

**AGENDA ITEM 5**

**ADDENDUM TO APPENDIX B**

**Additional Consultation Responses**

**Active Travel (Wales) Act 2013 : Submission of Existing Route Map to Welsh  
Government**

## APPENDIX B

### ACTIVE TRAVEL CONSULTATION

#### OUTCOME OF PUBLIC CONSULTATION EXERCISE

REF. NO.	NAME OF RESPONDENT AND SUMMARY OF COMMENTS	RCT CBC OBSERVATIONS	PROPOSED COURSE OF ACTION
9. 9.1	<b>Dr J Kynch, Local Area Representative Open Spaces Society</b> Much more can be done to put vulnerable highway users like pedestrians and cyclists above vehicles.	Noted. The Council has a statutory duty to promote road safety and has, as a highway authority, implemented traffic calming and other road safety measures at a large number of locations throughout i area.	No change to current practices for identifying and considering each potential location for traffic calming and road safety measures.
9.2	More convenient routes could be designed in for pedestrians and cyclists. Examples include accessing the Church Village by-pass from the bottom of Power Station Hill and crossing the roundabout below Tonteg, when travelling towards Treforest.	Ideally, all community routes should be 'convenient' for pedestrians and cyclists to use. However, the Council has to consider the conflicting demands of all road users and the constraints of the topography and road layouts in its area.	Issue is always at the forefront during the design and planning stages of a proposed highways scheme.
9.3	There needs to be circular routes to shops or other services one way and buses to take them back - built into the routes around settlements.	This is closely linked to policies of transport and land use planning.	Can be considered during the Council's next review of its Local Development Plan.
9.4	When improvements are being made, more use should be made of verges beside lanes for the benefit of walkers. Council has allowed carriageway surfaces to encroach on verges, making lanes unpleasant for walking and unsafe for active travel (or using a road to access a path).	No specific locations stated. Rhondda Cynon Taf has 980km of highway in built-up areas, with footway provision on at least one side of the highway. The second highest in Wales. The provision of footways reflect pedestrian movements in an area.	Can be considered further.

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9.5	Active travel needs to accommodate within-urban routes as well as inter-urban routes. Routes being offered look limited and variable by area.	<p>One of the purposes of the Existing Route Map is to act as a 'baseline' showing the Active Travel network in RCT, as it currently stands. It will be used as a basis for improving the future quality and coverage of routes.</p> <p>The main focus of the Active Travel legislation is to increase walking and cycling over short distances - which are primarily within urban areas.</p>	Noted and to be taken into account during preparation of the Council's Integrated Network Map.
10. 10.1	<b>Anonymous</b> Walking or cycling on most of the paths throughout the valleys is not a pleasant experience at the best of times due to the amount of dog fouling and not being picked-up by the dirty/lazy dog owners.	The Council employs a dedicated team of Enforcement and Awareness Officers who investigate and tackle reported problems. It has provided hundreds of specific bins in areas regularly used by dog walkers.	No change to current practices.
11. 11.1	<b>Anonymous</b> Live up a very steep hill and no where in area to ride a bike safely off the road. Enjoy walking but again lack of facilities in Rhondda. Safe places to walk or cycle is almost non existent in most of Rhondda.	The topography of the South Wales valleys and built environment with terrace housing fronting narrow footways can act as a barrier to Active Travel for certain groups of the population.	None.
12. 12.1	<b>Anonymous</b> Lack of cycle paths which should have been completed a long time ago and a distinct lack of parking in the Llantrisant / Talbot Green area.	Noted. A number of national and local policy documents identify Llantrisant and Talbot Green as major future growth areas. The development of new cycle paths and storage facilities will be an important feature in encouraging more sustainable journeys in the area.	None at this stage.
12.2	General maintenance in the Llantrisant / Talbot Green area is a thing of history. The area is totally overrun with undergrowth. A trip along the A4119 proves it is an eyesore.	Specific details not given. The Council has a highways maintenance regime that aims to deal with repairs to defects and other matters both proactively and reactively.	No change to current practices but details noted as part of future highway inspections.

REF. NO.	NAME OF RESPONDENT AND SUMMARY OF COMMENTS	RCT CBC OBSERVATIONS	PROPOSED COURSE OF ACTION
13.1	<p><b>Mr Owain Griffiths, Efail Isaf</b> Route ID46</p> <p>RCTAT14a - Marked as On Road suitable for Active Travel. As speed limit is 30mph which is regularly witnessed and heavy trafficked at rush hours should be changed to Yellow. Some improvement needed.</p> <p>RCTAT14c - In the main correct although will need editing due to residential development and now route is off road. There is however a serious issue with the crossing of link road to Gwaun Miskin vehicle speed 85th percentile is well in excess of 30mph which may actually score a critical therefore change to yellow. Some improvement needed to address safety of this crossing. Also issue with directness, limited crossing gaps between traffic. Suggest raised platform for junction to slow cars coming off bypass.</p>	<p>Noted. Comments are generally subjective. Scoring and classification based on Audit Toolkit in the Active Travel Design Guidance Manual.</p>	<p>Suggested improvements to be considered further.</p>
13.2	<p>I would like to see a lot more Active Travel routes provided. There is the obvious gap between Cross Inn and Pontyclun but this has now received planning permission so should be developed at the earliest opportunity. Gaps in network: No safe access to Llantrisant Leisure Centre or Talbot Green Town Centre. A logical route would link the area of Southgate to Penygawsi and retail centres in the area via the access road to Leisure Centre and grass verge around car park to Penygawsi. The road in front of Penygawsi could serve as a North / South link from the community route to Hospital or Leisure Centre when complete and therefore 20mph and speed restrictions would be welcome here. The lack of footpath between Llantrisant and Beddau restricts walking to school (not myself) but restricts my most direct access Llantrisant Old Town.</p>	<p>Noted.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p>

REF. NO.	NAME OF RESPONDENT AND SUMMARY OF COMMENTS	RCT CBC OBSERVATIONS	PROPOSED COURSE OF ACTION
13.3	<p>RCTAT 13b - This on road section is marked as suitable and while the removal of unrestricted parking has improved safety this section should be marked yellow. Vehicle speed 85th percentile excess of 30mph, particularly for vehicles coming off 70mph dual carriageway. Improvements should include 20mph designation of road and ideally redesign to a cycle street' as illustrated in DE012, Appendix A of the Active Travel Design Guidance.</p> <p>RCTAT13e - This section of shared use path should be altered to yellow. Some improvement necessary as the adjoining carriageway changes from 50mph to 70pmh and there is no buffer between shared use path and carriageway at this point. This would be easily rectified by lowering the speed limit to 50mph up to the exit of the roundabout going North (adj. Longbow restaurant) therefore making the lack of buffer more acceptable. This would also improve general road safety as the roundabout is often the site of RTAs due to excess speed.</p> <p>RCTAT13g - This route is correctly marked as requiring improvement. In future I would like to see continental cycle tracks on both sides of the carriageway through Talbot Green between the pedestrian footway and car parking, although I understand this will require extensive public realm works.</p>	<p>Noted. Comments are generally subjective. Scoring and classification based on Audit Toolkit in the Active Travel Design Guidance Manual.</p> <p>The Council has to consider the conflicting demands of all road users and the constraints of the topography, built environment and road layouts in its area.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p>
13.4	<p>Most significant gaps in network in this area is between Penygawsi and the start of the shared use path close to Royal Glamorgan Hospital. I currently have to cycle on the pavement alongside the A4119 dual carriageway (exempted from prosecution by Home Office guidance) and use the pedestrian crossings on the Talbot Road / Ely Valley Link Road junction. I cycle on the pavement from the underpass by Tesco to the start of the shared use route and have seen many others doing also. This would be my number 1 suggestion for an upgrade and there is enough room for most of the length to separate cycles from walkers to</p>	<p>Noted.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p>

	improve pedestrian safety and comfort. Land is already in the ownership of the Highway Authority.		
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13.5	<p>Route ID50</p> <p>The Active Travel route between 14d close to 14e is drawn incorrectly. The route does not go via Heol Creigiau. It stays on the shared use path alongside link from bypass roundabout to Crown Hill and crosses the roads towards Heol Dowlais just before 'The Ship' PH. Only improvement I would suggest is installing a raised table crossing in two locations where existing dropped kerbs are as it is difficult to cross here and vehicles often travel well in excess of 40mph. I would expect 85th percentile here to be greater than 35mph and therefore critical scored under the Guidance. Ideally zebra crossings installed to make clear entering a residential area.</p>	<p>Noted and altered accordingly. Scoring and classification based on Audit Toolkit in the Active Travel Design Guidance Manual.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p>
13.6	<p>Future routes should include</p> <ol style="list-style-type: none"> <li>1. An upgrade of existing public right of way between Church Village Community Route and the main road exiting by Dance Crazy (adjacent the old Nipper Factory which will become a new housing estate soon). This can also have a new link into back of Maesybryn school.</li> <li>2. Improve and shorten the route from main road (old A473) by Bush Inn to Crown Hill Estate and Maesybryn school by going directly through old Bebbs bus yard. This would need permission of private land owner.</li> <li>3. Make Crown Hill Road safer for Active Travel by installing raised crossings, 20mph speed limit and alter road markings 'cycle street' style.</li> <li>4. Create off road link from Church Village Bypass Community Route to Church Village Centre utilising the existing one way parking / service road on Station Road by installing a cycle contraflow and altering pavement widths to allow shared use up to the village centre.</li> </ol>	<p>Noted.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p>

REF. NO.	NAME OF RESPONDENT AND SUMMARY OF COMMENTS	RCT CBC OBSERVATIONS	PROPOSED COURSE OF ACTION
13.7	<p>Church Village needs to see 20mph limits and priority crossings, ideally zebra on the cross roads. The old main road needs traffic calming as local traffic is not discouraged from using this road and therefore it is still the quickest route from Beddau to Treforest rather than using the bypass. As it is the bypass only created additional road capacity and did not relieve the old main road for safe Active Travel as it should have. Currently people in Church Village can't safely get to the bypass Community Route and vice versa people can't safely get up to the primary schools and Garth Olwg. Station Road needs off-road provision by utilising one-way parking access road alongside Station Road and upgrades to pavements to make shared use.</p>	<p>The Church Village by-pass has removed through traffic travelling east - west from the A470 to the A4119 and beyond. The communities of Beddau, Church Village, Tonteg and Llantwit Fardre contain many facilities and services for local residents which can be conveniently accessed via the 'old main road'.</p>	<p>To be considered and investigated further during the preparation of future funding bids, review of policy documents (eg LDP, LTP) and preparation of Integrated Network Map.</p> <p>Possible measures could include the upgrading of the bus corridor to improve access for mobility impaired passengers and reduce delays to bus services.</p>
13.8	<p>Route ID 59 and 60</p> <p>RCTAT15a - The on-road section from the community route to the rail bridge should not be classed a suitable AT route. While the route is 20mph the design of some of the speed humps is very poor in that it directs vehicles into the path of cycles (as experienced on bike and witnessed while driving car). My children's school is in this location and while I can travel all the way to this end of the community route, even an experienced on road cyclist like myself would not risk riding the last 1/2 mile with my children during rush hours to or from school. Traffic volumes are far too high here for safe on road-cycling. I would say this section of AT route is missing or as a minimum requires improvement.</p>	<p>Noted. Scoring and classification based on Audit Toolkit in the Active Travel Design Guidance Manual.</p>	<p>Incidents have not been previously reported to the Council but will be examined further.</p>
13.9	<p>Re-visit the proposed cycle bridge over the railway from the community route to Meadow Street. Also the Broadway gyratory should have separated, kerb protected cycle tracks around it to extend the protection.</p>	<p>Noted.</p>	<p>To be examined further.</p>

REF. NO.	NAME OF RESPONDENT AND SUMMARY OF COMMENTS	RCT CBC OBSERVATIONS	PROPOSED COURSE OF ACTION
13.10	An important new route in this area to serve Tonyrefail Comp school would be a more direct route through the park from leisure centre car park. Ideally the existing footpath would be widened or a separate cycleway alongside with removal of the gate barrier at the end. I would also suggest a link from the park behind Rhondda Bowl to a route which would run alongside the A4119 North therefore linking Williamstown without having to cycle the fast and hilly road via Penrhiwfer.	Noted.	To be examined further.
14.14.1	<p><b>Mr James Gower, Trefforest</b></p> <p>The RCTAT19a route does not feel safe. I also question how the decision that this passed the guidelines for an active travel route was made, since the lane widths outside the University of South Wales Trefforest Campus are in the critical range of lane widths which is an automatic fail.</p> <p>RCTAT15a does not exist. I really don't know why this is on the maps other than to fulfil a requirement for the Council to say it has an active travel route to the station.</p> <p>RCCTAT15b could be good traffic free route, however at the southern end there is an access barrier that makes this route impossible for me to use. It is questionable whether this meets the requirements for an active travel route.</p>	<p>Noted. Scoring and classification based on Audit Toolkit in the Active Travel Design Guidance Manual.</p> <p>One of the purposes of the Existing Route Map is to act as a 'baseline' showing the Active Travel network in RCT, as it currently stands. It will be used as a basis for improving the future quality and coverage of routes.</p>	Comments to be considered further.
14.2	Access barriers make the route inaccessible for my bike, so I often have to use parallel road routes which is far less safer. Cycle routes that cross roads should have priority where appropriate, and should be continuous, not crossing kerbs and having a continuous surface. Street lighting is essential for a feeling of safety when using a route at night.	<p>Regrettably, at the entrance to some routes, it has been necessary to install barriers to prevent anti social behaviour and access by motorised vehicles.</p> <p>At other locations, environmental considerations mean that it is not possible to install lighting and /or CCTV.</p> <p>The Council has to consider the conflicting demands of all road users and the constraints of the topography and road layouts in its area.</p>	Alternative measures to maintain access for pedestrians and cyclists to be examined further in accordance with the new Active Travel Design Guidance Manual.



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## **SURVEY RESULTS**

In addition to seeking general comments and observations about Active Travel and the existing network of routes in Rhondda Cynon Taf, the survey questionnaire sought the following information from respondents:

### **How often do you walk or cycle compared to last year?**

<b>WALK</b>	<b>CYCLE</b>
More Often (44%)	More Often (23%)
About the Same (39%)	About the Same (32%)
Not Sure (4%)	Less Often (9%)
Less Often (13%)	Not Applicable (36%)

It is encouraging that a significant proportion of respondents have indicated that they either walk or cycle more often, compared to the year before. Several have stated that they have reduced the number of car journeys that they make in order to improve their health and well being.

### **What features of an Active Travel route are important to you?**

<b>FEATURE</b>	<b>IMPORTANCE</b>
Condition of footway / cycleway surface	1
General maintenance (removal of litter, grass cutting, gritting etc)	2
Reduction or relocation of potential obstructions such as sign poles / barriers	3
Speed of road vehicles in built-up areas	4
Surface drainage during periods of heavy rain	5
Installation of lighting along the route	6
Prevention of parking on footways or cycleways	7
Provision of crossing points along the route	8
Installation of CCTV security cameras along the route	9
Length of waiting and crossing times at crossing points	10
Provision of dropped kerbs along the route	11
Provision of barriers to restrict access to non-cyclists and non-walkers	12

The above details will help inform the Council in terms of its business planning, review of policies and resource allocation.