

Sully to Cosmeston Active Travel Concept Design

Consultation report May 2023

Introduction

A consultation was undertaken on the design of an active travel route, along the old railway line, connecting Sully to Cosmeston between 12 April and 3 May 2023. The route links with the existing shared use facility at Railway Walk, Penarth. This followed a previous consultation held in March 2022 where the public were asked to choose which of three possible route options they would like to see developed. From this consultation the preferred route option was along the old railway line from Sully to connect to the existing Railway Walk, as opposed to options along the existing carriageway.

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

Funding for this scheme has been secured from the Welsh Government Core Active Travel fund. The Welsh Government funding application process advises that an active travel route should be consulted on at appropriate stages of development.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Social media posts;
- Information on the Council Active Travel webpage;
- Email to respondents of previous ATNM consultations;
- Site notices in the vicinity of the scheme (included on the site notice was a telephone number to call to discuss the scheme);
- Email to stakeholders and statutory consultees;
- A public drop-in session in Sully to discuss the proposal face to face.

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

Overview of Results

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

There were 2444 visitors to the site. 198 responses were received. 158 respondents confirmed their email address. 40 respondents either did not confirm their email

address or preferred to remain anonymous. For the purposes of this report, all responses are counted.

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

46 people attended an in-person event and their comments are listed within this report.

From the online survey 73% of the respondents felt 'very happy', 'happy' or 'neutral' about the concept design as it was presented. Support from the emails and in-person event are not included in this percentage but the majority of these were happy with the proposal.

Results from online questionnaire

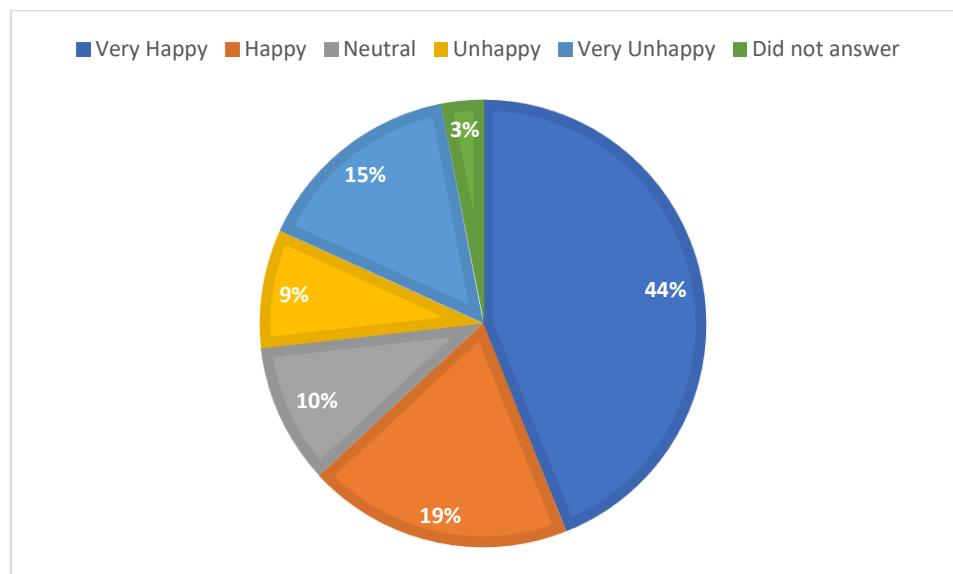
10 individual PDFs were provided on the Commonplace portal for 10 sections of the proposed route from Sully to the existing Railway Path at Cosmeston Drive.

There was also a page with Frequently Asked Questions listed.

Respondents were asked to look at these before replying to the survey questions.

The first question asked people 'How do you feel about the Sully to Cosmeston active travel route?'

From all the responses received the majority of respondents were happy with the concept design.



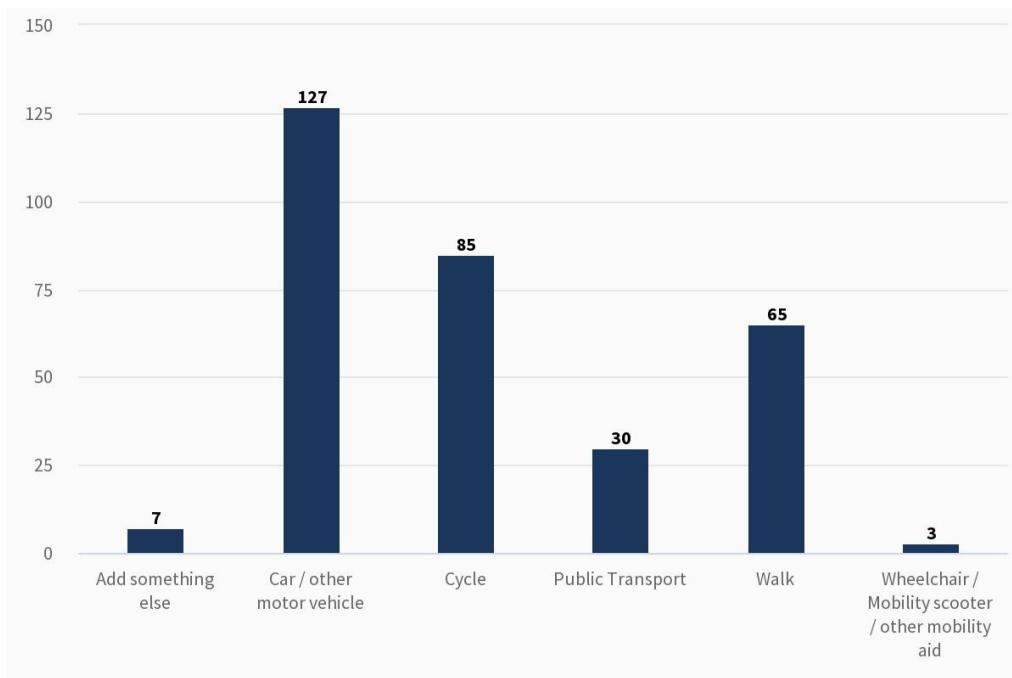
The second question asked ‘Why do you feel this way?’

A full list of 167 comments received can be found at Appendix A, but the key themes are:

- Support for an active travel route away from traffic;
- Request for access at St Marys Well Bay;
- Consider using the old railway track from Sully to the Vineyard instead of alongside the carriageway;
- Objections to speed reduction on Lavernock Road.

The third question asked ‘How do you currently travel this route?’

The chart below shows that the majority use a car or other motor vehicle, however there are a large number that currently walk or cycle.

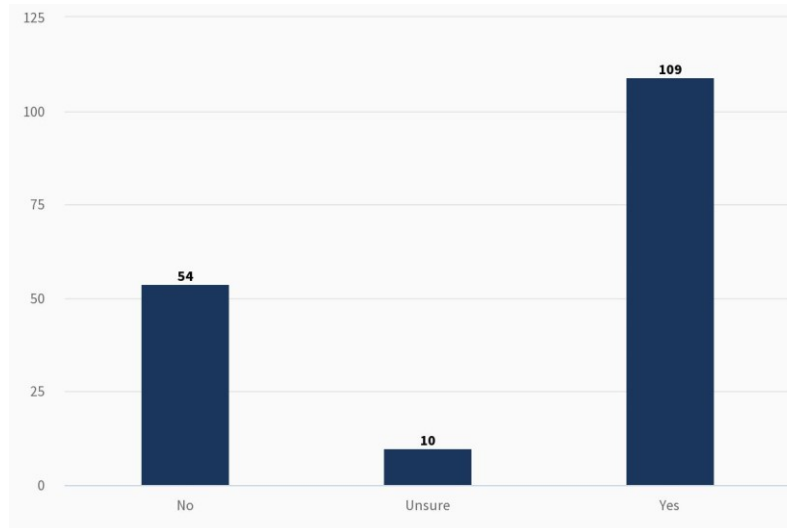


7 people added ‘something else’, these were:

- 5 people ‘run’
- 2 answers were not relevant to the question.

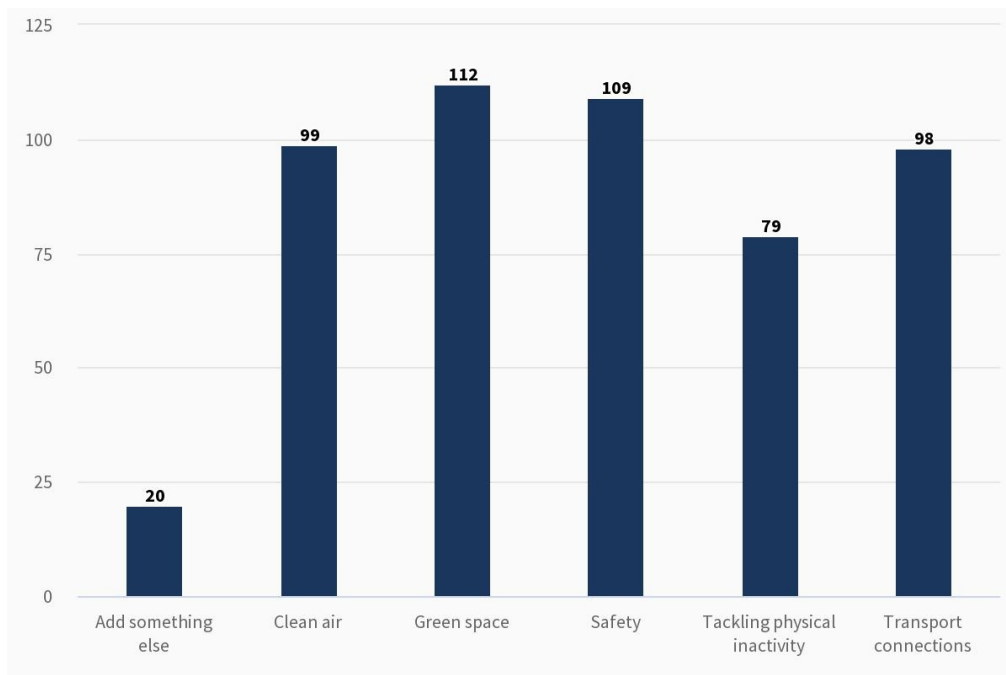
Question 4 asked ‘If this proposal goes ahead, are you likely to travel more actively?’

The results show that 63% of those that answered this question would either walk or cycle more than they currently do if this route was constructed.



Question 5 asked ‘Which of these are important to you in your local community?’

The results are shown in the graph below:



There were 20 other comments received (*included below as they were received*):

- Providing an alternative way to get around other than the car
- tackling climate change
- Biodiversity preserved
- Making South Road safer and more attractive. Thinking of the disabled. Making all of South Road safe for cyclists.
- Reducing traffic

- Ease of use of paths (mud)
- Being able to drive my car
- A peaceful life
- Less car means able to enjoy rural location
- Not being alienated for owning a car
- Condition of existing Footpaths and Roads
- The ability to travel quickly on this route with minimum disruption
- A valuable transport link while not restricting car use.
- Creating safe cycling routes for me to use (I'm not a very good bike rider)
- Improved road surfaces (no potholes)
- Cars are expensive. Providing safe ways to travel by foot and bike creates a fairer society. Cars also create noise pollution. I'd much rather hear bicycle bells than car engines.
- Biodiversity
- Less housing developments as this would lead to less cars and congestion on our roads. Welsh Gov and local councils should actively increase the number and lanes on our roads.
- Good traffic flow
- No speed limit reduction

Question 6 asked 'Do you have any further comments or suggestions on this proposal?'

A full list of the 105 comments received are included in Appendix B however the key themes were:

- Requests to consider access to Cosmeston;
- Opposition to reducing the speed limit;
- Provide high quality infrastructure here and further on to Barry;

In person event

A drop-in session was held at The Old School Hall, Sully on Tuesday 25 April between 1500-1900.

46 people attended.

Notes were taken during the event and summarised below:

- Secure cycle parking needed in Penarth - could this be included as part of a future construction bid?
- How do you know where you are on the route (along railway line)? Will there be some form of wayfinding along the route in case of an accident and you need to direct the emergency services?

- The existing Railway Path has a group that maintain it. Will they maintain this?
- Find out how many permits were issued to houses in Cosmeston Drive as this may help us find out how many cars use the road and allow us to provide a priority crossing.
- Highly opposed to putting tarmac through the green alongside Swanbridge Grove. Utilise the road and stop cars parking there.
- Sully needs a rail or tram link. Future proof this during the construction of this active travel route.
- A query was raised regarding land ownership regarding a small section of the proposed route and the privacy impact it could have on dwellings.

Post-it notes were made available for people to make appropriate comments on large scale maps. Below is a list of these typed as written.

Sheet 2 – South Road, Sully

- Great to be prioritised. It is hard crossing at the moment (this was at the junction of Swanbridge Road).
- Existing cycle routes need to be fit for purpose.
- One day this will help me get to Stanwell!!

Sheet 3 – Lavernock Road near The Vineyard

- Busy road to cross. Happy with being controlled crossing.
- Bikes need to be made to use cycle path once its safe.
- Can a bridge be installed instead of a crossing?

Sheet 4 – Old railway line

- Lighting for path? Maybe sensor lights that light when approached and switch off after.

Sheet 5 - On the plan for St Marys Well Bay:

- Needs access to St Mary's Well Bay Road – at least for walking & pushing a bike.
- Signalised crossing to Cosmeston needed at end of St Mary's Well Bay Road – v.hard to cross on foot.
- Ramp down by St Mary's Well Bay.

Sheet 10 - At the link to existing path at Cosmeston Drive there were two comments:

- Cyclists/Walkers to have priority over road traffic.
- Needs a crossing or raised table.

On the overview sheets:

- Do it soon!
- I like it!!!

- Path should start at Arlington Road
- Brilliant idea 100% support

Email responses:

Four emails were received during the period of the consultation. They are provided below as they were received with a Council response to each one.

Email 1:

I would just like to express my happiness in the proposed active travel route between cosmeston and sully. Having recently had an e-bike loan and lessons from sustrans in barry I now commute by e-bike between rhoose and barry daily. It will be great to enjoy rides through to cosmeston and sully without the worry of cars.

I would also love in future to see a great active travel route from barry to cosmeston :)

Council response:

Thank you for your support of the scheme.

Email 2:

Very supportive of the scheme. Needs priority to active travellers across Cosmeston Drive, and links to Fort Road and St Mary's well bay road. Support the reduction in the speed limit, with other limits reducing to 20mph this will make more sense, one day people will realise that racing to the next traffic jam doesn't save them any time! Hope the plan can be progressed soon, with care taken to minimise disruption to wildlife. Will be a great link to Stanwell School, hope the links from the Penarth end to the school can be improved, and also into Penarth Town Centre itself, as well as safe bike parking in town.

Slightly off the route a toucan crossing of Lavernock Road to Cosmeston (at the end of St Mary's Well Bay Road is needed as this road is increasingly difficult to cross as a pedestrian/cyclist.

Council response:

Thank you for your support of the scheme and your suggestions will be considered at the next stage of the design process.

Email 3:

Vale Velo Ways
Sully to Cosmeston Active Travel Consultation

April 2023

VVW is heartened by the VoG's consultation on this particular active travel route. The current shared-use path has long required an upgrade.

In general, VVW is pleased that the route of the disused railway line is to be brought back in to use. When travelling west from Penarth, this is the natural extension to the existing railway path, and would allow an uninterrupted active travel journey between Penarth and Sully. It is important that the crossing to the new section of path across Cosmeston Drive gives priority to active travel through the use of something like a Tiger Crossing.

It is good to see access to the new school has been included. This was absent from the original planning application for the school. However access ramps are also needed to both Fort Road and St Mary's Well Bay Road.

VVW is encouraged that lighting is proposed for the railway route. However, caution is urged. The bollard lights which have been installed in the recent St Athan Active Travel route (where the path passes the end of the runway) are really not very bright and do not shed a comfortable amount of illumination. VVW would prefer the installation of full height lamp standards with LED illumination. Should there be a need to adapt these for the needs of wildlife, red filters could be employed, as used in the Bro Tathan Active Travel route.

The fact that the path crosses the main road is sub-optimal for an Active Travel route, but VVW are pragmatic enough to recognise that this makes the best use of existing infrastructure. However, there is much to be done in the execution of the road crossing. VVW notes that a controlled Toucan crossing is proposed, which is acceptable, but must have wait times for Active Travellers set as short as possible. VVW proposes that an instantaneous red-light for motor vehicles is provided invoked by an active traveller. VVW is well aware of existing Toucan crossings in the Vale with extended wait times. VVW request that the VoG specify the proposed wait time at this stage of the route's development. However from this point we would suggest the route continues along the old track bed into Sully and links are made into the different areas of housing in Sully.

VVW supports the reduction of the vehicular speed limit on the road.

Whilst the "railway path" route is a welcome addition to the VoG Active Travel network, VVW trusts that the existing roadside shared-use path will be retained between Cosmeston Park main entrance and Sully. VVW recognise that not all people on bikes and feet will be confident to use the railway path after dark, when being closer to the road gives a perception of safety. VVW requests that the existing roadside path is upgraded to current active travel standards. The provision of two high-standard active travel routes along similar corridors would be a great feather in the VoG's active travel cap.

VVW support this Active Travel route, and wish the VoG every success in its implementation.

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

Council response:

Thank you for your support of the scheme and your suggestions will be considered at the next stage of the design process.

Email 4:

While I support in principle the proposal I am unhappy with certain aspects.

1. The use of Lavernock Road from The Vineyard to Swanbridge Road.
I believe it would be much better to use the former railway route from The Vineyard to Arlington Road. As a walker, bus user and car driver I would feel less safe walking the proposed route than I do at present. Cyclists would ride faster than at present and would be less inclined to allow for pedestrians like myself, some would divert onto the road in order to avoid pedestrians or slower cyclists without considering motor vehicles. In reducing the speed limit to 30mph motorists, particularly lorry and bus drivers would find it more difficult and dangerous to pass cyclists who are using the road in preference to the Active Travel Route. As a regular bus user at present one of the grumbles I hear from non bus users is the time buses take to get anywhere, this would make it worse.

If children are to be encouraged to cycle to school both here at Sully Primary School and those who later move to Stanwell then surely a path should have been provided from Flat Holm Walk to the path leading down from Slade Close to Arlington Road rather than a series of steps.

2. Lack of access from Fort Road and St. Mary's Well Bay Road.
Both roads cater for a considerable number of holiday makers in caravans and chalets who bring bikes with them. If access is provided where the former railway line crosses these roads it would further encourage these people to cycle to Penarth etc rather than using their cars.

Additionally I am confused by the reference to an active travel route to a future school. What type of school is proposed?

The only school I have heard of as being proposed is an extension of Ysgol y Deri which I understand caters for children who have learning difficulties and have to be taken to school in parents cars, taxis and minibuses. These children would not as I understand it be users of active travel routes.

I would like to make greater use of public transport and as I get older may become more dependent on it if I become unable to drive. However, the advantages given to

car drivers who insist on parking on the pavement and road outside their own homes when they have drives and double garages is wrecking public transport.

The 30 plus years delay in bringing forward these proposals means the route from Arlington Road to Barry is no longer available and the cost to Council Taxpayers has mushroomed enormously. Another case of councillors being penny wise, pound foolish

Council response:

Thank you for your support of the scheme and your suggestions will be considered at the next stage of the design process.

The proposal included a proposed access to the route from the new school development at Ysgol y Deri. We thought it would be of benefit to the pupils if they could access the path where they could traverse either by foot, wheelchair, bicycle, adapted cycle/trike.

Welsh Government have stated that they will reconvene the [pavement parking](#) taskforce next year.

Recommendation

The Council will continue to develop this route using the 2023/24 Welsh Government Core Active Travel grant that has been awarded.

The route from The Vines to Arlington Road utilising the old railway line will be explored. If this route is possible then the proposed widening of the existing shared use path along Lavernock Road would not be required as part of this scheme. This could also negate the need to reduce the speed limit along Lavernock Road.

The design will look to include additional access points at St Marys Well Bay and Fort Road to enable greater usage.

Further investigation on land ownership is required for sections of this route.

Appendix A

This question asked for a free text response and asked why people feel the way about how they responded to question 1 ('How do you feel about the Sully to Cosmeston active travel route?')

	Why do you feel this way? <i>(answers provided as they were received)</i>	Council response
1	<p>This proposal will require the unnecessary destruction of a huge amount of woodland, hedgerow and other important habitat that are used by many species of birds, animals and plants. Alternative routes would not require this extent of environmental damage.</p> <p>This is meant to be about active travel but the proposed scheme seems to reflect where people would most like to potter around in their leisure time. It will be hugely more expensive than alternative routes (i.e. along the existing road between Penarth and Sully) and is far more remote and, therefore, less safe.</p> <p>Also, the proposed route crosses land that is not owned by either the Welsh Government or the Vale of Glamorgan Council.</p>	<p>Ecological and arboricultural surveys will be undertaken to assess the impact construction of this route may have.</p> <p>Land ownership will be further investigated during the next stage of design.</p>
2	<p>Away from cars and will provide a beautiful, scenic, quiet, clean corridor.</p>	<p>Thank you for your comment.</p>
3	<p>What a difference this will make to my family - finally be able to safely cycle altogether to Penarth.</p>	<p>Thank you for your comment.</p>
4	<p>The current route is unsuitable for cyclists. This plan is a big improvement and will make the route more attractive and peaceful to cycle</p>	<p>Thank you for your comment.</p>
5	<p>The proposed scheme will require the destruction of significant amounts of established hedgerow, woodland and other vegetation that is important habitat for a huge variety of plants, animals, birds and amphibians. This seems unnecessary when there are alternative routes that would achieve similar active travel outcomes without such a significant impact upon the environment (e.g. enhancement of the existing route along the road).</p> <p>It also seems likely to be far more expensive than the alternatives, less safe in that large elements are remote and unlikely to have any meaningful impact on the amount of car journeys in the area.</p>	<p>Ecological and arboricultural surveys will be undertaken to assess the impact construction of this route may have.</p> <p>Land ownership will be further investigated during the next stage of design.</p>

	The proposed route is also partially on land that is in private ownership.	
6	It will encourage more people to walk and cycle between Sully & Penarth	Thank you for your comment.
7	<p>Several important reasons why this route should not be proposed:</p> <ul style="list-style-type: none"> * Whilst the route from Penarth to Cosmeston Drive is well used, it was and has been a well established route - the proposed route, a continuation across Cosmeston Drive would involve a high cost route - and is not the most direct. * This is NOT an Active Travel route!!! Active Travel is supposed to create the most direct route between communities. The obvious route between Penarth and Sully is what people currently use; from Penarth on the railway track, down Cosmeston Drive (and Cosmeston Lakes) and onto the well established shared use path adjacent to the B4267 to Sully. * The current shared use path on the B4267 (Lavernock Road) is the most practical to improve - and leads to/from Cosmeston Lakes, therefore potential economic benefit to the Vale Council. Furthermore, there are e-bikes situated here. Users would have to travel up the hill to connect to the proposed onward path if going to Sully or Penarth. In reality, if users are going to Sully, they would 'naturally' use either the road or the well established shared use path adjacent to the B4267. * The proposed path re-joins the B4267 anyway near Sully! Makes no sense to propose a 'new' route through what is Welsh Govt land - though I suspect the reason for this is to enable the Vale Council to have an argument to build on this land in future - as Vale Council are minded to do.... * For the onward route at Sully, cyclists have to use the road anyway! This negates any benefit of cyclists feeling 'safe' - as on some of the consultation comments. Whilst it is impossible to use the old railway track through Sully (due to housing built along it), surely it would be far better use of PUBLIC MONEY to actually make an Active Travel route along South Road? * THE COST!!!!!!!!!!!!!!!!!!!!!! Not practical!!!!!! PUBLIC MONEY would be better spent enhancing the existing shared use route adjacent to the B4267. 	<p>The Vale of Glamorgan's Active Travel Network Map (ATNM) went through three stages of public consultation and was one of the favoured routes along with Dinas Powys to Barry and Waycock Cross, Barry to Rhoose.</p> <p>Three options for this route, including upgrading the existing route along the B4267, was consulted on in March 2022 and 78% of the respondents wanted us to develop the route along the old railway line. Please see our webpage for the report.</p> <p>The Active Travel proposal is to link the communities of Sully and Penarth and is not dependent on future developments.</p>

<ul style="list-style-type: none">* The proposal to destroy a vast amount of vegetation to get the 'desired' 3m width will destroy and affect the rich biodiversity in the area and the hedges with nesting birds. It breaks my heart to think that the Vale Council want to destroy these rich habitats.* Proposed low level lighting will negatively affect nearby properties.* It would be interesting to have the statistics on why this proposal is being put forward; is there actually a 'demand' for this route, or are the Vale just 'supplying' the route so they can make an argument for the housing development on Welsh Govt land???* The whole proposal is a veil to push through the proposed Vale Council housing development.	
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8	<p>For those living in the Village, this project does very little to address the challenges of rising traffic levels on South Road, and its many negative consequences. One also wonders how an active traveller is meant to safely get to the start of this new active travel route, and enjoyably given the growing volume of traffic and increasing levels of driver aggression. One also wonders what rail planners have to say about using the former rail line for active travel? We all remember the poor judgement that led to key sections of the former rail line being handed over to property developers. Presumably rail planners have their own feedback to share. Where is it? Similarly, what do the highway planners have to say about making the road more attractive to active travellers? Having said all of this, I am very supportive of improving active travel between Sully and Penarth, but there really is an urgent need for a wider plan that considers the needs of all travellers, including the disabled such as myself, and for those moving within the community. As a disabled pedestrian, I am now scared to walk along South Road because of the growing volumes of traffic (increasingly aggressive) and the growing number of cyclists riding on the pavements. To be clear, I am very supportive of cyclists, but they really need to have separate safe spaces. This also emphasises why road speeds must be reduced on South Road and that cyclists must be made to feel safe when sharing this space.</p>	<p>Due to the funding mechanisms available the Council looks at linking communities initially and then will look at potential improvements locally.</p> <p>Welsh Government are introducing default 20mph limits in September 2023 with the intention of making pedestrians and cyclists feel safer within built up areas.</p> <p>Transport for Wales (TfW) are the body acting on behalf of Welsh Government, for all active travel funded bids. As TfW also control rail services they should be fully aware of this proposal.</p>
9	<p>It will improve my personal safety during my commute to/from work, away from traffic in relatively clean air, green surroundings.</p>	<p>Thank you for your comment.</p>

10	<p>Whilst I support the provision of a safe and attractive active travel route from Sully to Penarth, this plan fails to set out how many residents of Sully and those passing through the VILLAGE will get to this new active travel route. South Road is both dangerous and extremely unattractive for active travellers, and requires urgent attention to drive meaningful modal shift. To have given the green light to Cog Housing and to have no plans in this regard is beyond shameful. Aside from those passing through the community, South Road also forms a significant barrier to movement north and south across its path - the "Great Wall". Residents (including the many new arrivals at Cog Housing which is notable for its lack of open spaces) and the most vulnerable road users should be paramount in VoG thinking, but are not. It seems as though VoG's leadership on these issues are stuck in the 1970s and that there is no wider vision for mobility/transport within and beyond the Sully & Lavernock community. One also wonders whether there has been collaborative work with TfW on this increasingly pressured transport corridor as it is known that they have been studying these pressures (and presumably developing possible solutions). In this regard, one also wonders whether TfW may have plans for the corridor (even in the longer term) as this may have relevance for use of the former rail line. This reinforces why a single (and multi-modal) mobility plan is essential before proceeding with individual projects. Linked to these concerns around a lack of joined-up thinking, we should all remember the lack of foresight that allowed housing development along the course of the former rail line. We should also remember that South Road is meant to incorporate a safe active travel route and thus plug a longstanding hole in NCN88. How can a local authority have a credible active travel plan without setting out a clearer vision for South Road? It would also be better if cyclists were not forced to share routes with pedestrians and vice versa, and this would seem to emphasise why the many problems of South Road must also be tackled.</p>	<p>Due to the funding mechanisms available the Council looks at linking communities initially and then will look at potential improvements locally.</p> <p>Welsh Government are introducing default 20mph limits in September 2023 with the intention of making pedestrians and cyclists feel safer within built up areas.</p> <p>Transport for Wales (TfW) are the body acting on behalf of Welsh Government, for all active travel funded bids. As TfW also control rail services they should be fully aware of this proposal.</p> <p>The scheme is being designed following Welsh Active Travel guidance but is dependent on the land available to us.</p>
11	<p>The whole route to Sully should also be developed as a tramway extension to the Penarth line. This would significantly reduce traffic through the town centre and other main roads inline with WG policy</p>	<p>TfW are considering corridors throughout the South East Region of Wales as part of the Metro Enhancement Project and details can be found on this page: https://tfw.wales/projects/metro</p>

12	Whilst it is good that this route is being looked at, to encourage more walking and cycling, in many places there is little improvement over current provision. In order to make both walking and cycling attractive safe modes of transport, the modes should be fully segregated wherever possible. While in some places there may be significant width restraints requiring a shared use path this should only be the exception, not the rule. Statutory Active Travel Act guidance requires segregation wherever feasible; this could include reducing some of the space currently allocated to cars.	Active Travel guidance is being followed with the aim to provide the highest quality route possible for all users of this corridor.
13	current cycling is along a busy road with very little room for pedestrians and cyclists - offputting for all but the most experienced cyclists lots of traffic between Penarth / Consmexston and Sully - this could reduce a lot if cycling was easier (and car travel more tricky - i.e. restrict parking / charge a lot more)	Thank you for your comment.
14	This will be a great link between Penarth and Sully, whilst I will mostly use it for leisure I know friends in Sully who will use it to get to Penarth and for their children to travel to secondary school independently and safely.	Thank you for your comment and support.
15	Absolutely ridiculous to have 30mph limit. Where is the justification for this apart from Welsh Govt anti-motorist diktat? What is accident history over past 50 years? No schools and virtually no houses between Sully and where 30 mph kicks in (which is ok) so why reduce from 40 to 30?	Welsh Government Active Travel guidance is being followed when designing this route. There are guidelines on traffic speed next to cycle/pedestrian routes.
16	Using the coast path this could create a circular walking route between Penarth and Sully. My reaction would have been the big smiley face if the route had continued along the dismantled rail line into Sully.	Noted and thank you for your comment and suggestion.
17	I am pleased the route will be developed to allow safer car free travel between Penarth and Sully. However, I want the route to remain as a nature corridor- a Green route- that enables nature and humans to thrive as they use the route. It is vital that all the vegetation surrounding the route, particularly the large trees are NOT removed.	Agreed and tree removal would be a last resort but if we have to remove any trees then we would plant at least twice as many along the corridor.

18	<p>I'm happy to see this route improved but I thought it would be a better connection for me to travel with my daughter to Cosmeston from Barry. As the improved route doesn't go through the whole of Sully I would be met with dangerous road or shared use path again. people often park and drive dangerously when using the One Stop shop, so having a safer way to cross here would have been great.</p> <p>I'm really happy to see the railway line being extended. It will help with connecting the areas and will hopefully boosts outdoor usage in the community.</p>	Thank you for your comment and support.
19	it may improve safety for me to cycle from Llantwit to Cardiff for work	Thank you for your support.
20	Very little effort to improve the route through sully itself. It literally is being improved on the far side of Sully. Little investment in Sully. The cycle path /through lavernock already exists so just improve that a little bit and be done with jit	The funding granted to date has only allowed the development from Sully to Cosmeston. Through Sully connections are on the ATNM for future consideration.
21	<p>Anything that means we can be more active can surely only be a good thing. I'd love to get around more on my bike and this will really help me. It will also allow my Mum to see a bit more in her mobility scooter - she would love more wide paths to allow her more opportunity to get out.</p> <p>I've read comments on here about cars and speeds and that is all quite selfish in my opinion.</p>	Thank you for your support.
22	From what your blurry map shows it doesn't impact on traffic	Response not required.
23	Narrowing the road in Sully and combining cyclists and pedestrians on the same footpath is DANGEROUS	The proposal does not involve narrowing South Road and if we construct a route along the old railway line it will improve conditions for pedestrians and cyclists.
24	<p>Firstly your map is rubbish and it's very difficult to assess it properly because of this. Route looks very messy at the Sully end and also stops there with no thought to getting through Sully and on to elsewhere. Need some more joined up thinking to include onward active travel through Sully and beyond, a decent, regular and straighter route bus service, proper bus shelters and taking Sully out of the Barry zone for bus fares rather than just looking to spend Welsh Government money in different pockets of the Vale. St Mary's Well Road & Fort Road needs to be included as well as proper access to the entrance to Cosmeston at the St Mary's Well Bay road end. I'm sure cyclists will welcome the AT route but I do worry about safety</p>	<p>Thank you for your comments and they will be considered at the next stage of development.</p> <p>There was an email address provided on the website that anyone could have requested clarification on any areas they were uncertain over.</p> <p>Bus fares are not set by Local Authorities.</p>

	for lone walkers. Rest benches should also be provided along the route for those that can walk but need to take occasional rests due to physical or medical reasons and this would certainly encourage more people to walk the route, who otherwise wouldn't. It's great to encourage fit and healthy active travellers but we should be encouraging the less fit and healthy too.	
25	The route is and will be used by drunks late at night, as is the case now. The current seats are used as a pit stop, so if more seats are added other streets will be in for late night revelers!	We assume you are referring to the existing Railway Path. Any concerns over anti social behaviour should be reported to South Wales Police.
26	Very sustainable route - not only will reduce car usage but perfect family day out with kids in safer way and for walking lovers too .	Thank you for your support.
27	Good to have scenic, but still direct, route between Sully and Penarth. Wide route than current footpath along road. Would have liked to see ability to access to path where crosses over St Marys Well Bay Road, as I would use that route.	Thank you for your support and your suggestion will be considered at the next stage of development.
28	Mixing 'Strava' type cyclists and dog walkers and push chairs is a recipe for an accident. Also why does the proposed route divert off railway path down Cosmeston Drive, no one especially cyclists will use this.	This proposal would provide a path for all levels of cycle confidence and could be used by all members of society. The proposal consulted on does not route down Cosmeston Drive.
29	As a cyclist, I'd love a much safer speed on the road between Cosmeston and Sully	Noted.
30	There is no need for this route, as there is already perfectly adequate shared footpath/cycle track along Lavernock Road between Cosmeston and Sully. This can be widened by removing the grass verge giving more space for the pedestrians to avoid the racing cyclists. This is a much cheaper option than exorbitant costs placed on the Tax Payer that this 'Active Travel' proposes and will save the Council and the Council Tax payer monies in the future by not having to contract services in to cut and clear the grass verges. The plan itself will lead to an extension of the current Railway Walk cyclist race track between Penarth and Cosmeston which has seen many accidents and injuries to pedestrians and animals, with the cyclists just racing away totally unconcerned to the damage and injuries they have caused.	As the consultation says, the existing shared path does not meet current Welsh Government Active Travel standards and a route in this area needs improvement. We are unaware of any reported accidents on the existing Railway Walk, however we will double check with the appropriate departments. Three options for this route, including upgrading the existing route along the B4267, was consulted on in March 2022 and 78% of the respondents wanted us to develop the route along the old railway line. Please see our webpage for the report .

31	It will take more money away from existing council commitments .	As stated in the consultation documentation, this is being funded by the Welsh Government Active Travel fund and not from Vale of Glamorgan Council funds.
32	This would be a lovely extension to my options for leisure cycling in the area. I already use the railway path regularly and would love to be able to go through to Sully - the current path is unridable due to a very poor surface and brambles. I can't honestly say that I would see this as an 'active travel' option though - I'm not sure I'd feel safe using a secluded, path separated from road traffic as a solo female walker/cyclist. I certainly wouldn't use it after dark. However, I would definitely use it for leisure outings with the family at weekends. It would be great if it were possible to access safe offroad cycle path options through to Barry.	Thank you for your comments.
33	<p>Multiple points not considered or having negative impact. Solution is unsafe, economically damaging, and doesn't accomplish intended goals.</p> <p>1) Railway track section is an existing light travel pedestrian walkway. Utilised by elderly and dog walkers. There is a track history of cyclists having near misses or hitting pedestrians and their pets and travelling at excessive speed. This will worsen that problem.</p> <p>2) Cycle storage locations are at key residential estate points. These bikes are frequently damaged or abandoned and will have an adverse effect in these areas</p> <p>3) Significant sections of the route are not lit. It will therefore not be used in later hours or at any commuting period outside of summer months. Poor utilisation is not an effective solution or use of funds</p> <p>4) Lavernock Road is narrow already and de-rating of the 40mph section will have negative economic impact for negligible/no safety benefits. A segregated route would offer better, safer, utilisation</p> <p>5) VoG has a poor track record of spending on active travel, particularly within this area. Conversion of the Ego>Cosmeston stretch of</p>	<ol style="list-style-type: none"> 1. We are unaware of any reported accidents on the existing Railway Walk, however we will double check with the appropriate bodies. 2. We assume you are referring to the OVObike hire bikes and we do not have any reports of repeated vandalism in this area. 3. As the consultation document states, lighting is going to be explored throughout the proposed route. 4. Noted. 5. Noted. 6. Ecological and Arboricultural surveys are to be undertaken in this area. 7. This Active Travel proposal is being designed independently and has no bearing on planning proposals in the area. 8. The proposed route links the communities of Sully and Penarth. This gives Sully residents access to schools, employment sites, leisure and the railway station.

	<p>pathway was an expensive project with zero utilisation and an elimination of green spaces.</p> <p>6) Negative impact to green spaces and local wildlife in a conservation area</p> <p>7) No impartiality in the design or review process between VoG selected contractors and other adjoining schemes such as the proposed housing development.</p> <p>8) The primary target aim should be to replace commuter traffic with sustainable green alternative routes. Linking these two points does nothing for commuter traffic on school, doctors, or work runs and stakeholder engagement would show this is the incorrect point of focus or resolution as it does not link school and transport links beyond Penarth are not sufficient to substitute most commuter paths</p>	
34	Safe for children to cycle along the railway	Thank you for your comment.
35	It is desperately needed but wish it was on old railway line instead of near the road	Thank you for your comment and suggestion for alternative route.
36	It will allow our family in Penarth to visit the grandparents in sully via active transport, which is really important to the kids who are very environmentally conscious.	Thank you for your support.
37	It will be safer for cycling	Thank you for your support.
38	I like to cycle on car free paths	Thank you for your support.
39	Good for exercise	Thank you for your support.
40	Will overlook my garden and ruin my privacy	Unsure what section you refer to but adjoining properties will be considered during the next stage of route design and mitigations put in place if appropriate.
41	Safety! Good to get off the main road	Thank you for your support.
42	The 40mph part of the road needs to stay as it is as there is plenty of room to pass cyclists. I'm fed up with cyclists passing me on paths and pavements at speeds of over 20mph and sometimes less than a meter away.	Welsh Government Active Travel guidelines have been followed for the development of this scheme.
43	It enhances the environment for residents and potentially makes a safer route for cyclists	Thank you for your support.
44	Extra routed to penarth	Unable to respond to this comment.
45	But there is no need to reduce speed limit from 40 mph to 30 mph	Welsh Government Active Travel guidelines have been followed for the development of this scheme.
46	Safer options for cyclists and walkers away from roads	Thank you for your support.

47	Use the Money to provide at least a footpath between Barry and Dinas Powys. This road is very dangerous, the death of a young mother walking to work a number of years ago and still no footpath or cycle way between the largest town in the Vale and Cardiff.	Welsh Government AT funding is also being used to develop this scheme as detailed on our website .
48	This will mean more fast illegal electric bikes using it as a race track	Incidents of ASB should be reported to South Wales Police.
49	Good idea however section between sully terrace and birch Lane on existing path also needs low level lighting to make this safe in low light. Occasional seats for the elderly are required.	Lighting and seating of the proposed route will be considered at the next stage of design.
50	There is no need	Routes connecting Sully to Penarth are on the ATNM that had three rounds of statutory consultation in 2020 and 2021 and were approved by Welsh Government.
51	Bikes can already use the cycleway along the road.	As stated in the consultation documentation the existing cycleway does not meet current AT standards.
52	Safer walking/cycling	Noted.
53	the former railway formation needs to be used for the south Wales metro (rail) for the extension from Penarth town station to Sully to provide sustainable travel and to reduce road traffic levels on Lavernock road. a cycle path can be put alongside single track formation to provide both active travel & public transport on same route.	Noted.
54	its about time the line was connected	Thank you for your support.
55	The Council's first priority should be to invest in repairing the current Highways e.g. Potholes, Not just "bodging a Repair" but effective long lasting Repairs. Second Priority should be to repair existing Footpaths. Third Priority should be to encourage the use of Public Transport - it would be of benefit to many if the frequency of Services was improved and Shelter from the elements provided at ALL Bus Stops for travellers whilst they have to stand waiting for a Bus!! The improvement of cycle ways is a "nice to have" rather than a "need to have" and the Sully to Cosmeston falls into this category. It is a very good idea - but not an immediate priority in my opinion. Finally the idea of introducing a totally unnecessary speed restriction for Vehicles of all Types on what is basically an open road e.g. Sully to Lavernock is to be ridiculed. Just how do the Council intend to police this Section of Road when they can't police existing Traffic Speed in Sully or	The development of this scheme is funded through the Welsh Government AT budget and the funding cannot be used for potholes, resurfacing existing footpaths that do not meet AT guidelines, or for public transport provision or bus shelters. Welsh Government AT guidelines are being followed when designing this route and there are recommendations for vehicle speeds alongside cycleway/footways.

	Lavernock!!! Additionally what benefit is to be derived from this initiative??	
56	There is no need to lower the current speed limit to 30 mph	Welsh Government AT guidelines are being followed when designing this route.
57	It is the wrong emphasis of what are the important tasks the Council should be dealing with at this time. Sort out the tired look of the streets, open areas, potholes, pavements, surgeries etc, rather than the peripheral schemes for the improvement of cycle ways. and tinkering with unnecessary speed reductions for cars and road vehicles.	The development of this scheme is funded through the Welsh Government AT budget and the funding cannot be used for potholes etc. This proposal would provide a high quality route available to pedestrians as well as less confident, vulnerable cyclists, wheelchair users and mobility scooters.
58	I'm mainly a walker but also an occasional motorist (for shopping a travelling long distances). Every 'improvement' in recent years seems to favour the cyclist impacting on my ability to move around my local area. For example, the other day while walking my dog at the Victoria road traffic lights I and my dog were almost knocked off our feet as six cyclists using the Ovo bikes rode around the corner to avoid having to wait at the red traffic lights. Also on my daily walks in cosmeston i almost daily have a cyclist riding at speed behind me ringing their bell expecting me and my dog to vacate the narrow footpath for their convenience.	Road safety and considerate use is something that needs to be communicated to all road/footpath users and is something that we will look into as a result of your comment. Moving Traffic Offences should be reported to South Wales Police.
59	The path using the old disused railway line has been so neglected that its impassable in some places. Should have been made more user friendly decades ago, by regular cutting back foliage from path. Using the nearby path along B4267 is not friendly with loud fast traffic and vehicle exhaust pollution.	Noted and thank you for your comment.
60	A good cycle route away from the increasing traffic levels on Lavernock Road	Thank you for your support.
61	A good cycle away from the increasing traffic on Lavernock Road	Thank you for your support.
62	Great idea! It would encourage more people to use their bikes	Thank you for your support.
63	It poses significant risk to pedestrians and the concept of using existing footpaths as dual use is fundamentally flawed	The design is following Welsh Government Active Travel guidance.
64	It will provide a route mostly away from cars and roads to use between Penarth and Sully.	Thank you for your support.

65	The speed limit on Lavernock road will be incredibly low at 30mph.	Noted.
66	I'm worried the public path will overlook my back garden. I live in Winsford Road Sully. What about security?	At this stage this section of the route has not been designed but there will be further consultation on the route as it develops.
67	As a cyclist its always good to have safe, accessible routes. Using the old railway path is also a great idea as it can help open up an unused route that can also include some great nature elements. It would also act as a great green connecting corridor, which has many advantages for environmental schemes. It would also make bicycle courier deliveries to the Sully area easier.	Thank you for your support.
68	I think that the money would be better used to repair the roads which are in a very poor state. Also, the money could be used to cover the increase in bus fare that has just been announced, along with the fare boundary for Sully being moved to Barry, making it more than double the cost. If the government want us to use public transport they have a duty to make it affordable and this money should be used to achieve that.	As the consultation website explained this scheme is being funded by the Welsh Government Active Travel grant that cannot be used for road repairs or public transport.
69	Path will not be alongside a busy road. Didused railway line put tp good use	Thank you for your comment.
70	The existing cycle path is rarely used or maintained and I feel this would just be another costly white elepjant	Noted.
71	It's a fantastic idea.	Thank you for your support.
72	Are you having a Drop-in session for Cosmeston Residents, as you have had for Sully residents. Roadworks on South Road in Sully yesterday with 35-40 delays prevented many residents attending .	For this stage of the design process it was appropriate to hold one session within the ward, and all the information was online and contact details provided to discuss.
73	This is fantastic.	Thank you for your support.
74	Increased usability will benefit me; although the current route is acceptable (if the path is refreshed)	Thank you for your support.
75	Increased usability will benefit me; although the current route is acceptable (if the path is refreshed)	Repeat of 74.
76	Increased usability will benefit me; although the current route is acceptable (if the path is refreshed)	Repeat of 74.
77	Need more safe cycle routes in Vale of Glamorgan which link with Cycle routes in Cardiff	Thank you for your comment.

78	Anything that improves safe cycling options is beneficial.	Thank you for your support.
79	It will be a great route if constructed which will lead nicely to Cosmeston and Penarth. It would link nicely to the networks in Penarth and the barrage into cardiff	Thank you for your support.
80	An addition to the existing path from Penarth to Cosmeston, which will be a useful link for people living in Sully and the surrounding area. The route of the railway line lies dormant and may as well be put to good use.	Thank you for your support.
81	Would have been much, much better to use all of the old railway line that is include the section between Swanbridge and the Vineyards .Because you have left the worst gradient on the route in place, it will be difficult for old ones and children , disabled etc.If you followed the railway it would be much more level and safer .A once in a generation opportunity missed to do something really well alas,just what one would expect.I know of much better thought out and executed walking schemes in England.	Noted and thank you for your comment.
82	I think it would be an enormous opportunity missed not to continue the proposed path from the Vineyard along the old railway line to Sully. I cycle from Cosmeston to Sully regularly and it's a most unpleasant path with all the traffic, noise and fumes	Noted and thank you for your comment.
83	It will be a great way to get to Penarth. The current cycle path is very narrow and directly next to the road. It is not only very loud because of the traffic but also feels less safe when cycling with children.	Thank you for your support.
84	More likely to cycle, run, walk. Better community links. Easier for children to appreciate semi-rural surroundings. Minimal impact on countryside.	Thank you for your support.
85	<p>This is a total waste of money that could be otherwise spent in the area.</p> <p>The existing road if cleared properly would have ample space to have a safe dedicated cycle path all the way down to sully.</p> <p>Creating this path will mean destroying a large amount of green space, hedgerows and trees which will have a negative impact on the wildlife there.</p> <p>Further it will be unsafe having a route so far away from the road for people that use it and for those that live nearby.</p>	<p>As stated in the consultation document, the funding is from the Welsh Government Active Travel fund and cannot be used for other purposes.</p> <p>Three options for this route, including upgrading the existing route along the B4267, was consulted on in March 2022 and 78% of the respondents wanted us to develop the route along the old railway line. Please see our webpage for the report.</p>

		Your other comments are noted.
86	This will be a wonderful extension from Penarth all the way to Sully and then I have no doubt, there will be plans to improve the route to Barry. I have been along here today and there are so many people using it - young and old, dog walkers, families, bike riders or all ages - and there were no issues, no conflict, all great.	Thank you for your support.
87	It will provide a safe way for people to get out and exercise	Thank you for your support.
88	I cycle to Cardiff and this stretch is by far the worst. Cars too fast - combined pedestrian-cycle route not wide enough and too damaged. Road also contains many drains which are often sunken and pose a risk to cyclists and cars swerving to avoid cyclists. The only thing I would like is to see it extended all the way along the old track. Why stop at the main road where you still have the above issues?	Thank you for your support and suggested route extension.
89	I think this is a great proposal and would certainly make me more likely to use a bike to travel to and from Penarth from Sully. Furthermore, it will also make us as a family more likely to travel to Penarth on our bikes. Great proposal and long overdue in my opinion and an effective re-use of the old railway line.	Thank you for your support.
90	It will provide a much safer active travel route between Sully and Penarth. This will surely boost active travelling to school, work and for leisure/shopping. The route is also beautiful an attraction in itself, promoting visits to Sully and local business.	Thank you for your support.
91	Help make the Penarth to Barry cycle route safer and more pleasant	Thank you for your support.
92	Way too extensive on a very dangerous road - no amount of traffic calming measures nor the police will stop speeding in the area - limite the proposal from Lower Penarth to Fort Road area Conscientious drivers who obey the proposed new road laws/rules will end up congesting the road resulting in more air pollution Also, Cardiff Bus engines have a tendency to stall Particularly during heavy rain when travelling at 35 mph or less - I know this from having travelled in such conditions on the buses from Sully to Cardiff	Your comments are noted.

93	<p>I grew up on the estate opposite Cosmeston so the old railway track was a regular route to Penarth town centre and we'd go as far as we could in the opposite direction with the dogs but it felt wild that it was blocked off. I now live in Cadoxton while my parents are still in Lavernock. I'd be very happy if there was a safe, off road option for my children (teens) to cycle to their grandparents. As a driver, I would be glad to get the cyclists off the road between Sully and Lavernock as they never use the mixed use path. My husband used to cycle the route when he worked in Cardiff and I know the active path along the old railway would have made him feel a lot safer than the current road and path. We often use the route in the car to visit our family or for my sons to go to rugby training and matches. It's incredibly frustrating when cyclists slow the journey from 40mph to 10-15mph (I always leave them plenty of space and only overtake when I can see the other side of the road is clear) - I support cyclists but I'd look forward to using the road knowing how long it will take me to get to my destination without adding extra time just in case a cyclist's out and about.</p> <p>I won't cycle it because I'm not fit enough to cycle that far and back from our house and I don't have the luxury of time to go off on little bike rides for the fun of it. Would it be suitable for dog walking? I'd use it for that if it's an option, if not, I doubt I'd use it personally but I know other family members and friends who would.</p> <p>I usually drive this route because I'm going somewhere, because I'm giving lifts to children, parents or husband, or I'm transporting the dogs or kit or whatever - it's very rarely just about getting myself from one place to another which is what I see cycling as being for.</p> <p>I do use the bus sometimes on this route but I hate the bus (so indirect, so time consuming, so flaming expensive - it's an outrage that Penarth and Barry are in different zones - I only ever use the bus to get between the two towns and it's extortionate, much cheaper to drive).</p>	<p>Thank you for your comments.</p> <p>The route would be constructed to allow all users that would include dog walkers.</p> <p>Bus fares are not set by the Local Authority.</p>
94	<p>It will improve cyclability and safety on the road. I am in fully support of anything that will improve active transport.</p>	<p>Thank you for your support.</p>

95	This will make a fantastic route for locals and finally connecting Sully to Penarth! Thank you for taking this further.	Thank you for your support.
96	It is money well spent investing in the restoration of an already existent railway track, which would function perfectly as a traffic free cycle and pedestrian route, thus encouraging more active travel between Sully and Penarth and beyond.	Thank you for your support.
97	It will let me cycle easily between Penarth and Sully and save me having to drive	Thank you for your support.
98	there is no reason to reduce the speed limit, Lavernock Road thankfully has a very good safety record and the new cycle route is sperate from the road so there is NO reason for the 30 Limit, it must be kept at 40 MPH to keep the traffic flowing , which will reduce pollution.	We are following Welsh Government Active Travel Guidance.
99	It will extend the provision for safe cycling for children It will allow more pleasant route for cycling/ running than the current main road.	Thank you for your support.
100	Although primarily a leisure route, it will give people in Sully a real alternative to driving into Penarth. It will also give safe cycle access to Lavernock, St Mary's Well Bay, the Captain's Wife, and all the caravan parks, etc.	Thank you for your support.
101	Why can't it be extended through to Barry?	Continuation through Sully and onwards to Barry is on the ATNM for future development.
102	Excellent, will create a safer route to get into Penarth. The current options are really scary. Fully approve of reduced speed limits, need to ensure that cycle paths are fully protected from cars parking on them either using bollards or enforcable double yellows and signage.	Thank you for your support. The Vale of Glamorgan Council has recently changed its constitution to allow us to dedicate cycle lanes and take necessary enforcement.
103	Great and safe for cycling. Many people will use it.	Thank you for your support.
104	This is a supplemental comment	n/a
105	Not sure what it is	Unable to answer.
106	Better network means safer cycling. The route is mostly separate from the road, which will make it safe and pleasant to use. This will promote cycling as viable mode of travel between Sully and Penarth.	Thank you for your support.
107	I want to be able to cycle from Barry to Cardiff along the coast with minimal use of roads.	Thank you for taking the time to respond.

108	<p>I would like to cycle more but I'm scared to ride on roads. This will allow me an opportunity to cycle to Penarth. I like the suggestions of being able to access from St Mary's Well Bay as you could then get to Cosmeston.</p> <p>Yes this will be used by dog walkers and be a leisure route, but isn't the fact people are moving and enjoying being outside a positive thing.</p> <p>I hope the negative comments by obvious petrol heads do not skew these results- they sound like they are from one person to me!</p> <p>I would prefer more segregation but it looks like you've done your best.</p> <p>Please include as much greenery/planting as you can in Sully - we need colour and greenery.</p>	Thank you for taking the time to respond and your comments are noted.
109	<p>* It is disappointing that the proposed route does not follow the remainder of the railway track at Sully to Arlington Road, which would better serve the old and new developments and provide safer access onto the route, avoiding narrow pavements on the access from South Road.</p> <p>* Agree with other comments proposing an off/on-ramp at Mary Wells Road</p> <p>* The pathway unnecessarily cuts through the grass and trees at Swanbridge Grove (sheet 1). This is a small but pleasant area of greenery, and it seems a shame to spoil it. The description calls it a "verge", but it's more than that. The existing pathway naturally follows straight onto the existing minor road of Swanbridge Grove, which has negligible traffic and is the likely route most walkers and cyclists will take anyway, as it is more direct. Therefore I suggest that the path does not unnecessarily cut through the grass and instead uses the established route.</p>	Thank you for your comments and suggestions that will be considered during the next stage of design.
110	<p>Total waste of money. If the current path was properly cleared of vegetation it would reveal that the existing path is actually wider than it looks. Most cyclists use the road so cost is totally out of proportion to what is needed. There is not any demand for this.</p>	<p>Three options for this route, including upgrading the existing route along the B4267, was consulted on in March 2022 and 78% of the respondents wanted us to develop the route along the old railway line. Please see our webpage for the report.</p>
111	<p>We'll be able to cycle to sully with the kids in a safe environment.</p>	Thank you for your support.
112	<p>Opening the old Railtrack for cyclists is a great idea. However, I strongly oppose the reduction in the speed limit along lavernock rd. It seems the</p>	Thank you for the support of this proposed route through the old railway track.

	minority in society are attempting to impose restrictions the vast majority of us do not want e.g. speed limits on the M4.	The proposed reduction in speed along Lavernock Road follows Welsh Government Active Travel Guidance.
113	<p>very pleased that this walking/cycle path is moving forward. so much better than they to go on the busy road competing with Cars.</p> <p>My only concern is the map is not very detailed and can't zoom in so left with some questions</p> <p>1) will there be a path connection to Fort Road and St marys's well road as that could make a nice walking round trips with the coastal path or laverock nature reserve</p> <p>2) map not clear on what happens as get into Sully- bit confusing</p>	<p>Thank you for your support. A connection to St Mary's Well Bay is going to be considered at the next stage of design. If you require details of the proposed route please email activetravel@valeofglamorgan.gov.uk</p>
114	Footpath and cycle path together not ideal, cycles take over ride next to each other and don't consider walkers, 30mph that's enough to cause harm to someone walking, we have spent £ on cycling path on laverock road continue it down and have the cycling next to road where it is lit extend the path but for walkers runners etc, half the railway path has sign no cycling how many times have I nearly been hit by one they don't care about other users	Thank you taking the time to respond to the consultation.
115	A safer and nicer route away from the main road. With hopefully less air and noise pollution.	Thank you for your support.
116	Positive move for residents and the environment	Thank you for your support.
117	We love cycling with are kids and this will be great for the community.	Thank you for your support.
118	What is the point of a cycle route? Don't waste our money as many cyclists don't use them . Most cyclists travelling along the wenvoe road use the road not the very serviceable new cycle route .	The proposed route will enable people to use the route using a variety of means and not just cycles.
119	There's already a cycle path on Lavernock Road, the council dug up the grass verges to widen the path so what is the point in this? Cyclists prefer the road to the path you may aswell have left the path there at least the grass verges were absorbing the rainfall. I would also have concerns about the speed of cyclists on the path which is also for pedestrians as this could be dangerous especially for young children/elderly people walking on the path.	<p>Your comments are noted.</p> <p>Three options for this route, including upgrading the existing route along the B4267, was consulted on in March 2022 and 78% of the respondents wanted us to develop the route along the old railway line. Please see our webpage for the report.</p>
120	A new school is proposed for children with additional needs. This will add to traffic on Lavernock Road, increasing traffic levels still further. There will be more congestion. Is it safe to put in a cycle route here?	A Road Safety Audit forms part of the design process.
121	More off-road cycle routes are a good thing.	Thank you for your support.

122	What about a safe way to walk & with dogs. Is this just for cyclists	The proposed route will enable people to use the route using a variety of means and not just cycles.
123	<p>It is positive to see this option come forward as it is fully segregated from traffic and links well into existing AT provision. However, I think it could still be improved:</p> <ul style="list-style-type: none"> - There should be access and egress from Fort Road and St. Mary's Bay Road in order to facilitate AT connectivity to these locations, especially given the tourism offer in these places and the close proximity to Penarth. - Shared use paths are the least desirable for safety and cyclist speed, so a form of segregation would be beneficial, especially given the widths available. - Work needs to be done in Sully itself to improve safe accessibility to this route, otherwise it won't achieve its goals. The existing route along South Road before accessing this site is not wide enough for shared use in places. 	Thank you for your support and suggestions that will be considered during the next stage of the design process.
124	The speed limit on Laverock Rd must not be cut, 40 mph is safe for all and keeps the traffic moving reducing pollution.	The proposed reduction in speed follows the Welsh Government Active Travel Guidance.
125	There is absolutely no need to reduce the speed limit on Lavernock Road	The proposed reduction in speed follows the Welsh Government Active Travel Guidance.
126	Lavernock Rd must be kept at 40 MPH	The proposed reduction in speed follows the Welsh Government Active Travel Guidance.
127	It will cut out a dangerous cycling route between Penarth and Barry	Noted.
128	There is no valid reason why the speed limit should be reduced as proposed, especially if the majority of the new link is off-road as planned. It serves no other reason than to grind local communities to a halt.	The proposed reduction in speed follows the Welsh Government Active Travel Guidance for the safety of the users of the AT route.
129	I'll be able to cycle to Sully from Penarth with my children	Thank you for your support.
130	Focus on cycling at expense of pedestrian safe routes. As a cyclist and walker shared pathways do not work, admittedly due to the minority of cyclists, but safety concerns prevent use of shared space due to speeding and lack of warning when passing walkers	Noted.

131	As a cyclist who regularly cycles from Penarth to Barry, this section just needs the existing pathway by the road resurfaced and the hedges managed. The real issues are cycling through Sully and the resources might be better targeted at that. I also have concerns that quite a bit of this route is likely to be isolated and pose avoidable risk to lone users	Noted.
132	Allows active travel separate to road traffic.	Thank you for your response.
133	I commute via bike from Sully to Cardiff multiple times a week, the existing SUP along Lavernock Road is not wide enough meaning I have to use the main road with cars regularly passing close to me. This route will be much safer and will allow me to join up with the existing Penarth SUP. This will also be a great running route as its not the nicest of routes running along Lavernock Road.	Thank you for your support.
134	Safer especially with lighting. Why the decrease in road speed though - is that already planned?	Thank you for your response. The proposed reduction in speed follows the Welsh Government Active Travel Guidance.
135	I feel this will hugely encourage both myself, my husband and our 3 children to cycle to Penarth. We do currently cycle at times but feel unable to allow our children to be independent as lavernock road is difficult to cross and unpleasant to cycle along. It is important for there to be a safe way to cross this road to make this successful. I sometimes cycle to work in Llandough Hospital during the lighter months but if this section of path was more pleasant then I would be encouraged to cycle more regularly.	Thank you for your support.
136	I'm a cyclist who lives in Barry and quite off travel to Penarth using the main roads until I can join the shared footpath/cycle path off Cosmeston Drive. I'd love to see one going from Weycock Cross to join up with the one at the airport roundabout too!	Thank you for your support. A route from Barry to the Airport is also under development.
137	Allow me and my family to utilise, safe cycling routes	Thank you for your support.
138	Because I can't see the map properly!	The AT Officer responded to this comment through the portal and asked the author to contact via email.
139	It will provide lighting and safer space to travel.	Thank you for your support.
140	It would be amazing to be able to cycle this. We do the other part of it weekly	Thank you for your support.
141	We cycle already on part of the railway path and this would be amazing if it continued on to Sully. Hopefully soon as we're not getting any younger! ðŸ™,	Thank you for your support.

142	It would make it much safer for me to cycle from Sully to Penarth.	Thank you for your support.
143	Existing cycle path exceptionally poor surface and narrow. Improved access would improve usage.	Thank you for your support.
144	Existing cycle path exceptionally poor surface and narrow. Improved access would improve usage.	Repeat of 143.
145	It won't affect the road network and will keep cyclists away from the road, where they currently cause a hazard for all car users.	Noted.
146	It will making cycling between sully and cosmeston safer	Thank you for your support.
147	There is already an exciting cycle path along this route. Cyclists disregard it in favour of using the road. Why waste money the vale don't have on an alternative that won't be used?	As the consultation stated the current shared use path does not meet current Welsh Government Active Travel Guidelines.
148	We often cycle from Penarth to Barry and the current section from Cosmeston village to Sully does not feel safe. This plan appears to create an attractive route and hopefully attract more casual cyclists to cycle between Penarth and Sully and beyond.	Thank you for your support.
149	Cycling along the old railway line away from traffic will be very pleasant and much safer than going along the road. It will form an easy, enjoyable and tranquil active travel link between Penarth and Sully.	Thank you for your support.
150	Good to have a cycle and walkway route from Sully to Cosmeston away from road and on a leafy historic railway route.	Thank you for your support.
151	Safe and comfortable access through sully	Thank you for your support.
152	A safe way to bike ride in this area	Thank you for your support.
153	I am a bike rider and think it's a positive and safe route for bike riders, walkers Everyone	Thank you for your support.
154	Reduced speed limit How long will the work take? Why does it have to be done along the road?	The speed reduction is proposed and would be subject to public consultation. The scheme is at the design stage and timescales for construction are not available.

155	<p>I concerned that we haven't seen any detailed scheme posted until today. I will search online but the plans posted are not of sufficient quality to see the detail.</p> <p>I have concerns that more footpaths will be widened (top of sully village) for combined use with pedestrians . These are extremely ugly and hazardous for pedestrians . The footpath widening opposite cosmeston lake is an example of unsuccessful scheme. The grass verges sacrificed for all tarmac and hardly ever used by cyclists who for some reason choose to use the road. The result is that it has become extended parking for the adjacent houses mainly by vans . I counted six vans parked along the combined cycleway yesterday .</p> <p>The safest and proven way for cycle lanes to be introduced is to segregate pedestrians and traffic from lanes . With clear kerb edge . This has been tried and tested for decades in the rest of Europe.</p> <p>Using the old railway line route is the best option and a good idea. Provided it is well lit and visible from Road .</p>	<p>This scheme was publicly consulted on in March 2022 and details are on our webpage.</p> <p>Thank you for your comments that will form the next stage of the design process.</p>
156	<p>Mostly very pleased that the route along the old railway line is to be developed. However I would be happier if there was access to/from the proposed route onto St Mary's Well Bay Road so that the top entrance to Cosmeston Lakes (i.e. the paved path to Old Cogan Hall Farm) was more directly accessible.</p>	<p>Thank you for taking the time to respond and we will take your suggestions through to the next stage of design.</p>
157	<p>Nice to have a walking route and make use of an already existing track.</p>	<p>Thank you for your support.</p>
158	<p>Because for most of the line it looks good but it is a pity that some sections are narrower than the overall 4 meters width and efforts should be made to achieve that width all the way. The southernmost part of the existing railway path should be widened to the specification of the new path. It is a pity that it is not proposed to continue the new path along the line of the old railway to Arlington Road in Sully. Some CPO around Vineyard might be needed but who knows what negotiation might achieve.</p>	<p>Thank you for taking the time to respond and we will take your suggestions through to the next stage of design.</p>

159	We need better active travel options from and in the area. The mixed use path on Lavernock Road is dangerous as it is in poor condition, has overhanging branches which are a danger to cyclists and is way too narrow for cyclists and pedestrians to share safely. There needs to be dedicated cycle and pedestrian facilities along Lavernock Road in addition to safe crossing places at the junction of St Mary's Well Bay and Fort Road.	Thank you for taking the time to respond and we will take your suggestions through to the next stage of design.
160	Can you explain why you are not using part of the former railway track between its ending on the east side of the main road, through to its ending within the housing developments within Sully, as this section is still available to extend the proposed route and the infrastructure still exists as for this purpose. This would alleviate works around the Swanbridge Grove area and reinvigorate the existing trackbed.	Thank you for taking the time to respond. As a result of this consultation, this option is going to be explored.
161	The widening of the pedestrian walkway between Cosmeston Drive and The Schooner Inn is used more as a van and car park rather than a cycle way, cyclists do not use it and pedestrians have to avoid the parked vans and cars. The loss of the grass verge has had significant negative impact on flooding of the road. The proposals re widening the track at the Sully end of Lavernock Road will have similar negative impact. The Railway line from Lavernock Park to the Rail Station was a pleasant walk until it was tarmaced for cyclists to speed along ignoring the safety of pedestrians, it will be the same with the tarmacing of the old railway line between the vineyards and the existing path.	Your comments are noted.
162	I frequently walk down the old railway path from Penarth station to Cosmeston. It will be good to see the route extended to Sully. Cycling to Sully down the main road is not pleasant. It will be good to be away from traffic.	Thank you for your support.
163	Please go ahead with building this route - Vale of Glamorgan Council are one of the few councils in Wales who have built effectively no AT infrastructure over the last few years (ignoring Waterfront Development and Docks and Dabs for a few rural villages). We need to start offering people a greener and healthier alternative for commuting into Cardiff. Barry is now a commuter town so people need safe and accessible routes to get into Cardiff without having to take the car or even the train. It's proven that active travel increases funding in the local community so why	Thank you for taking the time to respond and support the development of this scheme.

	not plough ahead with this as a priority to help revitalise parts of the local economy. Vale of Glamorgan council need to start taking their climate change commitments seriously too.	
164	Penarth end soon puts you on to a very busy road. That wide pavement doesn't go far. Unless Cosmeston itself is seen as a valid destination this is a small win.	This proposed AT route would connect Sully to Penarth using the alignment of the old railway track.
165	Moving footpath from road reduces flexible use of walking and buses. Lighting required for safely on old railway. The railway will primarily be used by leisure/dog walkers.	The existing footpath will remain in situ. Lighting is proposed for a new AT route that can be used by walkers for all activities.
166	much needed route and will provide a safe space between the two built up areas	Thank you for your support.
167	Good to see the old track being utilised, much safer route. Although it doesn't go far enough, the rest of the track should be opened all the way to Arlington road.	Thank you for your support.

Appendix B

	Do you have any further comments or suggestions on this proposal? <i>(responses provided as received)</i>	Council Response
1	Crack on! Extend to Barry etc. Agree with comments about access from Fort Rd and St Mary's Well Bay.	Thank you for your support. Design of the route will continue this FY.
2	There are a lot of selfish comments all to do with speed of traffic and cars etc. To be honest if you could continue using the old railway line to Sully then you wouldn't have to do the other route and not affect the speed limit - but get some decent crossings along the route that aren't ridiculously slow to change for walkers/cycles - if you want to give priority to active travel then do it!	Noted and thank you for your comments.
3	I'm part of Vale Veloways and are with the response they have submitted	Thank you for your comment.
4	PLEASE don't use this 'proposed route, for the various reasons given above. PLEASE upgrade the existing shared use path adjacent to the B4267. Instead of wasting Public Money on your expensive proposed route, please consider an Active Travel route through Sully.	Noted and thank you for your responding to this consultation.
5	Where is the transport/mobility plan (all modes) for Sully & Lavernock? This should be design-led, not engineer-led. What have TfW got to say about this corridor?	Funding for this was granted through the Active Travel fund. TfW and Welsh Government receive regular updates on the progress of this proposal.
6	The whole route to Sully should also be developed as a tramway extension to the Penarth line. This would significantly reduce traffic through the town centre and other main roads in line with WG policy. My understanding is that this was partially proposed by TFW but the vale council chose to not pursue it. TFWs proposed phase 1 tramway was as far as forest road bridge.	TfW are considering corridors throughout the South East Region of Wales as part of the Metro Enhancement Project and details can be found on their website: https://tfw.wales/projects/metro
7	Please reduce car use in the VoG areas with access to trains (Buses are difficult and not a suitable substitute unless much more frequent) Best way is to make it more expensive / less opportunity to park. One-way system with pedestrianised Windsor Rd in Penarth, no car parking on station approach - invite a weekly market instead No cars on Penarth seafront excerpt for	Your comments will be passed on to the Transforming Towns Team.

	those with disability access people visitng seafmnt should walk from Marine Parade / Bridgemen Rd or come by train and bus	
8	Hope it can happen as soon as possible, it does need to have links to St Mary Well Bay Road and Fort Road. Additionally a toucan crossing is needed across Lavernock Road from St Mary's Well Bay road to cosmeston to link the two active travel routes safely.	Noted and thank you for your comments.
9	This consultation is hidden away on website and open for very limited time. War on motorists must stop . eg For several months there have been no centre road markings on Plassey Street (a major route into Penarth) yet very wide "routes" for cyclists. There is barely room (is this legal) for 2 cars in opposite directions to pass. Seems like there can be no criticism of cyclists.	There have been 2444 visitors to the consultation website and 46 people attended an in-person event. The consultation was open for 3 weeks. The improvements through Plassey Street would have been subject to a Road Safety Audit before being implemented.
10	The route would be much improved and more likely to be used if it crossed Lavernock Road and continued along the old rail line into Sully. Walking beside traffic and breathing in fumes is not a choice people are likely to make	Noted and thank you for your comments.
11	Please be certain to consult with the Nature conservation teams in the Vale, and do not destroy the green habiatat (trees/shrubs/hedgerows that provide food and shelter for birds, mammals, insects) that currently exist on the route. Do not install lighting that will interfeer with nature please.	A preliminary ecological assessment has been undertaken that will form the programme of surveys required throughout this year. Any lighting installed along this route would be appropriate to the environment.
12	Zebra crossings rather than toucan crossings. - It can be really hard to cross Lavernock road as a walker or cyclist. I think a zebra would be better, as it delays waiting time and would encourage more people to use them. I know a few people, who would rather use road than have to use lots of toucan crossings. Crossing at One Stop - There's is often anti- social driving and parking here, so I would like this to be addressed. Continuing railway line - It would be great if the route could continue on the railway line. I would prefer cycle lanes but understand the limitations going through Sully. I am concerned that there may be some conflict	Noted and thank you for your comments.

	with pedestrians, although I don't think the pavements are particularly busy. Sully.	
13	I agree with having access to Cosmeston and using the old line into Sully. Other than that just get it done please!	Noted and thank you for your comments.
14	Keep away from the roads at all costs	Noted and thank you for your comments.
15	Cycle paths should be built for cycles only and should connect to destinations without having to cross roads. Most existing cycle lanes in the vale just END abruptly with no continuation, this deters cyclist's from using them so they use the roads	Noted and thank you for your comments.
16	Don't reduce the speed limit	The route is being designed following Welsh Government Active Travel guidance.
17	why is the route utilising the path/bridge over swanbridge road	The plan consulted on did not use the bridge over Swanbridge Road.
18	Yes, remove the current seats and don't add anymore	Unsure where the current seats the respondent is referring to are located. However seating is important to users of an active travel route so will be installed at appropriate intervals of any new route.
19	Want to know if there's enough path lights so it's safer to walk during winter and late nights!	Lighting is being considered as part of the proposal.
20	Yes, why the Cosmeston Drive diversion, which no body will use as it doubles back on yourself??	The plan consulted on did not divert down Cosmeston Drive but continued on to the existing Railway Path that is across Cosmeston Drive.
21	This proposal appears to be a means of advancement of the unwanted Housing Development at Cosmeston.	The active travel route was identified by the public as a route for development during the ATNM consultation in 2020/21 and has no connection to a housing development.

22	<p>Actually engage stakeholders and do not start at the solution stage with the intention to steamroller through an already decided solution.</p> <p>There are other credible options which would deliver greater, safer, results and a community panel will accomplish more than a contractor and biased Council.</p> <p>1) Consider one way systems and segregated cycle lanes on Westbourne and Plymouth roads to create to/from Penarth routing</p> <p>2) Expand lavernock Road onto grass verges between cosmeston and Sully to create segregated, dedicated, cyclist route</p> <p>3) Consider utilising Fort Road and along Sully beach as dedicated cycle path with adjoining points at swanbridge and cog road</p> <p>4) Allow existing green spaces in lavernock estate and surrounding area to be preserved for existing active travel users and regular exercisers</p>	<p>Consultation on 3 route options in this area was undertaken Feb-Mar 2022 where 78% of the respondents asked us to develop the route consulted on along the railway line.</p>
23	<p>You're going to do it anyway</p>	<p>Future design and construction of this route depends on funding from Welsh Government and a formal application process that follows WelTAG.</p>
24	<p>Do not reduce the speed limit along the road.</p>	<p>The route is being designed following Welsh Government Active Travel guidance.</p>
25	<p>Fantastic. Good for the environment, good for physical health, good for mental health, good for reducing traffic, good for locals, good for visitors, whatâ€™s not to love.</p>	<p>Noted and thank you for your comments.</p>
26	<p>Do not restrict the speed limit. It is not necessary as the accident figures suggest that the road is not an accident black spot and remains safe to use.</p>	<p>The route is being designed following Welsh Government Active Travel guidance.</p>
27	<p>Another piece of corrupt unnecessary planning by this awful council</p>	<p>Noted.</p>
28	<p>1. Definitely look to continue on old railway line into back of Sully 2. Make sure that the remaining route through Sully is enhanced for cyclists. Too many schemes end / fall off a cliff without any ongoing safe planned cycle route</p>	<p>Noted and thank you for your comments.</p>

29	The speed limit should not be reduced to 30mph but kept as it is.	The route is being designed following Welsh Government Active Travel guidance.
30	I support the active travel route - but why look at reducing the speed on lavernock Rd, cyclists/pedestrians will be on the new pathway. The new school will increase road use as they must be bussed/taxi to and from school. You are solving one problem and then creating an even bigger one	The route is being designed following Welsh Government Active Travel guidance.
31	It is very important that you don't widen the existing railway path as this is an important nature corridor	An ecology report will be produced as part of the development of this design.
32	Shared cycle/pedestrian route are like shared Car/Bicycle route dangerous.	Noted. The route is being designed following Welsh Government Active Travel guidance.
33	Yes, why not fix the pots holes in the roads is the Council is really concerned with safety?	Funding for this project is from the Welsh Government Active Travel Fund that cannot be used to fix pot holes.
34	For this to really be beneficial it needs to connect properly and safely to penarth Town centre and train station - which it doesn't at present. There is no signage on the paths, pointing to other paths or public transport. Or signage to the paths. Lighting is essential but as a female and mother I still think these paths whilst beautiful in daylight are unsafe in the evening. It's too far away from housing / Road. Good as a leisure route in daylight but the path by the main road needs to be improved for all other safe use.	A full audit of the existing Railway Path connection to Penarth Town will be conducted as part of the development of this scheme.
35	The proposed speed limit reduction will already make the route from cosmeston to sully safer. It would be far more sensible to rid the grass verges and just extend the current foot path.	Noted, thank you for your comments.
36	Don't lower the speed limit.	The route is being designed following Welsh Government Active Travel guidance.
37	use joined up thinking to gain integrated transport options	Noted.
38	would prefer an actual railway line was there instead	Noted.
39	n/a	Response not required.
40	Prevention of creeping urbanisation and signage in a rural area.	Response not required.
41	see earlier comments	Noted.

42	Any 'improvements' must improve all modes of transport and not just those who have the benefit of good health and are able to cycle and jog!	Noted and this route could be used by cyclist, walkers, runners, wheelchair users, users of mobility scooters etc.
43	I can't wait for it to happen. It would promote health and fitness in a safe green environment for all.	Thank you for your support.
44	I like the idea of utilising the old railway line, but HATE the idea of the extended Cosmeston housing developments.	Noted.
45	Thank you for doing this!	Thank you for your support.
46	The route within the village of Sully is very high risk to pedestrians	Noted. A continuation through Sully is on the Active Travel Network Map for future improvement.
47	I fully support this proposal. It will be good for getting more people out walking, cycling and running and for those who already undertake these activities provide a new route away from the road to do so. I hope in time it will be extended further towards Barry to create a further alternative route avoiding Millennium Way. This new route will be great to connect up with the current cycleway in Penarth and extend the route. I am certainly one who will make regular use of this.	Noted and thank you for your support.
48	I agree with the proposal other than the reduced speed limit - surely one benefit of using the old railway line would be that the motor traffic could be unaffected!?	Part of the route that was consulted on was alongside Lavernock Road and the route is being designed following Welsh Government Active Travel guidance.
49	With Penarth having a strong community network with several groups focusing on environment & nature it would be good to get some involved in caring for the route (Penarth Civic Society Railway Path Project and others may be willing to assist).	Noted for future consideration.
50	As a semi disabled person I am unlikely to make use of this scheme, although I am aware that more physically active residents may perhaps use it	Thank you for taking the time to respond to the consultation.
51	It seems a very costly method of providing active travel to Cosmeston. I use the existing path daily which at parts is in a poor state of repair and should be refreshed first. The road should also be reduced to 30mph with a toucan crossing at the back entrance to Cosmeston lakes. I often run onto the old railway line from Cosmeston to Penarth which is a brilliant	The provision of this route would provide a connection from Sully to Penarth.

	route, but I do not think the route from Sully to Cosmeston is necessary given the lower footfall along this leg, and given a pedestrian route is already available from Sully.	
52	<p>It seems a very costly method of providing active travel to Cosmeston. I use the existing path daily which at parts is in a poor state of repair and should be refreshed first. The road should also be reduced to 30mph with a toucan crossing at the back entrance to Cosmeston lakes.</p> <p>I often run onto the old railway line from Cosmeston to Penarth which is a brilliant route, but I do not think the route from Sully to Cosmeston is necessary given the lower footfall along this leg, and given a pedestrian route is already available from Sully.</p>	Repeat of number 51
53	<p>It seems a very costly method of providing active travel to Cosmeston. I use the existing path daily which at parts is in a poor state of repair and should be refreshed first. The road should also be reduced to 30mph with a toucan crossing at the back entrance to Cosmeston lakes.</p> <p>I often run onto the old railway line from Cosmeston to Penarth which is a brilliant route, but I do not think the route from Sully to Cosmeston is necessary given the lower footfall along this leg, and given a pedestrian route is already available from Sully.</p>	Repeat of number 51
54	Hope this gets approval	Thank you for your support.
55	Whilst this is a welcome proposal I feel it does not go far enough to address the much needed dedicated and separated cycle route between Barry and Cardiff Bay which would be a huge boost to active travel for the communities of Barry, Sully and Penarth whilst at the same time increase tourism thus bringing economic benefits for the Vale in general.	Thank you for your comments.
56	I hope it goes ahead.	Thank you for your support.
57	Somehow consider continuing the route through to Barry in the future.	Routes to Barry are on the ATNM for future development.

58	It is a good enough scheme, but could have been gold standard (see my comments above about including the worst gradient on the route) which you had a great opportunity to avoid.	Noted and thank you for your comments.
59	Ideally, the path would not have to cross the road outside the village. The cars are way too fast and it unnecessarily breaks up the journey.	Noted.
60	I really hope it goes ahead with the plans suggested	Thank you for your support.
61	I expect it's not an easy thing to do but please get this done ASAP.	Thank you for your support.
62	Please extend the route all the way into Sully to avoid the main road completely.	Noted and thank you for your suggestion.
63	I hope that this scheme gets the go ahead as I think it would be a positive means of actively linking Penarth, Lavernock and Sully. Particularly as the existing roadside footpath is poorly maintained and is too narrow for pedestrians and bike users to pass in many locations.	Thank you for your support.
64	I would strongly welcome an access connection at St Mary's Well Bay bridge	Noted and thank you for your suggestion.
65	Railway walk is a fantastic route connecting Penarth to Cosmeston, but to travel onward to Sully currently means either walking alongside unpleasant traffic or taking the coastal path which - while scenic - is not accessible for those with limited mobility. Extending a wide, flat, well-lit pathway further along the disused railway line to Sully makes total sense to further increase the utility of Railway Walk and I know that this would be used by three generations of my family. The plans show 'potential' ramped access to Fort Road but no indication of planned access to/from St Mary's Well Bay road. Surely users should be able to enter/exit the route from both of these roads to make the route as useful as possible - e.g. to enable access to Lavernock Point nature reserve from Fort Road or The Bay caravan park from St Mary's Well Bay Road? The section where the route crosses/rejoins Lavernock road up until the junction with Beach Road is currently far too narrow e.g. for two wheelchair users to pass each other and the plans show no indication of this being	Noted and thank you for your suggestion and support.

	widened. This stretch from the toucan crossing down to Beach Rd seems to be the weak point of the proposal and it would be good to see more ambitious plans in this area.	
66	I've heard a proposal to change the speed limit from 40mph to 30mph on this stretch. This is mind blowing. If another path is built for cyclists away from the road, there's even less justification for this move. I don't speed, I'm always at 30 or below crawling through Sully. Making the road between Sully and Lavernock a 30 instead of 40 just distances us from family, friends, our sports clubs, socialising, exercising, church, community. We've already been booted out of Penarth by gentrification, this would be a further kick in the teeth. We work full time, we both grew up in Penarth and attended Penarth schools, church, clubs, sports teams, worked in Penarth shops, restaurant, sports bars etc but we can't afford to live there. My mother in law lives in a council house surrounded by houses which are triple the price of our home in Cadoxton, the families who can afford to live in our home town come with a load of money from London, we're just pushed further and further out and this change in speed will highlight the physical and financial distance from our hometown even further. I am bitter about it, I'm emotional about it, I feel a deep sense of unfairness.	The route is being designed following Welsh Government Active Travel guidance.
67	This cycle route should be extended all the way to Barry to allow those people who commute to Cardiff from Barry by bike to have a safer journey and make it more accessible to those who are put off cycling by the lack of cycle paths.	Routes to Barry are included on the ATNM for future development.
68	The route needs a proper connection into Sully. Please include the last section of the old railway, running from the Vineyard cottage into Sully.	Noted and thank you for your suggestion.

69	<p>I am sure that, should this proposal become a reality, it would prove a popular route amidst pedestrians, cycle-commuters and families cycling whom do not feel confident in using the road, or the insufficient 'cycle-path' alongside Lavernock Road. I wish to clarify that the term 'cyclist' encompasses a variety of people who have varying needs. A road-cyclist, whom intends to travel at 20-30mph will not, and should not, use these shared-use paths as it is neither considerate for other users, nor safe. On the contrary, there are individuals who do not wish to travel at this speed, but are simply looking to get from A to B by the means of active travel. This proposal could, indeed, result in an increase in active travel by bike, if there are individuals that are deterred at present, by the woeful infrastructure, and this would be the determining factor between making the journey by car, or by bike. In summary, a terrific proposal, with great potential - but a suggestion – wouldn't it be possible for this path to continue along the existing railway track, from where it would cross Lavernock Rd through to Arlington Rd? This would make full use of the disused track-bed, and a route completely separate from traffic. If investing in this project, it may as well be completed to its fullest potential.</p>	<p>Thank you for your comment and suggestions that will be considered at the next stage of development.</p>
70	<p>keep the 40 MPH speed limit</p>	<p>The route is being designed following Welsh Government Active Travel guidance.</p>
71	<p>In order to maximise access to all destinations it's essential to have on/off ramps at Fort Rd and St Mary's Well Rd. Also, I believe the scheme should be reconsidered to continue the route along the old trackbed into Sully, as that would be far more practical/preferable than a shared pavement along the road. There should be cycling/walking priority at the crossing of Cosmeston Drive, or at the very least a tiger/zebra crossing. Although outside the scope of this project, a major issue with the railway path is at the Penarth end by the station. The connection with Plymouth Rd is too narrow to cycle and the dismount signs are discriminatory and against the Equality Act.</p>	<p>Thank you for your comments and suggestions.</p> <p>An audit of signage on the railway path will be conducted to ensure signage is not discriminatory – thank you for bringing it to our attention.</p>

72	Please please consider Barry too	Routes to Barry are included on the ATNM for future development.
73	Thank you for taking active travel seriously, i hope this is the first of many new routes.	Thank you for your support.
74	<p>In its transport strategy Cardiff City Council leaves open the question of extending the railway south from Penarth Station. https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/transport-white-paper/Documents/White%20Paper%20for%20Cardiff%20Transport%202019.pdf at page 16</p> <p>I hope that the proposed Sully to Cosmeston Active Travel Scheme can be carried out in such a way that there is room on the old railway track for such an extension - which might be a tram - as that would get more people out of their cars than any active travel scheme and active travel and modal shift (from car to public transport) should not be "either/or". It was a double track railway line so there should be room for both the active travel scheme and for a single track tram (with passing places)</p>	Your comment will be considered at the next stage of development.
75	It will be ready great if this new path is connected to the discussed railway path crossing Cosmeston Lakes Park. At the moment the Cosmeston Park path terminates at Laverock Road and there is no safe crossing for pedestrians and cyclists. It will be great for this existing car-free path to be connected to the proposed lane.	Thank you for your suggestion that will be considered during the next stage of design.
76	Make sure that it links safely to Cosmeston Country Park from both directions. At the moment, this appears to be a missed opportunity to make it safe to cycle from both towns to the park.	Noted and your suggestion will be considered.
77	Just do it. The timescales seem long and I hope we see this soon. My little brother would love to cycle to Stanwell - he's in Year 7 so I hope he gets chance to use this.	Thank you for your support.
78	I see there is a proposal to drop the speed limit to 30mph along the route from the current 40mph. Again this is not necessary, can't remember any accidents to justify this, and totally impossible to police. There is a mind set to look for problems where none exist and to spend public money where it does not need to be spent.	<p>The route is being designed following Welsh Government Active Travel guidance.</p> <p>Your comment regarding public transport is noted and will be passed to the Public Transport Officer.</p>

	On a further point there are not enough buses along this route and not enough investment in them to correct this.	
79	Please just get on and do it!	Thank you for your support.
80	please stick with this excellent proposal - extending the railway path to Sully will deliver generations of benefit	Thank you for your support.
81	The bollard lighting is a good idea. Could they be activated on a sensor after a certain time to lessen the impact of light pollution on the surrounding wildlife ect?	Lighting is going to be considered during the next stage of the design process.
82	Fully support	Thank you for your support.
83	If there was a bus travelling from the top of Cog Road to service the new estate and the top of Sully more people would use the bus and use their cars less. Why is the focus on cyclists when the majority of people especially older people don't cycle .	Active Travel includes trips made by walking, cycling, wheelchairs, mobility scooters, adapted cycles, e-cycles and scooters – all that can be used/undertaken by all ages.
84	Do it quickly and then find more opportunities for further cycle route developments in the area.	Thank you for your support.
85	More buses for Sully	Active Travel funding cannot be used to provide buses. It is advised that you contact your Local Councillors on this matter.
86	Stop being so anti car !	The Welsh Government Llwybr Newydd transport strategy aims to provide a transport system that is accessible, efficient and sustainable. We want to provide alternatives to car travel as part of our commitment to Project Zero .
87	Keep the planned route off the main road as much as possible as is currently planned, but avoid the senseless need to further throttle local speed limits which seem to be grinding Wales to a halt all over the country.	Noted.
88	It's hard to see, but the shared cycle/pedestrian path in Sully looks like a poor solution. This should be the last option with protected cycle lanes on the road much better.	The route has been designed following Welsh Government Active Travel guidance and the route consulted on is deliverable.
89	Welcome but not contributory to increasing active travel	Pre and post usage surveys are being undertaken.

90	Think it would be a good idea to have some steps and a cycle wheeling ramp at the side of the bridge over St Marys Well Bay Rd, as this will enable an additional link to the caravan park to the south and Cosmeston path to the North. There are also plans for an AT path from the new Sully estate along Swanbridge road which these plans will need to link into in the future. It also would be great for this AT route to eventually link up to Barry as part of future aspirations.	Thank you for you suggestions and they will be considered during the next stage of development.
91	I think this is an excellent proposal and is there anything we can do to help?	Thank you for your support and please keep an eye on our webpage for future consultations.
92	I'd love to see one going from Weycock Cross to join up with the one at the airport roundabout too!	This route is also being developed and details can be found here .
93	The 40mph zone doesn't need to be reduced to 30mph.	The route has been designed following Welsh Government Active Travel guidance.
94	It could be extended to go all the eay through Sully.	Noted.
95	I think money is better spent elsewhere, like active travel to schools.	Welsh Government Active Travel funding has been provided for this specific project and cannot be used for other schemes.
96	The cycle route at Cosmeston railway line is used so much by walkers, bike riders, children on scooters etc. It would make such a difference to travel from sully safely on this new cycle path I hope they go ahead and it can be developed very soon.	Thank you for your support.
97	I hope this goes ahead	Thank you for your support.
98	Yes there are no strategic plans showing the new school development . This should be planned out and intergrated into these proposals now for public consultation .	The design of this route started before the planning application for the new school was submitted. Should the school site progress then we would liaise with Education colleagues.
99	I would like to see on & off access from the proposed route onto St Mary's Well Bay Road so that the top entrance to Cosmeston Lakes (i.e. the paved path to Old Cogan Hall Farm) was more directly accessible. I would also like to see a priority (e.g. zebra) crossing across Cosmeston Drive to the existing cycle path to Penarth.	Thank you for your suggestions that will be considered during the next stage of design.
100	The sooner the better! And a good connection onto the existing path on the old railway with improvement of the southern stretch of that to the same width etc as proposed for the new path. Try to continue	Thank you for your suggestions that will be considered during the next stage of design.

	further along the old railway line to Arlington Road in Sully	
101	AS well as investing in Active travel, you must also recognise that the over development of the area with zero investment in any transport infrastructure is laying the foundations for a disaster of gridlock and over packed roads. Why the proposal for a new school extension within 2 miles of the existing special school when this would be better positioned in the west Vale so students don't have to travel so far, in many cases by small multiple cars!!	This comment does not relate to the proposal consulted on. However the report will be circulated to Council colleagues in Planning.
102	I support most of the proposed route which is a natural conversion of the former railway line into a cycle/footpath from Penarth to Sully.	Thank you for your support.
103	The current path is a nice walk but a bit short for a cycle ride. Sully and back will be a nice distance.	Thank you for your support.
104	Yes, please go ahead with other plans to connect this route up to Barry - Cardiff Road is still incredibly dangerous for cyclists and needs to be improved as a matter of urgency if the council want to start providing people with safe and climate friendly ways of commuting.	Thank you for your support.
105	I'd like to be able to cycle safely from Cardiff to Barry. These little bits help but sully to cosmeston isn't ambitious enough	Limited funding only allows us to develop sections of our ATNM, but routes to Barry are on the ATNM for future development and will be done when funding is provided.