THE VALE OF GLAMORGAN COUNCIL

ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE:
21ST SEPTEMBER, 2021

REFERENCE FROM CABINET: 19TH JULY, 2021

"C641   ACTIVE TRAVEL NETWORK- STATUTORY CONSULTATION PROCESS (NST) (SCRUTINY – ENVIRONMENT AND REGENERATION) –

The report advised that the Active Travel (Wales) Act 2013 placed duties upon Local Authorities in Wales to map, plan for, improve and promote opportunities for active travel. Initial Active Travel Network Maps (ATNMs) were approved by Welsh Government (WG) in November 2017 and updated ATNMs must be submitted to WG every three years.

Sustrans Cymru Ltd had assisted Council officers with the undertaking of the Active Travel route auditing and production of future routes as identified in the report attached at Appendix A.

The report sought approval for the statutory 12-week consultation on the proposed ATNMs.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

(1)   T H A T the Vale of Glamorgan Active Travel Network Maps (ATNMs) Consultation report as attached at Appendix A be endorsed.

(2)   T H A T a formal statutory (12 week) consultation on the Draft ATNMs included in the Vale of Glamorgan Active Travel Network Maps (ATNMs) Consultation report from 2nd August, 2021 be approved.

(3)   T H A T the Environment and Regeneration Scrutiny Committee be consulted on the Active Travel Network Maps (ATNMs) as part of the formal 12 week consultation in September 2021.

(4)   T H A T a further report outlining the results of the Consultation process and to consider the submission of the final ATNMs to Welsh Government by 31st December, 2021 be presented to Cabinet in Autumn 2021.

<u>Reasons for decisions</u>

(1)   To update Cabinet on the progress made in accordance with Active Travel (Wales) Act 2013.

(2)   To allow the Council to fulfil its legal obligations and undertake statutory consultation within the specified timescale.

(3)   To ensure the views of the relevant Scrutiny Committee are considered.

(4)   To allow Cabinet to consider the results of the consultation process and approve the final maps before 31st December, 2021."

Attached as Appendix – Report to Cabinet: 19th July, 2021

Meeting of:	**Cabinet**
Date of Meeting:	**Monday, 19 July 2021**
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Active Travel Network- Statutory Consultation Process
Purpose of Report:	To seek approval to deliver the requirements of the Active Travel (Wales) Act 2013, including a consultation process on the proposed Active Travel Network Maps (ATNM) within the timescales set out in this report.
Report Owner:	Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	Cabinet Member for Neighbourhood Services and Transport Operational Manager Engineering Accountant Environment and Housing Services Communications Manager Head of Regeneration and Planning Legal Services (Committee Reports)
Policy Framework:	This report is a matter for Executive decision by Cabinet

Executive Summary:

- The Active Travel (Wales) Act 2013 places duties upon local authorities in Wales to map, plan for, improve and promote opportunities for active travel. Initial Active Travel Network Maps (ATNM's) were approved by Welsh Government (WG) in November 2017 and updated ATNMs must be submitted to WG every three years.

- Sustrans Cymru Ltd have assisted Council officers with the undertaking of the Active Travel route auditing and production of future routes as identified in the report attached at Appendix A.

- This report seeks approval for the statutory 12-week, consultation on the proposed ATNM's.

Recommendations

1. That Cabinet endorses the Vale of Glamorgan Active Travel Network Maps (ATNM's) Consultation report as attached at Appendix A.

2. That Cabinet approves a formal statutory (12 week) consultation on the Draft ATNMs included in the Vale of Glamorgan Active Travel Network Maps (ATNM's) Consultation report from 2nd August 2021.

3. That the Environment and Regeneration Scrutiny Committee is consulted on the Active Travel Network Maps (ATNM's) as part of the formal 12 week consultation in September 2021.

4. That a further Report is presented in Autumn 2021 outlining the results of the Consultation process and to consider the submission of the final ATNMs to Welsh Government by 31st December 2021.

Reasons for Recommendations

1. To update Cabinet on the progress made in accordance with Active Travel (Wales) Act 2013.

2. To allow the Council to fulfil its legal obligations and undertake statutory consultation within the specified timescale.

3. To ensure the views of the relevant Scrutiny Committee are considered.

4. To allow Cabinet to consider the results of the consultation process and approve the final maps before 31st December 2021.

1. Background

1.1 The Active Travel (Wales) Act 2013 places duties upon local authorities in Wales to map, plan for, improve and promote opportunities for active travel. Initial Active Travel Network Maps (ATNM's) were approved by Welsh Government (WG) in November 2017 and updated ATNMs must be submitted to WG every three years. The current maps for the Council can be found here: Active Travel (valeofglamorgan.gov.uk)

1.2 The deadline for submission of the updated ATNMs was originally 27th February 2021, but due to Covid-19 this was extended by WG until 31st December 2021.

1.3 To enable the Council to deliver the detailed technical requirements of the Act, the Council commissioned Sustrans Cymru Ltd to assist with the undertaking of the route auditing work and future route planning required.

1.4 The ATNM process is a staged process in accordance with WG's guidance. The ATNM stages to be followed include:

- Gather information
- Journey mapping
- Route assessment
- Draft ATNM and Scheme Identification

- Validation
- Final Plan and Prioritisation
- Submission for deadline for ATNM and revised Existing Route Maps (ERM's): 31st December 2021.

1.5 The settlements identified in the Vale of Glamorgan Active Travel area by WG include, Barry, Cowbridge, Dinas Powys, Llantwit Major, Penarth, Rhoose, St Athan and Sully.

1.6 Amendments to the Welsh Government's Draft Active Travel Delivery Guidance place an emphasis on the importance and engagement in the development of ATNMs.

1.7 The Council began its delivery of engagement at the beginning of December 2020, choosing a multi-phased approach of engagement.

1.8 The first phase of the ATNM consultation ran for seven weeks between 3rd December 2020 and 24th January 2021 through the online engagement platform Commmonplace (https://valeofglamorgan.commonplace.is/). 3203 people visited the website with 3884 comments and agreements received.

1.9 The second phase of the ATNM consultation, also through Commonplace (https://valeofglamorgan2.commonplace.is/) ran for four weeks from 3rd March 2021 to 4th April 2021.   The second phase of the consultation aimed at getting people's feedback on the proposed Active Travel Draft Network Map. The second phase has seen lower but still considerable levels of engagement. Again, the stage 2 consultation was made available through Commonplace and it was online for 4 weeks from 3.3.2021 to 4.4.2021. In total, the consultation has seen:

- 298 people actively participating,
- 1627 individual visitors,
- 324 individual comments,
- 1147 agreements with existing comments

1.10 The consultation was promoted through a variety of different engagement methods including:

- Email campaign

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

2. Key Issues for Consideration

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

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

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

2.4 The routes are assessed using a scoring mechanism and there may be exception statements that can be used to allow a route to be an Active Travel route without it meeting all the criteria in the Guidance. Each route must be assessed separately, which is a long and resource intensive process. The scoring pass rate to enable a route to be considered an Active Travel route for both walking and cycling, is 70%.

2.5 The ATNMs are a comprehensive plan for the future. They include routes that are currently used but may not meet the standard of Active Travel routes currently, or they could be routes that do not currently exist but that have been identified within other strategic plans or have been identified through the consultation process.

2.6 In line with WG requirements, it is proposed to carry out a 12-week consultation process with the public on the updated maps as identified at Appendix A. A dedicated session with the relevant Scrutiny Committee is also planned to ensure that their views and ideas are fully integrated into the process, To meet the WG's deadline of 31st December 2021 for submission of the final Active Travel Maps, it is necessary to commence this formal consultation on 2nd August 2021.

2.7   The results of the consultation process and the final proposed ATNMs will then be presented to a meeting of the Council's Cabinet in Autumn 2021.

2.8   Only routes identified on the Council's revised ATNM's will be eligible for WG Active Travel funding.

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

3.1   The overall vision for Wales is expressed in the seven well-being goals in the Well-being of Future Generations (Wales) Act 2015 and the Sustainable Development Principle and ways of working which need to underpin them.

3.2   Increasing rates of active travel in Wales will directly support the achievement of every one of the well-being goals. This means that supporting active travel is a very straightforward way in which local authorities and the WG can contribute to meeting their duties not only under the Active Travel Act, but also under the Future Generations Act.

3.3   Equally, the Sustainable Development Principle with its five ways of working are fundamental to the way in which active travel interventions should be planned and delivered.

Long Term

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

Prevention

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

Integration

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

Collaboration

3.7   In undertaking the update of the ATNMs, there has been collaboration between departments within the local authority and Welsh Government, as well as between stakeholders, Sustrans Cymru and Commonplace.

Involvement

3.8   In light of the ongoing Covid-19 pandemic, two online public consultations were undertaken through the Commonplace portal.

4. Resources and Legal Considerations

Financial

4.1   Funding to audit, consult and prepare future routes has been financed by Welsh Government Active Travel Core Allocation funding.

4.2   The total committed spend to date is £21,430. This funding has been utilised fully to contract Sustrans Cymru Ltd to carry out route audits and to assess them against the Active Travel criteria. FY20/21 £17,930 ERM audits and consultation. FY21/22 £3,500 for the transfer of data to DataMapWales.

4.3   The duty to secure new and improved routes and facilities for pedestrians and cyclists will be funded by WG Active Travel main application and WG Core Allocation Active Travel funding and potentially sustainable transport Section 106 developer contributions.

4.4   Local Authorities are encouraged to seek additional sources of funding to maximise the improvements they can make, for example by developing partnerships with the private sector to support active travel in their area. This could be in the form of corporate sponsorship of schemes.

4.5   The focus of active travel is on walking and cycling as a mode of transport rather than as a leisure activity. However, some routes and facilities for active travel might also encourage recreational walking and cycling. In these cases, it is expected by WG that local authorities will look for opportunities to draw on funding for leisure, tourism, or sports facilities.

Employment

4.6   Consultants Sustrans Cymru Ltd have been commissioned to undertake the consultation and auditing work on this Project as the technical expertise and time required to do so are not available within the Vale of Glamorgan Council.

4.7   The Active Travel (Wales) Act 2013 requires local authorities to create an active travel network that links to major employment sites and educational establishments.

Legal (Including Equalities)

4.8   The guidance is published by the Welsh Ministers under sections 3(4), 4(5), 5(2) and 7(2) of the Act. The Delivery Guidance is one of two guidance documents issued under the Act. The other guidance document is the Design Guidance, which deals with technical standards for active travel routes and facilities. The Design Guidance will be essential to local authorities' decisions on whether a

route is appropriate for active travel, and what steps should be taken to improve their routes.

4.9 Parts of the Delivery Guidance will be of relevance to the Welsh Ministers, who also have duties under the Act, and other delivery partners. However, the primary audience is local authority officers within transport, rights of way, geographic information and technology, education, health, planning and other areas that are connected to active travel.

4.10 When delivering walking and cycling schemes, compliance is needed with the relevant Highways, Transport and Education Act measures. There is a duty on local authorities to comply with the current Regional Transport Planning (Wales) 2006 Act and Guidance to Local Transport Authorities legislation.

4.11 The Vale of Glamorgan Local Development Plan (2017) was adopted by the Council on the 28th June 2017, which sets out the vision, objectives, strategy and policies for managing development in the Vale of Glamorgan. It also seeks to identify the infrastructure that will be required to meet anticipated growth in the Vale of Glamorgan area up to 2026. The LDP states that priority will be given to schemes that improve highway safety, accessibility, public transport, walking and cycling.

4.12 The Vale of Glamorgan Local Transport Plan (2015) acknowledges the requirement for a collaborative approach for the future development of the Capital Region. The LTP seeks to identify the sustainable transport measures required to ensure Vale of Glamorgan Council adheres to current requirements and good practice, to allow for a sustainable transport environment for the period 2015 to 2020, as well as looking forward to 2030. The plan therefore seeks to secure better conditions for pedestrians, cyclists and public transport users and to encourage a modal shift away from the single occupancy car.

4.13 The provision of a well organised transport network helps to increase mobility and accessibility.

5. Background Papers
None.

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Ymunwch â ni ar ein siwrne.

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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Date issued:	11th June 2021
Authors:	Dave McCullough, Eni Hansen-Magnusson
Quality assurance:	Tim John (26 May 2021)
Sign off:	Patrick Williams (27 May 2021)

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Glossary of Key Terms

Key Term	Description
Active Travel	Active travel is a term used to describe walking and cycling for purposeful journeys.
Active Travel Network Maps (ATNMs)	Under the Active Travel Act, Local Authorities have a duty to map Existing and Future routes for walking and cycling within localities specified by Welsh Government.
Basic Network	A term used to describe all routes within an area available to walkers and/or cyclists.
Commonplace	Welsh Government provided online engagement platform.
Designated Localities/Towns	Built up areas defined by Welsh Government for which the mapping duty applies.
Existing Route	Refers to a route that has been audited against a set of Welsh Government specified criteria and deemed suitable for walking, cycling or both.
Future Route	Previously referred to as Integrated Network Routes (at 2017) and now referred to as 'Future Routes'. These refer to routes that either do not yet meet the threshold of the Welsh Government specified criteria, do not yet exist, or have not yet been audited.
Mesh Network Density	Welsh Government outline an aim for 'comprehensive' networks within the designated towns within 15 years. If a town is imagined as a grid, comprehensive is described by the Welsh Government as an Active Travel Standard route for every 250m (in addition to the Basic Network of available routes).

Table 1: Glossary of key terms

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Part 1: Overview

Vale of Glamorgan Council (VOGC) in partnership with Sustrans Cymru, is undertaking a review of the Active Travel Network Maps (ATNMs) in the county, in accordance with the duties outlined within the Active Travel (Wales) Act 2013[1] (referred to as the Act).

VOGC have undertaken Stages 1 and 2 of the engagement process, and are preparing for the 12-week statutory element of the process, as required under the Duties of the Act.

Aim of this Update

This update aims to provide Members and internal colleagues with results from Phases 1 and 2 of the Engagement process, and incorporation of recommendations for Active Travel Route proposals to be taken to Statutory Consultation as a result of these (map extracts for each of the designated settlements are provided within Part 4 of this report).

The Active Travel (Wales) Act 2013

'Active Travel', as defined within the Act, refers to walking and cycling for everyday utility journeys (e.g. journeys to places of education, the shops or to work). The scope of routes considered under the Act therefore do not apply to recreational and leisure routes, unless they also provide sufficient evidence as a utility journey.

Designated localities/towns are covered under the Active Travel (Wales) Act 2013, and in the Vale of Glamorgan these have been identified by Welsh Government as:

- Barry
- Cowbridge
- Dinas Powys
- Llantwit Major
- Penarth
- Rhoose
- St Athan & Eglwys Brewis
- Sully

(This can include nearby settlements where there is clear potential and evidence for Active Travel journeys to the nearby designated towns).

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[1] https://www.legislation.gov.uk/anaw/2013/7/contents/enacted

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The maps applying to the above towns aim to show a proposed comprehensive network of active travel routes for walking and cycling modes – which under the statutory duties of the Act must be submitted to Welsh Government in late 2021 for approval.

As a minimum, routes must connect to all existing and planned schools and key trip attractors within the areas cited above. Routes should be well justified against robust evidence sources (described in further detail within Part 3). For this reason, not every route suggested as part of the consultation process has been included, though every suggestion has been considered against the evidence base that may support being included. Where routes have not been included as part of this project, they may be suitable for alternative funding streams.

It is the Council's understanding that routes included on the map approved by Welsh Government will be eligible for applications for funding to the Welsh Government's Active Travel Fund (although the successful outcome of applications for funding will be subject to providing sufficient evidence to support a 'Case for Change'). Some routes identified may be dependent on developer contributions, or liaison with external parties such as the Welsh Government and its Trunk Roads Agent and/or landowner agreements.

The proposals show existing routes that are currently suitable for active travel use (measured against Welsh Government approved Walking and Cycling Route Audit Tools, as well as those that have potential to meet the minimum active travel standards with improvement. Both routes identified as Existing and Future are eligible for funding.

The process so far has included public and stakeholder engagement, desktop study and site visits/audits of the proposed routes and related facilities to produce a draft network for submission. This report is split into three sections:

Part 1 provides a brief introduction to Active Travel and scope of this review.

Part 2 provides an overview on the engagement activities undertaken by VOGC to obtain broad feedback from communities, stakeholders, delivery partners and members of the public.

Part 3 describes the process undertaken to get to the networks to be presented at the statutory consultation.

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Where are we in the process?
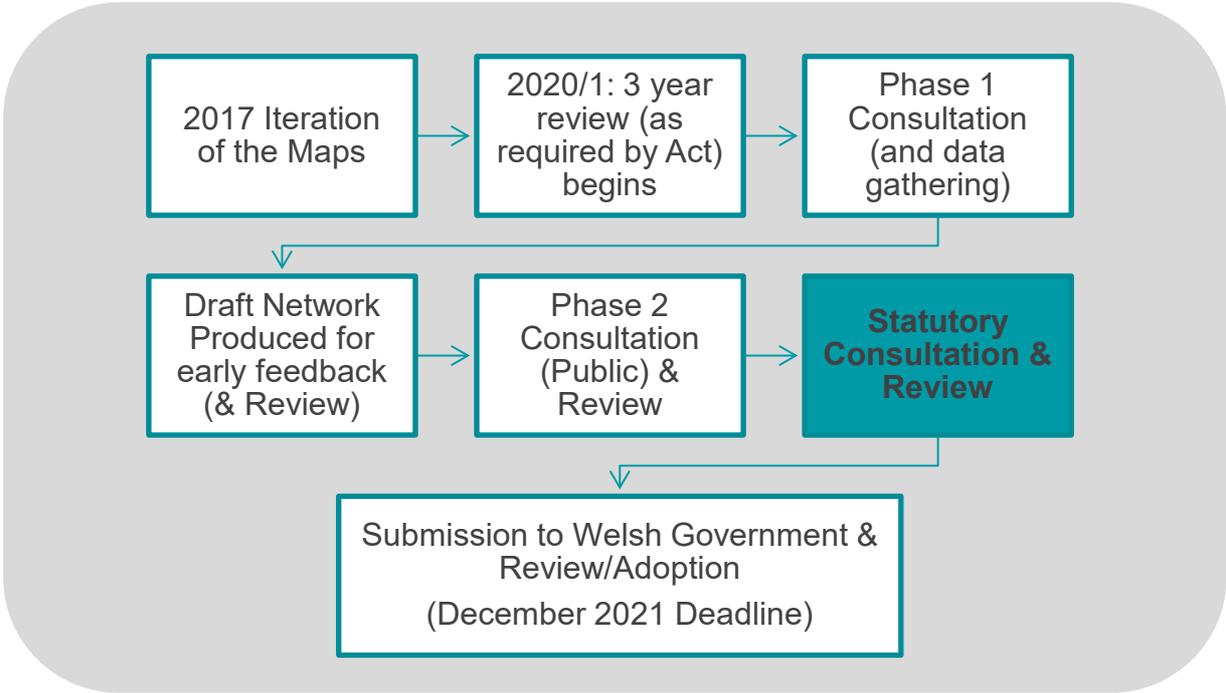
Figure 1: Process development stages

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Part 2: Engagement Summary

The Importance of Engagement

Amendments to the Welsh Government's Draft Active Travel Delivery Guidance[2] place an emphasis on the importance of consultation and engagement in the development of Active Travel Network Maps (ATNMs).

The principles embedded within the guidance consider that Active Travel Networks developed with communities and by existing and future users, are more likely to be used and therefore the impact of any infrastructure delivered is likely to be greater.

The guidance suggests a multi-phased approach to engagement, with the first opportunity being at route identification stage. A second opportunity for engagement should take place following completion of the outline design to provide stakeholders a further opportunity to refine the scheme design. For ATNM's developed under the Active Travel Act, there must be a statutory 12 week public consultation period.

Multi-phased Engagement Process

As one of the first local authorities in Wales to launch the ATNM consultation and being determined to deliver a rigorous and meaningful engagement process, Vale of Glamorgan Council began delivery of engagement at the beginning of December 2020.

The get reliable feedback and to give people the opportunity to stay involved throughout all stages of the consultation process, Vale of Glamorgan Council chose a multi-phased approach of engagement. This goes beyond the minimum requirements of the Active Travel Delivery Guidance.

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[2] https://gov.wales/active-travel-guidance

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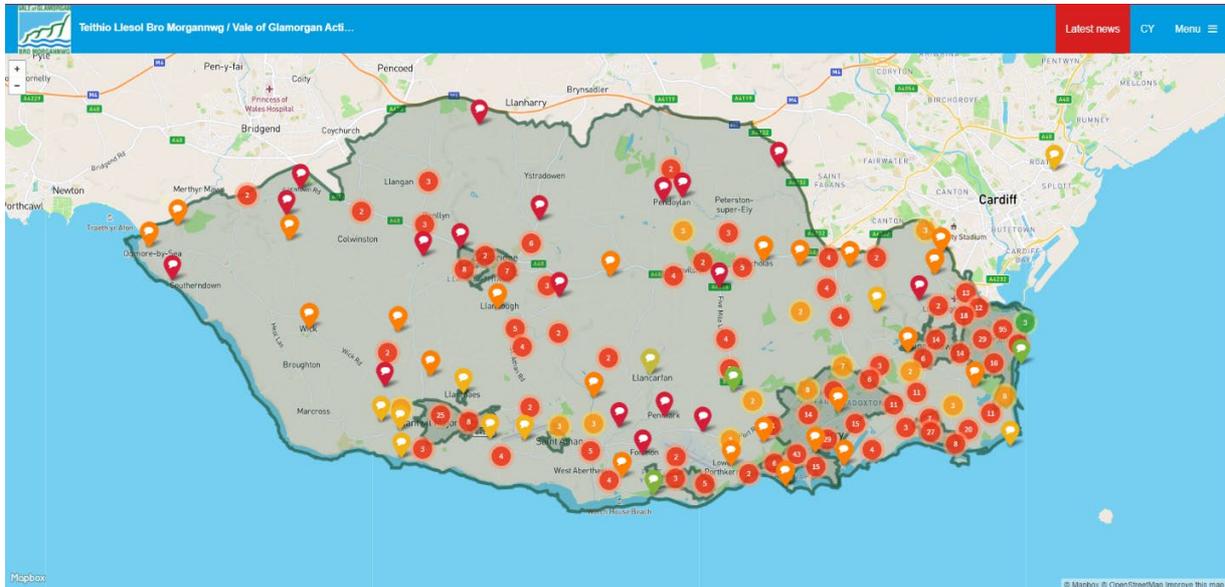
Figure 2: Online Engagement Platform (https://valeofglamorgan.commonplace.is/ screenshot 24.01.2021)

The first phase of the ATNM consultation in the Vale of Glamorgan ran for seven weeks between 3 December 2020 and 24 January 2021 and was accessible through the online engagement platform Commonplace. The initial consultation asked specifically about barriers people face on their everyday journeys when walking or cycling.

The initial phase has seen a significant response rate, especially when considering the difficult circumstances for public engagement due to Covid-19 restrictions. In total, the consultation has seen:

— 648 people actively participating,
— 3203 individual visitors,
— 756 individual comments,
— 3884 agreements with existing comments.

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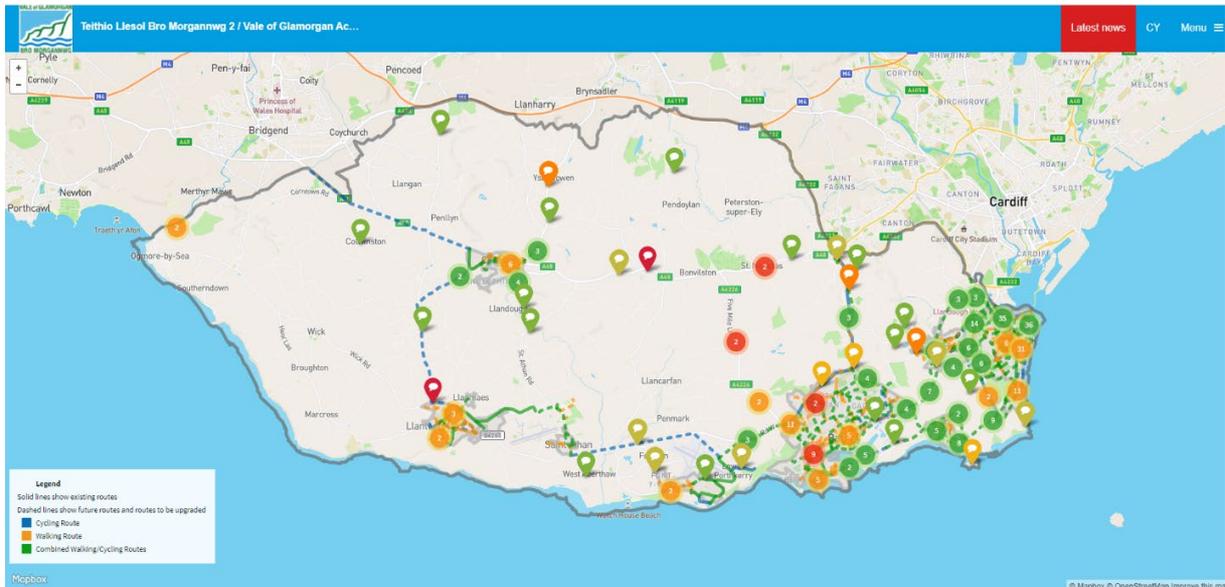
Figure 3: Commonplace Phase 2, Feedback on the Active Travel Draft Network Map
(https://valeofglamorgan2.commonplace.is/ screenshot 4.4.2021)

The second phase of the consultation aimed at getting people's feedback on the proposed Active Travel Draft Network Map. The second phase has seen lower but still considerable levels of engagement. Again, the stage 2 consultation was made available through Commonplace and it was online for 4 weeks from 3.3.2021 to 4.4.2021. In total, the consultation has seen:

— 298 people actively participating,
— 1627 individual visitors,
— 324 individual comments,
— 1147 agreements with existing comments.

Stakeholder mapping

An in-depth stakeholder mapping process formed the starting point of the consultation to make sure all audiences suggested within the Active Travel Delivery Guidance were included (i.e. children and young people, seldom heard groups, groups with protected characteristics, people who feel unable to travel actively now, as well as key stakeholders, delivery partners, wider public and persons that had requested to be consulted).

An anonymised version of the stakeholder list was shared with the local Sustrans volunteer network in the Vale of Glamorgan to identify missing stakeholder groups.

Engagement Activities

Email Campaign

With launch of the consultation an email campaign reached out to over 240 local groups, community hubs, charities, sports clubs, businesses, adjoining local authorities, police stations, Elected Members, Community and Town Councillors, etc. (Complete list of groups contacted in Appendix D).

Social media

The launch was promoted through a press release across print and online media in the Vale of Glamorgan and across the Sustrans social media channels (twitter and facebook) through repeated media posts (7.12.2020, 22.12.2020, 8.1.2021, 22.1.2021, 3.3.2021, 4.3.2021, 22.4.2021, 26.3.2021).
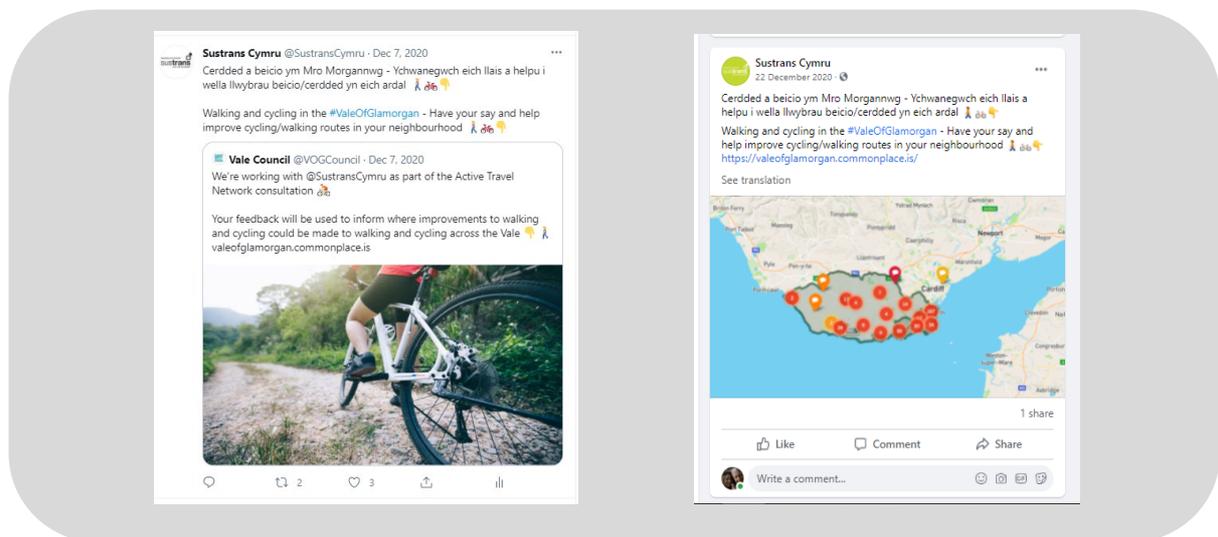

Figure 4: Phase 1 consultation: Facebook/ twitter posts via Sustrans Cymru, Screenshot Dec 2020
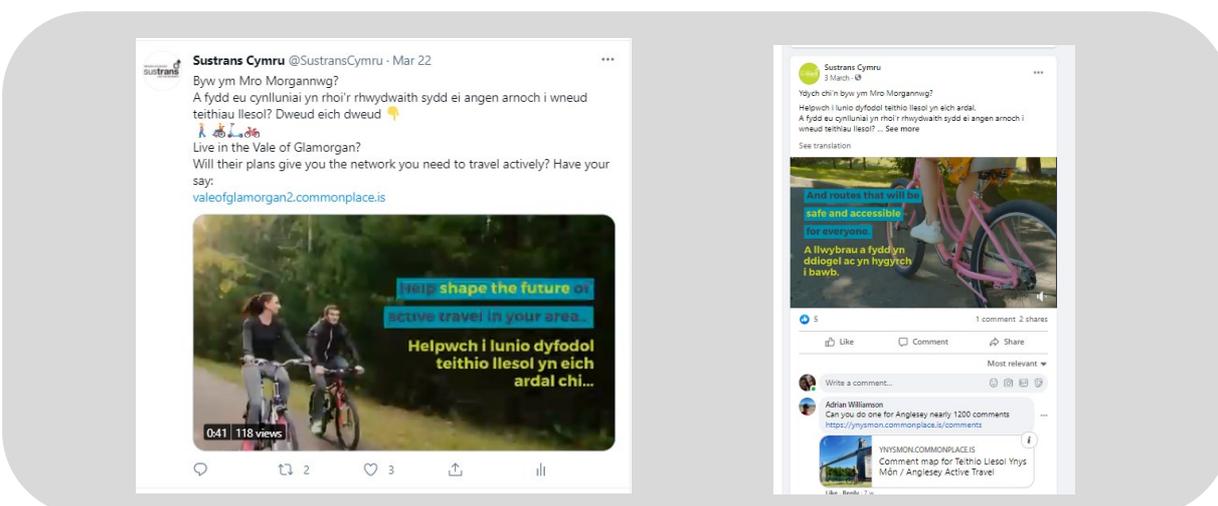
Figure 5: Phase 2 Consultation: Twitter/Facebook posts via Sustrans Cymru, Screenshot March 2021

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Over 45 local groups were contacted directly through personal messages via facebook.

Paper copies of Consultation map and survey

To ensure accessibility of the consultation for as many people as possible, a paper version of the consultation map and survey in both English and Welsh was made available through mail to individuals upon request.

Printed Posters

Printed posters were distributed to the main post offices, libraries, leisure centres, and bicycle shops in the designated settlements.

Figure 6: Consultation poster (print version and digital flyer in Welsh and English),
distributed to libraries, post offices, leisure centres, and bike shops

Leaflet drop

To get better feedback from areas with low uptake of engagement, a leaflet in Welsh and English was distributed in underrepresented areas across Cowbridge, Llantwit Major and St Athan on 17 January 2021.

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Figure 7: A5 flyers for leaflet drop in Cowbridge, Llantwit Major and St Athan, 17.01.2021

Webinar for VoG Internal Stakeholders

Elected Members, Community and Town Councillors were invited to an online webinar, which gave an overview on the ATNM consultation process and introduced them to the Active Travel Draft Network Map. A link to the draft network maps was shared with all internal stakeholders and they were given the opportunity to give feedback on the network plans before they were released to public in the second stage of consultation.

The webinar took place on Microsoft teams on 8 February 2021 and was attended by 18 people.
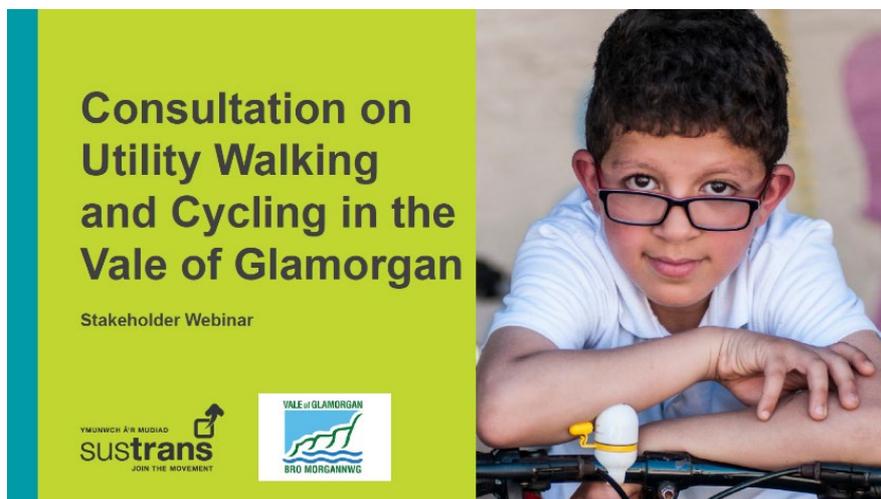
Figure 8: Screenshot of Online Presentation for Elected Members and Town/Community Councillors and Introduction to the Active Travel Draft Network Map, 8.2.2021

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Engaging people with protected characteristics

On behalf of Vale of Glamorgan Council, Sustrans reviewed the demographic, geographic and equalities data on respondents after the first phase of engagement, matching them with Census 2011 data in order to identify underrepresented groups/areas to help focus further engagement activities during statutory consultation. The results showed overall good matches between respondents and population data, with only small discrepancies in the engagement levels of people under 24, people over 65 and women. As a result, engagement activities in stage 2 focused more on these three underrepresented groups.

The Royal Institute for the Blind, Guide Dogs Cymru and the Welsh Council for the Blind were consulted with on several occasions to provide opportunities for **visually impaired people** to give their feedback. Coordinated through the Wales Vision Forum, people with sight loss gave their feedback through an online questionnaire, by post, at virtual member forums and over the telephone. To adjust receive specific feedback on barriers **people who are living with deafblindness** face, direct conversations took place with a member of Deafblind Cymru.

To promote the consultation among **young people** and **vulnerable groups**, conversations and meetings took place with the Future Generations Commissioner for Wales, the Children's Commissioner for Wales and the Council for Voluntary Youth Work.

In addition to this, a virtual meeting with the **Youth Council Llantwit Major and the VOG Youth Service team** took place on 17 February 2021, introducing the Youth Council members to the ATNM consultation and giving them the option to feeding back directly.
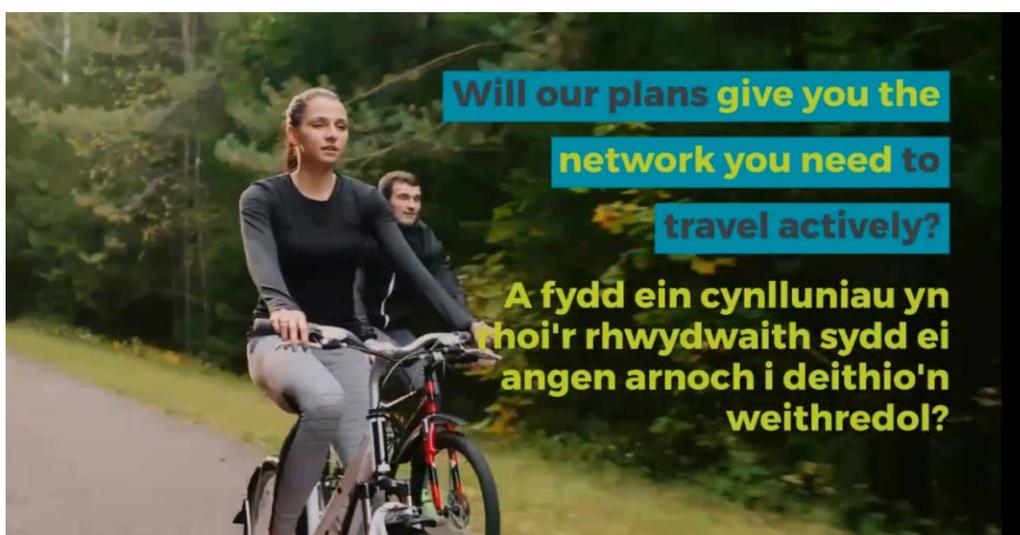
Figure 9: Promotion video on the consultation targeted at young people,
shared through Twitter/Facebook.Screenshot 3.3.2021

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To promote engagement among **young and older people** as well as **women**, a bilingual flyer and poster was shared specifically with groups with a focus on young people and on elderlies, such as the Vale Family Information Service, Vale Youth Action, the Vale Parkinsons Group, local U3A groups, the Glamorgan Women's Institute or Merched Y Waur Glamorgan.

Figure 10: Flyers/Posters for Phase 2 Engagement, focused on groups with protected characteristics

Please see Appendix D for a full list of groups contacted and directly involved.

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Engagement with schools

Engagement with schools was rolled out separately to the consultations on commonplace and it combined a variety of activities: All Primary, Secondary and Special schools across the Vale of Glamorgan were contacted in an initial email campaign on 20.4.2021 and students of Y5 and older, families and carers where invited to provide their input through an online survey, which was individualised for each school.
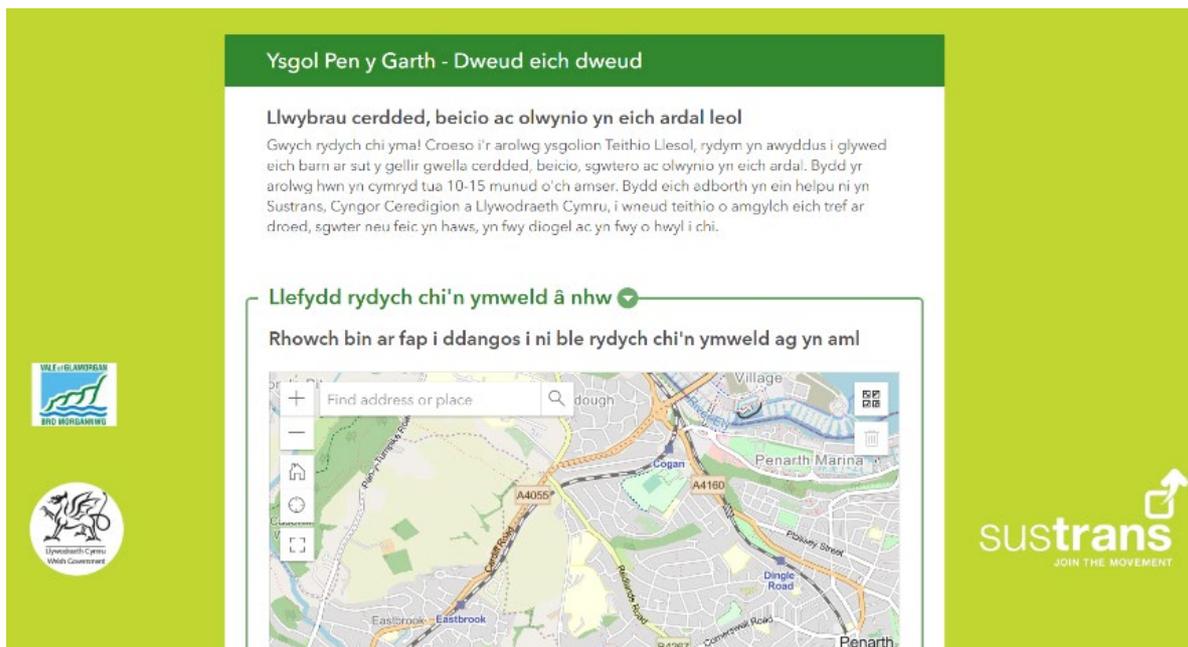

Figure 11: School specific online survey, example Ysgol Pen Y Garth, screenshot 25.5.2021.

If teachers wanted to expand on the consultation and Active Travel in general during their lessons, they were provided with additional material, such as a bilingual lesson plan on Active Travel and the ATNM consultation, a home learner guidance (guidance for students currently unable to attend school) as well as bilingual instructional/informative videos that could be shown in the classroom.
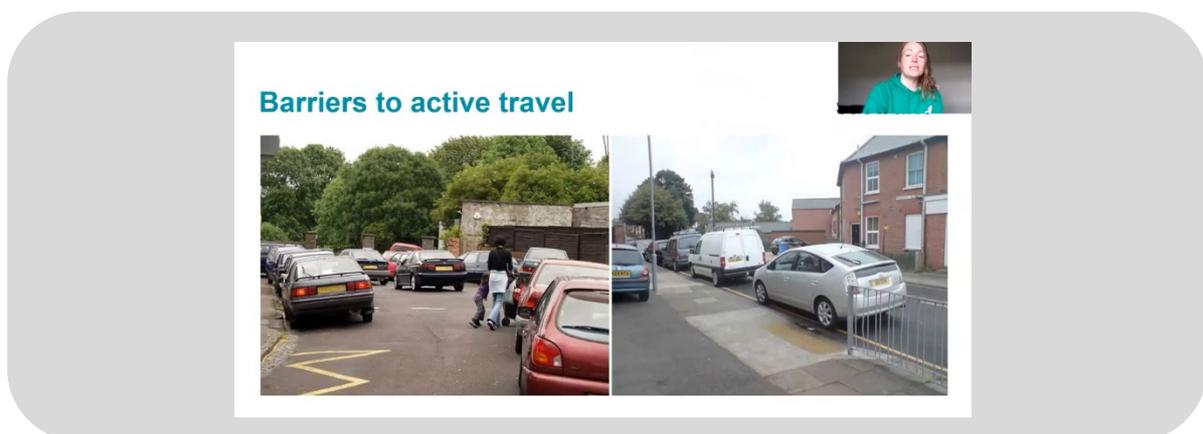
Figure 12: Instructional video on Active Travel and the ATNM Consultation, Screenshot YouTube 25.5.2021

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The online survey was available for 5 weeks and was filled in by 109 students from 7 different schools:

Schools	Respondents
Cogan Primary School	45
Fairfield Primary School	11
Llantwit Major Comprehensive	18
St David's CIW Primary	4
St Nicholas CIW Primary School	13
Sully Primary School	6
Ysgol y Ddraig	12

Table 2: Schools' surveys' responses

Part 3: Developing the Network & Draft Maps

The network development process has begun from a base of the 2017 iterations of the network maps submitted to, and accepted by, Welsh Government - provided on the VOGC webpages via this link:

https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel.aspx

Please note the maps are being updated as part of this process, and those accepted at 2021 will supersede the previous versions. To develop this network for the 2021 iteration, we have investigated three main sources of evidence, outlined within Table 3.

Activity	What has this involved?	Why is this useful for network development?
Desktop Study	Collating data to help justify route alignments, including (but not limited to): - Locations of key trip attractors - Locations of potential barriers - Commute flows - Ward statistics (including population density) - Identifying new developments since 2017	This has allowed us to identify likely priority routes (in associated with site visits and engagement feedback) for consideration. The priorities will be determined in further detail once alignments have been reviewed by cabinet. This has also allowed us to support alignments with a robust evidence base that will aid in justifying the route alignments when presented to Welsh Government for approval.
Site Visits	Visiting routes during 2020 (outside of lockdown restrictions) to record existing and potential for improvements.	Has allowed us to ensure the 2017 iteration of the map is still valid (e.g. routes are still suitable for walking/cycling), and explore any alignments that justify addition. This also, in combination with desktop study and engagement feedback, highlights any deliverability constraints for proposed routes.
Engagement Feedback (process described within Part 2)	Commonplace Data, ongoing liaison with stakeholder groups and school-specific engagement via the Sustrans South East Wales Active Journeys Officer.	Key to the network development as feedback from everyday users (e.g. may identify considerations missed at time of site visit)

Table 3 – Activities undertaken to develop network

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Mapping systems have allowed us to collate these datasets for each of the designated localities in the Vale of Glamorgan. Snapshots of the network are shown within the following Figures (note: not all layers considered are shown on these examples to improve clarity).

A Base Map showing key destinations and settlements is identified for suitable overlaying of data, seen within Figure 13.
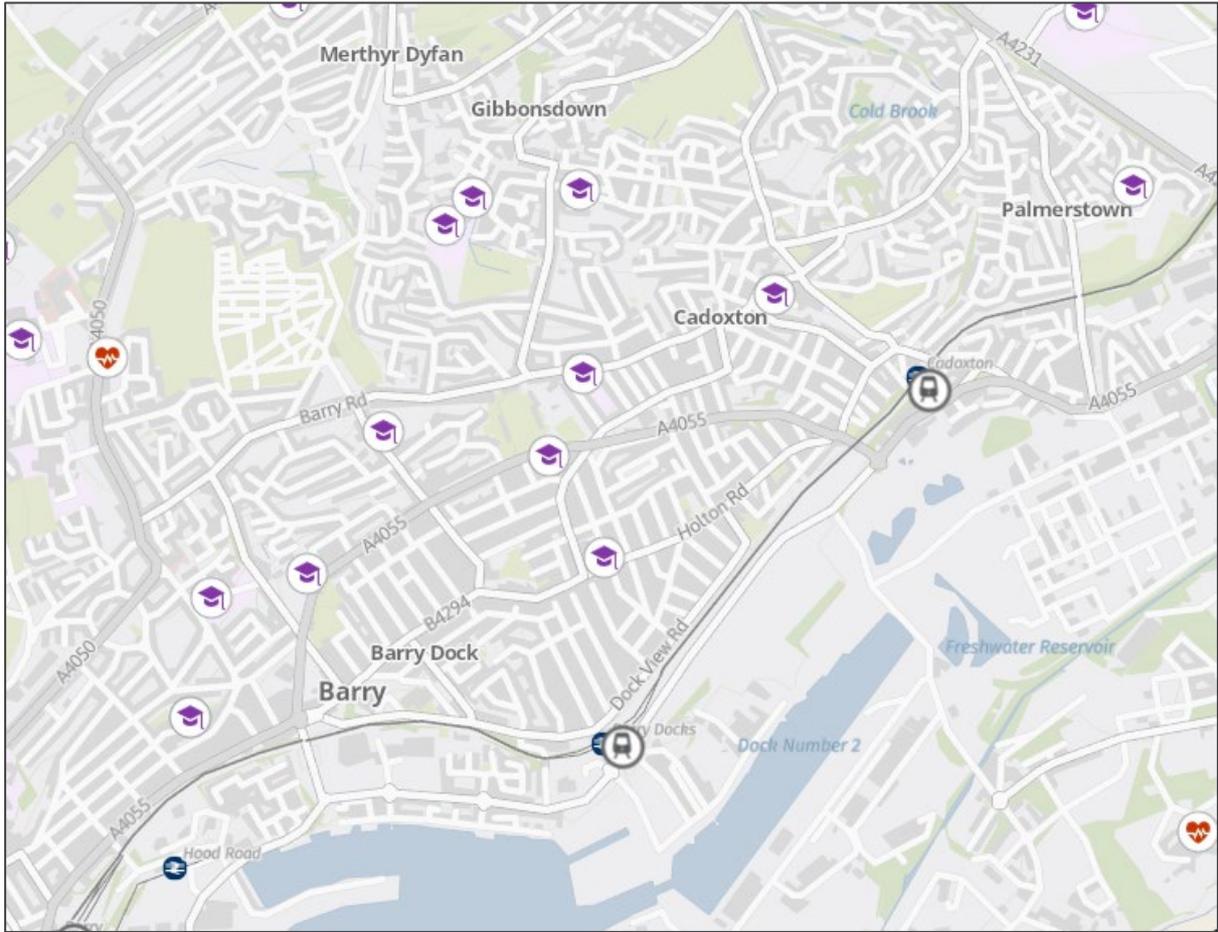

Figure 13 -Example of overlaying data (note: not all destinations considered are shown on map to aid image clarity)

The route map that was published in 2017 showing the Existing and Future (previously 'integrated') routes identified for walking and cycling is overlaid below, seen in Figure 14.

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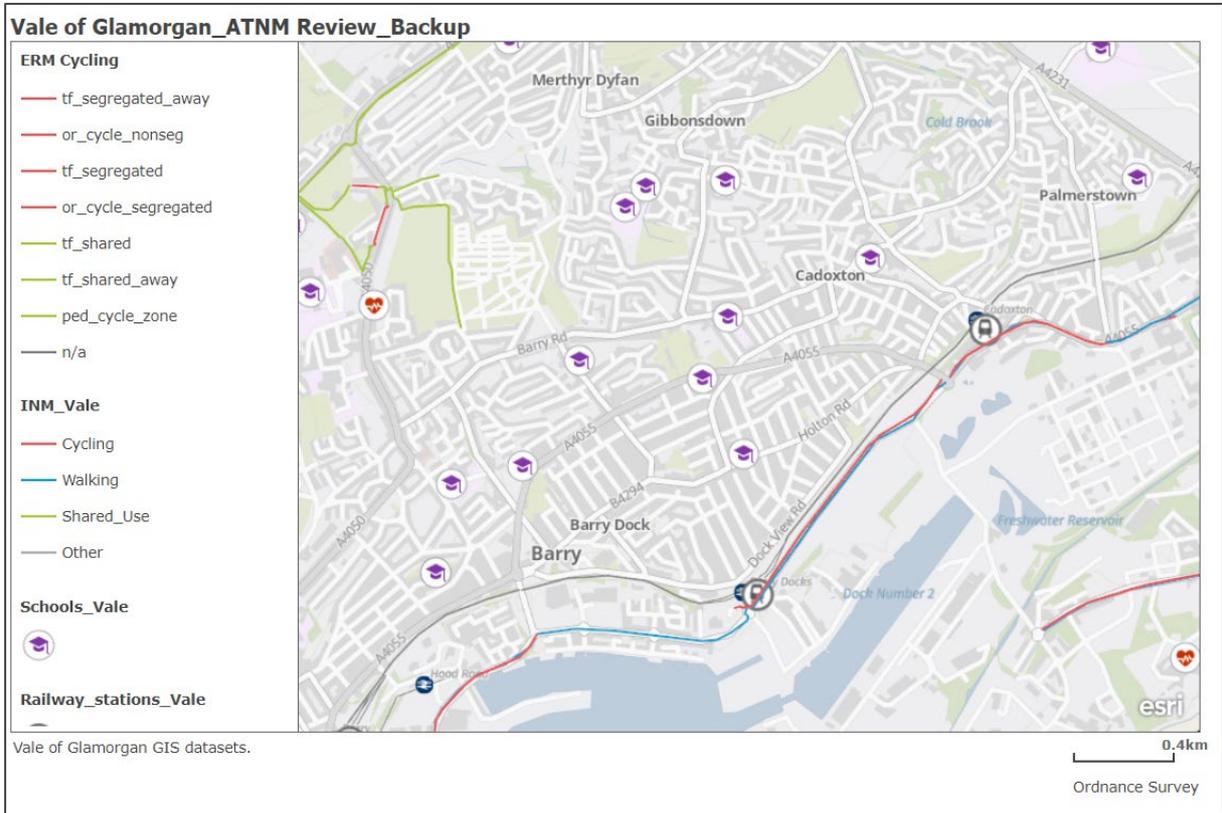
Figure 14 - Overlay of existing network routes (2017 iteration)

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Model flows, such as those based on census journey to work data, were also utilised to guide alignments of potential future routes (alongside engagement feedback, other sources of desktop study and site visits). An example of the model flows for cycling in the Barry area is shown in Figure 15.
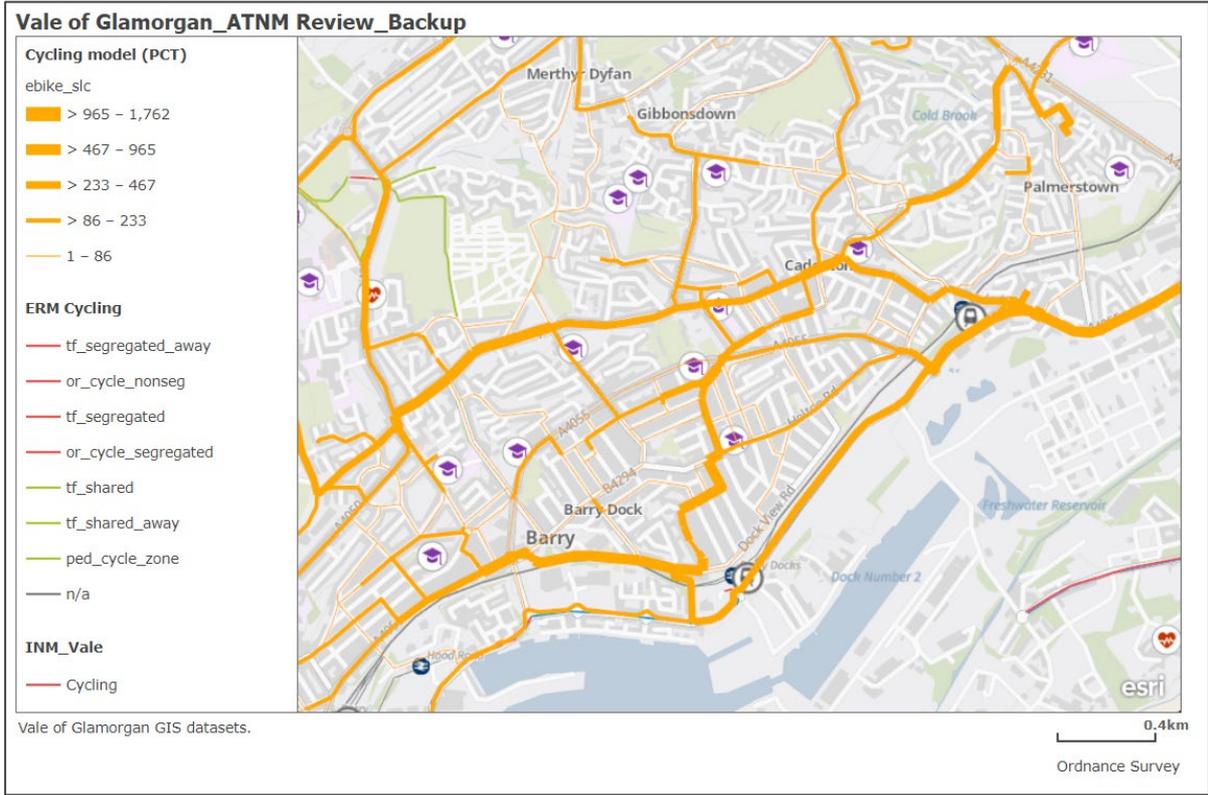

Figure 15 – Example of Modelled Flows for Cycling in Barry
(a similar model for walking was also considered for the walking network development)

The draft routes proposals were then submitted for a Phase 2 review, to ensure the map accurately reflected the engagement feedback from Phase 1. Detailed results from Phases 1 and 2 are described within Part 2 of this report.
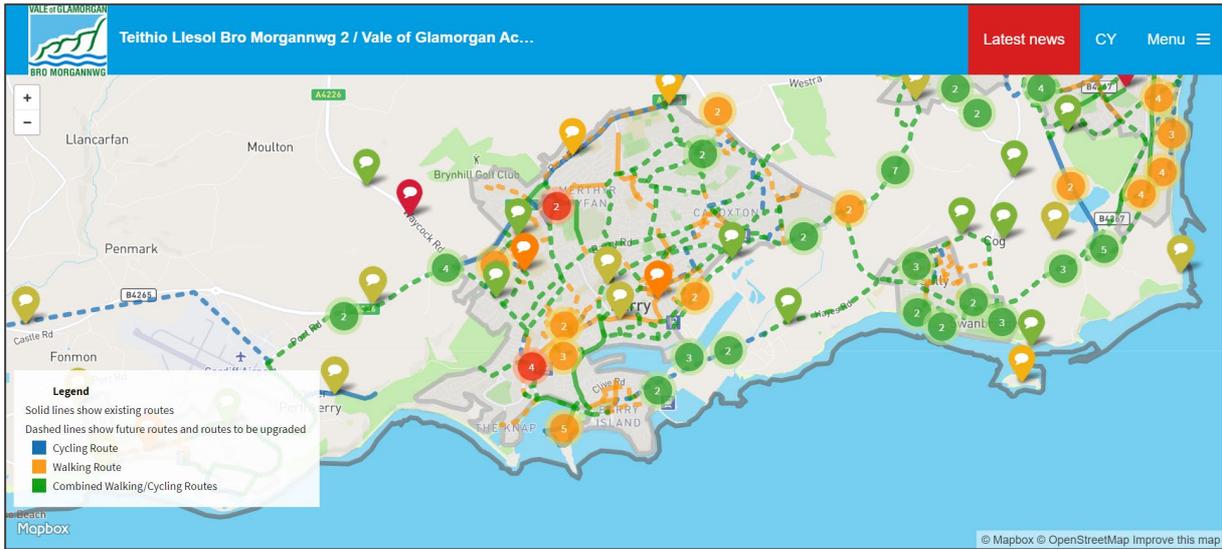
Figure 161 – Commonplace Phase 2

(Full details and results of the Phase 2 Engagement are described in detail within Part 2).

To ensure the comments were taken into account, they were added to the GIS mapping system, with the previously proposed routes overlaid.
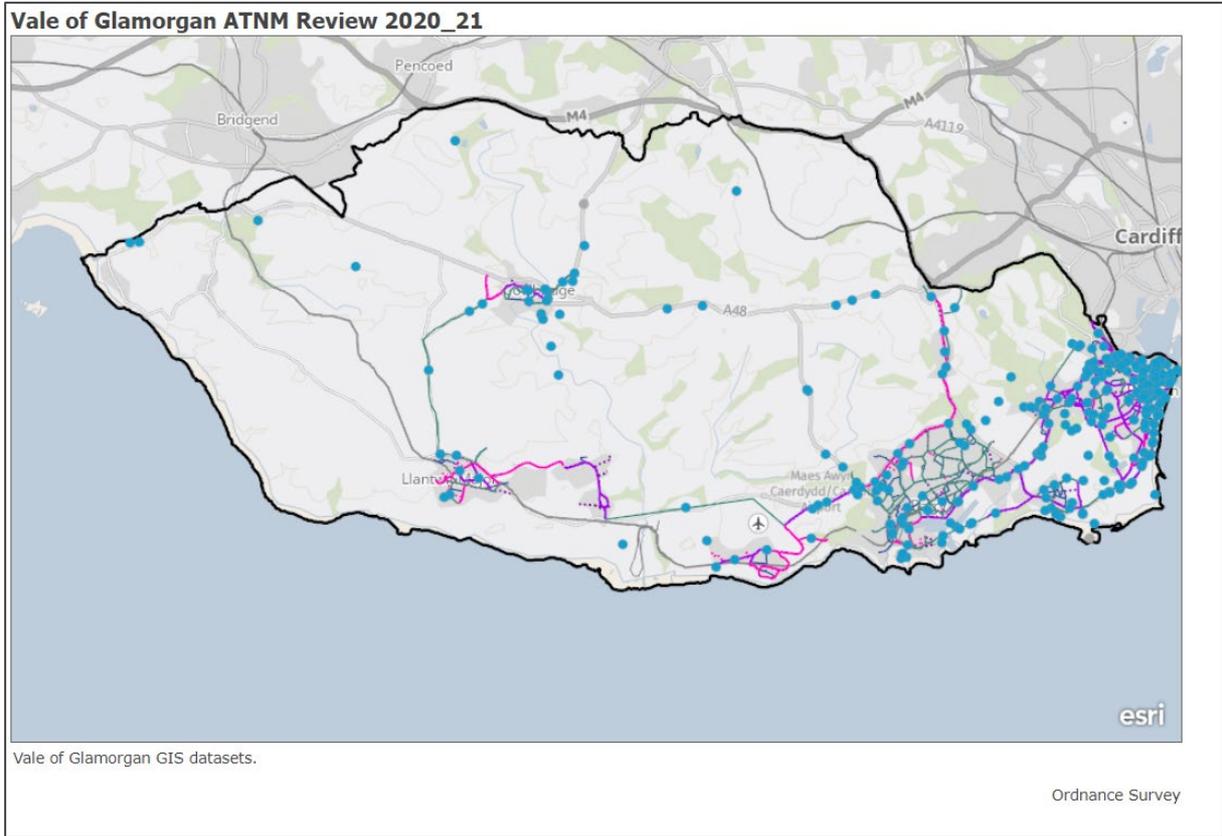

Figure 17 – Comments overlaid against network proposals (and in process of review)

Overall, respondents were found to agree with the route proposals where they were commenting upon a route already identified, though suggestions for specific designs to consider along certain route sections were received and should be considered at the detailed design stage. It is therefore recommended that:

Recommendation 1: Routes already identified on the Map proposed at Phase 2 remain on for the Statutory Consultation, with the following amendments:

Suggested Route	Justification for Change
Realignment of suggested Cycle Route to Barry Island	More suitable as a leisure route. Unlikely to meet Active Travel standards without significant investment due to drop into harbour adjacent, and more direct alternative available (though does not yet meet Active Travel Standards for cycling).
Upgrade of route along Broad Street, Barry to both walking and cycling	Would provide onward connection for cyclists to connect to trip attractors across the network (previously they would have been 'abandoned' without a clear route to connect).
Upgrade of route along Dock View Road, Barry to both walking and cycling	Would provide onward connection for cyclists to connect to trip attractors across the network (previously they would have been 'abandoned' without a clear route to connect). Will provide coherent connection into Barry Docks Station and onward routes via Ffordd Y Millennium.
Upgrade of urban cycle routes to combined routes	As above in various locations in response to Commonplace feedback, as route upgrades for cyclists should not impede pedestrians (and therefore must be considered as part of designs).
Realignment of cycle route from Cliff Walk to Plymouth Road, Penarth	In response to feedback and a site visit which highlighted a more suitable route for cyclists to connect into the wider network via Plymouth Road
Upgrade section of Sully Road, Penarth to include future cycling provision	To provide cycling connection directly to the front of St Cyres, but also to provide a strategic North/South route between Sully and Llandough (to link into Strategic Route 1).
Reclassification of a number of routes based upon updated audits	A number of routes across the network were reclassified from 'Existing' to 'Future' in response to site visits made from comments made on the Commonplace Phase 2 (e.g. routes with missing drop kerbs, now a critical element, have been still been included, but on the Future Routes schedule as they do not yet meet standards.

Table 4: Route amendments

Justifications for including the routes (with amendments) that were proposed at Phase 2 of the consultation relate to responses to a question regarding if improvements to the network would encourage users to walk/cycle more for everyday journeys.

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Table 5 – Percentage of respondents who agreed/disagreed that the network would encourage them to walk/cycle more for everyday journeys

Respondents were also asked if their comment related to a 'Missing Route'. The comments resulted in the following route sections being reviewed, with recommendations for additions for routes with sufficient supporting evidence to support their addition recommended, as follows:

Recommendation 2: Addition of the following 'missing' routes onto the map proposed for Statutory Consultation.

Suggested Route(s)	Justification for Addition
Route from Culverhouse Cross to Cowbridge along the A48.	Commonplace Support (strengthened at Stage 2). Supports the since-published Llwybr Newydd Strategy (aiming to support safe cycling from village to town), by picking up villages along the A48. Likely space within the existing carriageway to reallocate road space to active modes, whilst maintaining two traffic lanes. Potential 31% increase in cyclists (using Propensity to Cycle Tool under the E-Bike Scenario).

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	Likely longer-term aspiration (more supporting evidence for priority routes connecting to and within larger settlements).
Route from Waycocks Cross to the Welsh Hawking Centre/Barry College Waycock's Cross Centre	Commonplace feedback. Supports a link from the wider network and residential areas to an educational facility. Potential quick win due to route in place on opposite side of road (crossing improvements likely required).
Addition Desire Line Route from Cowbridge to the RCT Border	Commonplace Support. New Developments proposed for area, including potential new station along the SWML (closest for Cowbridge, though route would connect into Network for station connections in RCT). Identified potential opportunity via disused railway line. Likely longer-term aspiration (more supporting evidence for priority routes connecting to and within larger settlements).

Table 6: Route additions

A number of comments were also received that did not relate to specific route alignments, but related facilities that also help to enable Active Travel, for example, cycle parking, leading to the following recommendation:

Recommendation 3: Consider any 'Quick Win' related facility opportunities alongside the route review.

A list of identified comments relating to 'Quick Wins' that could be considered (retrieved via both Phases 1 and 2 of Commonplace feedback and site visit data) are provided within Appendix B.

Feedback was also received as to the particular designs along each route segment, with particular concern around the use of Shared Use provisions for combined walking and cycling routes.

Recommendation 4: For all route sections that aim to be improved, engage with potential local users to ensure the best design measures are progressed (e.g. for combined walk/cycle routes, refer to the design hierarchy within the Active Travel (Wales) Act Guidance).

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Figure 18: Design Hierarchy (from the Welsh Government Active Travel Guidance, 2020)

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In accordance with the Active Travel Act Guidance, the routes for statutory were then classified into Primary, Secondary and Local Routes.

Route Classification	Definition (as outlined within the Active Travel Act Guidance 2020) for Walking	Definition (as outlined within the Active Travel Act Guidance 2020) for Cycling
Primary	Busy urban shopping and business areas and main pedestrian routes	The key corridors between neighbourhoods/ residential areas and a town or city centre; routes between districts and neighbourhoods; cycle routes which are (or will be) used by a great many cyclists. Links to main public transport interchanges.
Secondary	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.	The links between the primary routes; links to trip attractors such as schools, colleges, employment sites; cycle routes which are an attractor for a more limited range of users; routes which may cater for fewer cycle journeys than the primary routes but are still of strategic importance within the network. Links to local public transport interchanges and stops.
Local Routes (Cycling) **Linking/Local Access Routes (Walking)**	Linking local access footways through urban areas and busy rural footways. Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.	All other all-purpose roads, greenways and bridleways that are not necessarily part of a designated route (e.g. many residential streets). This basic network of local routes (see para 14.4), although lower in the hierarchy, forms an important part of the cycle network, providing secondary and tertiary routes connecting to the strategic routes.

Table 7: Primary/Secondary and Local Route classifications

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# Part 4: Route Maps Proposed for Statutory Consultation

This has resulted in the following network of routes being proposed in each area (note this report contains screenshots from the Welsh Government's Data Map Wales system), a shapefile of which can be downloaded by the VOGC for upload onto the council's interactive mapping systems to aid the Statutory consultation.

A naming schedule detailing routes and sections is provided within Appendix A.

Route priorities for development schedules will be determined against a number of criteria in further detail once the routes have been discussed at Cabinet.

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Barry Island

Barry Island Existing and Future
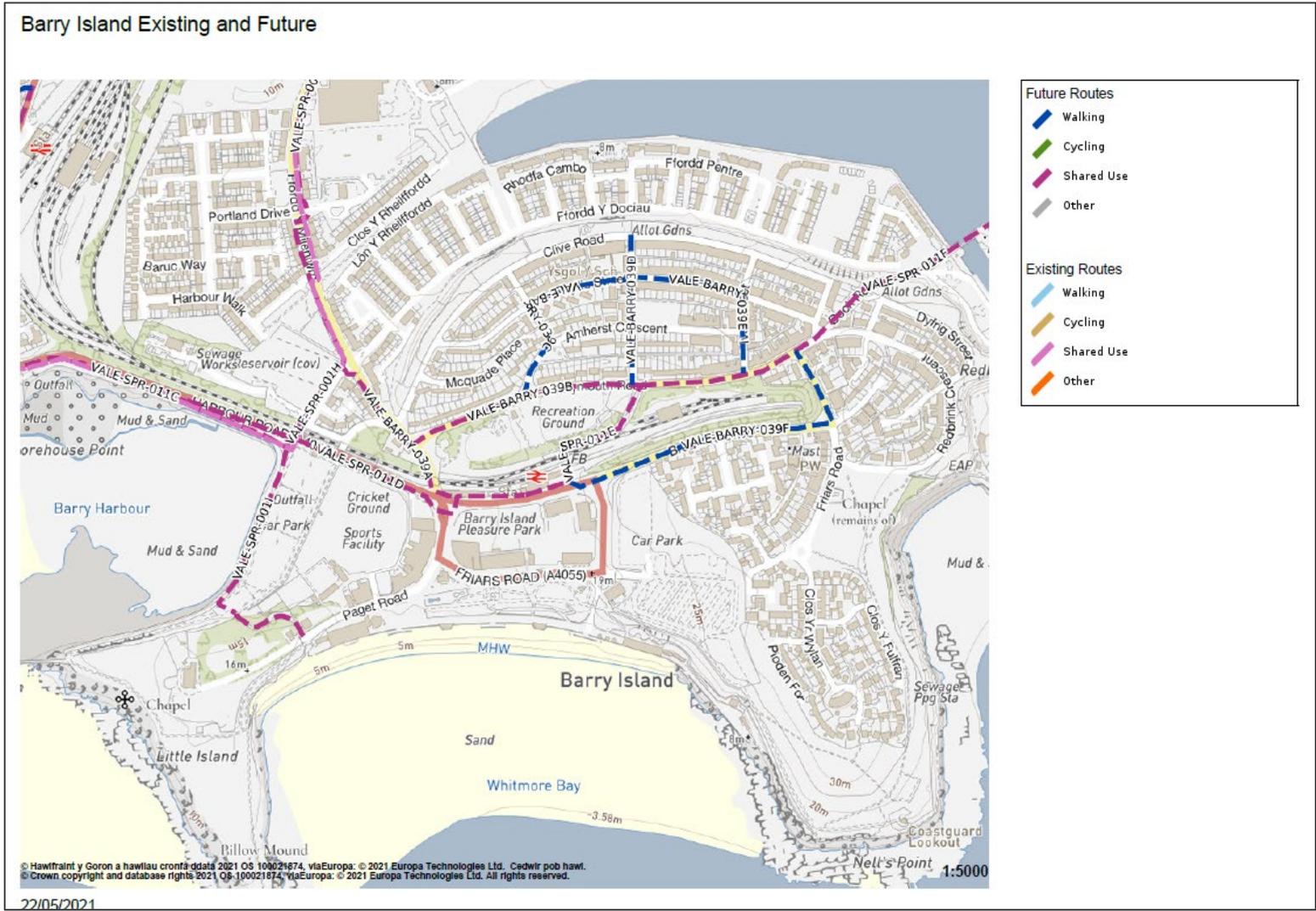
Barry North Central

Barry North Central Existing and Future
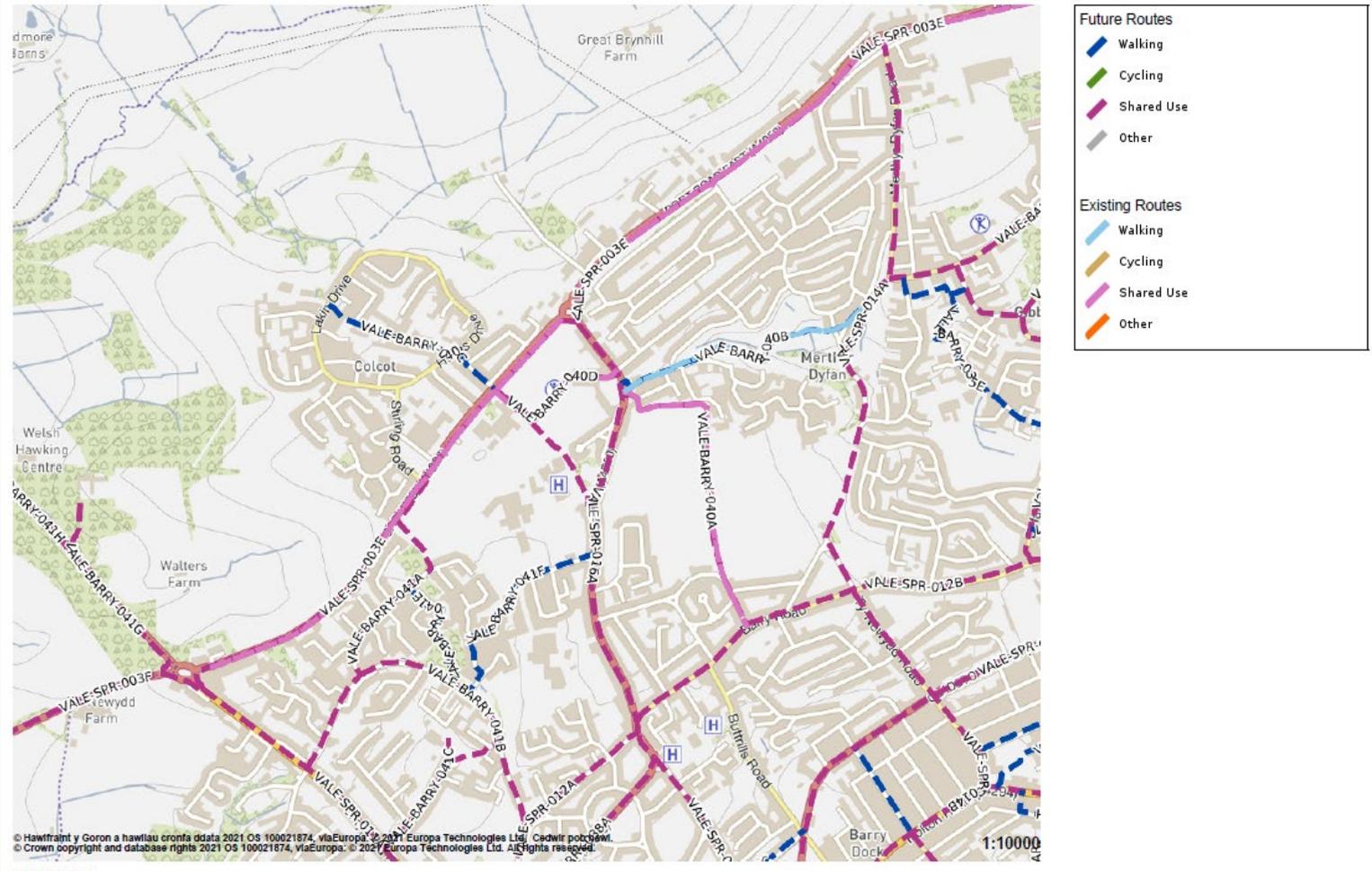
Barry North East

Barry North East Existing and Future
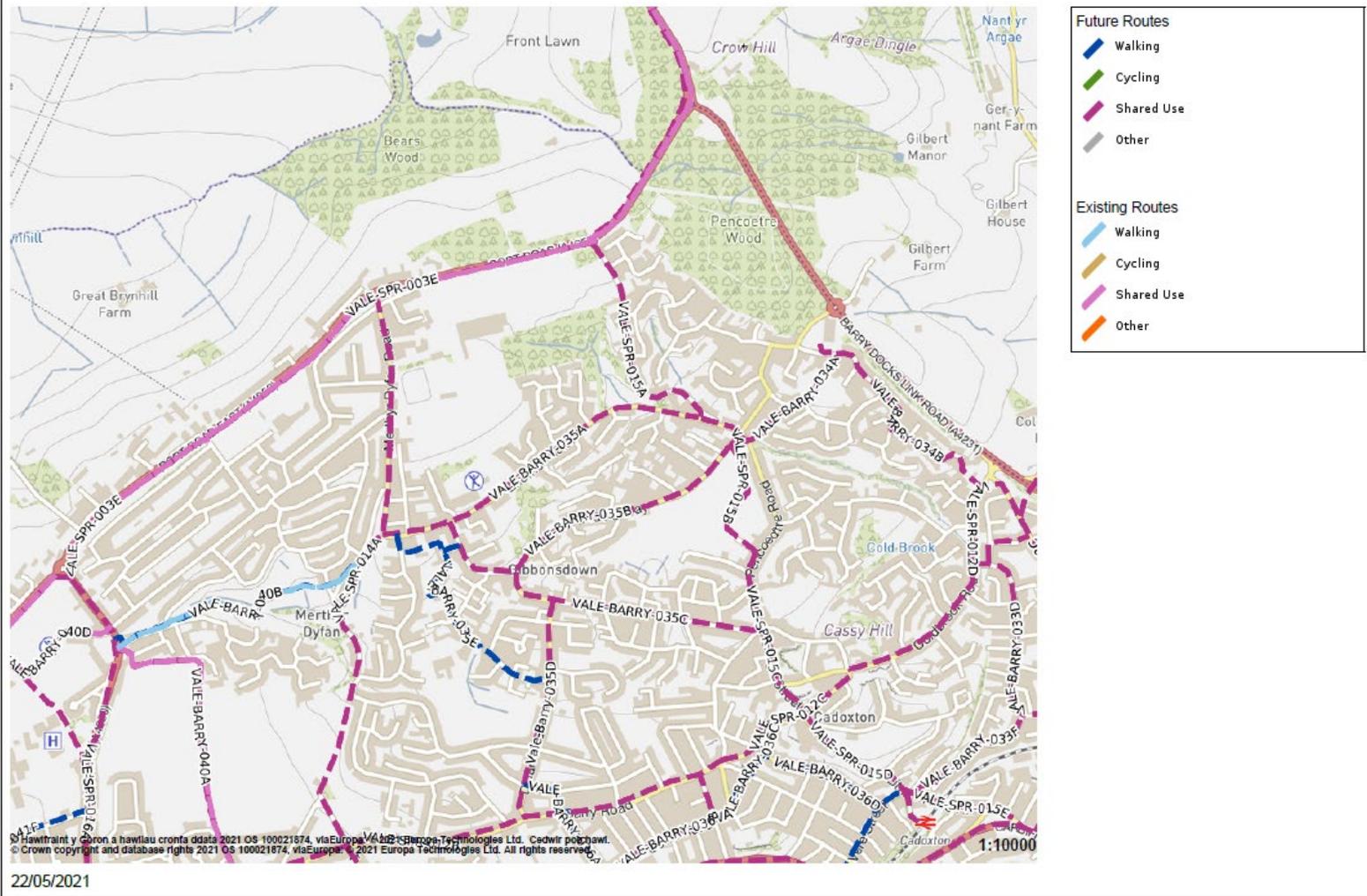
Barry Central

Barry Central Existing and Future
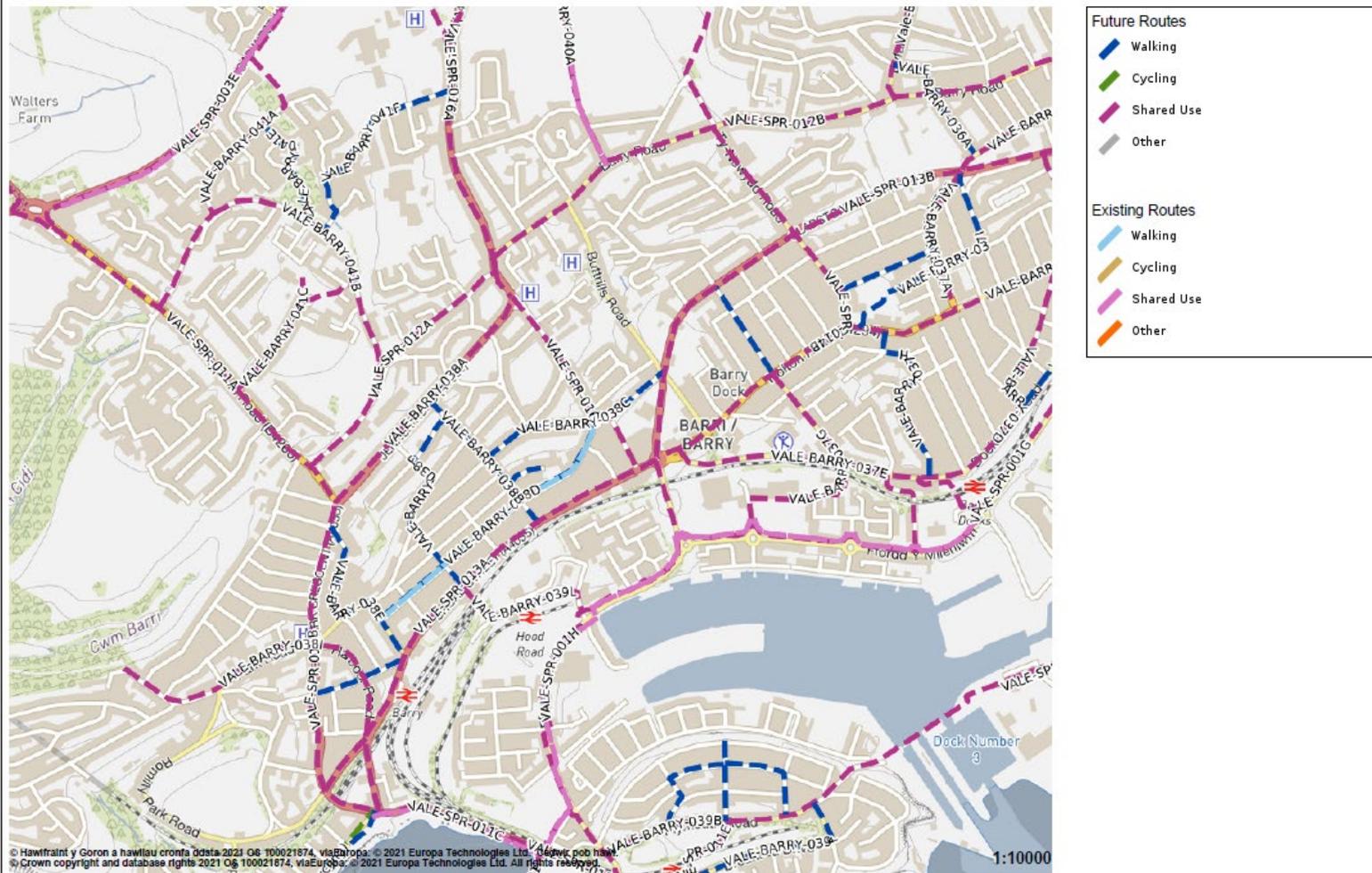
Barry South East

Barry South East Existing and Future
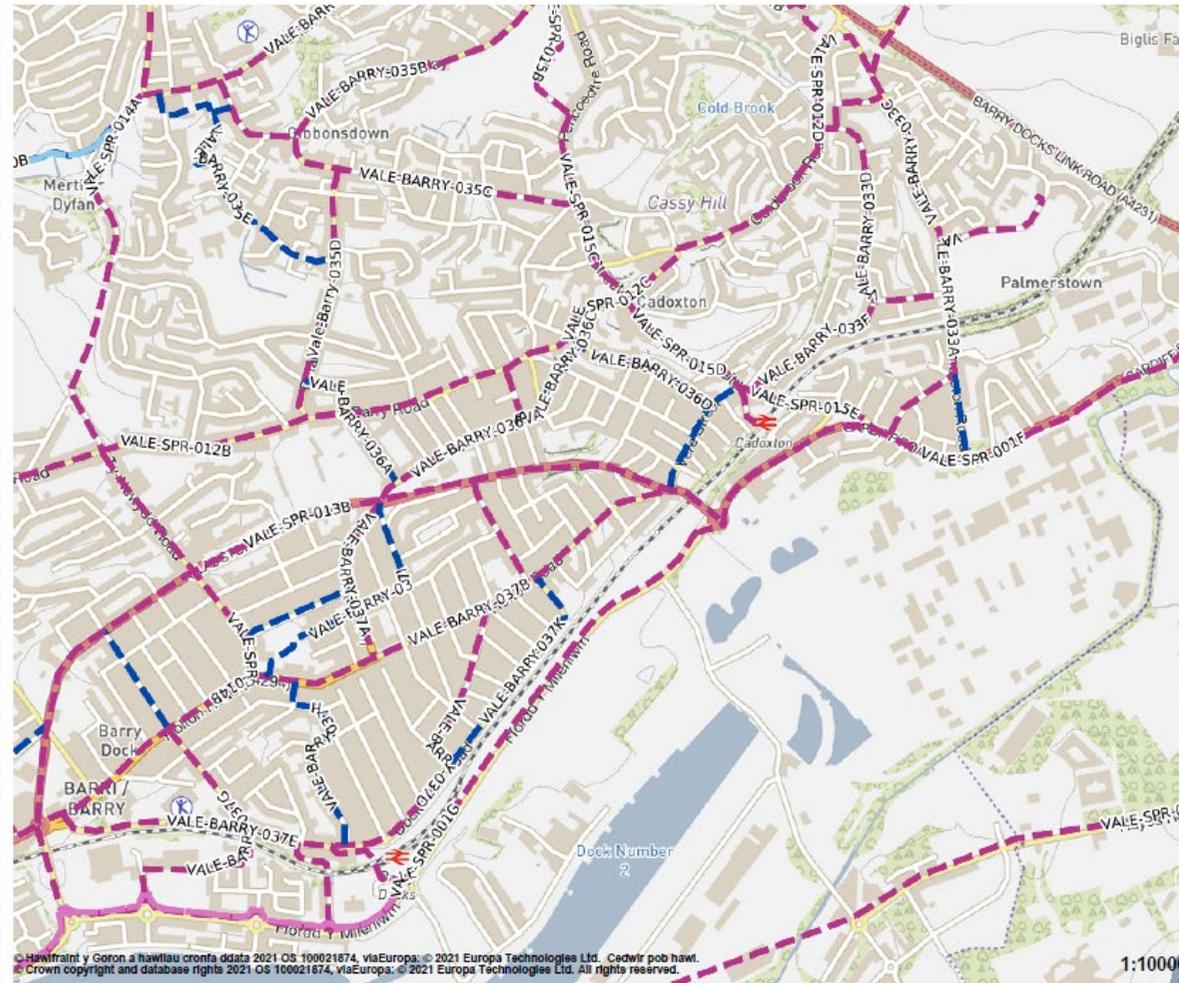
Future Routes
- Walking
- Cycling
- Shared Use
- Other

Existing Routes
- Walking
- Cycling
- Shared Use
- Other

1:10000

22/05/2021

Barry West

Barry West Existing and Future
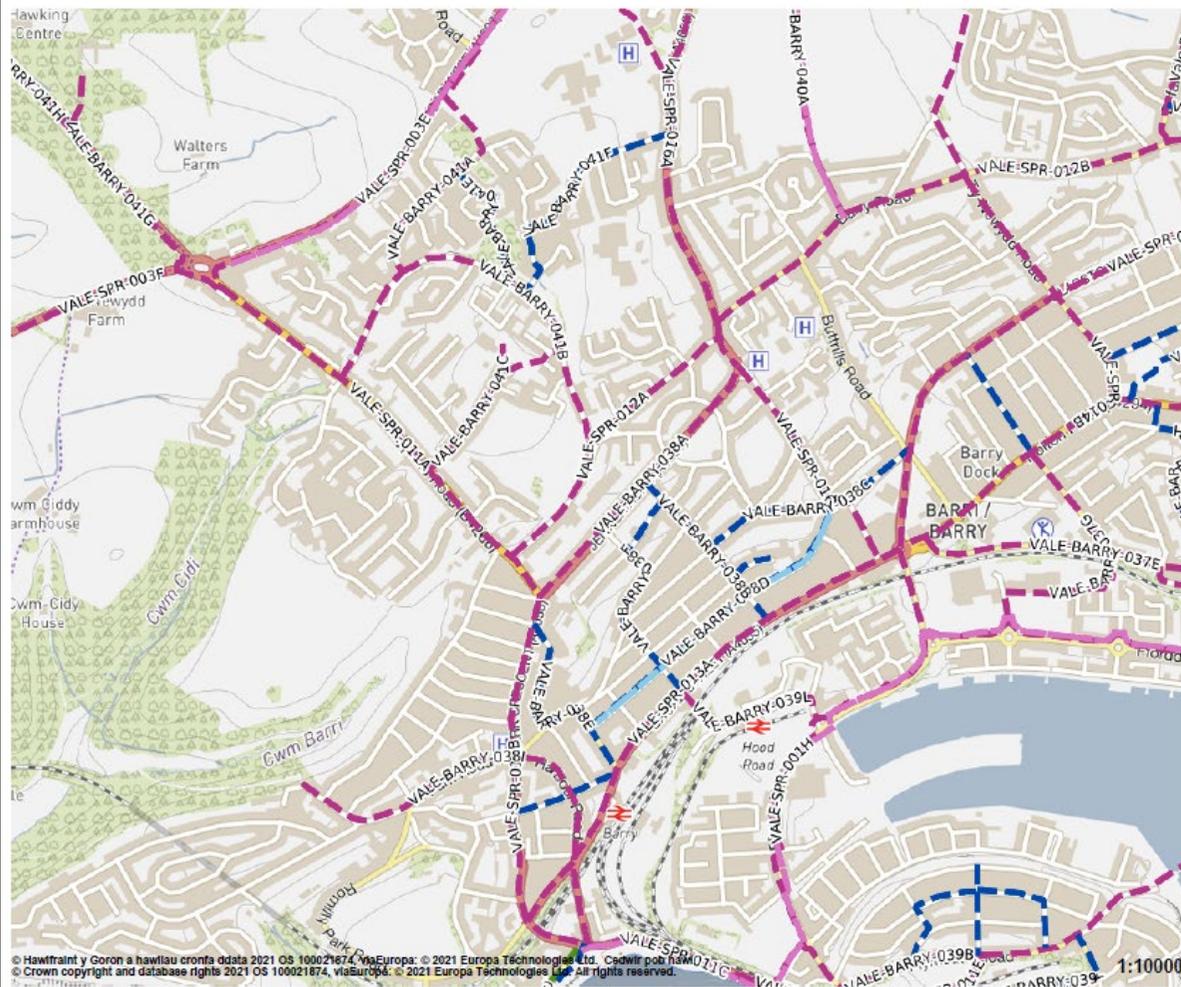
Future Routes
- Walking
- Cycling
- Shared Use
- Other

Existing Routes
- Walking
- Cycling
- Shared Use
- Other

1:10000

22/05/2021

Cowbridge

Cowbridge Existing and Future

Dinas Powys

Dinas Powys Existing and Future

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Llandough and Cogan

Llandough and Cogan Existing and Future

22/05/2021
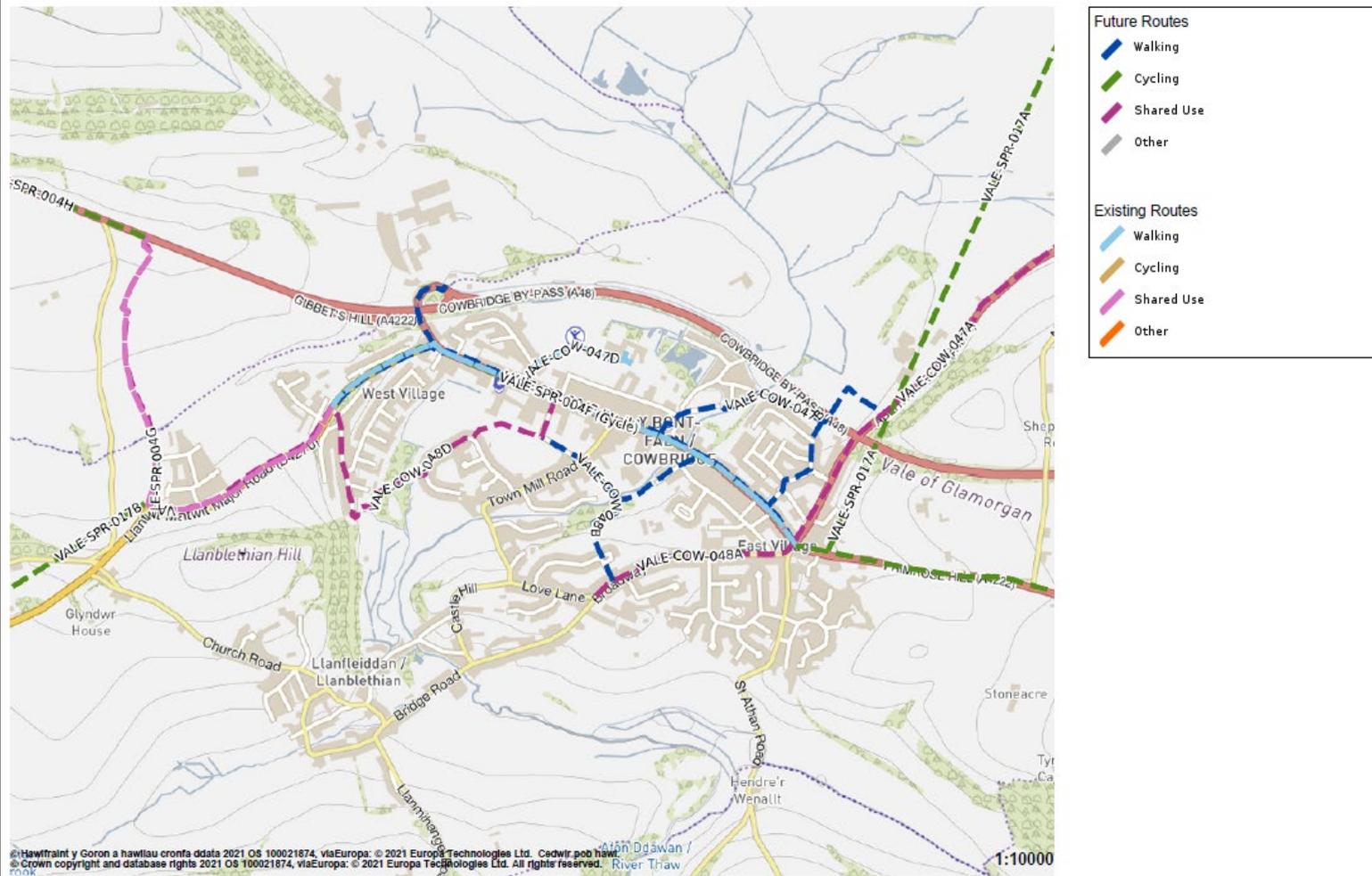
Llantwit Major
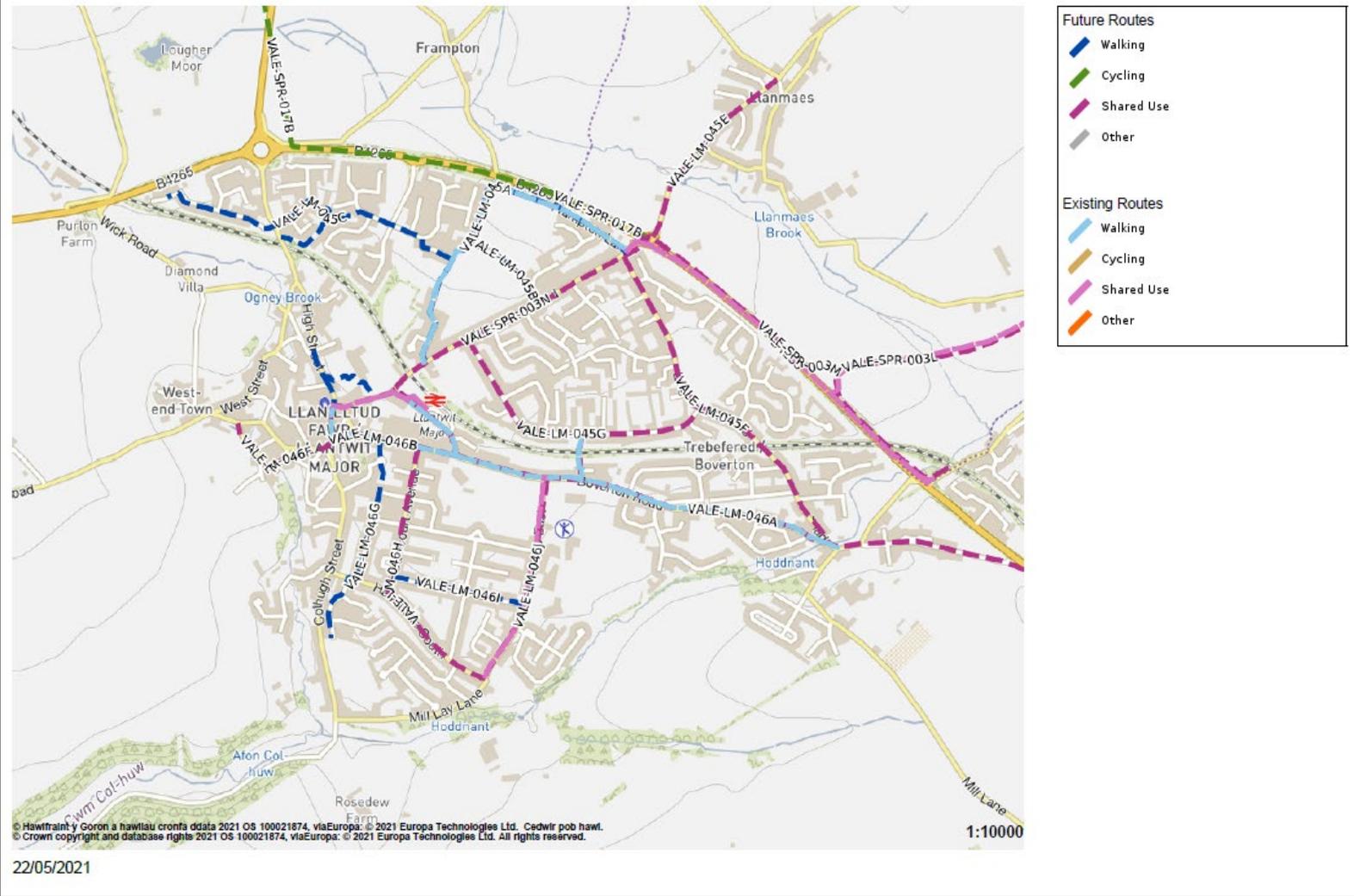
Penarth (Cosmeston)

Penarth (Cosmeston) Existing and Future
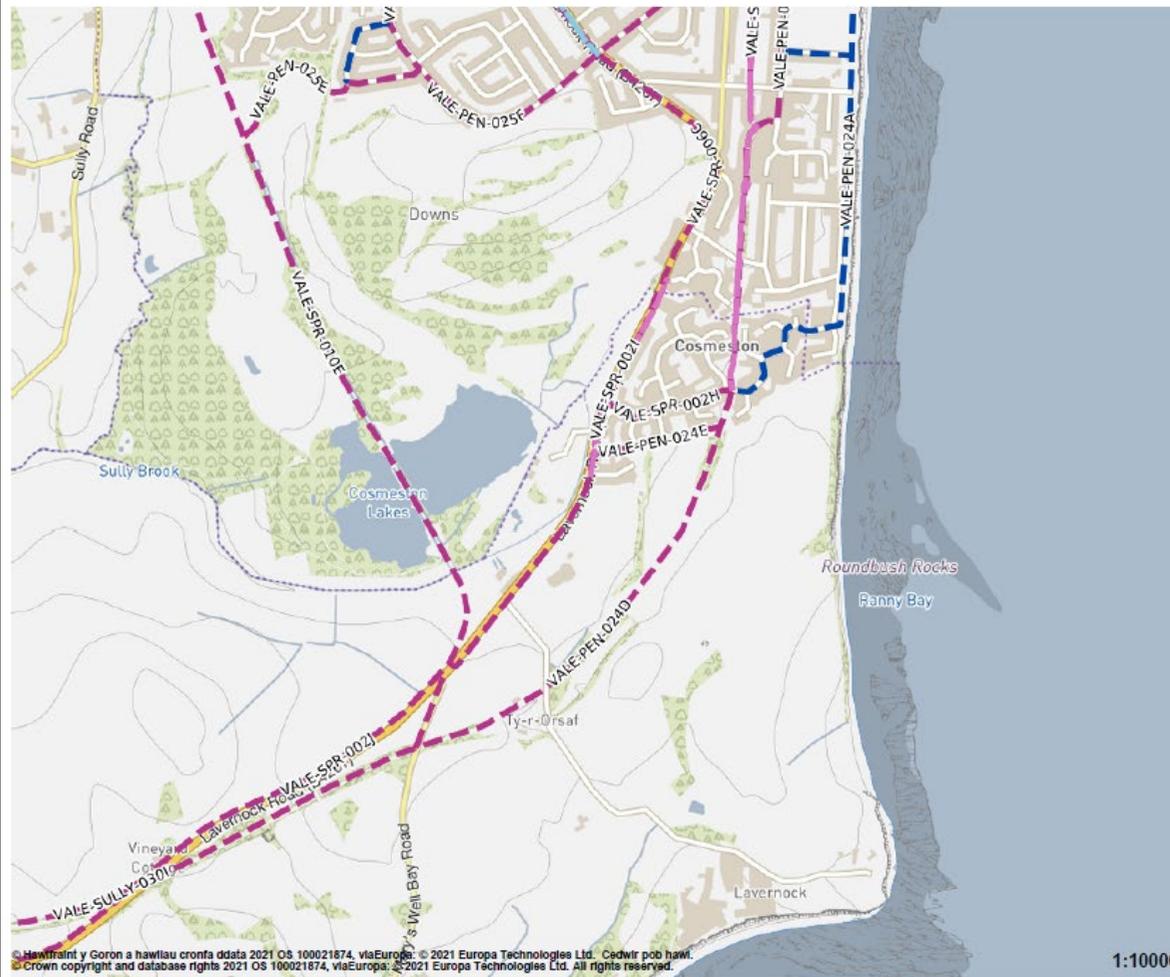
Future Routes
- Walking
- Cycling
- Shared Use
- Other

Existing Routes
- Walking
- Cycling
- Shared Use
- Other

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Penarth (North)

Penarth (North) Existing and Future

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22/05/2021

Penarth (South)

Penarth (Lower Penarth East) Existing and Future

Penarth (West)

Penarth (West) Existing and Future

22/05/2021

Rhoose

Rhoose Existing and Future

St Athan

St Athan Existing and Future

Future Routes
- Walking
- Cycling
- Shared Use
- Other

Existing Routes
- Walking
- Cycling
- Shared Use
- Other

22/05/2021

Sully

Sully Existing and Future

Future Routes
- Walking
- Cycling
- Shared Use
- Other

Existing Routes
- Walking
- Cycling
- Shared Use
- Other

1:10000

22/05/2021
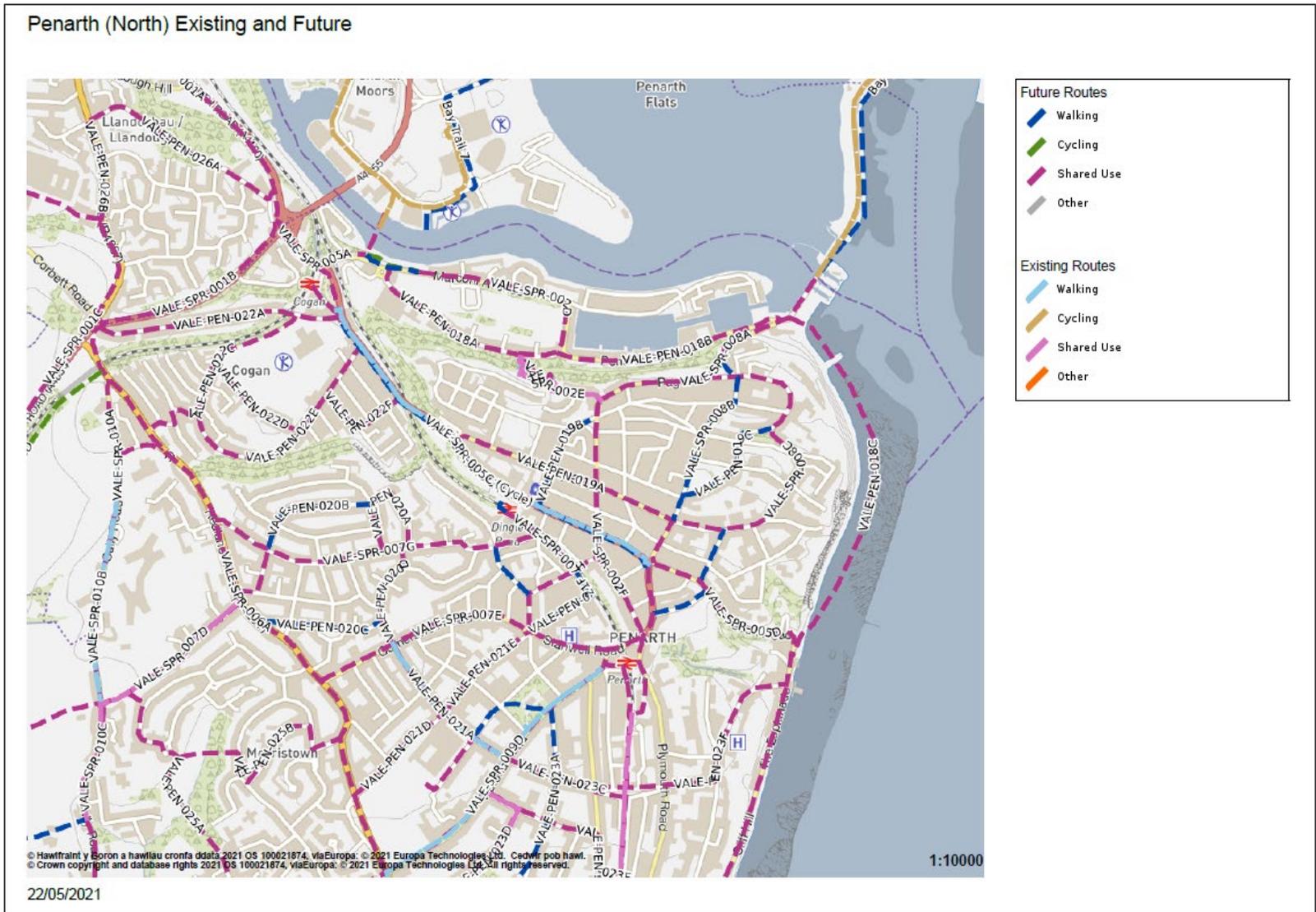
Wenvoe

Wenvoe Existing and Future
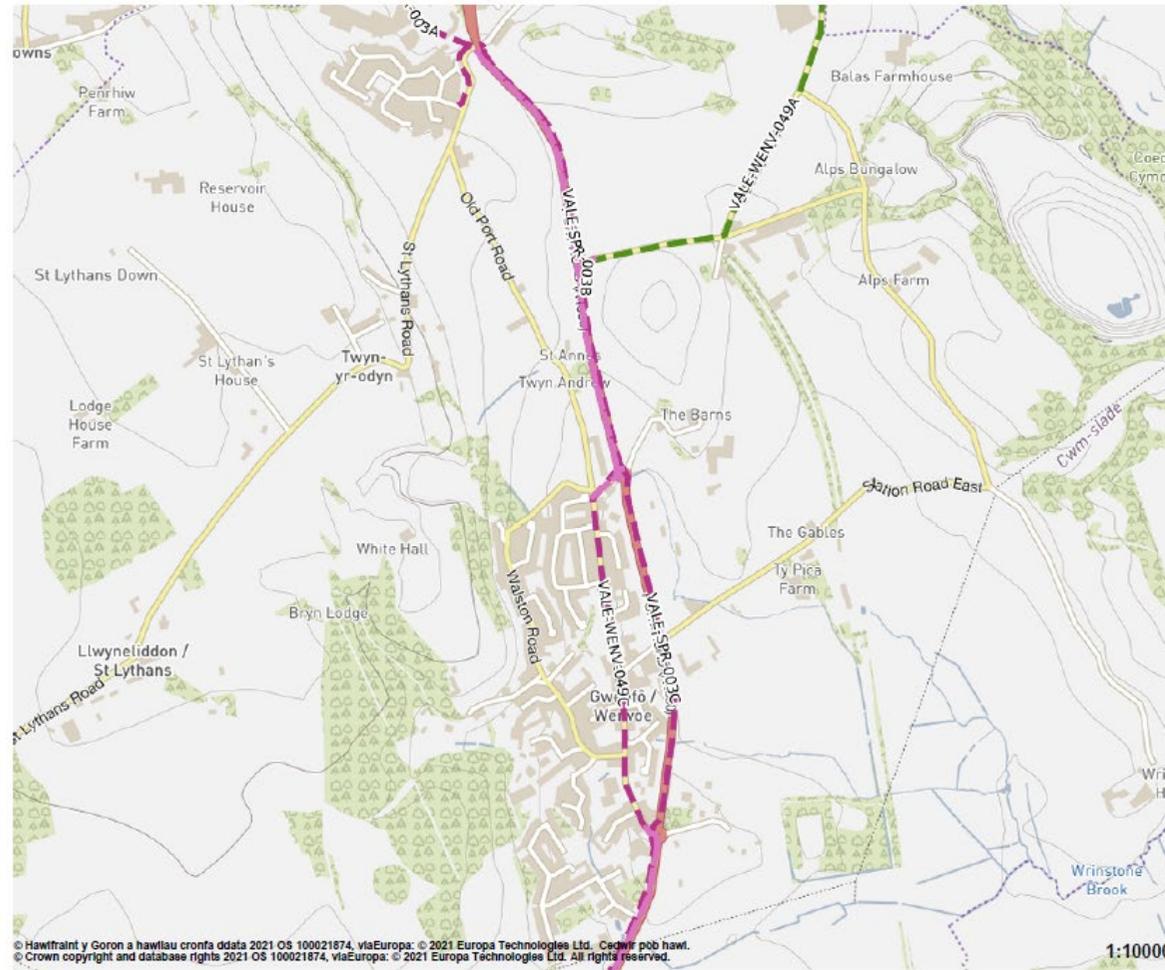
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Routes have also been prioritised into Short, Medium and Longer term aspirations depending on the classifications above and a number of criteria as outlined within the Active Travel (Wales) Guidance. An automatic system has been produced, based upon the prioritisation guidance with Appendix M of the Active Travel Design Guidance (2020). A moderation check was also conducted to account for any potential anomalies, for example, to ensure the strategic primary routes allow for connections between communities.

The prioritisation categories provided within this report aim to act as a guide to ensure schemes with the most impact are progressed initially, however, delivery will be dependent on a number of factors.

A Draft Short/Medium/Long term classification for each route section has been provided to the Vale of Glamorgan within an accompanying Excel Spreadsheet.

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Appendix A: Route Naming Schedule

Route List: Strategic Primary Routes

Route Name	Location	Sections
Strategic Primary Route 1	Cardiff Border (Penarth Road) to Barry Island via Dinas Powys	A/B/C/D/E/F/G/H/I
Strategic Primary Route 2	Cardiff Border (Pont-Y-Werin) to the Biglis Roundabout via Penarth Town Centre and Sully	A/B/C/D/E/F/G/H/I/J/K/L
Strategic Primary Route 3	Cardiff Border (Culverhouse Cross) to Llantwit Major via Port Road, Rhoose and St Athan	A/B/C/D/E/F/G/H/I/J/K/L/M/N
Strategic Primary Route 4	Cardiff Border (Culverhouse Cross) to Bridgend Border (via the A48 and Cowbridge)	A/B/C/D/E/F/G/H
Strategic Primary Route 5	Cogan – Penarth Town – Penarth Esplanade – Lower Penarth	A/B/C/D/E
Strategic Primary Route 6	Llandough – Cosmeston (via Redlands Rd)	A/B/C
Strategic Primary Route 7	Dinas – Penarth (Northern Route)	A/B/C/D/E/F/G/H
Strategic Primary Route 8	Cardiff Border (Barrage) – Penarth Town	A/B/C/D/E
Strategic Primary Route 9	Dinas – Penarth (Southern Route)	A/B/C/D

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Strategic Primary Route 10	Llandough – Cosmeston (via Sully Rd)	A/B/C/D/E
Strategic Primary Route 11	Sully – Waycocks Cross (via Docks and Pontypridd Rd)	A/B/C/D/E/F/G
Strategic Primary Route 12	Barry East/West Route (via Barry Road)	A/B/C/D
Strategic Primary Route 13	Barry East/West Route (via Gladstone Road)	A/B
Strategic Primary Route 14	Barry North/South Route (via Merthyr Dyfan Rd)	A/B/
Strategic Primary Route 15	Barry North/South Route (via Pencoedtre Lane and Cadoxton)	A/B/C/D/E
Strategic Primary Route 16	Barry North/South Route (via Colcot Rd)	A/B/C
Strategic Primary Route 17	Llantwit Major to RCT Border via Cowbridge	A/B

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Route List for Secondary and Local Routes (Referenced by Area)

Area Code	Location	Sections
018	Penarth Marina and Headland Link	A/B/C
019	Penarth Town Centre (North)	A/B/C
020	Penarth Fairfield Area	A/B/C/D
021	Penarth Stanwell Ward	A/B/C/D/E/F/G/H
022	Cogan	A/B/C/D/E/F/G
023	Lower Penarth (Evenlode)	A/B/C/D/E/F
024	Cosmeston/Cliff Walk Area	A/B/C/D/E
025	Lower Penarth (Morristown)	A/B/C/D/E/F
026	Llandough	A/B/C
027	Dinas Powys (West)	A/B/C/D/E/F/G
028	Dinas Powys (East)	A/B/C/D/E/F/G/H
030	Sully (North)	A/B/C/D/E/F/G/H/I
031	Sully (South)	A/B/C
032	Sully – Lavernock	A
033	Barry - Palmerston	A/B/C/D/E/F
034	Barry - Pencoedtre	A/B/
035	Barry - Gibbonsdown	A/B/C/D/E/F
036	Barry - Cadoxton	A/B/C/D/E/F

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037	Barry - Holton	A/B/C/D/E/F/G/H/I/J/K/L
038	Barry - Town (West)	A/B/C/D/E/F/G/H/I/J/K
039	Barry – Island	A/B/C/D/E/F
040	Barry – Merthyr Dyfan/Colcot	A/B/C/D/E
041	Barry – Cwm Talwg	A/B/C/D/E/F
042	Porthkerry	A
043	Rhoose & Fonmon	A/B/C/D
044	St Athan	A/B/C/D/E/F/G
045	Llantwit Major (North)	A/B/C/D/E/F/G/H
046	Llantwit Major (South)	A/B/C/D/E/F/G/H/I/J
047	Cowbridge (North)	A/B/C/D/E
048	Cowbridge (South)	A/B/C/D
049	Wenvoe	A/B/C

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Appendix B: Quick Win Identified Opportunities

The following are a list of identified 'Quick Wins', gathered via Commonplaces Phase 1 and 2, and identified whilst on the site visits. It is likely this list is not exhaustive of opportunities within the VOGC area, and that with further investigation some may require a medium/longer term approach (some suggestions have been taken directly from the Commonplace platform and have not yet been assessed in terms of detailed deliverability). The schemes identified will likely require further localised consultation with relevant stakeholders.

This schedule should therefore act as a living document to assist funding bids, as well as other departments/council partners who may be able to action.

A4050/St Andrews Road Roundabout, Wenvoe: A simple dropped kerb on the west side of the roundabout would allow cyclists joining the A4050 from the direction of Dinas Powys to get on the cycle path immediately rather than having to cycle on the busy main road for c 100 metres.

A4226 Five Mile Lane Route (Connection to Hawking Centre): There is no prioritised crossing point for either pedestrians or cyclists to allow access from the combined cycleway/footway to the Welsh Hawking Centre to enable an active travel option. This is a failure of route planning.

A4226 Five Mile Lane: Additional signs need auditing to promote the cycle way. Too many cyclists are still using the now truck road and think the narrow edging lane is a cycleway on a 60mph road.

Aberthin Crossing: Crossing needed in Aberthin, fast traffic on a blind bend. Improved lighting need on A4222 route to Cowbridge.

Access from Churchfield Area to Pencoedtre Lane: From the Churchfield area, there used to be an access through to Pencoedre Road and onto Gilbert Lane west, the latter of which is a maintained footpath. This link, which formed part of an historic path, having been in existence for over 30 years and regularly used by local residents, has now been blocked off. I am not aware of any public consultation on this. It should be reinstated.

Albert Crescent, Penarth: Pavements are in poor condition with trip hazards.

Albert Road, Penarth: Footway to the GP surgery and school. Bad condition, needs priority renovation for this obvious route to the town centre.

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Albert Road, Penarth: The road outside Albert Rd school needs closing to through traffic, at the very least during school start and finish times. There are numerous alternative routes for motor traffic heading to the marina from the town centre.

Arcot St/High St Junction, Penarth: This junction is tricky to cross coming from the zig zags as it is uphill and visibility is poor, as a cyclist (often tired after coming up the hill) you often have to stop and it is hard to get going again. Simply changing the priority so Queen's Road has to give way to Arcot St/Paget Road would make a huge difference to cyclists with minimal impact on drivers. It's a key leisure and commuter route into Penarth.

Barrier between Colcot Road and Heathfield Drive: An update with regard to this A frame barrier. I recently walked this route and bumped into an electric wheelchair user and their two carers. I asked if the barrier was an issue. The reply was a resounding yes it is. They struggle through with wheelchair and have given up trying completely with the adapted bike (not able to travel with present restrictions) which they said normally brings them so much freedom and joy. It needs addressing as at present it discriminates.

Beach Road, Sully: Beach Road is a narrow lane, which gets quite busy sometimes and it is dangerous to walk or cycle here. With over 200 houses/addresses Swanbridge should be properly linked up to the rest of Sully, allowing for residents to walk/cycle to the bus station and the village safely.

Biglis Roundabout: improvements to the network/roundabout to facilitate a safe use by pedestrians/cyclists are urgently needed.

Cardiff Road Crossing, close to Bryn Y Don Fields/Cross Common Road Junction: a crossing or at least an island is needed to enable safe pedestrian access to Bryn y Don fields. Speed of traffic entering and leave Dinas Powys also desperately needs to be tackled here.

Cardiff Road, Dinas Powys: A wider pavement at this point, would make it safer for school children and families to use this footpath.

Cardiff Road, Dinas Powys: The pavement before the railway bridge (walking towards the village), needs to be widened and made level, so that it's safe enough for a pushchair or two people to walk side by side, without fear of falling into the road, or being "clipped" by speeding traffic.

Clive Crescent, Penarth: A very wide splay at this junction, frightening for slow walkers as cars expect to drive fast. It needs large build-outs to avoid car parking across the pedestrian way.

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Clive Crescent, Penarth: Access to a much used Park with look-out point attracting many walking for leisure. The path through this gateway is broken up, a trip hazard, and floods from the rain.

Clive Place, Penarth: Needed as a walking route. The parallel route to Headlands school and Northcliffe shown via Stanwell Cres is very steep, too steep for some. Work needed on Clive Place to renovate badly uneven pavements.

Cog Road Sully: A walking/cycling route in Cog Road is critical, considering the lack of a footpath and the large volume of users.

Cog Road Sully: Cog Road is a major danger to pedestrians and cyclists currently. It has no pavement despite the increasing community size, poor visibility and a number of turn road turns. Sadly, it is only a matter of time before yet another accident occurs. With children waiting for the school buses and walking, combined with the popular pub at the bottom, something need to be done rather than waiting for a disaster.

Cogan Pill Road: Street lighting required and route improvement and disabled access from the west.

Cogan Station to Leisure Centre/School Shared Use Path: Beach Road is a narrow lane, which gets quite busy sometimes and it is dangerous to walk or cycle here. With over 200 houses/addresses Swanbridge should be properly linked up to the rest of Sully, allowing for residents to walk/cycle to the bus station and the village safely.

Cogan Station: Essential path for cycles and disabled to/from north-west side of Cogan Station. Requires replacement of steps by ramp plus widening.

Cogan Station: Foot/cycle access to the station from the Haven and from Cogan need defining as segregated links.

Cosmeston Access from Byrd Crescent: This access needs to be made more accessible, with a ramp/slope from the entrance of the path at the community centre to the quarry path, taking away the concrete steps, to enable the cycle path/foot path for wheelchairs, pushchairs and tricycles.

Culverhouse Cross: A route across here from St Lythans road to the McDonalds junction would be excellent for avoiding the main Culverhouse Cross roundabout when cycling. Trying to get around the roundabout off-road is very awkward.

Dingle Road, Penarth: This should be designated (future) walking route and pavements renovated. With all the car parking, it should NOT be future cycle-route.

Dock View Road: Solid line denotes an existing route up to standard. Please amend. Poor surfaces and condition for those with mobility issues, very surprised if it is up to standard and or no cycling route, the map does not discern between types of use/intended use.

Ffordd Y Millenium: The Ffordd Y Millenium route itself is okay, but it is narrow and the connections onto and off (especially at the Cadoxton roundabout end) could do with a review as it can be dangerous to get onto, glad to see this in as a route to be improved if this can be considered as part of any plans.

General Wayfinding, Penarth to Dinas Powys: The network of roads and cut throughs can be confusing in Penarth - it is hard to know the best way to cycle or walk to the town centre, pier or barrage some signage would be very helpful. Through trial and error and coming from Dinas Powys I find from the Ash Path it is easiest to cross Redlands Road here then cycle along Hastings Ave, Milton Road and Coleridge Ave. This avoids Wordsworth Ave and Cornerswell Road both of which have lots of impatient drivers. A better crossing and signage here would help (or perhaps there is an even better route that I haven't discovered yet).

I'd love to be able to take the children for a walk to Cosmeston along the farm track, but it's currently too dangerous to contemplate walking along Cog Road with them. Some sort of off-road access for that stretch, without damaging the hedgerows, would really encourage more locals to walk to Cosmeston instead of driving there.

Lavernock Road Crossing (Close to St Mary's Well Bay Rd Junction): This is a major crossing for a number walking and cycling routes used by many families. A more formal crossing point (lights or zebra) should be created to make it safer to cross this busy road.

Llantwit Major Road/Church Rd Junction: Crossing the road at the cross in by foot or on a bike is very dangerous and needs a 20 mph speed limit.

Mount Road, Dinas Powys: There is a growing problem with speeding traffic. There is no pavement. Many children use this route to and from school.

Outside Penarth Post Office: Dreadful narrow footway past the ramp to the Post Office. Hazardous, requiring people to walk in the road, too narrow for wider buggies. Make it priority action.

Paget Terrace/Paget Hill Junction: Contra-flow cycle lane required (downwards) to bypass the sharp and hazardous turn where buses and other traffic go.

Path over Dinas Powys Common/St Andrew's Rd: The path here is too narrow and very uneven. We are currently having a walk to school using a one way system and walking back along this path is too uneven for buggies and very narrow meaning I have to walk single file with young children with the path being so uneven if my kids are not looking where they are going and trip they risk falling into the roads and getting hit by the oncoming traffic

Penarth Clock Roundabout: Remove railings and put a zebra crossing across the end of Albert Rd. Direct pedestrian routes, not outdated hemmed-in by railings, are surely an active travel principle.

Penarth Esplanade: Cars should be restricted from Penarth sea front and cyclists not allowed on pavement - all too busy - move cars elsewhere.

Penarth Leisure Centre: Access to Leisure centre by foot and bike; needs segregation from vehicles and linking to Little Dock St.

Penarth Plymouth Rd/Stanwell Rd Traffic Light Junction: Huge hump in pavement due to tree roots.

Penarth Plymouth Rd/Stanwell Rd Traffic Light Junction: Permit cyclists to cross the junction during the all-red lights phase, as in the Guidance.

Penarth Plymouth Rd/Stanwell Rd Traffic Light Junction: Remove railings to allow direct cross-over by pedestrians. Currently in the all-red-lights phase, there's not time to cross two road arms, requiring a second (long) wait.

Penarth Plymouth Rd/Stanwell Rd Traffic Light Junction: Very difficult junction for walking, especially for disabled and mobility scooters - very wide splay, deviating walkers down and up, contrary to direct route principles.

Penarth Victoria Road/Stanwell Road Junction: Existing much-used zebra crossing, needs improvement and including in the routes. The road splay is far too big. Rebuilding could give space for a soakaway and small tree.

Penarth Windsor Road/Arcot Street Junction: The parking provision needs to be removed from this junction as visibility is usually blocked making it dangerous when emerging from Arcot Street. Some vehicles also park overhanging the space which blocks the cycling lane. This is a very busy route for both commuters and families but the junction is very dangerous for inexperienced cyclists and children.

Penarth Windsor Road/Arcot Street Junction: Zebra crossing in line Arcot St, with parallel cycle crossing. This works well as ar Clarence Bridge/Grangetown without costly and delaying toucan lights. Gives automatic priority to pedestrians.

Plas Esyllt/Murch Road Junction: Many secondary school pupils cross the road here to access the Ash Path from behind Tesco. Although it's a 20mph limit it is tricky to cross here. I know it is not suitable for a formal crossing, but school children (and adults) are not going to walk to the new crossings. Perhaps a change in road priority to slow the traffic on murch road would help, or just warning signs, suggesting giving pedestrians right of way.

Port Rd/A4050 Colcot Rd Junction: Pedestrians/cyclists have no safe route across this road. Traffic coming from East to West turn left at the roundabout without slowing or stopping. It's a nightmare trying to cross with children.

Porthkerry Road, Barry: The new road lay out, even with the additional of bollards on pavements has not made a safe pedestrian route due to the lack of double yellow lines and ongoing parking that blocks visual and walking routes for pedestrians. Cars park very close to the road junctions, often on the pavement or blocking to intended crossing points. Why aren't there better road markings to make pedestrian safety a priority?

Porthkerry: The anti-motor bike barrier here is understandable but discriminates against adapted or non-standard cycles. I struggle through with what would now be considered narrow handlebars. It needs addressing and improving as some users may be discouraged as they are unable or too weak to manhandle through.

Railway Path (Top): At present the path on the old railway seems to lead north to Plymouth Road and there also needs to be a connection to the station through where there is a broken fence at present.

Railway Walk: Large lengths of this path have no lighting, which can make it quite unnerving for night time walkers and joggers. I'd strongly advise that some lighting is installed that provides people with some safety and allows walkers to see the edge of the path.

Rear Access to Y Bont Faen Primary School, Cowbridge: The existing footpath is very well used by all ages, but the steps and muddy part of the path make its use for older people and families with baby buggies very difficult. A tarmac path with no steps from Cae Rex to the limes field would make life very much easier every day for a lot of people.

Rectory Rd, Penarth: Rectory Rd is part of the walking route to favourite leisure facilities - Alexandra Park and Tennis Club and public library. Used also to/from St

Augustines Church. The pavement needs serious renovation, a trip hazard and unsuitable for mobility scooters.

Rhoose: The majority of roads and pavements in Rhoose are in a dreadful state of repair. I regularly run and try and run on the road if I can as the pavements are too uneven and broken and often littered with dog poo.

Romily Road, Barry: You have ignored the comments with regard to the Romilly Road / Porthkerry Road junction. The comments made were, that despite this being 'improved' by the use of Active Travel funding, there is no safe crossing point over Porthkerry Road here. There is tactile paving here which suggests to persons with sight impairment that this is safe place to cross, but there is no priority given to pedestrians. Your Equality Impact Assessment would have recognised this issue. Cars are allowed to park while blocking sightlines up and down Porthkerry Road which creates risk to pedestrians. You have simply ignored this issue by showing a route down along Porthkerry Road and Windsor Road, when, considering that this is a common route for persons using the railway station, they would be continuing along Romilly Road. Just this one example of the comments being ignored gives me very little confidence that you will be able to deliver any of the suggestions made during this consultation.

Rural Vale: I strongly believe that rural lanes should be designated as Green lanes, as in Jersey, with 15mph and priority given to pedestrians. The lanes link everywhere but are currently almost unusable to being used as short cuts by speeding cars. Can't even walk on these lanes anymore with the family for fear of getting run over. Jersey has got it right.

St Brides Way/Skomer Road Junction: Roundabout hazardous for right turns by cyclists, with narrow traffic lanes and unacceptable footways. No safe cycle route to rail Station, Leisure Centre or Andrew Rd route. No safe crossing for pedestrians (especially with shopping, children). Impossible route for less able elderly and wheelchairs.

St Cyres Road: St Cyres Road is incredibly dangerous for pedestrians and cyclists in the morning when it becomes a traffic jam and turning circle for parents dropping off at the school. The lane leading to the school gate at least needs to be blocked off to cars during start and end of the school day to deter this behaviour.

Stanwell Rd/Grove Terrace/Woodland Place Junction: Walking routes across this roundabout are badly deviated from straight desire lines. Remove the railings and paint crossings at the mouth of each road arm. Important routes, work requires priority.

Stanwell School Vicinity: Stanwell Rd from Stanwell School to Victoria primary school (rear entrance) is treacherous for those walking, scooting and cycling. No dropped kerbs, pavements uneven and narrow. Inconsiderate parking around the spar shop and buses squeezing through. Crossing the junctions along the length of Stanwell road is dangerous, vision for pedestrians especially children is terrible and needs addressing. This should be a priority active travel and safe route to schools/ doctors/ shops.

Station Road, Dinas Powys: The pavement needs to be widened to enable children and families to safely access the footpath exit from the common here. Many people use this to access the common and St Andrew's School. Whilst not suitable for buggies etc. it is a good pedestrian route in dry weather but you come out onto station road with no pavement and speeding traffic.

Station Road, Dinas Powys: The plan shows an upgraded walking/cycle route along Station Road, to link with Mount Road. This should mean at least widening the current pavement for safety reasons, or simply "cutting the corner off", as someone else suggested. I also agree with other comments about reducing the speed limit and/or making it a one-way system through the village, so that it's not used as a "rat run" at peak times, when children are walking to/from school.

Station Street: If this is up to standard for active travel, the lack of dropped kerbs for wheelchairs or other mobility issues and difficulty in negotiation or finding them is them poor on majority of this route. The standard must be very low. Please amend the map as I believe it isn't to standard (as indicated by the solid line).

Sully Road: A pavement is desperately needed along here to create a safe route. Given that there are several schools along this end of Sully Road, it's shocking that there is currently no pavement.

Sully Road: Many cars travel along Sully Rd far too quickly. There are missing pavements which limit pedestrian use, many cyclists use the road but it can be very dangerous because of narrow sections & fast cars.

Sully Road: Presumably there will be some sort of pavement along here which will make it much safer for pedestrian access to Cosmeston and the schools. The current route from Dinas down Watery Lane has become very busy with walkers who are vulnerable along Sully Road where it bends.

Sully Road: This section of Sully Road desperately needs some measures - currently going either way from Cosmeston to Watery lane you have two awkward blind right turns - and cars often speed on this stretch. As an immediate small step some warning

signs - pedestrians/horseriders/cyclists in the road would be good - longer term a safer segregated shared use path is needed.

Terra Nova Way (Bottom of Zig Zag Path): There is no safe way to access the zig-zag path for people cycling east along Terra Nova Way towards Penarth. Brave cyclists may ride in the middle of the road and find a gap in traffic, but this won't be an option for most. This is a heavily used route and part of Sustrans route 88. There needs to be a controlled crossing of some sort, preferably a tiger, which is a combined cycle & pedestrian zebra.

Triangle (Paget Hill/Arcot St): This part of the triangle is one way coming up the hill, but cyclists regularly ignore the 'no entry' & going down the wrong way, often at speed, either on the pavement (not for cycling) or in the road. Accident waiting to happen.

Victoria Avenue/Stanwell Road Junction: Needs a zebra crossing, in line with Arcot St to Hickman Rd, with parallel cycling crossing, getting priority over vehicles. Cardiff's Clarence Bridge has one on east side and it works well, without the costly and delaying toucan-light system.

Victoria Road, Penarth: Pavements dreadfully broken by tree routes

Waycocks Cross Roundabout: The link from the existing route from the Tesco store should allow for seamless cycle access to the 5 mile lane route as presently no access kerbs

Wenvoe Nant Isaf/A4050 Junction: The crossing of the Port Road roundabout from Nant Isaf (through Wenvoe village) is noted as an existing cycleway. Port Road is a 50mph limit and requiring cyclists to negotiate this non-prioritised roundabout to continue on the shared path is simply ridiculous. It is a heart-in-the-mouth challenge for experienced cyclists, and for younger, or less confident users travellers, for example children attending Wenvoe Primary.

Wenvoe Port Road Route: The Council need to publish their maintenance / cleaning schedule. Too many cycle routes become dangerous due to leaves and small fallen branches.

Windsor Road: I want to see Windsor Road pedestrianised in the Town centre so that it becomes a much more attractive place to be. Who would hang about beside a motorway! It's not safe, it's noisy, smelly, and uncomfortable. Just not a place to stay and relax.

Appendix C: Audit Scores (Existing Routes)

For a route to be included as 'Existing' it must score at least 70% with no scoring elements marked as 'Critical' (which relate to pedestrians if there is a missing drop kerb, thus restricting wheelchair or mobility scooter users) or for cyclists if the route is not an acceptable width, or if on carriageway cycling if traffic flows/speeds are too high.

Welsh Government route audit tools have been used to determine the scores along each section, and are available via this link: https://gov.wales/active-travel-guidance.

Route Name	Route Location	Score % Walk	Score % Cycle
VALE-BARRY-038D	High St – Barry	79%	n/a
VALE-BARRY-040A	Colcot Rd to St Fagans Ave	86%	87%
VALE-BARRY-040B	Whitewall Road to Merthyr Dyfan Rd	89%	n/a
VALE-BARRY-040D	Whitmore High School to North Walk	90%	79%
VALE-COW-047D	Leisure Centre to High Street	85%	n/a
VALE-LM-045A	Windmill Lane to Station	89%	n/a
VALE-LM-045F	Eagleswell Road	82%	n/a
VALE-LM-046A	Boverton Road	92%	n/a
VALE-LM-046B	Boverton Road, Town Centre to Ham Lane East	88%	n/a
VALE-LM-046C	College St to Llantwit Major Station	79%	78%

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VALE-PEN-021A	Dyserth Street to Stanwell	97%	n/a
VALE-PEN-023D	Evenlode School Link, section in front to Evenlode Primary	89%	82%
VALE-PEN-025C	Evenlode School Link, section from St Mark's Road to Beechwood Drive	92%	76%
VALE-RHSE-043A	Rhoose Station to The Dams	87%	92%
VALE-RHSE-043B	Rhoose South	86%	92%
VALE-RHSE-043D	Fontygary Road	72%	n/a
VALE-SPR-001G	Ffordd Y Mileniwm (West of Barry Docks)	90%	83%
VALE-SPR-001H	Ffordd Y Mileniwm (South)	75%	75%
VALE-SPR-002E	Zig Zag Path	94%	75%
VALE-SPR-002G	Railway Path	94%	71%
VALE-SPR-002I	Lavernock Rd to Sully Road. Section from Upper Cosmeston Farm Rd to Schooner Island Car Park	94%	79%
VALE-SPR-003B	Wenvoe to Culverhouse	70%	81%
VALE-SPR-003D	Port Road (Wenvoe to Barry)	73%	71%

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VALE-SPR-003E	Port Road (Barry North)	78%	76%
VALE-SPR-003G	Cardiff Airport to Rhoose	90%	82%
VALE-SPR-003L	Northern Access Road	83%	86%
VALE-SPR-003M	Llanmaes Road to Northern Access	89%	86%
VALE-SPR-004F	High Street Cowbridge	89%	n/a
VALE-SPR-004G	New Housing Development Route	85%	71%
VALE-SPR-005D	Windsor Road (Cogan/Penarth)	78%	n/a
VALE-SPR-006B	Lavernock Road to Stanwell	95%	n/a
VALE-SPR-007A	Path along East Brook River	86%	77%
VALE-SPR-007D	Route to rear of St Cyres School	92%	74%
VALE-SPR-009D	Dinas Road to Stanwell	95%	n/a
VALE-SPR-010B	Ash Path to St Cyres (Front)	89%	n/a
VALE-SPR-010C	Rhodfa'r Morwydd – Ash Path	97%	80%
VALE-SPR-011C	The Parade to Barry Island Routes	92%	75%

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VALE-SULLY-030C	Sully County Primary School to Porlock Drive	93%	n/a
VALE-SULLY-031A	Sully County Primary School to Porlock Drive (Burnham Avenue Section)	76%	n/a

Appendix D: Stakeholder List and Engagement Activities

All Stakeholders

Stakeholder	Group	Phase 1	Phase 2	Form of Engagement
Public Rights of Way Team	VOGC	✔	✔	email campaign
Green Trails (working with our PROW)	VOGC	✔	✔	email campaign
Planning Development Section	VOGC	✔	✔	email campaign
Planning Development Section	VOGC	✔	✔	email campaign
Highways Maintenance Section	VOGC	✔	✔	email campaign
Highways Design and Construction	VOGC	✔	✔	email campaign
Highways Design and Construction	VOGC	✔	✔	email campaign
Road Safety Team	VOGC	✔	✔	email campaign
Ecology Officer	VOGC	✔	✔	email campaign
Carbon Reduction Commitment Officer	VOGC	✔	✔	email campaign
Neighbourhood Services Manager	VOGC	✔	✔	email campaign
OM Neighbourhood Services Manager	VOGC	✔	✔	email campaign

Vale Healthy Charter / Public Services Board	VOGC	✔	✔	email campaign
Youth Cabinet (VOG)	VOGC	✔	✔	email campaign
Older Persons Forum (VOG)	VOGC	✔	✔	email campaign
Safer Vale	VOGC		✔	email campaign
Rhondda Cynon Taf County Borough Council	Adjoining LA	✔	✔	email campaign
Bridgend County Borough Council	Adjoining LA	✔	✔	email campaign
Cardiff Council	Adjoining LA	✔	✔	email campaign
All Elected Members (25)	Elected Members	✔	✔	email campaign Stakeholder Webinar
All Community/Town Council Clerks (18)	Community/Town Councils	✔	✔	email campaign Stakeholder Webinar
Focus Area Cowbridge (200 housholds)	Residents	☐	✔	leaflet drop
Focus Area Llantwit Major (200 households)	Residents	☐	✔	leaflet drop
Focus Area St Athan (200 households)	Residents	☐	✔	leaflet drop
Protected Characteristics				
Older Persons Forum (50+ Forum)	Age	✔	✔	email campaign
Age Connects Cardiff and Vale	Age	✔	✔	email campaign
Age Cymru	Age	✔	✔	email campaign
Alzheimers Society	Age	✔	✔	email campaign
The Older People's Commissioner for Wales	Age	✔	✔	email campaign

Organisation	Category			Method
The Senior Health Shop	Age	✔	✔	email campaign
Alzheimer's Society (South East Wales Locality)	Age	✔	✔	email campaign
Cardiff and District Samaritans	Age/ Disability	✔	✔	email campaign
Care & Repair Cardiff and the Vale	Age/ Disability	✔	✔	email campaign
Autism Initiatives	Disability	✔	✔	email campaign
Soecial Olympics Wales	Disability	✔	✔	email campaign
Disability Wales	Disability	✔	✔	email campaign
RNIB	Disability	✔	✔	email campaign
Welsh Guide Dogs	Disability	✔	✔	email campaign
Leonard Cheshire	Disability	✔	✔	email campaign
Care Council Wales	Disability	✔	✔	email campaign
Carers Trust in Wales	Disability	✔	✔	email campaign
Disability Wales	Disability	✔	✔	email campaign
Epilepsy Wales	Disability	✔	✔	email campaign
Sunshine Club (Special Needs Support club)	Disability	✔	✔	email campaign
Vision 21	Disability	✔	✔	email campaign
African Community Centre	Diversity	✔	✔	email campaign
Race Council Cymru	Diversity	✔	✔	email campaign
Ethnic Minorities and Youth Support Team Wales	Diversity	✔	✔	email campaign
WI Glamorgan	Gender	✔	✔	email campaign
Merched Y Waur Glamorgan	Gender	✔	✔	email campaign
Mind in the Vale of Glamorgan	Health	✔	✔	email campaign
Bipolar UK	Health	✔	✔	email campaign
Headway Cardiff	Health	✔	✔	email campaign
Cardiff and Vale Parents' Federation	Young people	✔	✔	email campaign
School Councils / Youth Cabinet	Young people	✔	✔	email campaign
Family Information Service	Young people	✔	✔	email campaign

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Youth Service (Youth Clubs)	Young people	✔	✔	email campaign
Active Young People	Young people	✔	✔	email campaign
Healthy Schools Scheme	Young people	✔	✔	email campaign
Scouts	Young people	✔	✔	email campaign
1st Penmark with Porthkerry Scouts	Young people	✔	✔	email campaign
372 (Barry) Squadron and No 1 Welsh Wing	Young people	✔	✔	email campaign
Urdd Gobaith Cymru	Young people	✔	✔	email campaign
Children's commissioner for Wales	Young people	✔	✔	email campaign
Extiction Rebellion (local group)	Young people	✔	✔	email campaign
Youth Parliament / NPT	Young people	✔	✔	email campaign
Primary/Special Schools, all (45)	Young people		✔	Online survey for schools
Secondary Schools, all (8)	Young people		✔	Online survey for schools
Groups/ Organisations/ Businesses				
Health Challenge Wales	Health	✔	✔	email campaign
Planet Health Cymru/ Institute of Welsh Affairs	Health	✔	✔	email campaign
Newydd Housing Association	Housing	✔	✔	email campaign
Pobl	Housing	✔	✔	email campaign
Hafod	Housing	✔	✔	email campaign
Barry Library	Library	✔	✔	email campaign printed poster
Cowbridge Library	Library	✔	✔	email campaign printed poster
Llantwit Major Library	Library	✔	✔	email campaign printed poster
Penarth Library	Library	✔	✔	email campaign printed poster
Dinas Powys Community Library	Library	✔	✔	email campaign printed poster

Name	Type			Method
Rhoose Community Library	Library	✔	✔	email campaign printed poster
St Athan Community Hub and Library	Library	✔	✔	email campaign printed poster
Sully and Lavernock Community Library Trust	Library	✔	✔	email campaign printed poster
Natural Resources Wales	Nature	✔	✔	email campaign
Coed Cadw - Woodland Trust	Nature	✔	✔	email campaign
Friends of the Earth Cymru	Nature	✔	✔	email campaign
Archaelogical Society	Nature	✔	✔	email campaign
National Trust Wales	Nature	✔	✔	email campaign
Cosmeston Wildlife Group	Nature	✔	✔	email campaign
Keep Cosmeston Green	Nature	✔	✔	email campaign
Porthkerry Wildlife Group	Nature	✔	✔	email campaign
Open Spaces Society Wales	Other	✔	✔	email campaign
Welsh Ambulance Service	Other	✔	✔	email campaign
South Wales Fire and Rescue Service	Other	✔	✔	email campaign
Vale Hotel	Other	✔	✔	email campaign
Renishaw	Other	✔	✔	email campaign
Renishaw	Other	✔	✔	email campaign
Bro Tathan Enterprise Zone (WG)	Other	✔	✔	email campaign
Llandow Trading Estate	Other	✔	✔	email campaign
BAMC	Other	✔	✔	email campaign
Cardiff Airport	Other	✔	✔	email campaign
Cardiff and Vale College	Other	✔	✔	email campaign
Llandough Hospital	Other	✔	✔	email campaign
South Wales Police Highways Safety/Road Safety	Other	✔	✔	email campaign
Communities First	Other	✔	✔	email campaign

Post Office Boverton	Post Office	✔	✔	email campaign printed poster
Post Office Barry Road	Post Office	✔	✔	email campaign printed poster
Post Office Park Crescent	Post Office	✔	✔	email campaign printed poster
Post Office Llantwit Major Centre	Post Office	✔	✔	email campaign printed poster
Post Office Penarth	Post Office	✔	✔	email campaign printed poster
Special Olympics Cardiff	Sports	✔	✔	email campaign
Cottrell Park Golf resort	Sports	✔	✔	email campaign
Barry and Vale Harriers	Sports	✔	✔	email campaign
Barry Island Parkrun	Sports	✔	✔	email campaign
Barry Junior Parkrun	Sports	✔	✔	email campaign
Llantwit Major Milers running club	Sports	✔	✔	email campaign
Rhoose Runners	Sports	✔	✔	email campaign
Goodgym Cardiff and Vale	Sports	✔	✔	email campaign
Barry Town Football Club	Sports	✔	✔	email campaign
Barry Athletic FC	Sports	✔	✔	email campaign
Island Marine FC	Sports	✔	✔	email campaign
Llantwit Major Junior FC	Sports	✔	✔	email campaign
Penarth Town AFC	Sports	✔	✔	email campaign
Peterston Junior FC	Sports	✔	✔	email campaign
Sully Sports FC Boys and Girls (Juniors)	Sports	✔	✔	email campaign
Barry Town Utd Ladies FC	Sports	✔	✔	email campaign
Barry Town Pan Disability Football	Sports	✔	✔	email campaign
Barry Vikings FC	Sports	✔	✔	email campaign
Riders 2000 Riding Club	Sports	✔	✔	email campaign

St Brides Major Riding and Trekking Centre	Sports	✔	✔	email campaign
Penarth Allstars	Sports	✔	✔	email campaign
Westend Netball	Sports	✔	✔	email campaign
Barry RFC	Sports	✔	✔	email campaign
Cowbridge RFC	Sports	✔	✔	email campaign
Old Penarthians RFC Mini and Juniors section	Sports	✔	✔	email campaign
Barry Beavers Disabled Swimming club	Sports	✔	✔	email campaign
Barry Amateur Swimming Club	Sports	✔	✔	email campaign
Leisure Centre Cogan	Sports	✔	✔	email campaign printed poster
Leisure Centre Barry	Sports	✔	✔	email campaign printed poster
Leisure Centre Cowbridge	Sports	✔	✔	email campaign printed poster
Colcot Sports Centre	Sports	✔	✔	email campaign printed poster
Llantwit Major Leisure Centre	Sports	✔	✔	email campaign printed poster
Community Transport Association (Wales)	Transport	✔	✔	email campaign
Greenlinks Community Transport	Transport	✔	✔	email campaign
Dinas Powys Voluntary Concern	Transport	✔	✔	email campaign
VEST	Transport	✔	✔	email campaign
EVCT	Transport	✔	✔	email campaign
Bus users Cymru	Transport	✔	✔	email campaign
Cardiff Bus	Transport	✔	✔	email campaign
New Adventure Travel	Transport	✔	✔	email campaign
Easyway	Transport	✔	✔	email campaign
First Cymru	Transport	✔	✔	email campaign
Transport for Wales	Transport	✔	✔	email campaign

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Taxi/PHV association	Transport	✔	✔	email campaign
Nextbike	Transport	✔	✔	email campaign
Confederation of Passenger Transport (Wales)	Transport	✔	✔	email campaign
Sustrans Network of volunteers	Volunteering	✔	✔	email campaign
Glamorgan Volunteer Service	Volunteering	✔	✔	email campaign
Timebanking	Volunteering	✔	✔	email campaign
Valeways	Walking & Cycling	✔	✔	email campaign
Wenvoe Wheelers	Walking & Cycling	✔	✔	email campaign
Vale Adaptive Cycling Club	Walking & Cycling	✔	✔	email campaign
Living Streets Cymru	Walking & Cycling	✔	✔	email campaign
Ramblers Cymru	Walking & Cycling	✔	✔	email campaign
The Bike Shop Wales	Walking & Cycling	✔	✔	email campaign printed poster
Cowbridge Cycles Centre	Walking & Cycling	✔	✔	email campaign printed poster
Café Velo	Walking & Cycling	✔	✔	email campaign printed poster

Social Media

Stakeholder		Phase 1	Phase 2	Engagement Activity
Bro Radio	Radio/Press	✔	✔	email campaign
Penarth Times	Radio/Press	✔	✔	email campaign
Barry and District News	Radio/Press	✔	✔	email campaign
Penarth Nub News	Radio/Press		✔	email
Social Media				
Sustrans Twitter post	Other	✔	✔	facebook message

Sustrans Facebook post	Other	✔	✔	facebook message
St Athan Hub	Other	✔	✔	facebook message
Rhoose Community	Other	✔	✔	facebook message
Sully Village Hub	Other	✔	✔	facebook message
Penarth	Other	✔	✔	facebook message
Llantwit Major Hub	Other	✔	✔	facebook message
Get together Llantwit Major	Other	✔	✔	facebook message
Llantwit Major Community	Other	✔	✔	facebook message
LWM First Independents	Other	✔	✔	facebook message
Barry Community News	Other	✔	✔	facebook message
Barry Garden & Allotments	Other	✔	✔	facebook message
Vale NERS	Other	✔	✔	facebook message
Mind VoG	Other	✔	✔	facebook message
Vale Voluntary Services	Other	✔	✔	facebook message
Valeways	Other	✔	✔	facebook message
Vale Ramblers	Other	✔	✔	facebook message
Visit the Vale	Other	✔	✔	facebook message
Slimming World Vale	Other	✔	✔	facebook message
Keep Wales Tidy in the Vale	Other	✔	✔	facebook message
Whats on families Vale	Other	✔	✔	facebook message
Penarth Athletic Club	Other	✔	✔	facebook message
Vale Velo Ways	Other	✔	✔	facebook message
South Wales Cycling	Other	✔	✔	facebook message
Maindy Flyers	Other	✔	✔	facebook message
Cardiff Ajax	Other	✔	✔	facebook message
Llantwit Major Milers	Other	_	✔	facebook message
Llantwit Major Events Group	Other	_	✔	facebook message
What's On' in Llantwit Major	Other	_	✔	facebook message

Llantwit Major RFC	Other	_	✔	facebook message
Llantwit Major & District Darts League	Other	_	✔	facebook message
Llantwit Major and District Riding Group	Other	_	✔	facebook message
Great Get Together Llantwit Major	Other	_	✔	facebook message
Llantwit Major Tigers (U15s)	Other	_	✔	facebook message
Llantwit Major Coasters	Other	_	✔	facebook message
Llantwit Rocks and Stones	Other	_	✔	facebook message
St Athan Hub	Other	_	✔	facebook message
Buying and Selling - St Athan	Other	_	✔	facebook message
St Athan Pebbles	Other	_	✔	facebook message
St Athan Sales and Wants	Other	_	✔	facebook message
I was at RAF St Athen	Other	_	✔	facebook message
St Athan boot sale	Other	_	✔	facebook message
The Real Cowbridge Hub	Other	_	✔	facebook message
Cowbridge Guide	Other	_	✔	facebook message
Cowbridge buy and sell page	Other	_	✔	facebook message

Focused Engagement Phase 2

Focused Engagement Phase 2	Group	Phase 1	Phase 2	Engagement Activity	Group actively promoting consultation
National groups					
Older People's Commissioner	Age	✔	✔	direct liaison	✔
Age Cymru	Age	✔	✔	personal email	
Disability Wales	Disability	✔	✔	personal email	

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RNIB	Disability	✔	✔	direct liaison/ meetings	✔
Welsh Guide Dogs	Disability	✔	✔	direct liaison/ meetings	✔
Wales Council for the Blind	Disability	✔	✔	direct liaison	✔
Wales Vision Forum	Disability	✔	✔	direct liaison	✔
Leonard Cheshire	Disability	✔	✔	personal email	
Deafblind Cymru	Disability	✔	✔	direct liaison	☐
Diverse Cymru	Diverse	✔	✔	direct liaison	✔
Ramblers Cymru	Walking & Cycling	✔	✔	direct liaison	✔
Living Streets Cymru	Walking & Cycling	✔	✔	direct liaison	✔
Future Generations Officer	Young People	✔	✔	direct liaison	✔
Children's Commissioner	Young People	✔	✔	direct liaison	✔
Council for Voluntary Youth Work	Young People	✔	✔	direct liaison	✔
Welsh Youth Parliament	Young People	✔	✔	direct liaison	☐
WYP Vale Lleucu Haf William	Young People	✔	✔	personal email	
Children in Wales	Young People	✔	✔	personal email	
Local groups					
Age connects Cardiff and Vale	Age	✔	✔	personal email	
Older Persons Forum (50+ Forum)	Age	✔	✔	personal email	
Alzheimers Society	Age	✔	✔	personal email	
U3A Cowbridge	Age	✔	✔	personal email	
U3A Sully	Age	✔	✔	personal email	
African Community Centre	Diversity	✔	✔	personal email	
Race Council Cymru	Diversity	✔	✔	direct liaison	✔
Ethnic Minorities and Youth Support Team Wales	Diversity	✔	✔	personal email	
WI Glamorgan	Gender	✔	✔	personal email	
Merched Y Waur Glamorgan	Gender	✔	✔	personal email	

South Glamorgan Community Health Council	Health	✔	✔	personal email	
Vale Parkinsons Group	Health	✔	✔	personal email	
Glamorgan Voluntary Services	Volunteer	✔	✔	personal email	
Vale Heroes	Volunteer	✔	✔	personal email	
Family Information Service	Young People	✔	✔	direct liaison	✔
Cardiff and Vale Parents' Federation	Young People	✔	✔	personal email	
Extinction Rebellion Vale	Young People	✔	✔	personal email	
VoGBlog	Young People	✔	✔	personal email	
Vale Youth Service	Young People		✔	direct liaison	✔
Youth Council Llantwit Major	Young People		✔	direct liaison online meeting	✔