

Meeting of:	Cabinet
Date of Meeting:	Thursday, 28 May 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Urgent Decision Procedure Used (If yes, why)	Not applicable
Item Type	Part I
Report Title:	Active Travel Network Map Update 2026
Portfolio Holder:	Deputy Leader and Cabinet Member for Sustainable Places
Lead Officer:	Operational Manager Transport Services

1.0 What is this report about?

- 1.1 The Active Travel (Wales) Act 2013 requires Local Authorities to maintain an up-to-date Active Travel Network Map (ATNM), identifying existing active travel routes suitable for everyday journeys and setting out a 15-year programme of future improvements. The Vale of Glamorgan's current ATNM was approved in 2022, and Welsh Government now requires all Authorities to complete an update to the maps.
- 1.2 The Council has undertaken a review of its ATNM, supported by informal engagement during winter 2025. This included an online survey, interactive mapping tool, public drop-in events and targeted stakeholder workshops.
- 1.3 Feedback has informed updates to both existing routes and proposed future routes.
- 1.4 The revised Consultation Draft ATNM provides an evidence-based plan aligned with updated Welsh Government guidance, recent infrastructure delivery and local priorities.
- 1.5 This report seeks approval to publish the updated ATNM and proceed to the required 12-week statutory public consultation in summer 2026, after which final amendments will be made prior to submission to Welsh Ministers by December 2026.

2.0 What are the Recommendations?

	Recommendations – What and How?	Reason for Recommendation – Why?
2.1	That Cabinet approves the amended Active Travel Network Map (ATNM) for statutory consultation through online and in person events.	To fulfil the Council’s statutory duty under the Active Travel (Wales) 2013 Act.
2.2	That Cabinet approves the submission of revised ATNM’s to Welsh Government before December 2026 subject to no further changes following statutory public consultation.	To ensure the Council meets the submission deadline date of 1st December 2026.

3.0 What is the background to this report?

3.1 The Active Travel (Wales) Act 2013 requires all Local Authorities in Wales to prepare, maintain and periodically update an Active Travel Network Map (ATNM). The ATNM must show routes that are suitable for Active Travel within the settlements designated by the Welsh Government. In the Vale of Glamorgan, these designated settlements include:

Barry, Cowbridge, Dinas Powys, Llantwit Major, Penarth, Rhose St Athan and Sully

3.2 Active Travel is defined as walking and cycling for everyday, purposeful, short distance journeys, such as travelling to school, work, shops or services. It does not include travel undertaken solely for leisure or recreation.

3.3 Under the Act, each Local Authority must publish and keep under review an ATNM comprising:

Existing Routes: A public record of routes that the Council considers suitable for Active Travel, meeting Welsh Government design and quality standards.

Future Routes: A 15-year plan identifying proposed new routes or improvements to current provision.

3.4 The ATNM is therefore a key strategic tool that guides long-term planning and investment in Active Travel infrastructure across the Local Authority area.

3.5 The current ATNM for the Vale of Glamorgan was submitted to Welsh Ministers on 31st December 2021 and approved in 2022. The approved maps are available on the Council’s website: [Active Travel – Vale of Glamorgan Council](#).

3.6 Why is an update required for 2025–2026?

Welsh Government issued a Directive in November 2023 that amended the timescales for submitting the ATNM’s in Wales for the next round of submissions only. The 2023 Directive changed the resubmission dates from 3 years to 5 years from last submission.

- 3.7 This update is necessary to:
- Incorporate changes to the network delivered since the 2021 ATNM.
 - Reflect updated Welsh Government standards and policy priorities.
 - Ensure that forward plans for the next 15 years remain realistic, deliverable and aligned to the latest funding frameworks and the Council's Replacement Local Development Plan.
 - Provide an up-to-date evidence base for future Active Travel and wider transport investment.

4.0 What issues are there to be considered?

- 4.1 The revision of the Active Travel Network Maps is a statutory requirement.
- 4.2 A 12-week statutory public consultation with the revised ATNM needing to be submitted to Welsh Government by 1st December 2026.
- 4.3 If the revised ATNM is considered appropriate for submission to Welsh Government.

5.0 How evidence has been used to inform the report, including the views of others?

- 5.1 An initial stage of non-statutory engagement has already been undertaken. As required by the Act, the Council must now carry out a formal 12-week public consultation to gather feedback on the proposed updated network map (summer 2026). All consultation responses received during the statutory consultation period will be conscientiously considered before any final decision is made on the ATNM, and further amendments will be made where considered appropriate.

5.2 Informal Engagement Summary (2025)

As part of the statutory review of the Active Travel Network Map (ATNM), the Council delivered an engagement programme to inform the development of the revised maps. A bilingual online survey was made available on Commonplace from 5th November 2025 to 5th January 2026, supported by an interactive mapping tool that enabled respondents to identify specific locations and provide detailed feedback on both existing routes and proposed future connections. To ensure accessibility and inclusion, hardcopy surveys were available upon request.

- 5.3 A series of 2 public drop-in events were held at community venues during December 2025, offering opportunities for direct, face to face engagement. These sessions enabled residents to discuss local issues, identify barriers and suggest improvements to the Active Travel network.
- 5.4 Targeted stakeholder engagement complemented the public activity. This included internal department officer discussions, meetings with Sight Cymru, sheltered housing schemes, Beechwood College, emails to schools and circulation of a stakeholder briefing email to 352 individuals, organisations and community groups. Cross boundary discussions with

neighbouring local authorities were also undertaken to ensure continuity of strategic routes and regional connectivity.

- 5.5 The engagement campaign was promoted through the Council’s website, press release, posters at bus shelters, and social media activity.
- 5.6 In total, 174 individual responses were gathered across all engagement channels, including surveys, workshops, drop-in events and stakeholder correspondence. All feedback was analysed and grouped under key themes, such as new route proposals, accessibility, maintenance, safety and network connectivity, to ensure that community priorities and stakeholder insights were meaningfully embedded in the revised ATNM.
- 5.7 The full engagement summary report is provided in Appendix A.

6.0 Next Steps

Proposed Route Amendments

- 6.1 The amended Active Travel Network Maps proposed for statutory consultation in summer 2026 can be viewed in Appendix B. The table below provides the amendment and rationale.

Area	Road/Street	Proposed amendment	Map reference	Reason for decision
Barry	Y Rhodfa	New Existing Pedestrian and Cycle Route to be added from Ffordd y Mileniwm along y Rhodfa	Map 1 - VALE-SPR-001J	To improve walking, wheeling and cycling experience along the Waterfront as an alternative to continuing alongside a heavily trafficked carriageway. The infrastructure is already in place with minimal future upgrade required to meet AT guidelines.
Barry	Ffordd y Cambria and Lon y Felin Wynt	New Existing Pedestrian and Cycle Route along Ffordd y Cambria and Lon y Felin Wynt to be added to connect to VALE-SPR-Future-011G Hayes Road	Map 2 - VALE-SULLY-032A	Shared use path constructed as part of VOG Housing development. Infrastructure already in place.
Barry	A4226 (Five Mile Lane)	Combine VALE-BARRY-041G and VALE-BARRY-041H and extend along A4226 using old Five Mile Lane in part. Connecting to VALE-SPR-Future-004C on A48	Map 3 - VALE-BARRY-041G	Infrastructure already in place for a large percentage of route. Section along Old Five Mile Lane is to be considered as a ‘Quiet Lane’. Route forms part of Llwybr Coedwig Cymru .
Cowbridge	Druids Green/Melbourne Close	New Future Route from Westgate to Druids Green via Melbourne Close	Map 4 - VALE-COW-Future-047D	To improve walking directness to the High Street from sheltered housing and properties in Druids Green. Minor improvements required to meet AT guidelines.

Cowbridge	Police Fields	New Future Pedestrian Route across Police Fields connecting The Butts and Eastgate to Geraints Way and The Verlands.	Map 5 - VALE-COW-Future-048F	To improve walking directness to the town centre from the Clare Gardens development and new Ysgol Iolo Morgannwg. Formalisation of a route through the fields currently used by the public.
Llandough	Leckwith Road	Extend VALE-PEN-Future-026B through Llandough to Trem Hyfryd	Map 6 - VALE-PEN-Future-026B	To ensure key facilities are accessible throughout Llandough. Minor pedestrian improvements required to meet AT guidelines.
Llantwit Major	Eagleswell Road	New Future Cycle Route along Eagleswell Road that currently has a Pedestrian Route on approved ATNM	Map 7 - VALE-LM-Future-045F	To improve cycle connectivity for existing residents. Proposal for on-road cycling.
Penarth	St Peter's Road and Cedar Way	New Future Pedestrian Route from Dinas Road, VALE-SPR-Future-009C along St Peter's Road and Cedar Way to connect to VALE-PEN-Future-025B	Map 8 - VALE-PEN-Future-027A	To improve connectivity for existing residents and to the housing development in Myrtle Grove. Minor pedestrian improvements required to meet AT guidelines.
Rhoose	Readers Way	New Future Pedestrian and Cycle Route to be added on Readers Way	Map 9 - VALE-RHSE-Future-043F	To improve connectivity for existing residents and to potentially serve a proposed RLDP housing allocation north of Readers Way.
Rhoose	Wesley Avenue	New Existing Pedestrian Route to be added on Wesley Avenue and Speedwell Drive	Map 10 - VALE-RHSE-043G	To improve connectivity for existing residents and to potentially serve a proposed RLDP housing allocation north of Readers Way
Rural	B4524 between St Brides Major and Southerndown	New Future Pedestrian Route to be added on B4254 connecting to VALE-Future-Ogmore-01A and VALE-Future-Brides-01A	Map 11 - VALE-Future-StBrides-01B	Improve existing pedestrian route between the communities of St Brides Major and Southerndown.
Rural	Lane from Llanharry to Llansannor CiW Primary	New Future Pedestrian and Cycle Route from Llanharry to Llansannor CiW Primary School	Map 12 - VALE-LLAN-Future-001A	Provide a connection to Llansannor CiW Primary from Llanharry.
St Athan	B4265 between St Athan and Boverton Road	New Future Pedestrian and Cycle Route on B4265 to Llantwit Road and Gileston Road	Map 13 - VALE-LM-Future-047A	Provide a connection for existing residents and to proposed RLDP allocations in St Athan.
St Athan	Flemingston Road	New Future Cycle Route along Flemingston Road that currently has a	Map 14 - VALE-ATHAN-	To improve connectivity for existing residents and to an LDP allocation at Flemingston Road in St Athan.

		Pedestrian Route on approved ATNM	Future-044F	
St Athan	Rectory Drive	New Pedestrian Route on Rectory Drive, St Athan	Map 15 - VALE-ATHAN-Future-044H	To provide an alternative walking route from Rectory Road to Rock Road, specifically for school pupils. Minor improvements required.
Sully	Cog Road/Melrose Walk	Realignment of Vale-Sully-Future-030A and Vale-Sully-Future-030B to go through Melrose Walk	Map 16 - VALE-SULLY-Future-030A	Shared use path constructed through Melrose Walk by developer. Provides connection from Cog Road to Swanbridge Road.
Sully	Old Railway Line from Arlington Road	Remove a section of VALE-Sully-Future-030I that runs along the old railway line from Arlington Road in Sully to The Vineyard	Map 17 - VALE-SULLY-Future-030L	This section has been deemed unfeasible for future development through the Sully to Cosmeston AT route study, and so should be removed as a future aspiration. Route alignment remains alongside carriageway on South Road and Lavernock Road.

7.0 How does this report support the Vale 2030 and Reshaping?

7.1 The Active Travel Routes Consultation Report demonstrates clear alignment with the ambitions of Vale 2030 and the Council's Reshaping Services programme. By promoting walking, wheeling and cycling as everyday travel choices, the proposals support improved health and wellbeing, contribute to climate and decarbonisation commitments, and help create safer, more connected places. The approach strengthens access to services, education and employment, particularly for those without access to a car, while supporting town centres and local economies. In doing so, active travel provides a practical, preventative solution that reduces long-term pressure on public services, embeds sustainability into transport planning, and helps deliver Vale 2030's wellbeing objectives on the ground through the Reshaping agenda.

8.0 How does this support the Five Ways of Working?

8.1 The Active Travel (Wales) Act 2013 aligns closely with the Council's Project Zero commitments, forming an integral part of how the Council plans and delivers its services.

8.2 The Consultation Draft Revised Active Travel Network Map (ATNM) demonstrates clear alignment with the five ways of working set out in the Well-being of Future Generations (Wales) Act. It takes a long-term approach by planning a coherent active travel network that supports sustainable travel choices and future growth. The document focuses on prevention by helping to address health inequalities, transport disadvantage and climate impacts before they escalate. It integrates with the Council's wider wellbeing objectives, transport and land-use planning, and Vale 2030 priorities. The draft ATNM has been developed through collaboration with internal services and external partners, and through meaningful involvement of communities and stakeholders via public consultation. Collectively, this approach ensures the revised network will help to tackle existing issues and deliver an

accessible, equitable and resilient active travel network across the Vale of Glamorgan.

Resources

9.0 Finance

- 9.1 Funding to prepare and consult on the ATNM has been provided by the Welsh Government (WG) as part of the Regional Transport Fund. Costs for this element will therefore be accommodated within existing budgets.
- 9.2 The ATNM sets out the Council's aspirations for the network over the next 15 years, it should not be interpreted as a commitment to deliver any individual scheme. There is not guarantee that funding will be secured for any route or proposal identified within the ATNM, and delivery will remain subject to future prioritisation, feasibility, statutory processes and the availability of funding.
- 9.3 Members should also note that once schemes are implemented, the routes will need to be maintained by the Authority. No additional revenue funding is identified at present. Maintenance and operational implications will be considered as part of any decision to implement individual schemes.

10.0 Workforce

- 10.1 The consultation and resubmission of the ATNM will be accommodated by utilising the existing staff structure within the Transport services area, with assistance from the Walk, Wheel and Cycle Trust. This however will need to be kept under review, to ensure delivery is in accordance with the Active Travel Act (Wales) 2013 requirements.

11.0 Legal

11.1 Does an Equalities Impact Assessment need to be completed? If not, why?

- 11.2 There is a legal requirement for the Council to map and plan for suitable routes for active travel within certain settlements specified by Welsh Government as stated in the Active Travel 2013 (Wales) Act.
- 11.3 A first stage equalities impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016).
- 11.4 The first stage assessment, attached within Appendix C, has been submitted for assessment.
- 11.5 The ATNM is a strategic planning document. Its approval does not commit the Council to the delivery of any specific scheme or route. Any future delivery will remaining subject to funding, feasibility, land ownership, statutory approvals and any further decision-making processes required by the Council.

11.6 The inclusion of a route within the ATNM does not override private land ownership, third-party rights, statutory undertaker interests or the need to secure any necessary consents, permissions or legal agreements prior to delivery.

12.0 **Key Contacts**

12.1 **Who are the primary officers to contact with any comments and/or queries on the report?**

Lead Officer: Kyle Phillips, Operational Manager Transport Services, kwphillips@valeofglamorgan.gov.uk Lisa Elliott, Senior Sustainable Transport Officer, ljelliott@valeofglamorgan.gov.uk	Democratic Services Officer: Matthew Swindell, Cabinet and Committee Services Officer, m1swindell@valeofglamorgan.gov.uk
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Appendices

Appendix A – Revised ATNM Informal Engagement Report.

Appendix B – Proposed route amendment maps for all revisions.

Appendix C – Equality Impact Assessment (word version).

Background Documents

[The Active Travel \(Wales\) Act 2013](#)

[Active Travel Act Guidance – Welsh Government, July 2021](#)

[VOGC Active Travel Network Map \(ATNM\)](#)

AtkinsRéalis



Commonplace Engagement Output

Vale of Glamorgan Council

February 2026

VALE OF GLAMORGAN ATNM UPDATE

Notice

This document and its contents have been prepared and are intended solely as information for and the Vale of Glamorgan Council's use in relation to updating their Active Travel Network Map

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Document history

Document title: Commonplace Engagement Output

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Final Engagement Output	HH	CB	SL	CB	February 2026

Client signoff

Client	Vale of Glamorgan Council
Project	VALE OF GLAMORGAN ATNM UPDATE
Job number	100125978



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1. Introduction

This engagement note presents the results of the Vale of Glamorgan (VoG) Council's consultation on updating its Active Travel Network Map (ATNM), delivered through the Commonplace platform. The consultation ran from the 5th of November 2025 to the 5th of January 2026 and invited users to share feedback using an interactive map. Respondents dropped pins on routes or areas they wished to comment on and answered questions about demographics (including special characteristics) and active travel routes.

In total, 94 respondents took part, generating 416 contributions (made up of 285 comments and 131 agreements). The number of comments is higher than respondents because individuals could comment on multiple locations.



2. Respondent Information

This section summarises the demographic and travel behaviour information provided by individuals who took part in the consultation. A total of 94 respondents contributed.

The data presented reflected responses at the individual respondent level, rather than the 285 location-based comments submitted. This ensures that demographic insights are not duplicated throughout multiple comments by the same respondent.

Figure 2-1 - Home location of respondent (74 responses)

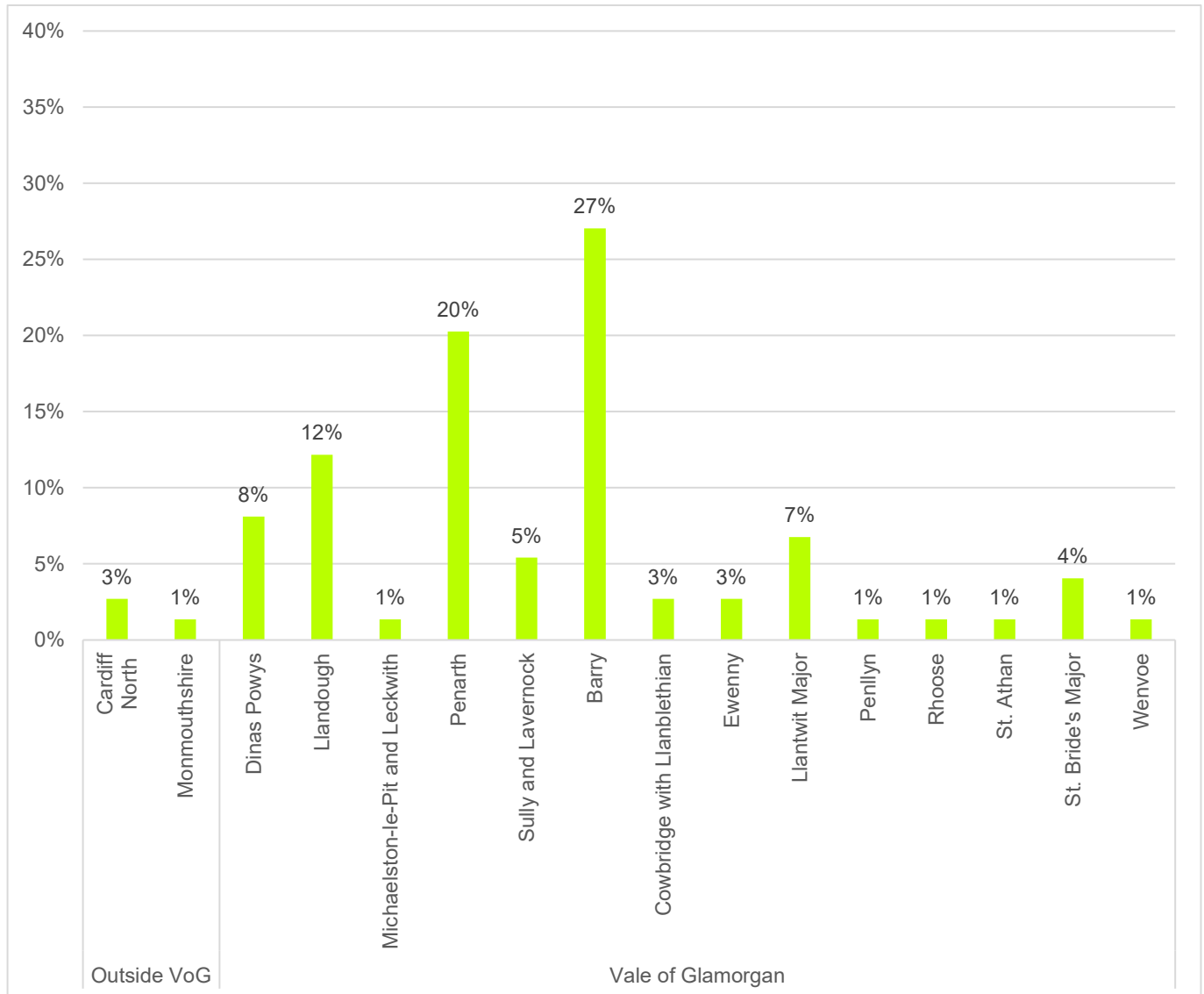
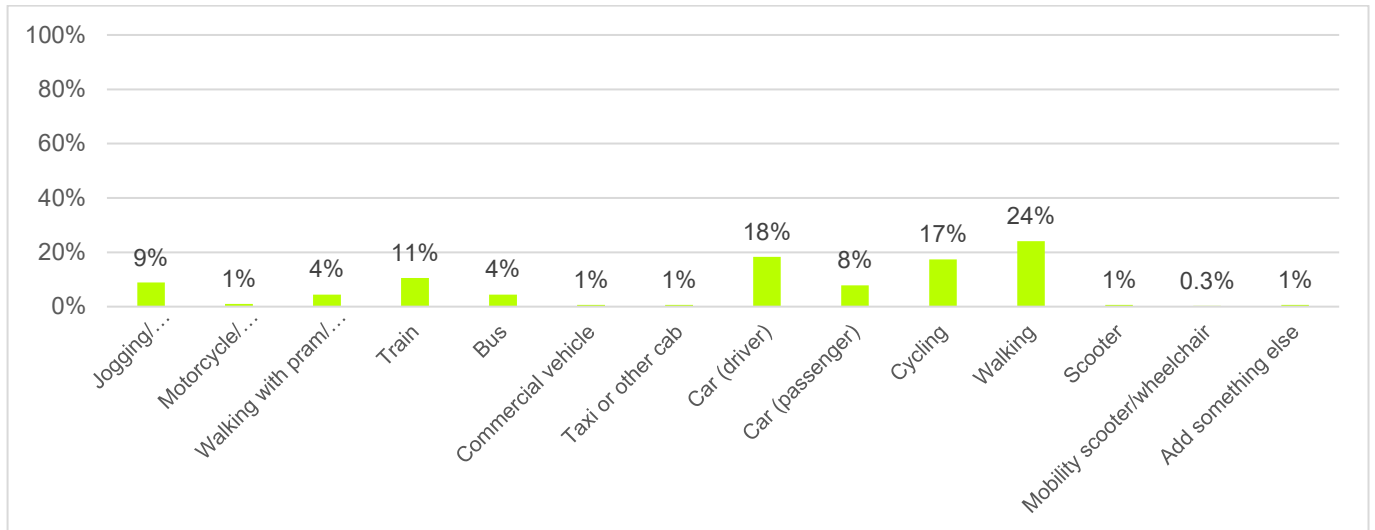


Figure 2-2 - How do you usually travel in or around the area? (294 responses)



2.1 Demographics of Respondents

Figure 2-3 - What is your age group? (81 responses)

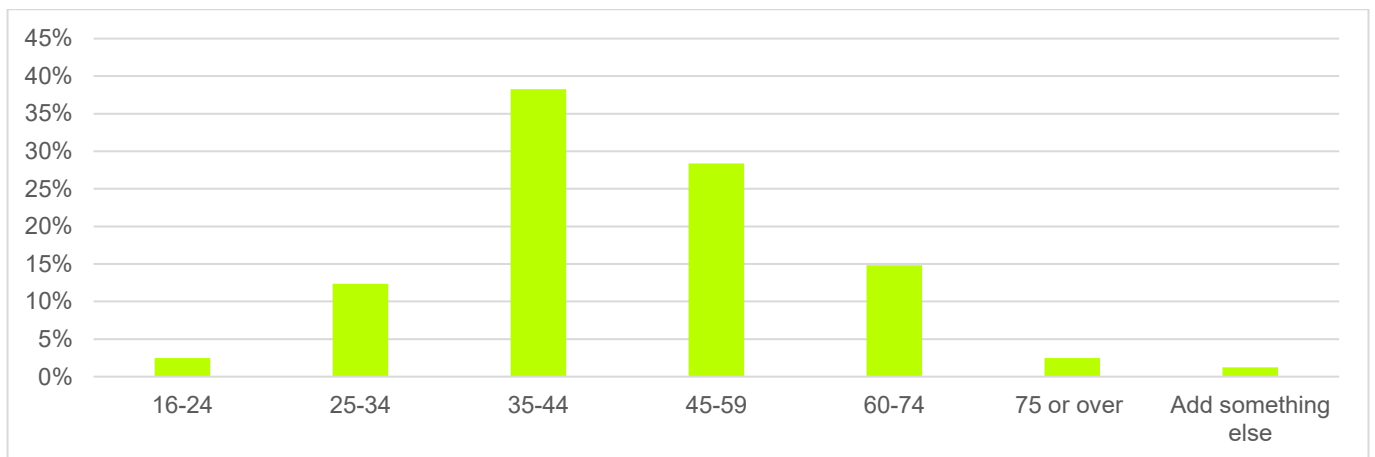


Figure 2-4 - What is your employment status? (84 responses)

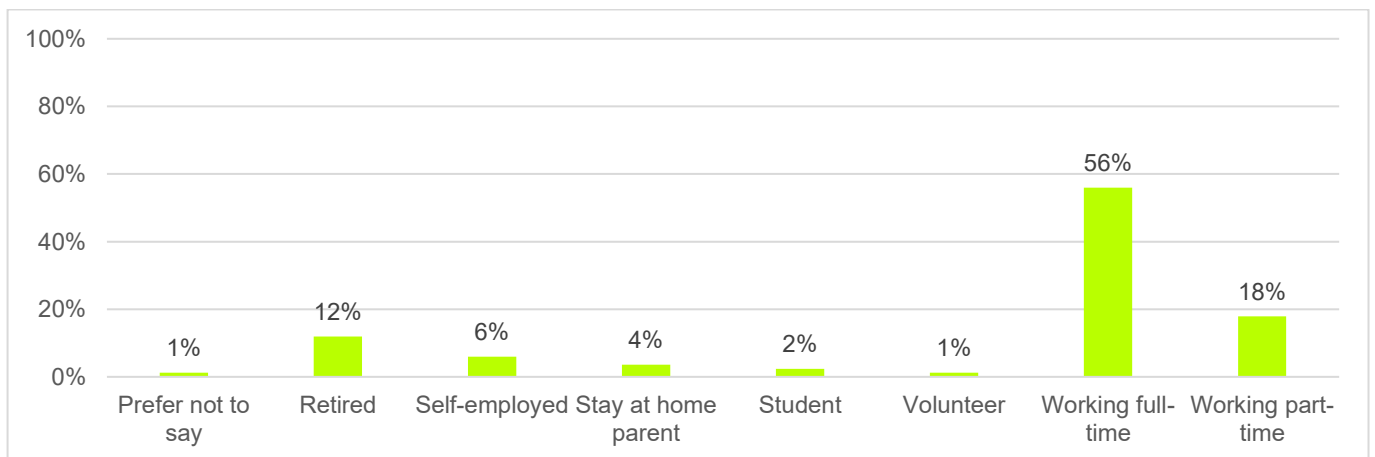
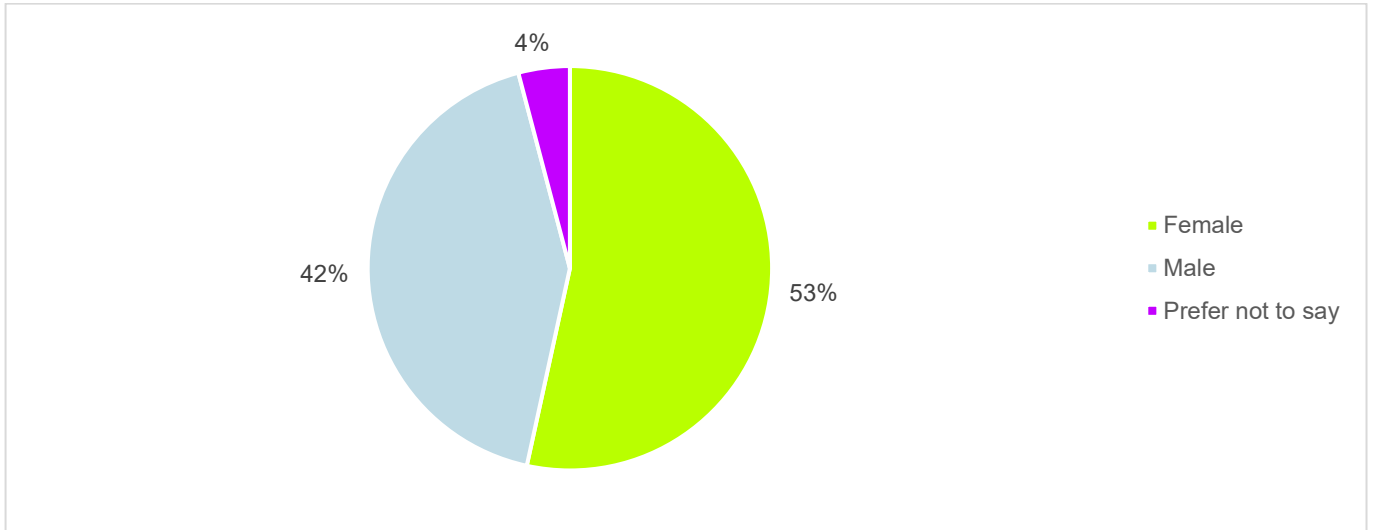


Figure 2-5 - What is your sex? (73 responses)



2.1.1 Special Characteristics Demographics

Figure 2-6 - Are your day-to-day activities limited due to a physical or mental health, condition, illness or disability which has lasted, or is expected to last 12 months or more? (70 responses)

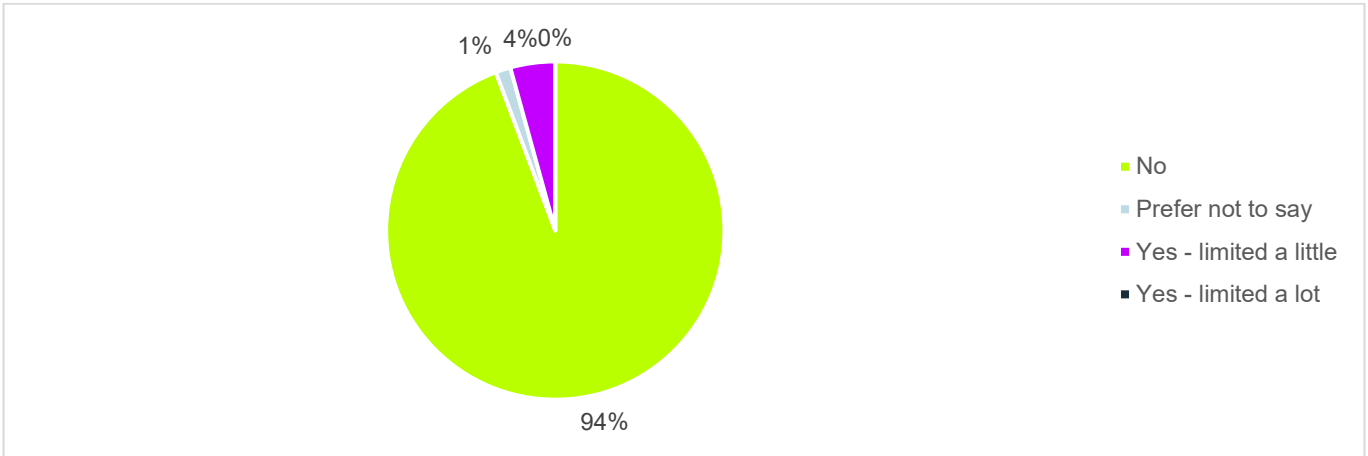


Figure 2-7 - How would you describe your national identity (67 responses)

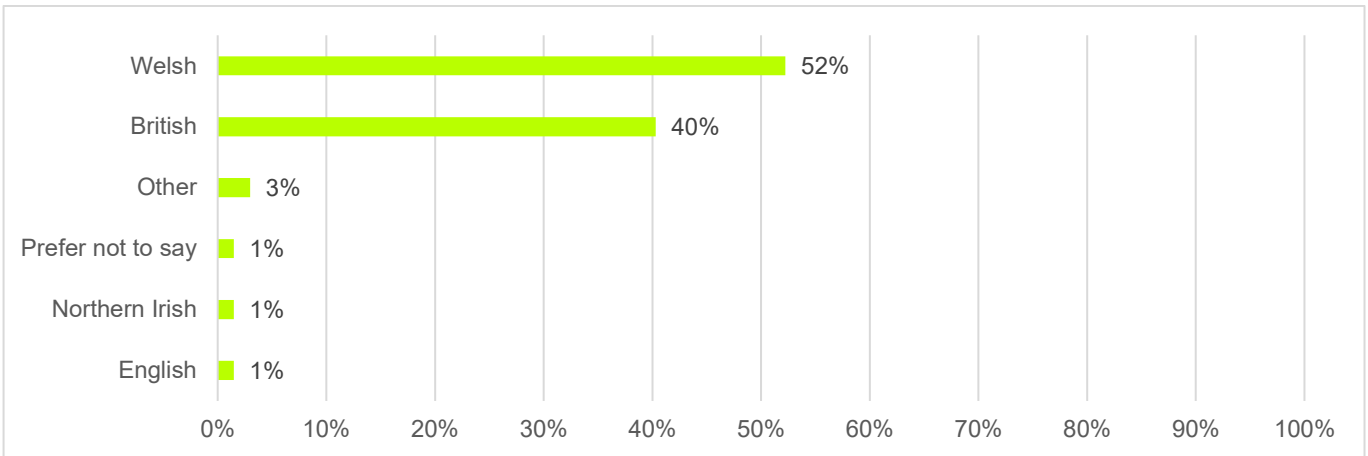


Figure 2-8 - What is your ethnicity? (68 responses)

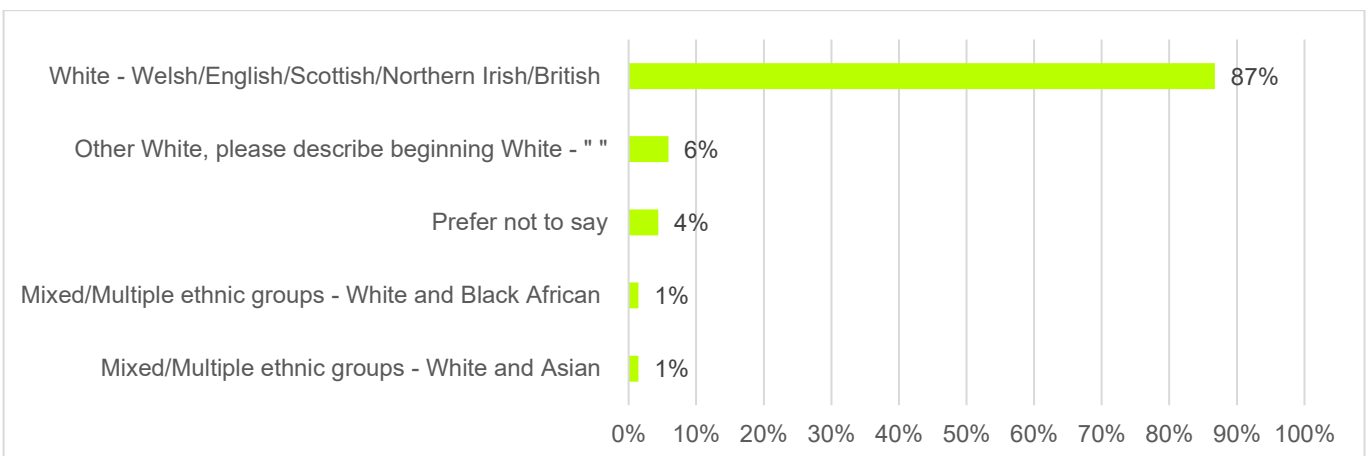


Figure 2-9 - Which of the following options best describes how you think of yourself? (68 responses)

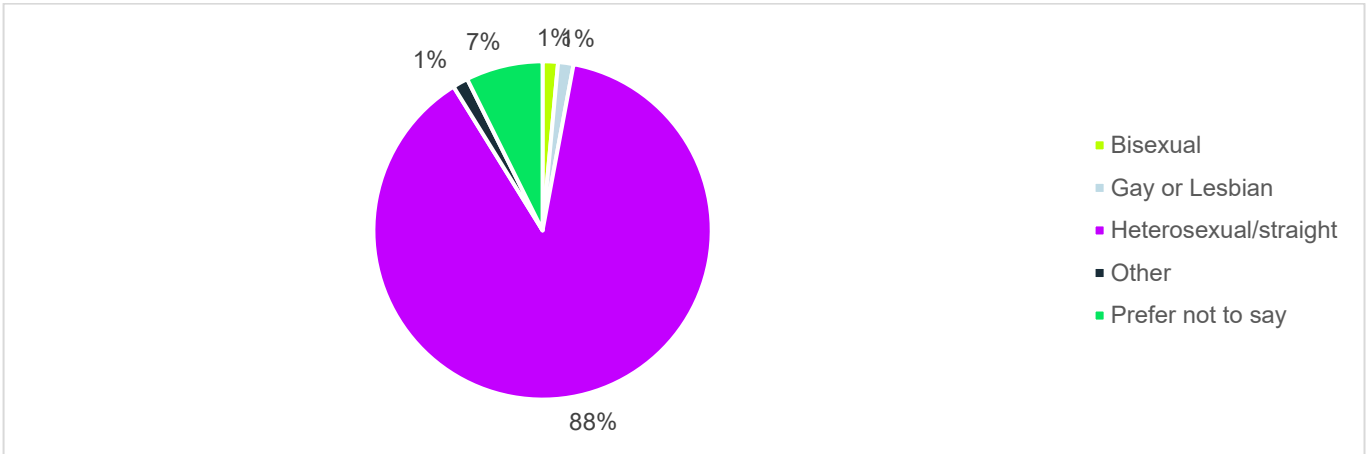


Figure 2-10 - What is your religion? (67 responses)

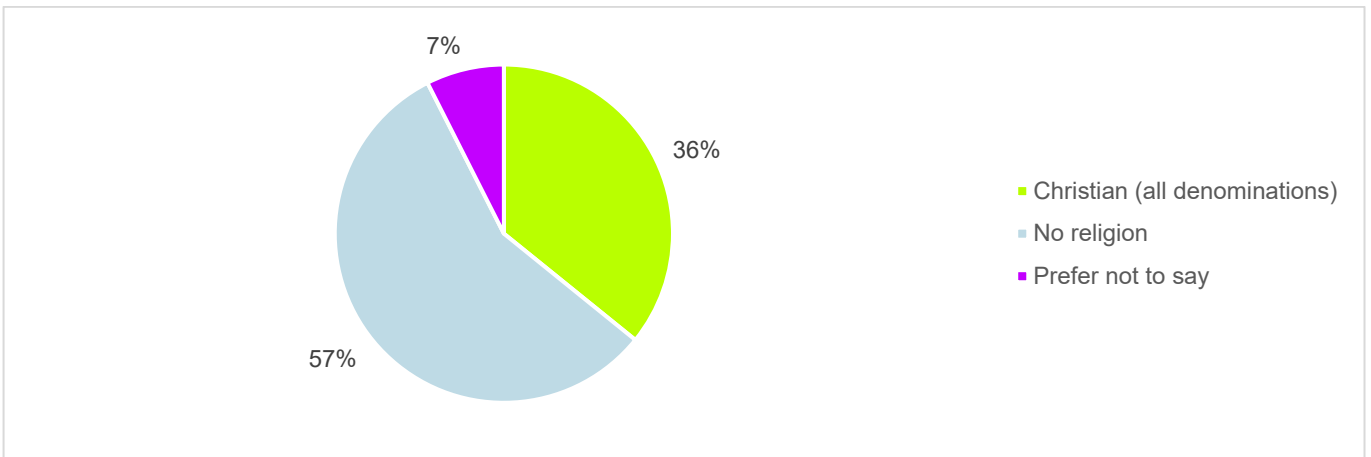


Figure 2-11 - Are you currently pregnant or have you been pregnant within the last year? (68 responses)

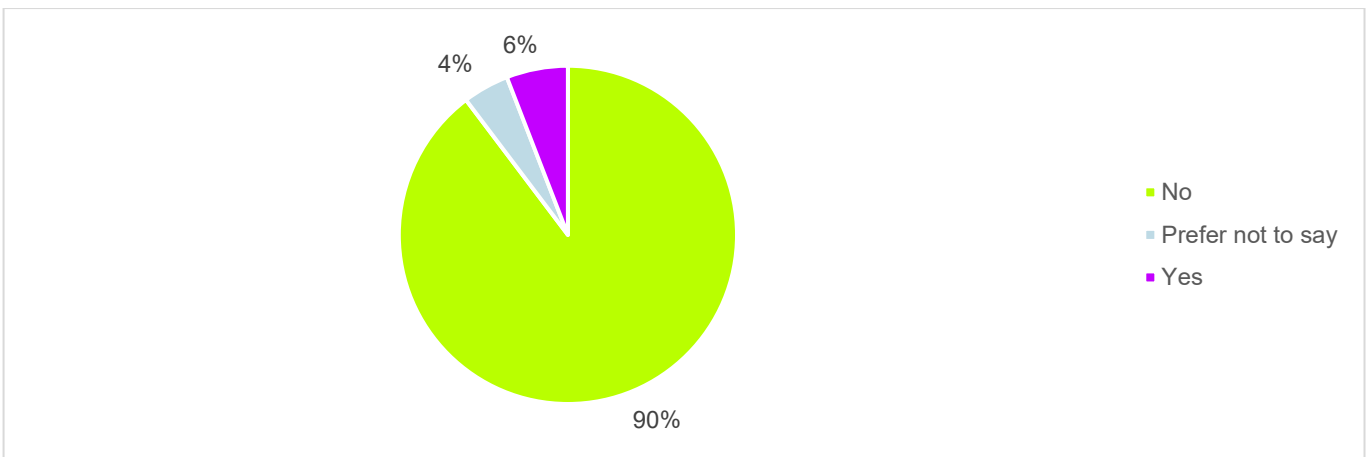
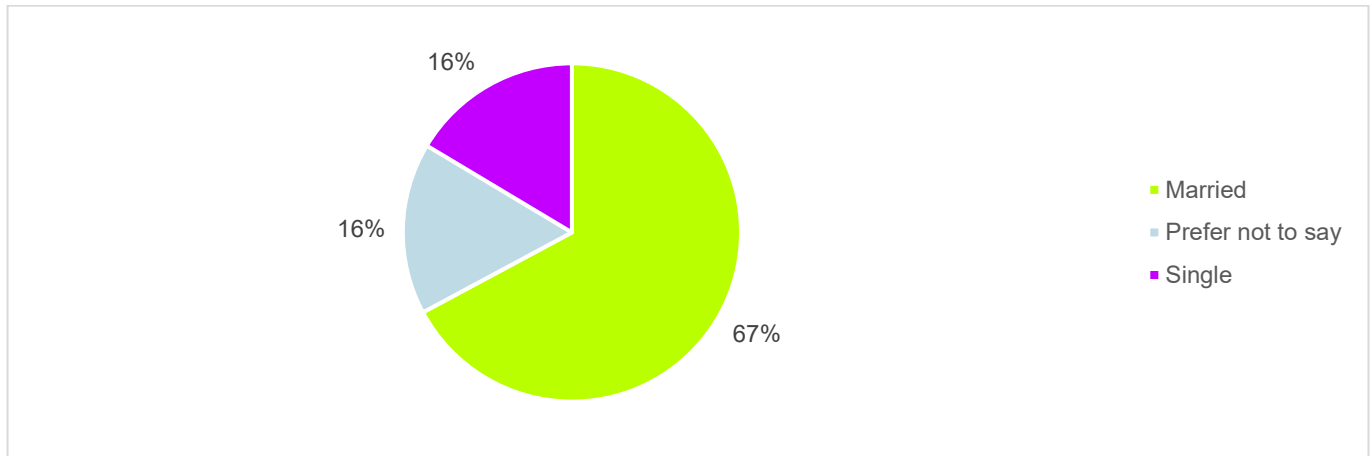


Figure 2-12 - What is your legal marital status? (67 responses)



2.2 Change in Demographics

The commonplace engagement, undertaken as part of the statutory consultation process of the previous ATNM submission (which ran from 2nd August 2021 until 24th October 2021), received 123 respondents. The 2025/26 engagement process (not part of the statutory consultation process) received 94 respondents and more than double the number of comments.

Age demographics for the 2021 consultation were strongly concentrated among respondents aged 35-44 and 45-54, with no respondents aged 25-34 and only one aged 16-24 and 75-84. While the 2025/26 consultation received responses from those aged 16-24, 25-34 and 75+, these remained underrepresented in comparison to the other age groups.

Gender representation was more evenly split within the 2021 consultation.

In regard to the type of transport mode respondents usually used, the 2025/26 consultation received a more even split between active modes and car drivers.

2.3 Demographic Gap Analysis

The demographics of respondents, including special characteristics demographics, provides useful insight into the representativeness of the consultation, highlighting potential gaps in engagement. While 94 respondents participated, the distribution across age, gender, employment status and protected characteristics suggests some areas where further engagement and outreach may be required.

Age Representation

Responses were concentrated among the 35-44 and 45-59 age groups, which together accounted over half of the participants. Younger adults (16-24) and older adults (75+) had lower representation. This indicated a need to strengthen engagement with younger people, who may be using the routes to access education, and older residents, who may have specific accessibility needs.

Gender Balance

The gender split was broadly balanced, with a slight majority of female respondents (53%) compared to male (42%). A small proportion (4%) preferred not to disclose their sex.



Employment Status

Over half of respondents reported working full-time (56%), with part-time workers making up 18%. Retired individuals represented 12%, and students less than 3%. Targeted engagement to reach retirees and students could improve representativeness.

Protected Characteristics

Most respondents (94%) reported no long-term health condition or disability, with only 5% indicating their day-to-day activities were limited a little. This suggested that people with people with mobility or health challenges may be have been underrepresented.

National identity responses were mostly by Welsh (52%) and British (40%), with very low representation from other identifies. Ethnic diversity was also low, with over 83% identifying as white (Welsh/English/Scottish/Northern Irish/British) with only a small proportion selecting other ethnic background.

Sexual orientation responses were mostly heterosexual (88%) and the majority reported no religion (57%) and that they had not been pregnant within the last year (90%).

2.3.1 Gaps and Recommendations

The following were identified as gaps and subsequent recommendations are identified:

- **Under-representation of younger (16-24) and older (75+) residents:** Develop targeted engagement strategies tailored to these groups, such as partnerships with schools, colleges, youth organisations, community centres, and older-adult networks to capture their specific accessibility and travel needs;
- **Limited participation from individuals with long-term health conditions or disabilities:** Strengthen outreach through disability groups, health services, and accessibility-focused organisations to ensure those with mobility or health challenges are fully represented in the consultation;
- **Low levels of engagement from retirees and students:** Use targeted communication and engagement methods, like utilising community venues, retirement groups, and schools/colleges; and
- **Limited ethnic diversity among respondents:** Strengthen outreach through channels to minority groups like community groups and local religious institutions.



3. Comments

This section summarises the feedback received on specific routes and areas across the Vale of Glamorgan during the consultation. Participants were able to drop a pin on any location using the Commonplace map tool, resulting in comments linked to a wide range of parishes and wards. To make the results easier to interpret, these locations have been grouped into broader settlements, including Barry, Penarth, Dinas Powys, Cowbridge, Llantwit Major and Rhoose.

Figure 3-1 presents the location point of 285 comments in relation to the ATNM routes consulted on, and the level of satisfaction the respondent selected. The figure illustrates that the majority of the comments were left within Barry and Penarth, coinciding with the County's most populated settlements, while less were left elsewhere in the County, largely following where there are less ATNM routes.

The level of satisfaction for each route, along with a series of supporting maps, is presented by settlement within the Appendices. These are intended to help visualise the comments provided by respondents. It should be noted that the number of comments shown on a graph may not always match the number displayed on a map, as graphs combine nearby wards into a single settlement, while maps show only the main areas of the settlements. Similarly, sentiments on maps may not always match graphs where the respondent did not specify the type of route they were commenting on. A mixed approach to analysis, combining both mapped comments and graphs, has therefore been undertaken.

This section provides an overview of the comments submitted by respondents by question, organised into the following settlements:

- Barry;
- Cowbridge;
- Dinas Powys;
- Llantwit Major;
- Penarth; and
- Rhoose.

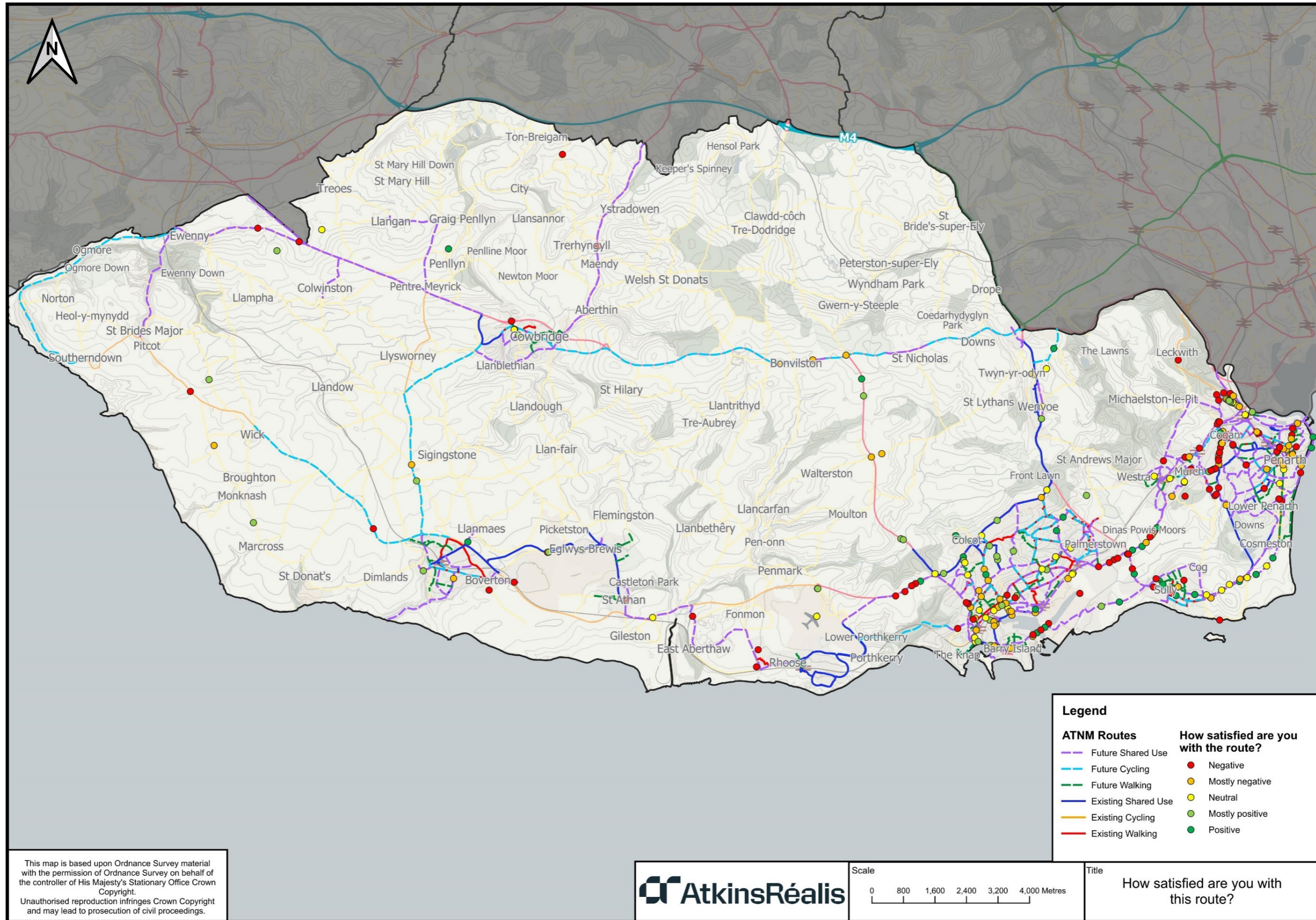
These settlements are designated in accordance with the Active Travel (Wales) Act Guidance¹, using the Welsh Government-approved methodology based on ONS Built-Up Areas to ensure the localities reflect real settlement patterns and everyday travel needs

All respondent comments included in Section 3 and in the appendices are presented exactly as they were submitted through the Commonplace platform. No changes have been made to spelling, grammar or wording. Where multiple comments appear within a single table cell, they have been separated by semicolons for clarity.

¹ Appendix B [Active Travel Act guidance](#)



Figure 3-1 - Location Point of Contribution and Level of Satisfaction



3.1 Barry

3.1.1 Which route are you commenting on? / How satisfied are you with this route?

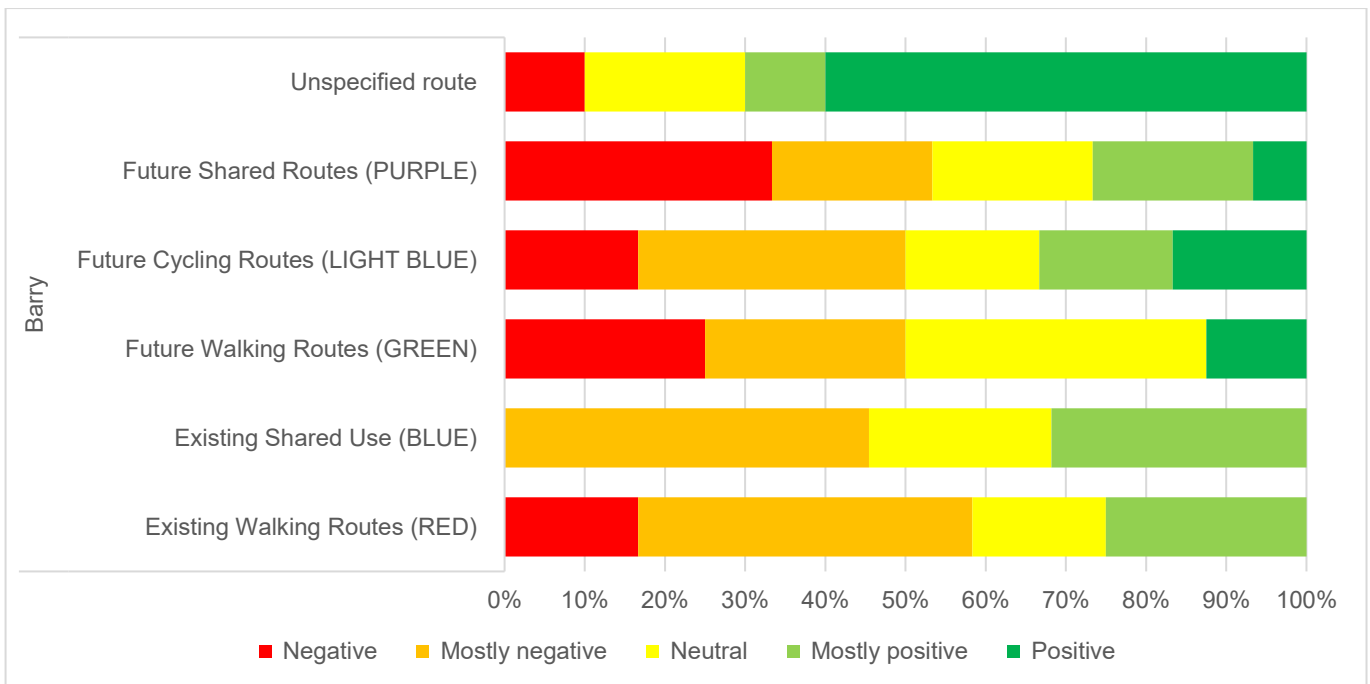
Figure 3-2 shows levels of satisfaction for future routes in Barry were mixed, with future shared use routes receiving the largest percentage of negative comments.

Upon review of the mapped comments (as well as for the question ‘What feature or part of the route are you commenting on?’) presented in Appendix A, the future shared use route alignment along Cardiff Road (east of Palmerston Road) had received six negative comments. Comments left here highlighted missing or unsafe crossing points, difficult junctions, blocked or narrow footways, poor lighting, and the generally hostile cycling environment along Cardiff Road, in response to the ‘What feature or part of the route are you commenting on?’ question.

Some mostly negative comments were also noted along Ffordd y Mileniwm, particularly around Ysgol Sant Baruc and closer to Waterfront Retail Park. These referred to features of the routes including missing or unsafe crossing points, difficult junctions, blocked or narrow footways, poor lighting, and poor cycling environment.

Both positive and negative comments were left along the future shared use route from Dock Road to Hayes Road via Atlantic Way, with positive sentiments referring to a desire for a direct walking and cycling connection between Barry Island to Sully and Penarth, and negative sentiments referring to a lack of connectivity from the Docks to Barry Island.

Figure 3-2 - Barry - How satisfied are you with this route? (88 comments)



3.1.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix A. The Barry responses show that Ffordd y Mileniwm, with specific mentions of its various junctions and links, was referenced more than any other location, followed by repeated comments relating to Harbour Road and Port Road.

The most mentioned locations in Barry were:

- Ffordd y Mileniwm;
- Harbour Road;
- Port Road;
- Broad Street;
- Cardiff Road ;
- Barry Road;;
- Claude Road
- Colcot Road;
- Gladstone Bridge;
- Hayes Rd;
- Jenner Road;
- Pontypridd Road; and
- The Butts/Buttrills

3.1.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes respondents commented on were grouped by theme in Appendix A.1. In Barry, the most frequently referenced feature was crossing points, with repeated mentions of crossings along Port Road, Romilly Road / Porthkerry Road area, and around the waterfront/harbour. The table also records multiple references to footway/cycling route width, route alignment, junctions, lighting, access points, barriers/gates/posts, and signage as parts of routes people chose to comment on.

3.1.4 How could it be improved?

As summarised in feedback highlighted a respondents' priorities for improving both existing and proposed active travel routes in Barry. Across all route types, the most common suggestions were to widen footways or cycling routes and add or improve crossing points. A notable percentage of comments (44%) highlighted the desire for improved or added crossing points along existing walking routes. For future routes, respondents also emphasised desires for improved and added signage, the removal of barriers and gates and improved dropped kerbs and tactiles.

As summarised in Figure 3-3, respondents in Barry highlighted priorities for improving active travel routes. The most frequently identified were widening footways or cycling routes and improving or adding crossing points, with crossing improvements particularly prominent on existing walking routes, where 44% of comments selected this option.



Comments also noted the importance of improved signage, the removal of barriers and gates, and better dropped kerbs and tactiles, especially along future routes and existing shared use paths. Smaller proportions of feedback referred to green features, lighting, seating, drainage and route alignment change

'Add something else' responses, grouped in Table 3-1, emphasised themes such as cycling routes, traffic calming, surface improvements, parking restrictions, and new links² where connectivity is currently lacking.

The mapped comments for this question (presented Appendix A) showed several clusters (2 or more comments within close proximity) where the same desires were raised in close proximity:

- Along east of Cardiff Road and near Sully Moors Road roundabout: improved/added lighting, crossing points, drainage and signage;
- Harbour Road: improved/added signage;
- Hood Road/Ffordd y Mileniwm: improved/added signage, dropped kerbs and tactiles and crossing points; and
- Romilly Road/Porthkerry Road junction: improved/added crossing points.

Figure 3-3 - Barry - How could it be improved? (122 comments)

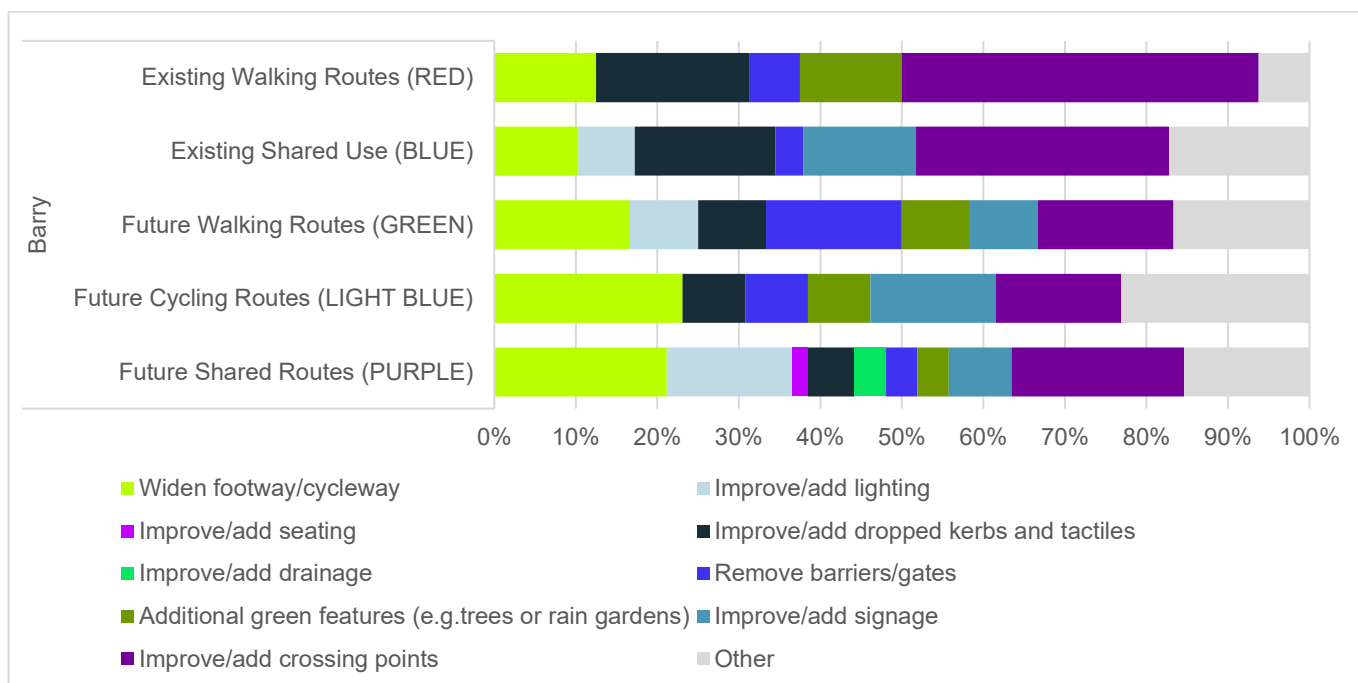


Table 3-1 - Barry - How could it be improved? - 'add something else'

Theme	Frequency	Comment
Cycling infrastructure	4	Add the proposed cycle path; Have a segregated bidirectional cycleway, install traffic calming infrastructure; Add the proposed cycle route - bidirectional; Segregated cycle route - not shared
Other	4	Add a short cut through to Barry Island; Redesign the side road entrance to clarify priority for pedestrians then cyclists; Construct the proposed shared route;
Crossing improvements	2	Not lights with a need to wait - priority cycle and pedestrian crossing.; Narrow junction to make it safe to cross

² Comments left along Dock Road and Hood Road



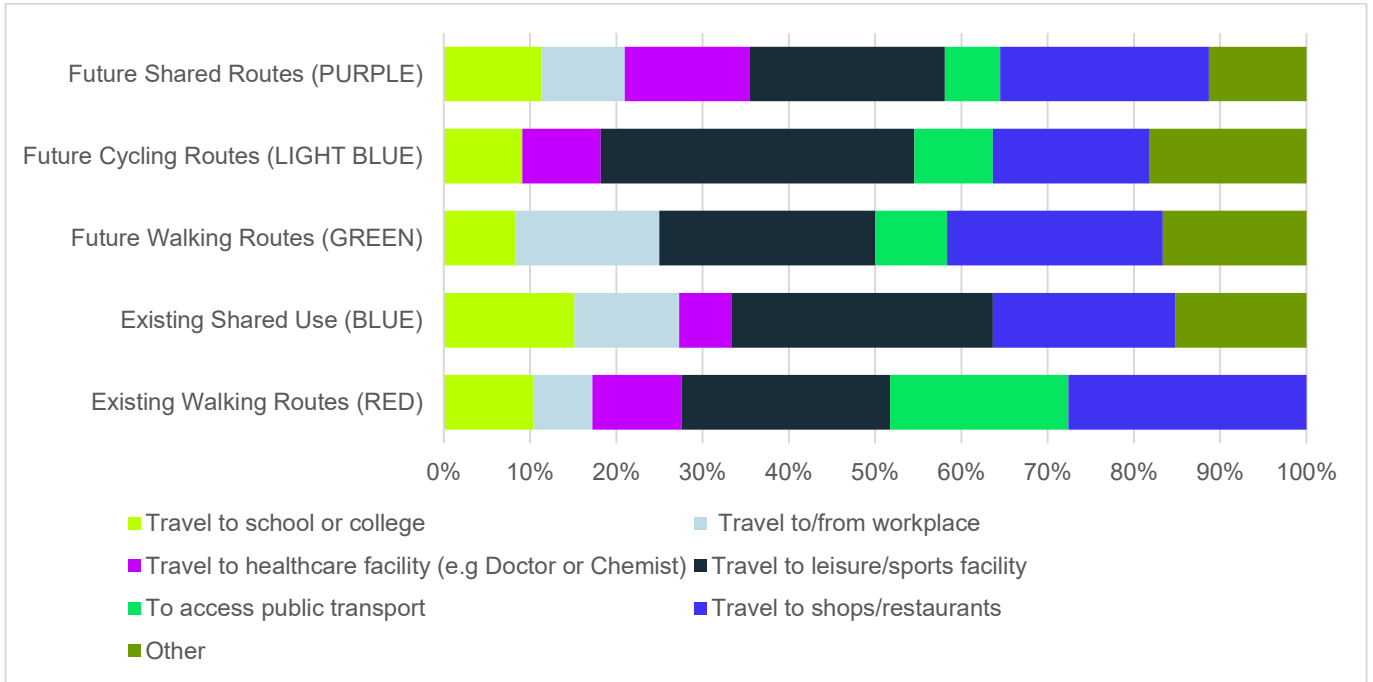
Surface & drainage maintenance	2	Better surface through wood; Resurface
Parking & motor traffic restrictions	2	Ban pavement parking and parking close to the junction; Stop cars blocking it - the houses all have drives.
Connectivity & links	1	Create link that doesnt currently exist
Route alignment changes	1	remove post
Safety & accessibility features	1	Narrow the road entrances (Wenvoe and Island) and prohibit parking close to the junction to give better visibility for drivers, cyclists and pedestrians
Traffic management & calming	1	Traffic calming measures
Vegetation & cleanliness	1	Not lights, but developing entries to side roads that clearly follow and indicate pedestrian then cyclist priority
Walking infrastructure	1	Formalise pathways

3.1.5 What would be the purpose of your journey on this route?

Figure 3-4 highlights an even split between the respondent's purpose of journeys on the route where they left a comment. Travel to leisure/sports facilities and to shops and restaurants make up the largest proportions across all route types.



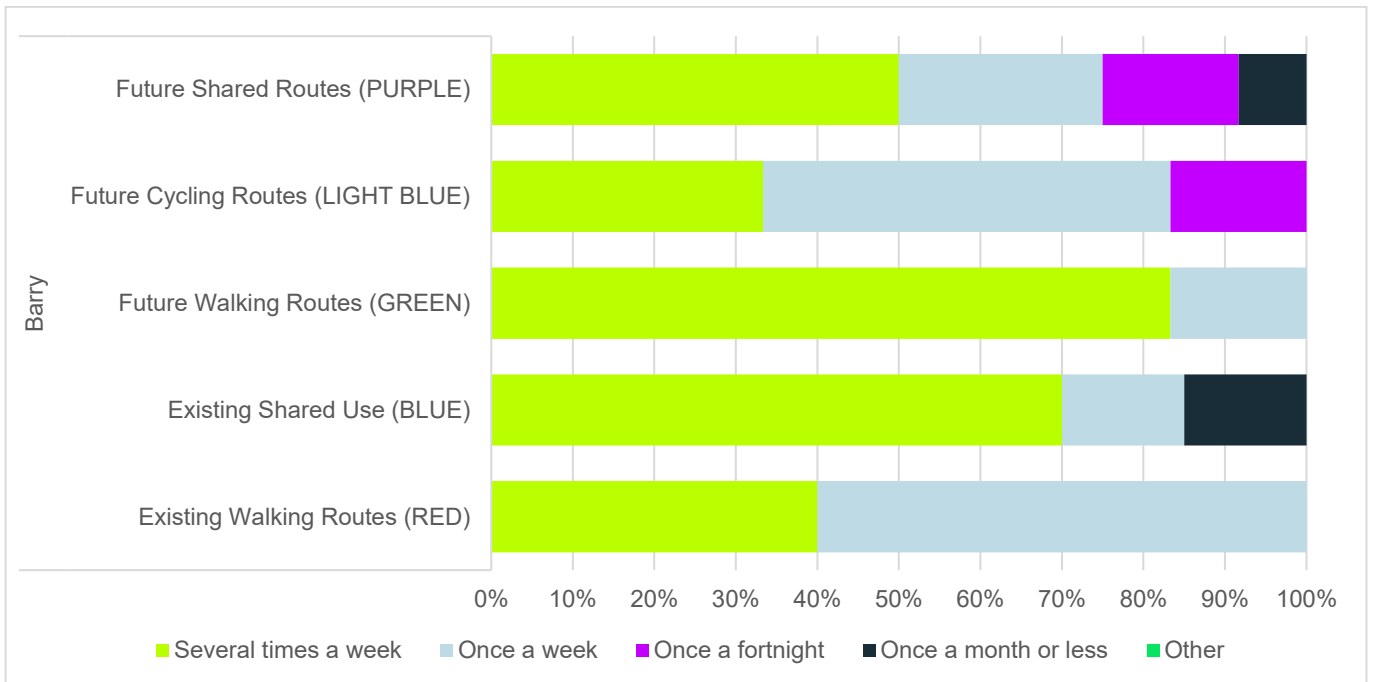
Figure 3-4 - Barry - What would be the purpose of your journey on this route? (147 comments)



3.1.6 How often would you use this route if improvements were made?

Figure 3-5 highlights the majority of respondents would use all of the routes at least once a week if improvements were made.

Figure 3-5 – Barry - How often would you use this route if improvements were made? (66 comments)



3.1.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix A presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix A.2.

Some key themes highlighted included:

- **Route Surface and Condition:** Comments described sections of well-used routes as muddy, slippery, or frequently wet due to drainage, with requests for short lengths of resurfacing/tarmac on woodland sections used by pupils and local residents;
- **Lighting:** Multiple comments stated that lighting is absent on certain routes, making them difficult or unusable in darker winter hours and after school;
- **Crossings and junctions:** Comments referred to wide or difficult junctions to cross, missing crossings at busy locations, and signal issues affecting crossing ease at sites including Hannah Street, the Amelia Trust and Dyffryn area, Port Road, the Gladstone Road Bridge roundabout, and the Claude Road West/Salisbury Road/Pontypridd Road area;
- **Barriers and Physical Obstructions:** Comments identified gates or barriers that restrict access for cyclists and wheelchair users; one comment noted improved wheelchair access after a barrier was removed, with remaining lighting issues;
- **Connectivity:** Comments highlighted missing links and desired connections, including a link from Hayes Road to Barry Island, a dock road connection to the station, and the need to avoid detours where routes end; and
- **Parking and Route Obstructions:** Comments reported vehicles parking on paths and near schools, affecting movement on walking and cycling routes.



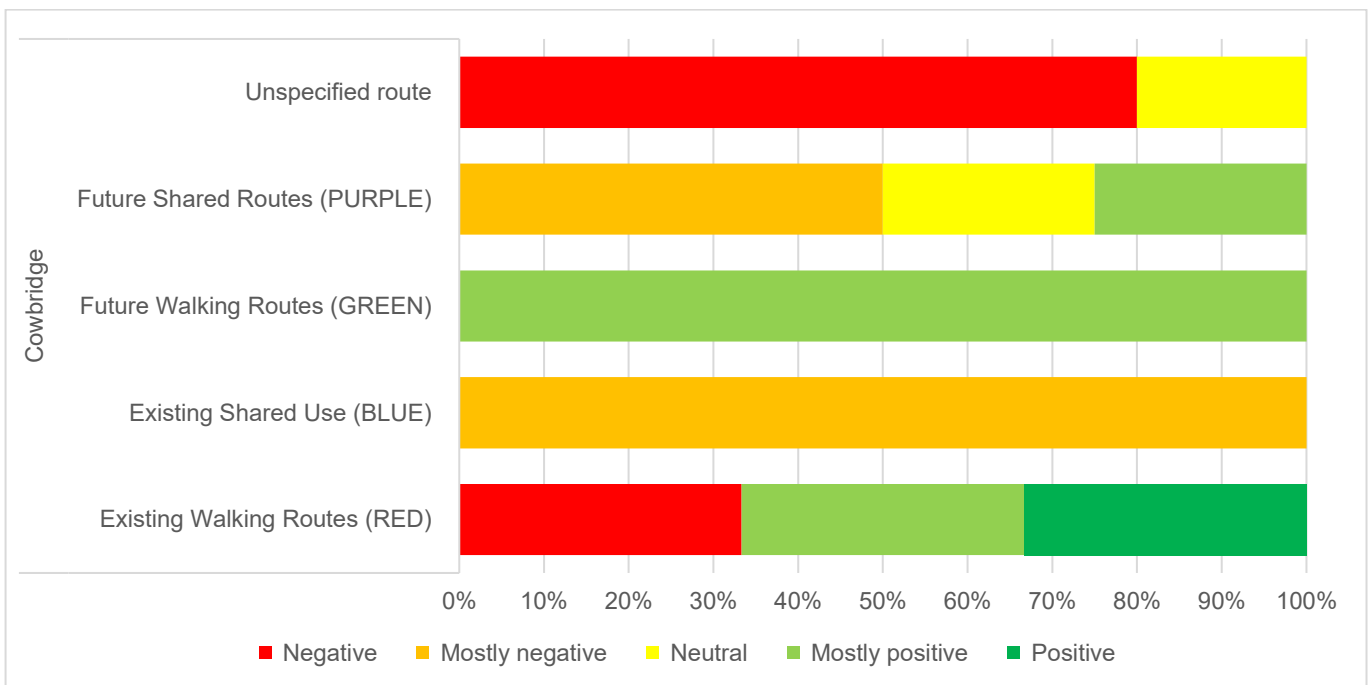
3.2 Cowbridge

3.2.1 Which route are you commenting on? / How satisfied are you with this route?

Figure 3-6 shows that routes in Cowbridge received fewer comments and subsequently the 'how satisfied are you with this route' sentiments were not evenly distributed. All comments for future walking routes were mostly positive, while 50% for future shared use were mostly negative.

Upon review of the mapped comments (as well as for the question 'What feature or part of the route are you commenting on?') presented in Appendix B, comments left along Gilberts Hill were negative and were neutral/mostly positive near the Police and College Fields. The comments left in this location each identified that they were commenting on the feature of a required route, that isn't already on the ATNM.

Figure 3-6 - Cowbridge - How satisfied are you with this route? (14 comments)



3.2.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix B.

The Cowbridge responses contained fewer total comments, but several locations were referenced more than once, with repeated mentions focused on the fields south of Westgate and links around Corntown.

Most-mentioned locations in Cowbridge included:

- Police Fields / Police Fields in Cowbridge; and



- Corntown Road.

3.2.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes that respondents commented on for Cowbridge are grouped by theme in Appendix B.1. The table shows repeated references to access points (including walking access to the cricket club from Corntown/Ewenny) and route alignment (notes such as “path needed/required”).

3.2.4 How could it be improved?

As summarised in Figure 3-7, respondents in Cowbridge identified desired improvements across both existing and proposed routes. The most common suggestions related to widening footways or cycling routes and improving or adding lighting, particularly along future walking routes and existing walking routes.

Smaller proportions of comments highlighted the need for improved seating, better dropped kerbs and tactile paving, and added signage, with signage in particular being the most frequent response for future shared routes (33%).

Additional comments under ‘add something else’, grouped in Table 3-2.

, focused primarily on surface and safety maintenance, including requests for handrails and improved upkeep of steps, as well as a suggestion for a new walking route along Corntown Road to enhance walking accessibility

The mapped comments for this question (presented in A.1) showed a cluster of comments noting the desire for added/improved around the fields south of Westgate, however not all of these were located along the alignment of a route.

Figure 3-7 - Cowbridge - How could it be improved? (14 comments)

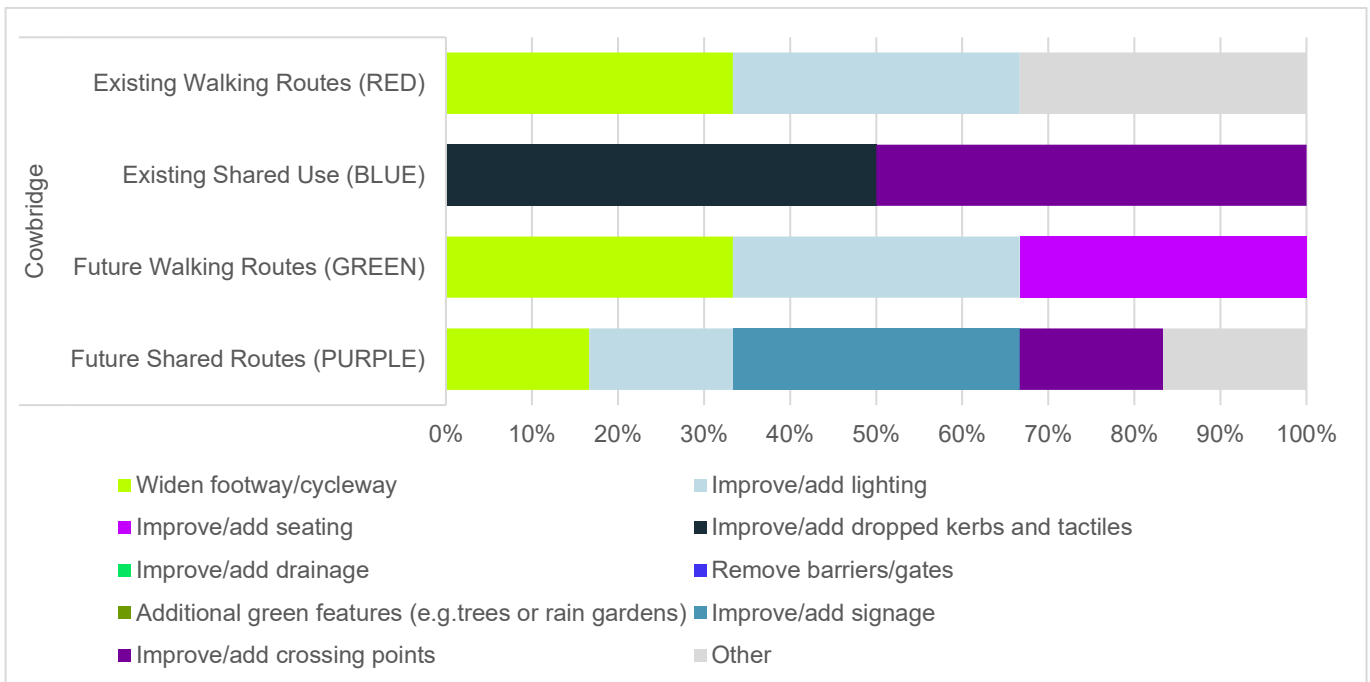


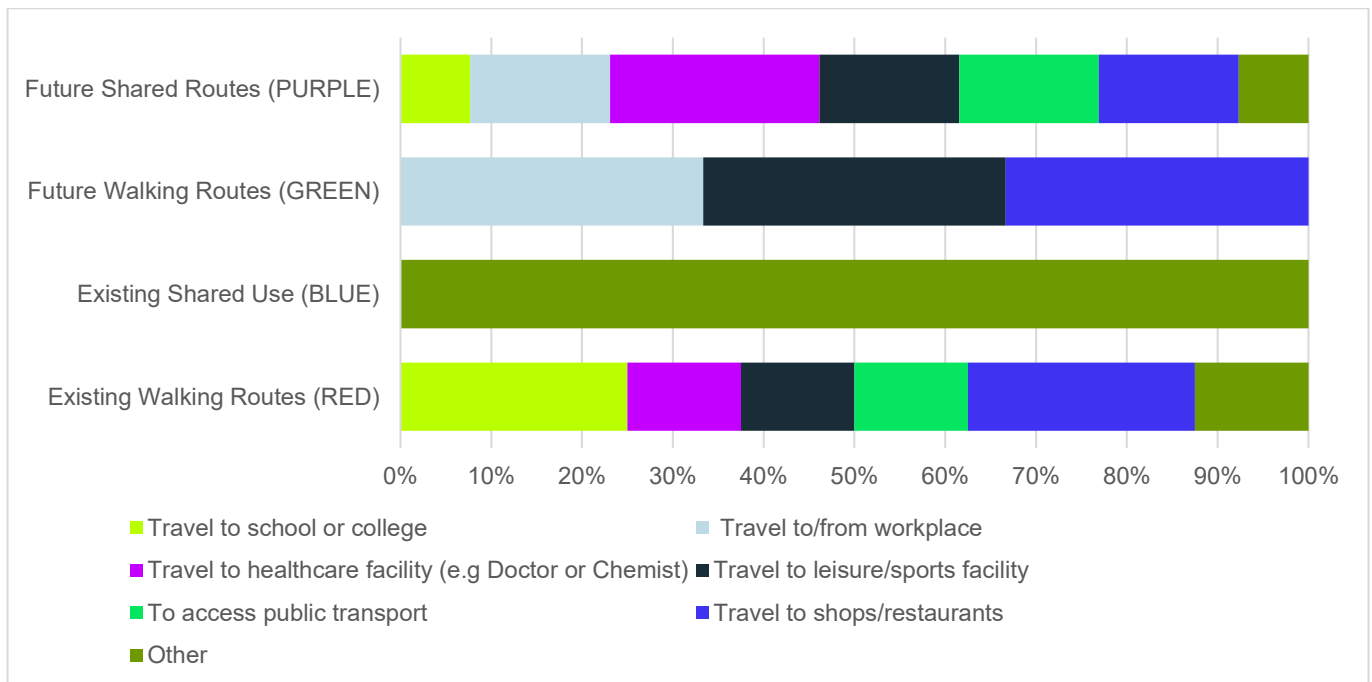
Table 3-2 - Cowbridge - How could it be improved? - 'add something else'

Theme	Frequency	Comment
Surface & drainage maintenance	1	Improve safety - add metal handrails on both sides and maintain steps better as they are muddy/wet leaves etc. very dangerous
Walking infrastructure	1	Create new footpath ³

3.2.5 What would be the purpose of your journey on this route?

Figure 3-8 highlights an even split in the purpose of respondents journey on future shared and existing walking routes, in contrast 100% of respondents stated 'other' for existing shared use. Future walking routes received an equal split between travel to/from workplaces, leisure and sports facilities, and to shops and restaurants.

Figure 3-8 - Cowbridge - What would be the purpose of your journey on this route? (25 comments)



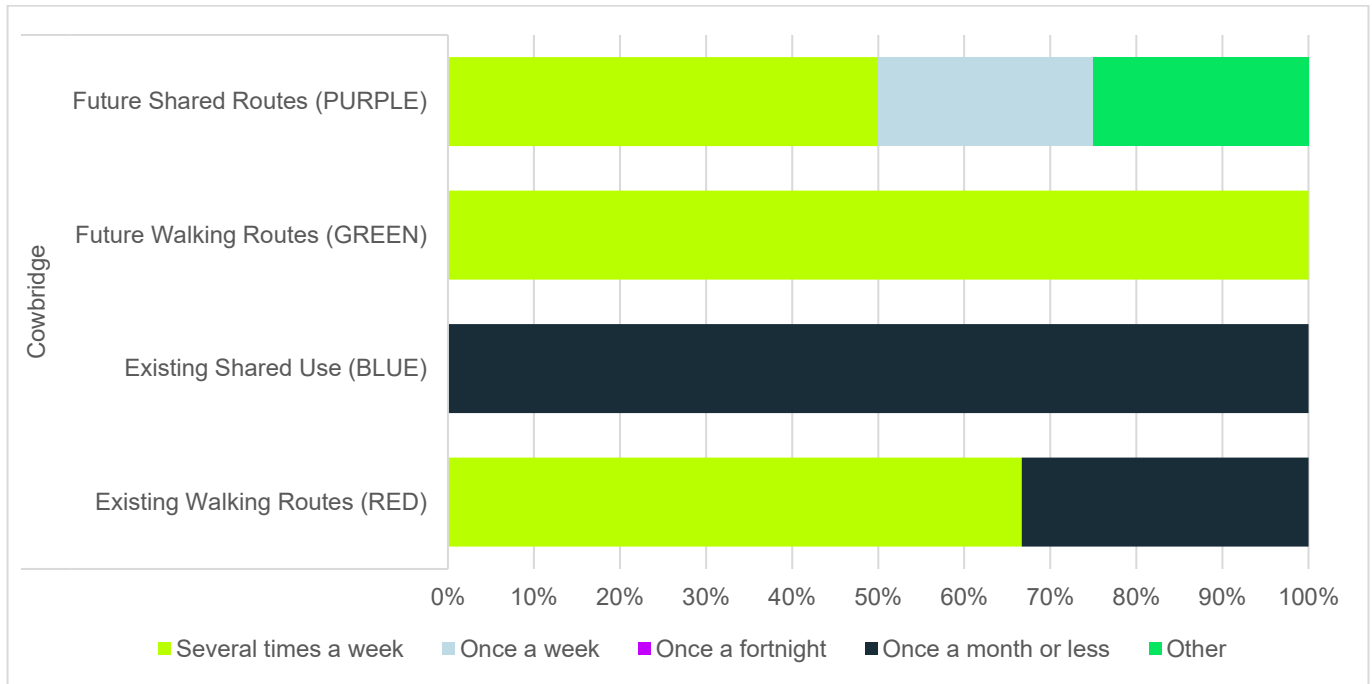
3.2.6 How often would you use this route if improvements were made?

Figure 3-9 highlights the majority of respondents would use most of the routes several times a week if improvements were made.

³ Comment located along Corntown Road



Figure 3-9 - Cowbridge - How often would you use this route if improvements were made? (9 comments)



3.2.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix B presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix B.2.

Some key themes highlighted include:

- **Connectivity:** Comments referred to the need for improved connections between Cowbridge and neighbouring villages like Corntown, Ewenny and the A48 corridor, including links to public transport; and
- **Walking Infrastructure:** A comment highlighted a desire for a new tarmacked walking connection across Police Fields to support safer and more direct pedestrian links within Cowbridge.



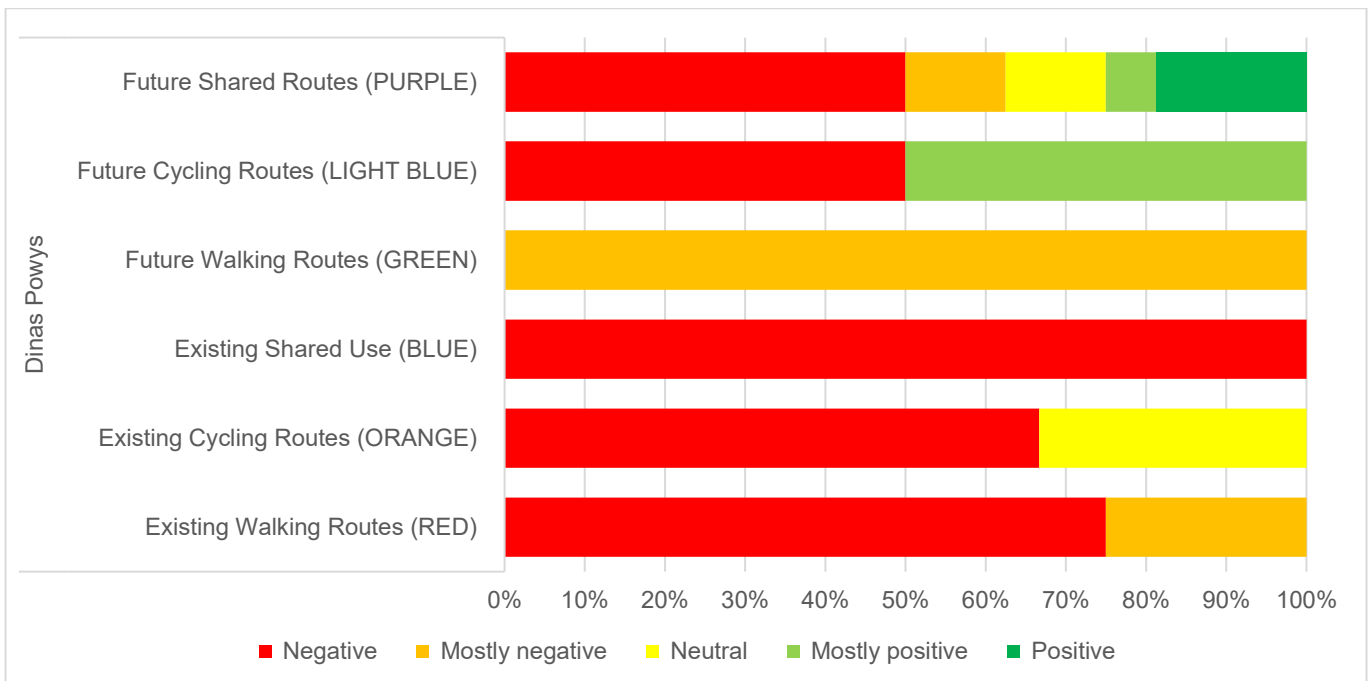
3.3 Dinas Powys

3.3.1 Which route are you commenting on? / How satisfied are you with this route?

Figure 3-10 shows the comments left in Dinas Powys were largely negative, especially for existing routes. Future cycling routes however received an equal split between this and mostly positive sentiments. While future shared use routes also received 50% negative sentiments, almost 20% were positive.

Upon review of the mapped comments, presented in Appendix C, negative sentiments are particularly prevalent along the future shared use route alignments on Barry Road and Sully Road. Watery Lane.

Figure 3-10 - Dinas Powys - How satisfied are you with this route? (33 comments)



3.3.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix C.

The Dinas Powys responses showed repeated comments around key walking and cycling routes, with several paths and main routes referenced multiple times.

Most-mentioned locations in Dinas Powys included:

- Ash Path / Ash Path leading to Sully Road;
- Sully Road between Watery Lane and Cog Farm;
- Watery Lane;



- Cross Common to Sully Road cut-through;
- Cardiff Road; and
- Junctions around Murch Road and Plas Essyllt.

3.3.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes that respondents commented on for Dinas Powys were grouped by theme in Appendix C.1. Repeated references in the table include crossing points and route alignment, with multiple mentions focused on Plas Essyllt and the Ash Path. The table also includes mention of footway/cycling route width, cyclist environment, safety, and surface/drainage.

3.3.4 How could it be improved?

As summarised in Figure 3-11, respondents in Dinas Powys highlighted several priorities for improvements. The most common suggestions focused on widening footways or cycling routes, particularly along future cycling routes and existing cycling and walking routes, where this was among the highest-ranked improvements.

There was also notable interest in improved or added lighting, especially for future cycling routes and some existing walking and shared use paths. Several comments raised the need for better dropped kerbs and tactiles, including along existing cycling routes, together with concerns about drainage, which appeared across multiple route types.

Smaller proportions of responses referred to removing barriers, improving signage, and adding green features, though these appeared less frequently overall. 'Add something else' comments, grouped in Table 3-3 emphasised requests for dedicated cycling routes, combined walking and cycling paths, and the creation of new paved links to enhance safety and connectivity.

The mapped comments for this question (presented in B.1) showed two clusters where the same desires were raised in close proximity:

- Plas Essyllt opposite the junction with Greenmeadow Close: requests for a footway and paved path (a future shared use route is presented on the ATNM here); and
- Ash Path: added or improved lighting.



Figure 3-11 - Dinas Powys - How could it be improved? (53 comments)

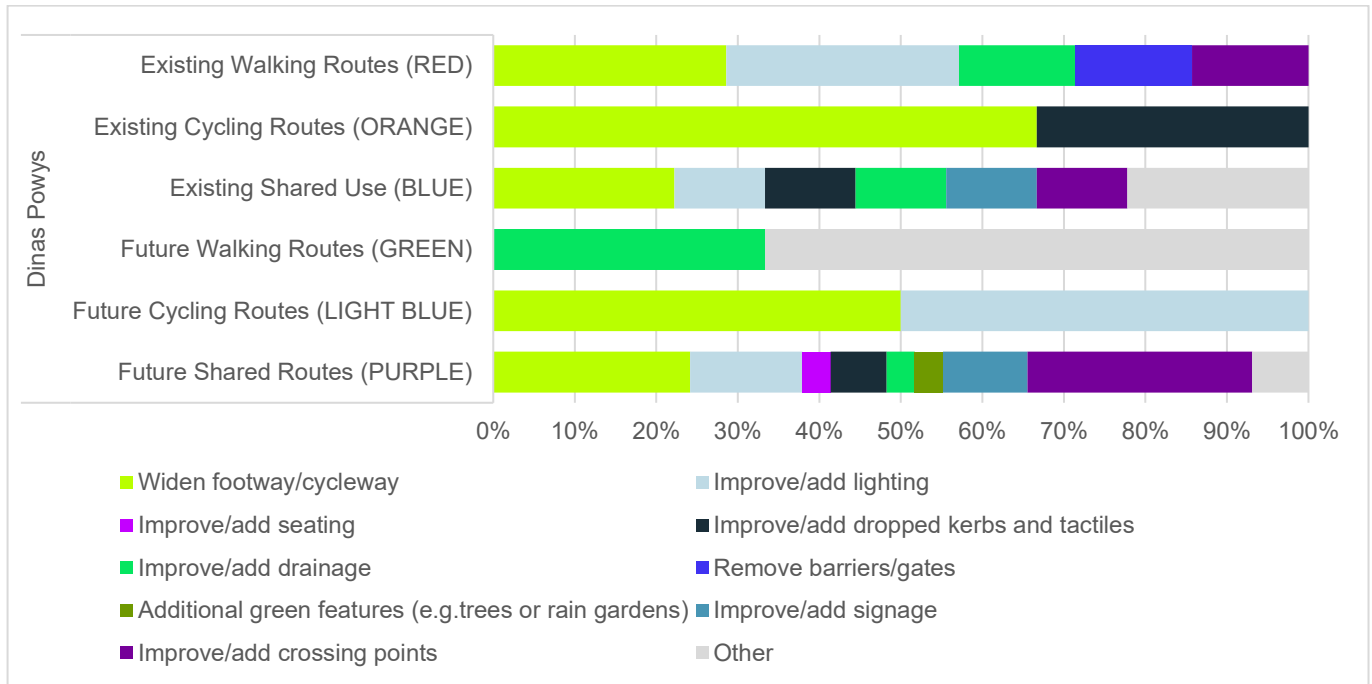


Table 3-3 - Dinas Powys - How could it be improved? - 'add something else'

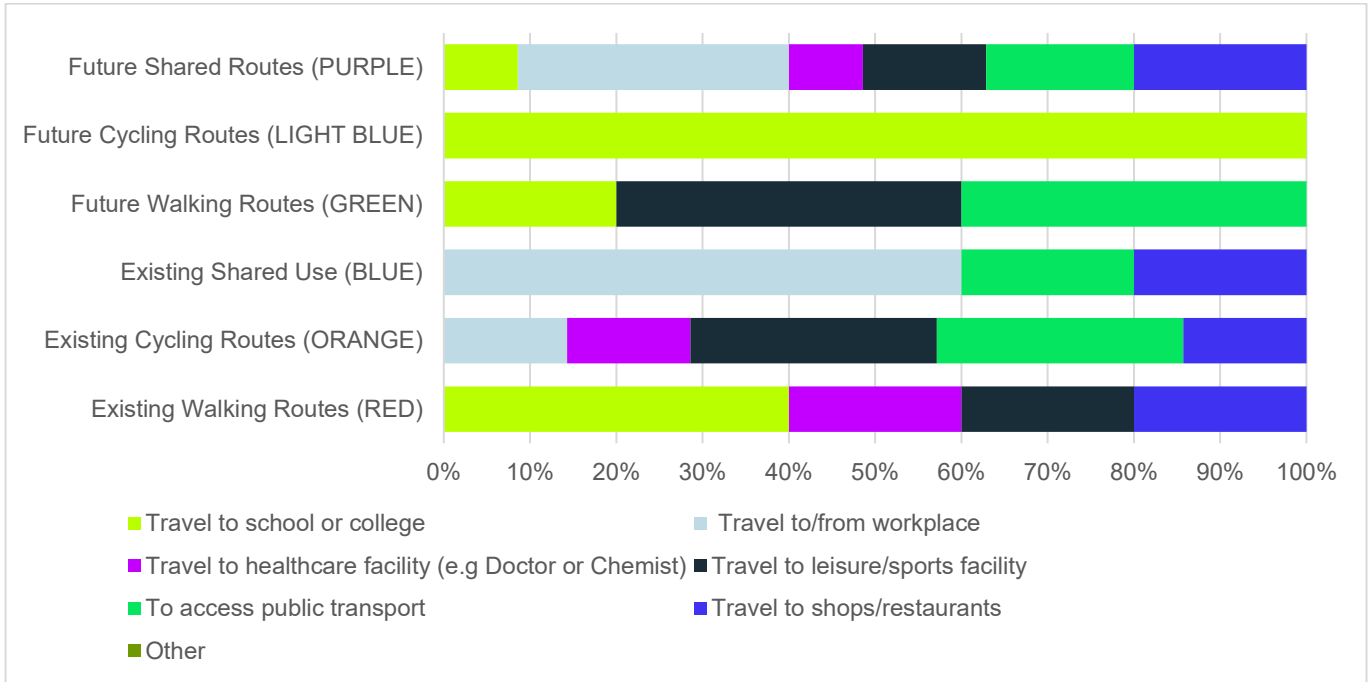
Theme	Frequency	Comment
Cycling infrastructure	1	Dedicated cycleway
Other	1	Cycle lane and walking path
Walking infrastructure	1	Add a paved path across grass to make a pleasant and safe route on this side of the road.

3.3.5 What would be the purpose of your journey on this route?

Figure 3-12 highlights that 100% of respondents would use future cycling routes to reach school or college. A mix of uses were identified for other routes, with travel to leisure/sports facilities, shops/restaurants and to access public transport, also common themes.



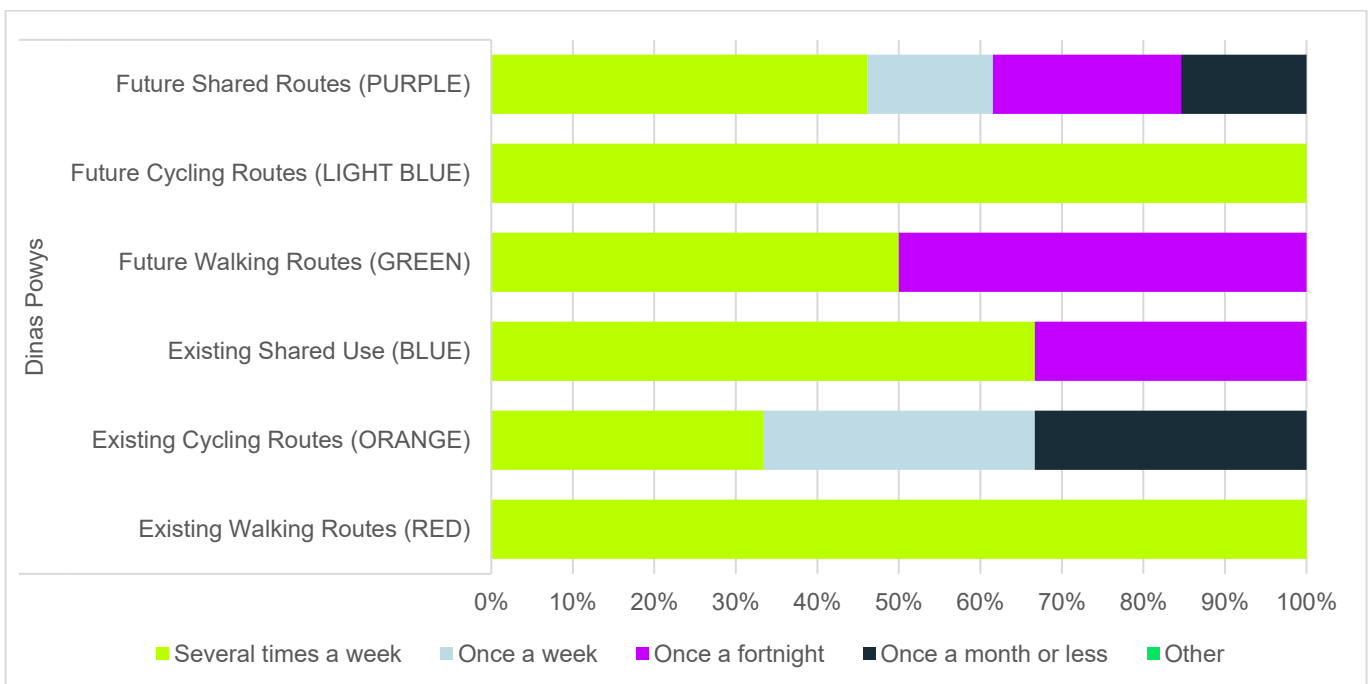
Figure 3-12 - Dinas Powys - What would be the purpose of your journey on this route? (59 comments)



3.3.6 How often would you use this route if improvements were made?

Figure 3-13 highlights the majority of respondents would use most of the routes at least once a week if improvements were made

Figure 3-13 - Dinas Powys - How often would you use this route if improvements were made? (24 comments)



3.3.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix C presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix C.2.

Some key themes highlighted include:

- **Connectivity and Safe Routes Between Settlements:** Comments referred to the absence of safe cycling or walking routes between Dinas Powys and neighbouring areas such as Barry, Cardiff and Penarth. Respondents described difficulties travelling between communities due to missing links, lack of safe infrastructure, or high-risk sections of road;
- **Safety Concerns on Existing Routes:** Several comments raised concerns about personal safety on existing routes due to driver behaviour, lack of lighting, antisocial activity, or unsafe crossing points. These issues were noted as affecting both adults and children walking or cycling for everyday journeys;
- **Lighting:** Respondents highlighted a lack of lighting on particular routes, especially those used by children travelling to and from school. Comments noted that darkness limits usability and affects perceptions of safety; and
- **Desire for New or Improved Infrastructure:** Comments expressed support for proposed routes, with requests for improvements such as new crossings, widened paths, and the creation of traffic-free or segregated routes around the village and between neighbouring areas.



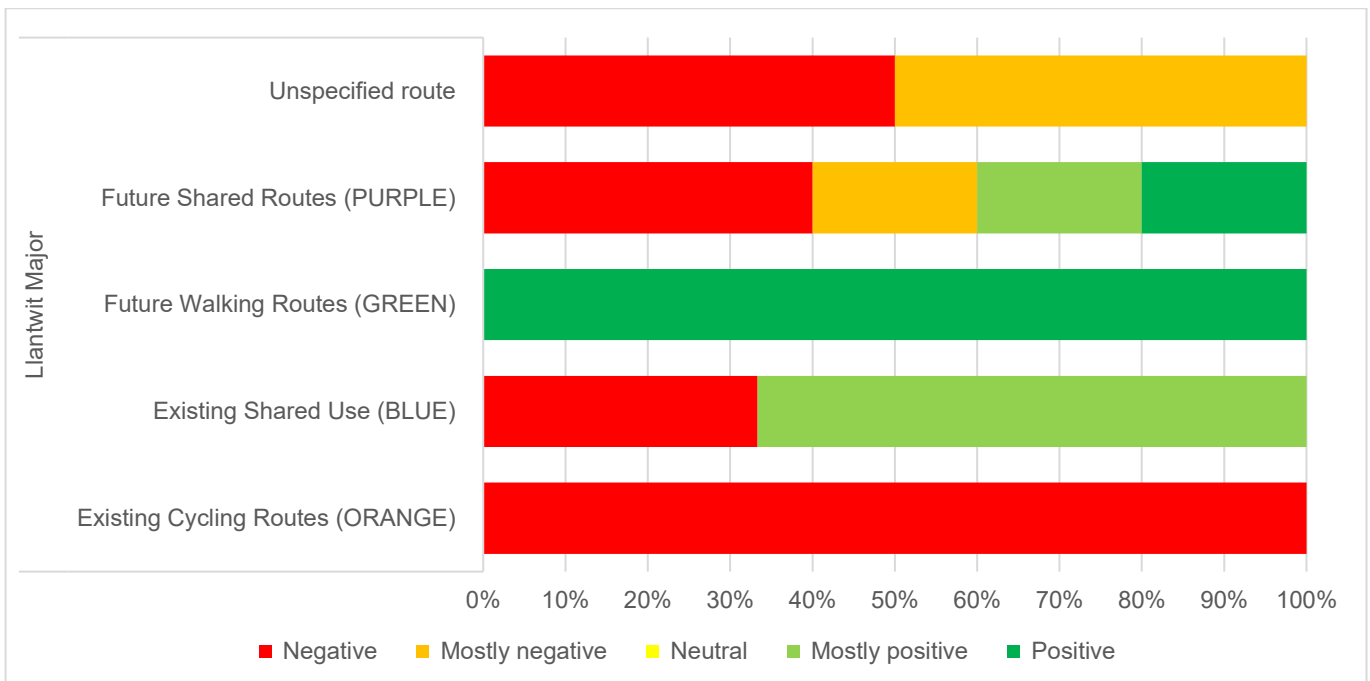
3.4 Llantwit Major

3.4.1 Which route are you commenting on? / How satisfied are you with this route?

Figure 3-14 shows that routes in Llantwit Major also received fewer comments. While sentiments towards existing cycling routes were all negative, future walking routes were all positive. Future shared use routes received more of a split between each of the sentiments, however negative remained the most prevalent.

Upon review of the mapped comments, presented in Appendix D, no clustered points with the same level of satisfaction were identified in Llantwit Major.

Figure 3-14 - Llantwit Major - How satisfied are you with this route? (12 comments)



3.4.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix D.

The Llantwit Major responses mainly referenced rural connector roads, with several repeated mentions of routes toward Cowbridge and St Athan.

Most-mentioned locations in Llantwit Major included:

- Llantwit Major to Cowbridge;
- B4265 (including connections to St Athan and Rhoose); and
- Path through Eglwys Brewis / access road to Aston Martin.



3.4.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes that respondents commented on for Llantwit Major were grouped by theme in Appendix D.1. There were entries referring to specific areas, as well as repeated observations for cyclist environment, footway/cycling route width, and junctions.

3.4.4 How could it be improved?

As summarised in as identified in the map in C.1, many of the 'add something else' comments surrounding vegetation and cleanliness were left along the existing shared use path on Eglwys Brewis Road.

As shown in Figure 3-15, respondents in Llantwit Major identified a smaller set of improvements, reflecting the lower number of comments made for this settlement. The most frequently selected for future shared routes was 'add something else' were issues focused on vegetation, surface maintenance and cleanliness as presented in Table 3-4.

For future shared routes, 50% of comments desired widened footway/cycling routes, and the removal of barriers/gates made up 100% of comments for the existing cycling routes.

As identified in the map in C.1, many of the 'add something else' comments surrounding vegetation and cleanliness were left along the existing shared use path on Eglwys Brewis Road.

Figure 3-15 - Llantwit Major - How could it be improved? (7 comments)

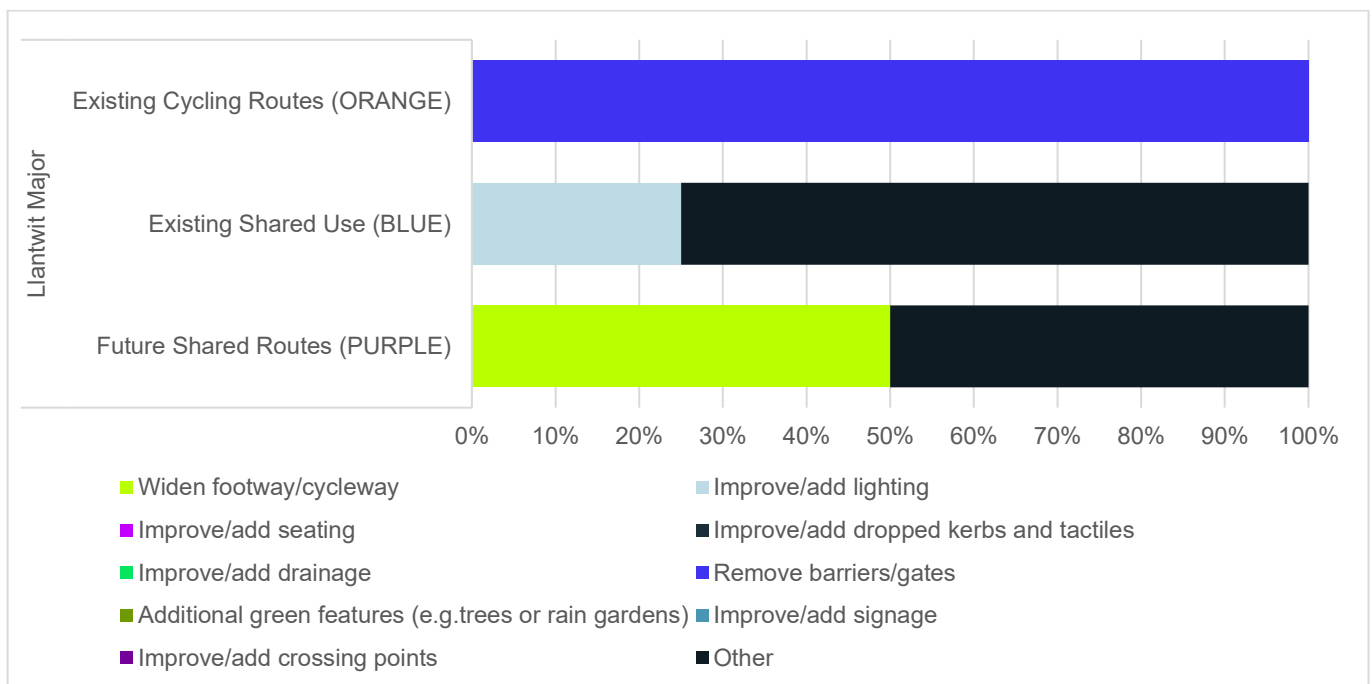


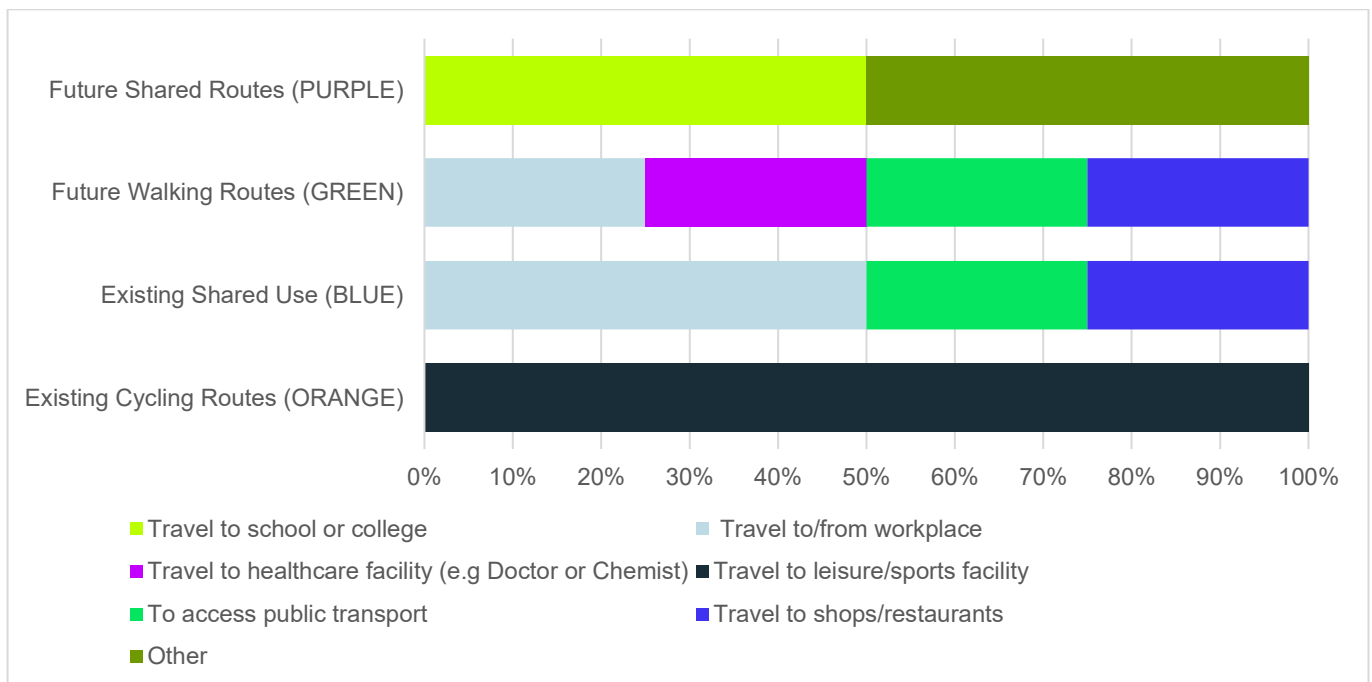
Table 3-4 - Llantwit Major - How could it be improved? - 'add something else'

Theme	Frequency	Comment
Vegetation & cleanliness	2	Cut back overgrowth; Horses using the active travel route, horse crap everywhere so unable to cycle to work when dark
Surface & drainage maintenance	1	Cut back vegetation and sweep up leaves
Walking infrastructure	1	Add a safe walking route

3.4.5 What would be the purpose of your journey on this route?

Figure 3-16 presents fewer responses than for other settlements. 100% of comments for existing cycling routes identified the purpose of their journey along these routes would be to travel to leisure/sports facilities, and future shared routes received an equal split between travel to school or college and 'other'. Future walking routes saw an even split between travel to/from workplaces, healthcare facilities, shops and restaurants and to access public transport.

Figure 3-16 - Llantwit Major - What would be the purpose of your journey on this route? (11 comments)

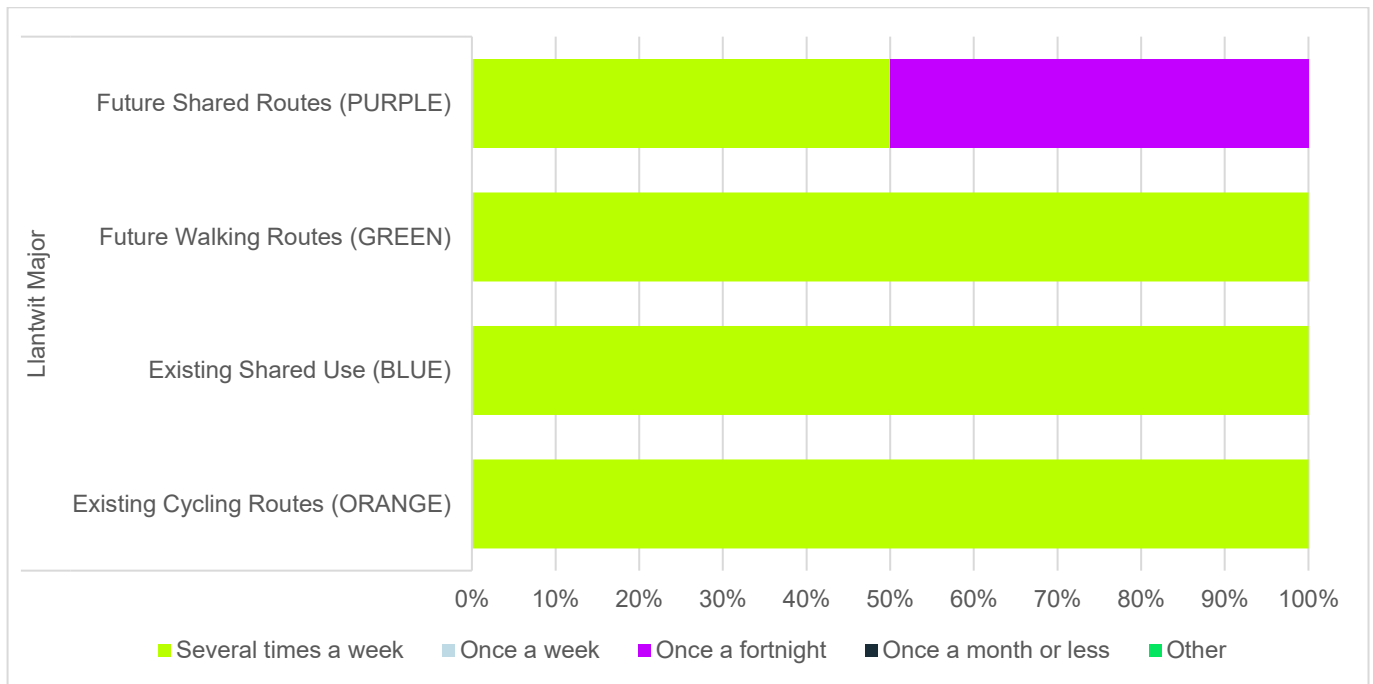


3.4.6 How often would you use this route if improvements were made?

Figure 3-17 highlights the majority of respondents would use most of the routes several times a week if improvements were made.



Figure 3-17 - Llantwit Major - How often would you use this route if improvements were made? (7 comments)



3.4.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix D presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix D.2.

Some key themes highlighted included:

- **Lighting and Vegetation Maintenance:** Several comments referred to the need for lighting improvements and regular vegetation management. Respondents noted that some sections become overgrown or dark, affecting route usability;
- **Connectivity:** A comment highlighted disconnected walking access routes, and noted that links to key destinations such as community facilities and bus stops do not currently align with user needs; and
- **Accessibility:** A comment identified a lack of dropped kerbs within parts of the estate, affecting route accessibility for people using mobility aids.



3.5 Penarth

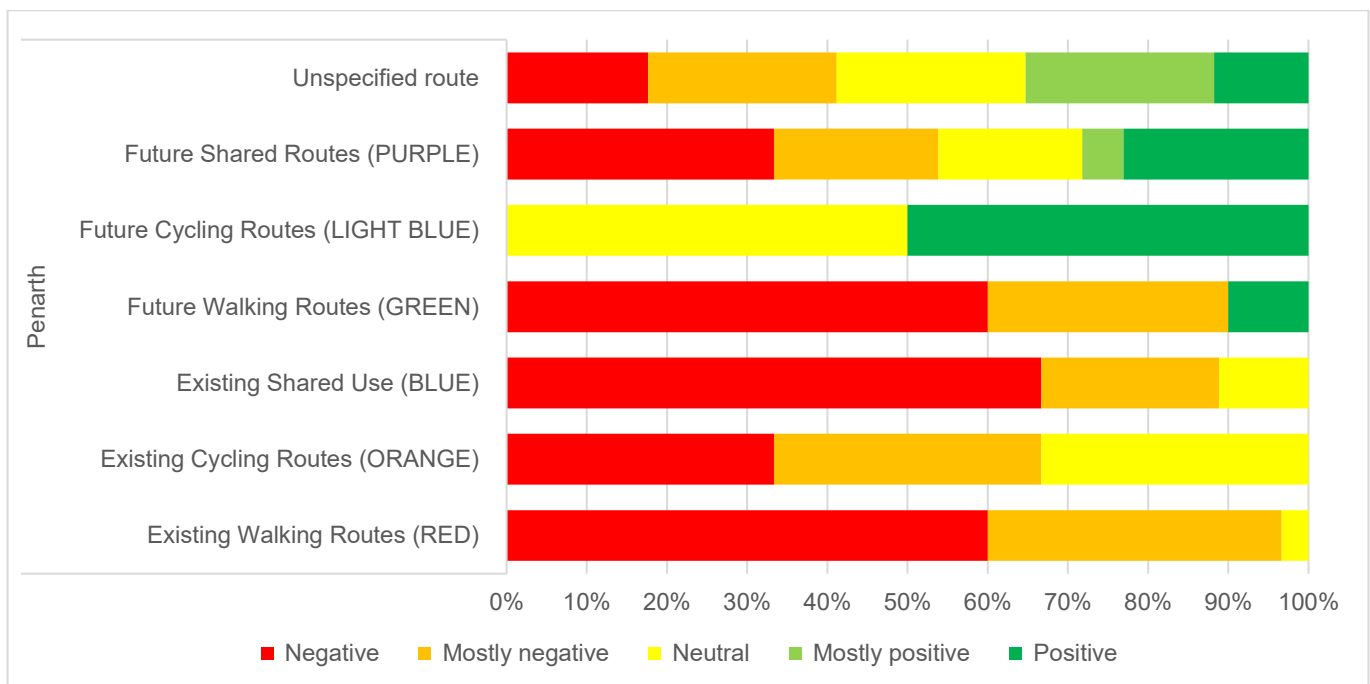
3.5.1 Which route are you commenting on? / How satisfied are you with this route?

Figure 3-18 shows that while Penarth received the most comments, no positive comments were provided for existing routes. Future routes received a lower percentage of negative sentiments, as well as a higher number of positive ones, with this evenly split between neutral for future cycling routes.

Upon review of the mapped comments, presented in Appendix E, negative and mostly negative comments were largely concentrated around multiple areas, including:

- Sully Road and Redlands Road (by Ysgol y Deri/ St Cyres Comprehensive);
- Redlands Road and Barry Road Junction;
- Windsor Road and Arcot Street Junction – where a lack of crossing was repeatedly mentioned;
- Beach Road / Rectory Road; and
- Albert Road.

Figure 3-18 - Penarth - How satisfied are you with this route? (110 comments)



3.5.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix E.

The Penarth responses contained the highest number of repeated labels within the remaining areas, with very frequent references to Cogan Pill Road and multiple mentions of junctions and school-related routes.



Most-mentioned locations in Penarth included:

- Cogan Pill Road;
- Hickman Road / Hickman Road junction with Windsor Road;
- Windsor Road;
- Redlands Road;
- Penlan Road;
- Paget Road / Paget Place;;
- Sully Road;
- Rectory Road / Beach Road;
- Ash Path; and
- Key junctions near Pen-y-Garth School.

3.5.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes that respondents commented on for Penarth are grouped by theme in Appendix E.1. Penarth recorded the highest number of feature-related comments, with crossing points appearing most frequently. These included repeated mentions of the same feature at the Arcot Street / Windsor Road junction, where respondents referenced the lack of crossing provision, and multiple comments for crossings around Albert Road, Plassey Street, and other streets around Ysgol Pen y Garth as well as the train station. Multiple comments also referred to the pavement and route along Sully Road which passes Pen y Garth school.

Footway/cycling route width was another repeatedly mentioned theme, with several comments noting sections where the width of the walking or cycling space formed the feature being described. Lighting appears multiple times as a feature, particularly in relation to paths and links within Cogan and the wider Penarth area, and signage features in repeated comments.

3.5.4 How could it be improved?

As summarised in Figure 3-19, Penarth received the largest number of comments in the consultation, resulting in a broader and more detailed range of improvement priorities. Respondents highlighted the need for widening footways or cycling routes across all route types, particularly along existing and future cycling routes, where this was among the highest-ranked improvements.

A significant proportion of feedback also focused on improving or adding crossing points, with consistently high comments for both existing and future routes. This aligned with detailed 'add something else' comments in Table 3-5, where many comments raised concerns about junction width, crossing safety, visibility, and the need for additional or controlled crossings near key destinations including schools, parks, and the train station.

'Add something else' comments further emphasised the importance of traffic calming and motor traffic management, with recurring calls to narrow roads, reduce speeds, prevent pavement parking, or restrict access in certain areas.

Additional themes included the need for walking infrastructure enhancements, such as adding or widening footways, improving bridge crossings, and extending footpaths to school entrances. Desires for safety related improvements, including railings and measures to improve visibility at busy locations, were also highlighted.

The mapped comments for this question (presented in D.1) showed some clusters where the same desires were raised in close proximity, the most notable included:



- Arcot Street and Windsor Road Junction: five comments left noting a desire for improving or adding crossing points;
- Cogan Pill Road: six comments left noting a desire for improving or adding lighting; and
- Ysgol Pen y Garth (surrounding roads): multiple comments noting a desire for improving or adding signage.

Figure 3-19 - Penarth - How could it be improved? (142 comments)

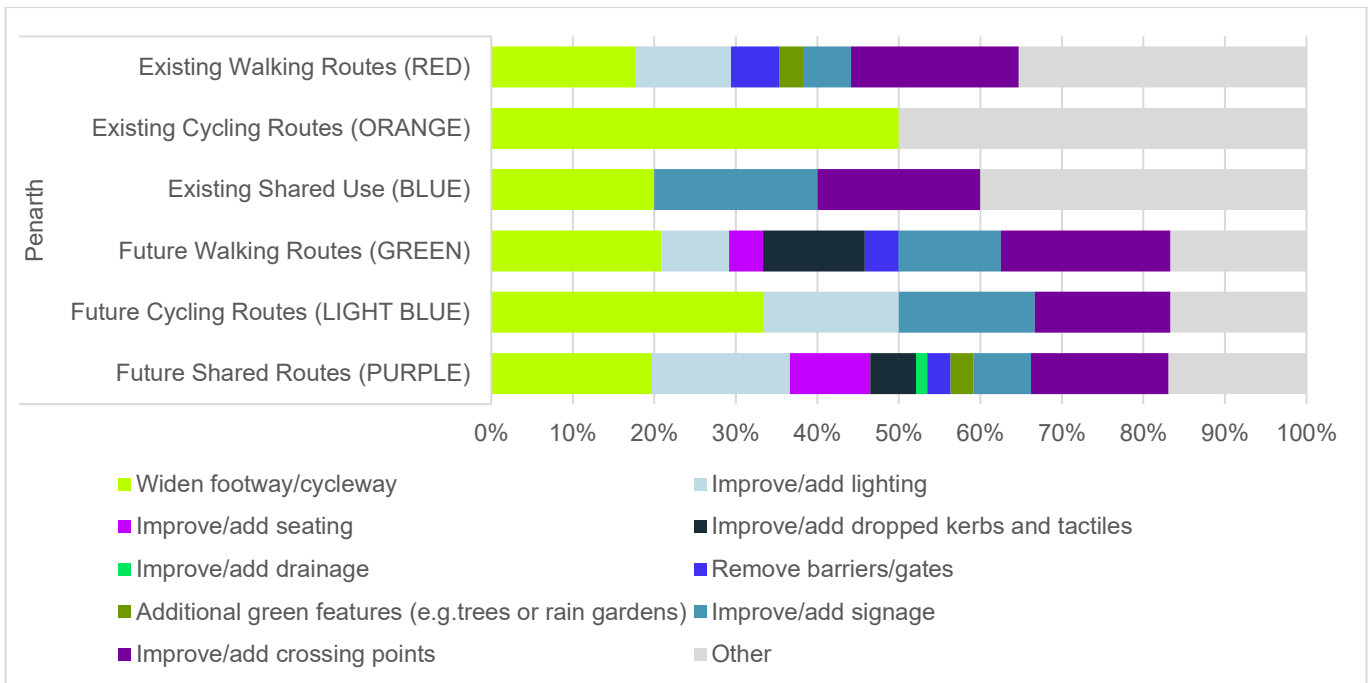


Table 3-5 - Penarth - How could it be improved? - 'add something else'

Theme	Frequency	Comment
Crossing improvements	9	Amend crossing timings to avoid conflict with drivers jumping red lights at speed (coming down penlan hill and turning left); Narrow the crossing point; This is the only arm of the roundabout without a zebra crossing. This is a busy crossing and a zebra is essential; A controlled crossing, preferably a zebra is required, possibly with some traffic calming measures. The road here is unnecessarily wide and could easily be narrowed to provide more space for walking.; Either provide a zebra crossing on Bridgeman Rd, or reduce/remove the new parking spaces to improve visibility. Better still, make a concerted effort to reduce the amount of motor traffic allowed to access the area; Narrow the mouth of the junction to make the crossing shorter; Side road zebras would enforce pedestrians priority over turning motor vehicles. This would benefit children walking to/from Albert Primary school; The mouth of the junction is far wider than necessary, and car parking has been allowed right up to the park gates. This makes it impossible to see approaching traffic without stepping out into the road.; This road is incredibly busy and needs to be crossed in order to access the train station. A controlled crossing is desperately needed here.
Traffic management & calming	5	add traffic calming measures; Barrier between doorway and road, speed signage, traffic calming, speed bumps; Reduce road width; Stop pavement parking, narrow road, slow traffic, separate cyclists.; Traffic calming measures to slow cars outside the school walking entrance.



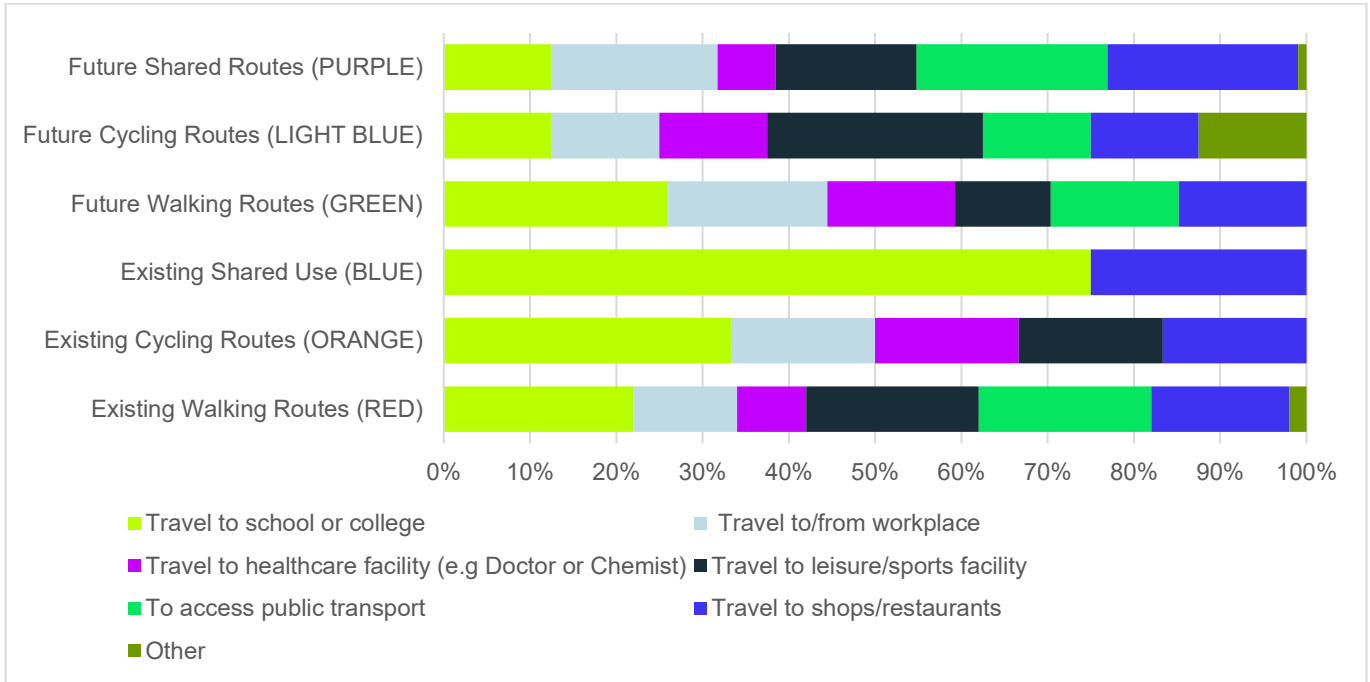
Other	5	Allen ni gael llwybr digon llydan i feicwyr, coetsys babis, a disgyblion i gerdded ochr yn ochr os gwelwch yn dda? – <i>Translation: Can we have a route wide enough for cyclists, prams, and students to walk side by side, please?</i> ; Entire junction is far too wide, making it very difficult to cross the road and encouraging cars to move at speed; Put a safe and proper cycle route along the entire length of South Road.; Restricting motor access to the Esplande would improve the public realm and free up space for more events & activities, bringing in tourists and providing business opportunities. There is a parallel through-route on Marine Parade, and plenty of parking at the cliff-top car park.;
Walking infrastructure	4	Footway both sides of road; Footway has been closed for a long time with no indication of that while you approach. Reaching the closure and attempting to cross the road can be dangerous due to the heavy traffic. The alternative is to walk several minutes back in order to cross at the traffic light.; Railway bridge is too narrow for two way traffic and footpath is far too narrow. make the bridge one way and widen the footway and add a cycle path; Extend the footpath to include the entrance of the school
Safety & accessibility features	3	access is currently via legion end only if you have pram, wheel chair or bike . it would be helpful if access could be improved on steps at the end of Pinewood close or Downfield close s; Add railings to protect children from road and to stop cars parking on pavement; Possibly guard rails to protect walkers from cars?
Connectivity & links	2	Are there any alternative routes perhaps into the Poets area from Cogan to avoid being on the road; Continue further
Parking & motor traffic restrictions	2	It should be closed as a school street from 8am to 9am and from 15:00 to 16:00 every school day; This road should be pedestrianised
Surface & drainage maintenance	2	In autumn the lane gets extremely slippery with fallen leaves which then rot and turn into sloppy mud which is even slipper and makes you dirty when walking down to the station for work etc. It would be good to have a street sweeper clear the route a few times over the year, especially autumn and winter to prevent build up.; resurface and roll to a smoother finish
Cycling infrastructure	1	As is a one-way road, contraflow cycling needs to be permitted.

3.5.5 What would be the purpose of your journey on this route?

Figure 3-20 highlights that across most routes, the purpose of respondents' journeys largely vary, reflective of the high number of comments for Penarth. For existing shared routes in particular, the majority (75%) stated they would use the route to travel to school or college.



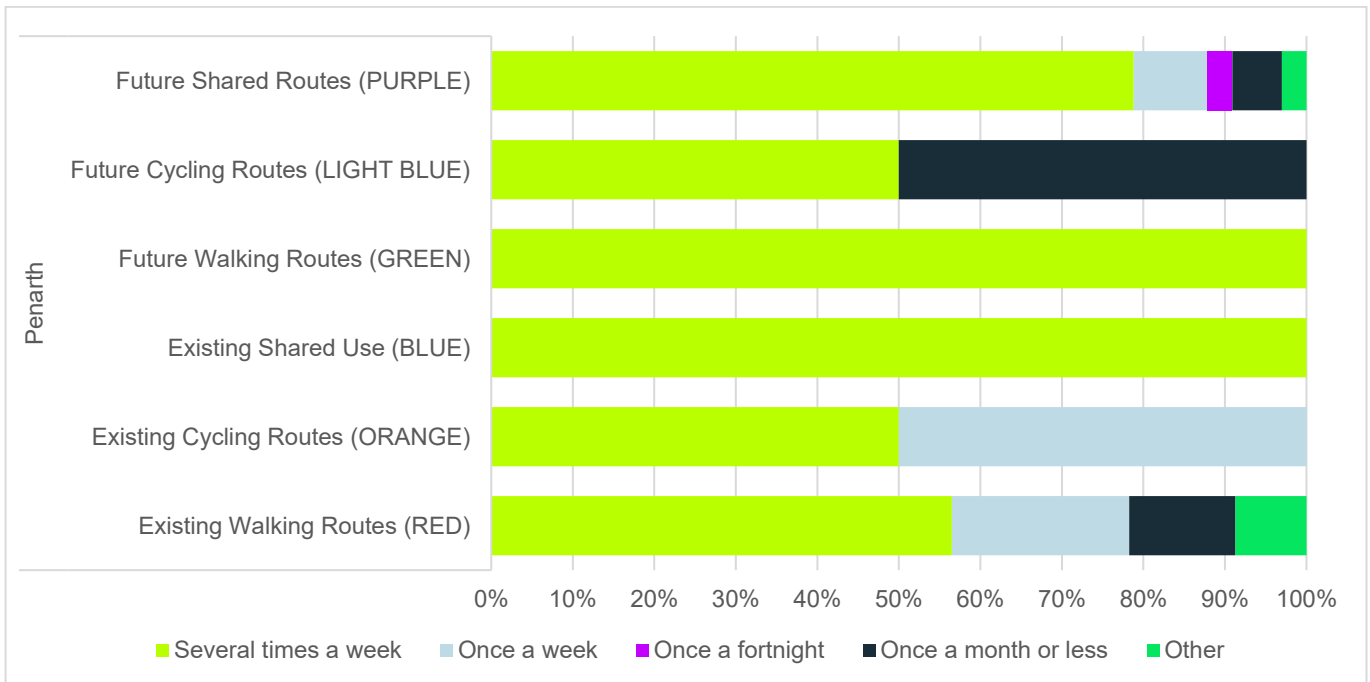
Figure 3-20 – Penarth - What would be the purpose of your journey on this route? (199 comments)



3.5.6 How often would you use this route if improvements were made?

Figure 3-21 highlights the majority of respondents would use most of the routes at least once a week if improvements were made.

Figure 3-21 – Penarth - How often would you use this route if improvements were made? (73 comments)



3.5.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix E presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix E.2.

Some key themes highlighted included:

- **Crossing Safety and Junction Layout:** Several comments referred to dangerous or difficult junctions and a desire for improved pedestrian and cyclist safety measures, including zebra crossings, traffic lights, one-way systems and the removal of parking near junctions;
- **Traffic Safety Concerns:** Comments highlighted unsafe driver behaviour, speeding impacting perception of safety, and conflict between parked cars and pedestrians;
- **Pavement Width and Footway Improvements:** A number of comments referred to narrow pavements, lack of footways, or areas where pedestrians must walk in the road. Areas mentioned include Ysgol Pen Y Garth.
- **Lighting:** Comments identified several routes that require improved lighting to support safe walking and cycling, particularly in the early evening and winter months;
- **Dropped Kerbs and Accessibility:** Several comments highlighted a lack of dropped kerbs across Penarth, affecting accessibility for children, mobility-restricted users and people with pushchairs; and
- **Cycling Infrastructure:** Some comments highlighted the need for improved or dedicated cycling space to separate cyclists from general traffic.



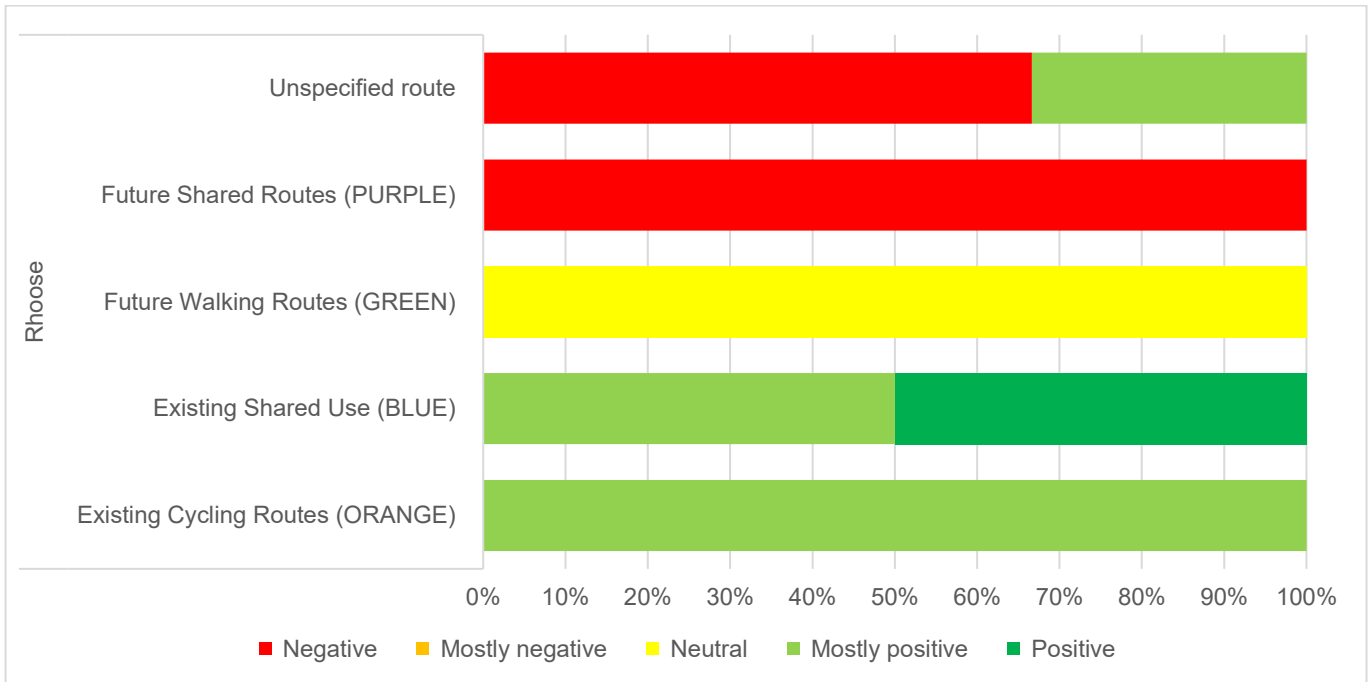
3.6 Rhoose

3.6.1 How satisfied are you with this route?

Figure 3-22 shows routes in Rhoose also received fewer comments, with future shared routes receiving only negative comments.

Upon review of the mapped comments, presented in Figure 3-22, negative sentiments along future shared routes were largely concentrated along Port Road West

Figure 3-22 - Rhoose - How satisfied are you with this route? (11 comments)



3.6.2 If you are able, please can you provide the name of the road/area that you are commenting on (for example junction of Lavernock Road)

The comments noting the name of the road/area respondents were commenting on have been mapped and presented in Appendix F.

The Rhoose comments largely focused on the main east to west corridor and rural links, with repeated mentions of the strategic B4265 and Five Mile Lane.

Most-mentioned locations in Rhoose included:

- B4265 (including sections connecting St Athan to Rhoose);
- Five Mile Lane; and
- Port Road.



3.6.3 What feature or part of the route are you commenting on? (for example a crossing or junction)

The features or parts of routes that respondents commented on for Rhoose were grouped by theme in Appendix F.1. Rhoose received fewer comments, with entries for the walking infrastructure, cycling environment and other.

3.6.4 How could it be improved?

As summarised in Figure 3-23, desired improvements to routes in Rhoose were limited to improved/added signage to existing cycling routes, and improved/added seating for future walking routes. Comments for the existing shared use routes were all added under 'add something else'.

'Add something else' comments, grouped in Table 3-6, referred to issues such as parking and motor traffic restrictions, including requests to prevent cars parking on routes, alongside suggestions to adjust route alignment and carry out surface maintenance.

No clusters of desired improvements were identified for Rhoose, as presented in the map in E.1.

Figure 3-23 - Rhoose - How could it be improved? (11 comments)

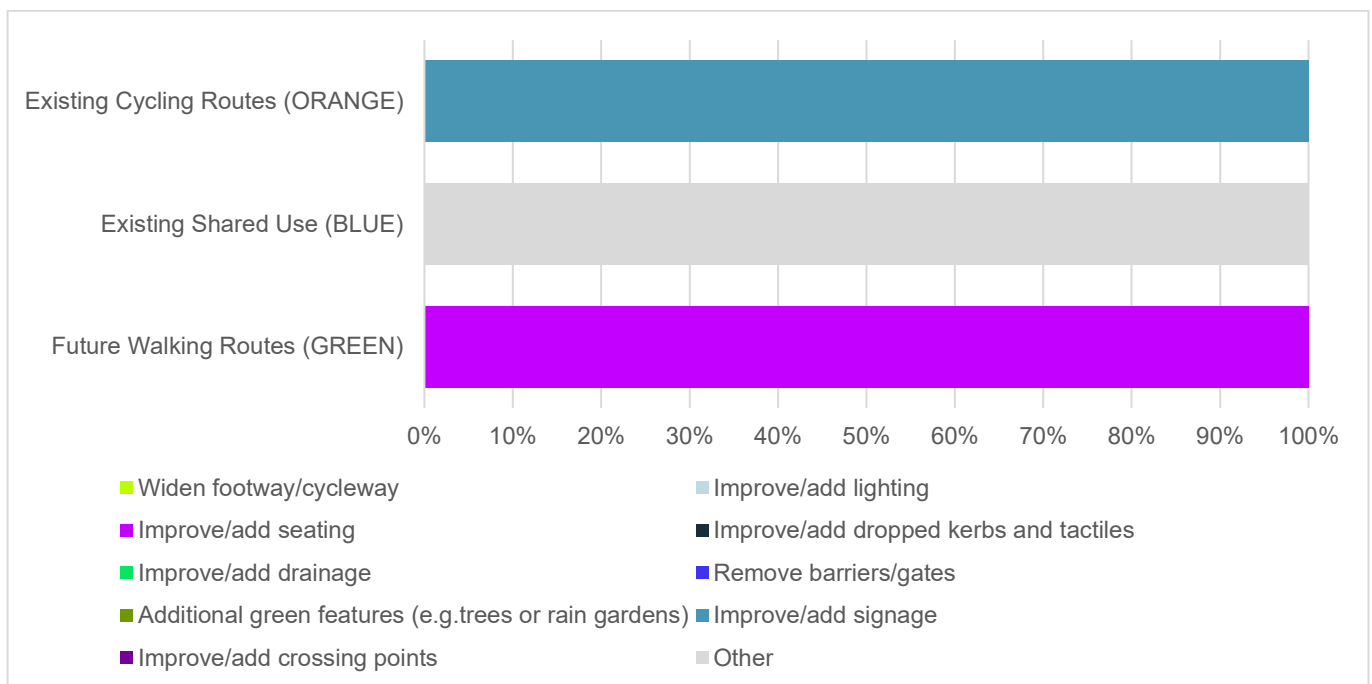


Table 3-6 - Rhoose - How could it be improved? - 'add something else'

Theme	Frequency	Comment
Parking & motor traffic restrictions	1	Stop cars parking on it
Route alignment changes	1	bring the route to the east, up the existing road access to the quarry the ⁴

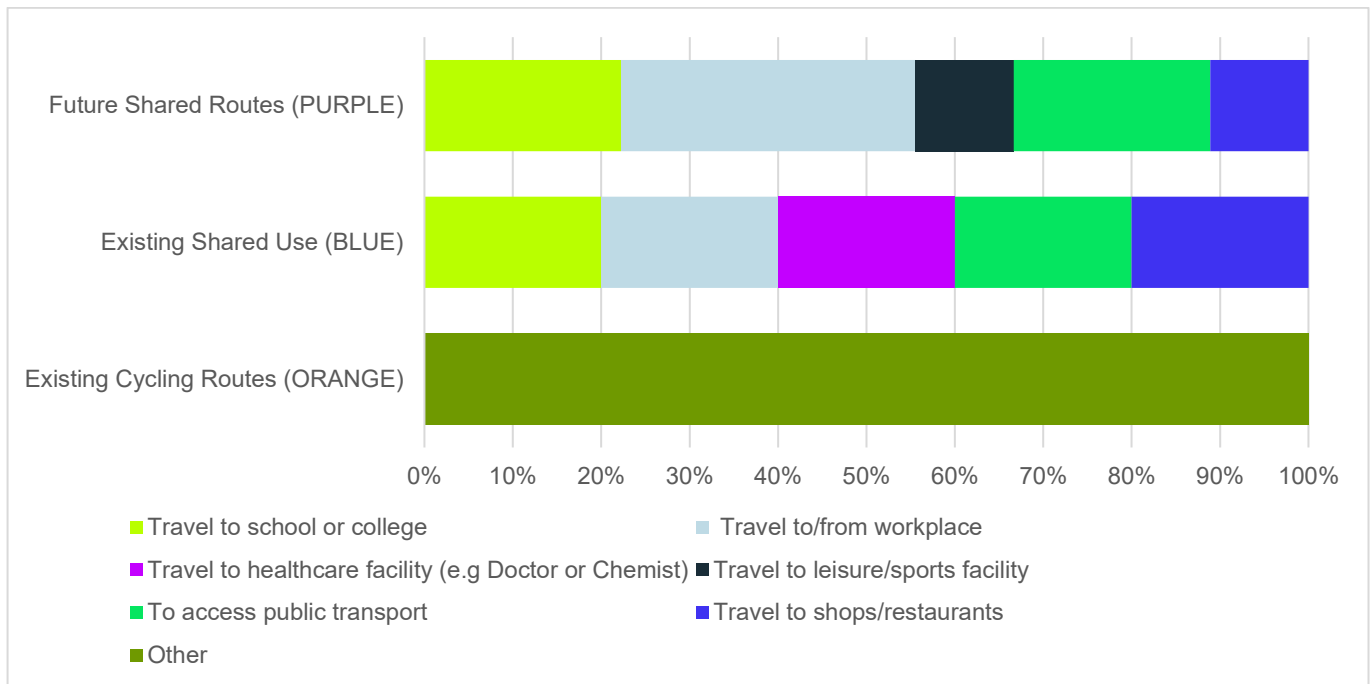
⁴ Comment left along future shared use route east of Aberthaw Cement Works, near Castle Road



3.6.5 What would be the purpose of your journey on this route?

Figure 3-24 again shows fewer comments, but a split between the purpose of respondents' journey along existing and future shared routes.

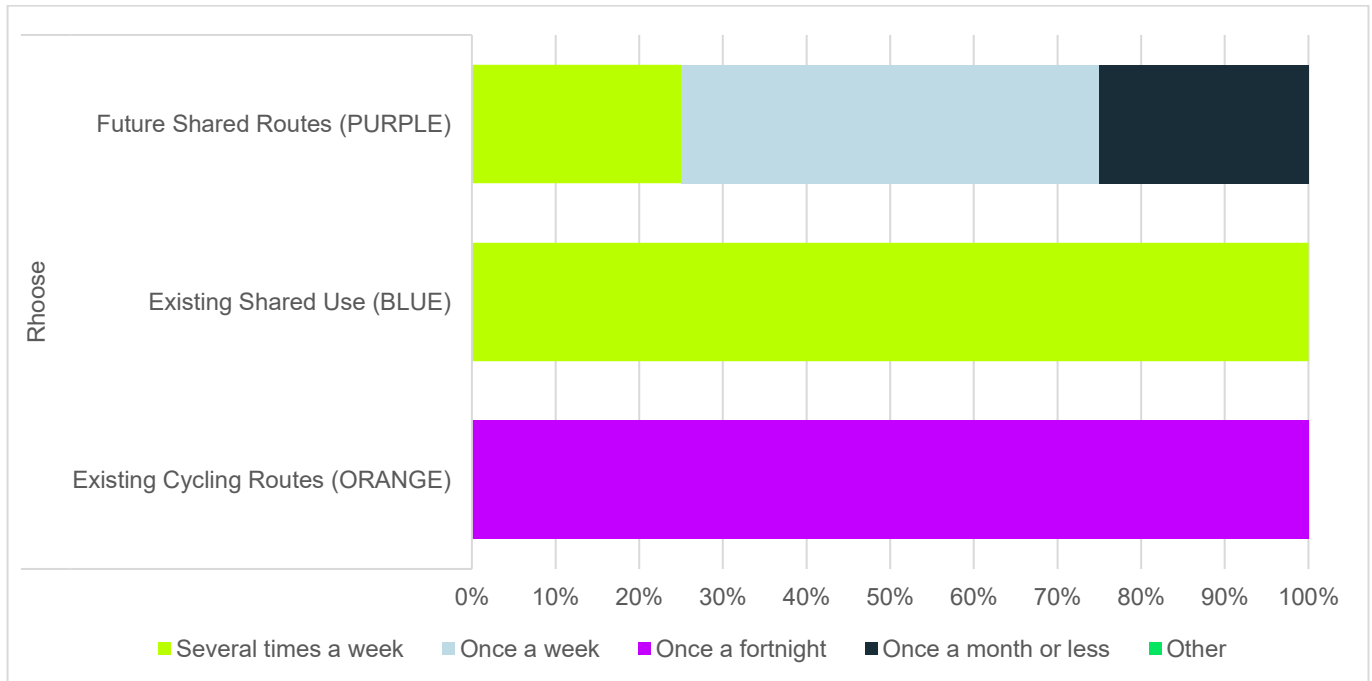
Figure 3-24 - Rhoose - What would be the purpose of your journey on this route? (15 comments)



3.6.6 How often would you use this route if improvements were made?

Figure 3-25 highlights the majority of respondents would use all of the routes at least once a fortnight if improvements were made.

Figure 3-25 - Rhoose - How often would you use this route if improvements were made? (7 comments)



3.6.7 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Appendix F presents mapped locations of all additional comments on walking, wheeling and cycling within the Vale of Glamorgan. The full set of comments for the wider Barry area is provided in Appendix F.2.

Some key themes highlighted included:

- **Lack of Safe Walking and Cycling Routes Between Settlements:** Comments referred to the absence of safe, direct walking and cycling routes between Barry and Rhoose, with concerns about pedestrians walking along fast-moving roads and a need for segregated off-road provision; and
- **Route Surface Condition and Obstructions:** Comments highlighted cracked surfaces on existing routes, as well as vehicles obstructing parts of the off-road cycling route, which affect safe and comfortable use for cyclists and pedestrians.

4. ATNM Consultation Responses Outside of Commonplace

Consultation responses were also received separate from the Commonplace platform, through emails, in person meetings, forums and more. Table 4-1 has summarised these additional comments

Table 4-1 - Summary of Additional Consultation Responses

Cllr Champion – ward member for Cowbridge	Noting desires for a possible route Llantwit Major Road to Westgate, Footpath to and around Bear field, and route to Yastradowen maybe funded from 2027/28 through the Regional Transport Development Plan(difficult to draw with a finger)
Email from a Llandough resident	Noting that they feel its essential I feel it is essential that the lane going through the Pill Woods is light at night, given they are a pensioner and can not go out when it gets dark.
Sight Cymru	<p>Noting the following:</p> <ul style="list-style-type: none"> ▪ Zebra crossings – it is very important to those with limited sight that they are clearly marked/painted with appropriate tactiles. Ones in particular that were mentioned as being hazardous to users are by Golau Caredig (need repainting). This was addressed after the meeting by the Signing and Lining Team. ▪ Driver sensitivity training – Cardiff Bus have an audible bus stop alert system on all their buses but this is often switched off. After the meeting we asked Cardiff Bus to ensure their drivers are aware of their duties towards visually impaired users. ▪ Orange street lighting – this is something that visually impaired find difficult. The area in particular that this was mentioned was the lane leading up to Dock View Road from Barry Dock train station. ▪ Electric scooters and bikes (illegal ones) – a danger to all but in particular vulnerable footway users. After the meeting I sent an email to Safer Vale and asked if they could arrange a walk around with Sight Cymru. ▪ Bus timetables – need to be black and white (for colour blindness as well as being clear to see), and large font. Also low down. This was fed back to the bus operators but also needs to be fed back to TfW for their future bus franchise work. ▪ Sight Cymru could request to be involved in the stakeholder discussions for bus franchising. ▪ E-displays – cannot be read by older residents and visually impaired. Writing needs to be white on black. Need to be lower down. Glare from the sun makes them very difficult to read as they just appear white in the sun. ▪ Timetables – request for them to be made audible. ▪ Floating bus stops – we don’t have any in the Vale but they are not supported by the visually impaired. ▪ Signalised crossings – their users often have no way of knowing it’s safe to cross as a lot of crossings have lost the beeps. There is the little thing underneath that goes around but some users are unable to reach or use them. ▪ Gladstone Road traffic lights – green man facing in wrong direction on one section. This was passed to the Street Lighting team and was actioned immediately.



- Tactiles/dropped kerbs – their clients are taught to cross a road 10m or more into a junction. I explained that we are installing uncontrolled crossings on the desire line which is junction mouth, and narrowing junctions in order to do so where we can.
- Paving slabs as trip hazards – It was explained about the 20mm defect criteria used by the Highways Inspectors when doing their routine route audits. Users would prefer tarmac and no block paving/paving slabs etc. This is echoed by wheelchair users.
- Tables/chairs/boards on the footway – these are taught as temporary obstructions. Clients are taught to walk building side of the footway to avoid tree roots and kerbs etc. Canes can pick up tables/chairs and most notice boards but A Frames are difficult as their canes can sometimes miss the legs. A solid base is preferred.

On the positive:

- New crossing point on Buttrills Road is a welcome addition and will make it easier to cross this area – but highlights the need for safer points around the Gladstone Road/Buttrills Road roundabout and Golau Caredig roundabout.
- Tree root treatment – tree pits were done on some routes in Barry and were deemed successful.

Email from a Llantwit Major resident

A resident highlighted the need for a discrete cycleway between Llantwit Major (Cowbridge Road/B4265) and the Barry roundabout (A4266/B4266) to support anticipated growth linked to Welsh Government green industrial development around Barry, Llantwit, Cowbridge, the Airport, Aberthaw and St Athan. The resident noted that:

- High traffic volumes and HGV activity make the current corridor unsafe for cyclists.
- Removing cyclists from the carriageway would improve road safety and traffic flow.
- The roadside verge from Llantwit to Barry is generally wide enough to accommodate a new shared path without constraining future road widening.
- A more complex design may be required at Aberthaw, but could link into a potential Thaw Valley route using the disused railway line.
- The proposal would complement the existing Barry to Rhoose active travel route and enable future links westwards toward Southerndown and Ogmere.

Existing work-related and recreational cycling along the corridor suggests strong latent demand, with improved provision likely to enhance leisure use of the western Vale and support access alongside the Wales Coastal Path.

Beechwood students and staff

Students wrote individual letters to the council with their requests, with main requests as follows:

Formal crossing point on South Road

The students attend activities in The Old School daily and currently there is no formal crossing point. The road is 20mph but is heavily trafficked and the students and their support staff find it difficult to cross. A signalised or zebra crossing was requested to make it easier for them to access the hall.

Seating

Rest spots are very important for the students to stop and either rest, regulate or enjoy their surroundings, when they are outside. Requests for additional seating through Sully and on the way to Barry were requested.

Formal crossing point on Sully Moors Road

The students often walk along Sully Moors Road, sometimes visiting McDonalds at the edge of Barry. A request for a crossing point was received to make it easier for them to cross on Cardiff Road and Sully Moors Road.

Hayes Road

The students do not currently walk along Hayes Road because of the nature of the road and the traffic that uses it. Reducing the speed limit from 40mph would be appreciated as a way of lowering the noise of the HGV's that travel along here to access the industrial sites. Linking this footway across to Barry Island would be welcomed as a future aspiration.

The coastal path

The students access the coastal path through their own access to the rear of the college. Support for this path were received and requests to improve in any way would be welcome.

Bus services

Many of the staff commute to work on the bus. Requests for additional services serving the college were requested. The students also access the buses for activities and confidence building. Requests for improved bus shelters and routes leading to them were discussed on site.

In person meeting with Vale Veloways

The in person meeting with Vale VeloWays highlighted the following issues:

- Barrier on Five Mile Lane – difficult to manoeuvre on a cargo bike. Could it be removed or replaced with a bollard.
 - Crossing on Five Mile Lane - at the junction near The Amelia Trust puts cyclists onto a 60mph road. Before the redesign of the Five Mile Lane this was a much easier crossing point that provides access to Dyffryn Gardens.
 - 20mph repeaters St Nicholas Road – vehicle speeds along here are in excess of 20mph. Local experience is that cars come from Park Crescent across the roundabout down St Nicholas Road and increase their speed. More negative interactions on cycles on this short stretch than anywhere else in Barry.
 - Ffordd y Mileniwm – numerous issues with existing cycle path. Junctions are difficult to cross on cycles – not providing continuous travel. Lighting columns in middle of cycle/pedestrian route narrow the path and does not allow 2 way cycling – can they be moved to back of footway. Cardiff Road roundabout section overgrown and path is very slippery – needs to be cleaned and cleared.
 - Path near Merrie Harrier – thanks for clearing that path last year. Has provided more width and made it much more useable.
-

Barry Library – in person event

In person consultation at Barry Library received the following comments:

Female 1 (under 40)

- Lives in Cadoxton and walks and cycles a lot with her young family. Due to the topography of Barry, to get to the town centre she uses Ffordd y Mileniwm so this was her main cause for concern.
 - She uses it a lot and agrees that it is valuable as a connection from east to west. Improvements she would suggest:
-



- Lower speed or enforce current speed: The road is very busy and has a constant flow of traffic. It is very loud to walk/cycle alongside.
- Lack of shade: she explained that when you walk along in the summer, especially with young children, there is no shade. She'd like to see more trees to provide cover.
- Parking: she asked if there were any parking restrictions along FYM as often cars park on the path to answer calls etc.
Officer response: there is a clearway along FYM that could be enforced.
- Lack of verge/separation strip: no separation from vehicles and the path alongside a 40mph road.
Officer response: when this route was constructed the AT guidance did not instruct the use of separation buffers. If this was built today then either speed would be reduced or a buffer put in.
- Cleansing: footway at Cadoxton end is covered with leaves/dirt due to the flooding that happens here.
Officer response: cleansing has been raised with the highways maintenance team.
- Lighting: street lighting not working along FYM.
Officer response: street lighting have been informed.
- Cardiff Road tunnel: very narrow footways that are not well lit.
- Court Road near St Helen's RC Primary School: there is a build out and uncontrolled crossing point here that is difficult to cross, especially with a pushchair. Cars park very close and it's a blind bend. She asked if double yellows could be installed.
Officer response: this will be sent to the Highway Development/Traffic team for consideration

Female 2 (over 70)

- Lives on Windsor Road and uses the buses regularly to reach Kings Square. Finds tree roots on footways the most difficult thing for her to navigate. She likes the tree pits on Broad Street and would like them rolled out across Barry.
Officer response: these tree treatments are very expensive compared to the current option used by the Highways Maintenance team.

Female 3 (over 70)

- Member of the Older Persons Transport Forum. Uses buses regularly and would like to see improvements to bus shelters and timetables.
- Finds existing footways in need of repair with trip hazards.
Officer response: these comments will be passed to the relevant departments.

Female 4 (under 50)

- Runs around the Vale for leisure purposes mainly, but also walks around Barry for shopping, catching the train etc.
- Lack of lighting and overgrowth leading to Barry Dock train station means that she does not like using it after dark.
- Finds footway conditions quite bad – the worst thing being puddles at crossing points.
Officer response: these comments will be passed to the relevant departments.

– in person event

Male 1 (over 70)

- Raised difficulties in crossing near the train station. Suggested that we look at opening up the old tunnel under the road as a pedestrian route.

Officer response: this tunnel has been filled in and would not be an option to re-open.

Male 2 (over 60)

- Discussed how difficult it was for his neighbour to get around Penarth in a wheelchair. Lives in the marina area and often has to get private taxis as there is a lack of uncontrolled crossings and roads that are difficult to cross – in particular the roundabout near the train station/Cogan Hill.

Officer response: gave email/phone number and asked that his neighbour ring me to discuss in more detail if they wanted to.

Female 3 (under 40)

- Has a friend who uses a wheelchair and finds it difficult to access the train station platform. Access from Andrew Road has steps so she cannot use it. There is a lack of dropped kerbs in the area that makes it difficult for her to be independent. It was recognised that some kerbs had been installed recently around the Primary School but this needs to be more widespread.

Officer response: asked that details be added to the consultation map or emailed through.

Male 4 (under 50)

- Uses Cogan Pill Road to access shops and the train station in Cogan/Penarth. Recognises that lighting along here would allow more vulnerable people to use in hours of darkness.

Officer response: this is a future route and lighting is something that would be considered when funding becomes available.

Llandough Community Council

Llandough Community Council considered the ATNM consultation at its meeting and submitted the following comments:

- Improved lighting on Cogan Pill Road was identified as essential to provide a safe walking route to Cogan and Penarth.
 - A continuous footpath along the full length of Llandough Hill was requested to ensure safe pedestrian access to Penarth Road.
 - A safe pedestrian connection from Cogan Hill (Station side) to the Marina roundabout was also requested to improve crossing and access provision.
-

Cowbridge Footpath Forum.

Feedback highlighted two key locations in Cowbridge where improvements are desired.

- Police Fields

There was overwhelming support for development of a path across the Police Fields connecting to the Clare Gardens development.

- Cowbridge Town Hall car park through to Cowbridge School

This PRoW is currently designated as a footpath, and residents regularly raise concerns about adults cycling along it; previous 'no cycling' signs were repeatedly removed. Although the route is listed on the ATNM for walking improvements, attendees expressed support for exploring future cycling provision, including possible widening and lighting.



**Vale Veloways
official
submission
received 5.1.26**

Vale Veloways welcomed the updated ATNM and requested a more strategic, connected network linking key settlements (e.g., Barry to Cardiff, Barry to Llantwit Major, Llantwit to Cowbridge). They suggested measures such as Quiet Lanes, reduced rural speed limits, modal filtering, and stronger enforcement of 20mph zones. They proposed pop-up cycle lanes on wide roads (e.g., Penarth Road, Pontypridd/Jenner Roads, A48) and stressed the need to upgrade existing routes, especially junction crossings, to meet Active Travel and Highway Code standards. They also highlighted issues with slow pedestrian crossing signals and expressed willingness to collaborate with the Council on scheme development.

**Email received
from Barry
resident**

A Barry resident wrote in support of Active Travel improvements and shared key suggestions based on extensive experience cycling, walking and using public transport locally.

They emphasised the need for safe, direct routes between Barry and Cardiff, particularly via Dinas Powys and along Port Road, noting there is currently no low-stress way to make this journey. They also stressed the importance of prioritising pedestrians and cyclists at junctions rather than designing infrastructure around minimising delays to drivers.

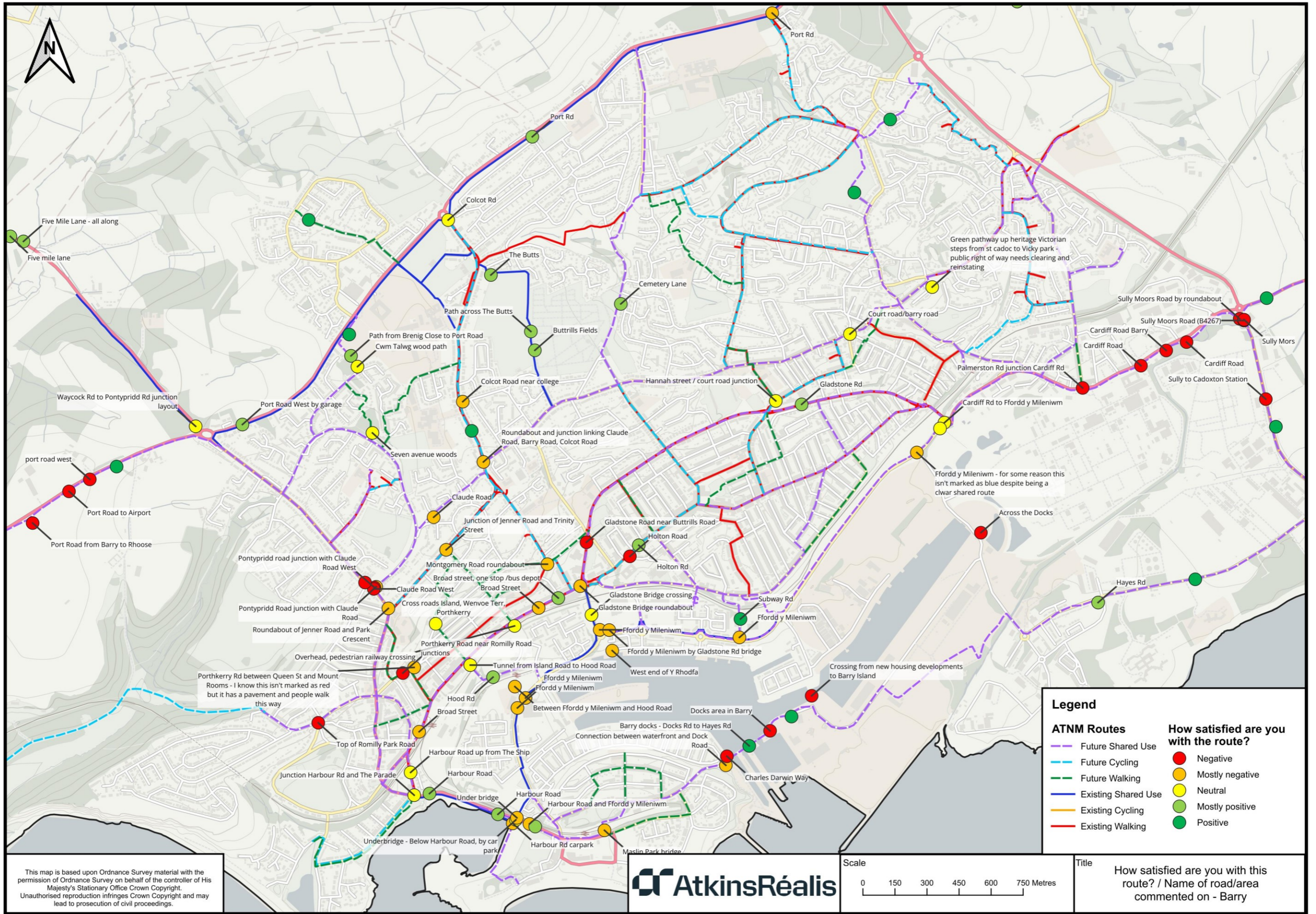
Their smaller-scale recommendations included:

- More and better-aligned dropped kerbs along shared routes and at roundabouts.
 - Continuous, priority side-road crossings in line with guidance.
 - Banning pavement parking and restricting parking near junctions for visibility.
 - Faster-responding pedestrian signals.
 - Traffic-calming measures and safer right-turn solutions for uphill cycling.
 - Replacing painted on-road cycle lanes in car-door zones with safer alternatives.
 - Involving groups such as Vale Velo Ways in route design, and trialling modal filtering, quiet ways, and pop-up cycle lanes on suitable wide roads (e.g., Pontypridd Road, Jenner Road, Colcot Road, Gladstone Road).
-

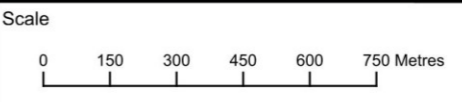
APPENDICES

Appendix A. Barry





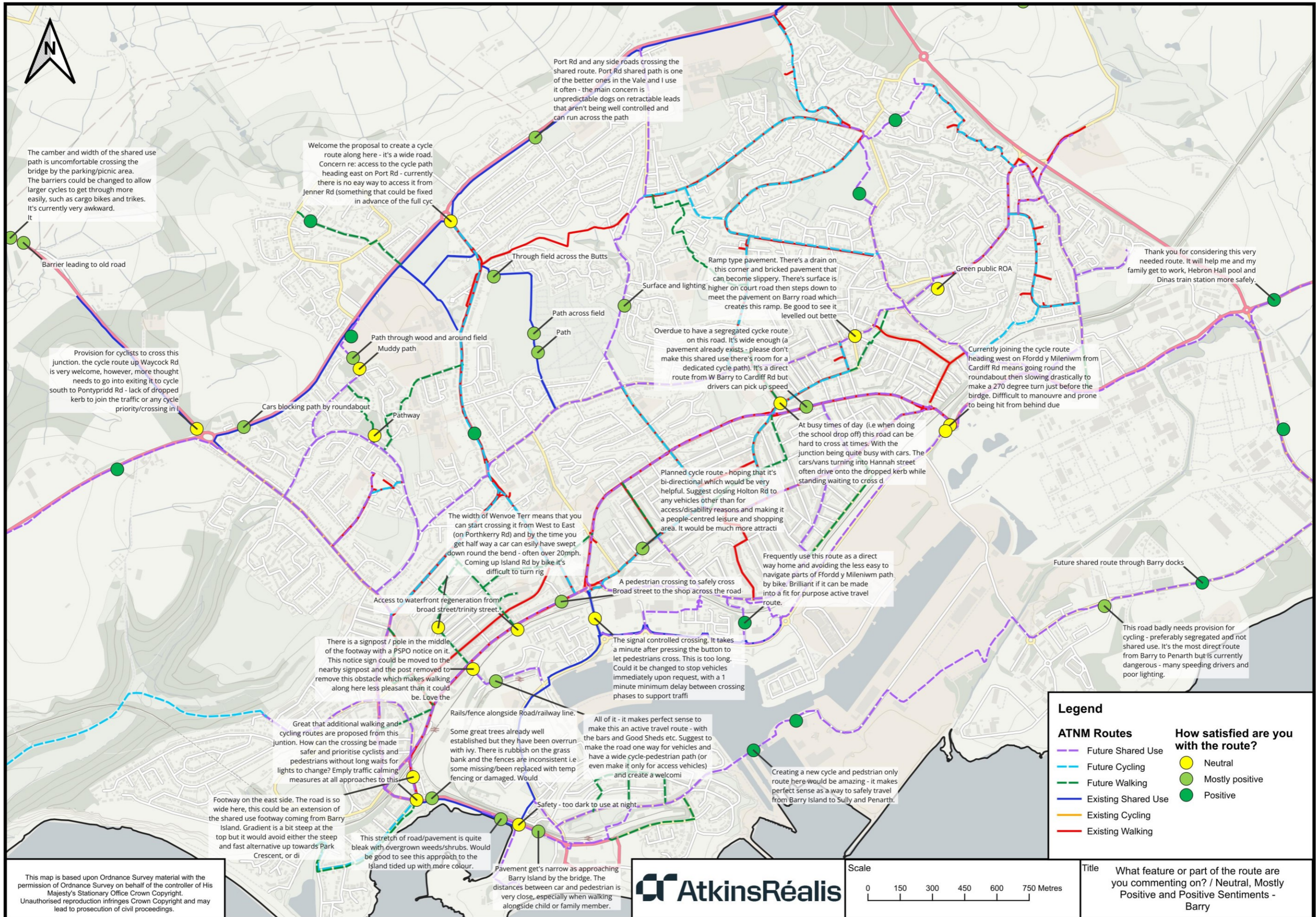
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Title
How satisfied are you with this route? / Name of road/area commented on - Barry

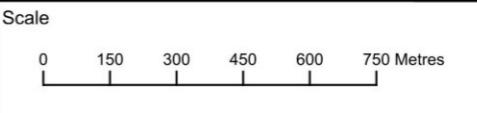
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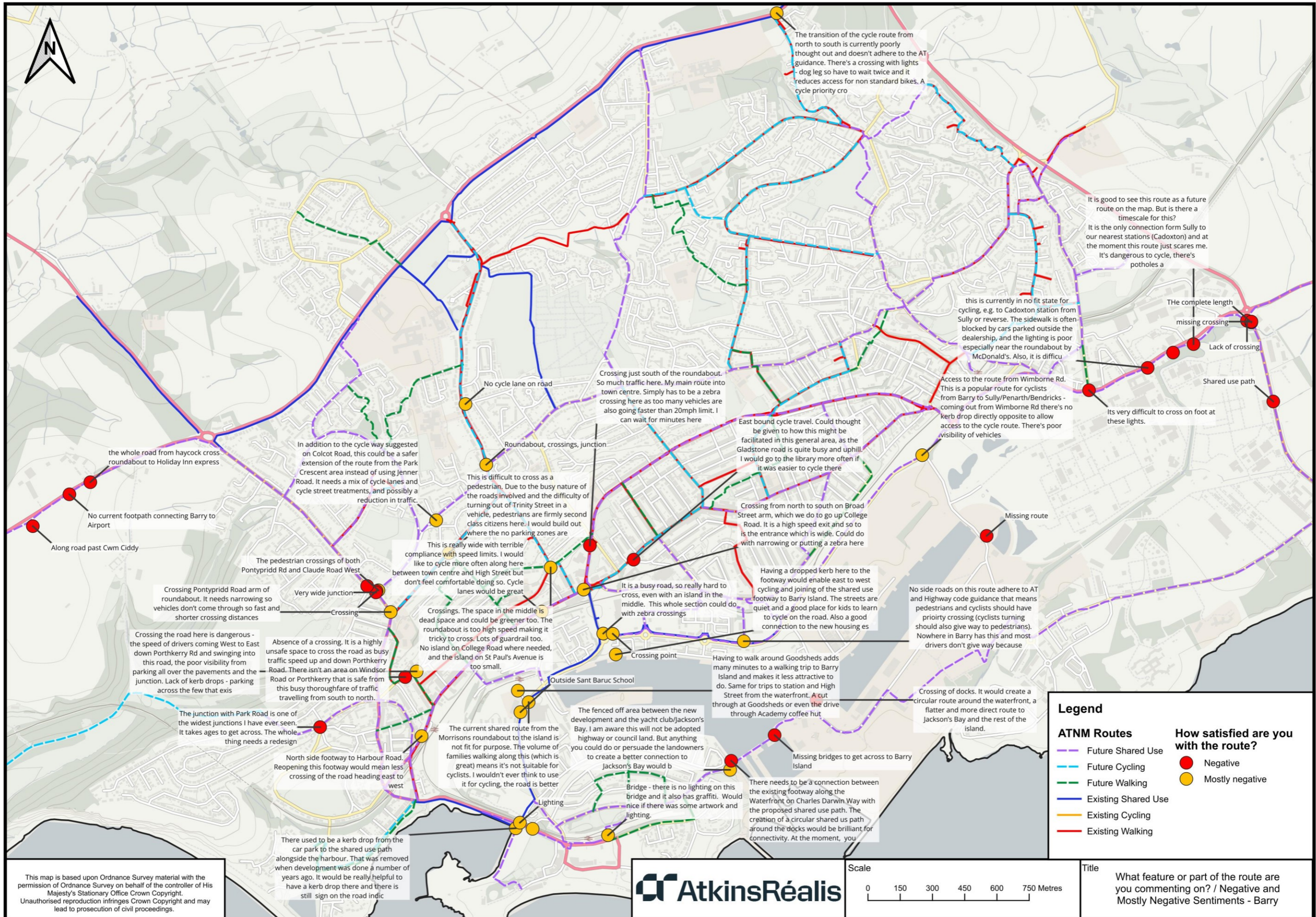
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Map Scale: 1:1



Title: What feature or part of the route are you commenting on? / Neutral, Mostly Positive and Positive Sentiments - Barry





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There used to be a kerb drop from the car park to the shared use path alongside the harbour. That was removed when development was done a number of years ago. It would be really helpful to have a kerb drop there and there is still sign on the road indic

The current shared route from the Morrisons roundabout to the island is not fit for purpose. The volume of families walking along this (which is great) means it's not suitable for cyclists. I wouldn't ever think to use it for cycling, the road is better

The fenced off area between the new development and the yacht club/Jackson's Bay. I am aware this will not be adopted highway or council land. But anything you could do or persuade the landowners to create a better connection to Jackson's Bay would b

Bridge - there is no lighting on this bridge and it also has graffiti. Would be nice if there was some artwork and lighting.

Crossing of docks. It would create a circular route around the waterfront, a flatter and more direct route to Jackson's Bay and the rest of the island.

Having to walk around Goodsheds adds many minutes to a walking trip to Barry Island and makes it less attractive to do. Same for trips to station and High Street from the waterfront. A cut through at Goodsheds or even the drive through Academy coffee hut

It is a busy road, so really hard to cross, even with an island in the middle. This whole section could do with zebra crossings

Having a dropped kerb here to the footway would enable east to west cycling and joining of the shared use footway to Barry Island. The streets are quiet and a good place for kids to learn to cycle on the road. Also a good connection to the new housing es

East bound cycle travel. Could thought be given to how this might be facilitated in this general area, as the Gladstone road is quite busy and uphill. I would go to the library more often if it was easier to cycle there

Crossing just south of the roundabout. So much traffic here. My main route into town centre. Simply has to be a zebra crossing here as too many vehicles are also going faster than 20mph limit. I can wait for minutes here

This is difficult to cross as a pedestrian. Due to the busy nature of the roads involved and the difficulty of turning out of Trinity Street in a vehicle, pedestrians are firmly second class citizens here. I would build out where the no parking zones are

This is really wide with terrible compliance with speed limits. I would like to cycle more often along here between town centre and High Street but don't feel comfortable doing so. Cycle lanes would be great

The pedestrian crossings of both Pontypridd Rd and Claude Road West

Crossing Pontypridd Road arm of roundabout. It needs narrowing so vehicles don't come through so fast and shorter crossing distances

Crossing the road here is dangerous - the speed of drivers coming West to East down Porthkerry Rd and swinging into this road, the poor visibility from parking all over the pavements and the junction. Lack of kerb drops - parking across the few that exist

The junction with Park Road is one of the widest junctions I have ever seen. It takes ages to get across. The whole thing needs a redesign

North side footway to Harbour Road. Reopening this footway would mean less crossing of the road heading east to west

Crossings. The space in the middle is dead space and could be greener too. The roundabout is too high speed making it tricky to cross. Lots of guardrail too. No island on College Road where needed, and the island on St Paul's Avenue is too small.

In addition to the cycle way suggested on Colcot Road, this could be a safer extension of the route from the Park Crescent area instead of using Jenner Road. It needs a mix of cycle lanes and cycle street treatments, and possibly a reduction in traffic.

Roundabout, crossings, junction

No cycle lane on road

this is currently in no fit state for cycling, e.g. to Cadoxton station from Sully or reverse. The sidewalk is often blocked by cars parked outside the dealership, and the lighting is poor especially near the roundabout by McDonald's. Also, it is diffic

Access to the route from Wimborne Rd. This is a popular route for cyclists from Barry to Sully/Penarth/Bendricks - coming out from Wimborne Rd there's no kerb drop directly opposite to allow access to the cycle route. There's poor visibility of vehicles

It is good to see this route as a future route on the map. But is there a timescale for this? It is the only connection from Sully to our nearest stations (Cadoxton) and at the moment this route just scares me. It's dangerous to cycle, there's potholes a

The complete length missing crossing

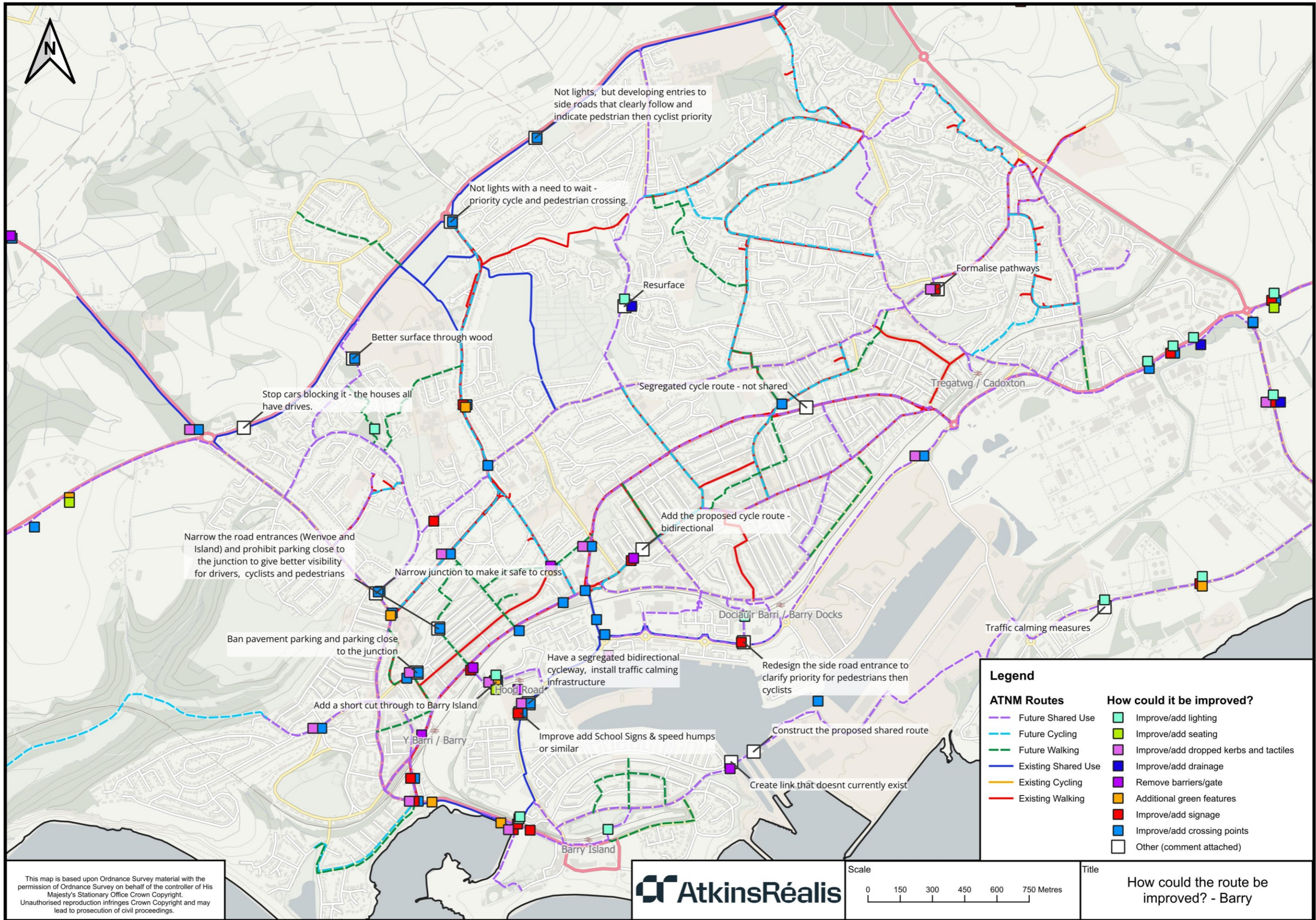
Lack of crossing

Shared use path

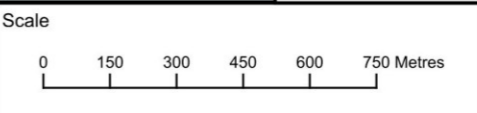
It's very difficult to cross on foot at these lights.

The transition of the cycle route from north to south is currently poorly thought out and doesn't adhere to the AT guidance. There's a crossing with lights - dog leg so have to wait twice and it reduces access for non standard bikes. A cycle priority cro





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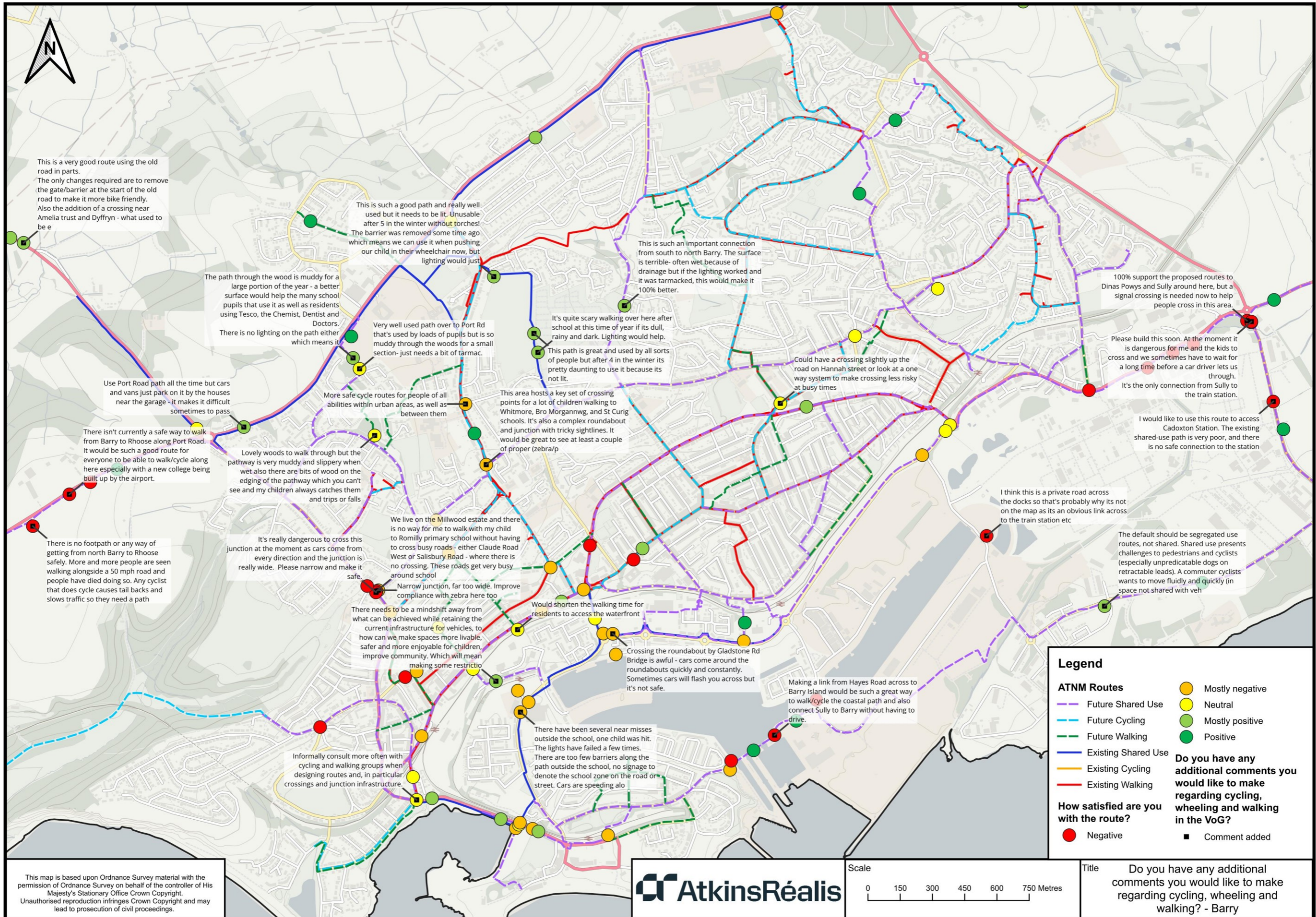


Title
How could the route be improved? - Barry

Legend	
ATNM Routes	How could it be improved?
--- Future Shared Use	■ Improve/add lighting
--- Future Cycling	■ Improve/add seating
--- Future Walking	■ Improve/add dropped kerbs and tactile
--- Existing Shared Use	■ Improve/add drainage
--- Existing Cycling	■ Remove barriers/gate
--- Existing Walking	■ Additional green features
	■ Improve/add signage
	■ Improve/add crossing points
	□ Other (comment attached)

Map Scale: 1:15,000





This is a very good route using the old road in parts. The only changes required are to remove the gate/barrier at the start of the old road to make it more bike friendly. Also the addition of a crossing near Amelia trust and Dyffryn - what used to be e

This is such a good path and really well used but it needs to be lit. Unusable after 5 in the winter without torches! The barrier was removed some time ago which means we can use it when pushing our child in their wheelchair now, but lighting would just

This is such an important connection from south to north Barry. The surface is terrible - often wet because of drainage but if the lighting worked and it was tarmacked, this would make it 100% better.

100% support the proposed routes to Dinas Powys and Sully around here, but a signal crossing is needed now to help people cross in this area.

The path through the wood is muddy for a large portion of the year - a better surface would help the many school pupils that use it as well as residents using Tesco, the Chemist, Dentist and Doctors. There is no lighting on the path either which means it

Very well used path over to Port Rd that's used by loads of pupils but is so muddy through the woods for a small section - just needs a bit of tarmac.

It's quite scary walking over here after school at this time of year if its dull, rainy and dark. Lighting would help. This path is great and used by all sorts of people but after 4 in the winter its pretty daunting to use it because its not lit.

Could have a crossing slightly up the road on Hannah street or look at a one way system to make crossing less risky at busy times

Please build this soon. At the moment it is dangerous for me and the kids to cross and we sometimes have to wait for a long time before a car driver lets us through. It's the only connection from Sully to the train station.

Use Port Road path all the time but cars and vans just park on it by the houses near the garage - it makes it difficult sometimes to pass

More safe cycle routes for people of all abilities within urban areas, as well as between them

This area hosts a key set of crossing points for a lot of children walking to Whitmore, Bro Morgannwg, and St Curig schools. It's also a complex roundabout and junction with tricky sightlines. It would be great to see at least a couple of proper zebra/p

I would like to use this route to access Cadoxton Station. The existing shared-use path is very poor, and there is no safe connection to the station

There isn't currently a safe way to walk from Barry to Rhose along Port Road. It would be such a good route for everyone to be able to walk/cycle along here especially with a new college being built up by the airport.

Lovely woods to walk through but the pathway is very muddy and slippery when wet also there are bits of wood on the edging of the pathway which you can't see and my children always catches them and trips or falls

We live on the Millwood estate and there is no way for me to walk with my child to Romilly primary school without having to cross busy roads - either Claude Road West or Salisbury Road - where there is no crossing. These roads get very busy around school

I think this is a private road across the docks so that's probably why its not on the map as its an obvious link across to the train station etc

There is no footpath or any way of getting from north Barry to Rhose safely. More and more people are seen walking alongside a 50 mph road and people have died doing so. Any cyclist that does cycle causes tail backs and slows traffic so they need a path

It's really dangerous to cross this junction at the moment as cars come from every direction and the junction is really wide. Please narrow and make it safe.

Narrow junction, far too wide. Improve compliance with zebra here too

The default should be segregated use routes, not shared. Shared use presents challenges to pedestrians and cyclists (especially unpredictable dogs on retractable leads). A commuter cyclists wants to move fluidly and quickly (in space not shared with veh

There needs to be a mindshift away from what can be achieved while retaining the current infrastructure for vehicles, to how can we make spaces more livable, safer and more enjoyable for children, improve community. Which will mean making some restrictio

Would shorten the walking time for residents to access the waterfront

Crossing the roundabout by Gladstone Rd Bridge is awful - cars come around the roundabouts quickly and constantly. Sometimes cars will flash you across but it's not safe.

Making a link from Hayes Road across to Barry Island would be such a great way to walk/cycle the coastal path and also connect Sully to Barry without having to drive.

Informally consult more often with cycling and walking groups when designing routes and, in particular crossings and junction infrastructure.

There have been several near misses outside the school, one child was hit. The lights have failed a few times. There are too few barriers along the path outside the school, no signage to denote the school zone on the road or street. Cars are speeding alo

A.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Crossing point	40	<p>The post in the shared route that's by the only kerb drop for a stretch and is the most convenient place to rejoin the cycle route after using the road to avoid the dog leg awkward slow light crossing. It makes no sense to have a post right by a kerb drop, making access to the shared route harder to navigate ; Port Rd and any side roads crossing the shared route. Port Rd shared path is one of the better ones in the Vale and I use it often - the main concern is unpredictable dogs on retractable leads that aren't being well controlled and can run across the path at any point. However, no side roads on this route adhere to AT and Highway code guidance that means pedestrians and cyclists should have priority crossing (cyclists turning should also give way to pedestrians). Nowhere in Barry has this and most drivers don't give way because there's no signage to enforce this. ; No side roads on this route adhere to AT and Highway code guidance that means pedestrians and cyclists should have priority crossing (cyclists turning should also give way to pedestrians). Nowhere in Barry has this and most drivers don't give way because there's no signage to enforce this. ; Great that additional walking and cycling routes are proposed from this junction. How can the crossing be made safer and prioritise cyclists and pedestrians without long waits for lights to change? Empty traffic calming measures at all approaches to this junction since currently drivers often approach at speed. Ask for constructive help from cycling and walking groups who use this and other junctions when designing crossing points ; The current shared route from the Morrisons roundabout to the island is not fit for purpose. The volume of families walking along this (which is great) means it's not suitable for cyclists. I wouldn't ever think to use it for cycling, the road is better until a segregated fit for purpose route is built. It's a route that is and will be really popular for cycling - the traffic jams here means that cycling is extra attractive. I also use the road because there are too many junctions without pedestrian and cycling priority on the shared route. ; All of it - it makes perfect sense to make this an active travel route - with the bars and Good Sheds etc. Suggest to make the road one way for vehicles and have a wide cycle-pedestrian path (or even make it only for access vehicles) and create a welcoming space for people with green space and seating into where the road is currently. The underpass bridge lights are fun but it's poorly lit and is a place where drivers often speed up to make the lights and for some reason is a cat call location. It would be wonderful as a pedestrianised cafe and market space. Ideally there'd also be a bike/pedestrian cut through from there to Fford y Mileniwm and Barry island without having to go round Goodsheds. I'm sure that would attract more people to walk to the beach ; Crossing the road here is dangerous - the speed of drivers coming West to East down Porthkerry Rd and swinging into this road, the poor visibility from parking all over the pavements and the junction. Lack of kerb drops - parking across the few that exist. It's difficult to cross safely, especially with a puschchair (to get to the station - Queen St and lack of pavement on the opposite side make this the first convenient place to cross if coming from East on Porthkerry) ; The width of</p>



Wenvoe Terr means that you can start crossing it from West to East (on Porthkerry Rd) and by the time you get half way a car can easily have swept down round the bend - often over 20mph.

Coming up Island Rd by bike it's difficult to turn right onto Porthkerry. Ideally you'd not have to stop since starting on a hill is difficult but it's often impossible to see traffic on Prthkerry due to parking right up to and over the junction. ; Access to the route from Wimborne Rd. This is a popular route for cyclists from Barry to Sully/Penarth/Bendricks - coming out from Wimborne Rd there's no kerb drop directly opposite to allow access to the cycle route. There's poor visibility of vehicles that may be coming at speed from the left so there's a need to be able to cross and get onto the cycle route as quickly as possible. Not stopping to lift the bike onto the path. No kerb drop encourages cyclists to turn left onto the road and join relatively fast, dangerous, traffic and annoy drivers. ; Creating a new cycle and pedstrian only route here would be amazing - it makes perfect sense as a way to safely travel from Barry Island to Sully and Penarth. ; Caerau Lane from the Alps to Mary Immaculate - having a cycle route here would be wonderful. I cycle this way everytime to get into North Cardiff - combined with the Port Rd cycle way it's a safer route from Barry than via Dinas Powys - except this part. Much nicer to have a cycle route here than being alongside a main road and navigating Culver House Cross - a junction which has poor infrastructure for cyclists and pedestrians ; Highly supportive of plans for a cycle route to join up the exiting shared use paths. These are decent quality - wide - paths which are generally kept clear of debris. The junction needs to be well thought through with sufficient dropped kerb area for cyclists to navigate in a way that makes sense for a cyclist. A crossing with lights doesn't work well as it presents a barrier to smooth travel. I'm happy to navigate the roundabout but need dropped kerbs to allow access on and off the road. Current dropped kerbs to join the existing route heading south from the roundabout means slowing massively and conducting a 180 degree turn that puts cyclists at risk from drivers not paying attention as well as being difficult to steer through.

Footway/cycle route width 6

Welcome the proposal to create a cycle route along here - it's a wide road. Concern re: access to the cycle path heading east on Port Rd - currently there is no eay way to access it from Jenner Rd (something that could be fixed in advance of the full cycle route) - the only current option is to pull out across the road and hit the pavement arund the area of the pub, then have to squeeze past a bus stop - risking hitting pedestrians - and turn right on what is a totally blind corner on the Port Rd shared route. ; Overdue to have a segregated cycke route on this road. It's wide enough (a pavement already exists - please don't make this shared use there's room for a dedicated cycle path). It's a direct route from W Barry to Cardiff Rd but drivers can pick up speed on this section. ; In addition to the cycle way suggested on Colcot Road, this could be a safer extension of the route from the Park Crescent area instead of using Jenner Road. It needs a mix of cycle lanes and cycle street treatments, and possibly a reduction in traffic. The speed humps are also quite severe at present ; No cycle lane on road ; Ramp type pavement. Thereâ€™s a drain on this corner and bricked pavement that can become slippery. Thereâ€™s surface is higher on court road then steps down to meet the pavement on Barry road which creates this ramp. Be good to see it levelled out better. This corner is also blind because of the wall. ; There needs to be a connection between the existing footway along the Waterfront on Charles Darwin Way with the proposed shared use path. The creation of a circular shared us path around the docks would be brilliant for connectivity. At



		the moment, you can walk to the end of Charles Darwin Way, but then have to turn back
Route alignment	6	Frequently use this route as a direct way home and avoiding the less easy to navigate parts of Ffordd y Mileniwm path by bike. Brilliant if it can be made into a fit for purpose active travel route. ; The fenced off area between the new development and the yacht club/Jacksonâ€™s Bay. I am aware this will not be adopted highway or council land. But anything you could do or persuade the landowners to create a better connection to Jacksonâ€™s Bay would be great. The land being private is a waste of potential ; Path through wood and around field ; Path ; Path across field ; It is good to see this route as a future route on the map. But is there a timescale for this? It is the only connection form Sully to our nearest stations (Cadoxton) and at the moment this route just scares me. It's dangerous to cycle, there's potholes and broken kerbs and the cycle path just stops at one point, forces you into the road and I'm not confident enough to cycle on the road with the big trucks and often speeding cars. And it's not lit in parts and too far too walk from Sully. So for me, it's hardly possible to get to the station for work and I mostly have to take the car.
Junction	5	Currently joining the cycle route heading west on Ffordd y Mileniwm from Cardiff Rd means going round the roundabout then slowing drastically to make a 270 degree turn just before the bridge. Difficult to manoeuvre and prone to being hit from behind due to the need to slow. Love the thought of a proper cycle route along Cardiff Rd but please consider management (prioritisation for pedestrians and cyclists) of the route at junctions ; The junction with Park Road is one of the widest junctions I have ever seen. It takes ages to get across. The whole thing needs a redesign ; Cars blocking path by roundabout ; Very wide junction ; Roundabout, crossings, junction
Lighting	5	Surface and lighting ; This road badly needs provision for cycling - preferably segregated and not shared use. It's the most direct route from Barry to Penarth but is currently dangerous - many speeding drivers and poor lighting. ; Safety - too dark to use at night ; Lighting ; Bridge - there is no lighting on this bridge and it also has graffiti. Would nice if there was some artwork and lighting.
Other	5	Green public ROA ; Through field across the Butts ; Along main road ; Missing route ; Pathway
Access points	2	Planned cycle route - hoping that it's bi-directional which would be very helpful. Suggest closing Holton Rd to any vehicles other than for access/disability reasons and making it a people-centred leisure and shopping area. It would be much more attractive and accessible ; Access to waterfront regeneration from broad street/trinity street.
Barriers/gates/po sts	2	The cycle way. Feels very hostile and uncomfortable, the main barrier to me not cycling to Penarth more ; Barrier leading to old road
Cyclist environment	2	Caerau lane from Premier Inn to Alps Quarry Rd - this is one of the only places where it's possible to cycle away from traffic. It would be ideal to develop as a cycle route. ; East bound cycle travel. Could thought be given to how this might be facilitated in this general area, as the Gladstone road is quite busy and uphill. I would go to the library more often if it was easier to cycle there
Pedestrian environment	2	The pedestrian crossings of both Pontypridd Rd and Claude Road West ; This is listed as blue here but in reality is only fit for walking (red) especially when



		compared to the rest of the blue route up the A4050 which has good cycle/walking routes. That it has not been properly extended up to Culverhouse from Wenvoe is poor
Signage	2	There used to be a kerb drop from the car park to the shared use path alongside the harbour. That was removed when development was done a number of years ago. It would be really helpful to have a kerb drop there and there is still sign on the road indicating to turn left onto the cycle path - dangerous because there is a kerb in the way. ; There is a signpost / pole in the middle of the footway with a PSPO notice on it. This notice sign could be moved to the nearby signpost and the post removed to remove this obstacle which makes walking along here less pleasant than it could be. Love the lights however!
Surface/drainage	1	Muddy path
Traffic management & calming	1	This is really wide with terrible compliance with speed limits. I would like to cycle more often along here between town centre and High Street but don't feel comfortable doing so. Cycle lanes would be great

A.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

This is such an important connection from south to north Barry. The surface is terrible- often wet because of drainage but if the lighting worked and it was tarmacked, this would make it 100% better.

Informally consult more often with cycling and walking groups when designing routes and, in particular crossings and junction infrastructure.

There needs to be a mindshift away from what can be achieved while retaining the current infrastructure for vehicles, to how can we make spaces more livable, safer and more enjoyable for children, improve community. Which will mean making some restrictions on drivers and bearing with the anger about that. If it's framed as creating safe non polluted spaces for children (which would be a brilliant aim to achieve) it would be much more difficult to object to.

The default should be segregated use routes, not shared. Shared use presents challenges to pedestrians and cyclists (especially unpredictable dogs on retractable leads). A commuter cyclists wants to move fluidly and quickly (in space not shared with vehicles) and pedestrians want to be safely separated from cyclists moving at speed.

More safe cycle routes for people of all abilities within urban areas, as well as between them

Narrow junction, far too wide. Improve compliance with zebra here too

Could have a crossing slightly up the road on Hannah street or look at a one way system to make crossing less risky at busy times

Would shorten the walking time for residents to access the waterfront

This is a very good route using the old road in parts.

The only changes required are to remove the gate/barrier at the start of the old road to make it more bike friendly. Also the addition of a crossing near Amelia trust and Dyffryn - what used to be easy is now dangerous

The path through the wood is muddy for a large portion of the year - a better surface would help the many school pupils that use it as well as residents using Tesco, the Chemist, Dentist and Doctors.



There is no lighting on the path either which means its difficult to use in the winter.
Its difficult to cross Port Road by the lights as there's no button to press with a green man - most people try to cross here whilst one of the arms is red but its pretty risky.

It's quite scary walking over here after school at this time of year if its dull, rainy and dark. Lighting would help.

This is such a good path and really well used but it needs to be lit. Unusable after 5 in the winter without torches!
The barrier was removed some time ago which means we can use it when pushing our child in their wheelchair now, but lighting would just be the finishing touch.

This path is great and used by all sorts of people but after 4 in the winter its pretty daunting to use it because its not lit.

Use Port Road path all the time but cars and vans just park on it by the houses near the garage - it makes it difficult sometimes to pass

Having to detour through Wenvoe because the cycle path ends at either end is just not good enough. Widen the footpath to give a continuous route from Barry. One positive is the new crossing by Wenvoe pub - made it easier to cross the busy traffic

I think this is a private road across the docks so that's probably why its not on the map as its an obvious link across to the train station etc

Very well used path over to Port Rd that's used by loads of pupils but is so muddy through the woods for a small section- just needs a bit of tarmac.

Crossing the roundabout by Gladstone Rd Bridge is awful - cars come around the roundabouts quickly and constantly. Sometimes cars will flash you across but it's not safe.

We live on the Millwood estate and there is no way for me to walk with my child to Romilly primary school without having to cross busy roads - either Claude Road West or Salisbury Road - where there is no crossing. These roads get very busy around school pick up or drop off times, often with cars parked quite dangerously - in front of dropped kerbs or close to junctions. I worry about my son walking to school alone when he's older and a pedestrian crossing across either Salisbury Road or Claude Road West near their junctions with Pontypridd Road would make it much safer.

Making a link from Hayes Road across to Barry Island would be such a great way to walk/cycle the coastal path and also connect Sully to Barry without having to drive.

It's really dangerous to cross this junction at the moment as cars come from every direction and the junction is really wide. Please narrow and make it safe.

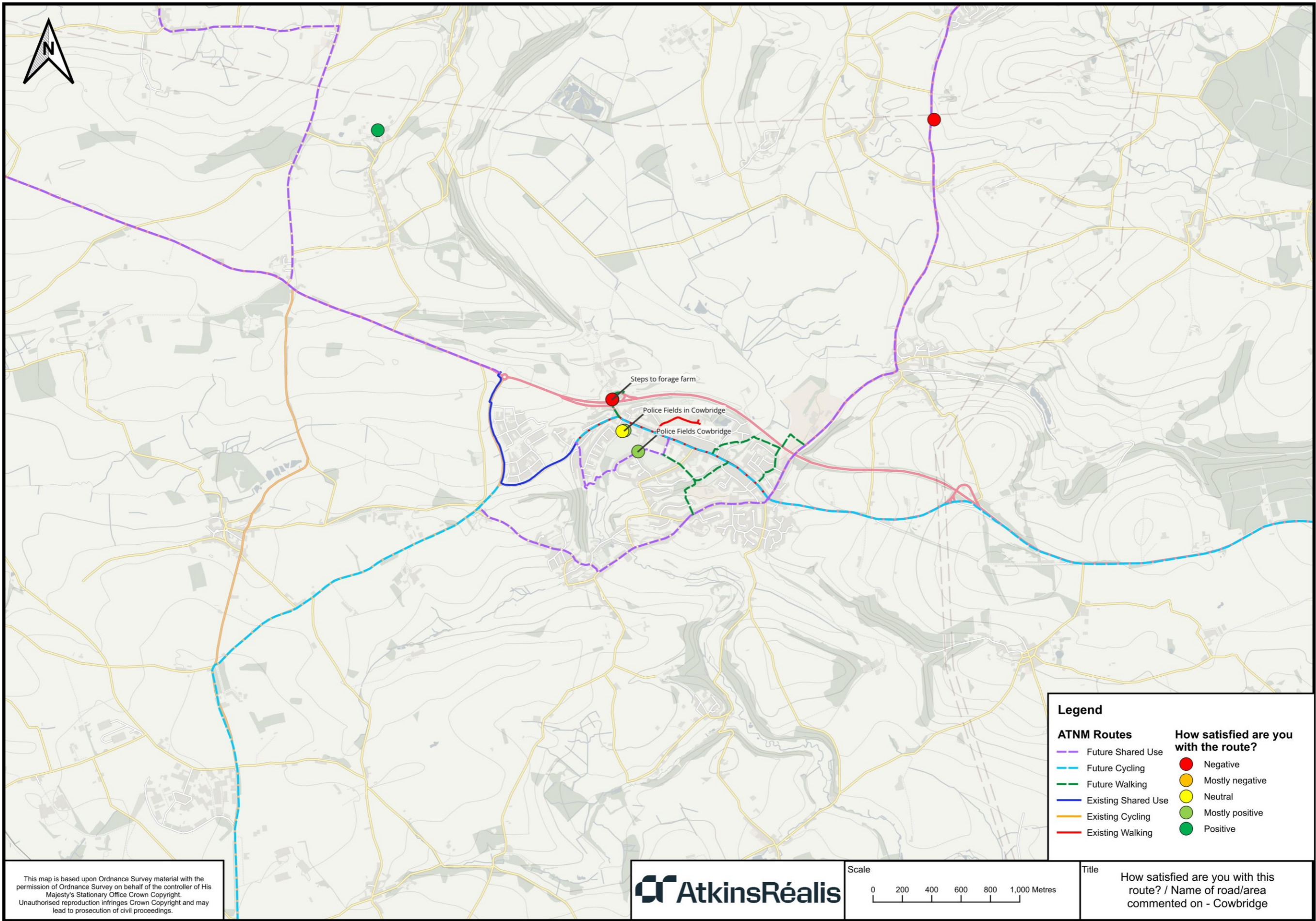
This area hosts a key set of crossing points for a lot of children walking to Whitmore, Bro Morgannwg, and St Curig schools. It's also a complex roundabout and junction with tricky sightlines. It would be great to see at least a couple of proper (zebra/pelican/puffin) crossings put in so the children don't have to guess how to navigate these roads. I would add that this is also true of the nearby junction at College and Jenner Road. Children are expected to employ a vast amount of guesswork in how to cross here as well. This produces a lot of fear in the parents of children who use these routes and is stressful for the kids concerned.

Lovely woods to walk through but the pathway is very muddy and slippery when wet also there are bits of wood on the edging of the pathway which you can't see and my children always catches them and trips or falls

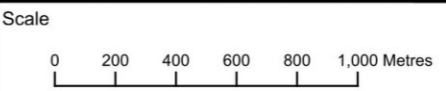


Appendix B. Cowbridge





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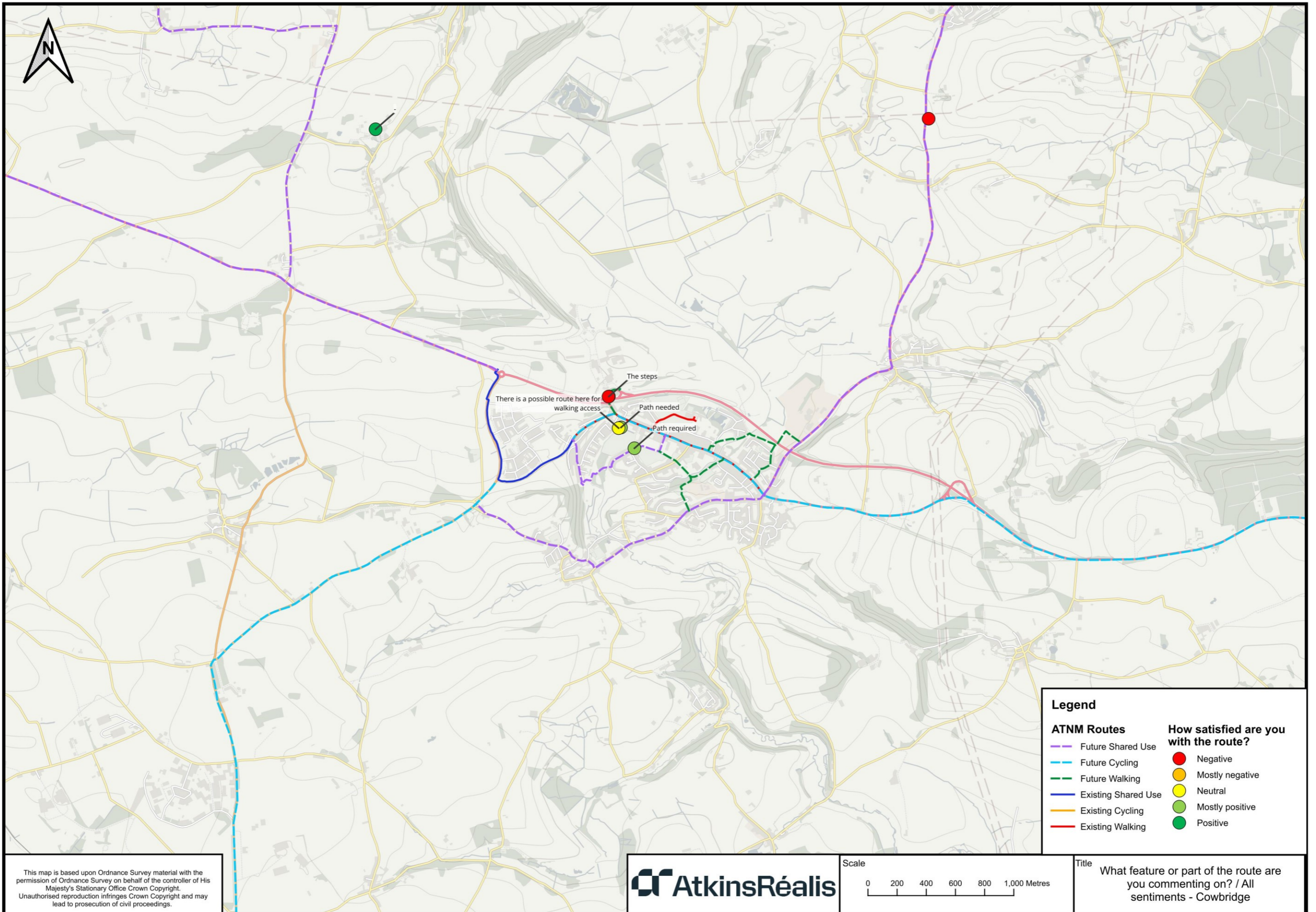


Legend	
ATNM Routes	How satisfied are you with the route?
Future Shared Use	Negative
Future Cycling	Mostly negative
Future Walking	Neutral
Existing Shared Use	Mostly positive
Existing Cycling	Positive
Existing Walking	

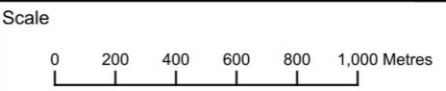
Title
How satisfied are you with this route? / Name of road/area commented on - Cowbridge

Map Scale: 1:1





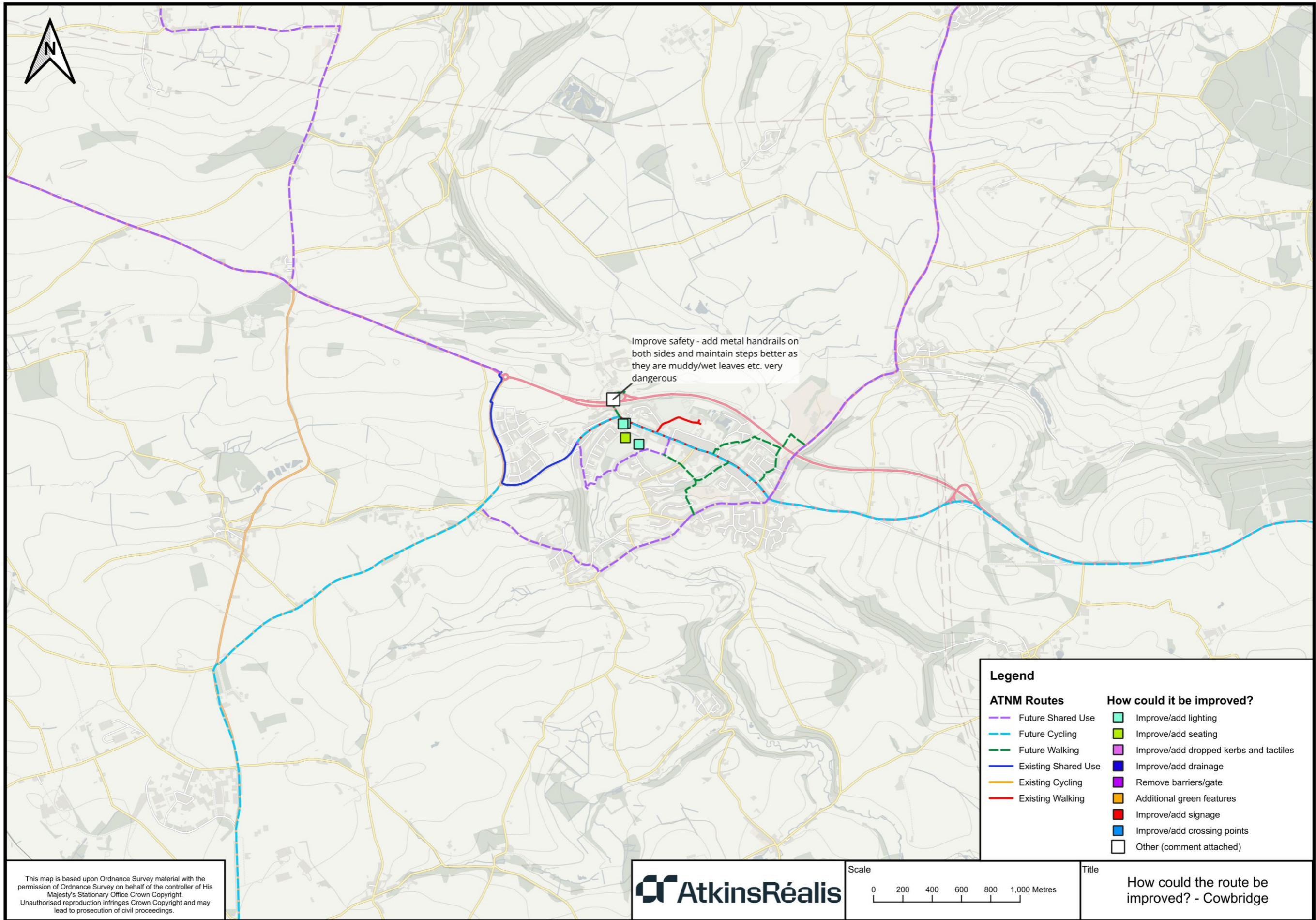
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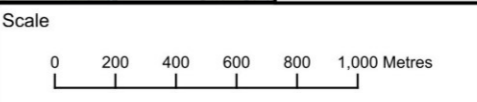
Title What feature or part of the route are you commenting on? / All sentiments - Cowbridge

Map Scale: 1:1





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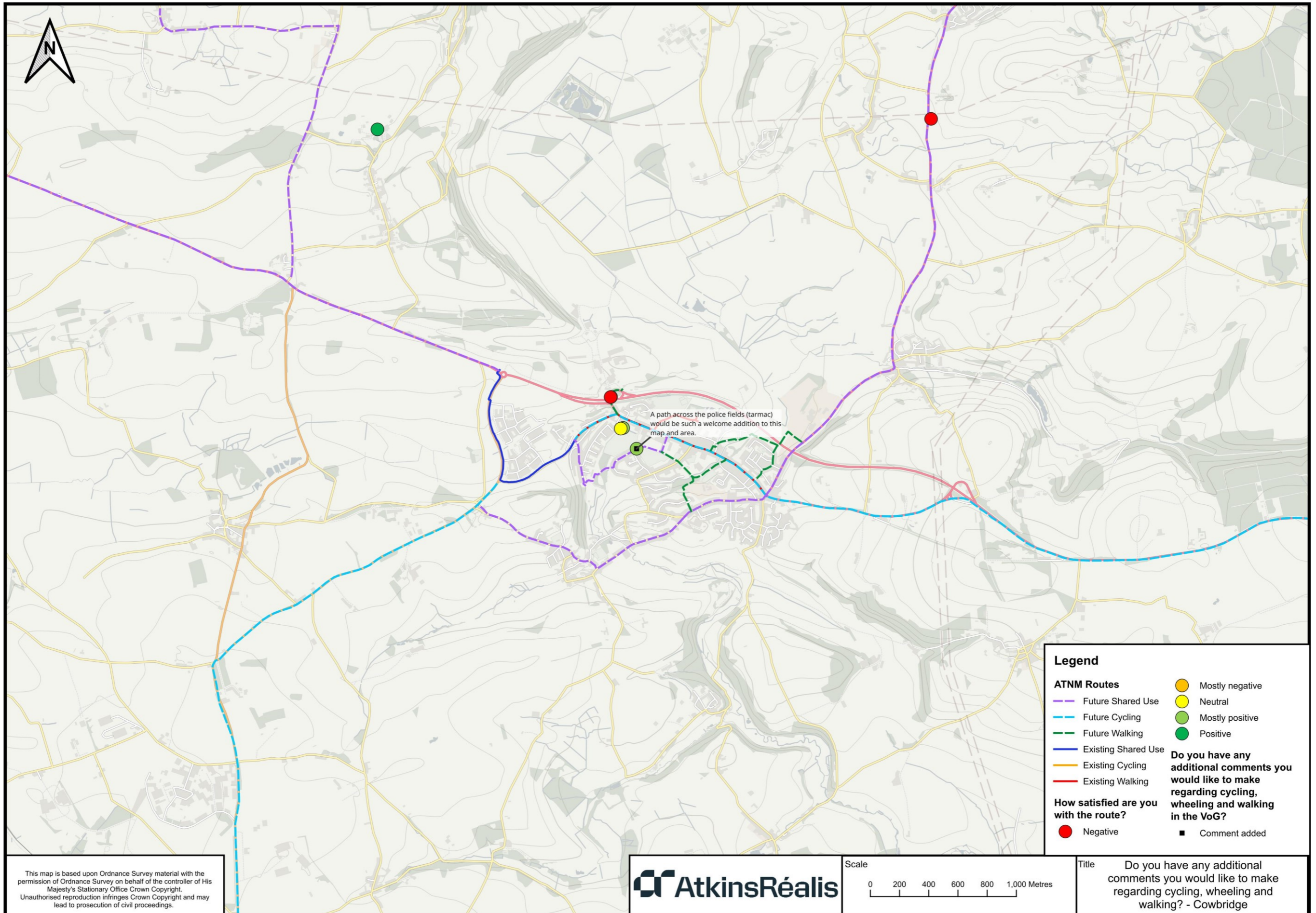


Title

How could the route be improved? - Cowbridge

Map Scale: 1:1





Map Scale: 1:1



B.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Access points	2	Lack of any means of access to the cricket club for a range of community users on foot from Corntown or Ewenny ; There is a possible route here for walking access
Other	2	The steps ; -
Route alignment	2	Path needed ; Path required

B.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

You spent money on a footpath/cycleway on the A48, Crack Hill, which is simply not used. However, if you had linked it to Corntown Rd and Ewenny it would have been used

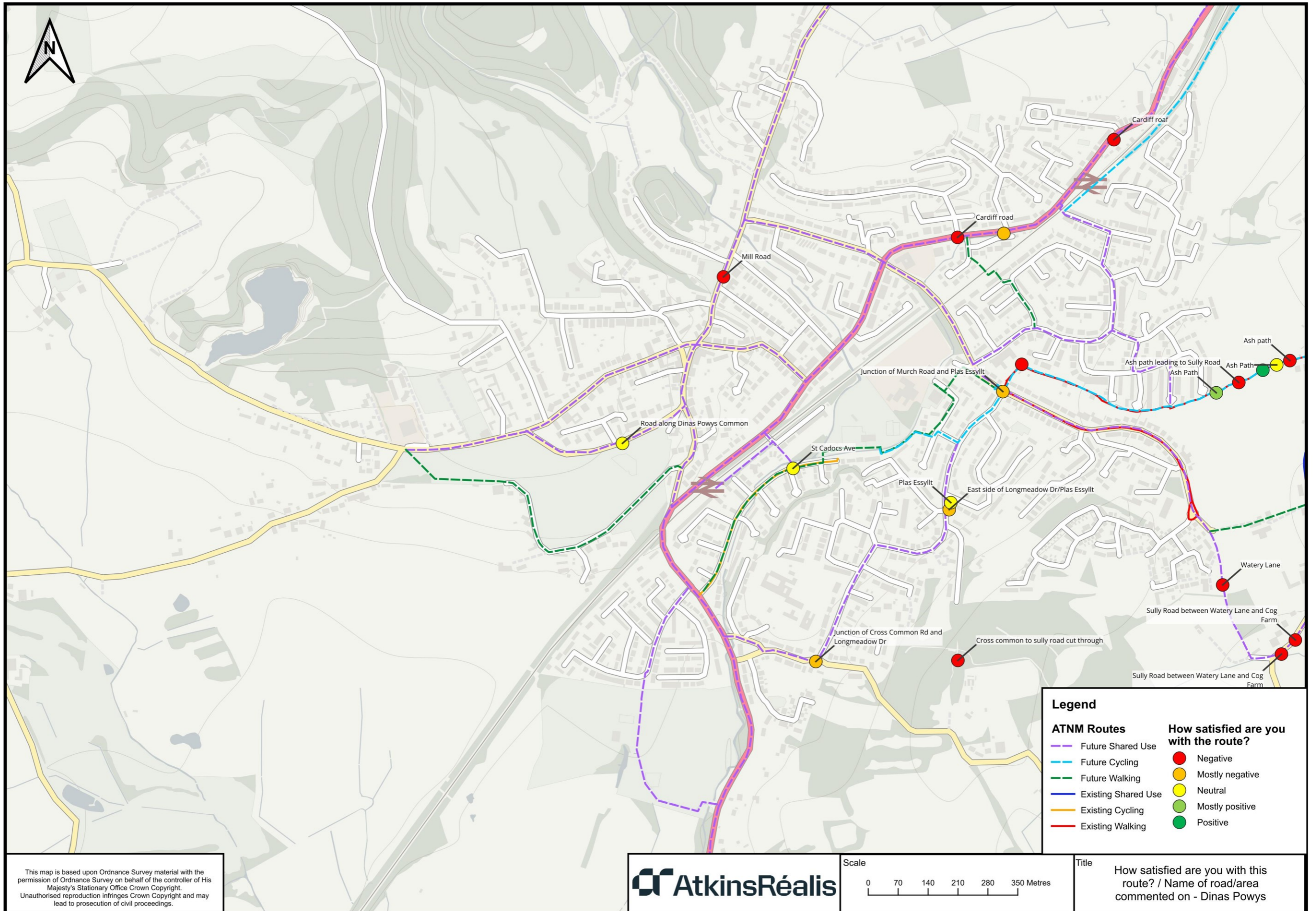
With regards to this particular location I am pleased to see it identified as being in need of improvement. The Active Travel route out of Bridgend as far as Brocastle leaves you stranded on the A48 and if you were hoping to cycle safely to Cowbridge, for instance, that might come as a bit of a shock. The need to connect people in Corntown with a bus route is also acknowledged, which is great - it's also worth pointing out that the village of Corntown is a linear development and all the facilities (sports, community, pub) are out towards the A48 and currently not safely accessed by any means other than the car.

A path across the police fields (tarmac) would be such a welcome addition to this map and area.



Appendix C. Dinas Powys



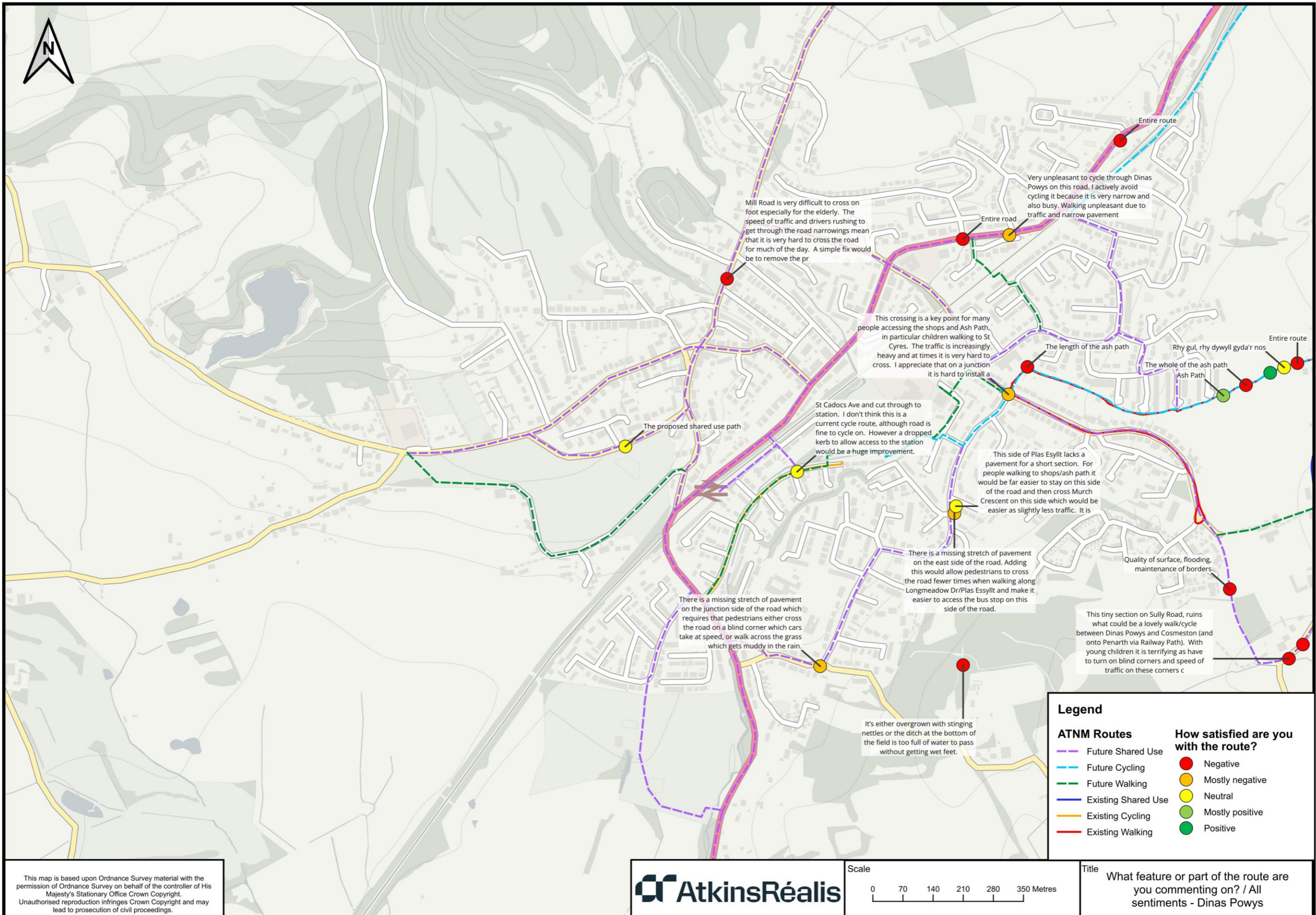


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Map Scale: 1:7,500





Mill Road is very difficult to cross on foot especially for the elderly. The speed of traffic and drivers rushing to get through the road narrowings mean that it is very hard to cross the road for much of the day. A simple fix would be to remove the pr

Very unpleasant to cycle through Dinas Powys on this road. I actively avoid cycling it because it is very narrow and also busy. Walking unpleasant due to traffic and narrow pavement

This crossing is a key point for many people accessing the shops and Ash Path, in particular children walking to St Cyres. The traffic is increasingly heavy and at times it is very hard to cross. I appreciate that on a junction it is hard to install a

St Cadocs Ave and cut through to station. I don't think this is a current cycle route, although road is fine to cycle on. However a dropped kerb to allow access to the station would be a huge improvement.

This side of Plas Essyllt lacks a pavement for a short section. For people walking to shops/ash path it would be far easier to stay on this side of the road and then cross Murch Crescent on this side which would be easier as slightly less traffic. It is

There is a missing stretch of pavement on the east side of the road. Adding this would allow pedestrians to cross the road fewer times when walking along Longmeadow Dr/Plas Essyllt and make it easier to access the bus stop on this side of the road.

There is a missing stretch of pavement on the junction side of the road which requires that pedestrians either cross the road on a blind corner which cars take at speed, or walk across the grass which gets muddy in the rain.

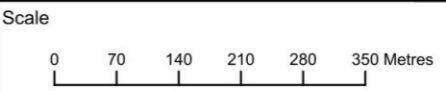
It's either overgrown with stinging nettles or the ditch at the bottom of the field is too full of water to pass without getting wet feet.

This tiny section on Sully Road, ruins what could be a lovely walk/cycle between Dinas Powys and Cosmeston (and onto Penarth via Railway Path). With young children it is terrifying as have to turn on blind corners and speed of traffic on these corners c

Legend

ATNM Routes	How satisfied are you with the route?
Future Shared Use	Negative
Future Cycling	Mostly negative
Future Walking	Neutral
Existing Shared Use	Mostly positive
Existing Cycling	Positive
Existing Walking	

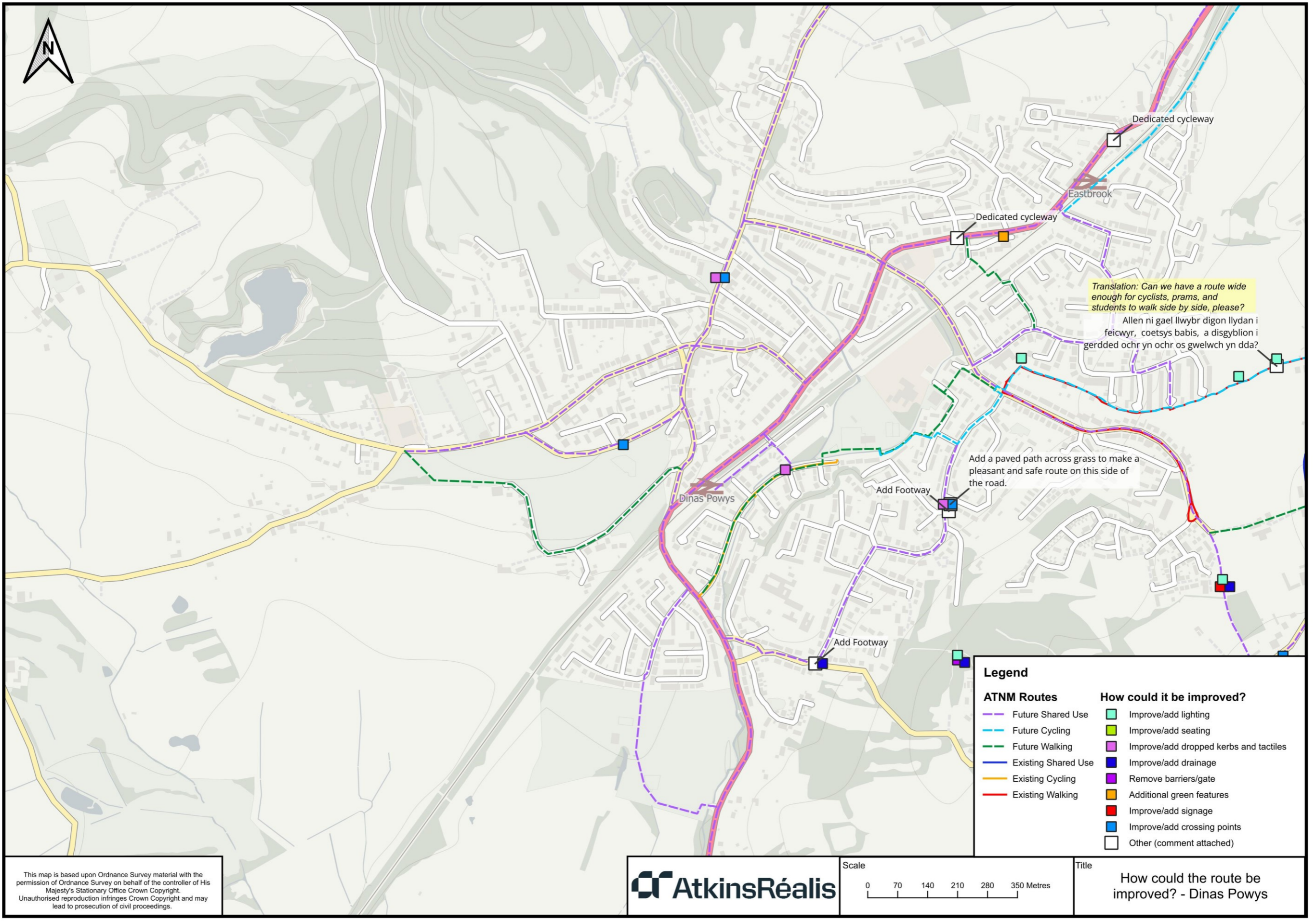
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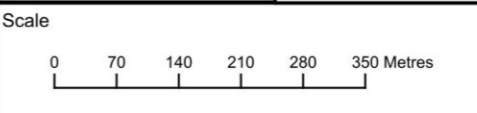
Title: What feature or part of the route are you commenting on? / All sentiments - Dinas Powys

Map Scale: 1:7,500





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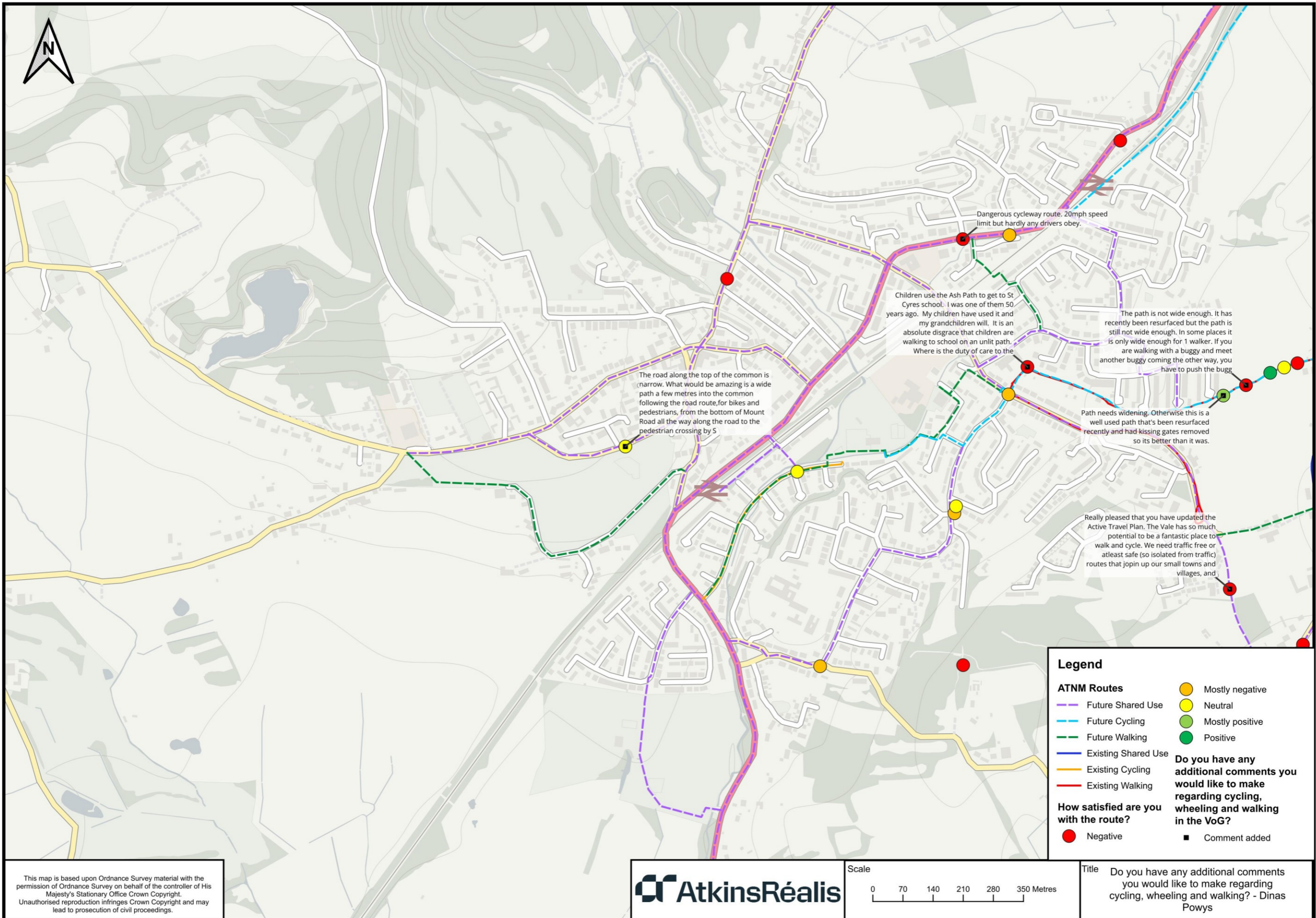


Title

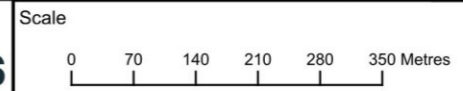
How could the route be improved? - Dinas Powys

Map Scale: 1:7,500





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Title Do you have any additional comments you would like to make regarding cycling, wheeling and walking? - Dinas Powys

Map Scale: 1:7,500



C.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Other	8	The whole road ; Entire Barry Road ; Entire road ; Road to Dinas from Barry ; Entire route ; Itâ€™s either overgrown with stinging nettles or the ditch at the bottom of the field is too full of water to pass without getting wet feet. ; The complete length ; whole route
Crossing point	7	There is a missing stretch of pavement on the east side of the road. Adding this would allow pedestrians to cross the road fewer times when walking along Longmeadow Dr/Plas Essyllt and make it easier to access the bus stop on this side of the road. ; This side of Plas Essyllt lacks a pavement for a short section. For people walking to shops/ash path it would be far easier to stay on this side of the road and then cross Murch Crescent on this side which would be easier as slightly less traffic. It is a key route for children walking to St Cyres in particular who are forced to cross the road several times more than necessary. A small section of paved path would make a big difference here. ; There is a missing stretch of pavement on the junction side of the road which requires that pedestrians either cross the road on a blind corner which cars take at speed, or walk across the grass which gets muddy in the rain. ; Mill Road is very difficult to cross on foot especially for the elderly. The speed of traffic and drivers rushing to get through the road narrowings mean that it is very hard to cross the road for much of the day. A simple fix would be to remove the priority lines so that drivers have to slow down and negotiate their way through the narrowings, thereby hopefully being more likely to give way to pedestrians waiting to cross. Speed cameras and zebra crossings would be even better. Many people wish to cross this road to access the Church, toddler groups and the walks in the wood. ; This crossing is a key point for many people accessing the shops and Ash Path, in particular children walking to St Cyres. The traffic is increasingly heavy and at times it is very hard to cross. I appreciate that on a junction it is hard to install a zebra crossing but some way of improving pedestrian priority at this key point would greatly improve road safety. ; Lack of crossing ; missing crossing
Route alignment	6	This tiny section on Sully Road, ruins what could be a lovely walk/cycle between Dinas Powys and Cosmeston (and onto Penarth via Railway Path). With young children it is terrifying as have to turn on blind corners and speed of traffic on these corners can be excessive. It is heavily used by walkers, cyclists and horse riders and it would be great if safety could be improved by making it more of a shared space where drivers have to slow down ; The length of the ash path ; Ash Path ; Shared use path ; The whole of the ash path ; The proposed shared use path
Cyclist environment	2	No safe cycling route between Barry and Cardiff ; Existing infrastructure to bypass unpleasant and busy roads to go from Dinas Powys to Barry, could be an option to avoid trying to improve Cardiff road, which is busy with vehicles. This lane is not a through route for vehicles so ideal to separate cycles from vehicles.



Footway/cycle route width	2	No separate pavement or cycle path ; Very unpleasant to cycle through Dinas Powys on this road. I actively avoid cycling it because it is very narrow and also busy. Walking unpleasant due to traffic and narrow pavement
Safety	2	Thank you for considering this very needed route. It will help me and my family get to work, Hebron Hall pool and Dinas train station more safely. ; This is a very busy and dangerous Road. I rode along it once, never again. Can we please have a separate walking and cycling route between Dinas and Barry
Dropped kerbs & tactiles	1	St Cadocs Ave and cut through to station. I don't think this is a current cycle route, although road is fine to cycle on. However a dropped kerb to allow access to the station would be a huge improvement.
Surface/drainage	1	Quality of surface, flooding, maintenance of borders

C.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

No safe cycling route between Barry and Cardiff. This would be used a lot by leisure cyclists and bike commuters, especially in the Summer months.

Cycling in the Vale of Glamorgan is taking your life in your hands every single time. Cycle infrastructure is poor or none existent. How is it possible in 2025 that you cannot cycle safely from Cardiff <> Barry.

Children use the Ash Path to get to St Cyres school. I was one of them 50 years ago. My children have used it and my grandchildren will. It is an absolute disgrace that children are walking to school on an unlit path. Where is the duty of care to these children from the Vale. As a grandparent I WILL be using my car to take them to secondary school. So if you are serious about active travel and want to stop parents, grandparents using their cars to take children to school. Sort out safe walking routes for the children. There are regular complaints of overgrowth. When residents met with local community councillors there were drunk people in the hedging. We have also been told that drugs are sold there. Is this the path you want children to walk down?

Really pleased that you have updated the Active Travel Plan. The Vale has so much potential to be a fantastic place to walk and cycle. We need traffic free or atleast safe (so isolated from traffic) routes that jopin up our small towns and villages, and then we will see a significant increase in walking + cycling, and a reduction in car use. A great example is the difficulty of getting from Dinas Powys to Penarth - its less than 3 miles but there is not a safe route to cycle .

Dangerous cycleway route. 20mph speed limit but hardly any drivers obey.

Dangerous route to cycle on and no footpath at all for pedestrians.

Path needs widening. Otherwise this is a well used path that's been resurfaced recently and had kissing gates removed so its better than it was.

Build this ASAP

100% support the proposed routes to Dinas Powys and Sully around here, but a signal crossing is needed now to help people cross in this area.

I would like to use this route to access Cadoxton Station. The existing shared-use path is very poor, and there is no safe connection to the station



Keep up the good work

The path is not wide enough. It has recently been resurfaced but the path is still not wide enough. In some places it is only wide enough for 1 walker. If you are walking with a buggy and meet another buggy coming the other way, you have to push the buggy into the hedge to make space to pass. There is also zero lighting, so when it starts to get dark it does not feel safe to walk down. Especially for children walking back from school on their own in winter after a sports club. They are walking in darkness for most of it.

The road along the top of the common is narrow. What would be amazing is a wide path a few metres into the common following the road route, for bikes and pedestrians, from the bottom of Mount Road all the way along the road to the pedestrian crossing by St Andrews Major CIW school. So many people would use it not just for getting to school and back but also to improve access to the playground but for people wanting a safer way to get from the north of the village to the train station (so ideally taking it down to southra also).

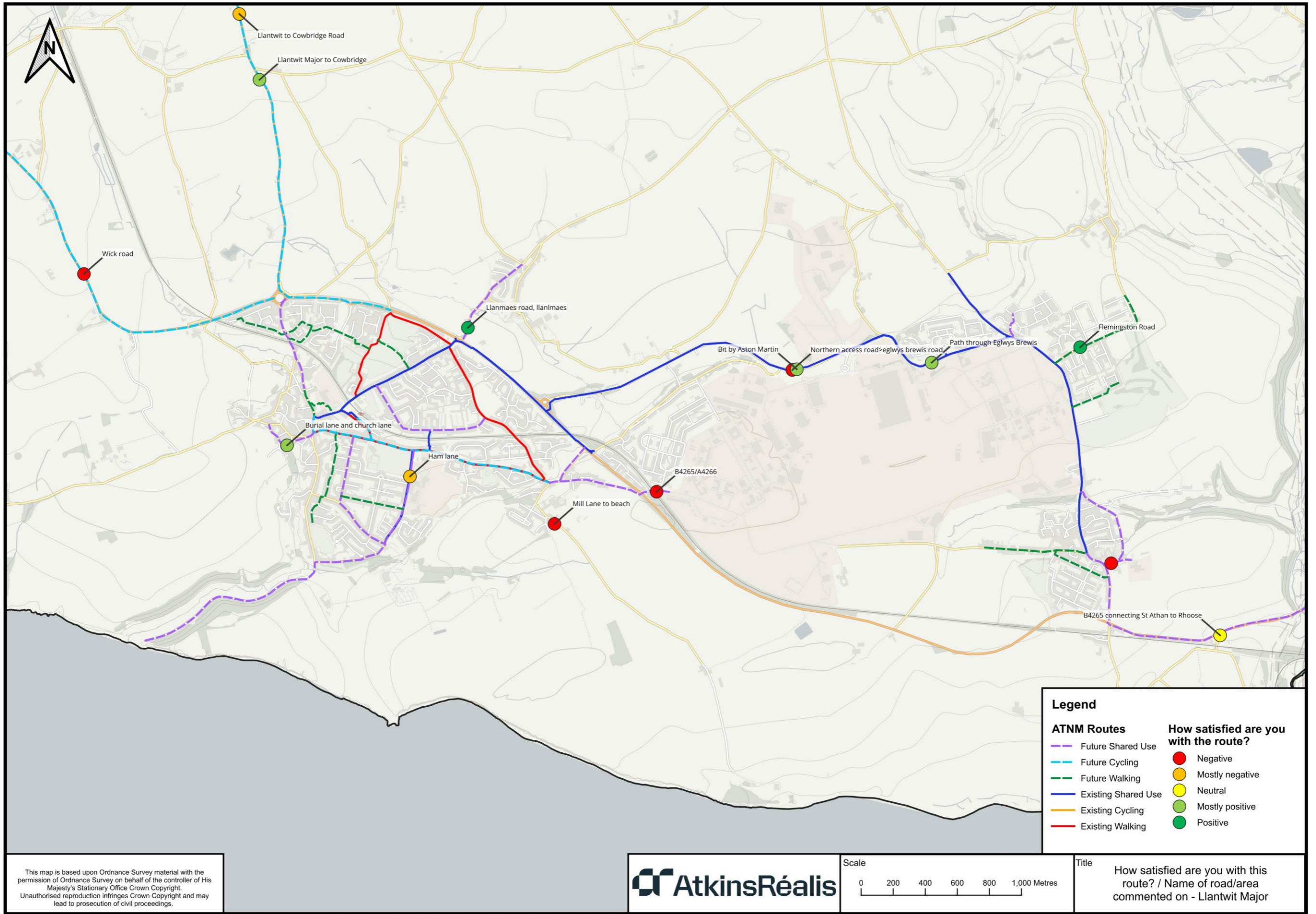
Please build this soon. At the moment it is dangerous for me and the kids to cross and we sometimes have to wait for a long time before a car driver lets us through.
It's the only connection from Sully to the train station.

Thank you for considering this much needed route. It will help me get to work and to reach the train station Dinas more easily.

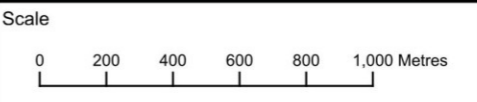


Appendix D. Llantwit Major





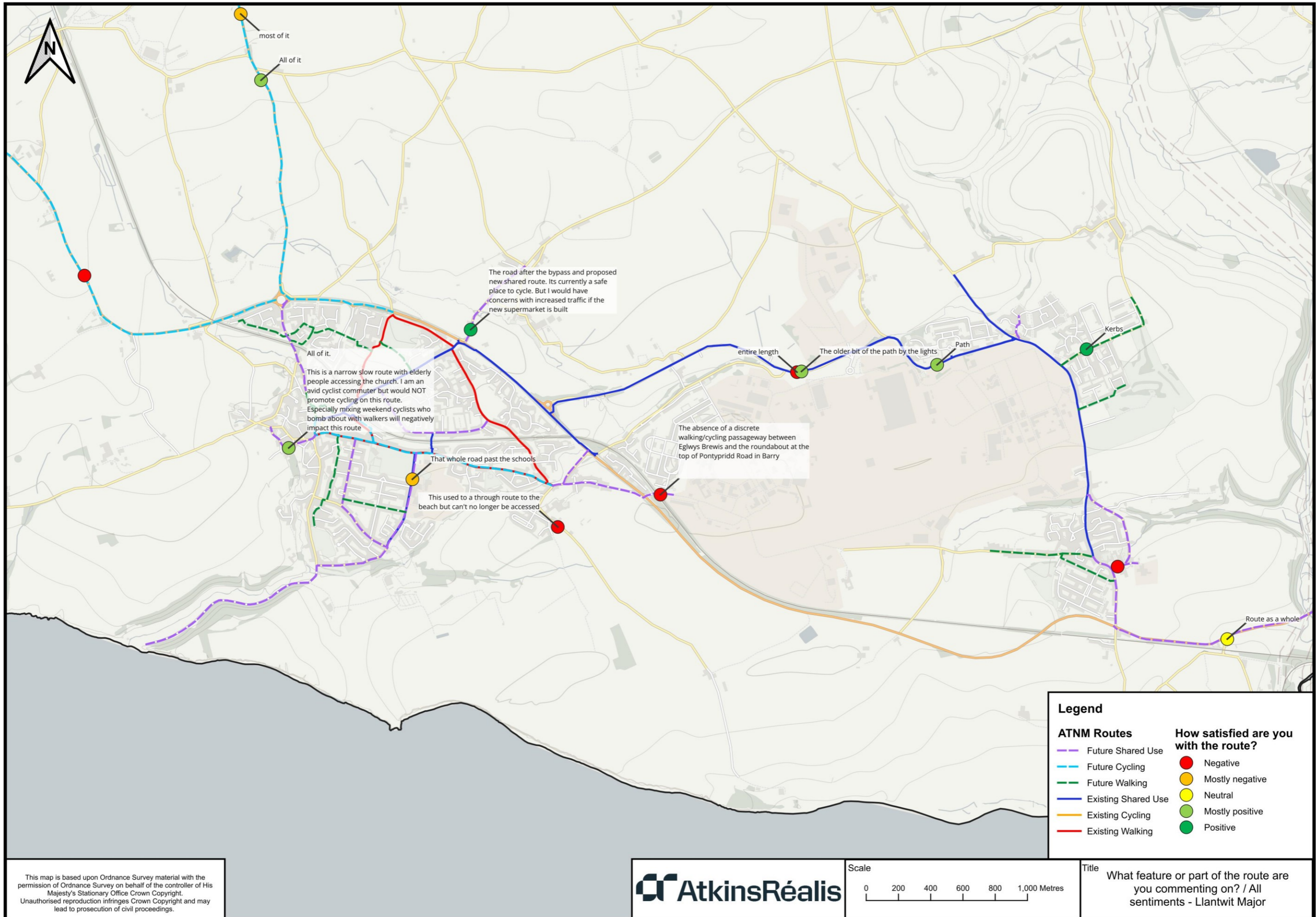
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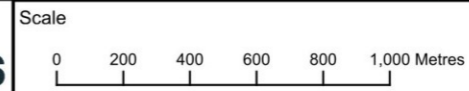
Title
How satisfied are you with this route? / Name of road/area commented on - Llantwit Major

Map Scale: 1:1





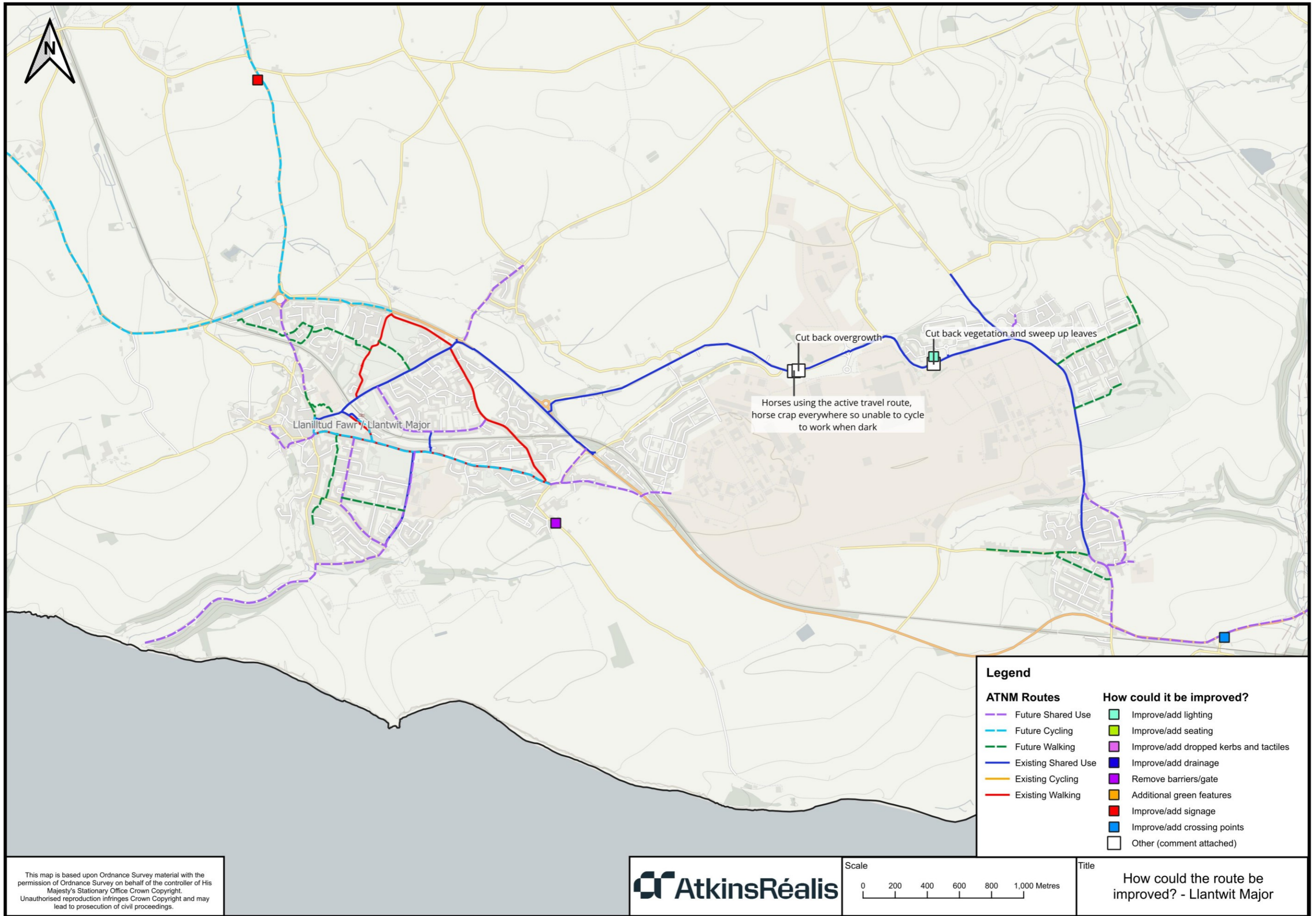
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Title: What feature or part of the route are you commenting on? / All sentiments - Llantwit Major

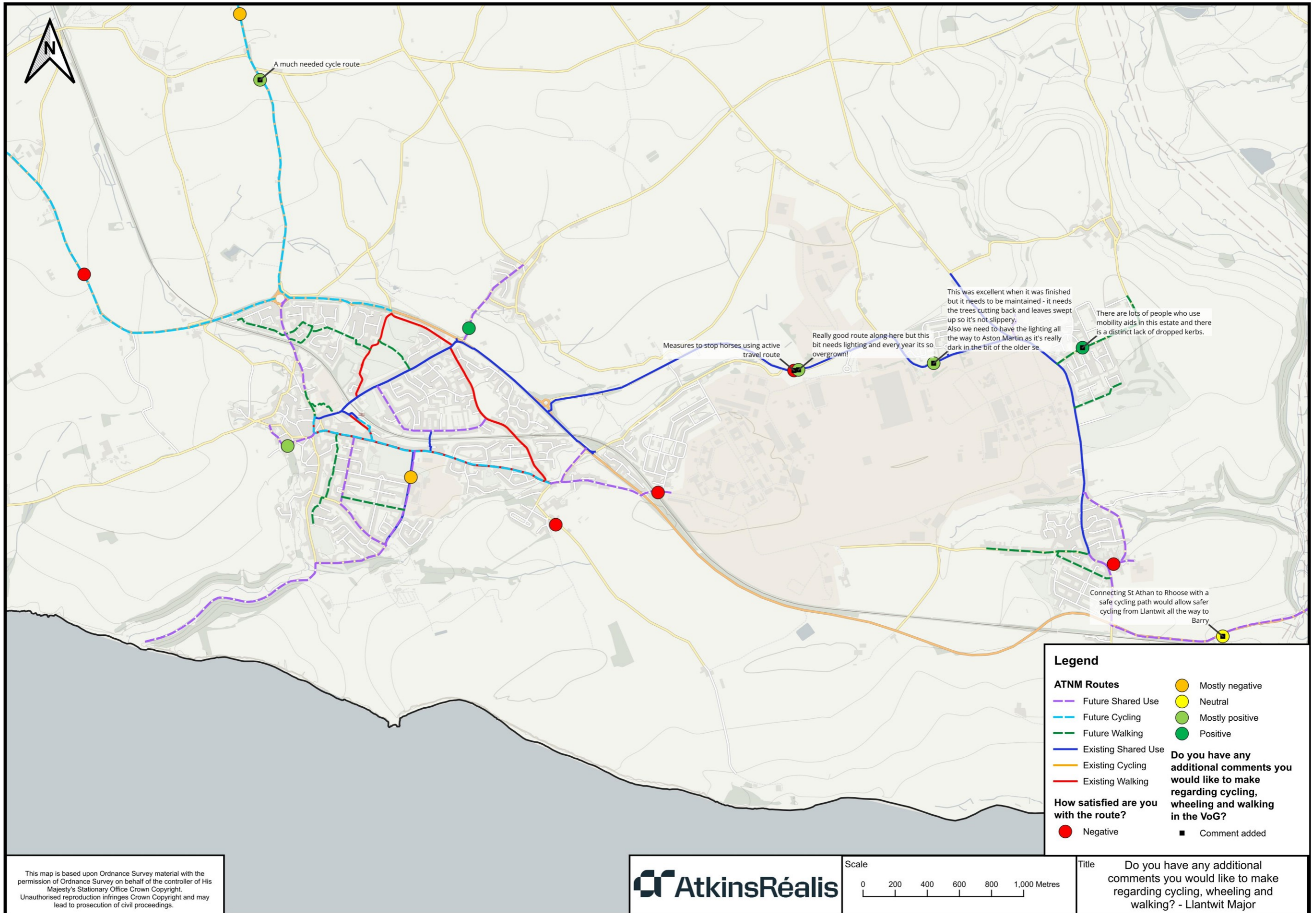
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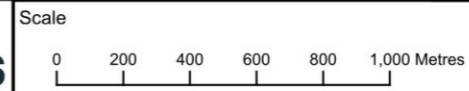


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Title Do you have any additional comments you would like to make regarding cycling, wheeling and walking? - Llantwit Major

Map Scale: 1:1



D.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Other	4	entire length ; That whole road past the schools ; Kerbs ; This used to be a through route to the beach but can't no longer be accessed
Route alignment	2	The older bit of the path by the lights ; Path
Cyclist environment	1	The road after the bypass and proposed new shared route. Its currently a safe place to cycle. But I would have concerns with increased traffic if the new supermarket is built
Footway/cycle route width	1	All of it. This is a narrow slow route with elderly people accessing the church. I am an avid cyclist commuter but would NOT promote cycling on this route. Especially mixing weekend cyclists who bomb about with walkers will negatively impact this route and endanger people
Junction	1	The absence of a discrete walkingcycling passageway between Eglwys Brewis and the roundabout at the top of Pontypridd Road in Barry

D.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Safe walking access routes are very patchy and are often disconnected from use profiles (eg access to community facilities or bus stops). These need to work together to make active travel a real option for most people.

Measures to stop horses using active travel route

Really good route along here but this bit needs lighting and every year its so overgrown!

There are lots of people who use mobility aids in this estate and there is a distinct lack of dropped kerbs.

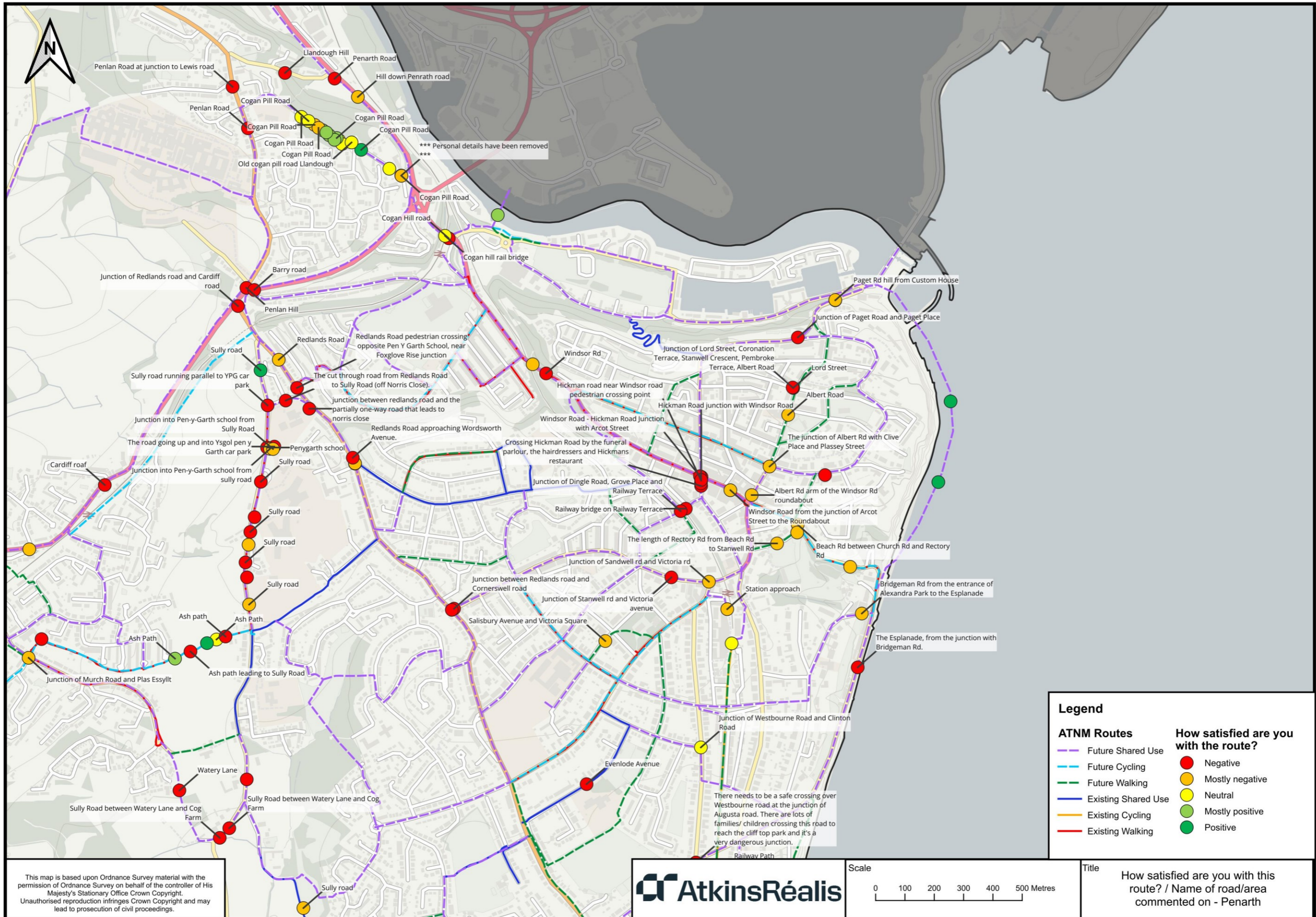
This was excellent when it was finished but it needs to be maintained - it needs the trees cutting back and leaves swept up so it's not slippery.

Also we need to have the lighting all the way to Aston Martin as it's really dark in the bit of the older section of path.

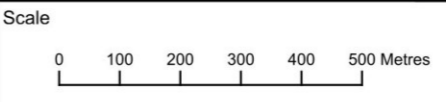


Appendix E. Penarth





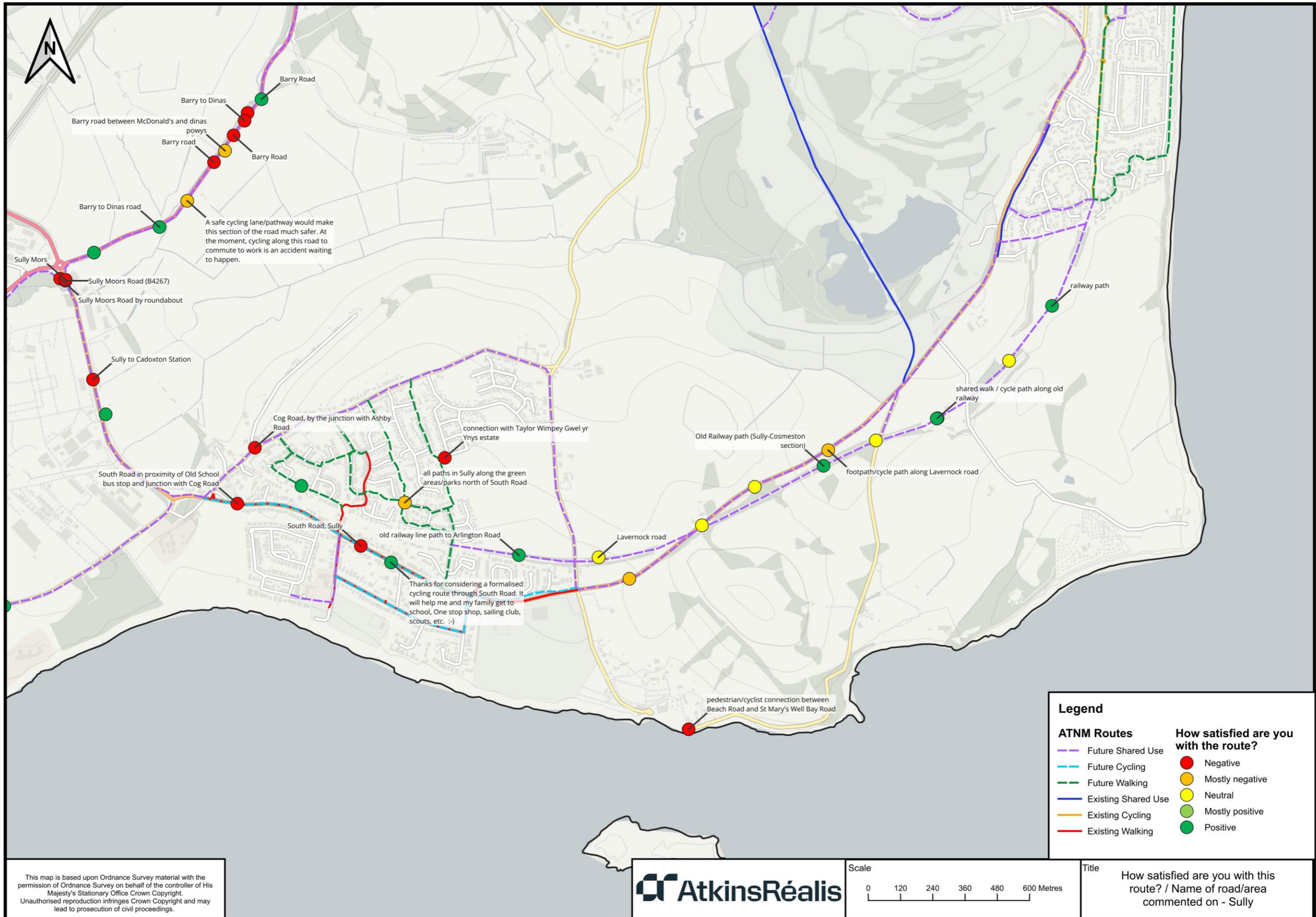
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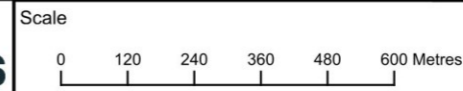
Title: How satisfied are you with this route? / Name of road/area commented on - Penarth

Map Scale: 1:11,000





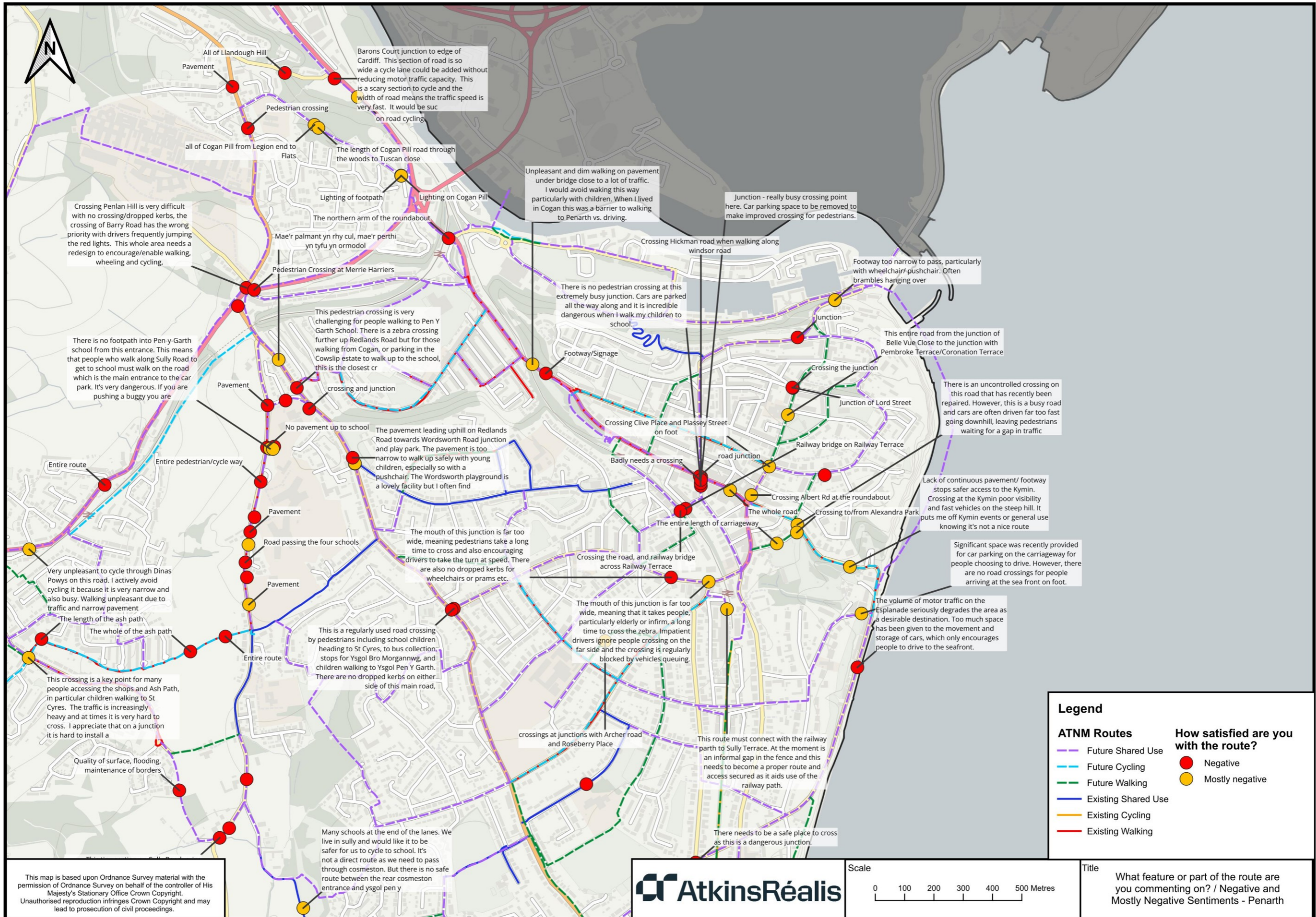
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Title
How satisfied are you with this route? / Name of road/area commented on - Sully

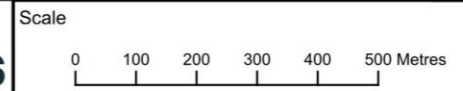
Map Scale: 1:12,000





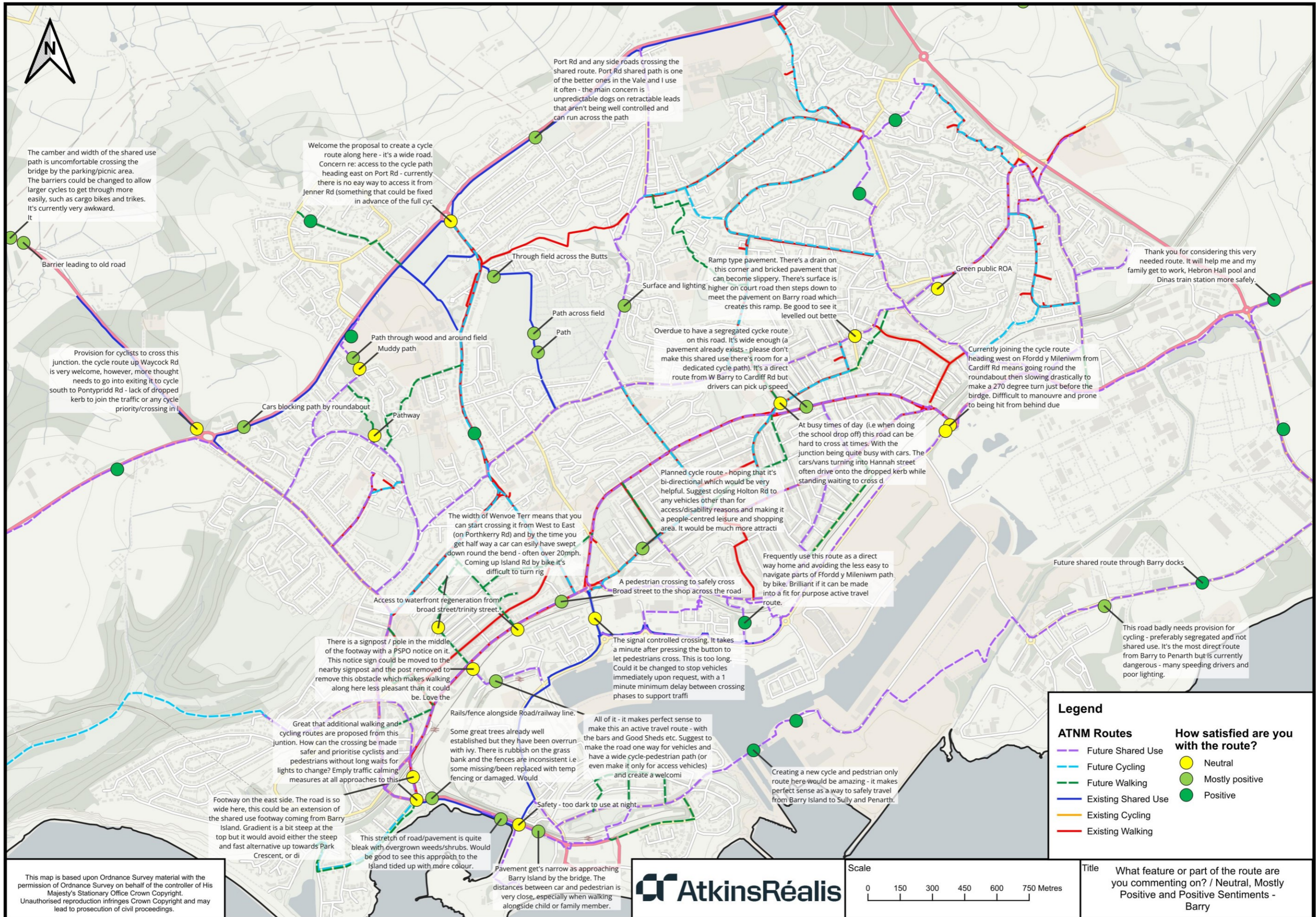
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Map Scale: 1:11,000



Title: What feature or part of the route are you commenting on? / Negative and Mostly Negative Sentiments - Penarth





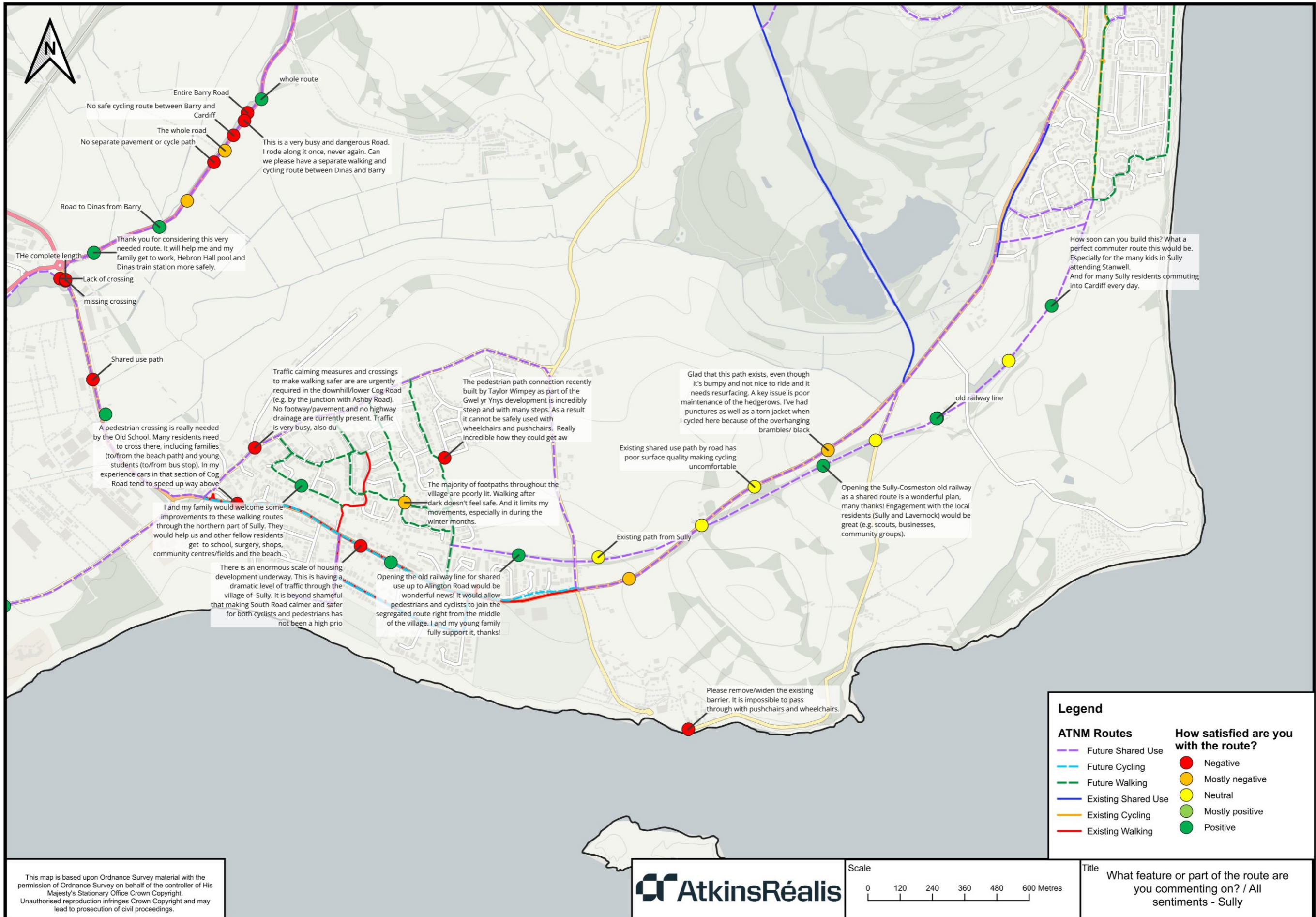
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Map Scale: 1:1

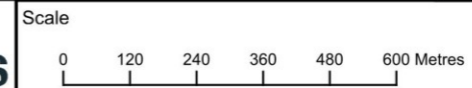


Title: What feature or part of the route are you commenting on? / Neutral, Mostly Positive and Positive Sentiments - Barry





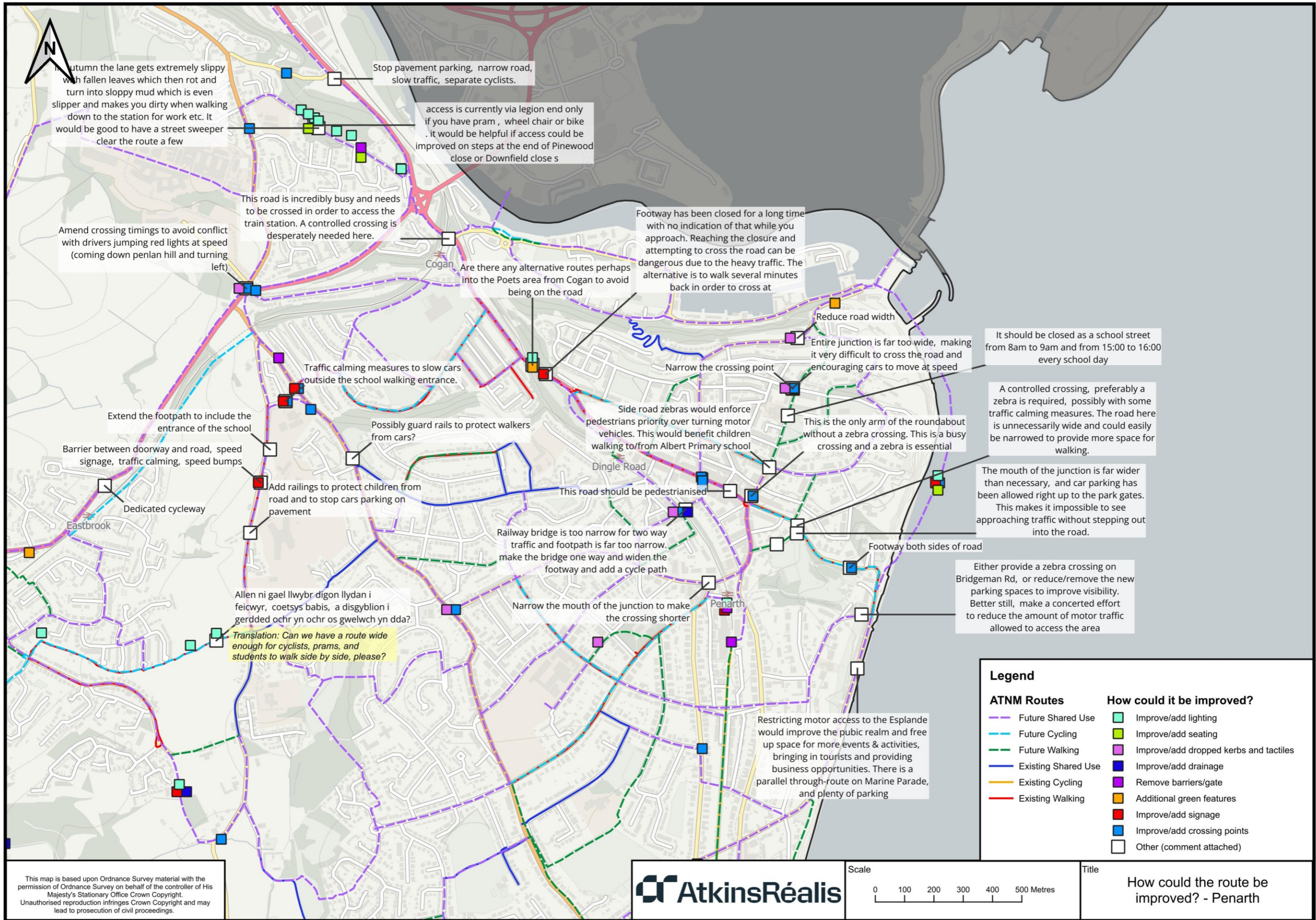
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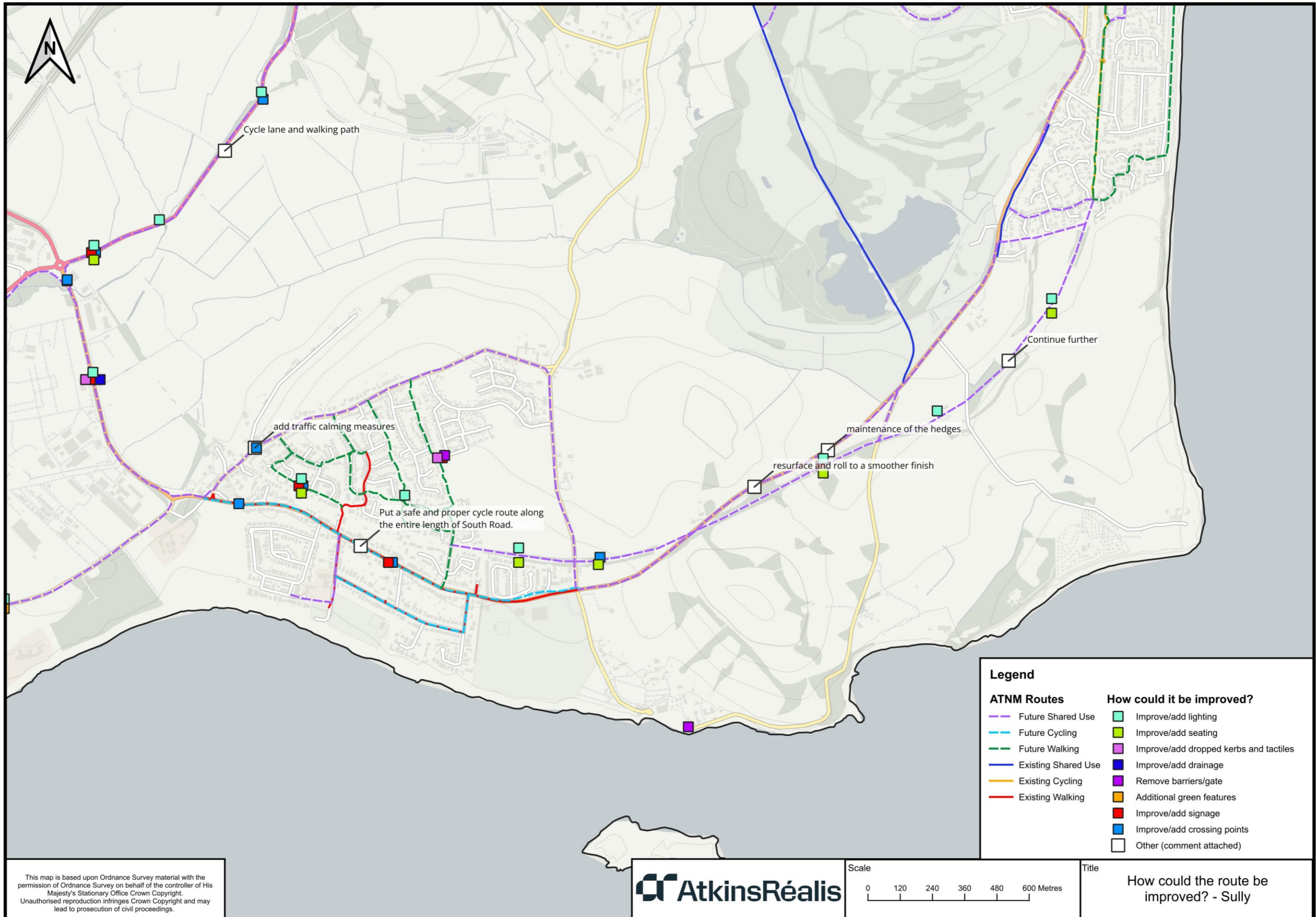


Title: What feature or part of the route are you commenting on? / All sentiments - Sully

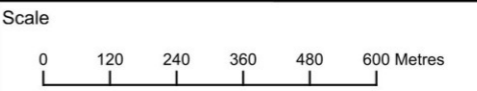
Map Scale: 1:12,000







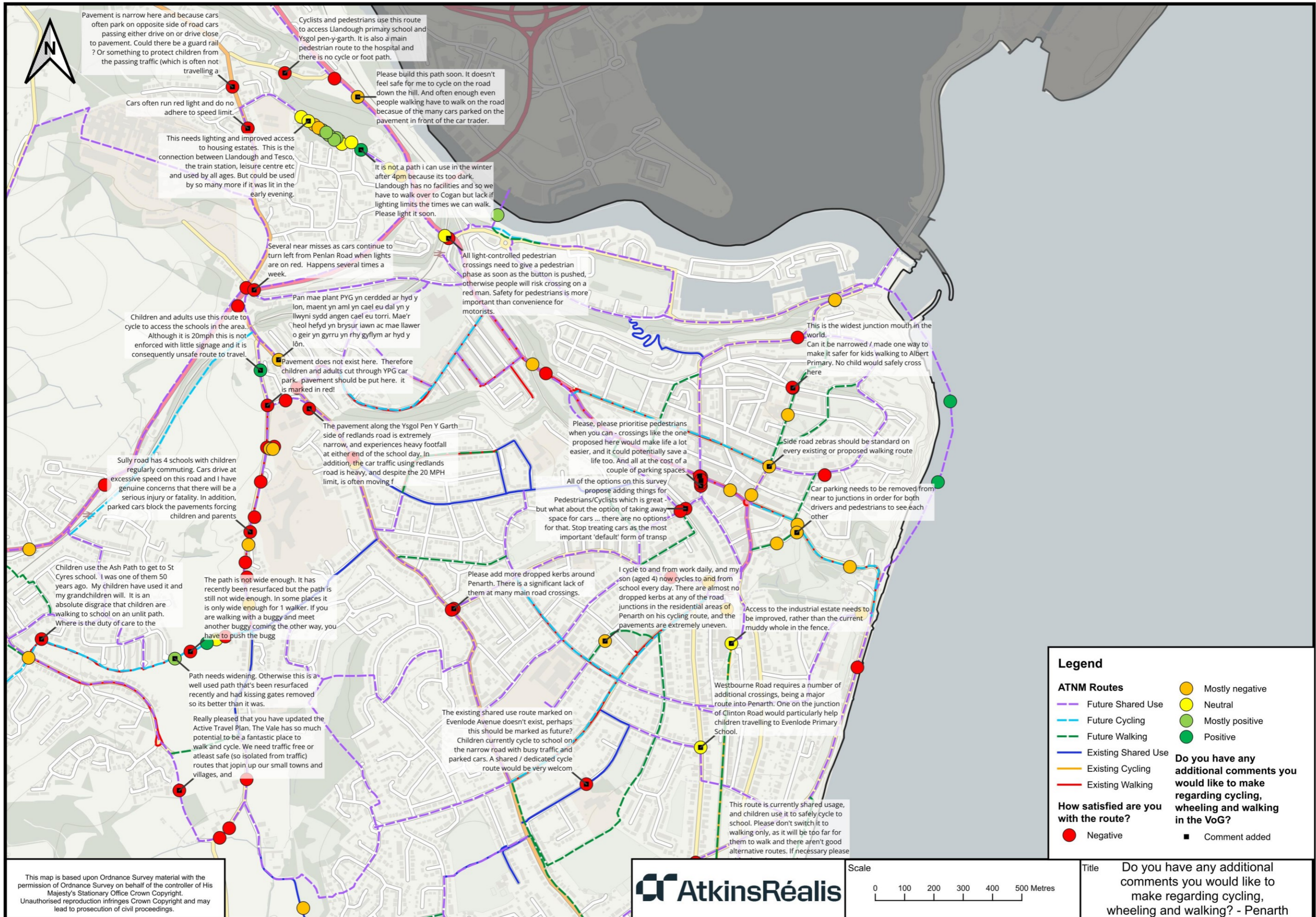
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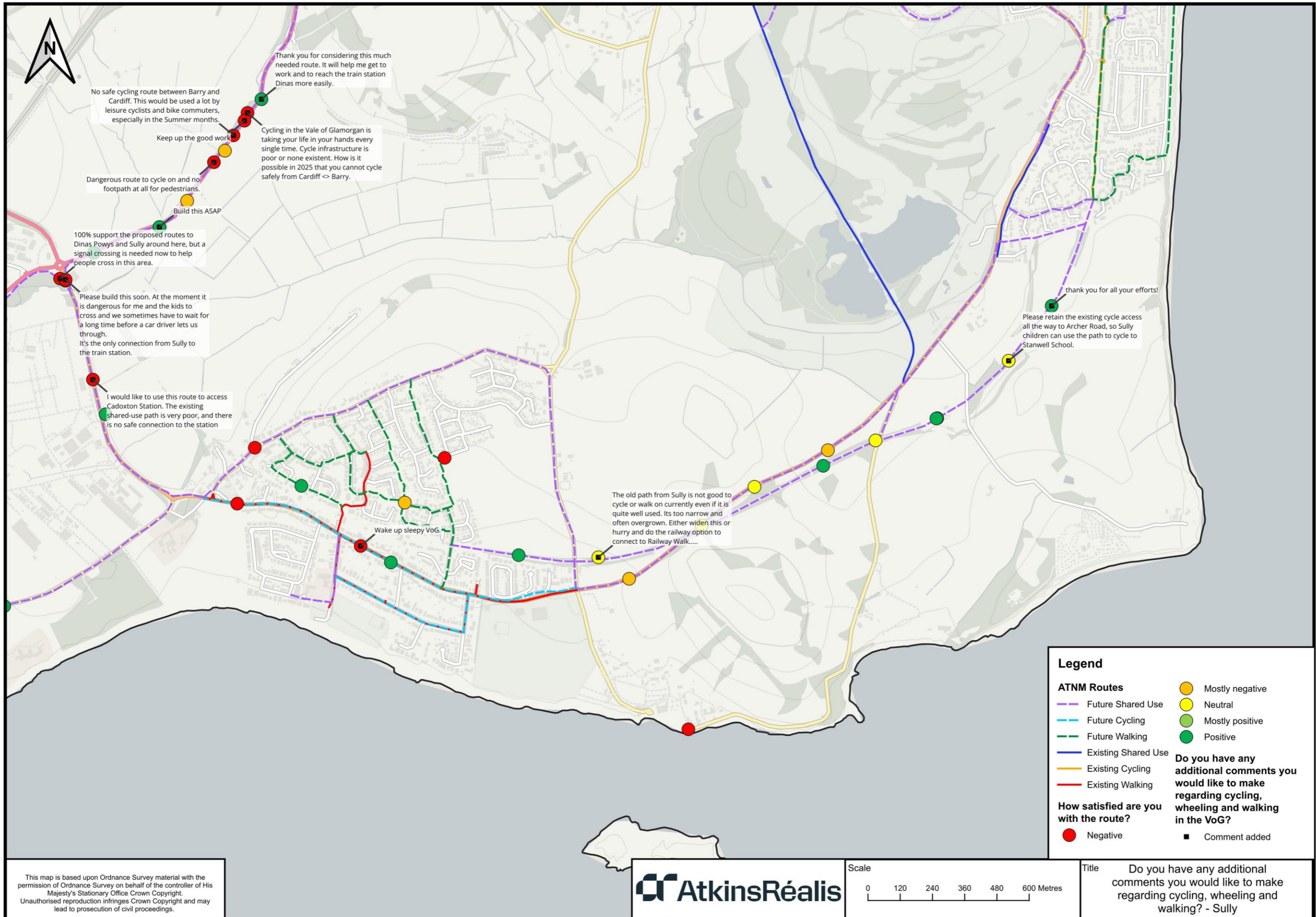


Title
How could the route be improved? - Sully

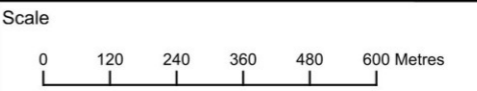
Map Scale: 1:12,000







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Title Do you have any additional comments you would like to make regarding cycling, wheeling and walking? - Sully

Map Scale: 1:12,000



E.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Crossing point	23	<p>There is an uncontrolled crossing on this road that has recently been repaired. However, this is a busy road and cars are often driven far too fast going downhill, leaving pedestrians waiting for a gap in traffic ; The mouth of this junction is far too wide, meaning pedestrians take a long time to cross and also encouraging drivers to take the turn at speed. There are also no dropped kerbs for wheelchairs or prams etc. ; The mouth of this junction is far too wide, meaning that it takes people, particularly elderly or infirm, a long time to cross the zebra. Impatient drivers ignore people crossing on the far side and the crossing is regularly blocked by vehicles queuing. ; Badly needs a crossing ; There is no pedestrian crossing at this extremely busy junction. Cars are parked all the way along and it is incredible dangerous when I walk my children to school. ; Crossing to/from Alexandra Park ; Crossing Albert Rd at the roundabout ; Crossing Clive Place and Plassey Street on foot ; Crossing Penlan Hill is very difficult with no crossing/dropped kerbs, the crossing of Barry Road has the wrong priority with drivers frequently jumping the red lights. This whole area needs a redesign to encourage/enable walking, wheeling and cycling, but a short term fix of amending the crossing sequence is vital before lives are lost. ; This is a regularly used road crossing by pedestrians including school children heading to St Cyres, to bus collection stops for Ysgol Bro Morgannwg, and children walking to Ysgol Pen Y Garth. There are no dropped kerbs on either side of this main road, making the crossing inaccessible for the disabled, people pushing prams and children using bikes and scooters. Please consider adding dropped kerbs at this crossing, as well as a central bollard. ; Crossing the junction ; A pedestrian crossing is really needed by the Old School. Many residents need to cross there, including families (to/from the beach path) and young students (to/from bus stop). In my experience cars in that section of Cog Road tend to speed up way above the 20mph limit (perhaps because the road widens and drivers' wrongly perceive the village is ended).</p>
Other	18	<p>The volume of motor traffic on the Esplanade seriously degrades the area as a desirable destination. Too much space has been given to the movement and storage of cars, which only encourages people to drive to the seafront. ; The entire length of carriageway ; Rhy gul, rhy dywyll gyda'r nos ; Mae'r palmant yn rhy cul, mae'r perthi yn tyfu yn ormodol ; all of Cogan Pill from Legion end to Flats ; Future shared route through Barry docks ; Opening the Sully-Cosmeston old railway as a shared route is a wonderful plan, many thanks! Engagement with the local residents (Sully and Lavernock) would be great (e.g. scouts, businesses, community groups). ; All of Llandough Hill ; All of it ; The whole road ; The non-vehicular section of this route, which is the majority of the route. ; old railway line</p>
Junction	8	<p>The northern arm of the roundabout ; Barons Court junction to edge of Cardiff. This section of road is so wide a cycle lane could be added without reducing motor traffic capacity. This is a scary section to cycle and the width of road</p>



		<p>means the traffic speed is very fast. It would be such a simple road to put a pop up cycle lane on until a more permanent scheme can be funded. It is a key link between the vale and central cardiff. Also stop the garage parking all their cars on the pavement - impossible for people walking who are frequently forced into the road. ; Traffic calming measures and crossings to make walking safer are urgently required in the downhill/lower Cog Road (e.g. by the junction with Ashby Road). No footway/pavement and no highway drainage are currently present. Traffic is very busy, also due to the new Taylor Wimpey estate (including construction vehicles). Vehicles tend to speed up, especially downhill. The road bends. Young students need to walk there to pick the school bus. Local residents walk there to reach the local pub (Sully Inn). ; Junction ; Junction of Lord Street ; This entire road from the junction of Belle Vue Close to the junction with Pembroke Terrace/Coronation Terrace ; road junction ; The pavement leading uphill on Redlands Road towards Wordsworth Road junction and play park. The pavement is too narrow to walk up safely with young children, especially so with a pushchair. The Wordsworth playground is a lovely facility but I often find myself driving there instead of taking a short walk because I do not feel safe walking up with my children. The pavement feels too narrow and the cars drive very fast (despite the 20mph limit) and I cannot easily walk side by side with my children to keep them on the inside away from the cars.</p>
Footway/cycling route width	6	<p>The route here needs to ensure it wide enough as this area is currently very narrow and the surface is very slippery when wet. ; Pavement ; Entire pedestrian/cycle way ; No pavement up to school ; There is no pavement going from the road up to the car park. I cycle with my kids to school everyday and we always have to cycle in the road going up to the car park. This is not safe. A pavement is needed urgently. ; Footway too narrow to pass, particularly with wheelchair/ pushchair. Often brambles hanging over</p>
Lighting	4	<p>Needs to have lighting as to dark to walk to and from Cogan station and bus stop at courts for the bus to penarth ; The majority of footpaths throughout the village are poorly lit. Walking after dark doesn't feel safe. And it limits my movements, especially in during the winter months. ; Lighting on Cogan Pill ; Lighting of footpath</p>
Route alignment	4	<p>The pedestrian path connection recently built by Taylor Wimpey as part of the Gwel yr Ynys development is incredibly steep and with many steps. As a result it cannot be safely used with wheelchairs and pushchairs. Really incredible how they could get away with it! Please check that meets the minimum standards and discuss improvements with Taylor Wimpey. ; The whole length of the path ; Existing path from Sully ; This route must connect with the railway path to Sully Terrace. At the moment is an informal gap in the fence and this needs to become a proper route and access secured as it aids use of the railway path.</p>
Barriers/gates/posts	2	<p>Please remove/widen the existing barrier. It is impossible to pass through with pushchairs and wheelchairs. ; Unpleasant and dim walking on pavement under bridge close to a lot of traffic. I would avoid waking this way particularly with children. When I lived in Cogan this was a barrier to walking to Penarth vs. driving.</p>
Bridge	2	<p>Railway bridge on Railway Terrace ; This bridge has been a massive improvement and needs to be integrated to good quality routes towards Dinas, Llandough and Penarth</p>



Cyclist environment	2	Many schools at the end of the lanes. We live in sully and would like it to be safer for us to cycle to school. It's not a direct route as we need to pass through cosmeston. But there is no safe route between the rear cosmeston entrance and ysgol pen y Garth. ; on road cycling
Pedestrian environment	2	I and my family would welcome some improvements to these walking routes through the northern part of Sully. They would help us and other fellow residents get to school, surgery, shops, community centres/fields and the beach. ; Opening the old railway line for shared use up to Alington Road would be wonderful news! It would allow pedestrians and cyclists to join the segregated route right from the middle of the village. I and my young family fully support it, thanks!
Access points	1	Thanks for considering a new shared route from Penarth Pier to the Barrage. It will make access to the Pier and local restaurants much easier to public. The route will also be a great attraction itself given the cliff and the beach are so beautiful.
Parking & motor traffic restrictions	1	Significant space was recently provided for car parking on the carriageway for people choosing to drive. However, there are no road crossings for people arriving at the sea front on foot.
Priority at side roads	1	There is an enormous scale of housing development underway. This is having a dramatic level of traffic through the village of Sully. It is beyond shameful that making South Road calmer and safer for both cyclists and pedestrians has not been a high priority against this backdrop. It is also the case that South Road has been a hole in a major active travel route for many years. Frankly, residents of Sully are fully justified in asking what Vale of Glamorgan Council have been doing to resolve this. Questions asked over many years lead absolutely nowhere. With two ***** who do not even live in our village it is hardly surprising!
Signage	1	Footway/Signage
Surface/drainage	1	Existing shared use path by road has poor surface quality making cycling uncomfortable
Walking infrastructure	1	There is no footpath into Pen-y-Garth school from this entrance. This means that people who walk along Sully Road to get to school must walk on the road which is the main entrance to the car park. It's very dangerous. If you are pushing a buggy you are at risk of being hit by a car swinging into the car park. Children walk in and out of this entrance and are walking in front of cars not aware of the dangers.

E.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

Cycling with the kids in Penarth can be terrifying but I'm determined to encourage an active lifestyle. This crossing junction however is particularly dangerous for all individuals. Ideally a one-way system would be



present, with more room for cyclists and pedestrians, but most importantly, a zebra crossing with traffic lights should be there.

Please, please prioritise pedestrians when you can - crossings like the one proposed here would make life a lot easier, and it could potentially save a life too. And all at the cost of a couple of parking spaces.

All light-controlled pedestrian crossings need to give a pedestrian phase as soon as the button is pushed, otherwise people will risk crossing on a red man. Safety for pedestrians is more important than convenience for motorists.

Car parking needs to be removed from near to junctions in order for both drivers and pedestrians to see each other

Side road zebras should be standard on every existing or proposed walking route

Pan mae plant PYG yn cerdded ar hyd y lon, maent yn aml yn cael eu dal yn y llwyni sydd angen cael eu torri. Mae'r heol hefyd yn brysur iawn ac mae llawer o geir yn gyrru yn rhy gyflym ar hyd y lŷn.

Please add more dropped kerbs around Penarth. There is a significant lack of them at many main road crossings.

This is the widest junction mouth in the world.

Can it be narrowed / made one way to make it safer for kids walking to Albert Primary. No child would safely cross here

Cyclists and pedestrians use this route to access Llandough primary school and Ysgol pen-y-garth. It is also a main pedestrian route to the hospital and there is no cycle or foot path.

It is not a path i can use in the winter after 4pm because its too dark. Llandough has no facilities and so we have to walk over to Cogan but lack if lighting limits the times we can walk. Please light it soon.

All of the options on this survey propose adding things for Pedestrians/Cyclists which is great - but what about the option of taking away space for cars ... there are no options for that. Stop treating cars as the most important 'default' form of transport

Sully road has 4 schools with children regularly commuting. Cars drive at excessive speed on this road and I have genuine concerns that there will be a serious injury or fatality. In addition, parked cars block the pavements forcing children and parents with buggies to walk on the road.

This needs lighting and improved access to housing estates. This is the connection between Llandough and Tesco, the train station, leisure centre etc and used by all ages. But could be used by so many more if it was lit in the early evening.

The old path from Sully is not good to cycle or walk on currently even if it is quite well used. Its too narrow and often overgrown. Either widen this or hurry and do the railway option to connect to Railway Walk.....

thank you for all your efforts!

Pavement is narrow here and because cars often park on opposite side of road cars passing either drive on or drive close to pavement. Could there be a guard rail ? Or something to protect children from the passing traffic (which is often not travelling at 20mph).

The pavement along the Ysgol Pen Y Garth side of redlands road is extremely narrow, and experiences heavy footfall at either end of the school day. In addition, the car traffic using redlands road is heavy, and despite the 20 MPH limit, is often moving faster than this. Although part of the pavement has railings along it, mostly the pavement is open. The combination of heavy traffic and children waling and cycling along this section of the pavement is quite dangerous. The pavement really needs to be widened, and the crossing, which is currently demarcated by bollards, would be better as a zebra crossing.

There are a lot of cyclists using this junction during the morning and evening rush hour to cross windsor road and commute to/from Penarth to Cardiff City centre across the barrage. The junction is extremely busy and there is no segregated space for cyclists who then have to merge with the heavy traffic turning left out of hickman road to



drive down windsor road towards Dingle road. As a cyclist I feel extremely vulnerable waiting at this junction to cross to Arcot Street. Please consider removing some of the parking spaces outside Hickman's restaurant to create designated lanes for turning and for road users (and especially cyclists) trying to cross straight over Windsor road from Hickman road.

I cycle to and from work daily, and my son (aged 4) now cycles to and from school every day. There are almost no dropped kerbs at any of the road junctions in the residential areas of Penarth on his cycling route, and the pavements are extremely uneven. My son struggles to cross roads and lift his bike up the kerbs back onto the pavements because he is small and the kerb heights are a large proportion of the diameter of his bike wheels. Getting children to cycle to school daily is key to ingraining the habit of active transport. Having extremely few dropped kerbs around the town is counter to this aim.

Access to the industrial estate needs to be improved, rather than the current muddy whole in the fence.

Please retain the existing cycle access all the way to Archer Road, so Sully children can use the path to cycle to Stanwell School.

Westbourne Road requires a number of additional crossings, being a major route into Penarth. One on the junction of Clinton Road would particularly help children travelling to Evenlode Primary School.

This route is currently shared usage, and children use it to safely cycle to school. Please don't switch it to walking only, as it will be too far for them to walk and there aren't good alternative routes. If necessary please widen it or improve signage to improve sharing.

The existing shared use route marked on Evenlode Avenue doesn't exist, perhaps this should be marked as future? Children currently cycle to school on the narrow road with busy traffic and parked cars. A shared / dedicated cycle route would be very welcome.

Cars often run red light and do not adhere to speed limit.

Several near misses as cars continue to turn left from Penlan Road when lights are on red. Happens several times a week.

Pavement does not exist here. Therefore children and adults cut through YPG car park. pavement should be put here. it is marked in red!

Children and adults use this route to cycle to access the schools in the area. Although it is 20mph this is not enforced with little signage and it is consequently unsafe route to travel.

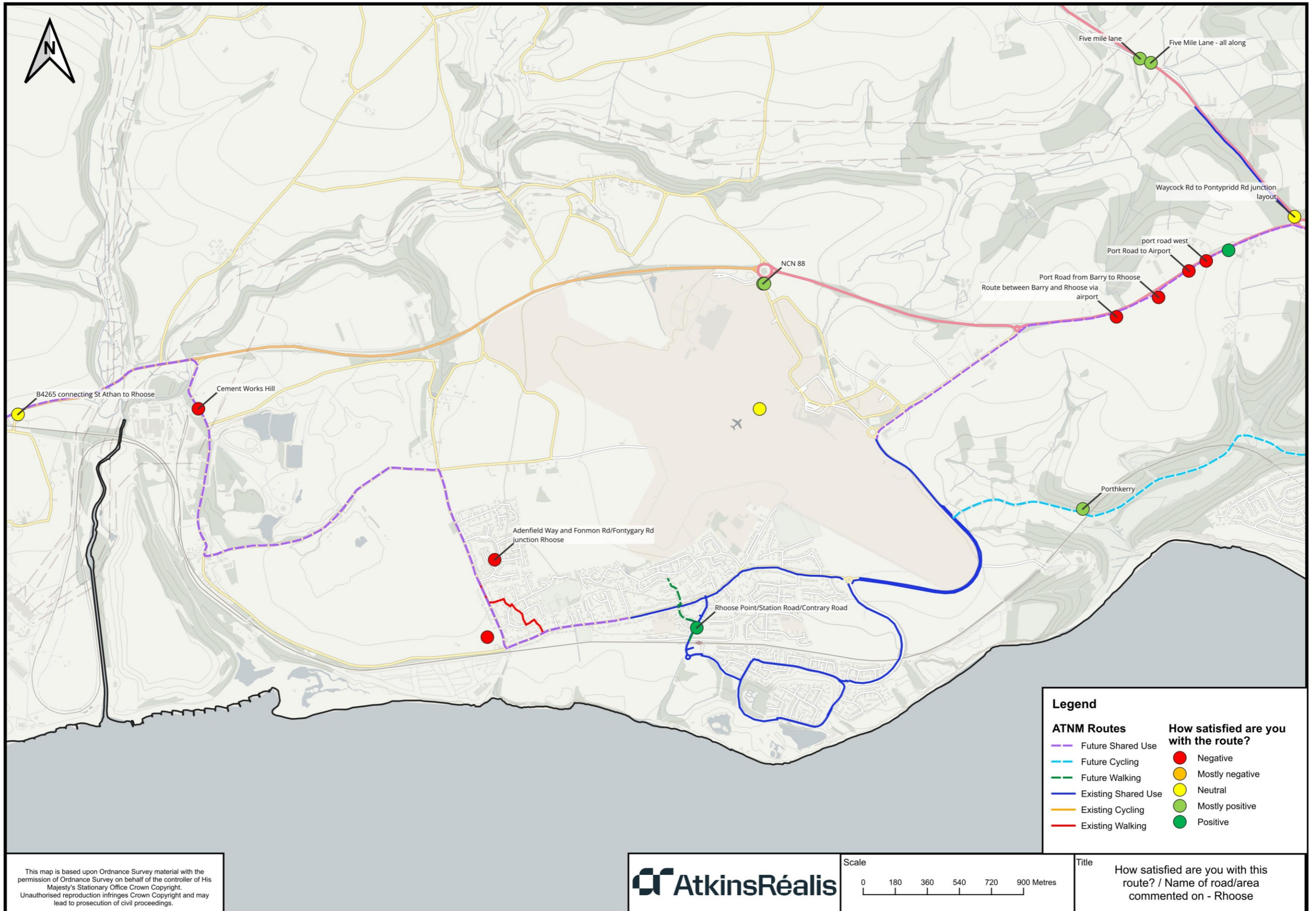
Wake up sleepy VoG.

Please build this path soon. It doesn't feel safe for me to cycle on the road down the hill. And often enough even people walking have to walk on the road because of the many cars parked on the pavement in front of the car trader.

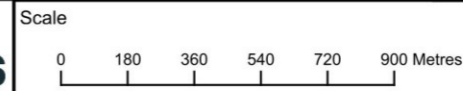


Appendix F. Rhoose





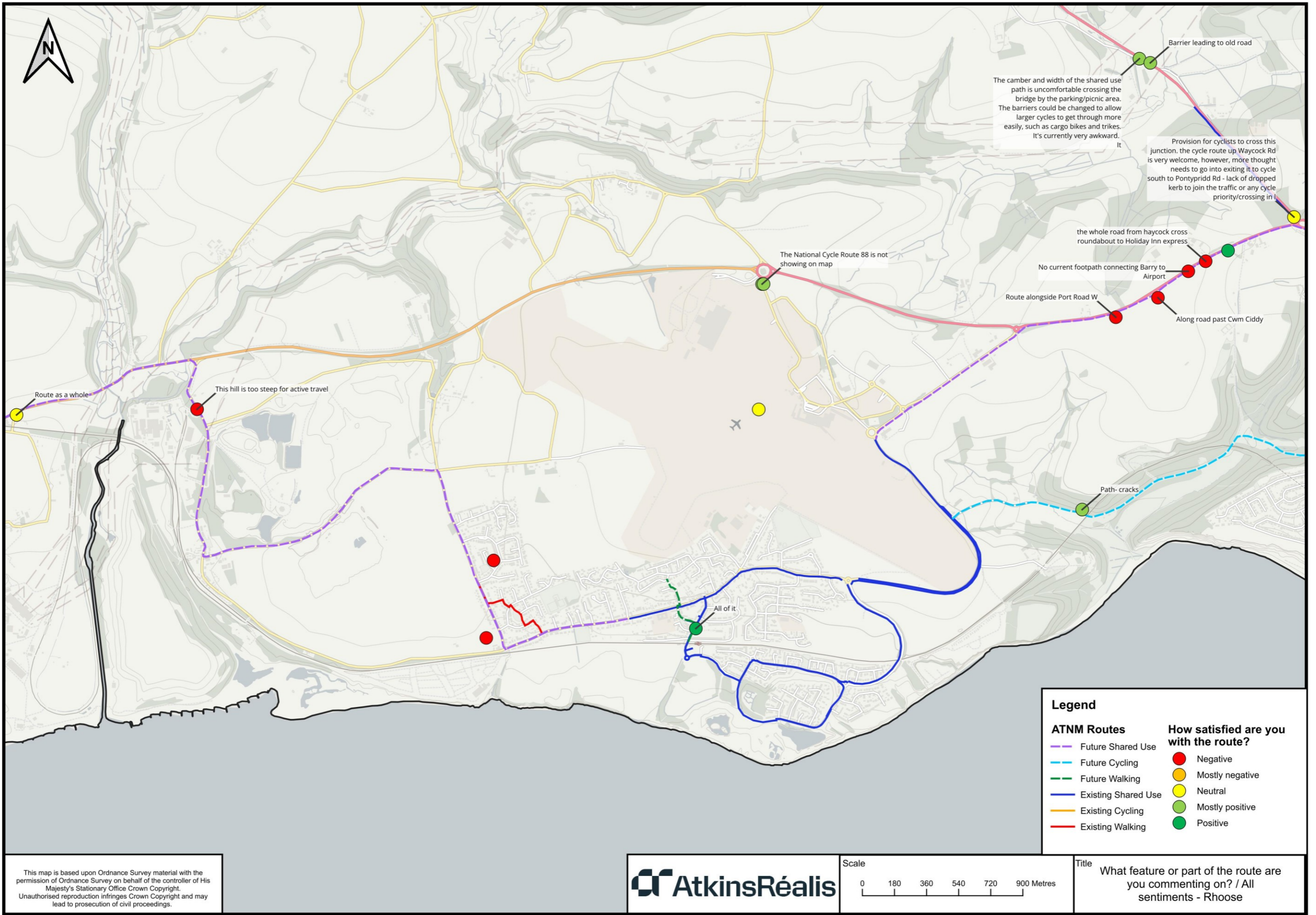
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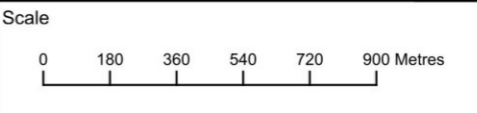
Title: How satisfied are you with this route? / Name of road/area commented on - Rhoose

Map Scale: 1:1





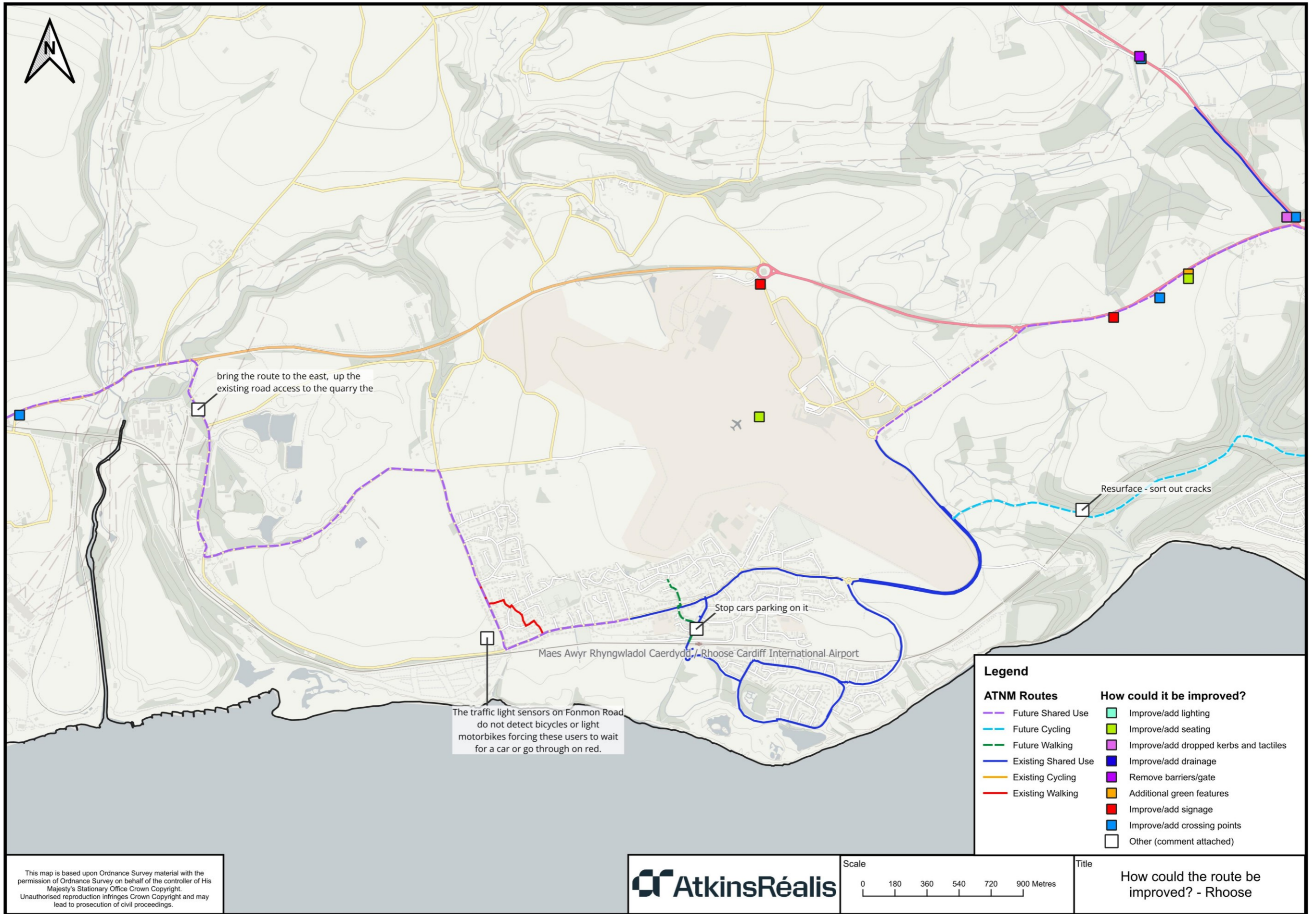
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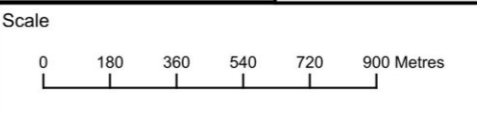
Title What feature or part of the route are you commenting on? / All sentiments - Rhoose

Map Scale: 1:1





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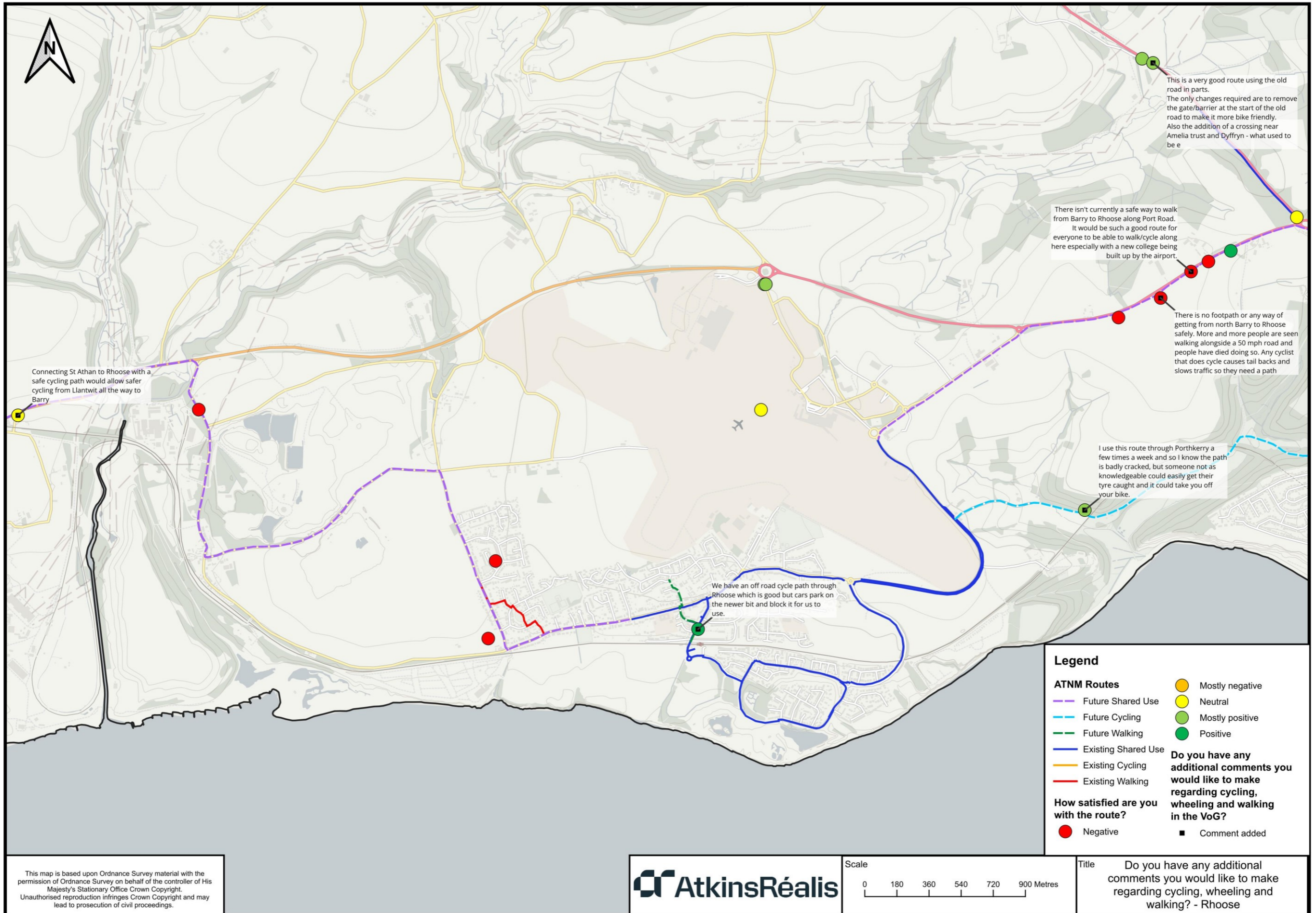


Title
How could the route be improved? - Rhoose

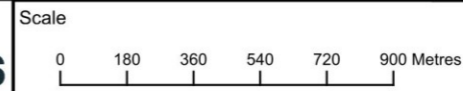
Legend	
ATNM Routes	How could it be improved?
Future Shared Use	Improve/add lighting
Future Cycling	Improve/add seating
Future Walking	Improve/add dropped kerbs and tactiles
Existing Shared Use	Improve/add drainage
Existing Cycling	Remove barriers/gate
Existing Walking	Additional green features
	Improve/add signage
	Improve/add crossing points
	Other (comment attached)

Map Scale: 1:1





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Title: Do you have any additional comments you would like to make regarding cycling, wheeling and walking? - Rhoose



F.1 What feature or part of the route are you commenting on? (for example a crossing or junction) – Comments grouped by theme

Theme	Frequency	Comment
Other	4	Route alongside Port Road W ; This hill is too steep for active travel ; Along road past Cwm Ciddy ; All of it
Cyclist environment	1	The National Cycle Route 88 is not showing on map
Walking infrastructure	2	No current footpath connecting Barry to Airport; Path- cracks

F.2 Do you have any additional comments you would like to make regarding walking, wheeling and cycling in the Vale of Glamorgan?

I use this route through Porthkerry a few times a week and so I know the path is badly cracked, but someone not as knowledgeable could easily get their tyre caught and it could take you off your bike.

There is no footpath or any way of getting from north Barry to Rhose safely. More and more people are seen walking alongside a 50 mph road and people have died doing so. Any cyclist that does cycle causes tail backs and slows traffic so they need a path away fro the road too (that they will use!) I commented on a plan for the route years ago and I expect there are reasons for it not being done yet, but I would love to see it happen especially with a new college about to be built.

We have an off road cycle path through Rhose which is good but cars park on the newer bit and block it for us to use.

There isn't currently a safe way to walk from Barry to Rhose along Port Road. It would be such a good route for everyone to be able to walk/cycle along here especially with a new college being built up by the airport.



AtkinsRéalis



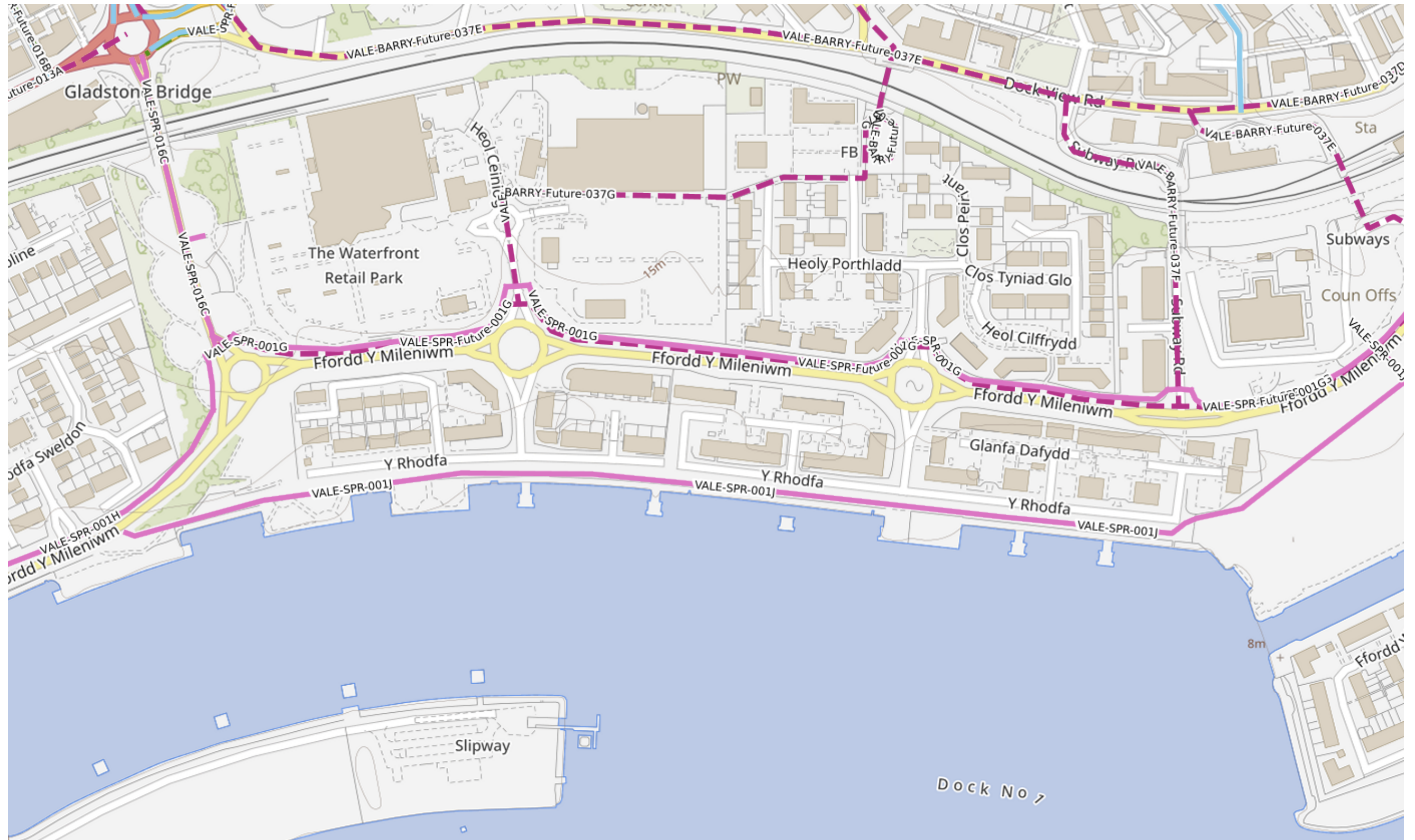
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Tyndall Street
Cardiff
CF10 4BZ

Tel: +44 (0)29 2048 5159

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Map 1 VALE-SPR-001J

Shared use from Ffordd y Mileniwm along Y Rhodfa



Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

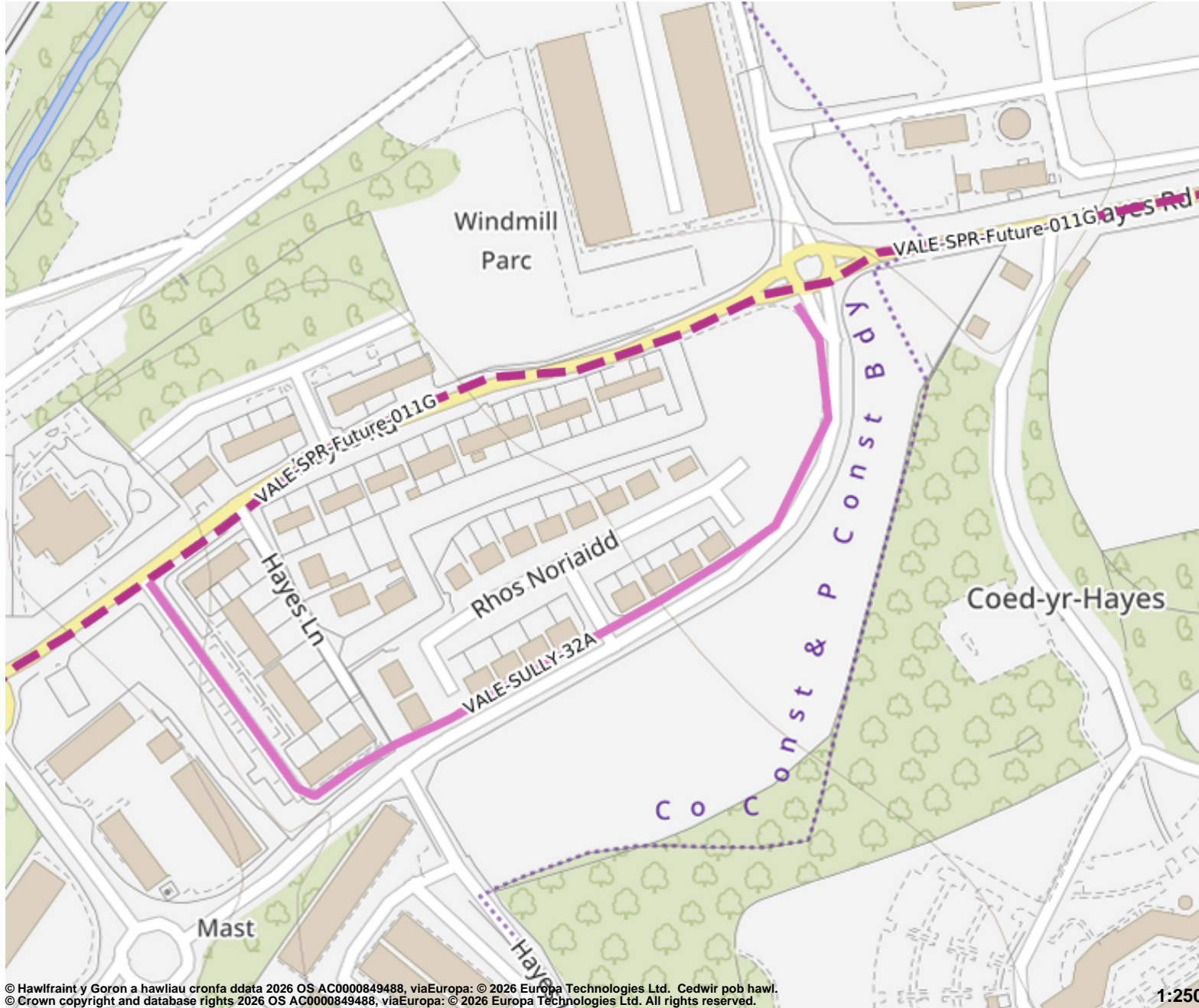
- Walking
- Cycling
- Walking and Cycling
- Other

Local Authorities - High Water mark 2016

Single symbol

Map 2 VALE-SULLY-32A

Shared use on Ffordd y Cambria and Lon y Felin Wynt



Local Authorities - High Water mark 2016

□ Single symbol

Future Routes

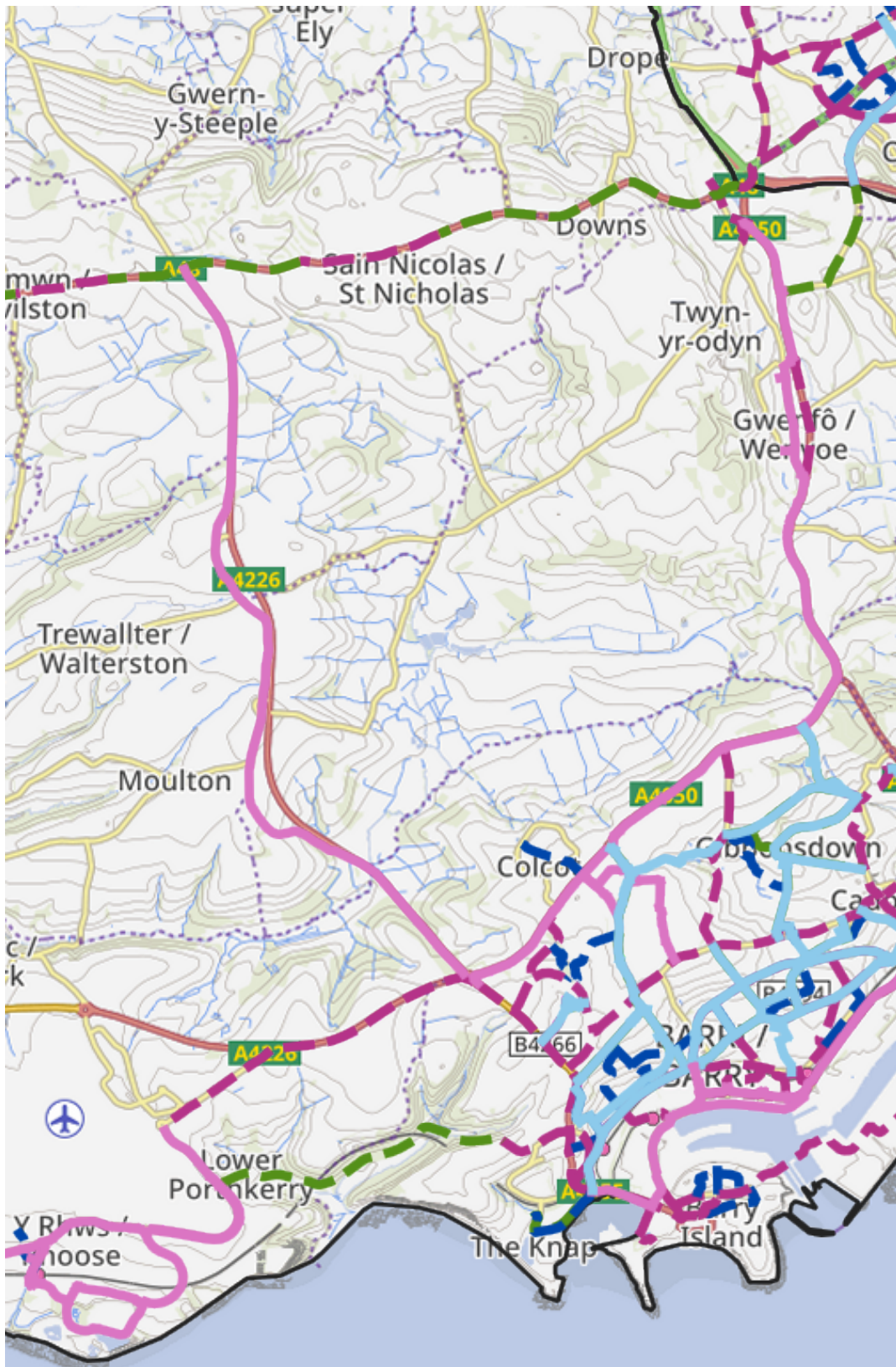
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 3 VALE-BARRY-41G

Shared use along A4226 (Five Mile Lane) connecting Barry to A48



Local Authorities - High Water mark 2016
 □ Single symbol

Future Routes

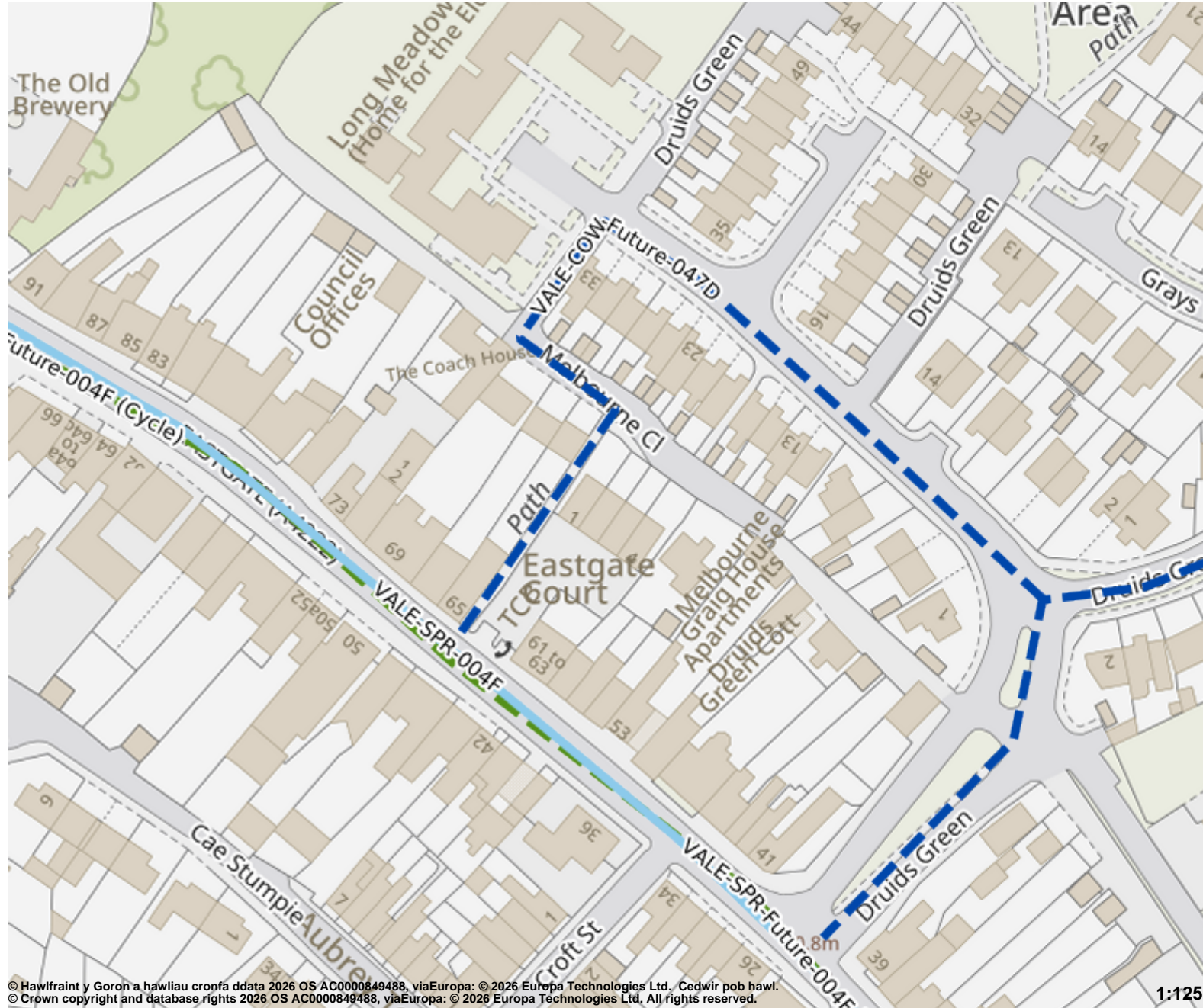
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 4 VALE-COW-Future-047D

Ped route from Eastgate to Druids Green via Melbourne Close



Local Authorities - High Water mark 2016

Single symbol

Future Routes

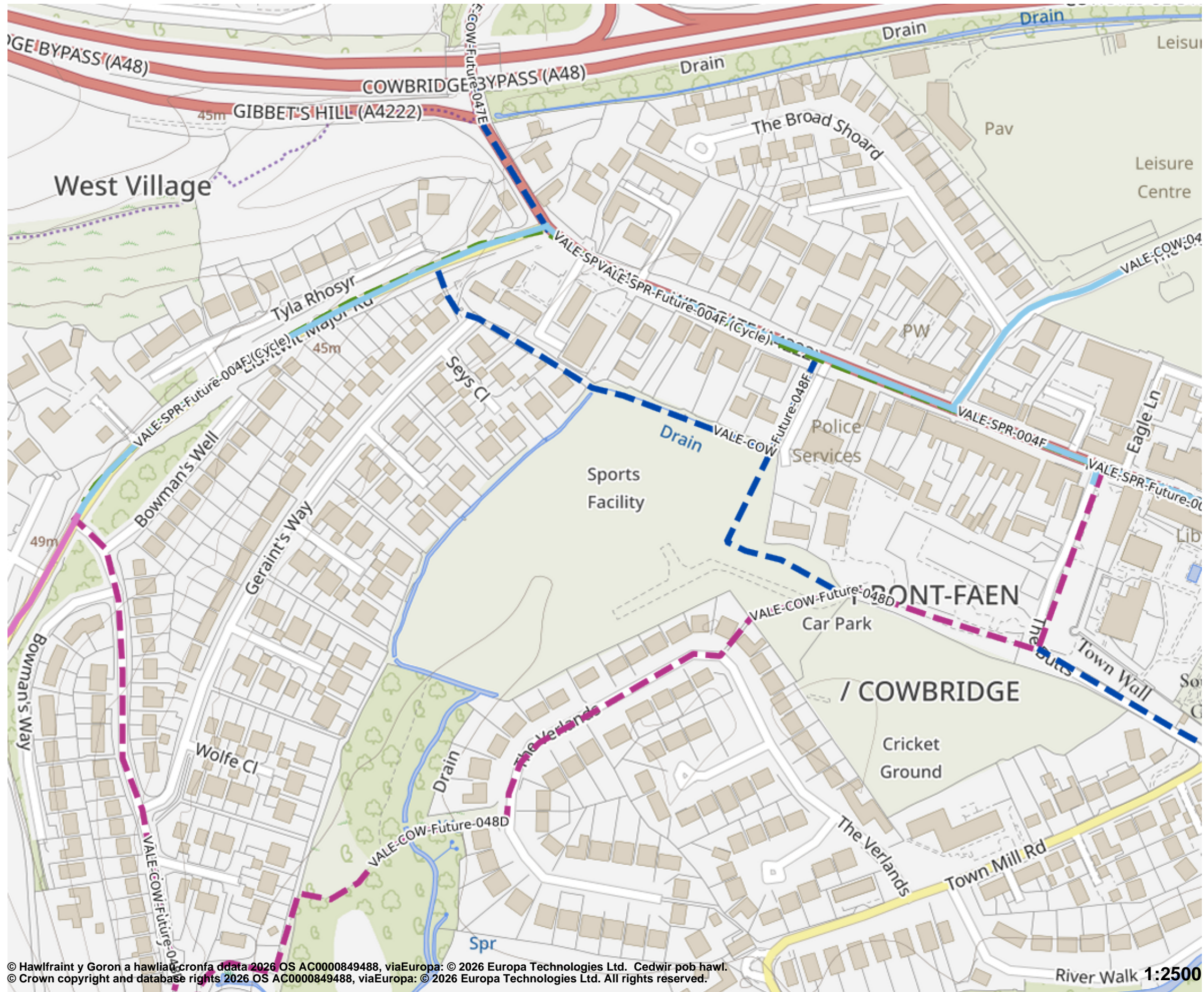
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 5 VALE-COW-Future-048F

Pedestrian route across 'Police Field' Cowbridge



Local Authorities - High Water mark 2016
Single symbol

Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

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Map 6 VALE-PEN-Future-026B

Shared use on B4267 Penlan Road



Local Authorities - High Water mark 2016
Single symbol

Future Routes

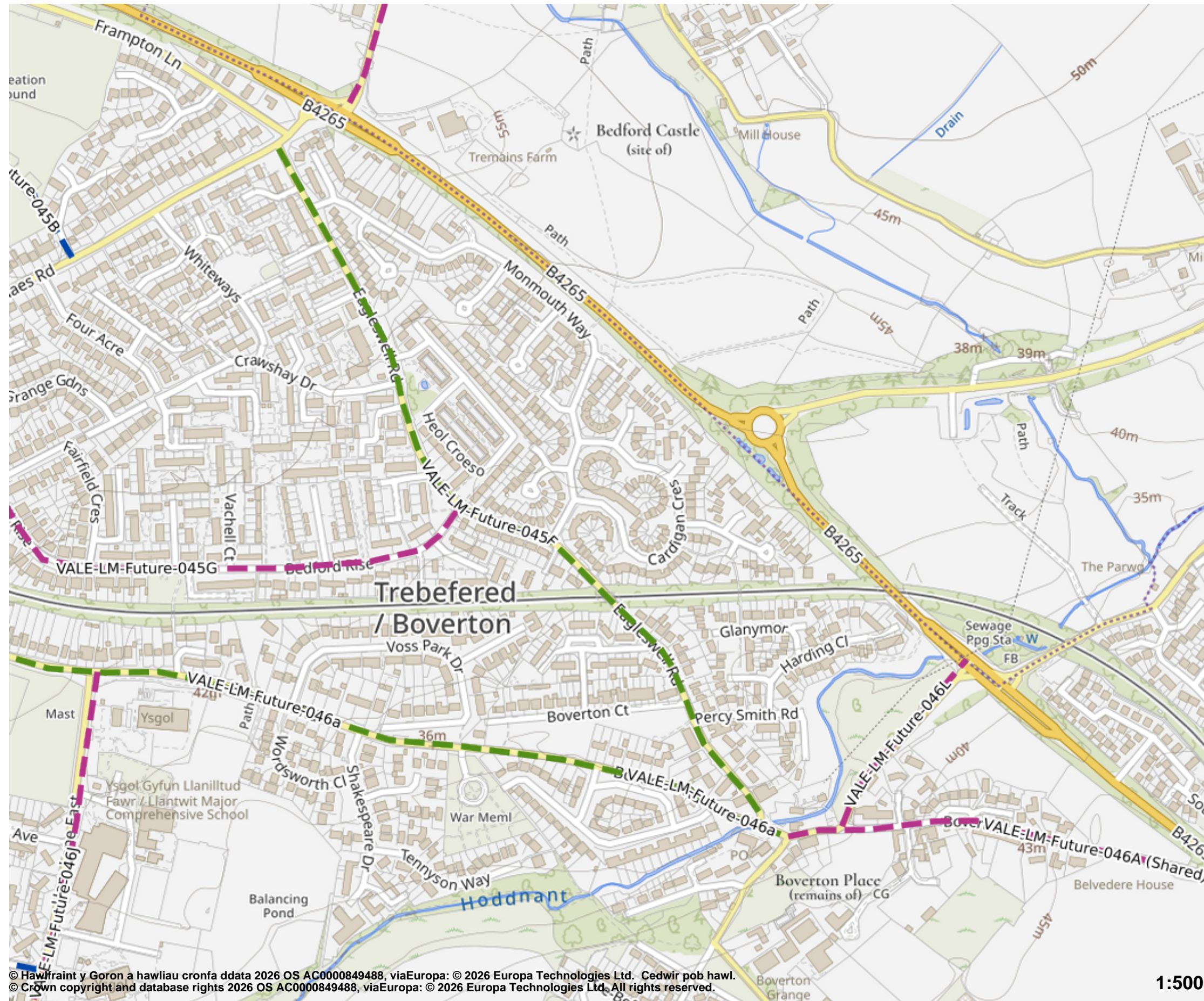
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 7 VALE-LM-Future-045F

Cycling route along Eagleswell Road (existing PED route)



Local Authorities - High Water mark 2016
Single symbol

Future Routes

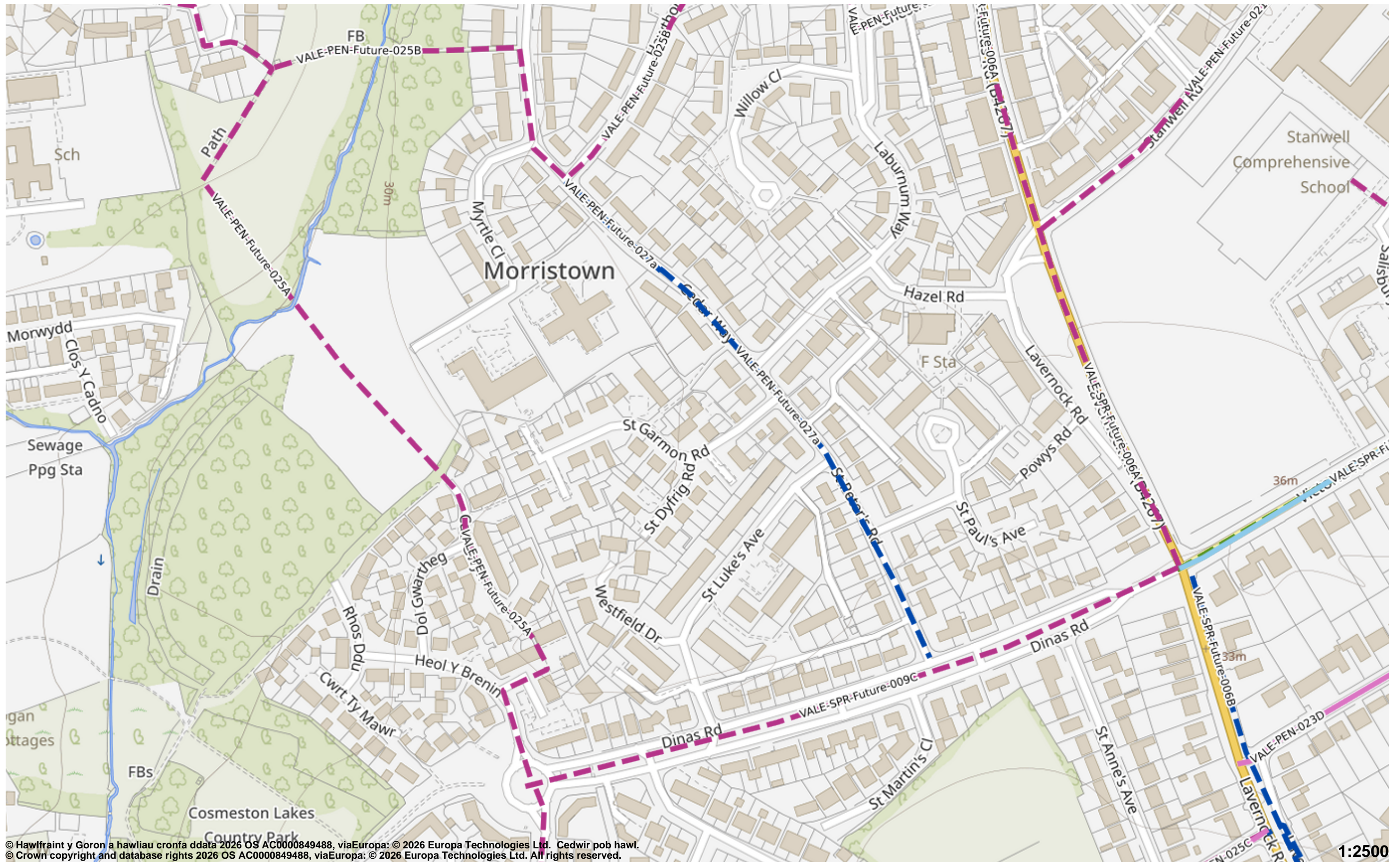
- Walking
- Cycling
- Walking and Cycling
- Other

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1:5000

Map 8 VALE-PEN-Future-027a

Pedestrian route Cedar Way and St Peter's Road, Penarth



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Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

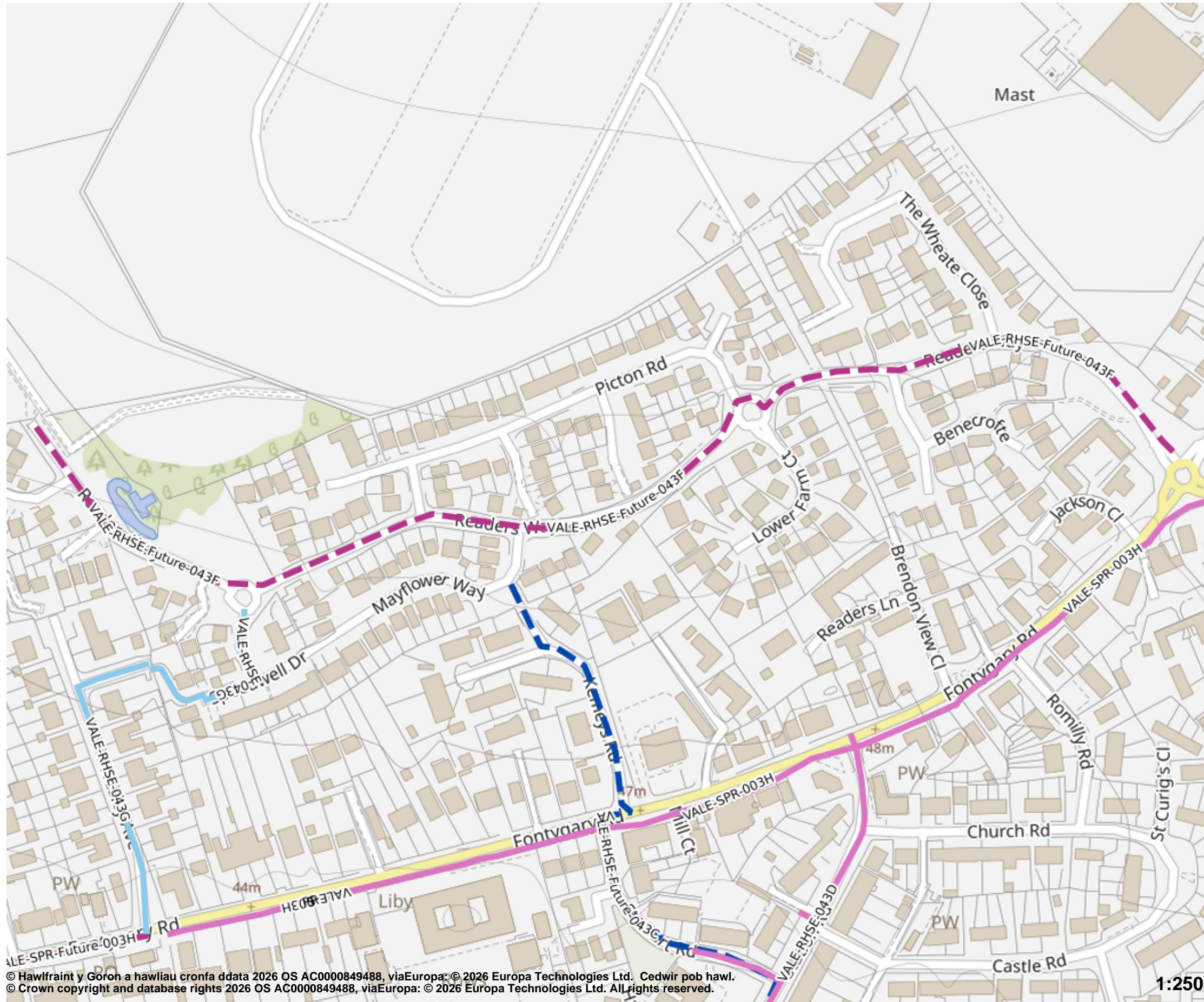
- Walking
- Cycling
- Walking and Cycling
- Other

Local Authorities - High Water mark 2016

Single symbol

Map 9 VALE-RHSE-Future-043F

Shared use on Readers Way, Rhoose



Local Authorities - High Water mark 2016

- Single symbol

Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

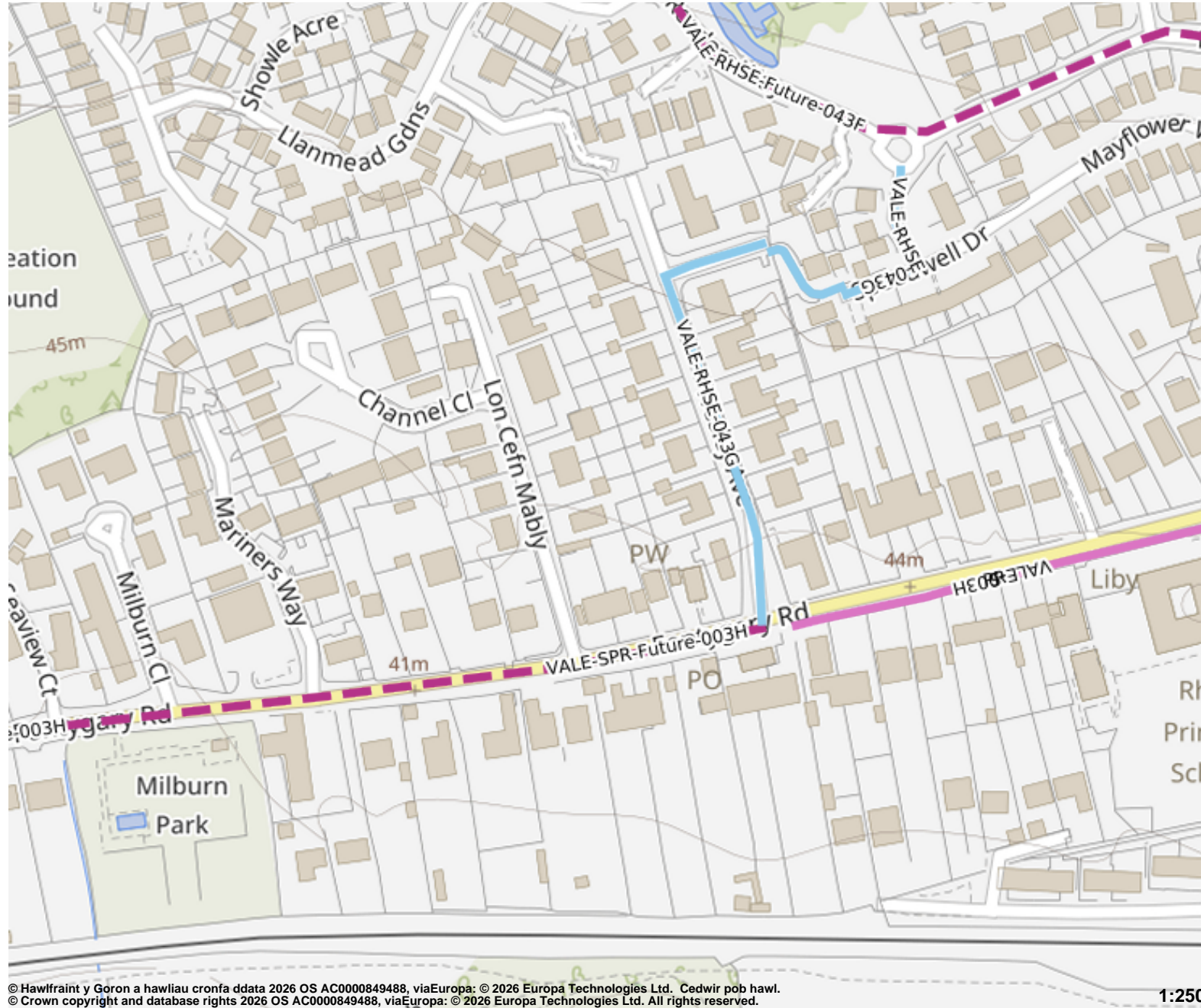
Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

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Map 10 VALE-RHSE-043G

Pedestrian route Wesley Avenue and Speedwell Drive



Local Authorities - High Water mark 2016

□ Single symbol

Future Routes

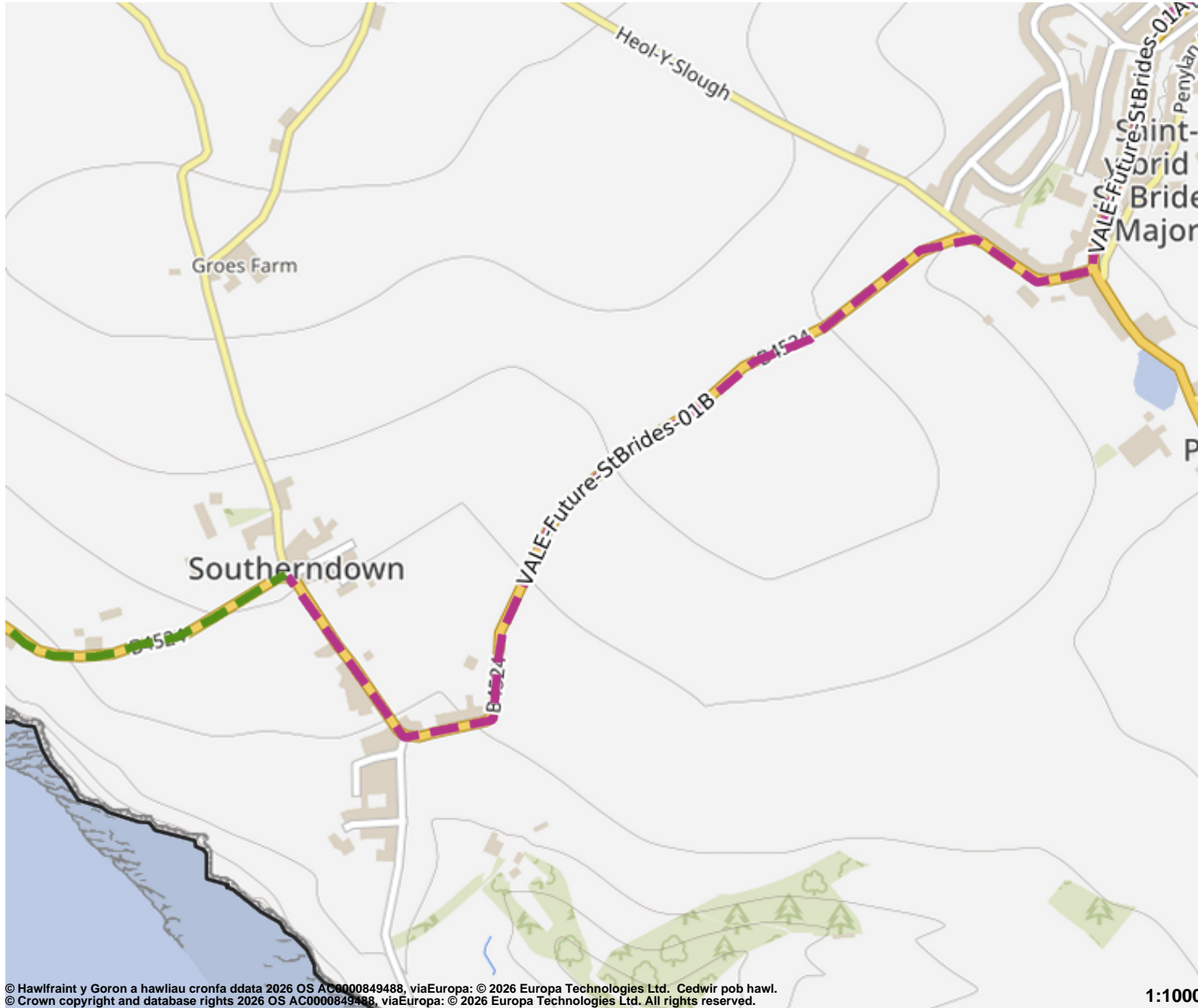
- █ Walking
- █ Cycling
- █ Walking and Cycling
- █ Other

Existing Routes

- █ Walking
- █ Cycling
- █ Walking and Cycling
- █ Other

Map 11 VALE-Future-StBrides01B

Future shared use along B4254 connecting St Brides Major to Southerndown



Local Authorities - High Water mark 2016

■ Single symbol

Future Routes

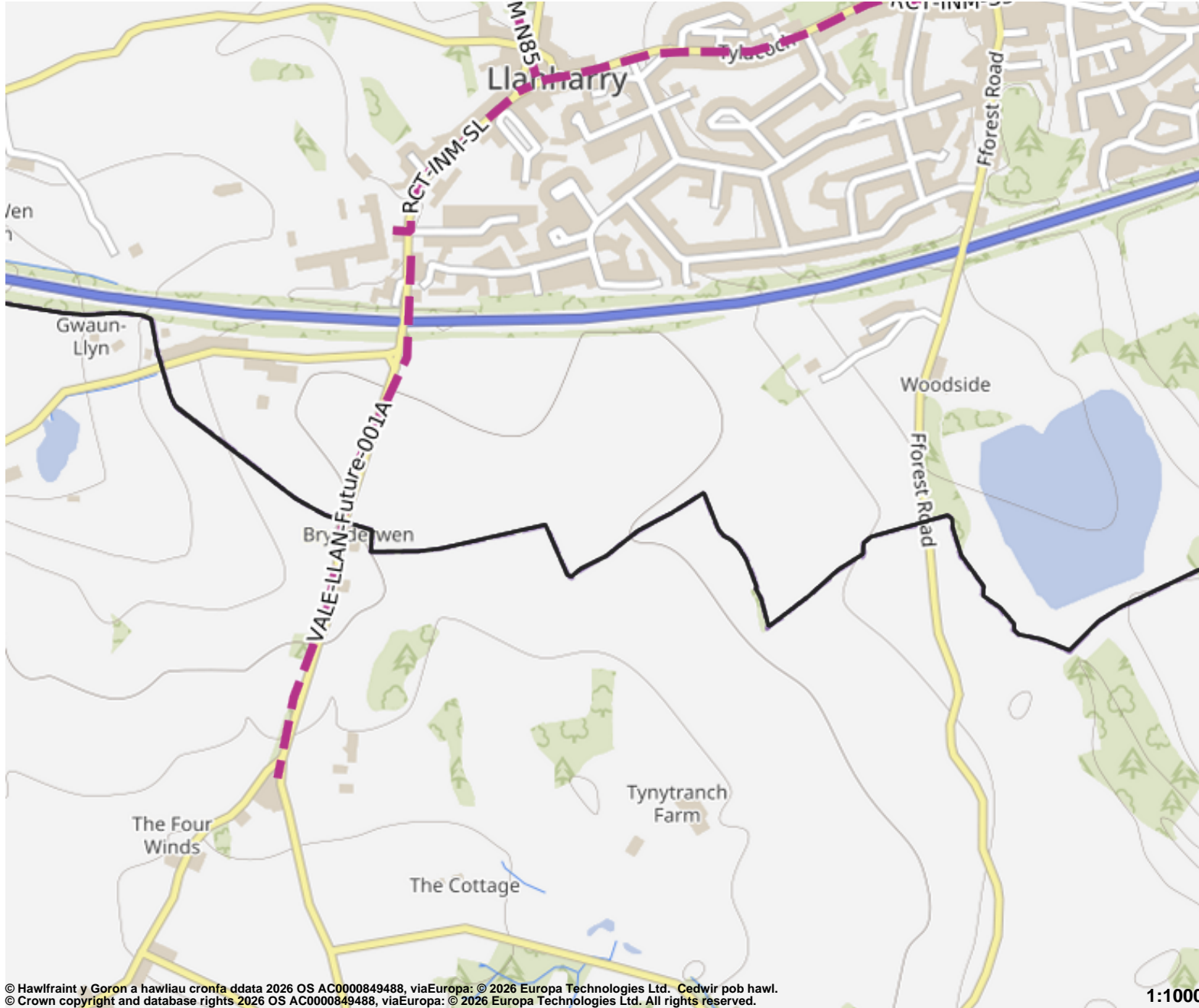
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 12 VALE-LLAN-Future-001A

Future shared use connecting Llansannor CiW Primary School to Llanharry



Local Authorities - High Water mark 2016

■ Single symbol

Future Routes

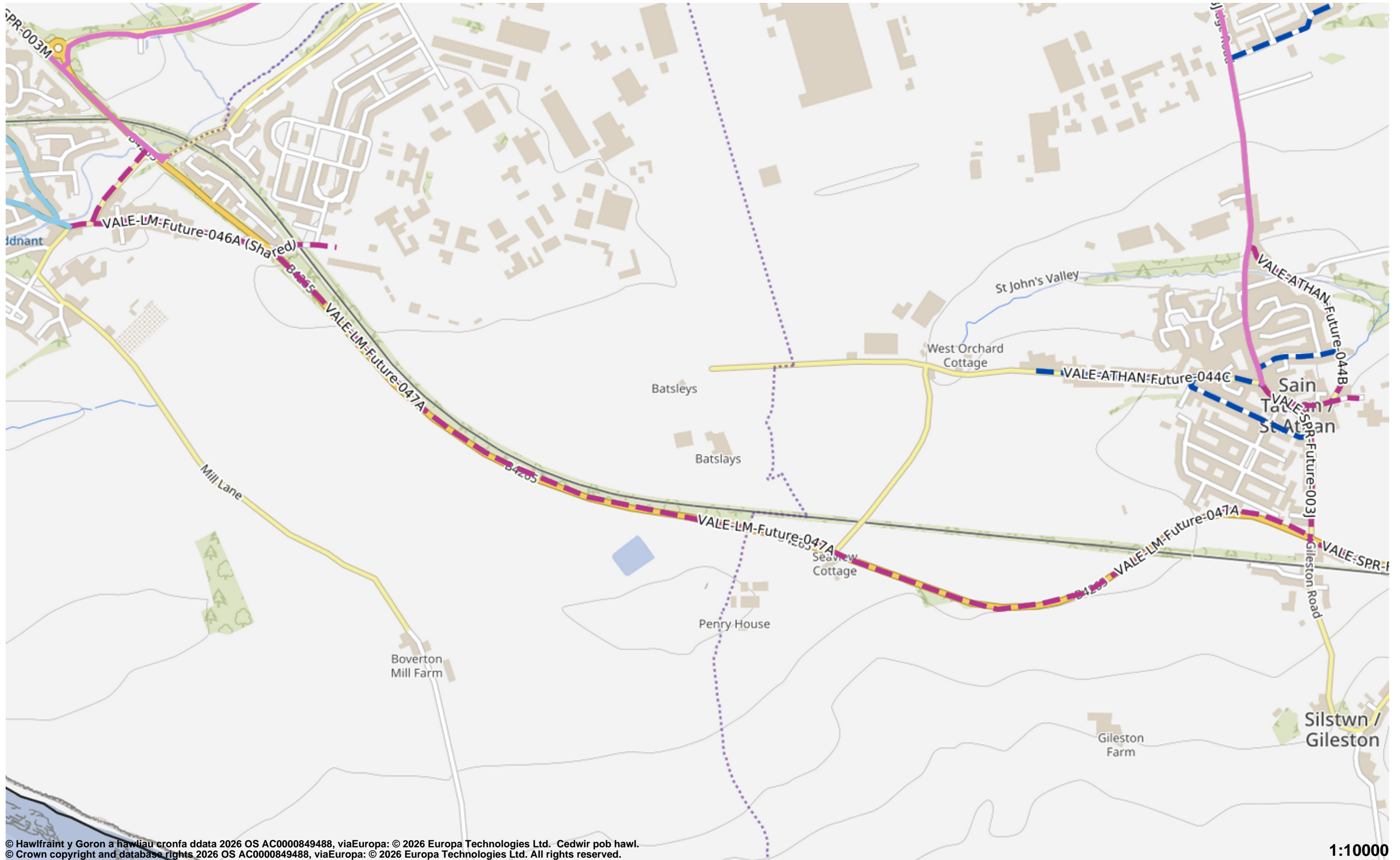
- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Map 13 VALE-LM-Future-047A

Shared use on B4265 Llantwit Major to St Athan



Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

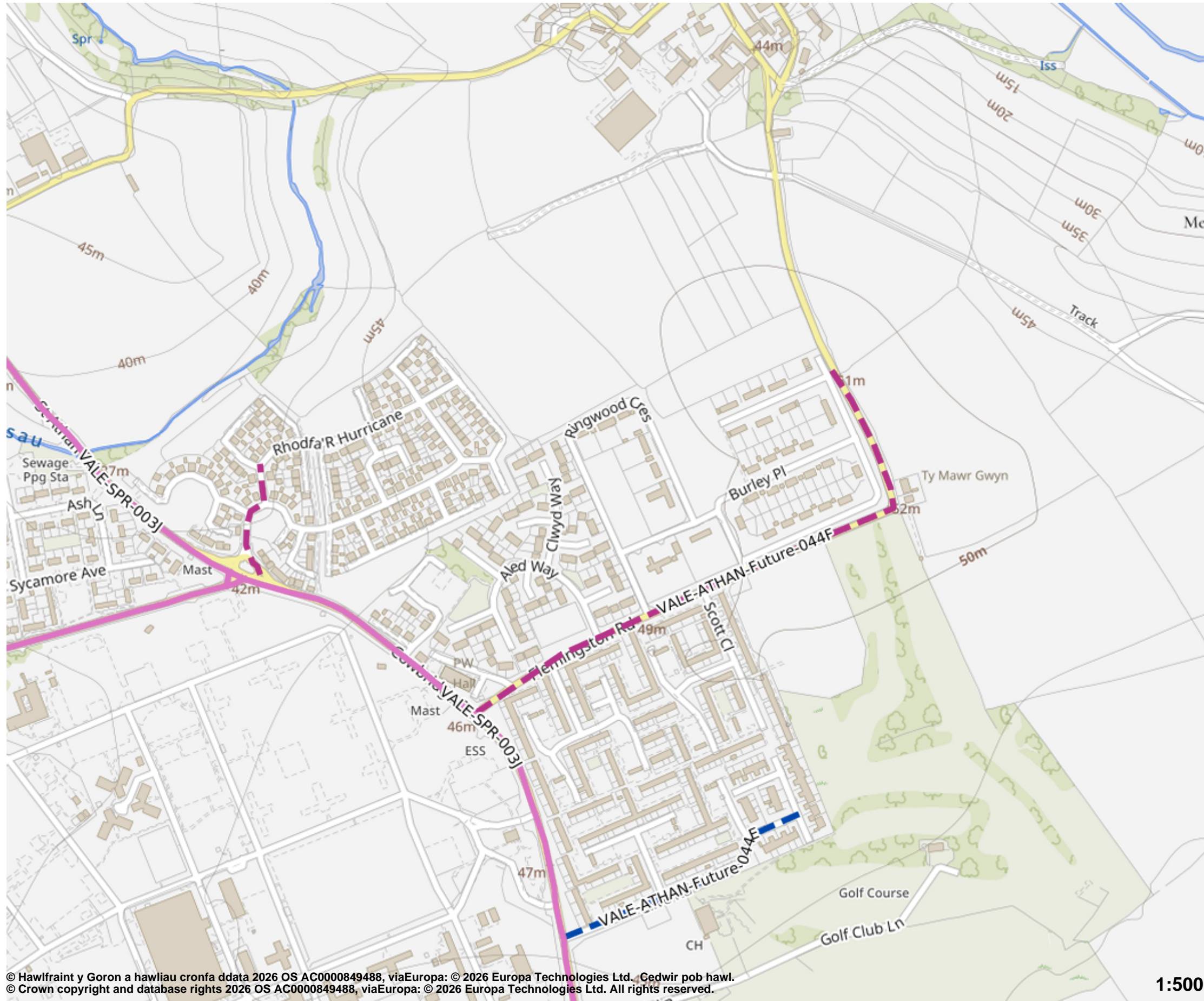
- Walking
- Cycling
- Walking and Cycling
- Other

Local Authorities - High Water mark 2016

Single symbol

Map 14 VALE-ATHAN-Future--044F

Addition of future cycle route on Flemingston Road



Local Authorities - High Water mark 2016
Single symbol

Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

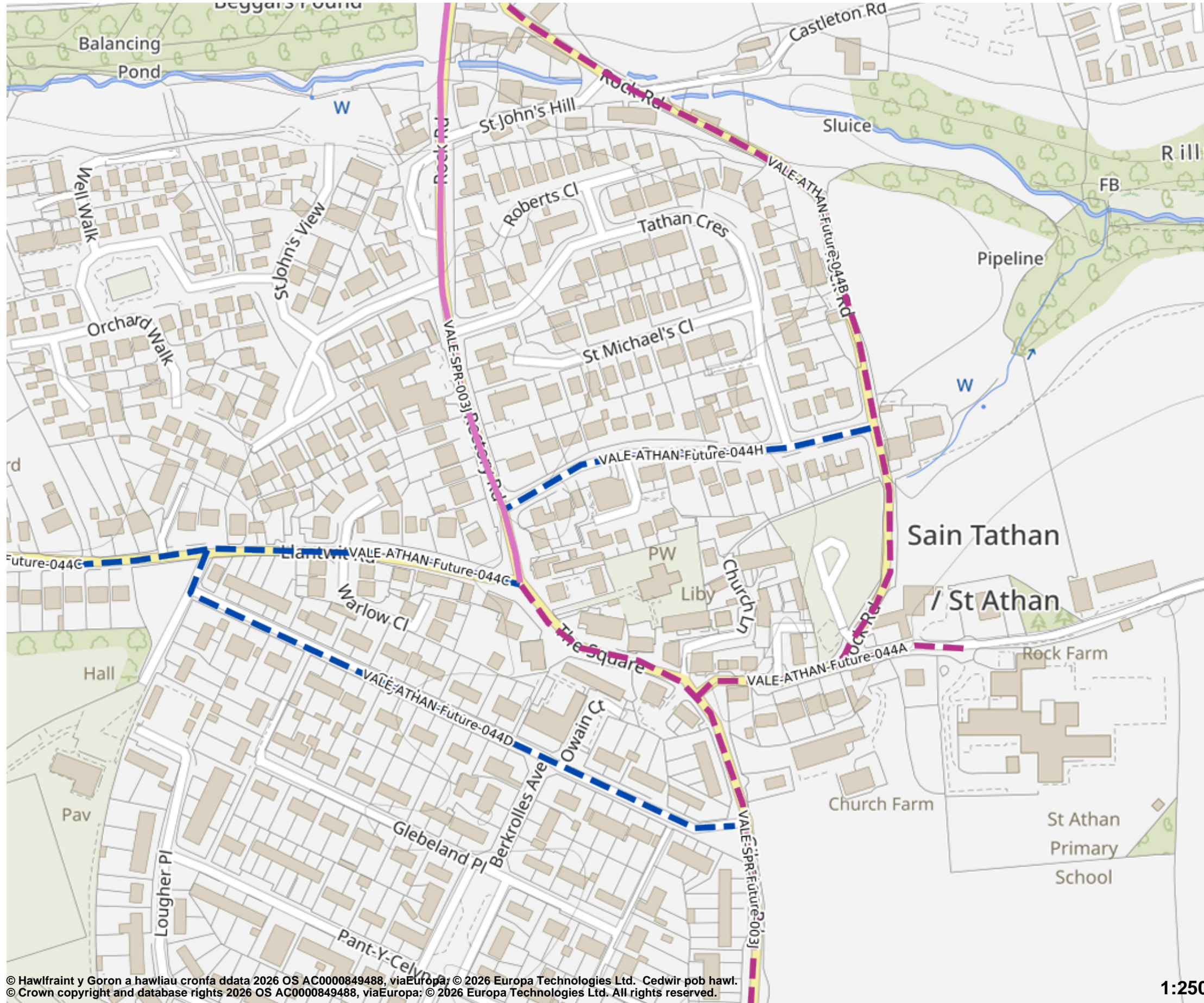
- Walking
- Cycling
- Walking and Cycling
- Other

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1:5000

Map 15 VALE-ATHAN-Future-044H

Pedestrian route on Rectory Drive, St Athan



Local Authorities - High Water mark 2016
Single symbol

Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

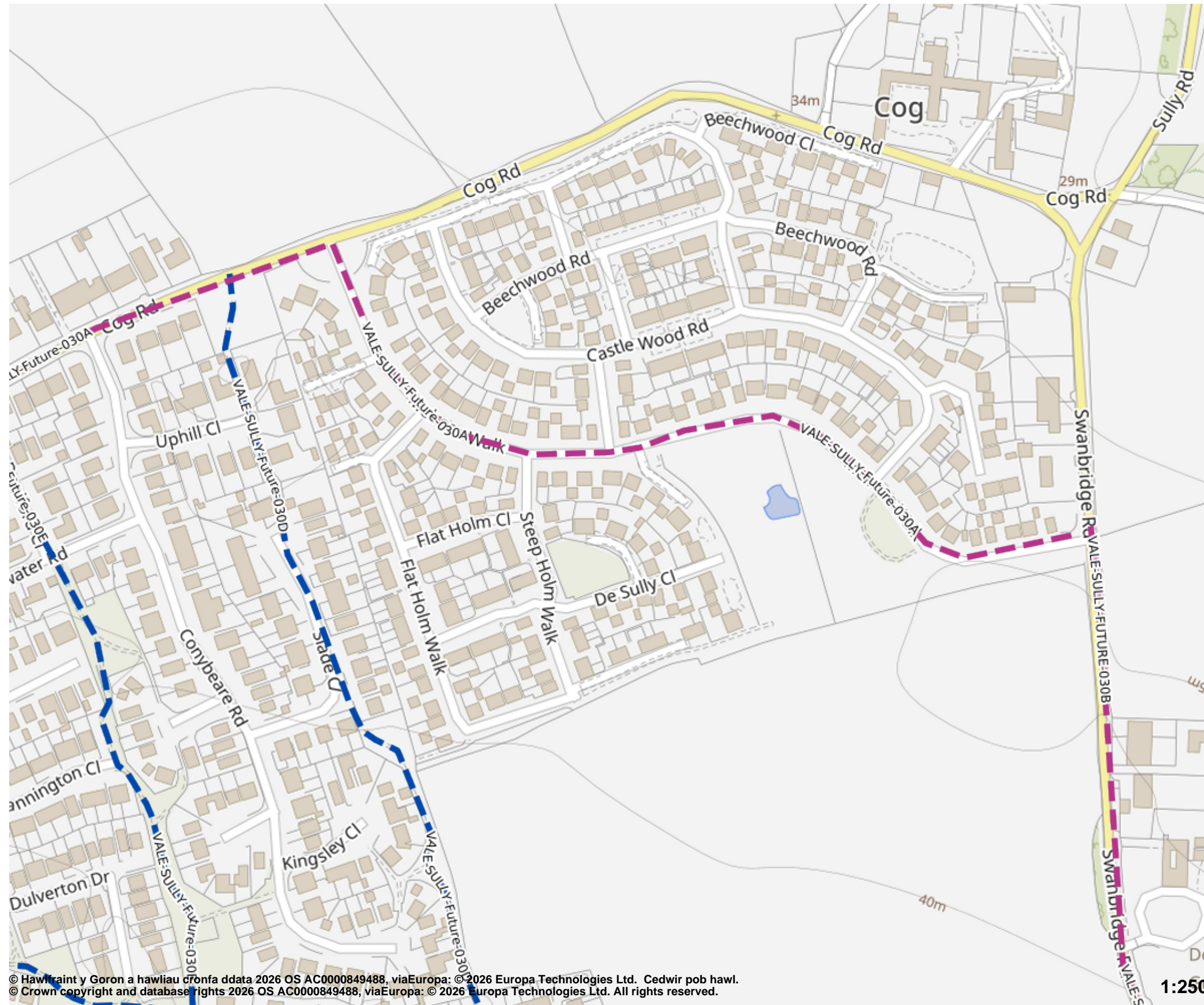
- Walking
- Cycling
- Walking and Cycling
- Other

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1:2500

Map 16 VALE-SULLY-Future-030A

Shared use amendment - Cog Road along Melrose Walk



Local Authorities - High Water mark 2016
Single symbol

Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

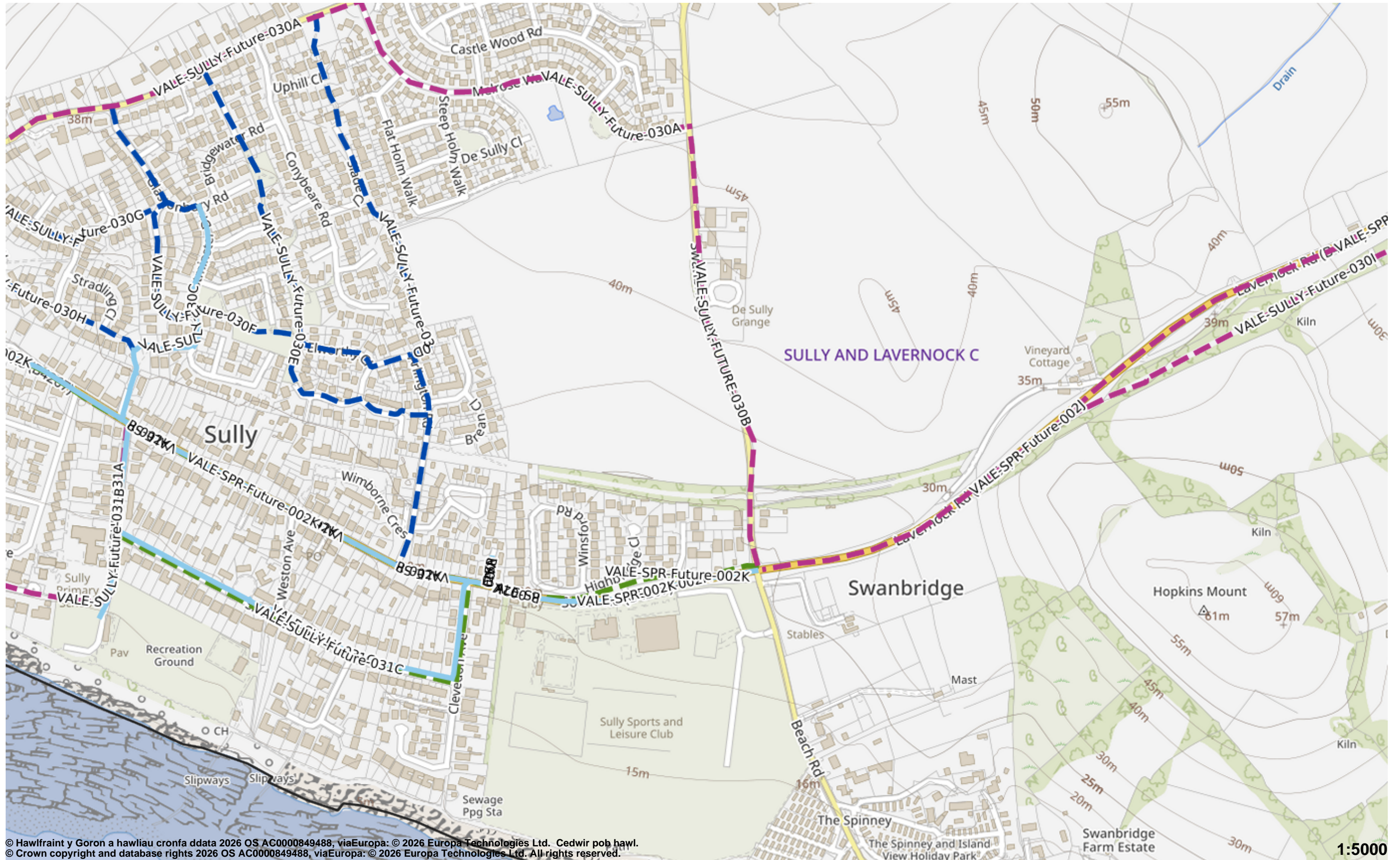
Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

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Map 17 VALE-SULLY-Future-030L

Removal of section along old railway line from Arlington Road to Vineyard Cottage



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Future Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Existing Routes

- Walking
- Cycling
- Walking and Cycling
- Other

Local Authorities - High Water mark 2016

Single symbol

APPENDIX C

Word Copy of Digital Equality Impact Assessment Process (Microsoft Forms)

Equality Impact Assessment

If you are developing a new policy or process - or reviewing an old existing one - and your proposals affect people, then you are in the right place.

It is essential that you start an equality impact assessment (EIA) early on when you are developing your proposal. Doing so helps ensure that your proposals are inclusive, fair, and responsive to the diverse needs of residents and service users.

Failing to complete a timely and robust equality impact assessment can have serious consequences, including legal challenge, your proposals being stopped, and substantial costs. A robust assessment not only protects our organisation, it strengthens our proposals and builds trust with the communities we serve.

Introduction

1.What are you assessing?

Revised Vale of Glamorgan Active Travel Network Map

2.Who is responsible? (Name)

Lisa Elliott

3.Who is responsible? (Job Title)

Senior Sustainable Transport Officer

4.Who is responsible? (Team)

Transport Services

5.Manager

Kyle Phillips

6.Date of start of assessment

7 April 2026

About Your Proposal

7. What is the purpose of the proposal?

To commence statutory consultation on a revised submission of the Active Travel Network Map (ATNM)

8. Why do you need to put it in place?

To comply with the duties of the Active Travel (Wales) 2013 Act that states statutory consultation is undertaken for every revision of the ATNM.

9. What are the intended outcomes of the proposal?

To submit to Welsh Government the revised ATNM in December 2026. The ATNM has routes for walking, wheeling and cycling that meet active travel guidelines and future routes that should be brought up to active travel standards.

10. Who does the proposal affect? Required to answer. Single line text.

Note: If the proposal affects lesbian, gay, homosexual, or transgender people, ensure you explicitly include same-sex couples and use gender neutral language.

All residents and visitors to the Vale of Glamorgan local authority area.

11. Will the proposal affect how other organisations work?

At the time of assessment, the proposal will not affect how external organisations work.

12. Will the proposal affect how you deliver services?

No

13. Will the proposal impact on other policies or practices?

At the time of assessment, it is not anticipated to impact any other policies or practices.

14. How will you achieve the proposed changes?

Through stakeholder engagement.

15. Does the proposal assist or inhibit our ability to meet our public sector equality duty to eliminate discrimination; advance equality; and foster good relations?

The consultation assists the Council in meeting its Public Sector Equality Duty by identifying and addressing barriers that may disproportionately affect people with

protected characteristics. It helps advance equality of opportunity by improving safe, affordable access to services, education and employment for those who are transport-disadvantaged. By involving a wide range of communities in shaping the network, the process also supports inclusive engagement and fosters good relations.

Evidence

What evidence is available for you about the needs of people with different characteristics to evaluate your proposal? Where are the gaps in the evidence?

16. Local data and public engagement

An initial non-statutory engagement phase has already been completed. The Council will now undertake the required 12-week statutory public consultation on the revised Active Travel Network Map in Summer 2026. This will build on earlier engagement, which included a bilingual online and paper survey, two public drop-in events, and targeted stakeholder discussions with community groups, schools, partner organisations and neighbouring authorities. Feedback received will be considered and used to refine the final ATNM prior to submission to Welsh Government.

17. National data and research. Required to answer. Multi Line Text.

The Active Travel (Wales) Act 2013

Active Travel (Wales) Act 2013 provides a **robust statutory evidence base** focused on inclusive design standards, audited routes and public consultation. This supports assessment of impacts on people with different characteristics, particularly in relation to physical accessibility and everyday travel needs.

Evidence gaps mainly relate to the depth of demographic insight and the aspirational nature of future routes, which will be addressed through further engagement, detailed design and subsequent assessments as schemes are developed.

Equality and Human Rights Commission (EHRC) – *Is Wales Fairer?*

The Council has had regard to the EHRC's *Is Wales Fairer?* findings when developing and revising the ATNM. The report helped identify national equality challenges, such as transport accessibility, safety and health inequalities, which informed the Council's Strategic Equality Objectives. These objectives provide the framework for assessing how the proposed active travel network may impact people with protected characteristics, particularly disabled people, older residents and those without access to a car.

Well-being of Future Generations (Wales) Act 2015

The revised ATNM has been developed in line with the Well-being of Future Generations Act

and the Future Generations Commissioner's reports. The proposals have been assessed against the Act's sustainable development principle and Five Ways of Working, ensuring a long-term, preventative approach that integrates health, environmental and equality objectives while supporting future generations.

Welsh Index of Multiple Deprivation (WIMD)

WIMD data has been used to understand levels of deprivation across the Vale and to identify communities that may experience transport disadvantage. This has helped inform the prioritisation of routes to improve access to everyday services, education and employment, particularly in areas with higher deprivation, supporting more equitable access to active travel.

Census and Local Demographic Data

Census 2021 and local demographic data have informed the Equality Impact Assessment for the revised ATNM, providing insight into age, disability and household travel patterns. This evidence has helped shape an inclusive network that reflects the needs of different user groups and supports safe, accessible walking, wheeling and cycling.

Other National Strategies

The revised ATNM aligns with *Llwybr Newydd – the Wales Transport Strategy*, supporting national objectives to prioritise active travel, improve safety, reduce car dependency and create healthier, more inclusive public spaces.

Impact

What is the likely impact of your proposal on individuals with the following characteristics? State whether the impact is negative, differential or positive.

18.Age

Consider in particular young people and older people

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

19.Disability

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics.

The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

20. Gender reassignment

Ensure policies explicitly include same-sex couples and gender neutral language.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

21. Marriage and civil partnership (discrimination only)

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

22. Pregnancy and Maternity

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

23. Race

A race is a group of people defined by their colour, nationality (including citizenship) ethnicity or national origins. A racial group can be made up of more than one distinct racial group, such as Black British.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

24. Religion or belief

Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

25. Sex

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

26. Sexual Orientation

Ensure policies explicitly include same-sex couples and gender neutral language.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

27. Socio-economic considerations

Socio-economic disadvantage can be disproportionate in both communities of interest and communities of place – think about how this leads to further inequality of outcome and how intersectionality can exacerbate this. Changes are minimal beyond the change in provider and should have no impact on any communities.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

28. Welsh language

How does your proposal ensure that you are working in line with the requirements of the Welsh Language Standards (Welsh Language Measure (Wales) 2011), to ensure the

Welsh language is not treated less favourably than the English language, and that every opportunity is taken to promote the Welsh language (beyond providing services bilingually) and increase opportunities to use and learn the language in the community?

The Revised ATNM will not in itself have a significant impact on people's opportunities to use the Welsh Language. The consultation will be published and undertaken in Welsh as well as English and the consultation will be undertaken in accordance with the Welsh Language Standards (No. 1) Regulations 2015.

29. Human rights.

The Revised ATNM shows existing AT routes and aspirations for future routes. The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics. The future routes identified are aspirational only and will not be taken forward unless they are shown to meet the necessary standards

Going Forward

30. What, if anything, can be done to promote a positive impact?

To promote a **positive impact** from a consultation on a revised **Active Travel Network Map (ATNM)**, the focus should be on clarity, inclusion, trust and visible outcomes. Key actions include:

- **Be clear about purpose and influence**
Clearly explain what the ATNM is, why it matters, and how consultation feedback will influence final decisions. People engage more positively when they understand their input can make a difference.
- **Make it accessible and inclusive**
Use plain language, bilingual materials, accessible formats, and multiple ways to respond (online maps, surveys, paper copies, events). This helps ensure participation from a wide range of users, including disabled people, older residents and those less digitally confident.
- **Target under-represented groups**
Proactively engage groups who may be less likely to respond but more affected by transport barriers, such as disabled users, schools, young people, older residents and lower-income communities. This improves equity and strengthens the quality of feedback.

- **Use local and visual evidence**
Interactive mapping tools, local examples and clear route plans help people relate proposals to their own journeys, encouraging more constructive and informed responses.
- **Offer opportunities for dialogue**
Drop-in events, workshops and face-to-face engagement allow residents to explain concerns, highlight barriers and co-design solutions, building trust and reducing opposition.
- **Demonstrate transparency and feedback loops**
Publish consultation outcomes, explain what has changed (and why), and show how comments have shaped the revised ATNM. This reinforces confidence in the process and encourages future engagement.
- **Link to wider benefits**
Clearly connect active travel improvements to health, accessibility, climate action, safer streets and local economies. Understanding broader benefits helps increase public support.

Taken together, these actions help ensure the consultation is inclusive, meaningful and constructive, resulting in a revised ATNM that is better informed, more widely supported and more likely to deliver positive outcomes on the ground.

31. What, if anything, can be done to limit any negative impact?

Any potential negative impacts can be limited by clearly explaining the purpose of the ATNM and what the consultation can influence, using accessible and inclusive engagement methods, and proactively involving under-represented groups. Managing expectations, providing transparent feedback on how responses are used, and addressing concerns early also helps reduce misunderstanding and opposition.

32. Is there a need for more favourable treatment to achieve equal outcomes? (disability only)

Yes. More favourable treatment may be required to achieve equal outcomes for disabled people. This includes providing step-free, well-designed active travel routes, appropriate crossing points, smooth surfaces, adequate widths, and clear wayfinding. Such measures help remove barriers that disabled people disproportionately face and ensure they can access and use the active travel network on an equal basis with non-disabled users.

33. Overall will the impact of your proposal be positive, negative or neutral?

Positive

34.How will you monitor progress in delivering your proposal and its impact on citizens?

Publish consultation outcomes, explain what has changed (and why), and show how comments have shaped the revised ATNM.

35.Approved by (name)

Kyle Phillips

36.Job Title

Operational Manager Transport Services

37.Date of Approval

16 April 2026