



Cardiff Council

Active Travel Network Map

Consultation Report

17th May 2022

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Introduction

The Active Travel Network Map (ATNM) is a map setting out plans for the development of the active travel routes over the next 15 years. Active travel routes are routes which are suitable for walking and/or cycling to local destinations.

The map shows:

- Existing active travel routes which have been audited in accordance with Welsh Government Active Travel Design Guidance and meet the appropriate standard
- Future active travel routes which will need improvement to bring up to standard as existing routes

Public consultation was undertaken on the Draft Active Travel Network Map for a 12-week period between 9th August 2021 and 31st October 2021.

This report sets out the consultation method and results.

Consultation Method

Consultation materials were published on the Commonplace platform and respondents were invited to respond to the consultation using questionnaires through this platform. The consultation was publicised through:

- Cardiff Council website
- Press release
- Social media
- Email to Cardiff Council employees
- Email to stakeholder groups, including:
 - local representatives from walking and cycling organisations
 - emergency services
 - bus operators
 - neighbouring authorities
 - disability organisations
 - community councils
- Email to schools with age-appropriate materials to facilitate participation of children and young people with their families
- Email to respondents to the active travel engagement undertaken through the Commonplace platform between 25th November 2020 and 29th January 2021
- Email to individuals and organisations who requested notification of the consultation in accordance with Section 4(3) of the Active Travel Act

Because the map-based interface on Commonplace is not fully accessible to all users, consultation materials and questionnaires were prepared and made available in alternative formats. A meeting was arranged with local visually impaired people through Cardiff Sight Life to explain the proposals and obtain feedback.

Due to the uncertainty about the extent of COVID-19 restrictions throughout the consultation period, no face-to-face meetings were held as part of the consultation. Instead, the following meetings were held online:

- 28th September 2021: Disability organisations
- 30th September 2021: Cardiff Cycle City
- 19th October 2021: Cardiff Sight Life

Consultation materials were presented on the Commonplace platform with a separate map and questionnaire for each ward within the Cardiff Council area. The ward boundaries used for this consultation were the boundaries in place prior to the ward boundary changes in 2022 and therefore the results in this report are also set out in accordance with the old ward boundaries. The change in ward boundaries has not affected the outcome of this consultation.

Summary of Responses

The number of responses received to the consultation are as follows:

- 1385 responses received via the Commonplace platform, submitting a total of 1744 comments (each respondent could leave up to 1 comment per ward)
- 18 responses received via email

Comments were received in relation to all wards within the Cardiff Council area, however they are not evenly spread. A significant number of comments relate to the Cyncoed ward (559 comments on the Commonplace platform and 8 comments by email).

Demographics of Respondents

A detailed breakdown of the demographic characteristics of the respondents is given below:

Gender of respondent:

- Female: 482 (44%)
- Male: 563 (52%)
- Other: 5 (1%)
- Prefer not to say: 38 (3%)

Age of respondent:

- 13-15: 12 (1%)
- 16-24: 43 (4%)
- 25-34: 159 (15%)
- 35-44: 319 (29%)
- 45-54: 230 (21%)
- 55-64: 154 (14%)
- 65-74: 121 (11%)
- 75 or over: 33 (3%)
- Prefer not to say: 17 (2%)

Ethnicity of respondent:

- Asian/Asian Welsh/Asian British: 15 (2%)
- Arab: 1 (0%)
- Black/African/Caribbean/Black Welsh/British: 0 (0%)
- Mixed/Multiple ethnic groups: 5 (1%)
- White Welsh/English/Scottish/Northern Irish/British: 539 (88%)
- Any other white background: 49 (8%)
- Any other: 1 (0%)
- Prefer not to say: 5 (1%)

Does the respondent identify as a disabled person:

- Yes: 60 (10%)
- No: 560 (89%)
- Prefer not to say: 7 (1%)

Ward in which respondent lives, according to post code of home address (where valid post code provided) and pre-2022 ward boundaries:

- Adamsdown: 10 (1%)
- Butetown: 8 (1%)
- Caerau: 13 (1%)
- Canton: 55 (6%)
- Cathays: 8 (1%)
- Creigiau and St Fagans: 9 (1%)
- Cyncoed: 200 (22%)
- Ely: 7 (1%)

- Fairwater: 9 (1%)
- Gabalfa: 21 (2%)
- Grangetown: 34 (4%)
- Heath: 58 (6%)
- Lisvane: 18 (2%)
- Llandaff: 22 (2%)
- Llandaff North: 19 (2%)
- Llanishen: 55 (6%)
- Llanrumney: 4 (0%)
- Pentwyn: 33 (4%)
- Pentyrch: 25 (3%)
- Penylan: 80 (9%)
- Plasnewydd: 43 (5%)
- Pontprennau and Old St Mellons: 15 (2%)
- Radyr and Morganstown: 17 (2%)
- Rhiwbina: 18 (2%)
- Riverside: 26 (3%)
- Rumney: 10 (1%)
- Splott: 28 (3%)
- Trowbridge: 14 (2%)
- Whitchurch and Tongwynlais: 36 (4%)
- Outside Cardiff: 20 (2%)

Responses by ward

A detailed analysis of the comments received has been undertaken on a ward-by-ward basis and the results of this are set out in this section of the report. This includes a summary of issues raised, the Council's response, and a summary of changes made to the Active Travel Network Map for each ward.

The following categories of issues have generally not been included in this section, because they would not require consideration of any specific changes to the map:

- Issues not relevant to the Active Travel Network Map (for example concerns about public transport)
- Issues not related to specific locations (for example a general request for improved routes to schools across the city)
- Issues that are already covered by proposals in the draft Active Travel Network Map (for example requests for walking or cycling infrastructure on active travel routes already proposed as future routes)
- Issues that should be addressed through the scheme design process (for example concerns about impact on parking on proposed active travel routes which are in an early stage of development and therefore have no specific infrastructure proposals on the map). All schemes will be subject to further public consultation on the design in line with Cardiff Council's consultation processes.

Adamsdown

Number of responses received: 40 (Commonplace)

The responses received to the consultation questions on proposed routes (future routes) are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 23 (64%)
- Partially: 8 (22%)
- No: 5 (14%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 18 (49%)
- Partially: 8 (22%)
- No: 11 (30%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Bridge from Kames Place to Adamsdown Place: bridge needs rebuilding, too dark, narrow, and unsafe (1 comment received).

Outcome: No changes. A route here would provide minimal benefit in terms of connections to local destinations or the wider active travel network.

- Issue 2: Brewery Park: include a walking route making use of cut throughs to Clifton Street and Broadway (2 comments received).

Outcome: Walking route added to map.

- Issue 3: Provide new pedestrian route through road ends at Beresford Road Lane/Spring Gardens Place/Spring Gardens Terrace to retail park (1 comment received).

Outcome: No changes. Further investigation regarding land ownership and feasibility required.

- Issue 4: Provide north south route on Clifton Street with link to Elm Street (7 comments received).

Outcome: Walking and cycling route added to map.

- Issue 5: Constellation Street - Tin Street - Pearl Street - should be a proposed cycle route or alternative to proposed route through Comet Street – Sun Street – Iron Street (4 comments received).

Outcome: Route alignment has been added as an option for east/west secondary route through Adamsdown.

- Issue 6: More direct walking route from Fitzalan Road to city centre should be provided (1 comment received).

Outcome: No changes. Further investigation regarding land ownership and feasibility required.

- Issue 7: Longcross Street and Gold Street should be shown as an alternative walking route to Newport Road (1 comment received).

Outcome: Walking route added to map.

- Issue 8: Moira Terrace - Planet Street - Star Street should be a proposed cycle route (1 comment received).

Outcome: No changes. Two options for an east/west secondary route through Adamsdown are currently considered sufficient.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Broadway to Clifton Street via Brewery Park: Local walking route added.
- Clifton Street: Secondary walking and cycling route added with onward connections to Elm Street and Splott Road
- Constellation Street – Tin Street – Pearl Street: Added as option for alignment of secondary walking and cycling route from Moira Place to Pearl Street
- Longcross Street and Gold Street: Local walking route added

Butetown

Number of responses received: 39 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 21 (64%)
- Partially: 8 (24%)
- No: 4 (12%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 22 (63%)
- Partially: 8 (23%)
- No: 5 (14%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 11 (31%)
- Partially: 17 (47%)
- No: 8 (22%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Ensure that route proposals through Atlantic Wharf take account of proposed changes from arena development to avoid abortive work (1 comment received).

Outcome: No changes required. Proposed routes align with existing infrastructure and desire lines connecting the city centre to destinations in Cardiff Bay.

- Issue 2: Proposed location for new bridge at Merches Gardens linked to Brewery development should be shown (1 comment received).

Outcome: Alignment of proposed active travel route through Merches Gardens has been extended to include bridge proposals.

- Issue 3: Gates at end of Bute Esplanade should be opened to provide access to Havannah Street through car park (1 comment received).

Outcome: No changes required. Alternative proposed routes are currently sufficient.

- Issue 4: A proposed walking and cycling route should be provided through Canal Park linking James Street to Callaghan Square (3 comments received).

Outcome: A proposed secondary walking and cycling route has been added to the map connecting James Street to Callaghan Square via Canal Park.

- Issue 5: Proposals for a new walking and cycling route and active travel bridge linked to the Channel View development should be included on the map (2 comments received).

Outcome: A proposed secondary walking and cycling route has been added to the map with an indicative alignment for the new bridge and connecting routes.

- Issue 6: Proposed location for new active travel bridge linked to development at Curran Embankment should be included on the map (3 comments received).

Outcome: The route across the River Taff at this location was shown on the draft map, however for clarity the Description of Work has been updated to reference proposals for a new active travel bridge [here](#).

- Issue 7: A walking and cycling route should be provided on the east side of the River Taff at Curran Embankment (2 comments received).

Outcome: No changes. Further investigation regarding land ownership and feasibility are required in order to designate an active travel route [here](#).

- Issue 8: A cycle route from Hemingway Road to Pierhead Street should be provided to provide a link from Atlantic Wharf to the waterfront across Queens Gate roundabout (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to the map connecting Hemingway Road to the cycle route on Ffordd Ewart Parkinson.

- Issue 9: The proposed active travel route from Letton Road to Schooner Way should be for cycling as well as walking (1 comment received).

Outcome: The proposed local walking route from Letton Road to Schooner Way has been amended to a proposed secondary walking and cycling route.

- Issue 10: A cycle route should be provided connecting Lloyd George Avenue to the Bay Trail in front of or behind the Wales Millennium Centre (2 comments received).

Outcome: No changes. Further investigation regarding land ownership and feasibility are required in order to designate an active travel route [here](#).

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Surface of shared use path alongside A4232 needs improving (1 comment received).

Outcome: No changes required. The route audit has been reviewed and the route passes the audit, despite surface issues. Maintenance work has been programmed to undertake surface repairs in 2022.

- Issue 2: Physical segregation of pedestrians and cyclists are needed on path to barrage (3 comments received).

Outcome: No changes required. The route audit for the Bay Trail in this location has been reviewed and the route passes the audit.

- Issue 3: A number of issues were raised relating to the cycle track on Lloyd George Avenue, including cars parked on the cycle track (12 comments), poor surface on the cycle track (5 comments), too much delay for cyclists and pedestrians at the Toucan crossings at side roads (6 comments), and general lack of suitability as existing route (2 comments).

Outcome: No changes required. The route audit for Lloyd George Avenue has been reviewed and the route passes the audit.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Merches Gardens to Central Station: The alignment of the proposed active travel route through has been extended to include bridge proposals linked to the Brewery development.
- Canal Park: Proposed secondary walking and cycling route added connecting James Street to Callaghan Square via Canal Park.
- Channel View: Proposed secondary walking and cycling route added with an indicative alignment for the new bridge and connecting routes linked to Channel View development.
- Curran Embankment: Description of Work for proposed secondary walking and cycling route crossing the River Taff updated to reference proposals for a new active travel bridge linked to new development.
- Hemingway Road to Ffordd Ewart Parkinson: Proposed secondary walking and cycling route added to map.
- Letton Way to Schooner Way: Proposed local walking route amended to a proposed secondary walking and cycling route.

Caerau

Number of responses received: 26 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 9 (45%)
- Partially: 9 (45%)
- No: 2 (10%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 11 (48%)
- Partially: 8 (35%)
- No: 4 (17%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 11 (46%)
- Partially: 8 (33%)
- No: 5 (21%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: An active travel route should be created alongside the A4232 linking Cwrt yr Ala to the Caerau hillfort and the Ely Trail (4 comments received).

Outcome: No changes. The active travel route through Heol Trelai will provide better connectivity through Caerau for east-west journeys.

- Issue 2: Paths should be improved through Leckwith Woods to improve links to Ely Trail (1 comment received).

Outcome: No changes. The proposed new active travel bridges north of the A4232 will provide improved access to the Ely Trail.

- Issue 3: A number of issues were raised in relation to Caerau Lane, including the general need for a walking and cycling route (1 comment received), the need for a cycle route to Mary Immaculate School (3 comments received), the need to reopen

the footbridge across the A4232 to provide better access to Mary Immaculate School due to poor provision for active travel on Caerau Lane (4 comments received), difficulty walking on Caerau Lane with a mobility aid due to lack of dropped kerbs and footway parking (1 comment received) and the need for a walking and cycling route on Caerau Lane to Western Leisure Centre (1 comment received).

[Outcome: A proposed secondary walking and cycling route has been added to Caerau Lane.](#)

- Issue 4: A cycle route is needed on Cowbridge Road West (5 comments received) and better pedestrian access to shops on Cowbridge Road West is needed (1 comment received).

[Outcome: A proposed secondary walking and cycling route has been added to Cowbridge Road West from the junction with Grand Avenue to the junction with Michaelston Road. This supersedes the proposed walking route between Green Farm Road and Parker Road on the draft map and will provide a continuous walking and cycling route for the whole length of Cowbridge Road West.](#)

- Issue 5: An accessible walking route is needed to the Hillfort Heritage Centre (1 comment received).

[Outcome: A proposed local walking route has been added to the map on Church Road to provide a route to the hillfort.](#)

- Issue 6: A walking and cycling route is needed to Western Leisure Centre from Narberth Road (1 comment received).

[Outcome: No changes. Further investigation into the feasibility of providing a direct route is required.](#)

- Issue 7: A walking and cycling route is needed from the junction with Grand Avenue past the fire station to provide a route to Western High School (1 comment received).

[Outcome: The proposed walking and cycling route on Treseder Way has been extended to provide a proposed walking and cycling route alongside the Hyb to connect to Cowbridge Road West.](#)

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Footway parking and lack of dropped kerbs causing difficulty walking with a mobility aid on Cyntwell Crescent, Cyntwell Place and Heol y Gaer (1 comment received).

Outcome: The audit for this active travel route has been reviewed and no longer passes as a result of the lack of dropped kerbs. The route has been removed from the existing route map and added as a future walking route.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Caerau Lane: A proposed secondary walking and cycling route added to map
- Cowbridge Road West: A proposed secondary walking and cycling route added to map between the junction with Grand Avenue and the junction with Michaelston Road
- Church Road: A proposed local walking route added to provide route to hillfort
- Treseder Way to Cowbridge Road West: Proposed secondary walking and cycling route added to map through park alongside Hyb

The following changes have been made to existing routes as a result of the consultation:

- Cyntwell Crescent, Cyntwell Place and Heol y Gaer: Walking route has been removed from existing route map and added as future route due to lack of dropped kerbs

Canton

Number of responses received: 102 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 56 (58%)
- Partially: 26 (27%)
- No: 15 (15%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 66 (67%)
- Partially: 18 (18%)
- No: 15 (15%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 33 (33%)
- Partially: 24 (24%)
- No: 42 (42%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A number of issues were raised in relation to Llandaff Road, including the need for a pedestrian crossing between Glynne Street and Carmarthen Street (2 comments received), the need for a cycle route (2 comments received), the need for a walking route (1 comment received), the need to table the existing zebra crossing near Market Street due to vehicles failing to stop (1 comment received) and the suggestion to provide a cycle route on an alternative alignment through Market Road, Rectory Road and Llanfair Road to connect Cowbridge Road East with Penhill Road (1 comment received).

Outcome: A proposed local walking route has been added to the length of Llandaff Road. Due to physical constraints on sections of Llandaff Road and the availability of an alternative alignment on parallel streets, a proposed secondary walking and cycling route has been added to Market Road, Rectory Road and Llanfair Road.

- Issue 2: Walking and cycling routes are needed to Lansdowne Primary (1 comment received) and Norfolk Street should be a walking and cycling route (1 comment received).

[Outcome: The proposed walking route on Norfolk Street has been amended to a proposed walking and cycling route.](#)

- Issue 3: A number of issues were raised in relation to Lansdowne Road, including the need for a cycle route here (7 comments received) and on Atlas Road (1 comment received), the need to extend the Wellington Street cycle track into Lansdowne Road (2 comments received), the need to improve the junction at Wellington Street/Atlas Road to improve connectivity to the Wellington Street cycle track (4 comments received), difficulty cycling and using pushchairs on Lansdowne Road (2 comments received), uneven pavements on Lansdowne Road (1 comment received) and that walking on Lansdowne Road feels safer than Papermill Road during winter months (1 comment received).

[Outcome: A proposed secondary walking and cycling route has been added to Lansdowne Road and Atlas Road.](#)

- Issue 4: The section of Leckwith Road between Atlas Road and Cowbridge Road East should be a cycle route as well as a walking route (3 comments received). A cycle route along Church Road, St Johns Crescent and Denton Road would provide a link between Atlas Road and Cowbridge Road East (2 comments received).

[Outcome: Due to physical constraints on the northern section of Leckwith Road and the availability of a potential alternative route on parallel streets, no changes have been made to Leckwith Road and a proposed secondary walking and cycling route has been added to Church Road, St Johns Crescent and Denton Road.](#)

- Issue 5: Routes to Radnor School should be reviewed to ensure they are in the right place (1 comment received), better walking routes to Radnor School are needed (1 comment received), Pembroke Road should be included as a route to Radnor School with a zebra crossing at the junction with Radnor Road (1 comment received).

[Outcome: The proposed walking route around Radnor School has been extended to cover the whole length of Pembroke Road.](#)

- Issue 6: A route is needed to connect Romilly Road to Pencisely Road to provide a route through to Llandaff (5 comments received), Clive Road should be a walking route for the whole length (2 comments received) and Clive Road should be a cycling route for the whole length (3 comments received).

[Outcome: The proposed walking and cycling route on Clive Road has been extended to the junction with Pencisely Road. An additional proposed secondary walking and cycling route has been added to Chargot Road.](#)

- Issue 7: A cycle route should be provided on Brunswick Street.

Outcome: No changes required. Brunswick Street is in close proximity to the proposed walking and cycling route on Cowbridge Road East and therefore an additional cycle route is not required here.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A walking route away from traffic is needed on Leckwith Road (1 comment received), the existing shared use path is not suitable as an existing route (3 comments received) and the roundabout at the junction of Leckwith Road and the A4232 is hard to navigate to get to the Ely Trail, with poor visibility (5 comments received).

Outcome: The route audits were reviewed for Leckwith Road. The cycling audit passes, however the walking audit fails due to the lack of dropped kerbs where the Ely Trail meets Leckwith Road. The existing route has therefore been split in two, with a cycling only route from the Ely Trail to the north of the interchange, and a walking and cycling route from the north of the interchange to Jubilee Park. A future primary walking and cycling route has also been added through the interchange, with improvements required to dropped kerbs and additional investigation required to improve the walking and cycling route through the interchange.

- Issue 2: The Ely Trail needs maintenance (2 comments received), surface improvements are needed due to ponding on the gravel sections (2 comments received), a stone path is preferred over tarmac due to ice and tree routes (2 comments received) and the southern end of the route does not meet design standards for an existing route (1 comment received).

Outcome: The route audits were reviewed for this section of the Ely Trail and the route passed the audit. Therefore no changes have been made to the existing route map.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Llandaff Road: Proposed local walking route added to map
- Market Road, Rectory Road and Llanfair Road: Proposed secondary walking and cycling route added to map
- Norfolk Street: Proposed local walking route amended to a proposed secondary walking and cycling route
- Lansdowne Road and Atlas Road: Proposed secondary walking and cycling route added to map

- Church Road, St Johns Crescent and Denton Road: Proposed secondary walking and cycling route added to map
- Pembroke Road: Propose local walking route extended to full length of road
- Clive Road: Proposed secondary walking and cycling route extended to the junction with Pencisely Road
- Chargot Road: Proposed secondary walking and cycling route added to map

The following changes have been made to existing routes as a result of the consultation:

- Leckwith Road route from the Ely Trail through to the north of the interchange with the A4232: existing route changed to a cycling only route and proposed primary walking and cycling route added to map.

Cathays

Number of responses received: 86 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 35 (48%)
- Partially: 15 (21%)
- No: 23 (32%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 35 (47%)
- Partially: 12 (16%)
- No: 27 (36%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 39 (48%)
- Partially: 28 (34%)
- No: 15 (18%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: There should be a cycling route through Cathays Cemetery (1 comment received).

Outcome: No changes. A cycling route through the cemetery is not feasible due to restrictions on opening hours.

- Issue 2: A walking route across the bridge at Cathays Station should be shown (1 comment received).

Outcome: No changes. Further investigation into feasibility and land ownership needed in order to designate an active travel route here.

- Issue 3: Dalton Street and Monthermer Road are too narrow for a cycle lane and there are too many junctions (1 comment received), Dalton Street and Monthermer

Road are not suitable due to through traffic and a more appropriate alignment would be Gwennyth Street and Gower Street or Fanny Street (1 comment received).

Outcome: No changes. Dalton Street and Monthermer Road provide the most direct route across the rail line to Pen y Wain Road. However, the suitability of this alignment can be investigated further as part of the scheme design process for this route.

- Issue 4: A cycle route is needed on Gelligaer Street (1 comment received).

Outcome: A proposed secondary walking and cycling route on Gelligaer Street has been added to the map.

- Issue 5: A cycle route is needed on Maindy Road (6 comments received).

Outcome: A proposed secondary walking and cycling route on Maindy Road has been added to the map.

- Issue 6: Fitzroy Street is a useful walking route to Richmond Road(1 comment received), a walking route is needed from Maindy Road through to Richmond Road via Fitzroy Street (1 comment received).

Outcome: A proposed local walking route has been added to the map from Woodville Road to Richmond Road via Wyeverne Road and Fitzroy Street.

- Issue 7: Wyeverne Road should be a cycling route (1 comment received). The junction of Salisbury Road and Wyeverne Road needs improvements for cycling (1 comment received).

Outcome: The proposed walking and cycling route from Salisbury Road to Lowther Road has been extended with a spur on Wyeverne Road to the junction with Fitzroy Street.

- Issue 8: Queen Street should have a segregated cycle route (5 comments received).

Outcome: No changes. The proposed route on Boulevard de Nantes provides a suitable alternative for east-west journeys.

- Issue 9: An off road route is needed connecting St Andrew's Crescent to Churchill Way (2 comments received).

Outcome: No changes. The proposed route on Dumfries Place and Station Terrace provides a suitable route for north south journeys.

- Issue 10: The cycle route on St Andrew's Place should be extended to Park Place (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to St Andrew's Place between the junctions with St Andrew's Crescent and Park Place.

- Issue 11: A cycle route is needed on Woodville Road (2 comments received).

Outcome: The proposed walking route on Woodville Road has been amended to a proposed secondary walking and cycling route.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A segregated route and speed limits are needed in Bute Park (1 comment received). The access into Bute Park at RWCMD is not suitable for cycling due to the bends and the gradient (1 comment received).

Outcome: The route audits have been reviewed and pass for walking and cycling, therefore no changes are required to the map.

- Issue 2: The cycle lanes on Colum Road are not suitable as an existing route (8 comments received), Museum Avenue is not suitable due to conflict with motor vehicles parking (3 comments received) and Museum Avenue needs better connections to the rest of the cycle network (1 comment received).

Outcome: The route audits for Colum Road and Museum Avenue have been reviewed and do not pass for cycling or walking, with a critical fail for walking due to some missing dropped kerbs. The route has been removed from the existing route map and added as a proposed future walking and cycling route.

- Issue 3: It is difficult to access the two way cycle track on St Andrew's Place from Salisbury Road (1 comment received).

Outcome: No changes required. The cycle track on St Andrew's Place and Senghennydd Road passes the route audit. Salisbury Road is a proposed secondary walking and cycling route. Improved connectivity to the existing route can be considered when designs are developed for Salisbury Road.

- Issue 4: The existing route map needs to show the complete one way route around St Andrew's Crescent (1 comment received).

Outcome: The map has been corrected to show the complete route around St Andrew's Crescent.

- Issue 5: It is difficult to cycle on The Hayes at busy times (3 comments received).

Outcome: The route audits for The Hayes have been reviewed and the cycle audit passes with statement. The statement includes information about congestion on the route at busy times.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Gelligaer Street: Proposed secondary walking and cycling route added to map
- Maindy Road: Proposed secondary walking and cycling route added to map
- Wyeverne Road and Fitzroy Street: Proposed local walking route added to map
- Wyeverne Road (south of Fitzroy Street): Proposed secondary walking and cycling route added to map
- St Andrew's Place from Park Place to St Andrew's Crescent: Proposed secondary walking and cycling route added to map
- Woodville Road: Proposed local walking route has been changed to a proposed secondary walking and cycling route

The following changes have been made to existing routes as a result of the consultation:

- Colum Road and Museum Avenue: Route removed from existing route map and added to future routes as a proposed secondary walking and cycling route
- St Andrew's Crescent: Map corrected to show complete route on St Andrew's Crescent
- The Hayes: Route amended to pass with statement for cycling

Creigiau and St Fagans

Number of responses received: 41 (Commonplace) 2 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 20 (59%)
- Partially: 11 (32%)
- No: 3 (9%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 24 (63%)
- Partially: 10 (26%)
- No: 4 (11%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A walking route is needed from Capel Llanilltern to Canada Lakes (4 comments received).

Outcome: No changes. Route is likely to be classed as a leisure route and therefore out of scope of the Active Travel Network Map.

- Issue 2: A walking and cycling route is needed on Cardiff Road (1 comment received) and a pedestrian crossing is needed near Parc y Coed (1 comment received). A walking and cycling route on Cardiff Road should extend to the bus stops on A4119 (3 comments received). The two proposed routes in Creigiau should join up (2 comments received). A cycle route is needed from Creigiau to Rhydlafer (2 comments received). The proposed route on Llantrisant route should extend to the junction at Cardiff Road (4 comments received). A cycle route is needed to Creigiau School (1 comment received) and Tynant Road needs improving for cycling (1 comment received).

Outcome: The proposed secondary walking and cycling route on Llantrisant Road has been extended to the junction with Cardiff Road. A proposed secondary walking and cycling route has been added to Cardiff Road, Heol Creigiau and Ty Nant Road as far as the entrance to Creigiau School.

- Issue 3: A cycling route is needed from Creigiau to St Fagans (3 comments received) and a cycle route is needed on Crofft y Genau Road (2 comment received).

Outcome: A proposed secondary walking and cycling route has been added to the map on Crofft y Genau Road to link Creigiau to St Fagans. Further investigation will be needed to confirm the most suitable alignment of the route as part of the scheme design process.

- Issue 4: A walking route is needed from Creigiau to Pentyrch (5 comments received), a cycling route is needed from Creigiau to Pentyrch (3 comments received), an active travel route is needed from Creigiau village to the recreation ground on Heol Pant y Gored (2 comments received and a route from Creigiau to the Taff Trail is needed (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to the map on Station Road and Heol Pant y Gored. Further investigation will be needed to confirm the most suitable alignment of the route as part of the scheme design process.

- Issue 5: Active travel routes are needed to connect to destinations in Rhondda Cynon Taff (1 comment received), including Efail Isaf (5 comments received), Groes-faen (3 comments received), Rhiwsaeson (1 comment received) and the Llantrisant railway path (1 comment received).

Outcome: No changes. Further investigation and liaison with Rhondda Cynon Taff is required in order to establish appropriate alignments for active travel routes across the border here.

- Issue 6: The footpath from Pant Tawel Lane to Rhydlafer should be a walking route (2 comments received).

Outcome: No changes. Route is likely to be classed as a leisure route and therefore out of scope of the Active Travel Network Map.

- Issue 7: Plymouth Woods should have a walking route (3 comments received) and a cycling route (1 comment received). A route through Plymouth Woods is needed to link Ely and St Fagans as an alternative to the proposed route on Michaelston Road (1 comment received). The land between Trem y Coed and Llamaes Farm would provide a more suitable alignment for a walking and cycling route than Michaelston Road (2 comments received).

Outcome: No changes. The need for an active travel route to connect Ely and St Fagans has been identified in planning the Active Travel Network and the route on Michaelston Road is the most direct using the adopted highway. However, further design work will be required to establish the most suitable alignment and treatment required to ensure the route meets active travel standards.

- Issue 8: The public footpath from Radyr to St Fagans should be a walking route (1 comment received).

Outcome: No changes. Route is likely to be classed as a leisure route and therefore out of scope of the Active Travel Network Map.

- Issue 9: The footpath between St Fagans and Fairwater needs improving (1 comment received).

Outcome: No changes. An proposed active travel route from St Fagans and Fairwater is already on the map following the alignment of Cardiff Road.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Llantrisant Road: Proposed secondary walking and cycling route extended to junction with Cardiff Road
- Cardiff Road, Heol Creigiau and Ty Nant Road: Proposed secondary walking and cycling route added to map
- Crofft y Genau Road: Proposed secondary walking and cycling route added to map
- Station Road and Heol Pant y Gored: Proposed secondary walking and cycling route added to map

Cyncoed

Number of responses received: 559 (Commonplace), 8 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 237 (48%)
- Partially: 83 (17%)
- No: 172 (35%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 64 (12%)
- Partially: 66 (12%)
- No: 401 (76%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A route on Bettws-y-Coed Road is not needed in addition to Dan-y-Coed Road (1 comment received). Improvements to Bettws-y-Coed are not needed as it is already a quiet street used by cyclists (1 comment received).

Outcome: No changes. The route contributes to a network mesh density of 250m in line with Active Travel Guidance. Investigations to date indicate that Bettws-y-Coed Road will not require significant changes to facilitate an on road (not segregated) cycle route, which is reflected in the description of works in the ATNM.

- Issue 2: The link from Black Oak Road to Rhydypenau Woods should be shown as a walking route (1 comment received) and a cycling route (1 comment received).

Outcome: No changes. Further investigation into feasibility and land ownership required.

- Issue 3: Cefn Coed Road should be a walking and cycling route (6 comments received). Cefn Coed Road is not wheelchair accessible due to lack of dropped kerbs (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to the map on Cefn Coed Road.

- Issue 4: Celyn Avenue, Winnipeg Drive, Ontario Way, Woolaston Avenue and Lakeside Drive should be a walking and cycling route (2 comments received). Lakeside Drive should be a walking and cycling route to provide a route to Cardiff High (1 comment received). Woolaston Avenue should be a walking and cycling route to provide a route to Cardiff High and Lakeside Primary (1 comment received). Winnipeg Drive should be a walking route (1 comment received). Winnipeg Drive and Cefn Coed Avenue should be walking routes to Lakeside Primary, there are currently issues here with pavement parking (3 comments received).

Outcome: The proposed local walking route on Lakeside Drive, Woolaston Avenue and Ontario Way has been changed to a proposed secondary walking and cycling route and extended to include Cefn Coed Avenue and Winnipeg Drive.

- Issue 5: The upper part of Lakeside Drive should be considered for a walking route linking to Celyn Avenue (1 comment received).

Outcome: No changes required. This section of Lakeside Drive is in close proximity to the proposed route on Lake Road East and does not link directly to local destinations.

- Issue 6: A walking route to the shops on Clear Water Way is needed from Roath Park and Duffryn Avenue (2 comments received). Duffryn Avenue should be a walking route (3 comments received).

Outcome: A proposed local walking route has been added to Clear Water Way and Duffryn Avenue.

- Issue 7: The walking route on Fidlas Avenue should extend to the whole length of the road (2 comments received). More walking routes are needed to Rhydypenau Primary school (1 comment received).

Outcome: The walking route on Fidlas Avenue has been extended to cover the whole length of the road.

- Issue 8: Black Oak Road and Hackerford Road would be a more suitable alignment for a cycling route than Gwern Rhuddi Road due to the constraints on Gwern Rhuddi Road (1 comment received).

Outcome: No changes. Gwern Rhuddi Road offers the most direct alignment, however the most suitable alignment for this section of route will be established through the scheme design process.

- Issue 9: Heath Halt Road should be a cycle route (1 comment received). The roundabout on Heath Halt Road is unsafe for pedestrians to cross (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to Heath Halt Road between Heathwood Road and Lake Road North.

- Issue 10: A cycle track alongside the railway line should be provided from Heath High Level to Cathays (1 comment received).

Outcome: No changes. Further investigations into feasibility and land ownership required.

- Issue 11: There should be a walking route shown from Heol Esgyn through to Llandennis Avenue (3 comments received).

Outcome: A proposed local walking route has been added to the map from Heol Esgyn to Llandennis Avenue.

- Issue 12: Highfield Road is a useful walking and cycling route (1 comment received). Highfield Road should be shown as a walking route to the park (1 comment received).

Outcome: No changes. Further investigation is required to establish suitability of onward connections at Allensbank Road and Heath Park Avenue.

- Issue 13: St Edeyrns Road is more suitable as a walking route than Hollybush Road as there is less traffic (1 comment received).

Outcome: No change. Hollybush Road is the most direct route however the most suitable alignment for the route will be established through the scheme design process.

- Issue 14: A walking route should be provided through Discovery Wood (2 comments received).

Outcome: No change. Further investigation required to establish feasibility of active travel route for walking through Discovery Wood.

- Issue 15: The existing path linking Lakeside Drive to Lake Road East should be a walking route (2 comments received).

Outcome: A proposed local walking route has been added to the map to join Lakeside Drive to Lake Road East on existing paths.

- Issue 16: A cycling route should be provided for the whole length of Llandennis Road (7 comments received).

Outcome: The proposed walking and cycling route on Llandennis Road has been extended to the junction with Rhyd-y-penau Road.

- Issue 17: Objections or concerns about the proposed walking and cycling route through the Nant Fawr corridor, including concern about impact on biodiversity, potential tree loss, lighting, and concern about impact on pedestrians and dog walkers (381 comments received). The proposed route should use the existing path (1 comment received). The design of the route needs to avoid conflict between cycles and dog walkers (2 comments received). Support for the cycle route through

Nant Fawr (6 comments received). The route round the reservoir needs to be accessible for disabled cyclists (1 comment received). There should be a walking route through Nant Fawr Woods to Cardiff High (1 comment received). Concern about impact on green space through Rhydypenau Park (1 comment received). Concern about impact of light pollution from Nant Fawr route on Dan yr Heol (1 comment received). Footway improvements are needed on Dan yr Heol (1 comment received). A cycle contraflow is needed on Park End Lane (1 comment received).

[Outcome: The proposed route alignment for the off-road route through the Nant Fawr Corridor has been amended in line with the outcome of the latest WelTAG study. This shows the proposed walking and cycling route following the alignment of the existing cycle route to the west of Nant Fawr and following existing paths north of Rhyd-y-penau Road, which will minimise impact on green space and trees. The proposed alignment for an on road route option also set out in the WelTAG study has been added to the map on Park End Lane and Dan yr Heol.](#)

- Issue 18: A cycle route around the reservoirs is needed (2 comments received). A walking route around the reservoirs is needed (3 comments received).

[Outcome: No changes. Routes to the south of the reservoir are already provided for on the ATNM. Further investigation into feasibility is required for routes to the north of the reservoir.](#)

- Issue 19: A walking route is needed on Three Arches Avenue (1 comment received).

[Outcome: No changes. The desire line here is already catered for by the proposed route on Fidlás Road.](#)

- Issue 20: Beatty Avenue would be a useful on road cycle route connecting to Lake Road North (1 comment received)

[Outcome: A proposed walking and cycling route has been added to the map connecting to Lake Road North, providing onward connections to rail stations.](#)

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Cefn Coed Road: Proposed secondary walking and cycling route added to map
- Lakeside Drive, Woolaston Avenue and Ontario Way: Proposed walking route amended to a proposed secondary walking and cycling route
- Cefn Coed Avenue and Winnipeg Drive: Proposed secondary walking and cycling route added to map
- Clear Water Way: Proposed local walking route added to map
- Duffryn Avenue: Proposed local walking route added to map
- Fidlás Avenue: Proposed walking route extended to full length of road

- Heath Halt Road: Proposed secondary walking and cycling route added to map between junction with Heathwood Road and Lake Road North
- Heol Esgyn to Llandennis Avenue: Proposed local walking route added to map
- Off road paths between Lakeside Drive and Lake Road East: Proposed local walking route added to map
- Llandennis Road: Proposed walking and cycling route extended to junction with Rhyd-y-penau Road
- Nant Fawr Woods: Alignment of walking and cycling route amended to follow alignment of existing cycling route west of Nant Fawr.
- Park End Lane and Dan yr Heol: Proposed primary walking and cycling route added to map
- Beatty Avenue: Proposed secondary walking and cycling route added to map

Ely

Number of responses received: 14 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 5 (45%)
- Partially: 5 (45%)
- No: 1 (9%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 5 (42%)
- Partially: 6 (50%)
- No: 1 (8%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 1 (8%)
- Partially: 7 (58%)
- No: 4 (33%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Cowbridge Road West should be a walking and cycling route (2 comments received). A route is needed to Culverhouse Cross from Heol Trelai (1 comment received). A walking route to Culverhouse Cross from Ely is needed (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to Cowbridge Road West from the junction with Grand Avenue to the junction with Michaelston Road. This supersedes the proposed walking route between Green Farm Road and Parker Road on the draft map and will provide a continuous walking and cycling route for the whole length of Cowbridge Road West.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Cowbridge Road West: A proposed secondary walking and cycling route added to map between the junction with Grand Avenue and the junction with Michaelston Road

Fairwater

Number of responses received: 17 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 10 (71%)
- Partially: 2 (14%)
- No: 2 (14%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 12 (75%)
- Partially: 3 (19%)
- No: 1 (6%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Fairways Crescent and Everswell Road should both be walking routes (1 comment received).

Outcome: Fairways Crescent has been added to the map as a proposed local walking route. Everswell Road has not been added to the map as a walking route, as this desire line should be adequately served by the proposed walking route on Wellwright Road.

- Issue 2: A walking and cycling route to Pentrebane from Gorse Place is needed (1 comment received).

Outcome: The proposed walking route on Beechley Drive has been amended to a walking and cycling route. A proposed secondary walking and cycling route has been added to Gorse Place.

- Issue 3: St Fagans Road and Cardiff Road need improvements for cycling due to traffic volume and cars obstructing existing cycle lanes (3 comments received). A segregated cycle track is needed on St Fagans Road (1 comment received).

Outcome: The proposed walking route on St Fagans Road and Cardiff Road has been amended to a walking and cycling route and extended to Waun Gron Road.

- Issue 4: A route through Birdies Lane via the woods to St Fagans would be preferable to the proposed alignment on Bwlch Road (1 comment received).

Outcome: No changes required. The proposed route on Bwlch Road is direct and less isolated than a route through Birdies Lane and Plymouth Woods..

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Fairways Crescent: Proposed local walking route added to map
- Beechley Drive: Proposed walking route amended to a proposed secondary walking and cycling route
- Gorse Place: Proposed walking and cycling route added to map
- St Fagans Road and Cardiff Road: Proposed walking route amended to a proposed walking and cycling route, which has been extended to join proposed walking and cycling route on Waun-Gron Road

Gabalfa

Number of responses received: 44 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 22 (65%)
- Partially: 9 (26%)
- No: 3 (9%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 23 (56%)
- Partially: 13 (32%)
- No: 5 (12%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 19 (50%)
- Partially: 13 (34%)
- No: 6 (16%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Pavement improvements needed on Africa Gardens (1 comment received).

Outcome: A proposed local walking route has been added to Africa Gardens and Newfoundland Road.

- Issue 2: Clodien Avenue should be a walking route (1 comment received). Traffic volumes cause problems for active travel on Clodien Avenue (2 comments received).

Outcome: A proposed local walking route has been added to Clodien Avenue.

- Issue 3: All underpasses at Gabalfa Interchange should be walking routes (1 comment received).

Outcome: For clarity, all off road routes through Gabalfa Interchange are now shown as proposed walking and cycling routes, because active travel journeys in all directions need to be facilitated through the interchange.

- Issue 4: A cycle crossing to access Maindy Pool is needed at the junction with Herbert Street (1 comment received)

Outcome: No changes. A route on Herbert Street is not required to contribute to 250m mesh density. Crossing improvements on North Road will be considered during the design process for the proposed walking and cycling route on North Road.

- Issue 5: Cycle route on Llanishen Street is not supported (2 comments received).

Outcome: No changes. The route contributes to a mesh density of 250m. The details of any changes required to facilitate a cycle route on Llanishen Street would be subject to consultation as part of the design process.

- Issue 6: The route on Flaxland Avenue and existing active travel bridge over the A48 to UHW should be shown on the map along with a route along the lane between Flaxland Avenue and Llanishen Street (6 comments received). A route should be shown from the active travel bridge at Flaxland Avenue to Heathfield Place (1 comment received). The lanes on the east side of Whitchurch Road should be shown as an active travel route (2 comments received). The proposed walking and cycling route on Whitchurch Road should extend at least as far as Heathfield Place (1 comment received). The whole length of Whitchurch Road should be a cycle route (2 comments received). The whole length of Whitchurch Road should be a walking route (4 comments received).

Outcome: The proposed walking and cycling route at the southern end of Whitchurch Road has been extended to the bridge over the A48 and to Gabalfa Interchange, replacing the proposed walking route on part of Whitchurch Road. This provides the most direct route to Gabalfa Interchange and UHW, however use of the lanes to the east of Whitchurch Road could be considered as part of the scheme design process should improvements to Whitchurch Road not be feasible.

- Issue 7: Mynachdy Road should be an active travel route to provide a route to shops and a potential future Metro station (5 comments received).

Outcome: A proposed secondary walking and cycling route has been added to the map on Mynachdy Road, connecting to Gabalfa Interchange and the junction with Excelsior Road.

- Issue 8: Footway surface improvements are needed on Wyfan Place (1 comment received).

Outcome: No changes. Route does not provide onward connections to destinations or the wider active travel network and is not required to contribute to 250m mesh density.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The Taff Trail needs widening (2 comments received), the Taff Trail needs lighting (1 comment received). Better access to Western Avenue from the Taff Trail is needed due to existing steps (3 comments received).

Outcome: The route audits for the Taff Trail between Western Avenue and Clarence Road Bridge have been reviewed. It passes as a walking route. As a cycling route, it passes but a statement is required, which has been added to the ATNM to provide more information about the limitations of the route. The Taff Trail is also on the ATNM as a future walking and cycling route, with details about further improvements required.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Africa Gardens and Newfoundland Road: Proposed local walking route added to map
- Clodien Avenue and Banastre Avenue: Proposed local walking route added to map
- Gabalfa Interchange: Proposed walking and cycling routes are now aligned with all existing off road routes through the Interchange
- Whitchurch Road and Flaxland Avenue: The proposed walking and cycling route has been extended to cover the whole length of Whitchurch Road, Flaxland Avenue and the bridge to UHW
- Mynachdy Road: A proposed secondary walking and cycling route has been added to the map

The following changes have been made to existing routes as a result of the consultation:

- Taff Trail: Statement added for existing cycle route. Proposed future walking and cycling route added.

Grangetown

Number of responses received: 66 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 41 (65%)
- Partially: 12 (19%)
- No: 10 (16%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 41 (66%)
- Partially: 12 (19%)
- No: 9 (15%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 46 (72%)
- Partially: 11 (17%)
- No: 7 (11%)

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 24 (38%)
- Partially: 18 (29%)
- No: 21 (33%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Paget Street should be a cycle route (1 comment received). Crossings are needed at Paget Street to improve access to the Taff Trail from Penhevad Street, Stockland Street and Pentrebane Street (1 comment received). A cycle route is needed on Holmesdale Street to link to the Taff Trail via Bargoed Street (2 comments received). Bargoed Street would be more suitable than Aber Street for a walking route as it is quieter (1 comment received).

[Outcome: A proposed walking and cycling route has been added to Paget Street, Holmesdale Street and Bargoed Street. This is in addition to the existing walking](#)

route on Paget Street and replaces the proposed walking route on Holmesdale Street and Aber Street. Rerouting from Aber Street to Bargoed Street aligns better with the existing zebra crossing on Corporation Road to connect to the Taff Trail.

- Issue 2: Clare Road should be a cycle route (4 comments received).

Outcome: A proposed walking and cycling route has been added to Clare Road, in addition to the existing walking route on Clare Road.

- Issue 3: Corporation Road should be a cycle route (2 comments received).

Outcome: No changes required. Corporation Road is in very close proximity to the existing route on the Taff Trail which already serves similar journeys.

- Issue 4: Avondale Road should be a cycle route (1 comment received).

Outcome: The proposed walking and cycling route has been extended along Avondale Road to connect with the proposed walking and cycling route on Clarence Road Bridge.

- Issue 5: Clive Lane could be improved to create a walking and cycling route (4 comments received).

Outcome: No changes required. The proposed walking and cycling route on Clive Street offers the most direct alignment for north-south journeys in this area.

- Issue 6: Court Road should be a walking route (1 comment received). Court Road should be a cycling route (1 comment received). Pendyris Street should be a cycling route (1 comment received).

Outcome: No changes required. The proposed walking and cycling route on Cornwall Street and Merches Gardens is in close proximity and is more directly aligned with the proposed active travel bridge across the River Taff.

- Issue 7: The footpath alongside the River Ely connecting Watkiss Way and Dunleavy Drive is currently blocked by a fence at Grangemoor Court (2 comments received).

Outcome: No changes required. The most direct route for active travel journeys follows the existing route on Dunleavy Drive.

- Issue 8: North Clive Street should be a walking route for the whole length of the road (2 comments received). A walking route is needed to connect north Grangetown to Ferry Road shops (1 comment received). A walking route is needed from north Grangetown to The Marl (1 comment received).

Outcome: The proposed walking route on North Clive Street has been extended to the whole length of the road.

- Issue 9: The proposed active travel bridge from Channel View to Hamadryad Park should be shown on the map (6 comments received).

Outcome: A proposed walking and cycling route has been added to the map to include the proposed new bridge from Channel View to Hamadryad Park.

- Issue 10: A cycling route from The Marl to the strategic development site at Ferry Road should be shown (1 comments received).

Outcome: A proposed walking and cycling route has been added to the map with an approximate alignment to indicate the desire line for a route between The Marl and the development site at Ferry Road.

- Issue 11: A walking route should be shown from Warwick Street to St Patrick's Primary School (1 comment received).

Outcome: No changes required. Further investigation into land ownership and feasibility is required in order to establish the suitability of an active travel route here.

- Issue 12: The walking route alongside Watermark building on the waterfront should be shown on the map (2 comments received). The deckin on the waterfront route is in poor condition (1 comment received).

Outcome: No changes required. The proposed active travel route on Olympian Drive is currently more direct.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Surface of shared use path alongside A4232 needs improving (1 comment received).

Outcome: No changes required. The route audit has been reviewed and the route passes the audit, despite surface issues. Maintenance work has been programmed to undertake surface repairs in 2022.

- Issue 2: The alignment of the Bay Trail near Jim Driscoll Way is incorrect (2 comments received). Lighting improvements are needed in The Marl (1 comment received). The shared use path south of Clarence Road Bridge needs surfacing improvements, widening, and vegetation cut back (3 comments received). The route diversion at Prospect Place is not suitable and has been in place for too long (13 comments received).

Outcome: The alignment of the existing route has been amended to show the correct alignment of the shared use path through The Marl. The Bay Trail at Prospect Place remains on the map because the path closure is temporary and a suitable signed diversion is in place. The route audits have been reviewed for this section of the Bay Trail and the route passes the audit, so no further changes are required.

- Issue 3: Existing crossings on Clare Road are dangerous due to vehicle speeds and junctions (1 comment received).

Outcome: No changes required. The walking route audit has been reviewed for Clare Road and the route passes the audit.

- Issue 4: Better access is needed to Pont y Werin from Dunleavy Drive (1 comment received).

Outcome: No changes required. The route audits for Dunleavy Drive and Pont y Werin have been reviewed and the route passes the audit.

- Issue 5: Surface improvements are needed on the Ely Trail (1 comment received). Better access to the Ely Trail is needed at Grangemoor Park, barriers need removing (2 comment received). The Ely Trail needs lighting improvements (1 comment received).

Outcome: No changes required. The route audits were reviewed for this section of the Ely Trail and the route passed the audit.

- Issue 6: A segregated cycle route is needed on Penarth Road (3 comments received). The existing route on Penarth Road needs improving as it is a narrow shared use path and there is conflict with vehicles at side roads and access to businesses (4 comments received). Pedestrian crossing improvements are needed on Penarth Road (1 comment received).

Outcome: The route audits have been reviewed for Penarth Road. It passes as a walking route, as a cycling route it passes but a statement is required. The statement includes information about the width of the shared use path and side roads. Penarth Road is also on the ATNM as a future walking and cycling route, with further improvements required.

- Issue 7: The Taff Trail on Taffs Mead Embankment needs resurfacing (1 comment received). The off road path on Taffs Mead Embankment is too congested (1 comment received). The Taff Trail on Taffs Mead Embankment needs improving (1 comment received). The cycle route on Taff Embankment needs to be more clearly signed (1 comment received). The path under Wood Street underpass needs widening (1 comment received). The Taff Trail is a good existing route (1 comment received).

Outcome: The route audits for the Taff Trail between Western Avenue and Clarence Road Bridge have been reviewed. It passes as a walking route. As a cycling route, it passes but a statement is required, which has been added to the ATNM to provide more information about the limitations of the route. The Taff Trail is also on the ATNM as a future walking and cycling route, with details about further improvements required.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Paget Street, Holmesdale Street and Bargoed Street: Proposed secondary walking and cycling route added to map, replacing proposed local walking route on Aber Street
- Clare Road: Proposed secondary walking and cycling route added to map
- Avondale Road: Proposed secondary walking and cycling route added to map
- North Clive Street: Proposed local walking route extended to cover the whole length of North Clive Street
- Hamadryad Park to Channel View: Proposed walking and cycling route added to map including proposals for new active travel bridge
- The Marl to Ferry Road: Proposed walking and cycling route added to map on an approximate alignment to indicate desire line for route to strategic development site on Ferry road

The following changes have been made to existing routes as a result of the consultation:

- The Marl: Alignment to existing route corrected for accuracy
- Penarth Road: Statement added for existing cycle route
- Taff Trail: Statement added for existing cycle route

Heath

Number of responses received: 93 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 42 (53%)
- Partially: 12 (15%)
- No: 25 (32%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 25 (29%)
- Partially: 16 (18%)
- No: 46 (53%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: There should be a cycle route the whole length of Allensbank Road (2 comments received). There should be a cycle route on Heath Park Avenue (1 comment received).

Outcome: No changes required. Design work undertaken to date has established that King George V Drive E is a more feasible option for a cycle route serving north south journeys in this location.

- Issue 2: A connection to Flaxland Avenue bridge from the north of UHW is needed (1 comment received). Heath Park Lane from UHW to the DWP offices should be a cycling route as well as a walking route (3 comments received). Vegetation needs cutting back on Heath Park Lane (1 comment received).

Outcome: The propose walking route on Heath Park Lane has been amended to a proposed walking and cycling route, which has been extended along the adopted path alongside the dental hospital to link to the bridge to Flaxland Avenue.

- Issue 3: Concern about conflict with cyclists and dog walkers in Heath Park (2 comments received). The route in Heath Park should be rerouted to follow the road around the park (1 comment received).

Outcome: No changes required. The cycle routes through Heath Park are already well established. Design improvements could be made through the implementation of the ATNM to address some conflict issues between different park users.

- Issue 4: A walking and cycling route is needed on Pantbach Road to Birchgrove School.

Outcome: The proposed walking and cycling route on Pantbach Road has been extended to Birchgrove Road to provide a direct route to Birchgrove School.

- Issue 5: Ton yr Ywen Avenue is too narrow for cycle lanes (6 comments received). Does not support cycle route on Ton yr Ywen Avenue (1 comment received). The proposed cycle route on Ton yr Ywen Avenue should be rerouted to Heathway because Ton yr Ywen Avenue is not suitable (17 comments received). A segregated cycle track is needed on Ton yr Ywen Avenue (2 comments received). Crossings are needed on Heathway and Ton yr Ywen Avenue (1 comment received).

Outcome: No changes to the proposed route alignment required. Ton yr Ywen Avenue offers most direct route for onward connections including St Ambrose Road to the south and Summerfield Place to the west. The cycle route on Ton yr Ywen Avenue will be on road (shared with motor vehicles) and will therefore not require a segregated cycle track. The description of works has therefore been amended to reflect the limited extent of changes likely to be required, which is a 20mph limit and associated traffic calming, and improved crossing facilities at the Heathwood Road junction. The 20mph limit will be implemented as part of the Central North Cardiff 20mph Project. The extent of any traffic calming required will be subject to further investigation, depending on the impact of the 20mph limit.

- Issue 6: Pedair Erw Road and Summerfield Place are too busy to be an active travel route (1 comment received).

Outcome: No changes required. The proposed route will provide a useful east west link on quieter streets.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Heath Park Lane: Proposed walking route amended to a proposed walking and cycling route and extended to connect to bridge to Flaxland Avenue
- Pantbach Road: Proposed walking and cycling route extended to connect to Birchgrove Road
- Ton yr Ywen Avenue: Description of works for proposed walking and cycling route amended for accuracy to “20mph limit and associated traffic calming, and improved crossing facilities at the Heathwood Road junction”

Lisvane

Number of responses received: 28 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 12 (44%)
- Partially: 10 (37%)
- No: 5 (19%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 13 (48%)
- Partially: 8 (30%)
- No: 6 (22%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Heol Cefn Onn is a better alternative route to Cherry Orchard Road (1 comment received). There are no pavements on one side of Cherry Orchard Road (2 comments received). The proposed route on Cherry Orchard Road should be rerouted to old Cherry Orchard Road (1 comment received). A cycle route is needed on Cherry Orchard Road.

Outcome: No changes required. The proposed walking route provides useful and direct link to Lisvane station. Further work is required to explore feasibility of network of cycle routes in this part of Lisvane, including onward connections to the active travel network, therefore walking improvements to local destinations will be prioritised here in the short term.

- Issue 2: Crossing facilities are needed at the Cherry Orchard Road/Llwyn y Pia Road junction (1 comment received. Walking route from Cherry Orchard Road should be extended up Llwyn y Pia Road (1 comment received). Llwyn y Pia Road should be a walking route, improvements required for pushchairs (1 comment received). Llwyn y Pia Road should be a cycling route (3 comments received).

Outcome: The proposed walking route from Cherry Orchard has been extended to Llwyn y Pia Road. Further work is required to explore feasibility of network of cycle routes in this part of Lisvane, including onward connections to the active travel

network, therefore walking improvements to local destinations will be prioritised here in the short term.

- Issue 3: Walking routes through Churchlands development site should be shown (1 comment received). St Mellons Road is unsafe for cycling, a safe route to Pontprennau is needed (3 comments received).

Outcome: No changes required. The map shows walking and cycling routes linked to the development site, however alignment of routes through the site will depend on approved site layouts.

- Issue 4: Footpaths through Coed y Felin Woods should be shown as walking routes (1 comment received).

Outcome: No changes required. Further consideration required as to the suitability of these routes as active travel routes, rather than leisure routes.

- Issue 5: A cycle route is needed on Heol Cefn Onn (1 comment received). A walking route is needed on Heol Cefn Onn (1 comment received).

Outcome: A proposed walking route has been added to the map on Heol Cefn Onn. Further work is required to explore feasibility of network of cycle routes in this part of Lisvane, including onward connections to the active travel network, therefore walking improvements to local destinations will be prioritised here in the short term.

- Issue 6: A crossing is needed at the nursery on Heol y Delyn (1 comment received). A cycle route is needed on Heol y Delyn (2 comments received).

Outcome: A proposed walking route has been added to the map on Heol y Delyn. Further work is required to explore feasibility of network of cycle routes in this part of Lisvane, including onward connections to the active travel network, therefore walking improvements to local destinations will be prioritised here in the short term.

- Issue 7: Existing footpath from Heol y Delyn to Chartwell Drive should be shown on the map (1 comment received).

Outcome: A proposed walking route has been added to the map from Heol y Delyn to Lisvane Road including this footpath.

- Issue 8: Lisvane Road is narrow and busy, Heol y Delyn would be a better alignment for a cycle route (1 comment received). Lisvane Road is too narrow for a cycle route (3 comments received). Supports a cycle route on Lisvane Road (2 comments received). Supports a walking route in Lisvane Road because lack of footway in parts is dangerous for pedestrians (2 comments received). Lisvane Road is a narrow road with heavy traffic, significant changes to road layout or an alternative cycle route alignment would be needed (1 comment received).

Outcome: No changes required. The proposed route on Lisvane Road provides an important link from the North East Cardiff development site to Llanishen Station.

Further design work will be required to identify how best to facilitate walking and cycling on this route.

- Issue 9: Improvements to Mill Road are supported because it is unsafe, lacks footways, and a crossing is needed at Larch Grove (10 comments received). Old Mill Road would be a better alternative walking route to Mill Road (5 comments received). Mill Road is too narrow for a cycle route (1 comment received). Mill Road should be a cycle route (1 comment received).

Outcome: Proposed walking route on Mill Road has been extended to include an optional alignment on Old Mill Road, which may provide a more direct route. Further work is required to explore feasibility of network of cycle routes in this part of Lisvane, including onward connections to the active travel network, therefore walking improvements to local destinations will be prioritised here in the short term.

- Issue 10: A walking route should be shown on the lane connecting Old Mill Road to Millwood (1 comment received).

Outcome: No changes required. A route on this alignment is not necessary due to proximity of proposed route on Mill Road.

- Issue 11: A cycle route is needed on Rudry Road (1 comment received). A footpath is needed on Rudry Road (1 comment received).

Outcome: No changes required. Further investigation and liaison with Caerphilly Council is required in order to establish appropriate alignments for active travel routes to provide suitable connections to destinations across the border.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Llwyn y Pia Road: Proposed local walking route added to map
- Heol Cefn Onn: Proposed local walking route added to map
- Heol y Delyn: Proposed local walking route added to map
- Footpath from Heol y Delyn to Chartwell Drive and Chartwell Drive: Proposed local walking route added to map
- Old Mill Road: Proposed local walking route added to map as option for Mill Road route

Llandaff

Number of responses received: 43 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 19 (51%)
- Partially: 10 (27%)
- No: 8 (22%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 21 (53%)
- Partially: 11 (28%)
- No: 8 (20%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A number of comments were received relating to the proposed walking and cycling route from Western Avenue to Llantrisant Road via Cathedral Close and Bridge Street. These include: not supporting a cycle route through Llandaff Village (1 comment received), Bridge Street not suitable for cycling due to conflict with parking (2 comments received), not supporting a cycle route on Bridge Street (1 comment received), supporting a walking and cycling route on Bridge Street (1 comment received), Cardiff Road is not safe for cycling (1 comment received), Cardiff Road is not suitable as a walking and cycling route as it is too narrow (1 comment received), a cycle route is needed on Cardiff Road to link to Cathedral Road (1 comment received), the lane from Western Avenue to Llandaff Cathedral is too narrow for cycling (1 comment received), and the lane from Western Avenue to Llandaff Cathedral should be a walking route online (1 comment received).

Outcome: No changes required. Llandaff Village is an important local destination and therefore active travel routes are required to connect to Llandaff Village in line with the requirements of the Active Travel Act. The proposed route through Llandaff Village also provides a suitable alternative to Cardiff Road, on which a cycle route is unlikely to be feasible, for journeys to the city centre. The design of any infrastructure required to facilitate this route will be subject to further consultation.

- Issue 2: A walking route should be shown from Buckley Close and Herbert March Close across the field to connect to Heol Isaf (1 comment received).

Outcome: No changes required. Further investigation into land ownership required for a potential route from Herbert March Close. Buckley Close is in close proximity to the proposed walking and cycling route to the south of Radyr Comprehensive and therefore an additional walking route in this location is not necessary.

- Issue 3: A cycle route is needed from Canton to Cantonian High School (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to Fairwater Grove West to complete a connection from active travel routes in Canton to Cantonian High School.

- Issue 4: A walking route should be shown over the railway bridge from Danescourt Way to Radyr Court Road (1 comment received).

Outcome: The proposed walking route on Danescourt Way has been extended to Radyr Court Road via the railway bridge near Danescourt station.

- Issue 5: A walking route is needed from Ely Road to Llandaff Village (1 comment received).

Outcome: A proposed local walking route has been added to Ely Road and Llandaff High Street.

- Issue 6: Fairwater Road already has cycle facilities so no further changes are required and the route should be designated an existing route (1 comment received).

Outcome: No changes required. The cycle facilities on Fairwater Road do not meet current active travel design standards and will need upgrading.

- Issue 7: The footpath linking Llantrisant Road to Fairwater Road needs improvements (2 comments received).

Outcome: A proposed local walking route has been added to the map along this footpath.

- Issue 8: Mill Lane is a useful cut through that needs improving for walking and cycling (1 comment received).

Outcome: No changes required. Mill Lane does not connect well to other active travel routes. East-west journeys are served by the proposed route alignment on the A48.

- Issue 9: The path linking Radyr Court Road to Highfields should be shown as a walking and cycling route (1 comment received).

Outcome: No changes. Further improvements to this link to bring it up to the standards set out in the Active Travel Design Guidance are unlikely to be feasible.

- Issue 10: The proposed route to Ysgol Pencae on Gillian Road should be for cycling as well as walking (1 comment received).

Outcome: The proposed walking route on Gillian Road has been amended to a proposed walking and cycling route.

- Issue 11: The path along the edge of Radyr Woods should be shown on the map as a walking route (2 comments received).

Outcome: No changes required. Path is unlikely to meet requirements of an active travel route and likely to be classified as a leisure route.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Fairwater Grove West: Proposed secondary walking and cycling route added
- Danescourt Way and footpath to Radyr Court road: Proposed local walking route added
- Ely Road and Llandaff High Street: Proposed local walking route added
- Footpath from Llantrisant Road to Fairwater Road: Proposed local walking route added
- Gillian Road: Proposed walking route amended to a proposed walking and cycling route

Llandaff North

Number of responses received: 36 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 10 (40%)
- Partially: 4 (16%)
- No: 11 (44%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 19 (56%)
- Partially: 8 (24%)
- No: 7 (21%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 10 (31%)
- Partially: 10 (31%)
- No: 12 (38%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A walking route should be shown from Colwinstone Close on the existing path through the recreation ground to the level crossing (1 comments received).

[Outcome: No changes. Further investigation regarding land ownership is required to designate this route as an active travel route.](#)

- Issue 2: The proposed cycle route on Gabalfa Avenue should continue for the whole length of the road (6 comments received).

[Outcome: The proposed walking and cycling route has been extended to cover the whole length of Gabalfa Avenue.](#)

- Issue 3: Aberporth Road is a useful alternative cycling route to Gabalfa Avenue (1 comments received).

Outcome: A proposed walking and cycling route has been added to Aberporth Road in addition to the proposed route on Gabalfa Avenue, as this will contribute to achieving a 250m network mesh density.

- Issue 4: The path behind Andrew's Road and Hazelhurst Road to Hailey Park should be a walking route (1 comment received) and a cycling route (3 comments received).

Outcome: No changes required. The path is in close proximity to the proposed walking and cycling route through Hailey Park, the existing walking route through Hailey Park, and the proposed walking and cycling route on Station Road.

- Issue 5: Radyr Road should be a cycling route to link to the Taff Trail (1 comment received). West Road should be a walking and cycling route to link to the Taff Trail (1 comment received)

Outcome: A proposed walking and cycling route has been added to the map on Radyr Road to connect to the Taff Trail. A route on West Road is not required in addition to the proposed routes on Radyr Road and Ty Mawr Road.

- Issue 6: A walking and cycling route should be shown on the existing path on the southern edge of Lydstep Park (1 comments received). A link from the Taff Trail to the proposed route on River View and Colwill Road (1 comment received). The link to the Taff Trail at River View near Western Avenue needs improving (1 comment received).

Outcome: The route through Lydstep Park runs in close proximity to the Taff Trail so there is no need for an additional active travel route on this alignment, however access improvements are required to the Taff Trail. Additional information has been added to the works description for the Taff Trail to reflect this. A spur has been added to the Taff Trail to show the potential link between the Taff Trail and the proposed route on Colwill Road.

- Issue 7: A new active travel bridge is needed at Llandaff Weir (1 comment received).

Outcome: No changes required. Llandaff Weir is in close proximity to the proposed walking and cycling route at Bridge Road and therefore an additional bridge in this location is not currently required.

- Issue 8: The proposed cycle route on Western Avenue should be rerouted to Western Avenue North to reduce impact of pollution (1 comment received). Western Drive should be a cycle route (1 comment received). A link from Gabalfa Avenue to the Taff Trail is needed, either via Western Drive or Western Avenue North (1 comment received).

Outcome: No changes required. Western Drive is in close proximity to the proposed route along Western Avenue. Further design work is required for this route, which will consider whether the exact location of cycle facilities is better placed on

Western Avenue itself or on Western Avenue North. A link from Gabalfa Avenue to the Taff Trail can be provided with this route.

- Issue 9: A cycle track should be built alongside the rail line to the city centre (1 comment received).

Outcome: No changes required. Further investigation into feasibility and land ownership required in order to consider designating an active travel route alongside the rail line.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A number of issues were raised in relation to the Taff Trail. The existing route through Hailey Park and by Ysgol Glantaf is too narrow (14 comments received). The proposed scheme through Hailey Park is not supported (3 comments received). The proposed scheme through Hailey Park is supported (3 comments received). The route through Hailey Park should be realigned to fit better with desire lines (1 comment received) The path should not be too close to the play area (2 comments received). There is conflict between pedestrians and cyclists in Hailey Park (2 comments received). There is conflict between pedestrians and cyclists throughout the Taff Trail (1 comment received).

Outcome: The route audits have been reviewed for the section of the Taff Trail between the A48 and Forest Farm. The cycling audit is a critical fail due to substandard path widths throughout most of the route. The walking audit is a pass with statement, mainly due to pedestrian comfort issues resulting from the substandard path widths. The route has been removed from the existing route map as a cycling route but remains on the existing route map as a walking route with a statement. A proposed walking and cycling route for the Taff Trail has been added to the map, including information in the works description about how the route can be improved.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Gabalfa Avenue: Proposed walking and cycling route extended for whole length of road
- Aberporth Road: Proposed walking and cycling route added to map
- Radyr Road: Proposed walking and cycling route added to map
- Taff Trail link to Colwill Road: Spur added to proposed walking and cycling route to connect two routes

The following changes have been made to existing routes as a result of the consultation:

- Taff Trail: Cycle route has been removed from existing route map. Walking route has been added to existing route map with statement. Proposed walking and cycling route has been added to map.

Llanishen

Number of responses received: 35 (Commonplace) 2 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 21 (62%)
- Partially: 8 (24%)
- No: 5 (15%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 18 (53%)
- Partially: 6 (18%)
- No: 10 (29%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 20 (61%)
- Partially: 11 (33%)
- No: 2 (6%)

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 23 (70%)
- Partially: 6 (18%)
- No: 4 (12%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The road end at Coed Glas Road should be opened up for use by pedestrians and cyclists (2 comments received). White Barn Road is a suitable cycle route because of the existing modal filter (2 comments received).

Outcome: A proposed walking and cycling route has been added to the map for White Barn Road. No changes to Coed Glas Road are required since this is in close proximity to the proposed route on White Barn Road.

- Issue 2: Excalibur Drive should be a cycle route (3 comments received).

Outcome: A proposed walking and cycling route has been added to the map for the length of Excalibur Drive, replacing the proposed walking route on part of Excalibur Drive.

- Issue 3: The off road path from Fidas Road to Llanishen Station should be a walking route (1 comment received) and a cycling route (3 comments received).

Outcome: A proposed walking and cycling route has been added to the map on Walker Mews and the off road path from Walker Mews to Station road.

- Issue 4: The whole length of Fishguard Road should be a cycle route (1 comment received). The off road path from Kimberley Terrace to Crystal Glen should be a walking route (1 comment received) and a cycling route (2 comments received).

Outcome: A proposed walking and cycling route has been added to the off road path from Kimberley Terrace to Crystal Glen. As this is in close proximity to Fishguard Road, an additional cycle route on Fishguard Road is not required.

- Issue 5: Heol Hir between Llanon Road and Templeton Avenue should also be a walking and cycling route (6 comments received).

Outcome: The proposed walking and cycling route on Heol Hir has been extended to include the section between Llanon Road and Templeton Avenue.

- Issue 6: Llangranog Road should be a cycle route (1 comment received). Templeton Avenue should be a cycle route (1 comment received).

Outcome: The proposed walking route on Llangranog Road and Templeton Avenue has been amended to a proposed walking and cycling route.

- Issue 7: Walking routes through Llanishen Park should be included on map (3 comments received)

Outcome: A proposed local walking route has been added to the map on existing paths in Llanishen Park connecting White Barn Road and Ty Glas Road to Ysgol y Wern on Llangranog Road.

- Issue 8: The southern and eastern arms of Parc Ty Glas are safer for eastbound cyclists than the proposed route on Parc Ty Glas and Ty Glas Avenue (2 comments received).

Outcome: No changes required. It is expected that improvements will be needed to the proposed route which should address safety concerns.

- Issue 9: A walking route should be shown all around the reservoir (2 comments received). A walking and cycling route should be shown north of the reservoir (1 comment received).

Outcome: No changes. Routes to the south of the reservoir are already provided for on the ATNM. Further investigation into feasibility is required for routes to the north of the reservoir.

- Issue 10: Supports making a cycle route from Rheidol Close to South Rise (1 comment received). Does not support making a cycle route from Rheidol Close to South Rise as it is too steep and narrow (1 comment received).

Outcome: No changes required. The proposed route was identified through the Cardiff North Eastern Active Travel Network Study, which established a network of routes to facilitate journeys to local schools.

- Issue 11: A walking route should be shown using existing off road paths from Templeton Avenue to Excalibur Drive via Gilwern Crescent and Llanon Road (1 comment received).

Outcome: A proposed local walking route has been added to the map connecting Templeton Avenue to the North Cardiff Community Route via Gilwern Crescent and existing off road paths.

- Issue 12: A walking and cycling route should be shown crossing the railway at Ty Glas Station (2 comments received).

Outcome: No changes. Further investigation into land ownership and feasibility are required.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The North Cardiff Community Route is not suitable as an existing route because it is isolated, narrow, shared use, and has poor onward connections (6 comments received).

Outcome: No changes required. The routes audits have been reviewed and the North Cardiff Community Route passes for both walking and cycling.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- White Barn Road: Proposed walking and cycling route added to map
- Excalibur Road: Proposed walking and cycling route added to map
- Walker Mews and off road path to Station Road: Proposed walking and cycling route added to map

- Off road path from Kimberley Terrace to Crystal Glen: Proposed walking and cycling route added to map
- Heol Hir: Proposed walking and cycling route added to map between Llanon Road and Templeton Avenue
- Llangranog Road: Proposed walking route amended to a proposed walking and cycling route
- Templeton Avenue: Proposed walking route amended to a proposed walking and cycling route
- Llanishen Park: Proposed walking route added to existing paths connecting White Barn Road and Ty Glas Road to Llangranog Road
- Gilwern Crescent and off road paths to North Cardiff Community Route: Propose local walking route added to map

Llanrumney

Number of responses received: 17 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 9 (64%)
- Partially: 3 (21%)
- No: 2 (14%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 7 (41%)
- Partially: 5 (29%)
- No: 5 (29%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 9 (56%)
- Partially: 5 (31%)
- No: 2 (13%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A cycle route should be shown on Ball Road and Burnham Avenue connecting to Old St Mellons (1 comment received). A cycle route is needed on Countisbury Avenue to Burnham Avenue (1 comment received). A zebra crossing is needed at the junction of Countisbury Avenue and Elgar Crescent (1 comment received). A segregated cycle route is needed on Llanrumney Avenue (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to Llanrumney Avenue, Countisbury Avenue, Burnham Avenue and Ball Road to create a circular route through Llanrumney connecting residential areas, local destinations, and active travel routes to other destinations in the city. Further work will be required in relation to the feasibility of a route to Old St Mellons.

- Issue 2: A walking route should be shown across the park from Countisbury Avenue to Sedgemoor Road (1 comment received).

Outcome: No changes required. This route does not appear to connect to any destinations or the rest of the active travel network.

- Issue 3: A walking and cycling route should be provided from Hartland Road through to Newport Road at the bottom of Rumney Hill, which would provide a route through to the city centre avoiding the steep gradient of Rumney Hill (2 comments received).

Outcome: No changes. Further investigations into land ownership and feasibility of developing the western end of the route are required.

- Issue 4: The path and bridge from Mill Lane to Church Road should be improved for walking and cycling (2 comments received).

Outcome: No changes. Further investigations into feasibility of providing a route with appropriate connections to wider active travel network required.

- Issue 5: The path through the park from Newport Road to Eastern Leisure Centre should be a cycle route (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to the map connecting Newport Road to Eastern Leisure Centre through park.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Pavement parking is a problem on all existing routes (1 comment received). Worle Avenue needs a modal filter at the junction with Ball Road to reduce traffic volume (1 comment received).

Outcome: The route audit for the network of walking routes has been reviewed and the routes have been classified as pass with statement. A statement has been added to the existing route map outline the shortcomings of the route, including the problems identified with pavement parking. The proposed walking route at the western end of Worle Avenue has also been extended to ensure that the whole of Worle Avenue is either an existing or proposed walking route.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Llanrumney Avenue, Countisbury Avenue, Burnham Avenue and Ball Road: Proposed secondary walking and cycling route added to map

- Path through park from Newport Road to Eastern Leisure Centre: Proposed secondary walking and cycling route added
- Worle Avenue: Proposed walking route at western end of Worle Avenue has been extended to meet existing walking route at eastern end

The following changes have been made to existing routes as a result of the consultation:

- All existing walking routes in Llanrumney: a statement has been added to the existing route map

Pentwyn

Number of responses received: 29 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 11 (42%)
- Partially: 10 (38%)
- No: 5 (19%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 14 (54%)
- Partially: 6 (23%)
- No: 6 (23%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A walking and cycling route is needed across the A4232 to get to Newport Road via Howardian Nature Reserve (2 comments received).

Outcome: No changes. Further investigation required into feasibility of providing route under link road.

- Issue 2: A route should be shown using the subway under the A48 from Llanedeyrn (1 comments received).

Outcome: No changes required. A route here would not connect well to the rest of the active travel network.

- Issue 3: A walking route should be provided all the way around Circle Way, which would link up a number of schools (4 comments received). A cycle route to Cardiff Met is required from Circle Way (2 comments received).

Outcome: A proposed walking and cycling route has been added to the whole of Circle Way, connecting schools and the university.

- Issue 4: The road on Glenwood needs a footway and lighting (2 comments received).

Outcome: No changes required. Routes in the vicinity have been defined through the Cardiff North Eastern Active Travel Network Study mainly using the off road paths providing connections to local destinations, especially schools.

- Issue 5: A footway is needed alongside the road on Pennsylvania (1 comment received).

Outcome: No changes required. Routes in the vicinity have been defined through the Cardiff North Eastern Active Travel Network Study mainly using the off road paths providing connections to local destinations, especially schools.

- Issue 6: A path from Pentwyn Drive to St David's CiW School is needed (1 comment received).

Outcome: No changes required. Routes to the school in the vicinity of Pentwyn Drive have been identified through the Cardiff North Eastern Active Travel Network Study.

- Issue 7: Better links to the Rumney Trail are needed (1 comment received).

Outcome: A walking and cycling route to the Rumney Trail from Pentwyn Road via the subway under the A48 has been added to the map.

- Issue 8: Walking route from the southern end of Wyncliffe Gardens to schools should be restored (1 comment received).

Outcome: No changes. Further investigation into land ownership required in order to designate this route as an active travel route.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Circle Way: Proposed secondary walking and cycling route added to map
- Path from Pentwyn Road to Rumney Trail under A48: Proposed walking and cycling route added to map

Pentyrch

Number of responses received: 45 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 17 (41%)
- Partially: 9 (22%)
- No: 15 (37%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 16 (38%)
- Partially: 16 (38%)
- No: 10 (24%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A walking and cycling route is needed on Church Road to Rhydlafer (10 comments received). A walking and cycling route is needed from Pentyrch to Rhydlafer to access doctor's surgery (9 comments received).

Outcome: A proposed secondary walking and cycling route has been added to Heol y Pentre and Church Road to connect Pentyrch to Rhydlafer.

- Issue 2: A walking and cycling route is needed on Heol y Parc and Star Lane (1 comment received).

Outcome: No changes required. A route along this alignment is unlikely to be required in addition to the proposed route to Rhydlafer.

- Issue 3: A cycling route is needed from Creigiau to Pentyrch (10 comments received). A walking and cycling route is needed on Heol Pant Y Gored (2 comments received).

Outcome: A proposed secondary walking and cycling route has been added to the map on Station Road and Heol Pant y Gored. Further investigation will be needed to confirm the most suitable alignment of the route as part of the scheme design process.

Issue 4: Existing walking trails on Garth Mountain should be shown on the map (1 comment received).

Outcome: No changes required, these trails are unlikely to serve active travel journeys and are probably better classified as leisure routes.

- Issue 5: Heol Berry and School Lane offer a safer walking route into Gwaelod y Garth than Main Road (2 comments received). A footway is needed alongside the road on Main Road (1 comment received). An off road route could be created alongside the river avoiding the industrial estate and connecting to School Lane (1 comment received).

Outcome: A proposed walking route has been added to School Lane and Heol Berry, in addition to the route on Main Road which still serves the recreation ground. Further investigation will be required into the feasibility of a route continuing along the riverside.

- Issue 6: A walking and cycling route should be provided from Pentyrch to Radyr following Pant Tawel Lane and Caerau Lane (4 comments received). An active travel route is needed to Radyr from Pentyrch (5 comments received). A walking route is needed from Radyr to Pentyrch (1 comment received).

Outcome: A proposed secondary walking and cycling route has been added to connect Pentyrch and Radyr via Pant Tawel Lane and Caerau Lane.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Heol y Pentre and Church Road: Proposed secondary walking and cycling route added to map
- Station Road and Heol Pant y Gored: Proposed secondary walking and cycling route added to map
- School Lane and Heol Berry: A proposed local walking route has been added to map
- Pant Tawel Lane and Caerau Lane: A proposed secondary walking and cycling route added to map

Penylan

Number of responses received: 45 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 25 (58%)
- Partially: 13 (30%)
- No: 5 (12%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 25 (58%)
- Partially: 12 (28%)
- No: 6 (14%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 13 (30%)
- Partially: 12 (28%)
- No: 18 (42%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Bangor Street should be a cycling route (1 comment received).

Outcome: No changes required. Bangor Street is in close proximity to the proposed walking and cycling route on Wellfield Road.

- Issue 2: Crossing improvements are needed at junctions on Blenheim Road (1 comment received). Blenheim Street should be a cycle route, providing a link through to Glenroy Street in Plasnewydd (3 comments received).

Outcome: The proposed walking and cycling route at the southern end of Blenheim Road has been extended for the full length of Blenheim Road.

- Issue 3: Brandreth Road to Maryport Road should be a walking route. Improved wheelchair access required (1 comments received). A cycle route from Ffordd

Bodlyn, through Sovereign Chase, to Brandreth Road, would open up a route to Roath Park and avoid Ty Gwyn Road (1 comment received).

[Outcome: A proposed walking and cycling route has been added to the map through Ffordd Bodlyn, Sovereign Chase, Ffordd Cwellyn, Brandreth Road and Maryport Road.](#)

- Issue 4: A cycle route is needed for the whole length of Colchester Avenue (7 comments received). Melrose Avenue is a quieter alternative route to Colchester Avenue (1 comment received). Melrose Avenue should be a cycling route (3 comments received). Melrose Avenue should be a walking route (1 comment received).

[Outcome: The proposed walking and cycling route on Colchester Avenue has been extended to the whole length of Colchester Avenue. This provides the most direct route to Newport Road compared to Melrose Avenue. A route on Melrose Avenue is not required in addition to Colchester Avenue as they are both in close proximity to each other.](#)

- Issue 5: A route should be provided through Howardian Nature Reserve to connect to Llanedeyrn and the Rumney Trail (2 comments received).

[Outcome: No changes. Further investigation required into feasibility of providing route under link road.](#)

- Issue 6: Ipswich Road should be a walking and cycling route (1 comment received).

[Outcome: A proposed walking and cycling route has been added to Ipswich Road.](#)

- Issue 7: Walking improvements are needed on Kimberley Road (3 comments received). A cycle route is needed on Kimberley Road (3 comments received). Westville Road should be a cycling route (1 comment received). Westville Road should be a walking route (1 comment received). Sandringham Road should be a cycle route (1 comment received). Sandringham Road should be a walking route (1 comment received).

[Outcome: A proposed walking and cycling route has been added to Kimberley Road, which offers the most direct onward connection to Ty Draw Road. Routes are not required on Westville Road and Sandringham Road in addition to the proposed routes on Marlborough Road and Kimberley Road because these are all in close proximity to each other.](#)

- Issue 8: Access for pedestrians and cyclists is needed to Newport Road retail park from Ford Nowell, The Sandies and Minster Road. A path is also needed from the Minsters to Melrose Avenue (2 comments received).

[Outcome: No changes. Further investigation into land ownership and feasibility of route required, particularly for connection through to Newport Road.](#)

- Issue 9: A cycle route on Llanedeyrn Road is needed to connect to St Teilo's School (2 comments received) and Ysgol y Berllan Deg (2 comments received).

Outcome: The proposed local walking route on Llanedeyrn Road has been amended to a proposed secondary walking and cycling route.

- Issue 10: A cycle route should be provided on Clos Derwen, Boleyn Walk and the lanes connecting Ty Draw Road to Waterloo Gardens (1 comment received).

Outcome: No changes required. A route from Ty Draw Road to Waterloo Gardens is provided with the proposed walking and cycling routes on Ty Draw Road, Kimberley Road and Waterloo Road.

- Issue 11: The lane running from Wellfield Road to Shirley Road should be a cycle route (1 comment received).

Outcome: No changes required. A route from Wellfield Road to Shirley Road is provided with the proposed route on Ninian Road.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Side roads on Albany Road should be treated with continuous footways (1 comments received).

Outcome: No changes required. The route audit for Albany Road has been reviewed and passes as a walking route.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Blenheim Road: The proposed walking and cycling route extended for the whole length of Blenheim Road
- Ffordd Bodlyn, Sovereign Chase, Ffordd Cwellyn, Brandreth Road and Maryport Road: Proposed secondary walking and cycling route added to map
- Colchester Avenue: The proposed walking and cycling route extended for the whole length of Colchester Avenue
- Ipswich Road: A proposed walking and cycling route added to map
- Kimberley Road: A proposed walking and cycling route added to map
- Llanedeyrn Road: The proposed local walking route has been amended to a proposed secondary walking and cycling route

Plasnewydd

Number of responses received: 57 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 16 (31%)
- Partially: 19 (37%)
- No: 16 (31%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 25 (58%)
- Partially: 12 (28%)
- No: 6 (14%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 20 (37%)
- Partially: 17 (31%)
- No: 17 (31%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Mackintosh Place should be a walking and cycling route (2 comments received).

Outcome: No changes required. Although Mackintosh Place offers the most direct route for cycling, it is very unlikely to be feasible to provide a cycle route here. Inverness Place offers a more feasible alignment with only a small diversion.

- Issue 2: Arran Place and Roath Court Road should be a cycle route (2 comments received). Footway improvements are needed on Claude Road (1 comment received). Claude Road should be a cycle route (1 comment received). Oakfield Street should be a cycle route (3 comments received). Lane linking Elm Street, Partridge Road, Oakfield Street and Roath Court Road should be a cycle route as an alternative to Newport Road (2 comments received).

Outcome: A proposed walking and cycling route has been added to Arran Place connecting to Albany Road through the road end at Roath Court Road. A connecting route has been added to southern end of Claude Road to Oakfield Street and through the lane to Elm Street, to provide an onward connection to the proposed Cycleway on Newport Road.

- Issue 3: Footway improvements are needed on Connaught Road (1 comment received).

Outcome: No changes required. A route on Connaught Road is not needed in addition to the parallel route on Claude Road.

- Issue 4: City Road should be a walking and cycling route for the whole length (7 comments received). City Road should be a walking route for the whole length (5 comments received). A cycle lane on City Road would negatively impact businesses (1 comment received). Northcote Lane, Bedford Street and Penlline Street should be a cycle route to provide an alternative to City Road (1 comment received). Northcote Lane is unsafe at night (1 comment received). City Road needs wider footways (1 comment received). A route is needed to link City Road to Glossop Road (1 comment received).

Outcome: The proposed walking route on City Road has been extended to cover the whole length of the road, to ensure pedestrian access to businesses and onward connections to Glossop Road. Cycling is served by the proposed walking and cycling route running parallel to City Road on Richmond Road.

- Issue 5: The proposed route on Cottrell Road, Arran Street and Plasnewydd Road is too indirect, too narrow, and with too many junctions (2 comments received). Supports the proposed route on Cottrell Road, Arran Street and Plasnewydd Road (1 comment received). Arran Street is too narrow for a cycle route (1 comment received). The lane from Cottrell Road to Claude Road is unsafe at night (1 comment received).

Outcome: No changes required. The indirectness is a result of the street layout. Junction improvements could be made as part of the improvements required to create the route. An on-road route is likely to be most suitable due to lower traffic flows and therefore additional space for a cycle lane or cycle track is not required. The proposed route provides a useful east/west link for the southern part of Plasnewydd including onward connections to the city centre.

- Issue 6: A walking route should be shown across the railway line connecting Richmond Road to Rhymney Street (2 comments received).

Outcome: A proposed local walking route has been added to the map on Fitzroy Street connecting Richmond Road to Rhymney Street with onward connections to active travel routes in Cathays.

- Issue 7: Walking routes through Roath Recreation Ground should be shown (1 comment received).

Outcome: No changes required. The established paths within Roath Recreation Ground are no more direct than the proposed active travel routes around the perimeter.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Wellfield Road should be shown on the map as an existing route (3 comments received).

Outcome: No changes required. The "pop up" cycle route on Wellfield Road was implemented as a temporary measure during the pandemic. The route will be audited and considered for inclusion in the existing route map once a permanent scheme has been implemented here.

- Issue 2: Moy Road should be shown on the map as an existing cycle route (1 comment received)

Outcome: No changes required. There is a lack of existing onward connections for a route on Moy Road.

Responses raising issues relating to both existing routes and proposed routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Albany Road needs a segregated cycle route (6 comments received). Albany Road should be a cycle route for the whole length (3 comments received). Does not support cycle route (1 comment received). The existing route on Albany Road is not suitable due to clutter, overcrowded footways and pavement parking (1 comment received). There is ponding at junctions on the existing walking route (1 comment received). More space for pedestrians is needed on Albany Road (2 comments received). Vehicle speeds on Albany Road are too high (1 comment received).

Outcome: The route audit for the eastern end of Albany Road was reviewed and the route passes as a walking route so will remain on the map as an existing walking route. The proposed walking and cycling route on the western end of Albany Road has been extended to cover the whole length of Albany Road

- Issue 2: The existing walking route on Alder Road is uneven and unsafe to cross (2 comments received). The existing walking route on Kelvin Road is not suitable due to a lack of dropped kerbs (2 comments received). Dropped kerbs are needed at junctions on the existing route on Arabella Street (5 comments received). The

pavements on Arabella Street are too narrow (3 comments received). Footpaths on Arabella Street and Kelvin Road are poor quality with poor crossings (1 comment received). Concern that Angus Street and Diana Street will have higher vehicle flows if all other parallel streets are active travel routes (1 comment received). Donald Street is a more suitable walking route than Arabella Street as it already has a modal filter at the junction with Albany Road (4 comments received). Donald Street should be a cycle route (1 comment received). A cycle route should be provided on the route through Elm Street, Plasnewydd Road, Donald Street and Hendy Street (4 comments received). A cycle route from centre of Plasnewydd to Clifton Street is needed (3 comments received). Elm Street should be made a cycle route (3 comments received).

[Outcome: The walking route audit for Arabella Street, Kelvin Road and Alder Road was reviewed and due to the lack of dropped kerbs it fails the audit and has been removed from the existing route map. The alignment of active travel routes through the area has been reviewed and a proposed walking and cycling route has been added to Donald Street as this provides a more direct route south, taking advantage of the existing modal filter and crossing directly into Plasnewydd Road. Due to the close proximity of the proposed routes on Donald Street and Inverness Place to Arabella Street, a proposed walking route has not been added to Arabella Street to replace the existing walking route. A proposed walking route has been added to the map to replace the existing route on Kelvin Road and Alder Road. A proposed walking and cycle route has been added to Clive Place and Elm Street to extend the north south route from Donald Street down to Clifton Street.](#)

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Arran Place and Roath Court Road: Proposed walking and cycling route added to map
- Claude Road, Oakfield Street and lane to Elm Street: Proposed walking and cycling route added to map
- City Road: Proposed walking route on City Road extended for whole length of City Road
- Fitzroy Street: Proposed local walking route added to map
- Albany Road: Proposed walking and cycling route extended the full length of Albany Road
- Donald Street: Proposed walking and cycling route added to map
- Clive Place and Elm Street: Proposed walking and cycling route added to map

The following changes have been made to existing routes as a result of the consultation:

- Arabella Street: Walking route removed from existing route map and replacement proposed route re-aligned to Donald Street
- Kelvin Road and Alder Road: Walking route removed from existing route map and replaced with proposed walking route

Pontprennau and Old St Mellons

Number of responses received: 19 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 5 (33%)
- Partially: 2 (13%)
- No: 8 (53%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 9 (56%)
- Partially: 5 (31%)
- No: 2 (13%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Safe access to Cardiff Gate Retail Park by cycle is needed (1 comment received).

Outcome: A proposed walking and cycling route has been added to Heol Pontprennau, connecting Cardiff Gate Retail Park to other proposed routes in the network.

- Issue 2: A walking route from Old St Mellons into Llanrumney via Burnham Avenue is needed (1 comment received).

Outcome: No changes. Further work is required to consider feasibility of providing a route from Burnham Avenue to Old St Mellons.

- Issue 3: A cycle route from the new development at Bridge Road is required to connect to Newport Road via Ty'r Winch Road or Wern Fawr Lane (2 comments received).

Outcome: The proposed walking and cycling route on St Mellons Road has been extended to Newport Road via Bridge Road, Ty'r Winch Road and Wern Fawr Lane.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Heol Pontpennau: Proposed secondary walking and cycling route added to map
- Bridge Road, Ty'r Winch Road and Wern Fawr Lane: Proposed secondary walking and cycling route added to map

Radyr and Morganstown

Number of responses received: 41 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 16 (48%)
- Partially: 9 (27%)
- No: 8 (24%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 12 (33%)
- Partially: 15 (42%)
- No: 9 (25%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Bryn Derwen should be a walking and cycling route (3 comments received). A walking and cycling route should be provided from Bryn Derwen to Morganstown (1 comment received). Drysgol Road should be a cycling route (1 comment received). Drysgol Road should be a walking and cycling route (2 comments received). A walking and cycling route should be provided to the Garden Centre from Bryn Derwen via Morganstown Park (2 comments received). Active travel routes are needed in Morganstown (2 comments received). The bridge over the M4 into Morganstown is isolated and unsafe (1 comment received). The route across the bridge over the M4 should be made a cycle route and extended into Morganstown (1 comment received).

Outcome: A proposed local walking route has been added to Bryn Derwen, Drysgol Road and Windsor Road, with a connection across the footbridge across the M4, to provide a route through Morganstown to Ty-Nant Road. More work is required to identify feasibility of connections to the wider cycle network prior to defining a proposed cycle route in this area.

- Issue 2: A walking route should be provided in Dan y Bryn Woods (1 comment received).

Outcome: No changes required. A route here is likely to serve leisure walks rather than active travel journeys.

- Issue 3: The route through Gelynis Farm to the Taff Trail should be a walking and cycling route (5 comments received).

Outcome: No changes. Further investigation into feasibility and land ownership required in order to designate an active travel route here.

- Issue 4: The whole of Heol Isaf should be a walking and cycling route, extending to Morganstown (8 comments received). Wider footways are needed on Heol Isaf (1 comment received). Heol Isaf is unsafe for cycling (1 comment received). Active travel routes to Radyr Comprehensive School are needed (1 comment received). The junction of Radyr Farm Road and Heol Isaf needs improvements for cycling (2 comments received). The junction of Heol Isaf and Llantrisant Road is unsafe (1 comment received).

Outcome: The proposed walking route on Heol Isaf has been extended, to join the junction with Llantrisant Road at the south and to the north of Morganstown in the north. A cycle route on Heol Isaf is unlikely to be feasible due to traffic flows, lack of space for segregated facilities, and a lack of potential alternative alignments for north-south journeys.

- Issue 5: A walking route should be provided to Bryn Deri Primary School making use of the cut throughs between Maes yr Awl, Pentwyn, Pentwyn Park, Windsor Close and Windsor Avenue (1 comments received).

Outcome: No changes. The land ownership of a number of these cut throughs is uncertain, further investigation is required before an active travel route can be defined here.

- Issue 6: A walking route should be created from Min y Coed to Pentwyn (1 comment received).

Outcome: No changes. Due to the street layout in this area, there is no direct route from Min y Coed to Pentwyn.

- Issue 7: The route to Pentyrch on Pant Tawel Lane should be improved (1 comment received). A cycle route to Pentyrch on Pant Tawel Lane is needed (2 comments received).

Outcome: A proposed secondary walking and cycling route has been added to connect Pentyrch and Radyr via Pant Tawel Lane

- Issue 8: Active travel routes are needed from Radyr Sidings to access schools (1 comment received).

Outcome: A proposed local walking route has been added from Goetre Fawr to Kings Road.

- Issue 9: The route alongside the river from Radyr Court Road should continue into Radyr (5 comments received).

[Outcome: No changes. Further investigation into land ownership and feasibility required in order to designate an active travel route here.](#)

- Issue 10: Wider pavements are needed on Station Road (3 comments received). Station Road should be pedestrianised (1 comment received). Kings Road would be a better alignment for a cycle route due to the gradients on Station Road (3 comments received). Station Road is not suitable for cycling as it is too narrow (1 comment received).

[Outcome: The proposed walking and cycling route on Station Road has been realigned to Kings Road to provide access to Radyr Station. It has been replaced by a proposed walking route for the length of Station Road to provide connectivity for pedestrians between the rail station and businesses on Station Road.](#)

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Bryn Derwen, Drysgol Road and Windsor Road: Proposed local walking route added to map
- Maes y Fioled, Morganstown Park and Chapel Road: Proposed local walking route added to map
- Heol Isaf and Ty-Nant Road: Propose local walking route extended from junction with Llantrisant Road to north Morganstown
- Pant Tawel Lane: Proposed secondary walking and cycling route added to map to connect to Pentyrch
- Goetre Fawr, Arudur Hen and De Clare Drive: Proposed local walking route added to map
- Kings Road: Proposed walking and cycling route relocated from Station Road
- Station Road: Proposed local walking route extended to Radyr rail station

Rhiwbina

Number of responses received: 30 (Commonplace) 2 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 11 (39%)
- Partially: 12 (43%)
- No: 5 (18%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 11 (37%)
- Partially: 10 (33%)
- No: 9 (30%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The footpath from Beulah Road to Ty Wern Road via Hill Snook Park should be shown as a walking route (2 comments received).

Outcome: A proposed local walking route has been added to the footpath from Beulah Road to Ty Wern Road.

- Issue 2: The footpath through Caedelyn from Pantbach Road to Manor Way should be shown as a walking route (2 comments received).

Outcome: No changes required. Journeys in this area will be served by the proposed active travel route on Pen y Dre which runs parallel to this route.

- Issue 3: The footpath along the stream from Heol Briwnant to Maes y Deri should be shown as a walking route (3 comments received).

Outcome: A proposed local walking route has been added from Maes y Deri to Heol Llanishen Fach. Further investigation is required into land ownership and suitability of route for active travel for the section between Heol Llanishen Fach and Heol Briwnant.

- Issue 4: Heol y Bont and Waun y Groes Road should be a cycling route (1 comment received).

Outcome: A proposed walking and cycling route has been added to the map with a connection through Ffordd Morgraig to Ty Glas Station.

- Issue 5: Heol Llanishen Fach should be a cycle route for the whole length (5 comments received).

Outcome: No changes. There are no connections to routes or destinations to the west of Llanishen Fach so extending the proposed cycle route here would be of limited benefit.

- Issue 6: A cycle route is needed on Pantmawr Road (2 comments received). A cycle route is needed on Heol y Deri (3 comments received). The proposed walking route on Heol y Deri should include the section between Heol y Coed and Lon Ucha (1 comment received). A cycle route is needed on Rhiwbina Hill (3 comments received). A walking route is needed on Rhiwbina Hill (1 comment received). A walking route is needed on Wenallt Road (4 comments received). A cycling route is needed on Wenallt Road (2 comments received).

Outcome: Cycle routes along these roads are unlikely to be feasible due to volume of traffic flows and lack of space for segregated cycle facilities. The suitability of alternative route alignments will require further investigation. These routes would provide useful active travel routes for local destinations, including schools, and therefore have been added to the map as proposed local walking routes.

- Issue 7: The school entrance is closed at the back of Llanishen Fach Primary so the proposed walking route is not needed here (1 comment received).

Outcome: No changes. The route is still needed to reach the school entrance for some journeys from the north.

- Issue 8: The path connecting Heol Wen and Heol y Coed should be a cycle route (1 comment received).

Outcome: No changes. This route does not provide a direct connection to destinations or to the wider cycling network.

- Issue 9: A cycle route is needed under the A470 to reach Rhiwbina Station (1 comment received).

Outcome: No changes, further investigation into the feasibility of a route under the A470 would be required.

- Issue 10: Ty'n y Cae Grove should be a cycle route (1 comment received).

Outcome: No changes. This route does not connect to destinations or to the wider cycling network.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Footpath from Beulah Road to Ty Wern Road: Proposed local walking route added to map
- Footpath from Maes y Dery to Heol Llanishen Fach: Proposed local walking route added to map
- Heol y Bont and Waun y Groes Road: Proposed secondary walking and cycling route added to map
- Pantmawr Road: Proposed local walking route added to map
- Heol y Deri, from Heol y Coed and Lon Ucha: Proposed local walking route on Heol y Deri extended to include this section
- Rhiwbina Hill: Proposed local walking route added to map
- Wenallt Road: Proposed local walking route added to map

Riverside

Number of responses received: 47 (Commonplace) 1 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 24 (55%)
- Partially: 10 (23%)
- No: 10 (23%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 20 (44%)
- Partially: 10 (22%)
- No: 15 (33%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 31 (67%)
- Partially: 7 (15%)
- No: 8 (17%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Beauchamp Street, Despenser Street, Plantagenet Street and Machen Place should be a walking route (1 comment received). Wyndham Place, Wyndham Street, Machen Place, Clare Gardens and Despenser Place should be a walking and cycling route (1 comment received). A cycle route should be provided on Wyndham Street to Cowbridge Road East (1 comment received). A direct cycle route to the Taff Trail from Clare Gardens is needed (1 comment received).

Outcome: A proposed walking and cycling route has been added to Wyndham Place, Wyndham Street, Machen Place, Neville Place and Despenser Street. Routes have not been added to Beauchamp Street and Plantagenet Street as north-south journeys are already served by the parallel proposed route on Clare Street and existing and proposed routes on Fitzhamon Embankment.

- Issue 2: Cathedral Road should not be a priority for a cycle route as other routes exist (2 comments received). Better pedestrian crossings are needed on Cathedral Road (1 comment received). Supports cycle route on Cathedral Road (3 comments received).

Outcome: No changes required. There are a number of destinations on Cathedral Road which would be served by active travel journeys here, including local shops and businesses. Prioritisation of schemes will be undertaken prior to the finalisation of the ATNM.

- Issue 3: Walking routes are needed to connect Cowbridge Road East and Wellington Street (1 comment received).

Outcome: A proposed local walking route has been added to Picton Walk to connect Cowbridge Road East and Wellington Street.

- Issue 4: A pedestrian crossing on Llandaff Road is needed near Glynne Street (1 comment received).

Outcome: A proposed local walking route has been added to Llandaff Road.

- Issue 5: Does not support a walking route or a cycling route on Kings Road (1 comment received).

Outcome: No changes required. There are a number of destinations on Kings Road, including local shops and places of worship, that would be served by an active travel route here.

- Issue 6: More routes are needed to connect to route through Pontcanna Fields from Cathedral Road (1 comment received).

Outcome: The proposed walking route on Fields Park Road has been amended to a proposed walking and cycling route and the route alignment adjusted to provide a direct connection to Cycleway 4 at Pontcanna Fields.

- Issue 7: The cycling route on Sneyd Street should be extended to the junction with Cathedral Road (3 comments received).

Outcome: The proposed walking and cycling route on Sneyd Street has been extended to the junction with Cathedral Road.

- Issue 8: A cycle route should be shown on Talbot Street (1 comment received).

Outcome: A proposed walking and cycling route has been added to Talbot Street.

- Issue 9: A cycle route is needed from Wyndham Crescent to Romilly Road (1 comment received). A cycle route is needed from Wyndham Crescent to Llandaff Fields (1 comment received).

Outcome: The proposed walking routes on Wyndham Crescent, Severn Grove and the northern end of Conway Road has been amended to a proposed walking and

cycling route and a walking and cycling route has been added to part of Mortimer Road to connect to Llandaff Fields.

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The pinch point on the Taff Trail between Coldstream Terrace and Fitzhamon Embankment needs widening and better signage to alternative on road route (3 comments received). The Taff Trail is too narrow for shared use (3 comments received). The Taff Trail needs widening (2 comments received). The Taff Trail works as a shared use path (1 comment received). Blackweir Bridge should not be an existing route, it is too narrow (1 comment received).

[Outcome: The route audits for the Taff Trail between Western Avenue and Clarence Road Bridge have been reviewed. It passes as a walking route. As a cycling route, it passes but a statement is required, which has been added to the ATNM to provide more information about the limitations of the route. The Taff Trail is also on the ATNM as a future walking and cycling route, with details about further improvements required.](#)

- Issue 2: The new cycle route at Sophia Gardens should be shown on the map as an existing route (1 comment received).

[Outcome: The new section of route between Cardiff Bridge and Sophia Close has been audited and added to the map as an existing route.](#)

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Wyndham Place, Wyndham Street, Machen Place, Neville Place and Dispenser Street: Proposed secondary walking and cycling route added to map
- Picton Walk: Proposed local walking route added to map
- Llandaff Road: Proposed local walking route added to map
- Fields Park Road: Proposed walking route amended to a proposed walking and cycling route and re-routed alongside car park to provide connection to Cycleway 4
- Sneyd Street: Proposed walking and cycling route extend to junction with Cathedral Road
- Talbot Street: Proposed secondary walking and cycling route added to map
- Wyndham Crescent, Severn Grove, Mortimer Road, Conway Road: Proposed walking and cycling route added to map, replacing proposed walking routes on Wyndham Crescent, Severn Grove, and part of Conway Road

The following changes have been made to existing routes as a result of the consultation:

- Taff Trail: Statement added for existing cycle route
- Cycleway 4.1 from Cardiff Bridge to Sophia Close: Recently completed route added to map as existing route

Rumney

Number of responses received: 14 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 7 (58%)
- Partially: 3 (25%)
- No: 2 (17%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 7 (50%)
- Partially: 4 (29%)
- No: 3 (21%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: The proposed walking route on Barmouth Road should be extended (1 comment received). The footpath from Barmouth Road to Trelawney Avenue is a useful route to school (1 comment received).

Outcome: No changes. Further investigation into land ownership is necessary in order to designate an active travel route here.

- Issue 2: The proposed cycle route on Brachdy Road, New Road and Caeglas Road is not needed, as the proposed route on Newport Road is sufficient (1 comment received).

Outcome: No changes required. The route is needed to connect to local destinations including a primary school and health centre.

- Issue 3: The footpath from Church Road to Wentloog Road is a useful route to school (1 comment received).

Outcome: No changes. Further investigation into land ownership is necessary in order to designate an active travel route here.

- Issue 4: The proposed route through Katherine Gardens and Quarry Park is too narrow for cycling and will conflict with the play area. Uplands Road is a more suitable alternative alignment (3 comments received).

Outcome: No changes. The alignment through the park is preferred at this stage due to the gradient on Uplands Road. In order to create a cycle route through the park, the existing path would need upgrading to ensure it meets the standards for a walking and cycling route. Further consideration of the most suitable alignment for this route will be given as part of the design process.

- Issue 5: The walking and cycling route between Newport Road and Caer Castle Place through planned new development should be shown on the map (1 comment received).

Outcome: A proposed walking and cycling route has been added to the map with approximate alignment through the development site based on approved plans.

- Issue 6: The path around Tredelerch Lake gets boggy when wet (1 comment received). The route through Tredelerch Park should avoid the wooden walkway, which gets slippery when wet (1 comment received).

Outcome: The proposed alignment of the walking and cycling route which forms part of the Rumney Trail through Tredelerch Park has been amended to avoid the wooden boardwalk. Further improvements will be required to bring the route up to standard.

- Issue 7: Whitehall Parade and Church Road provide a more suitable walking route to the shops than Wentloog Road (1 comment received).

Outcome: A proposed walking route has been added to the map on Whitehall Parade and Church Road to link to the shops on Newport Road. No changes are required to the proposed route on Wentloog Road, as a number of local destinations are located on this route as well.

- Issue 8: The walking route on Wentloog Road should be extended (1 comment received).

Outcome: The proposed walking route on Wentloog Road has been extended to the south to serve industrial units here

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Route from Newport Road to Caer Castle Place including development site: Proposed secondary walking and cycling route added to map
- Tredelerch Park: Proposed walking and cycling route realigned to avoid wooden boardwalk
- Whitehall Parade and Church Road: Proposed local walking route added to map

- Wentloog Road: Proposed walking route extended to serve industrial units at southern end of Wentloog Road

Splott

Number of responses received: 52 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 25 (53%)
- Partially: 17 (36%)
- No: 5 (11%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 21 (41%)
- Partially: 20 (39%)
- No: 10 (20%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A number of comments were received relating to the proposed alignments of east west routes between Ordell Street and Moorland Road. Carlisle Street is too busy and Railway Street is a better alternative cycle route (4 comments received). Carlisle Street should be made one way to facilitate cycle route (1 comment received). Carlisle Street should have modal filters to facilitate cycle route (1 comment received). More crossings are needed on Carlisle Street (1 comment received). Parallel routes are not needed on both Carlisle Street and Habershon Street (1 comment received). Concern about impact on traffic and parking on Carlisle Street (1 comment received). Habershon Street is too busy and Railway Street is a better alternative for a cycle route (3 comments received). Supports cycle route on Habershon Street (1 comment received). Habershon Street should be one way to facilitate cycle route (1 comment received). Habershon Street needs modal filters to facilitate cycle route (1 comment received). Concern about impact on traffic and parking on Habershon Street (1 comment received). Railway Street would make a useful quiet cycle route (1 comment received). Concern about rat running on Railway Street (1 comment received).

Outcome: The proposed route on Carlisle Street has been relocated to Railway Street. The proposed route will be retained on Habershon Street as this provides a

direct link to shops on East Tyndall Street and Splott Park and contributes to a 250m network mesh density.

- Issue 2: The footpath linking East Tyndall Street to Sanqahar Street near the supermarket should be a walking route (1 comments received).

Outcome: No changes. Further investigation required into land ownership in order to designate active travel route.

- Issue 3: There should be a walking route from Freshmoor Road through Moorland Park (1 comment received). A walking route is needed through Moorland Park (1 comment received).

Outcome: A proposed local walking route has been added to the map from Freshmoor Road through Moorland Park to the proposed walking route on Singleton Road.

- Issue 4: A walking and cycling route is needed through park from Pengam Moors to Splott (4 comments received). A walking and cycling route in Tremorfa Park is needed (2 comments received). A route through Tremorfa Park from Kenyon Road to Ffordd Pengam is needed (1 comment received). A cycle route is needed on Ffordd Pengam (1 comment received). A walking and cycling route linking Rover Way and Ffordd Pengam is needed (3 comments received).

Outcome: A proposed walking and cycling route has been added to the map on Ffordd Pengam with a link to Rover Way and a route through Tremorfa Park to Kenyon Road.

- Issue 5: There is a gap in the active travel network on Seawall Road (1 comment received).

Outcome: No changes. Seawall Road does not provide any significant links to local active travel destinations or the wider active travel network.

- Issue 6: Pavements on Splott Road need widening (1 comment received). Walking improvements on Splott Road are needed (2 comments received). Splott Road should be a walking route the whole length to provide access to doctor's surgery (3 comments received). A segregated cycle route is needed on Splott Road (1 comment received). Splott Road should be a cycle route (7 comments received). A north south route from Splott Road to Elm Street is needed (1 comment received).

Outcome: A proposed walking and cycling route has been added to Splott Road for the whole length, replacing the proposed walking route on part of Splott Road. This connects with a proposed cycle route added to the map following consultation through Clifton Street to Plasnewydd Road.

- Issue 7: Splott Road, Moorland Road and Courtenay Road should be a cycle route (1 comment received).

Outcome: The proposed walking and cycling route on Moorland Road has been extended to connect to the proposed walking and cycling route at the southern end of Splott Road. A route on Courtenay Road is not required in addition to this as it is in close proximity to the proposed route on Habershon Street.

- Issue 8: A cycle route is needed on Muirton Road (1 comment received). Walking routes are needed in Splott Park (2 comments received).

Outcome: The proposed walking and cycling route on Muirton Road has been extended to connect with the proposed walking and cycling route at the southern end of Splott Road. Additional routes through the park are not required due to close proximity to the proposed route on Muirton Road.

- Issue 9: There is a gap in the active travel network on Windsor Road (1 comment received).

Outcome: The proposed walking and cycling route on Windsor Road has been extended to cross Windsor Road Bridge and connect with active travel routes in Adamsdown.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Carlisle Street and Railway Street: Proposed walking and cycling route on Carlisle Street has been realigned to Railway Street
- Freshmoor Road and Moorland Park: Proposed local walking route added to map
- Ffordd Pengam, Tremorfa Park and Kenyon Road: Proposed secondary walking and cycling route added to map
- Splott Road: Proposed walking route on Splott Road replaced with a proposed secondary walking and cycling route for the whole length of the road
- Moorland Road: Proposed walking and cycling route extended to junction with Splott Road
- Muirton Road and South Park Road: Proposed walking and cycling route extended to junction with Splott Road
- Windsor Road: Proposed walking and cycling route extended over Windsor Road Bridge

Trowbridge

Number of responses received: 13 (Commonplace)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 6 (46%)
- Partially: 6 (46%)
- No: 1 (8%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 9 (69%)
- Partially: 3 (23%)
- No: 1 (8%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A cycle route is needed on Bethania Row to connect Greenway Road to Newport Road (1 comment received).

Outcome: A proposed walking and cycling route has been added to the map to connect Newport Road and Greenway Road via Bethania Row.

- Issue 2: The PROW from Cypress Drive to Heol Las should be reinstated to create a walking route with a bridge over Faendre Reen (1 comment received).

Outcome: No changes required. A route here would best be categorised as a leisure route rather than an active travel route.

- Issue 3: Barriers on the existing path from St Mellons to Hendre Lakes should be removed to create cycle route and improve access for wheelchairs and pushchairs (2 comments received). A cycle route is needed from the proposed Cardiff Parkway Station to Hendre Lakes (1 comment received). A better footpath surface is needed at Hendre Lakes as it is unusable when it rains (1 comment received). The bridge at Hendre Lakes needs repairing (1 comment received). The proposed walking and cycling route on Cypress Drive should be extended to Hendre Lakes (2 comments received).

Outcome: No changes required. Routes around Hendre Lakes are likely to fall under the category of leisure routes rather than active travel routes.

- Issue 4: The existing path through Vaendre Lane, Heritage Park and under Cypress Drive should be a cycle route (1 comment received).

Outcome: A proposed walking and cycling route has been added to Vaendre Lane providing a route through to St Mellons Business Park.

- Issue 5: Wern Gethin Lane should be an active travel route, it is already a traffic free lane (1 comment received).

Outcome: No changes. Route does not connect to local destinations or wider active travel network.

- Issue 6: The footpath at the back of Wicken Close should be a walking route (1 comment received).

Outcome: No changes. A walking route is not required here in addition to the proposed walking route on Willowbrook Drive.

- Issue 7: Alternative walking routes to avoid subways on Willowbrook Drive are needed due to concerns about antisocial behaviour (1 comment received).

Outcome: No changes required. Further work will be required to design improvements where routes cross Willowbrook Drive as part of the development of these routes.

- Issue 8: A cycle route is needed on Willowbrook Drive (1 comment received).

Outcome: No changes. Further work is required to identify a network of suitable cycle routes in the area around Willowbrook Drive, which will be undertaken for a future iteration of the Active Travel Network Map. In the short term, walking routes to schools around Willowbrook Drive will be prioritised.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Bethania Row and Chapel Row: Proposed secondary walking and cycling route added to map
- Vaendre Lane: Proposed secondary walking and cycling route added to map

Whitchurch and Tongwynlais

Number of responses received: 68 (Commonplace) 2 (email)

Summary of responses

The responses received to the consultation questions on future routes are as follows:

Do you agree with the proposed new routes for walking?

- Yes: 31 (50%)
- Partially: 16 (26%)
- No: 15 (24%)

Do you agree with the proposed new routes for walking and cycling?

- Yes: 33 (52%)
- Partially: 14 (22%)
- No: 17 (27%)

The responses received to the consultation questions on existing routes are as follows:

Do you agree that the existing walking routes shown are currently suitable for walking?

- Yes: 29 (47%)
- Partially: 19 (31%)
- No: 14 (23%)

Do you agree that the existing cycling routes shown are currently suitable for cycling?

- Yes: 28 (46%)
- Partially: 16 (26%)
- No: 17 (28%)

Specific issues

Responses raising issues relating to proposed routes (future routes) that may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: A cycle route should be created on Heol Gors, Heol Gabriel, and Celtic Road to connect Whitchurch to UHW (3 comments received). The alley on the existing path at Heol Coedcae needs lighting (1 comment received). Wauntreoda Road should be a cycle route, linked to Heol Gabriel (1 comment received). The path from Close Cornel to College Road should be upgraded to make suitable for cargo bikes (1 comment received). A walking route with hard surface and lighting is needed at Whitchurch Common to get to school (1 comment received). Coed Arian and Silver Birch Close make a useful quiet route for cycling between College Road and A470 (2

comments received). A walking route is needed on The Philog (3 comments received). A cycling route is needed on The Philog (4 comments received).

Outcome: Walking and cycling routes have been added to the map to connect College Road to the A470 and facilitate onward journeys to UHW on Clos Cornel, Heol Coedcae, Heol y Gors and Celtic Road, and on Coed Arian and Silver Birch Close.

- Issue 2: A walking and cycling route should be created along the edge of the school grounds to connect Cefn Road to Silver Birch Close (1 comment received).

Outcome: Proposed walking and cycling routes have been added to both Cefn Road and Silver Birch Close, however further investigation into land ownership is required in order to designate a route connecting the two.

- Issue 3: Better walking and cycling routes across Coryton interchange are needed, including crossing improvements to access the supermarket from Tongwynlais (1 comment received). Coryton Interchange paths need widening, surface improvements, and lighting (1 comment received).

Outcome: An additional walking route has been added on existing paths through Coryton interchange to access the supermarket from Tongwynlais.

- Issue 4: More existing walking routes should be shown through Forest Farm (3 comments received).

Outcome: No changes required. These routes are predominantly leisure routes.

- Issue 5: The public right of way from Greenmeadow Drive to Rhiwbina Hill should be shown as a walking route (1 comment received).

Outcome: No changes required. This route has limited use as an active travel route in terms of connections to destinations or the wider active travel network, and is therefore better categorised as a leisure route.

- Issue 6: Iron Bridge Road should be avoided as an active travel route as the footway and road are too narrow (2 comments received). The footway on Iron Bridge Road is too narrow and pedestrians have to walk in the road (1 comment received). Surface improvements are needed on Iron Bridge Road (1 comment received).

Outcome: No changes required. The Taff Trail on Iron Bridge Road is a well-established route. It is not shown on the existing route map and will likely require improvements to bring it up to standard.

- Issue 7: A cycle route should be created on the old railway line from Longwood Drive to the Taff Trail (1 comment received).

Outcome: No changes required. The route on the old railway line offers limited additional benefit to the proposed active travel route on the Taff Trail.

- Issue 8: Cycle routes on quiet roads should be prioritised over shared use routes on Manor Way (1 comment received).

Outcome: No changes required. The type of infrastructure to be provided on Manor Way will be established through the scheme design process. Routes will be prioritised through a separate process prior to finalisation of the Active Travel Network Map.

- Issue 9: A walking route should be shown from Melingriffith Water Wheel to Radyr via the existing railway bridge and Radyr Cricket Club (1 comment received).

Outcome: No changes. Further investigation required into land ownership and the feasibility of designating an active travel route across the existing bridge. The proposed route on the Taff Trail offers an alternative route to Radyr.

- Issue 10: The proposed cycle route on Merthyr Road in Tongwynlais should be rerouted away from Tongwynlais, for example through the creation of a route alongside the river, because the road is too narrow (2 comments received).

Outcome: No changes required. An active travel route is needed to connect to destinations within Tongwynlais.

- Issue 11: Mill Road, Castle Road and Heol y Forrest is already well used by cyclists and should therefore be a cycle route (2 comments received). Cycling improvements are needed on Mill Road, Castle Road, and Heol y Forrest (1 comment received). Rhiwbina Hill is an established long distance cycle route (1 comment received).

Outcome: No changes required. These routes do not connect directly to local destinations and it is therefore more appropriate to consider them leisure routes.

- Issue 12: A better route to Morganstown from Tongwynlais is needed (1 comment received). A better bridge is needed to cross the River Taff north of Radyr (1 comment received).

Outcome: No changes. Further investigation into feasibility and land ownership required in order to designate an active travel route here.

- Issue 13: Walking routes should be shown through the Northern Meadows (5 comments received). More existing walking routes around Whitchurch Hospital should be shown (3 comments received).

Outcome: No changes required. These routes are predominantly leisure routes.

- Issue 14: Walking routes at The Wenallt should be shown (1 comment received).

Outcome: No changes required. These routes are predominantly leisure routes.

- Issue 15: Ty'n Y Pwll Road should be a walking route to school (1 comment received).

Outcome: A proposed local walking route has been added to the map on Ty'n Y Pwll Road.

- Issue 16: The existing path linking Westbourne Road to Ty Mawr needs improving to provide cycle access to the Taff Trail (1 comment received).

[Outcome: A proposed walking and cycling route has been added to Westbourne Road and Westbourne Crescent connecting to the Taff Trail on Ty Mawr Road.](#)

- Issue 17: The footpath from Castell Coch View to Merthyr Road in Tongwynlais needs surface improvements, it is a useful route to school and bus stops (1 comment received).

[Outcome: No changes. Further investigation into land ownership required in order to designate an active travel route here.](#)

Responses raising issues relating to existing routes which may require changes to the Active Travel Network Map are summarised below with the Council's response.

- Issue 1: Crossing improvements are needed to get to Tynewydd from Bishops Road for school, traffic speeds are an issue (1 comment received). Maes Glas is the most direct route between Heol Don and College Road, so should be a walking route (1 comment received). St David's Road needs surface improvements and pavement parking is a problem for pushchairs (1 comment received). Footway surface improvements are needed on Tynewydd (1 comment received). Vegetation needs cutting back from Wingfield Road to Little Mill (1 comment received). Access from Wingfield Avenue to Erw Las should be upgraded to allow cargo bikes (1 comment received). A cycle route is needed from Wingfield Road to Whitchurch Primary School (1 comment received).

[Outcome: The route audits for the existing walking routes around Whitchurch Primary School have been reviewed. Most of the routes no longer pass the audits due to missing dropped kerbs. Wingfield Road passes the audit and remains on the map as an existing walking route, Bishops Road also passes the audit and has been added to the map as an existing walking route. Wingfield Road and Erw Las have been added to the map as a proposed walking and cycling route. Tynewydd, St David's Road, Bishops Place, and Felin Fach are now on the map as proposed walking routes.](#)

- Issue 2: The Taff Trail needs maintenance and lighting (1 comment received). The Taff Trail is too narrow to be classified an existing route (3 comments received). The Taff Trail is not up to standard as an existing route (3 comments received). Cycle speeds are an issue on the Taff Trail (1 comment received). The Taff Trail on Ty Mawr Road needs improvement, for example removing through traffic and giving right of way to the cycle track over junctions (3 comments received).

[Outcome: The route audits have been reviewed for the section of the Taff Trail between the A48 and Forest Farm. The cycling audit is a critical fail due to substandard path widths throughout most of the route. The walking audit is a pass](#)

with statement, mainly due to pedestrian comfort issues resulting from the substandard path widths. The route has been removed from the existing route map as a cycling route but remains on the existing route map as a walking route with a statement. A proposed walking and cycling route for the Taff Trail has been added to the map, including information in the works description about how the route can be improved.

Summary of changes

The following changes have been made to proposed routes (future routes) as a result of the consultation:

- Clos Cornel, Heol Coedcae, Heol y Gors and Celtic Road: Proposed secondary walking and cycling route added to map
- Coed Arian and Silver Birch Close: Proposed secondary walking and cycling route added to map
- Coryton Interchange and Longwood Drive: Proposed local walking route added to map via existing paths through Coryton interchange
- Ty'n Y Pwll Road: Proposed local walking route added to map
- Westbourne Road and Westbourne Crescent: Proposed secondary walking and cycling route added to map

The following changes have been made to existing routes as a result of the consultation:

- Tynewydd, St David's Road, Bishops Place, and Felin Fach: Removed from map as existing routes and added as proposed local walking routes
- Bishops Road: Removed from map as proposed route and added as existing route
- Taff Trail from A48 to Forest Farm: Removed from map as existing cycling route. Statement added to map for existing walking route. Added to map as proposed walking and cycling map