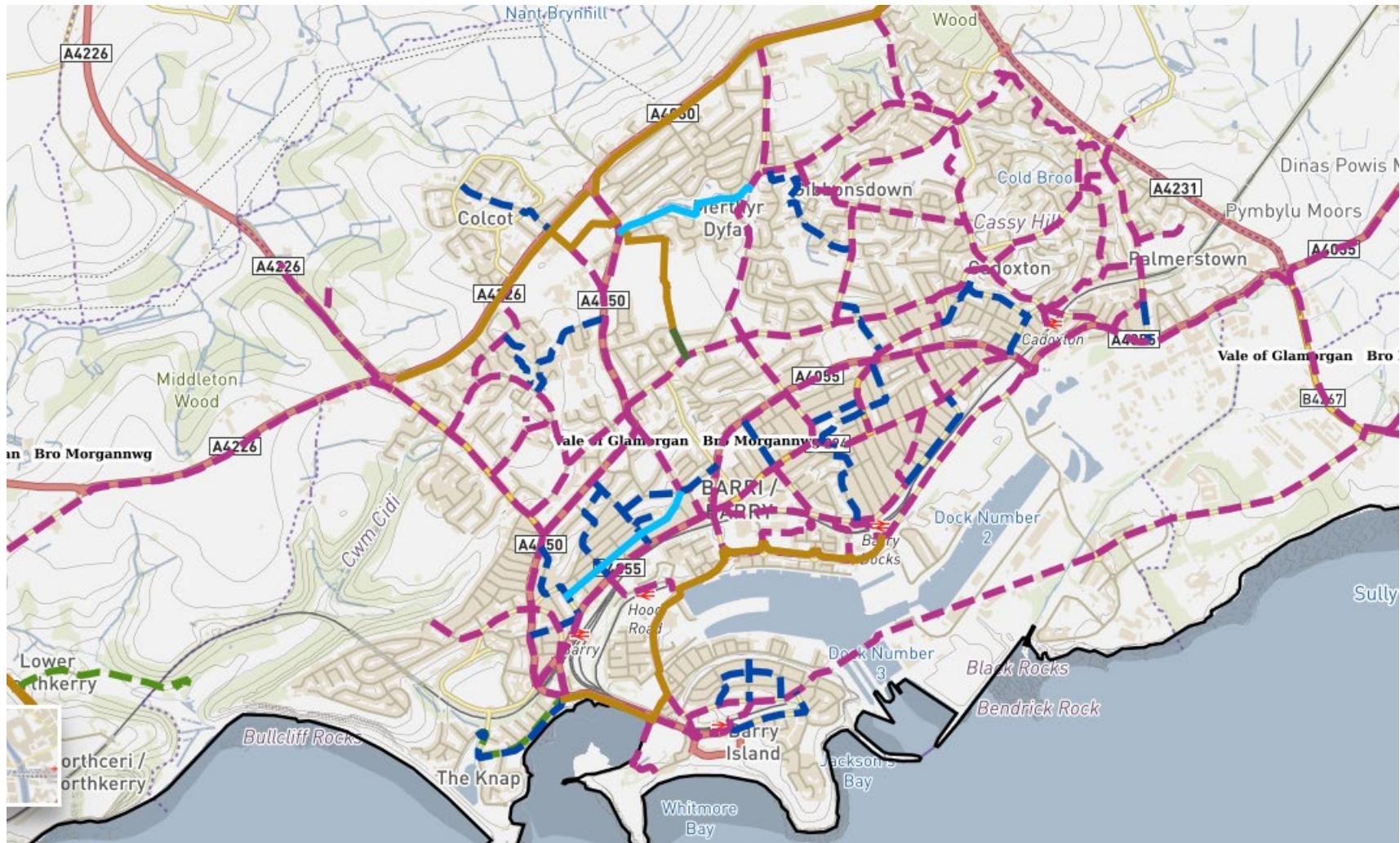
Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-RHSE-Future-043C	Rhose		high	walking	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003H	Rhose		high	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003I	Rhose/St Athan		med	cycling	primary	new_build	candidate	ValeOfGlamorgan	13/05/2021

Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-ATHAN-Future-044E	St Athan		low	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044F	St Athan		low	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044G	St Athan		low	shared_use	local	new_build	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003K	St Athan		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-003I	Rhose/St Athan		med	cycling	primary	new_build	candidate	ValeOfGlamorgan	13/05/2021
VALE-ATHAN-Future-044A	St Athan		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044B	St Athan		med	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044C	St Athan		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-ATHAN-Future-044D	St Athan		med	walking	local	upgrade	proposed	ValeOfGlamorgan	14/05/2021
VALE-SPR-Future-003J	St Athan		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021

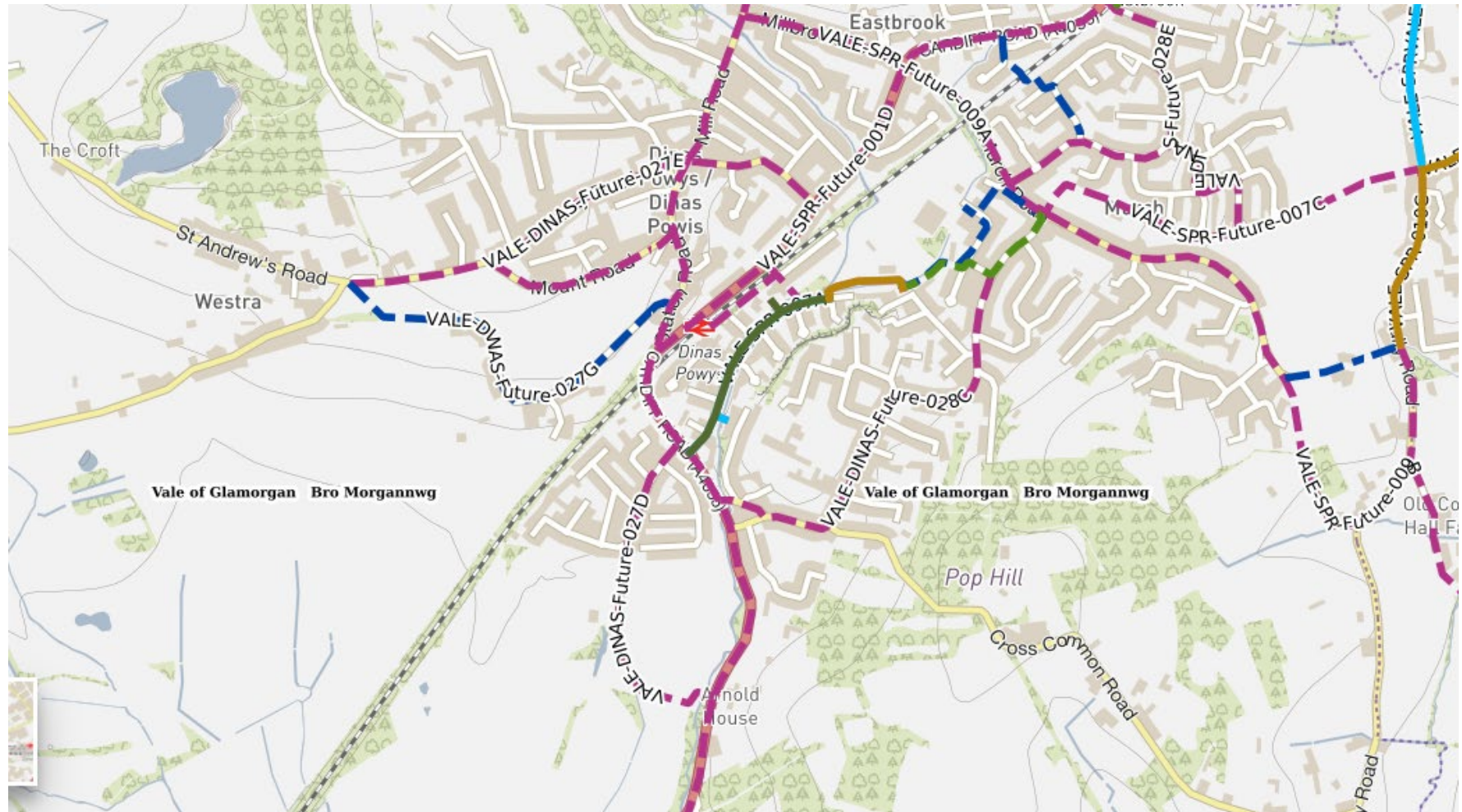
Route reference	Settlement	Location	Priority	Route use	Route classification	Route type	Status	Admin area	Record date
VALE-SPR-Future-002L	Sully		low	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030A	Sully		low	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030B	Sully		low	shared_use	secondary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030D	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030G	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030H	Sully		low	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-031B	Sully		low	shared_use	local	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SPR-Future-002K	Sully		med	shared_use	primary	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030E	Sully		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030F	Sully		med	walking	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-030I	Sully		med	shared_use	secondary	new_build	proposed	ValeOfGlamorgan	13/05/2021
VALE-SULLY-Future-031C	Sully		med	shared_use	local	upgrade	proposed	ValeOfGlamorgan	13/05/2021

Appendix E

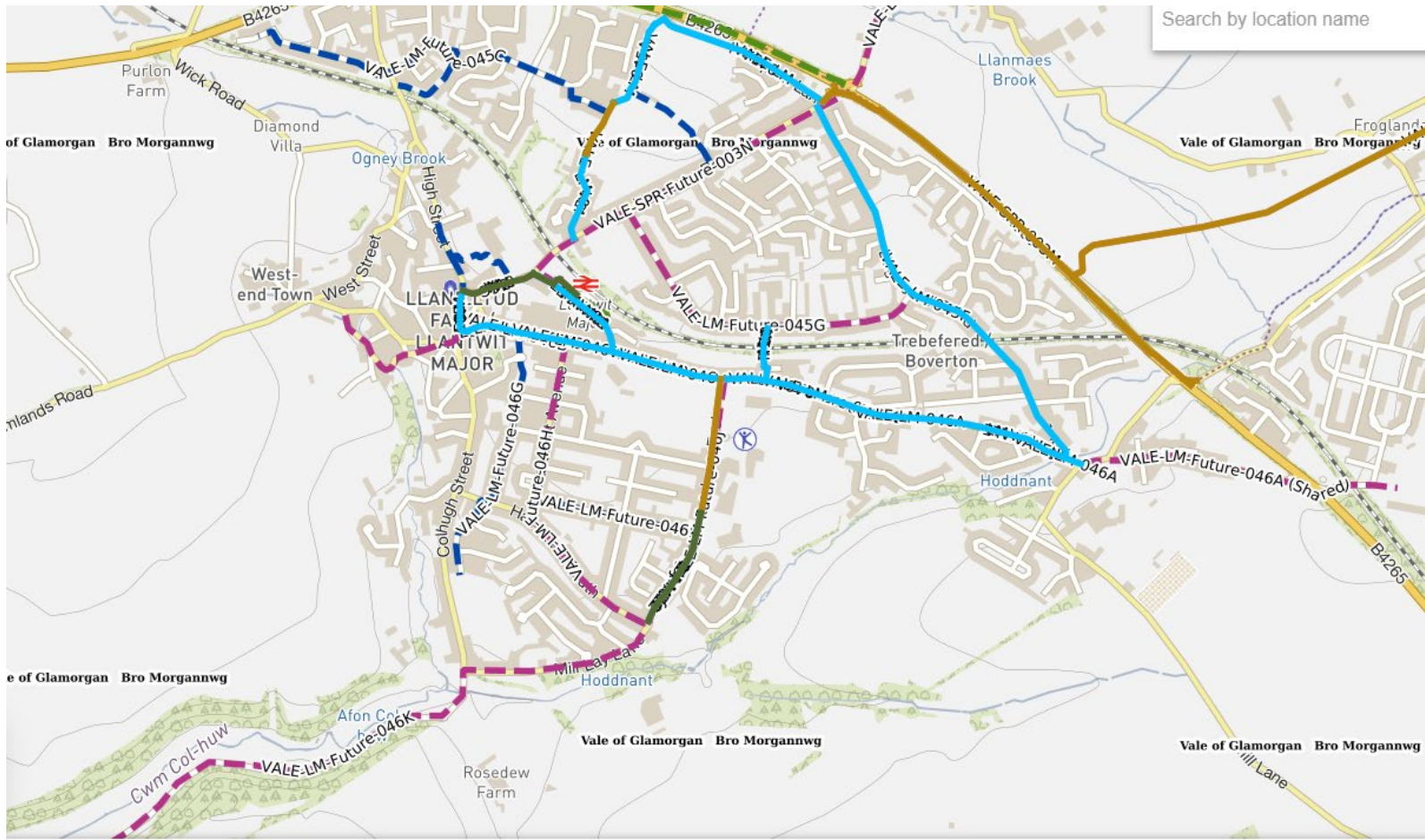
Barry



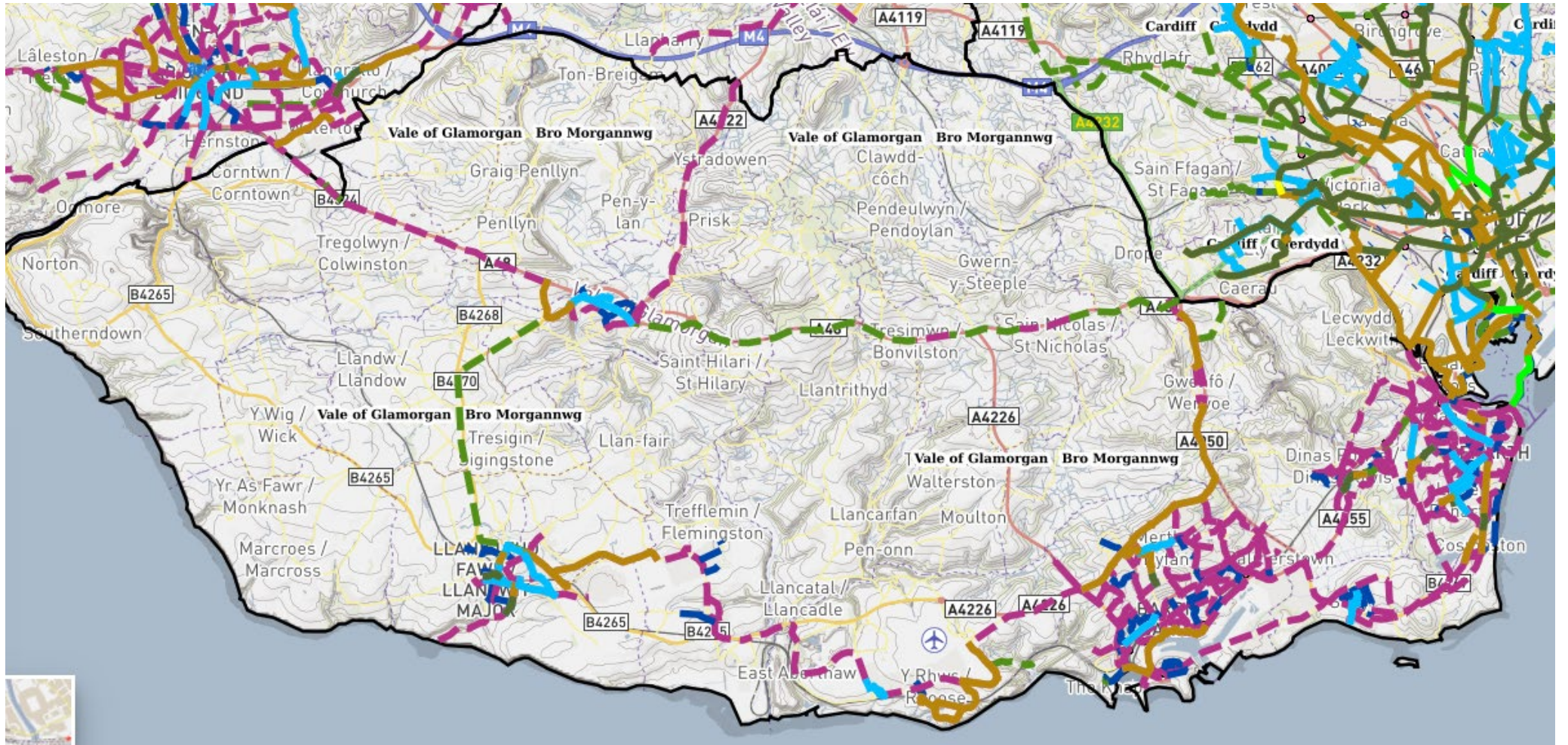
Dinas Powys



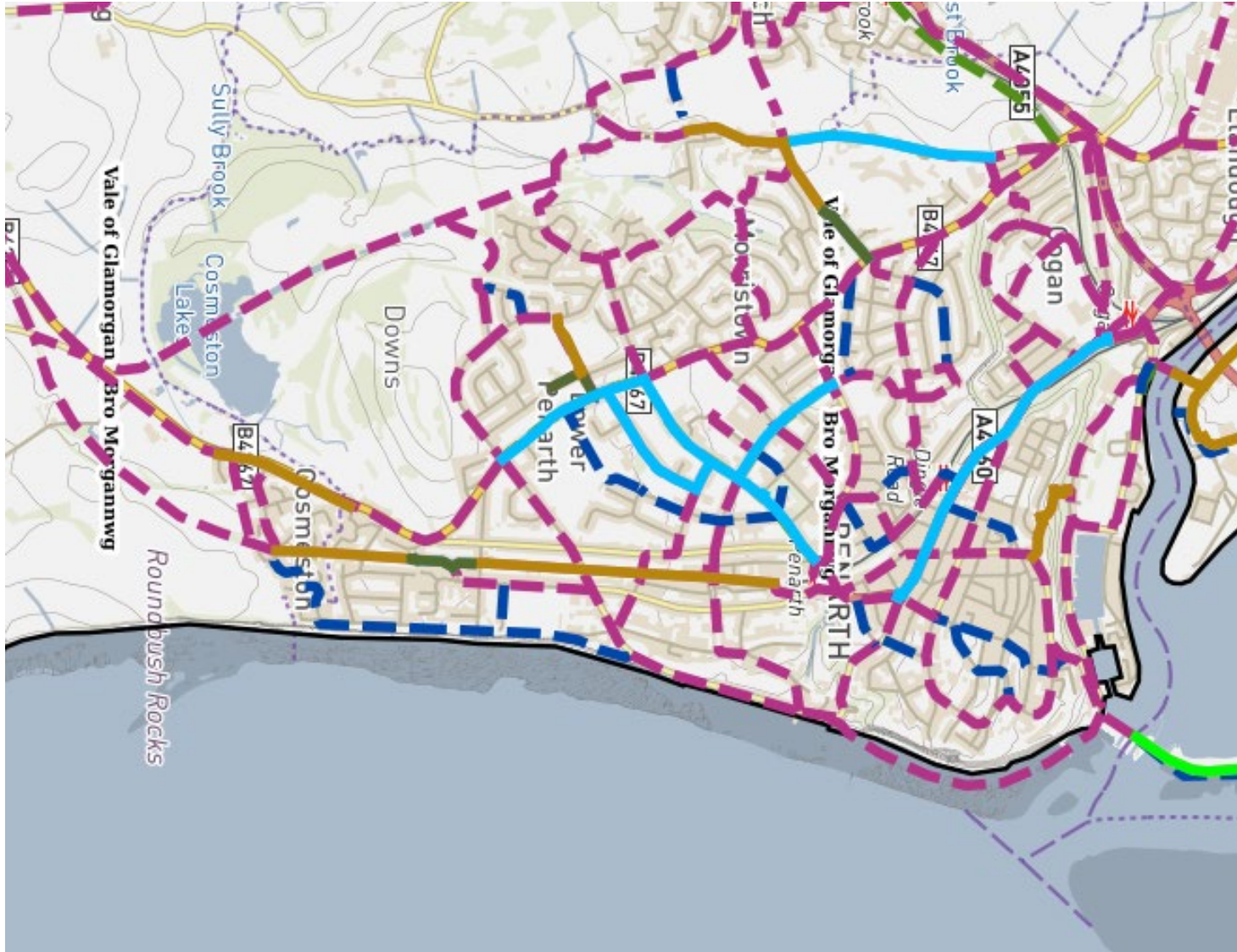
Llantwit Major



Other



Penarth



Rhose



St Athan



Sully

