

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

26TH OCTOBER 2017

ACTIVE TRAVEL (WALES) ACT 2013: SUBMISSION OF INTEGRATED NETWORK MAP TO WELSH GOVERNMENT

REPORT OF THE DIRECTOR OF HIGHWAYS AND STREETCARE SERVICES IN DISCUSSION WITH THE RELEVANT PORTFOLIO HOLDER COUNCILLOR A CRIMMINGS

1. PURPOSE OF THE REPORT

- 1.1 To note the work that has recently been undertaken by the Council, to comply with the provisions of the Active Travel (Wales) Act 2013, prior to the submission of an Active Travel Integrated Network Map to the Welsh Government.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Cabinet:
- Notes the progress that has been made by the Council, to date, in complying with the provisions of the Active Travel (Wales) Act 2013. In particular, the outcome of the consultation exercise - as set out in Appendix B.
 - Endorses the final version of the 'Active Travel Integrated Network Map' for the Rhondda Cynon Taf area and the prioritisation of proposed schemes which support this document - as set out in Appendix C.
 - Agrees for this document to be submitted to the Welsh Government.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The Council has a duty under the Active Travel (Wales) Act 2013 to consult with local residents and organisations over the development and promotion of active travel journeys throughout its area. It also has a duty to demonstrate that it is complying with the provisions set out under the same legislation.

4. BACKGROUND

- 4.1 In 2013, the Welsh Government passed legislation entitled The Active Travel (Wales) Act 2013. It placed a duty on local authorities in Wales to deliver infrastructure and develop policies and measures which promote and encourage Active Travel for journeys over short distances. For example, when undertaking highway improvement works, a local



authority will now have to take "reasonable steps" to ensure that provision is made for walking and cycling as part of these works.

- 4.2 In this context, walking and cycling is commonly referred to as 'Active Travel' and the aim of the legislation is to provide a mechanism in order to reduce the number of people who currently travel by car for short journeys i.e. under three miles in length. As well as the expected health benefits that this will bring to individuals, it is believed that promoting more sustainable forms of transport (such as walking and cycling) for non-recreational purposes will improve local air quality, reduce social exclusion and may also reduce traffic congestion on the local highway network.
- 4.3 For a period of 13 weeks, from 26th June 2017 until 22nd September 2017, the Council conducted a public consultation exercise over a draft Active Travel Integrated Network Map (INM) for Rhondda Cynon Taf. The INM details are shown in Appendices A1 - A15.
- 4.4 The consultation exercise is a requirement, as part of the Council's duties under the Active Travel (Wales) Act 2013, and involved the following activities:
 - Placing an English and Welsh language survey form and the draft INM on the Council's website.
 - Distributing printed copies of the survey form and draft INM for viewing at local libraries.
 - Undertaking public engagement events at various locations across Rhondda Cynon Taf. These were publicised through social media.
 - Contacting key external stakeholders (such as organisations representing local businesses, environmental groups, disabled groups) and providing a link to the Council's website.
 - 'Show of hands' survey at several local schools and surveys undertaken on several road safety courses.
 - Directly notifying members of the public who had originally asked to become involved in the consultation exercise.
- 4.5 In terms of the draft INM, it is a document which sets out the plans of the Council for developing and delivering a network of high quality Active Travel routes in Rhondda Cynon Taf over the next 5, 10 and 15 years (ie. short term, medium term and longer term periods). It should be noted that the details shown in both the draft version of the INM (viewed during the consultation exercise) and in the final version (to be submitted to the Welsh Government) are to be considered as aspirational, that the Council will seek to deliver, but these details do not commit the Council to implementing any of them.



- 4.6 This report seeks Cabinet endorsement of the work that has recently been carried out by the Council to comply with the Active Travel legislation and it summarises the outcome of the consultation exercise. This report also seeks Cabinet agreement for the prioritising of schemes set out in the INM and for the final version of this document to be submitted to the Welsh Government by no later than 3rd November 2017.

5. EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 An Equality Impact Assessment (EqIA) screening form has been prepared for the purpose of this report. It has been found that a full report is not required at this time. The screening form can be accessed by contacting the author of the report.

6. OUTCOME OF CONSULTATION EXERCISE AND PROPOSED COURSE OF ACTION

- 6.1 In terms of the information shown on the draft INM, any errors or incorrect details brought to the attention of the Council have been altered accordingly. Furthermore, close liaison has been undertaken with neighbouring local authorities to ensure consistency over the mapping of cross boundary routes.

- 6.2 The outcome of the Council's consultation exercise is set out in Appendix B, together with the response of the Integrated Transport Unit to the comments / observations / suggestions made. To summarise, it can be noted that:

- Overall, there has been an encouraging level of response from members of the public and other parties - over 170.
- Many comments relate to aspects of the existing network of active travel routes in RCT and do not alter the details shown in the draft INM.
- Some respondents have misunderstood the aims of the active travel legislation and their comments / observations / suggestions have focussed on possible new routes which would be used mainly for recreational or leisure reasons and do not serve any major facility or trip attractor.

- 6.3 It can be seen from Appendix B that a significant number of the comments / suggestions / observations will require the Council to take action in some form, in response to these comments / suggestions / observations, but this will be dependent upon the timescale involved, resource implications, practicalities and existing duties and responsibilities of the Council.

- 6.4 In many cases, the Council will be giving further consideration to the comments / suggestions / observations made (such as better signage along the active travel routes or cutting back vegetation and clearing



debris) or it will be undertaking a further investigation. However, in some other cases, changes are required to the draft INM before the final version is submitted to the Welsh Government.

6.5 Notwithstanding this, it would be prudent to prioritise the proposed action to be taken in terms of delivering the details set out in the final version of the INM as this will be dependent upon the availability of sufficient resources in the future. The draft INM sets out the planned development of the active travel network in RCT over the short term period (up to 5 years), medium term period (5 - 10 years) and long term period (10 - 15 years). Realistically, proposed new routes are to be developed over the longer term as the process to completion will involve design and construction, whilst the need to upgrade existing active travel routes, in order to meet current standards, could be carried out effectively within a shorter timescale and would potentially benefit more residents, more quickly.

6.6 The table in Appendix C prioritises, over the short, medium and longer term periods, the proposed active travel schemes / routes to be developed by the Council that are to be included in the final version of the INM. This is achieved by using the following criteria:

- Estimated cost and chance of securing funding from whatever source.
- Number of key facilities / trip attractors served by the active travel route.
- Whether the proposed scheme will improve the quality of the streetscape or landscape.
- Whether there are any major technical or engineering problems to be overcome.
- Whether the proposed scheme is a key component in the network of active travel routes in Rhondda Cynon Taf.
- The extent to which the proposed scheme addresses comments / suggestions / observations made by respondents to the consultation exercise.
- Impact on reducing congestion and improving air quality.

6.7 It is intended that the details shown in the final version of the INM, that is to be submitted to the Welsh Government, together with the details in Appendix C, will represent the Council's aspirations for developing a safe and high quality network of active travel routes in RCT over the next 5, 10 and 15 years. These details will inform the preparation of future funding bids in order to promote Active Travel and construct new infrastructure / upgrade existing infrastructure as well as develop future strategies and policies.

7. **NEXT STAGE**



7.1 In accordance with Welsh Government requirements, the Council's submission will include the following items:

- An Existing Routes Map of the active travel network in Rhondda Cynon Taf showing the status of routes since this document was originally submitted nearly two years ago.
- An Integrated Network Map and supporting documents for Rhondda Cynon Taf.
- A report on active travel usage in RCT.

7.2 It should be noted that developing a network of high quality routes across Rhondda Cynon Taf and promoting active travel journey opportunities to local residents and visitors is an ongoing process of 'continuous improvement' which has no 'cut off' date or deadline. For example, the feedback from the consultation exercise has suggested that the Council reviews the current byelaws requiring cyclists to dismount when they are travelling along an active travel route that passes through a Council managed park.

8. FINANCIAL IMPLICATIONS

8.1 In terms of the consultation work undertaken by the Council, and preparation of the draft INM, the Council has been awarded £17,000 of Local Transport Fund grant by the Welsh Government to carry out these tasks.

8.2 As outlined in Sections 4.5, 6.5 and 6.6 of this report, the action to be undertaken by the Council, following the outcome of the consultation exercise, will (in a number of cases) incur costs. However, it is likely that in the short term there will be no major impact on the Council's own budget as these costs can be accommodated within the Council's normal day-to-day activities. For example, as part of its highway duties, the Council can address maintenance issues along the active travel routes such as cutting back overgrown vegetation or replacing missing signage etc.

8.3 Notwithstanding this, it is recognised that in future years, funding constraints may limit the ability of the Council to achieve continuous improvement to active travel routes in Rhondda Cynon Taf unless appropriate funding is made available by Welsh Government or other sources to meet the new legislative requirements.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

9.1 The activities of the Council described in this report, which relate to Active Travel, are governed by the provisions set down in the Active Travel (Wales) Act 2013. The Council is required to submit an Active Travel Integrated Network Map for Rhondda Cynon Taf, together with supporting documents, to the Welsh Government by 3rd November 2017.



10. LINKS TO THE COUNCIL'S CORPORATE PLAN / OTHER CORPORATE PRIORITIES / FUTURE GENERATIONS - SUSTAINABLE DEVELOPMENT

- 10.1 The aim of the Active Travel legislation and related policies is to promote more sustainable forms of transport amongst the population, such as walking and cycling for short journeys and non-recreational purposes. The aims and objectives being to improve the health and well-being of local residents and their access to key facilities and services, as well as reduce congestion and improve local air quality.
- 10.2 These aims are linked to the objectives covering health and prosperity as set out in the Council's Corporate Plan. They also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015; for example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.
- 10.3 It is considered that promoting active travel journeys amongst local residents, and developing a network of routes throughout RCT, supports the objectives set out in the draft Well-being Plan (2018 - 2023) currently being prepared by the Cwm Taf Public Services Board.

11. CONCLUSION

- 11.1 Over the last 15 years, the Council has been actively involved in the development of an extensive network of Community Routes and Safe Routes in Communities that provide residents with an alternative means of accessing local services and facilities in their neighbourhood. This is particularly the case in communities where households do not own a car and where there are underlying levels of deprivation associated with poor health.
- 11.2 Delivering an expanded network of active travel routes in Rhondda Cynon Taf, and maintaining this network to high quality standards, will present a challenge to the Council in the current financial climate. Notwithstanding this, the outcome of the draft INM consultation exercise reveals a widespread interest in active travel amongst local residents and it will help to build upon the Council's achievements to date.
- 11.3 It also enables the Council to submit an Active Travel Integrated Network Map and supporting documents for Rhondda Cynon Taf to the Welsh Government in accordance with the requirements of the Active Travel Act 2013.



LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

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Item: **ACTIVE TRAVEL (WALES) ACT 2013: SUBMISSION OF INTEGRATED NETWORK MAP TO WELSH GOVERNMENT**

Background Papers

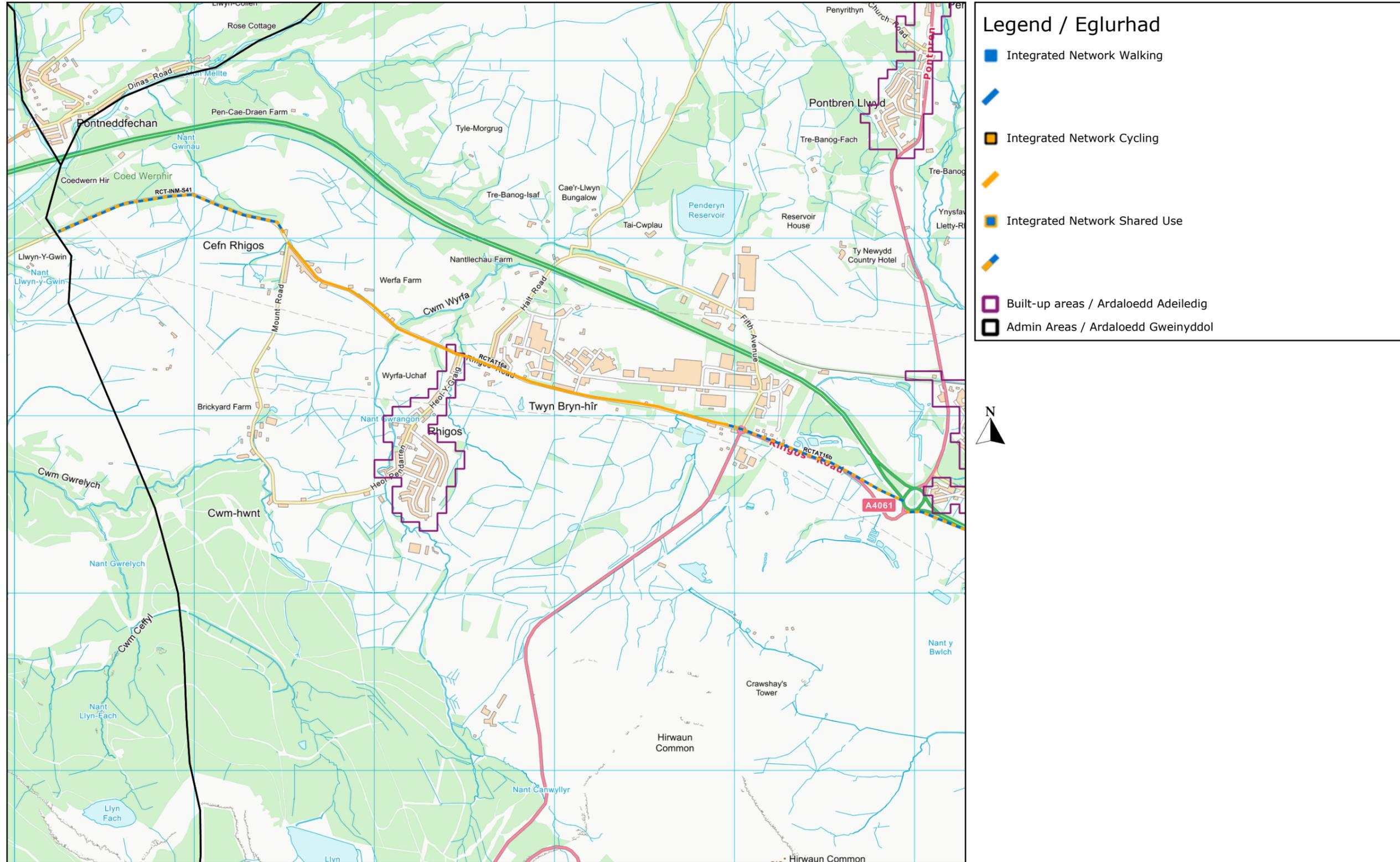
None

Officer to contact: Adrian Morgan, Strategic Transport Planner 01443 494714

Map 1 - Rhigos

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Rhondda Cynon Taf County Borough Council
 Headquarters, The Pavilions
 Cambrian Park
 Clydach Vale
 Tonypandy, CF40 2XX

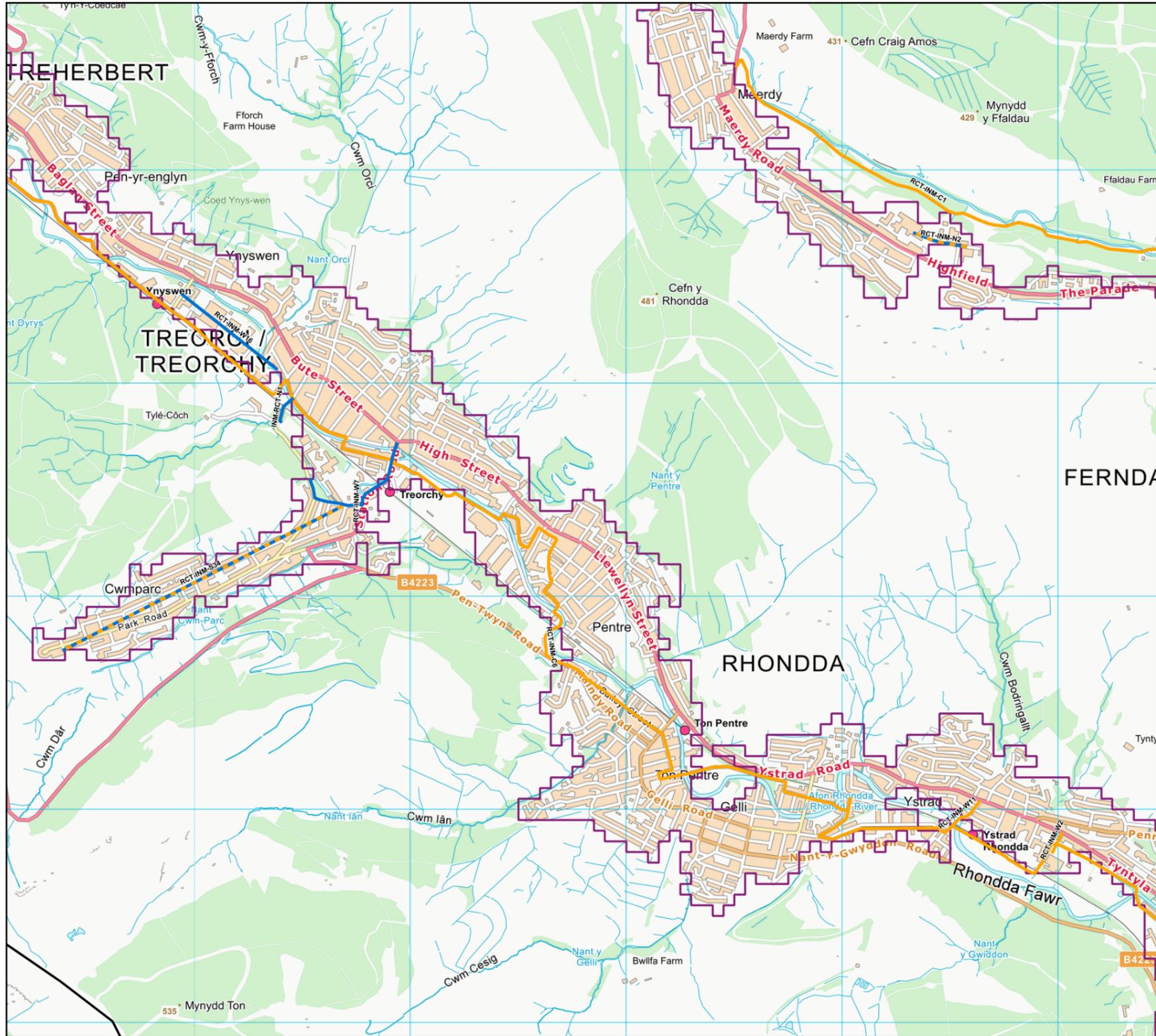


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Map 2 - Treorchy

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

-  Integrated Network Walking
-  Integrated Network Cycling
-  Integrated Network Shared Use
-  Integrated Network Shared Use
-  Built-up areas / Ardaloedd Adeiledig
-  Admin Areas / Ardaloedd Gweinyddol

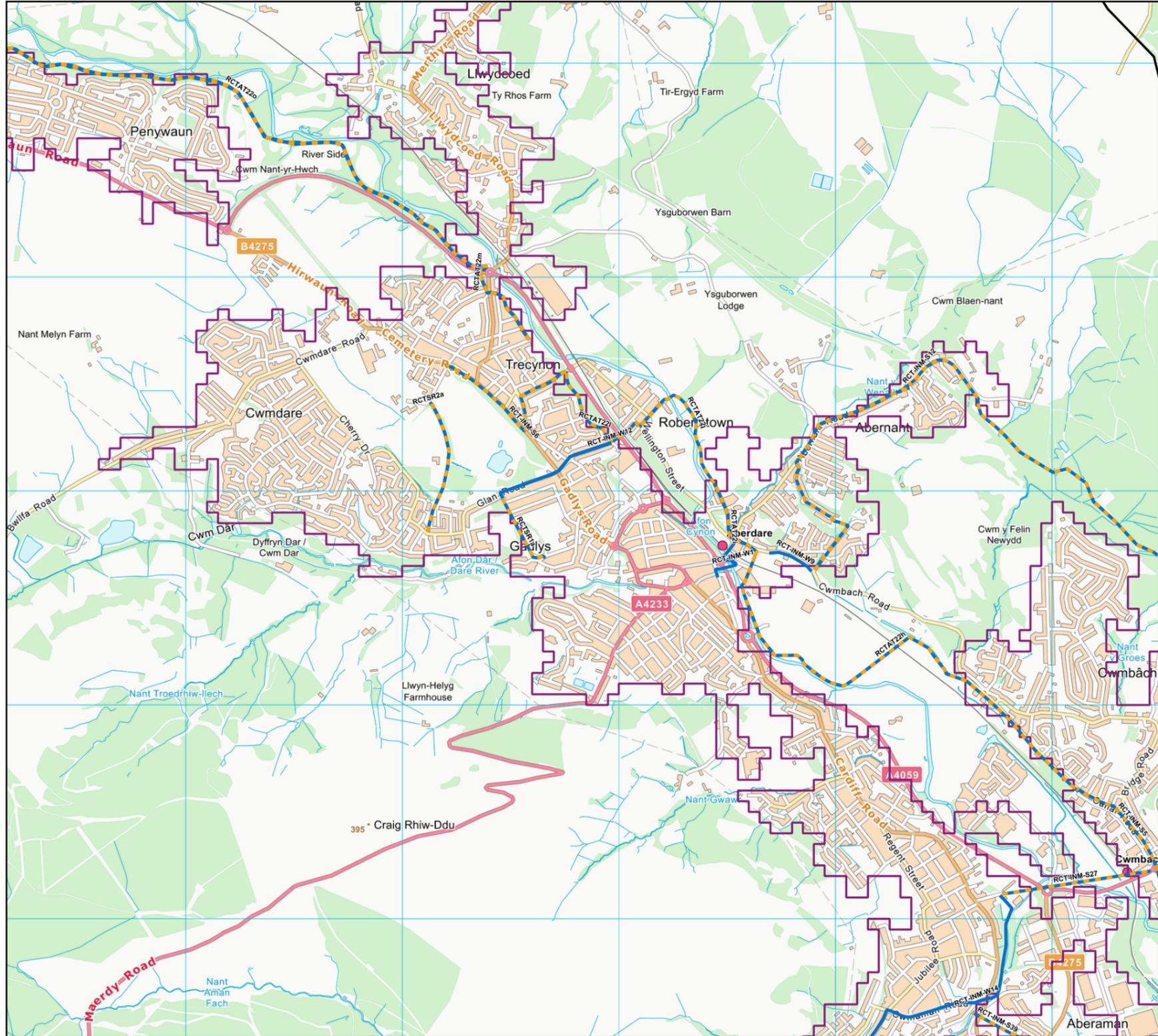


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Map 3 - Aberdare

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Legend / Eglurhad

- Integrated Network Walking
- ▬ Integrated Network Cycling
- Integrated Network Shared Use
- ▬ Integrated Network Shared Use
- ▭ Built-up areas / Ardaloedd Adeiledig
- ▭ Admin Areas / Ardaloedd Gweinyddol

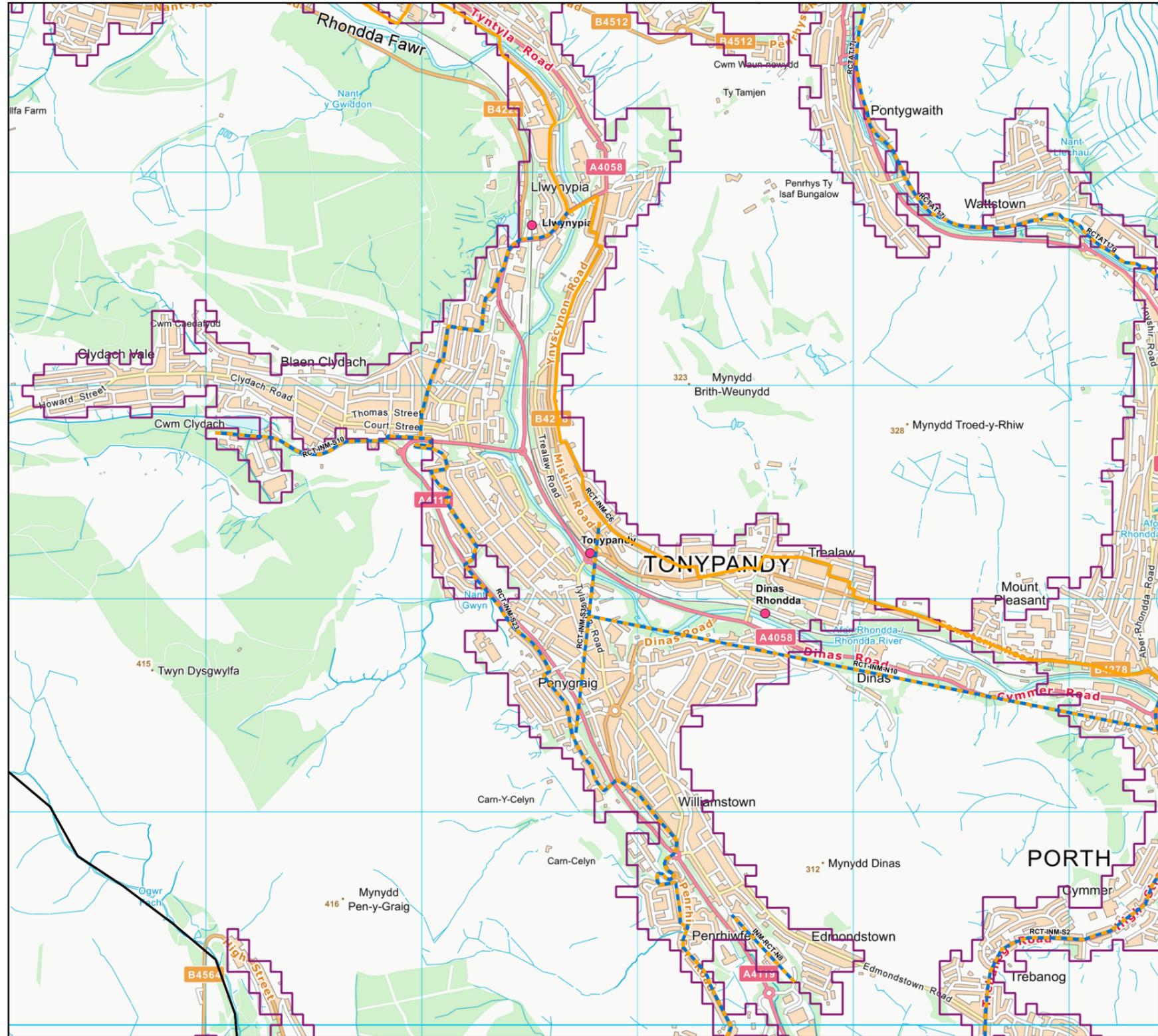


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Map 4 - Tonypanydy

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Legend / Eglurhad

- Integrated Network Walking
- ▬ Integrated Network Cycling
- ▬ Integrated Network Shared Use
- ▬ Integrated Network Shared Use
- Built-up areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol

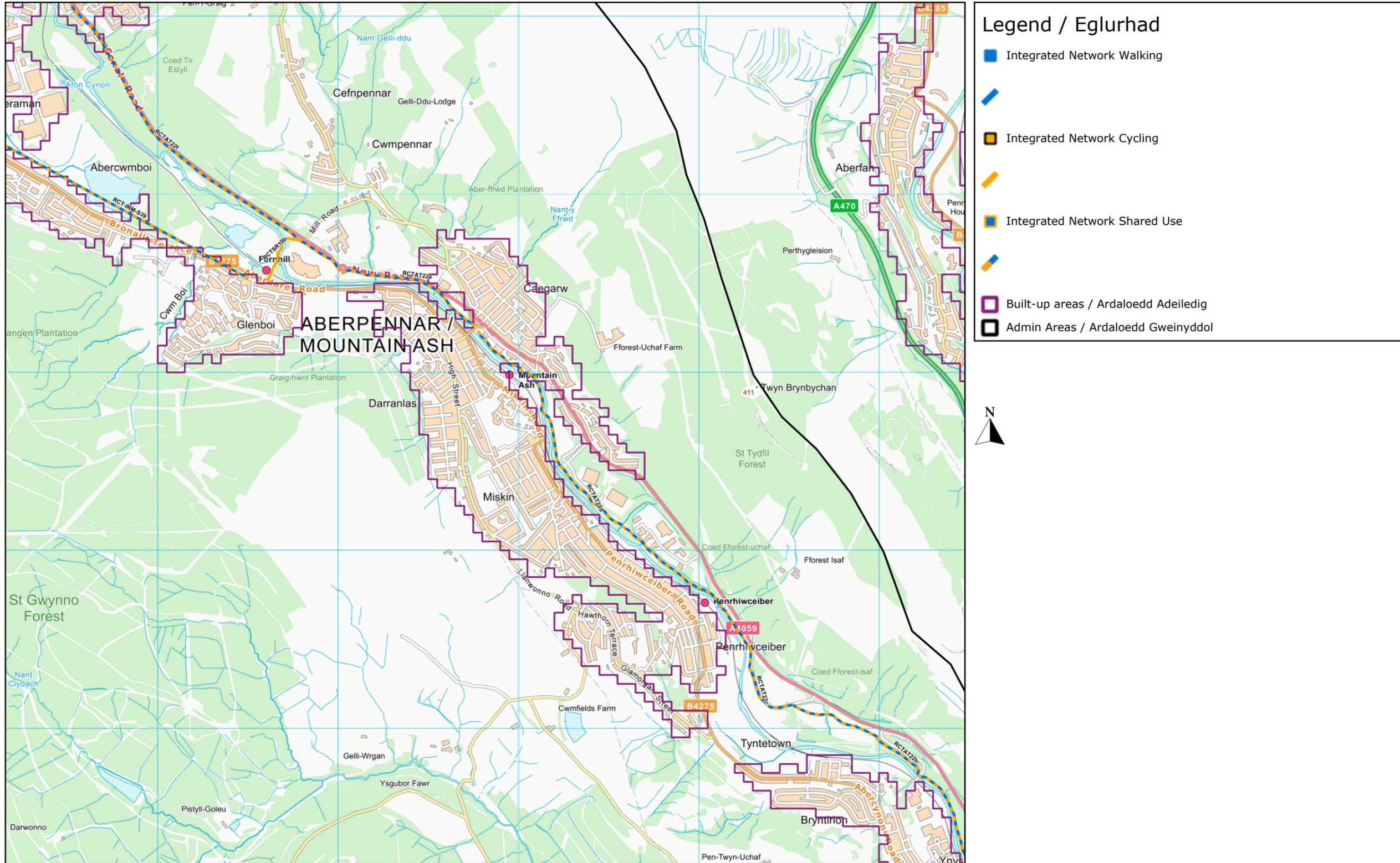


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Map 5 - Mountain Ash

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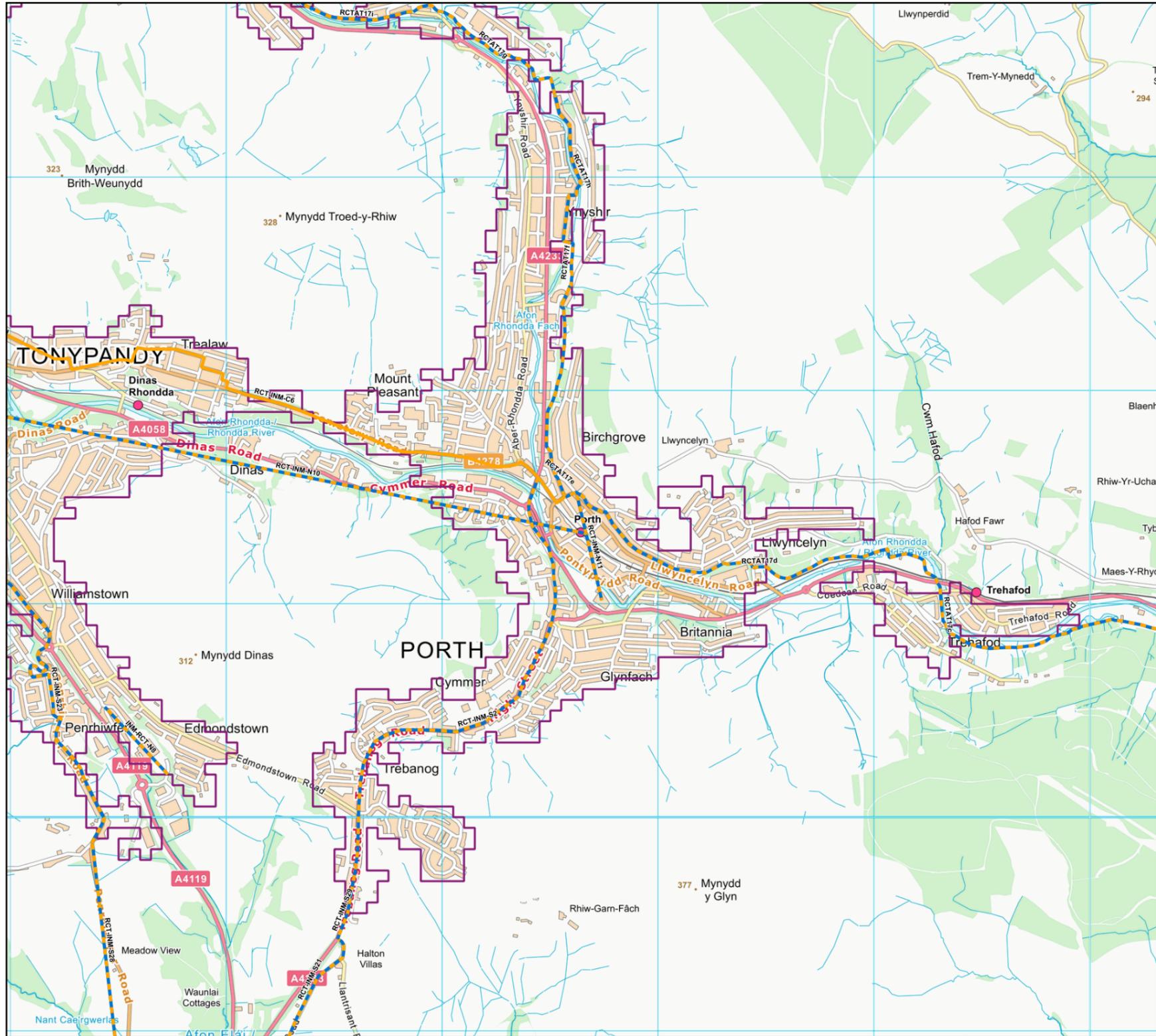


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Map 6 - Porth

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

-  Integrated Network Walking
-  Integrated Network Cycling
-  Integrated Network Shared Use
-  Integrated Network Shared Use
-  Built-up areas / Ardaloedd Adeiledig
-  Admin Areas / Ardaloedd Gweinyddol

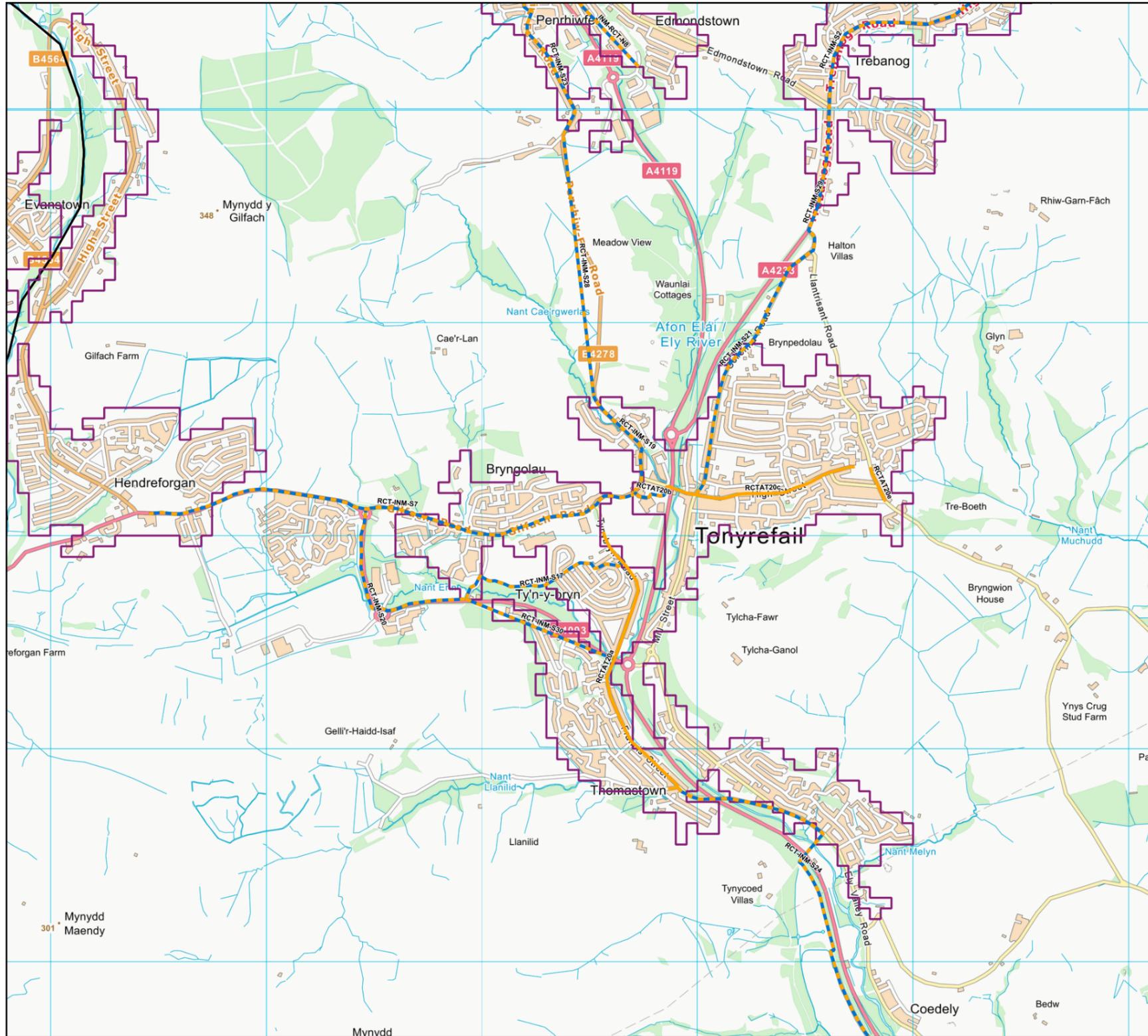


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Map 7 - Tonyrefail

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Legend / Eglurhad

-  Integrated Network Walking
- 
-  Integrated Network Cycling
- 
-  Integrated Network Shared Use
- 
-  Built-up areas / Ardaloedd Adeiledig
-  Admin Areas / Ardaloedd Gweinyddol



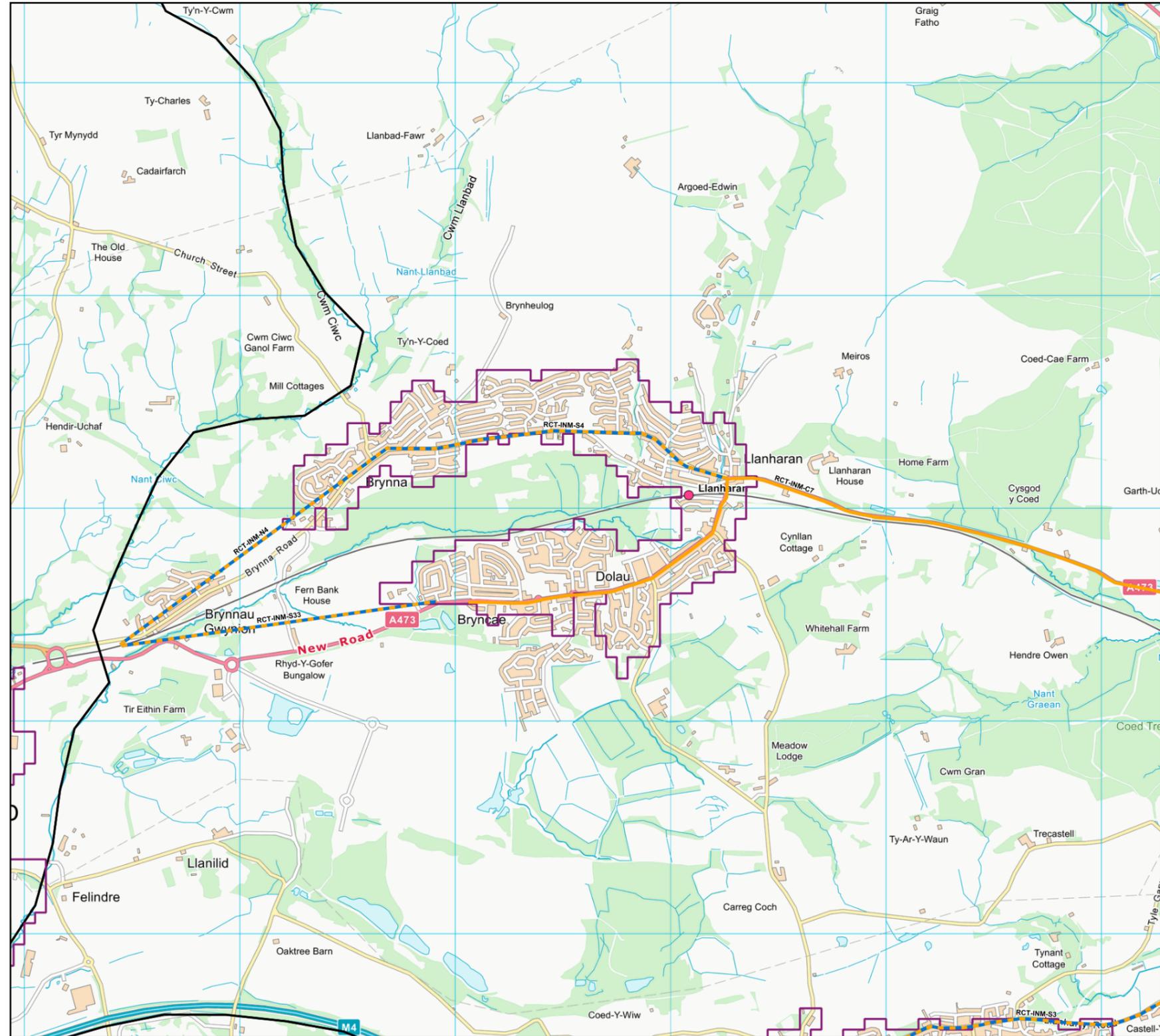
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Map 8 - Llanharan

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Rhondda Cynon Taf County Borough Council
 Headquarters, The Pavilions
 Cambrian Park
 Clydach Vale
 Tonypandy, CF40 2XX



Legend / Eglurhad

- Integrated Network Walking
- ▬
- Integrated Network Cycling
- ▬
- Integrated Network Shared Use
- ▬
- Built-up areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol

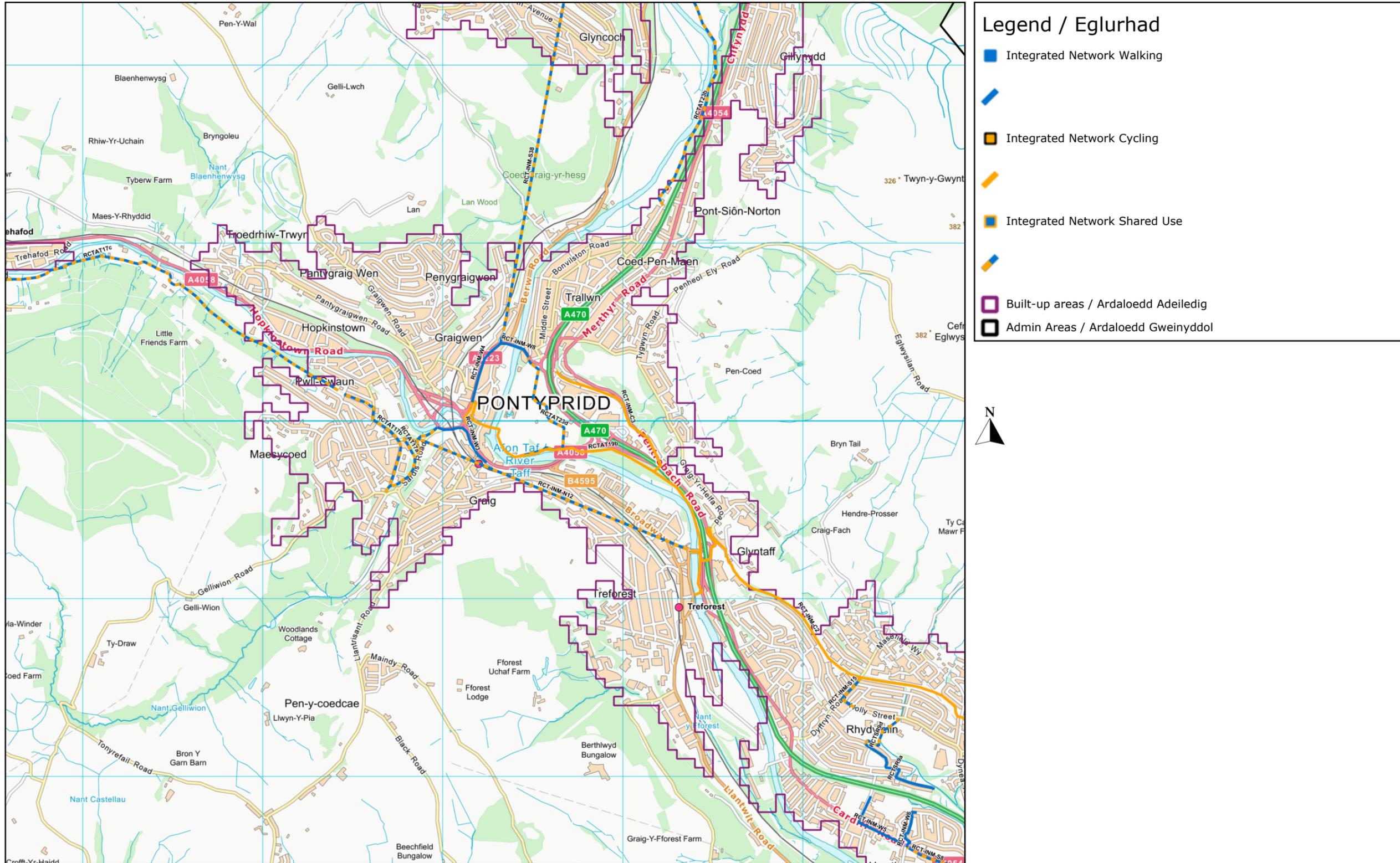


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Map 9 - Pontypridd

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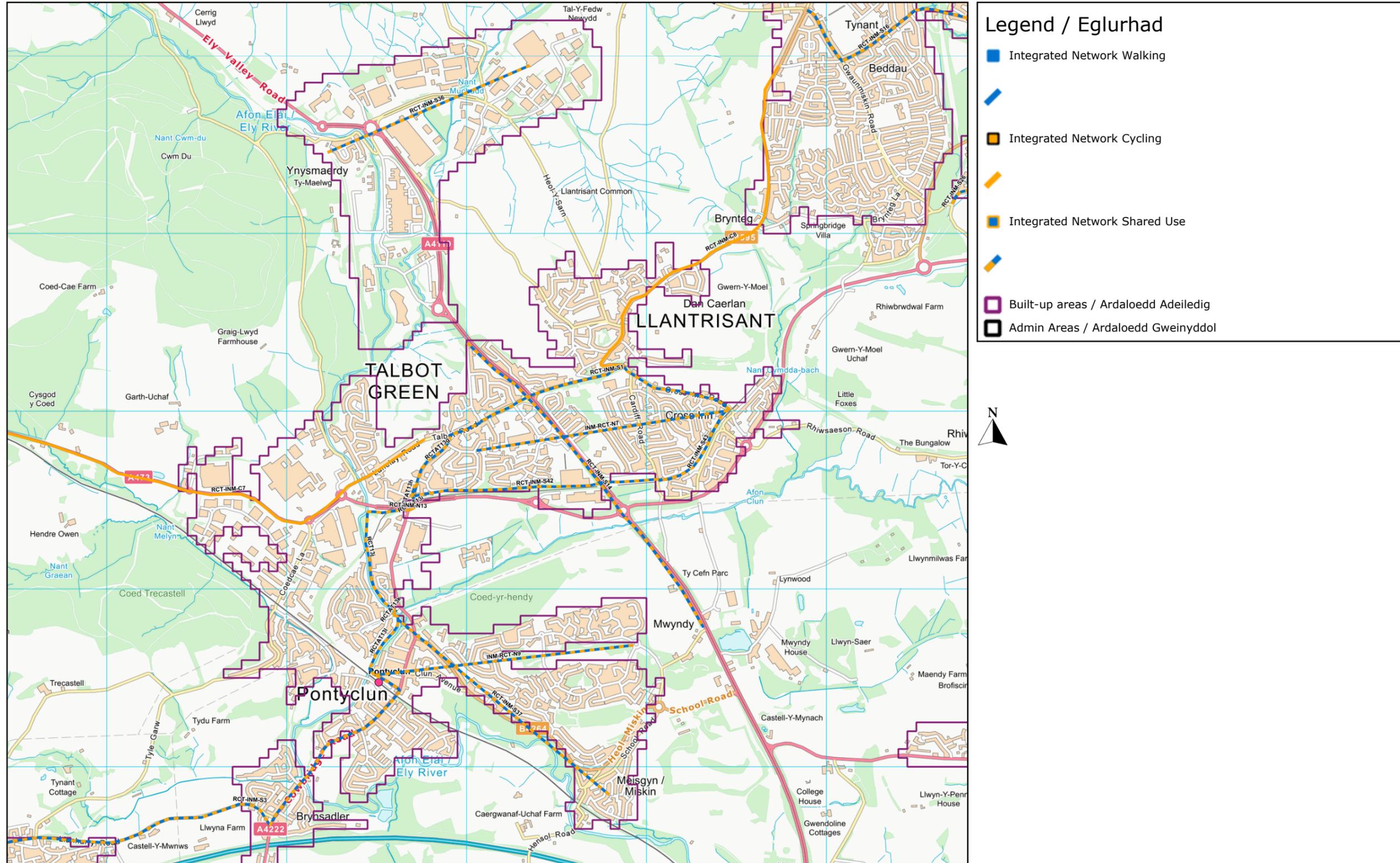


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Map 10 - Talbot Green

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Legend / Eglurhad

- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use
- Built-up areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol

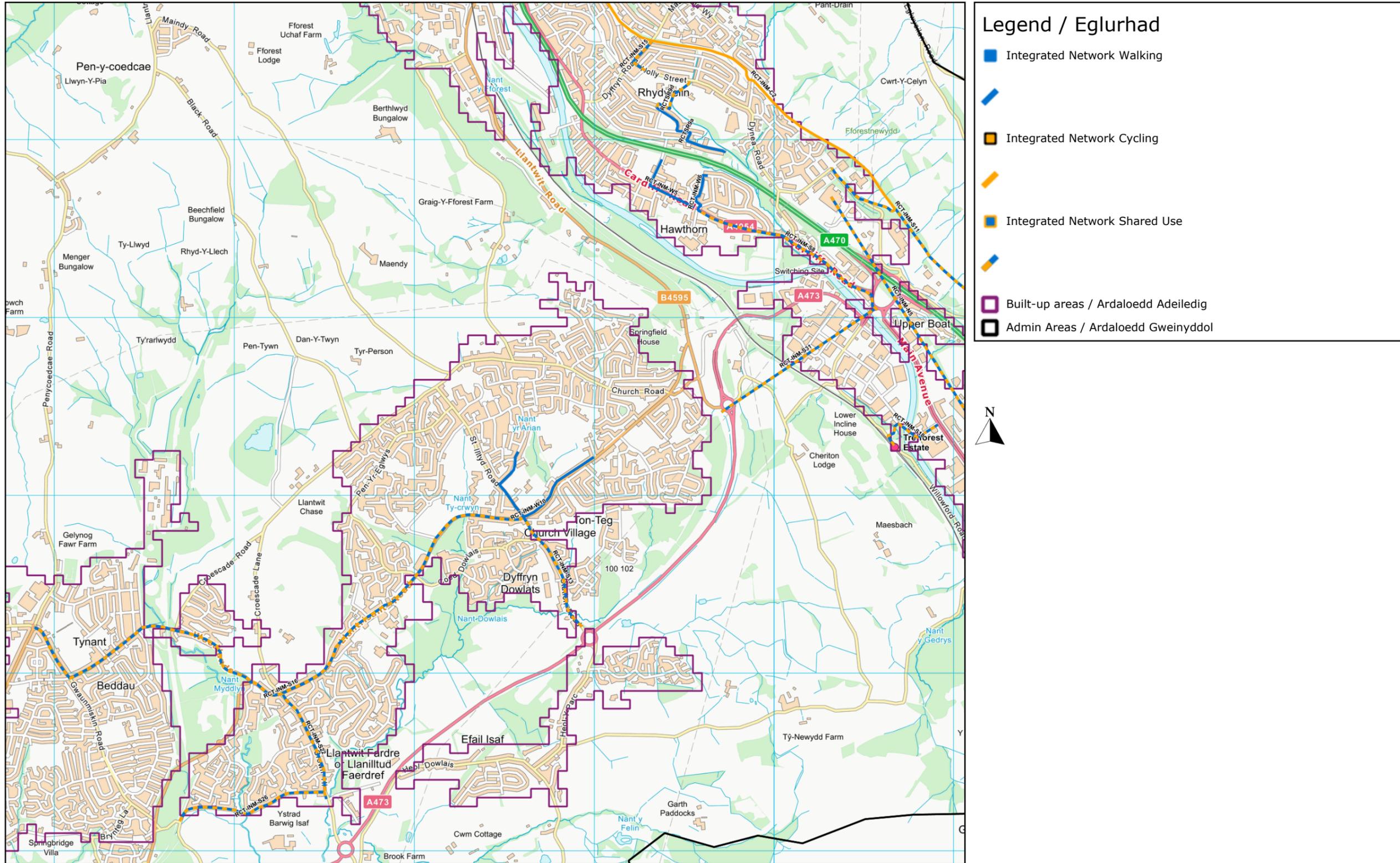


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Map 11 - Church Village

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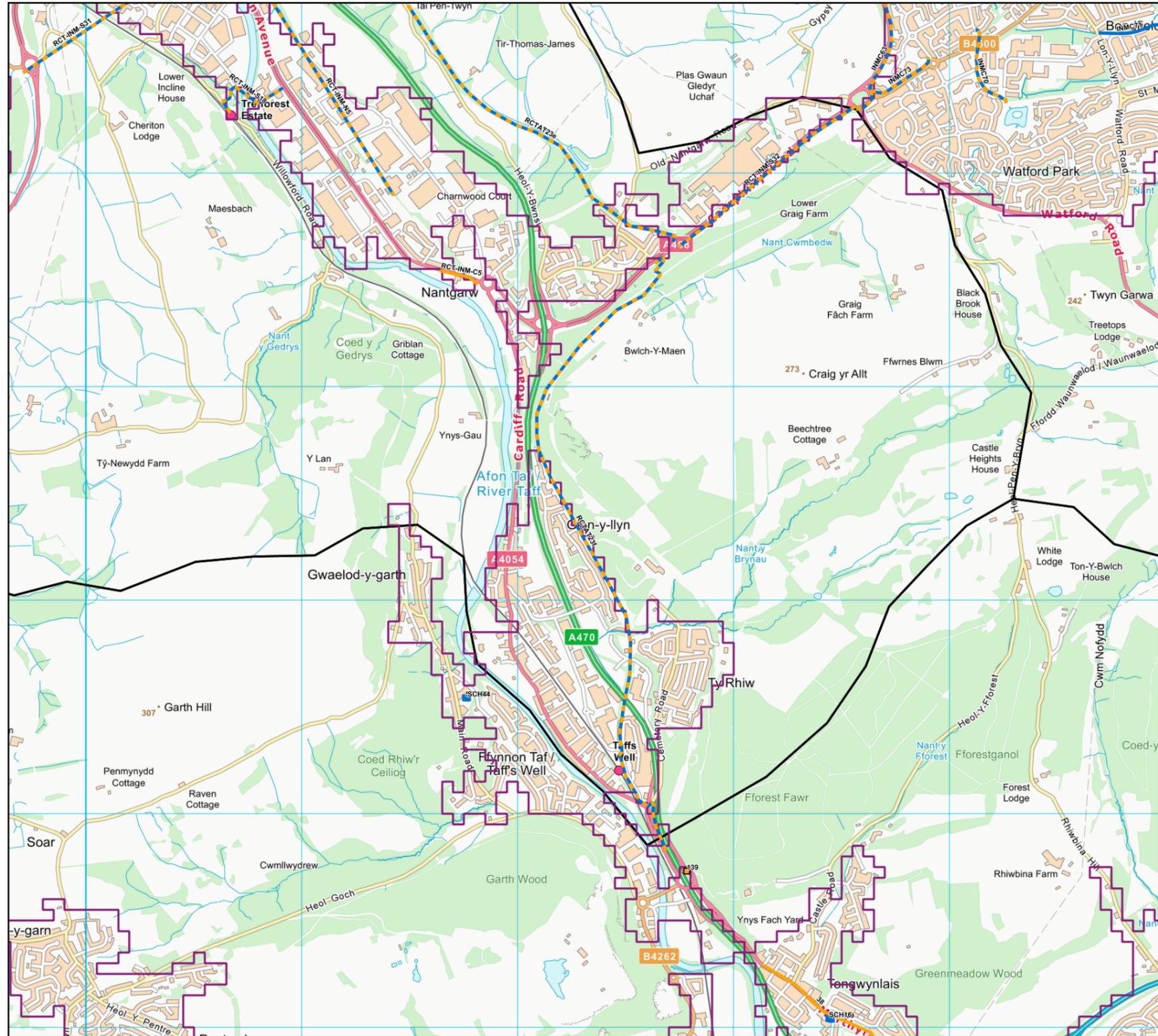
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Map 12 - Taffs Well

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Rhondda Cynon Taf County Borough Council
 Headquarters, The Pavilions
 Cambrian Park
 Clydach Vale
 Tonypandy, CF40 2XX



Legend / Eglurhad

-  Integrated Network Walking
-  Integrated Network Cycling
-  Integrated Network Shared Use
-  Integrated Network Shared Use
-  Built-up areas / Ardaloedd Adeiledig
-  Admin Areas / Ardaloedd Gweinyddol

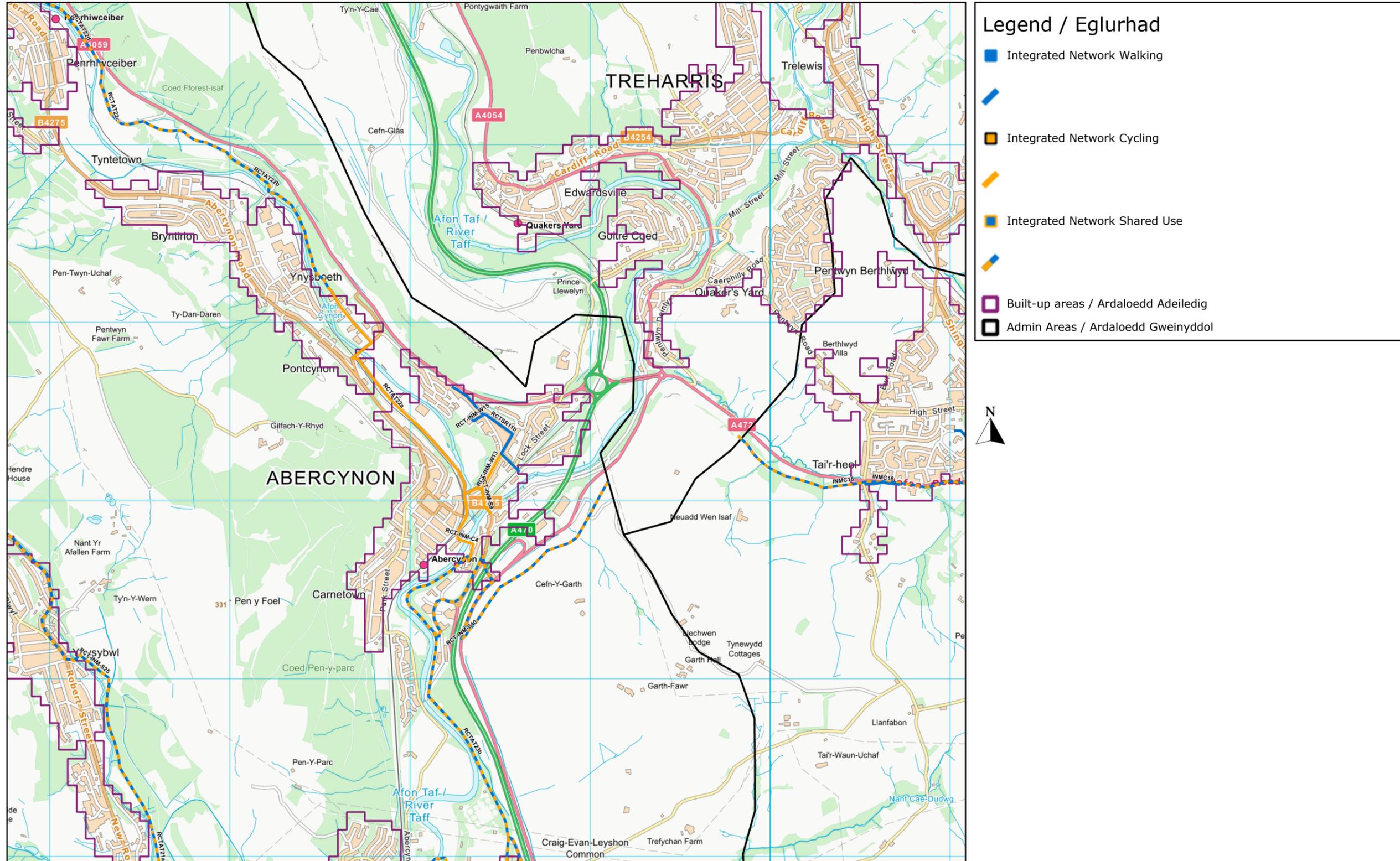


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Map 13 - Abercynon

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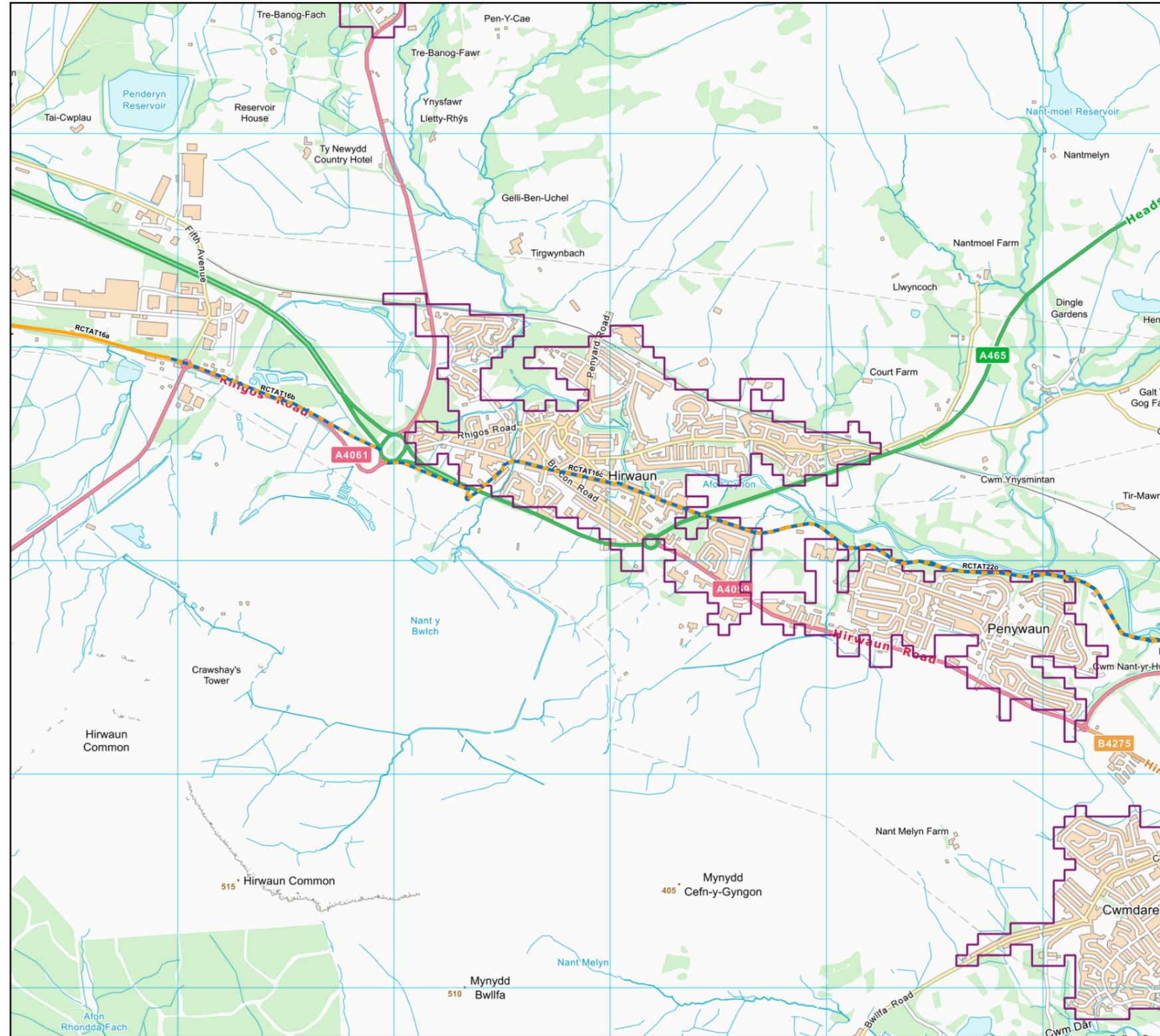


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Map 14 - Hirwaun

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Legend / Eglurhad

- Integrated Network Walking
- ▬
- Integrated Network Cycling
- ▬
- Integrated Network Shared Use
- ▬
- Built-up areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol



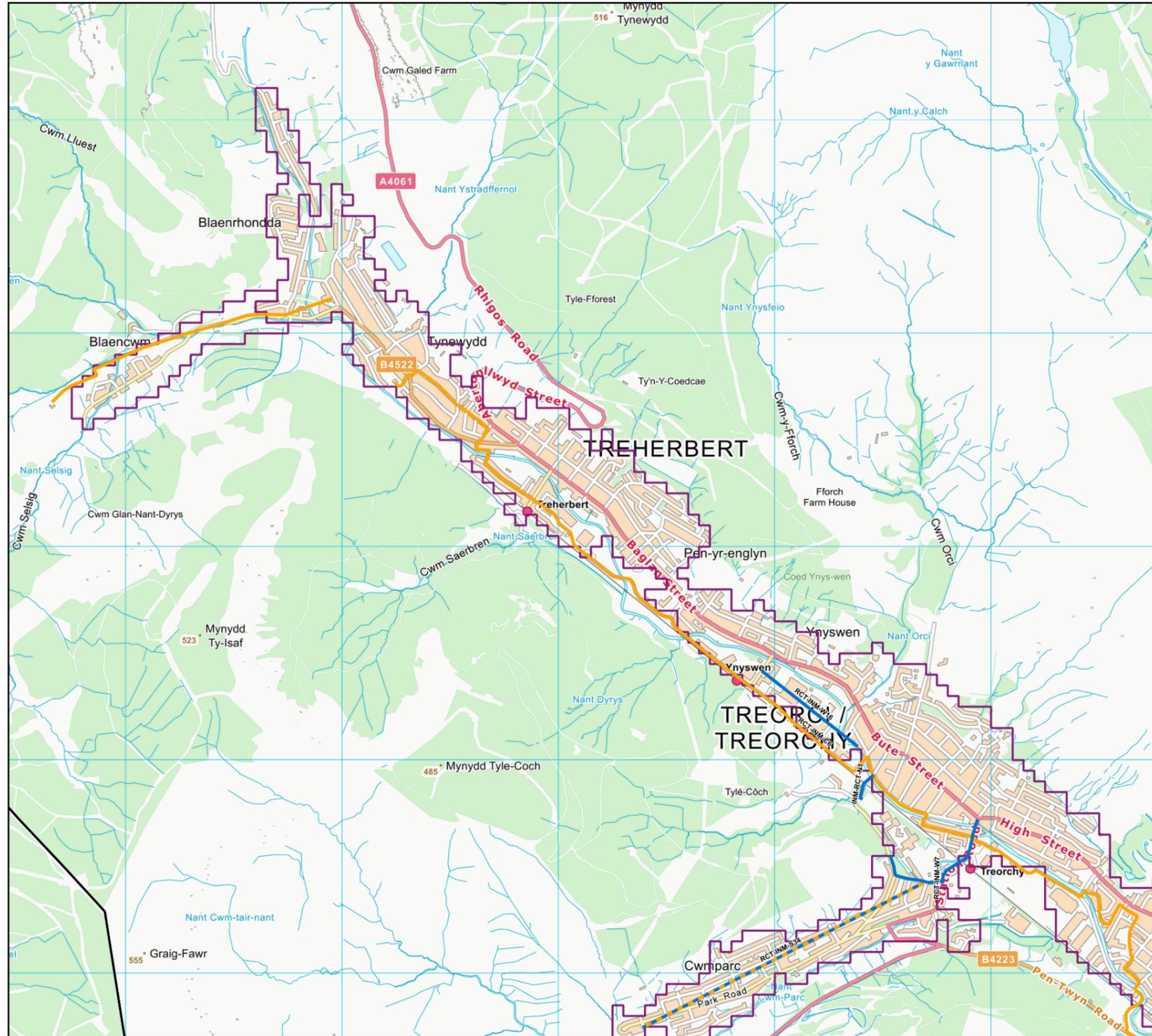
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Map 15 - Blaencwm

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 Tonypany, CF40 2XX



Legend / Eglurhad

-  Integrated Network Walking
-  Integrated Network Cycling
-  Integrated Network Shared Use
-  Integrated Network Shared Use
-  Built-up areas / Ardaloedd Adeiledig
-  Admin Areas / Ardaloedd Gweinyddol



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RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL

INTEGRATED NETWORK MAP CONSULTATION REPORT

OCTOBER 2017



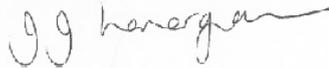
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Integrated Network Map
 Consultation Report

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Appendices

- Appendix A - Show of Hands Survey
- Appendix B - Online Survey

1. Introduction

1.1 Overview

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage. The purpose of the consultation exercises summarised in this report are to help identify where the public would like improvements to be made and new routes added, giving them the opportunity to voice their opinions and get involved in shaping Rhondda Cynon Taf County Borough Council's (RCTCBC) future active travel provision.

To develop an understanding of the walking and cycling behaviours of the residents throughout Rhondda Cynon Taf (RCT), and to convey their opinion on the existing routes, extensive consultation exercises were undertaken, including:

- A secondary school show of hands survey which were distributed across three secondary schools in RCT:
 - 1) Mountain Ash Comprehensive School
 - 2) Ferndale Community School
 - 3) Ysgol Gyfun Treorci (Treorchy Comprehensive School)
- An online survey which was live from 26th June 2017 to 22nd September 2017, for a total of 13 weeks; and
- Several community engagement events held across several different days throughout August and September 2017, including a meeting with the local Royal National Institute of Blind People (RNIB) group.

1.2 Guide to this report

This report sets out a complete overview of the history of consultation and stakeholder engagement on the INM stage of the Active Travel Act (Wales) 2013. It describes what issues were raised by respondents and how RCTCBC has had regard to these responses. The issues raised in response to the consultation have been organised into the methods of consultation that have been used, to enable readers of this report to navigate to sections of the report that they are most interested in.

- Chapter 1: Introduces the report;
- Chapter 2: Discusses the results of the secondary school show of hands survey;
- Chapter 3: Discusses the results of the online consultation;
- Chapter 4: Summarises the other consultation responses received;
- Chapter 5: Summarises the community engagement event;
- Chapter 6: Connects the consultation activities with the INM;
- Chapter 7: Concludes the report and outlines next steps

The report includes a number of appendices which contain information of relevance to each chapter of the report.

1.3 Consultation Strategy

There were a number of inputs to the RCTCBC Consultation process. These included, guidance issued under paragraph 3.2, Principles of Good Practice from the Active Travel (Wales) Act 2013 Design Guidance and advice from RCTCBC's own experience of running consultation processes.

1.4 Publicity

To ensure the opportunity for individuals to get involved RCTCBC provided bi-lingual publicity measures across several channels, designed to maximise the potential for public engagement in the consultation. This included:

- Making the consultation documents and other information about the INM proposals available on an online consultation 'portal' at:
<http://www.rctcbc.gov.uk/EN/Resident/ParkingRoadsandTravel/Travel/ActiveTravelandCycling.aspx>
- Press releases and social media campaigns;
- Show of Hands surveys in RCT schools;
- Road Safety courses;
- Providing hard copy of the INM documents as well as supporting material at nine public libraries including Aberdare, Hirwaun, Abercynon, Pontypridd, Tonypany, Church Village, Llantrisant, Ferndale and Rhydyfelin; and
- Emails to seldom heard and non-seldom heard groups including:

Seldom heard groups contacted under Equality Act		
Action on Hearing Loss Cymru	Age Cymru	Disability Can Do
Age Concern Morgannwg	Barnardo's Cymru	Disability Wales
Bi Cymru	Chwarae Teg	National Bureau for Students with Disabilities
Deafblind Cymru	Dewis Centre for Independent Living	Race Council Cymru
Guide Dogs	Menter Iaith	Rhondda Cynon Taf Access Group
Royal National Institute of Blind People Cymru	Sense Cymru (deaf blind)	Snap Cymru
Stonewall Cymru	Wales Council for Deaf People	Wales Council for Voluntary Action
YMCA	Yr Urdd	

1.5 Accessible

The consultation regarding RCTCBC's active travel networks and schemes were accessible to all people regardless of their abilities and the extent of their knowledge or expertise. To be accessible for all, a range of media was used which was not limited to printed notices and online activity. For example, all school engagement events with children and young people were informed by the Children and Young People's National Participation Standards for Wales.

2. Secondary School Show of Hands Results

2.1 Introduction

Show of hands surveys are useful consultation exercises as they are simple and efficient and allow large numbers of individuals to be consulted simultaneously. The survey questions are dispatched to each form teacher for them to carry out the survey during registration when the majority of pupils are present. The teachers read the questions and pupils raise their hands at the relevant answer allowing the teacher to count the number of hands raised for each answer. The majority of the data is therefore numerical and can be easily analysed.

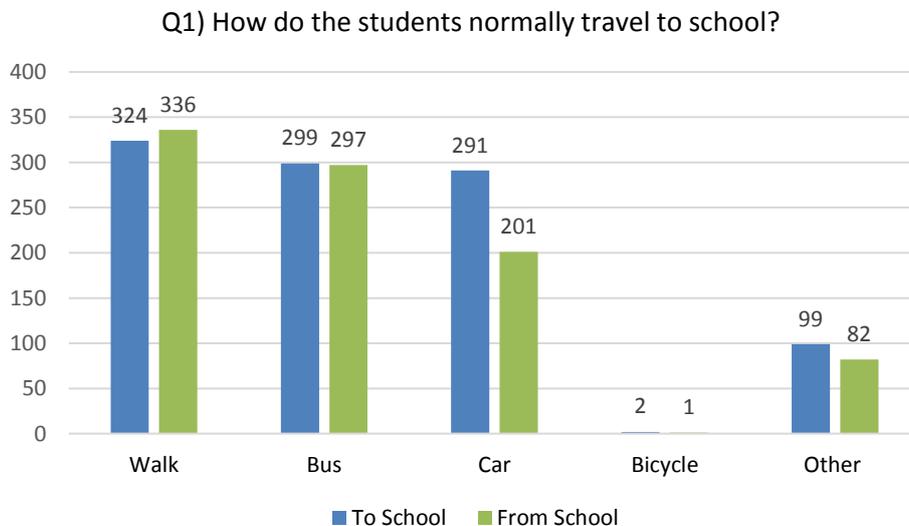
The surveys were distributed and collected in July 2017. The survey reached a network of 1015 pupils as a result of surveys being completed in 57 classes.

The following three schools (listed below) were identified based on their geographic spread, and are all located within built-up areas throughout RCT. Several other schools throughout RCT were contacted, however, did not respond to actively participate in the consultation.

- Mountain Ash Comprehensive School
- Ferndale Community School
- Ysgol Gyfun Treorci (Treorchy Comprehensive School)

2.2 Results

The following graphs present the total combined results for all schools surveyed. The show of hands survey is included as Appendix A.

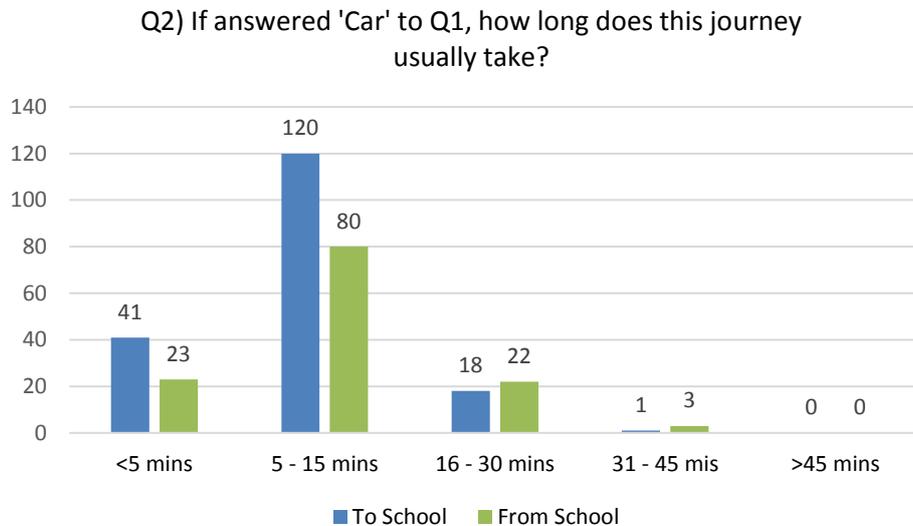


In RCT, the most frequently used method of travelling to and from the schools surveyed is by walking. This represents 34% of the journeys made from the three schools surveyed. The second most frequently used mode of transport is by bus, which represents 30% of journeys, whilst car journeys contribute to 25% of total journeys amongst the three schools.

Question 1 highlights that there is a 30% decrease in the number of students travelling from school by car, compared to travelling to school.

Two of the schools, Mountain Ash Comprehensive and Treorchy Comprehensive School benefit from rail access, as defined under 'other'. A total of 98 pupils travel to school, and 82 travel from school through train access. The additional 1 in the 'other' category was expressed in Ferndale Community School where one student travels to and from school by Taxi.

The least used method of transport to and from school is by bicycle. Only 3 students used this as a method of transport which contributed to <1% of total journeys to and from school based on the schools surveyed.

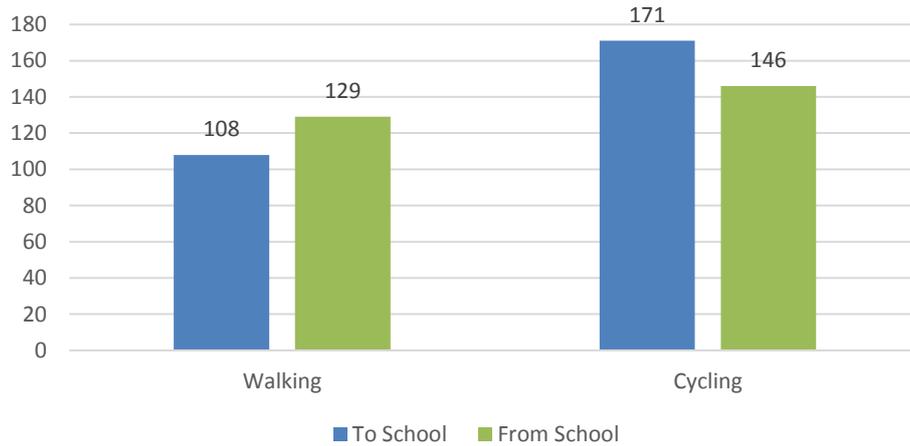


A total of 29% of the students surveyed noted that length of time it takes to make the journey to and from school via car is between 5 – 15 minutes. Meanwhile 9% of students suggested it takes <5 minutes while 5% suggested it takes 16 – 30 minutes.

Based on Welsh Government - Active Travel (Wales) Act 2013, it is stated within paragraph 4.1.4 “walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys”.

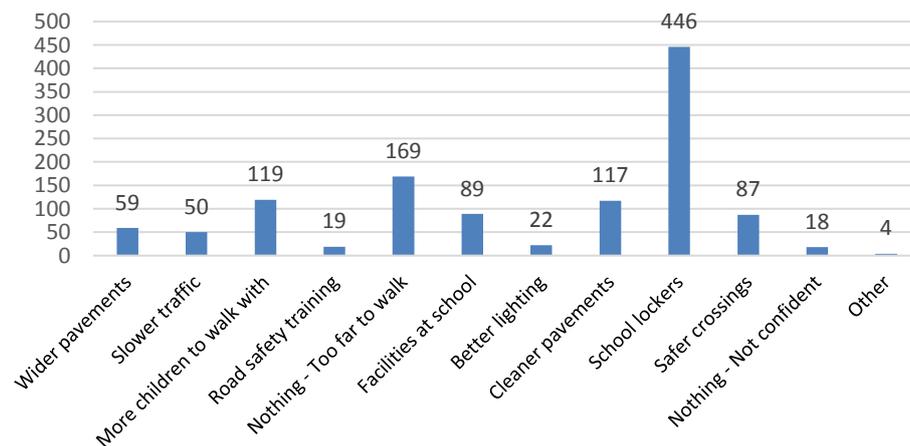
As such, based on the guidance above, it is considered that walking, and particularly cycling are great opportunities for pupils to participate in active travel. Promoting active travel as a realistic option for these everyday journeys is a key aim of the Active Travel (Wales) Act.

Q3) How many students would like to walk / cycle on a more regular basis? (That currently don't)



A total of 82% of students throughout the three schools surveyed highlighted that they would like to walk and cycle to school on a more regular basis. 33% more students would like to cycle compared to walking, which based on question one suggests that 317 students want to travel to and from school via bicycle rather than car, bus or other.

Q4 - What would make walking to school better, or (if you don't currently walk) encourage you to walk?



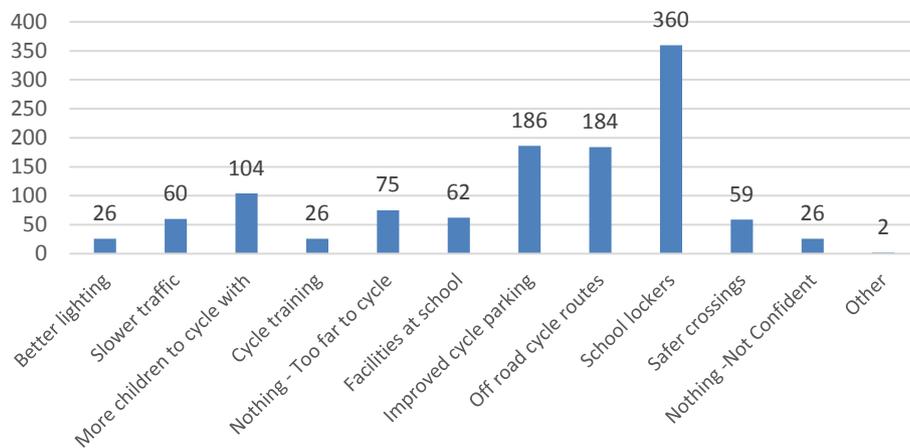
Students were asked whether any of the following measures would make walking to school better or encourage them to walk more frequently.

Pupils were advised that they could select two answers to this question.

Of a total 1119 responses for question four, almost 40% of the suggestions to encourage walking was to provide lockers for storage of students' belongings. Meanwhile, 15% of responses noted that it was too far to walk, this supports the number of students who use motor vehicles to travel to and from school as outlined in question one.

10% of responses highlighted cleanliness of footways presenting an issue of perceived safety and comfort. At present, this appears to discourage school-users to walk to and from school. Improved cleanliness, assuming the 10% take-up walking after footways are cleaned, could increase walking by 17% based on the number of students surveyed.

Q5 - What would make cycling to school better, or (if you don't currently cycle) encourage you to cycle?



Comparable to the results of question four, in question five the preferred option, 30%, was for lockers in school to store their belongings, while half, 15%, noted improved cycle parking. Providing lockers and improving cycle parking facilities are relatively inexpensive solutions that may encourage more students to cycle or walk to and from school.

While 6% of respondents highlighted that it is too far to cycle, again, which is cross referenced in the number of students who travel to school by a motor vehicle in question one; 15% of students voted for more off road cycle routes which similarly to question four, highlights issues of comfort and perceived safety. Though the provision of off road cycle routes is an expensive and time-consuming solution which will be difficult to implement, improving off-road cycling routes could improve cycling uptake by 27% across the schools surveyed.

Q7 - What improvements would students like to see to the routes highlighted on the maps?		
Children's Response	RCTCBC Response	Change to INM
Mountain Ash Comprehensive School		
Pavement for Cefn Hill	Response noted.	No
River by tip, not safe but quicker	Response noted.	No
Improve crossing by Lloyds Bank	Response noted.	No
No turns, a direct route	Response noted.	No
Ferndale Comprehensive School		
The riverside cycle path - worn and full of holes just below school	In advance of receiving this response, and as a result of the auditing process, RCTCBC identified this route for proposed further development and upgrades. This route is identified on the INM as RCT-INM-C1.	No
Shortcuts for walking / cycling	Response noted.	No
Improved scenery	Response noted.	No
Wider pavements to accommodate larger groups of students walking together.	Response noted.	No
Ysgol Gyfun Treorci (Treorchy Comprehensive School)		
A new bridge or upgrades to existing at the back of school for walking / cycling.	As a result of the consultation process, RCTCBC has included this response as a medium-term proposal for an Active Travel route. In advance of this response, RCT also identified route RCT-INM-C6 which provides improvements to the existing bridge located east of Treorchy Comprehensive School.	Yes
Can the medium-term cycling route provide a link / access to the front and back of the school? Can this route also include walking route as well as cyclists.	As noted in the above response, as a result of the consultation process, RCTCBC has included this response as a medium-term proposal for an Active Travel route. Some sections of the route may be on-road.	Yes
Can bike storage / shelter be provided for the school.	Response noted.	No

Q8 - Are there any additional routes that the students believe are well used and require improvements?		
Children's Response	RCTCBC Response	Change to INM
Mountain Ash Comprehensive School		
Easier route through Caegarw	Response noted.	No
Penrhiwceiber Road is very busy and tight. Can there be a lower speed limit of 20mph?	While this response will not lead to amendments in the INM Active Travel routes, RCTCBC has highlighted this matter to the relevant department.	No
Ferndale Comprehensive School		
The industrial estate route	As a result of receiving this response, RCTCBC has added the route as a shared use route and is a medium-term proposal. This route is identified on the INM as RCT-INM-N2 and was previously proposed as a safe routes link to Ferndale Comprehensive School.	Yes
A new, walking only route to the school which would improve safety.	Response noted.	No

3. Online Consultation Results

3.1 Introduction

The online survey questions differed from the show of hands survey questions in that additional ‘open-ended’ questions were included. These questions focused on existing routes and allowed participants to specify improvements to existing routes and propose new routes. In addition, the questionnaire was also provided in hard copy at RCTCBC’s community engagement events, summarised in Chapter 5.

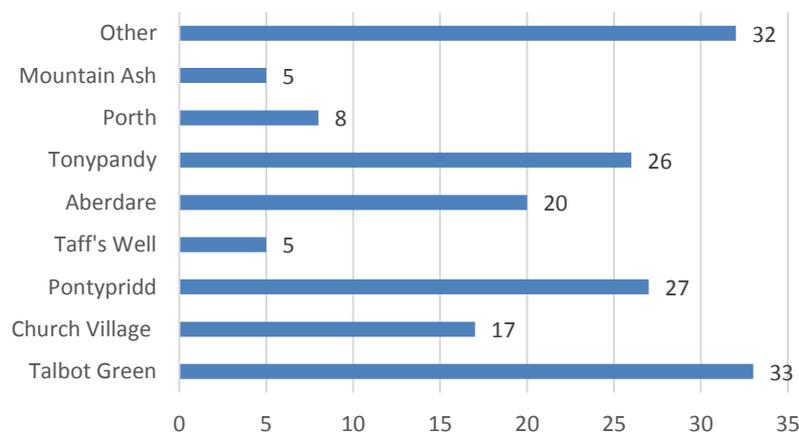
The online survey was live on RCTCBC website for 13 weeks between the 26th June 2017 and the 22nd September 2017. RCTCBC received 173 responses to the online questionnaire. The results were captured electronically, analysed and are subsequently presented in this chapter. The results of some questions are not presented as they are not key to this report, for example personal details such as addresses and names.

An email was sent to RCTCBC stakeholders which made clear that it wanted to hear recipients’ views on the existing and proposed routes, making clear that the deadline for responses on the scheme was 22nd of September 2017. The same email provided a link to the relevant RCTCBC website where the online survey was published for responses and noted that public engagement events across RCT would be published accordingly.

The online consultation survey is included as Appendix B.

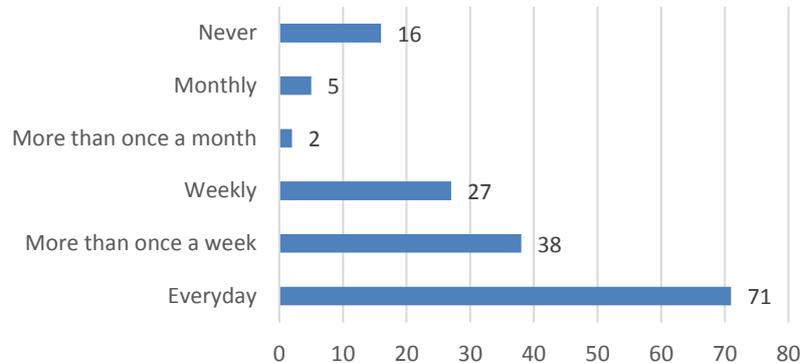
3.2 Closed Questions

Q1. Which community do you live in or nearby?



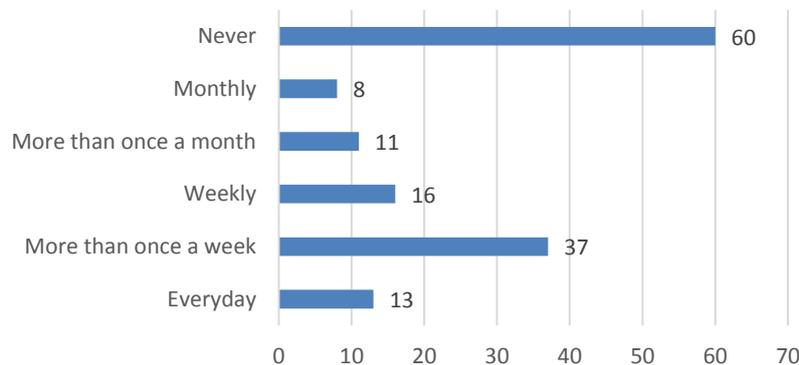
The location of the respondents based on data gathered from question one, as highlighted above, demonstrate that the location of respondents is spread throughout RCT. The highest number of recorded respondents to the online questionnaire are in Talbot Green. While Other, Pontypridd and Tonypany contribute a sizeable proportion of the total respondents.

Q2a. How often do you undertake the following activities within your community to go (for example) shopping or get to work or college? (Walk)



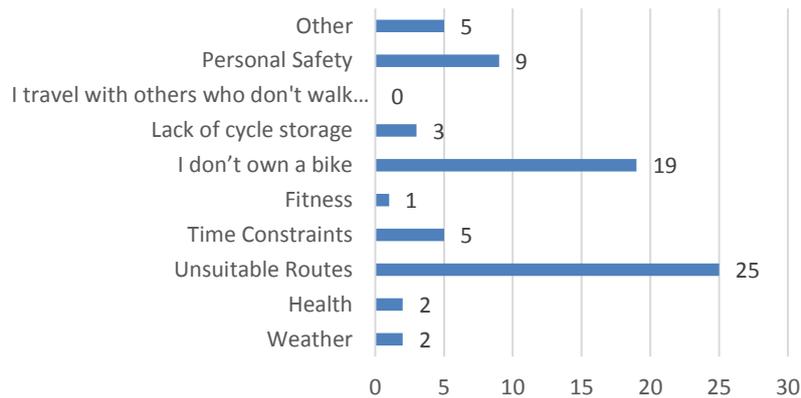
As noted in question 2a, a high proportion of respondents regularly walk within RCT, either everyday (45%) or more than once a week (24%). In total, very few respondents never walk (10%).

Q2b. How often do you undertake the following activities within your community to go (for example) shopping or get to work or college? (Cycle)



Question 2b compared to question 2a demonstrates a reversal of methods of active travel. 41% of the total respondents state that they never cycle, while only 9% cycle. Interestingly, 25% of respondents highlighted that they cycle more than once a week.

Q3. If answered 'never' to Q2, please provide your reasons for not.



While question 2a and 2b highlight how many respondents actively travel throughout RCT, question 3 aims to understand why some respondents never actively travel. The three largest responses were unsuitable routes (35%), lack of bike ownership (27%) and personal safety (13%).

3.3 Open-Ended Questions

Questions four, six, seven and eight are open ended questions to understand what would encourage individuals to walk and cycle more throughout RCT, and the locations where respondents think that improvements to the existing and proposed routes are necessary.

Q4. Are there any changes that Rhondda Cynon Taf Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?		
Response	RCTCBC Response	Change to INM
As a cyclist, myself, some people need to be courteous to others, especially horse-riders as we cycle along bridleways quite often. Some horses get nervous if we speed silently up to them, especially from behind; cyclists need to let horse-riders know that we are approaching.	Response noted.	No
Extending community path between Cross Inn and Talbot Green	In advance of receiving this response, RCTCBC identified route RCT-INM-S43 for development.	No
Personal safety is really a big issue for me. I walk with my dog every day and tend to stick to the same routes where I feel that neither my dog or myself are at risk. My major concern is with regards to loose dogs without owners which have already caused me two injuries as I was trying to defend my dog against them. I also regularly jog early and on my own and have come across dogs which were less than friendly as well as unsavoury characters. The thought of the link between Merthyr and Abernant through the tunnel is definitely giving me shivers. If there were more enforcement officers or even police officers on the line, this would definitely make me feel less vulnerable.	RCTCBC recognise that the behaviour of all users along active travel routes can be difficult to satisfactorily resolve.	No
Stopping the illegal off road bike and quad users would help some paths become more user friendly than they are at the moment	Response noted.	No
Ydw, bydd y newidiadau yma yn annog if I cerdded Neu defnyddio beic yn lle car! Yes, these changes will encourage if I walk or use a bicycle instead of a car!	Response noted.	No
Work place could provide more shower facilities	Response noted.	No
I live in Treorchy and I think that the upper Rhondda Fawr area would benefit from cycle paths that are away from roads. I ride mostly on the mountain as the roads are too busy and I have had a number of close calls with cars, lorries and buses. I encourage my children to just ride off road due to the dangers of road cycling. Many areas have now got cycle paths but the upper Rhondda Fawr seems to be way behind the rest of the UK. I am a health care professional and understand that the people of Rhondda	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr.	No

need help in leading a healthy lifestyle. A simple search on google maps cycle paths shows the massive lack in our area compared to others.		
It would be nice to see more places to sit along the cycle path also picnic tables.	Response noted.	No
Yes. Some great achievements have been made with creating traffic free walking and cycling routes such as the Church Village bypass community route and the similar facility that runs behind the Royal Glamorgan hospital. However, these routes are not joined adequately to each other or integrated to other forms of transportation adequately. For example, the church village community route does not join the Taff Trail without using roads and unsuitable pavements. In addition, the Tonyrefail route does not connect directly with Pontyclun train station. These factors discourage me from using these routes to commute to Cardiff and make them less safe to use with families. A great start has been made but projects require joining up to form integrated networks to maximise their benefits and use by the public.	Response noted. In advance of receiving this response, RCTCBC is actively developing further sections of the new community routes. Where appropriate, RCTCBC will create traffic-free routes, with the eventual aim of providing continuity and directness between existing routes and new-build routes, as well as linking with the public transport network.	No
Yes. Maintenance of the existing walking / cycle routes should be undertaken. In many many places, the route from Porth to Barry Sidings is so overgrown that both activities are hazardous to cyclists and walkers.	As part of the Active Travel (Wales) Act 2013 process, RCTCBC has audited routes from Porth to Barry Sidings. As a result, routes, RCTAT17c, RCTAT17d, and RCTAT17e have been identified with issues such as overgrowth. Consequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
I'd walk and cycle if I were fitter/healthier; also, if there were somewhere secure to leave a bike on arrival	Response noted.	No
Could horse riding paths also be considered as this is a brilliant form of exercise	As part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).	No
More safe crossing over what are very busy roads during the day. Particularly connecting to the Nantgarw estate where I work - this is very busy with a lot of industrial vehicles driving at excessive speeds.	Response noted. In advance of receiving this response, RCTCBC identified routes through Nantgarw Estate which failed the audit. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Provide clear integrated maps which link active travel and public transport routes	In advance of receiving this response, RCTCBC recognised that signage and integrated maps are an important facility for pedestrians and cyclists to help find their way around. Upon	No

	finalising the draft INM routes, signage, with, where appropriate, tactile embossed signs and braille will be used to give pedestrian users who may not be familiar with the local area some indication of distance and/or time to local facilities including public transport nodes, leisure facilities, hospitals, education etc.	
Cycle paths	Response noted.	No
Less rubbish and dog mess on the footpaths. Also, cutting back trees and brambles. It would be nice if more cyclists were reprimanded for cycling on footpaths as this makes walking dangerous.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC audited routes throughout RCT. The audits identify improvements to identified issues such as overgrowth and litter. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
When new roads were built, they should have had cycle paths built at the same time - the Tonypany to Cordell road is a classic! Similarly, when the road from Dinas to Tonypany was built no consideration was ever given to a parallel cycle path on a reasonably flat route! Cycling in the Rhondda is the most hazardous activity I can think of! Scenic cycle paths are all very well and pretty but are of no practical use. Use should be made of parks, industrial estates, rear lanes that are adopted as roads to produce a safe practical cycle way. I cannot let my child out in her bike as it is not safe anywhere!	RCTCBC has identified through the consultation and auditing process that for many individuals, a significant barrier to active travel is concern for their safety. As highlighted, these concerns relate mainly to the existing infrastructure, such as difficult road junctions or along existing road networks. Therefore, when necessary, RCTCBC will develop active travel infrastructure to meet the Welsh Government's design guidance standards for active travel.	No
Maintain existing routes better especially access paths which are often very overgrown preventing easy access to the Taff Trail. Put in traffic calming measures through Taffs Well and Nantgarw on Cardiff Road.	Response noted.	No
Proper cycling lanes/tracks	Response noted.	No
RCT needs to take a leadership position in getting the Blaencwm Blaengwnfi tunnel reopened. In addition, the Sustrans route from Porth to the tunnel portal at Blaencwm needs to be built as a priority. This cycle route would put the Rhondda on the "must do" cycle challenges i.e. Cardiff to Port Talbot off-road. It has great potential for tourism and is an opportunity to revitalise the upper valley.	The relevant department in RCTCBC are in discussions with Rhondda Tunnel Society as well as Sustrans regarding this route. RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr.	No
I run within Porth, however some routes I can feel unsafe when running alone. Some areas do become overgrown and not maintained, some paving areas are uneven also.	Response noted.	No
Better, safer cycle routes that are separated from traffic and also, where possible, from pedestrians.	Response noted.	No
Separate cycle paths from walking paths as the cyclists are dangerous	Response noted.	No

Providing maps of walking routes and details on how to access them.	In advance of receiving this response, RCTCBC recognised that signage and integrated maps are an important facility for pedestrians and cyclists to help find their way around. Upon finalising the draft INM routes, signage, with, where appropriate, tactile embossed signs and braille will be used to give pedestrian users who may not be familiar with the local area some indication of distance and/or time to local facilities including public transport nodes, leisure facilities, hospitals, education etc.	No
Safe routes not public highways to cycle with children that are accessible without a bike rack.	Response noted.	No
Better up keep of the surfaces and far better control of the verges during the summer months. At times, they become very narrow. Cycle paths also need better marking for people walking keep left or right etc	Response noted.	No
Regular cutting back of bushes they are overgrown in places. More bins on routes as I find people dumping rubbish on paths and in river having a kid picking up these things aren't great. Making some paths safer, a few woodlands routes the trees have fallen down and you have to crouch down to get through. Getting rid of dog mess, seems to be everywhere whilst it's not a problem on the grass it is on paths.	Response noted.	No
Convenient cycle racks	Response noted.	No
It would be great to see a cycling track on the Rhigos mountain as the road is narrow and not much room on the road.	Rhigos mountain route does not meet Active Travel criteria as it outside the built-up area, and is predominantly used for recreational journeys.	No
Keep the line/paths clean. Cut the grass and trees back. Empty the bins along the line. Beat the street more points	Response noted.	No
Walk frequently and would like to cycle would be good to be able to hire a bike.	RCTCBC will investigate a hire bike scheme further.	No
A safe cycling route from Brynna/Llanharan to Talbot green would give me a fantastic reach on bike. As it stands, the bottom road by Llanharan (the road by Loreal roundabout) is just too dangerous to cycle on. Additionally, although I think it would fall under Bridgend, a safe cycling path from Brynna/Llanharan to Bridgend would be great and allow me to finally be able to get to most places I need by bike. I have many near misses even with daytime lights on my bike, people in our area just don't care about cyclists and often don't even notice us when they should. Having been knocked off my bike one (luckily only minor injuries) by a driver that didn't stop it's time we sorted this and as soon as possible.	In advance of receiving this response, RCTCBC identified routes RCT-INM-C7 and RCT-INM-S4 which will provide a route from Brynna/Llanharan to Talbot Green. At present, RCTCBC has identified a potential new build route, identified as route RCT-INM-S33, which will provide access into Pencoed and Bridgend. RCTCBC liaises on a regular basis with neighbouring authorities over the planning and development of Active Travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No

<p>I'd like to a clear cycle path at the bottom of Power Station road through to Upper Boat roundabout. Currently the kerbs on the path are not dropped, the path is not wide enough to support both walkers and cyclists and it's in a poor state or repair. In rush hour, there is not enough room for cyclists and cars in the lane. Also, I'd like to see Treforest industrial estate cycle path for cyclists and walkers to be cleaned, there is a lot of broken glass on the floor that has been there for many years. Moy road industrial estate road needs some repairs (not just for cyclists - but I think I read that this was on a plan already???)</p>	<p>As a result of receiving this response, RCTCBC has included a long-term, aspirational route from Power Station Hill to Upper Boat roundabout. This route is identified as RCT-INM-S31. Consequentially, the aspirational route, as well as the audited and proposed upgraded route through the industrial estates will reflect the Welsh Government's design guidance standards for Active Travel routes.</p>	<p>No</p>
<p>Yes, cutting back the hedges on the paths so you don't have to walk on the road and the pavement keeps crossing the main road which means you have to keep crossing a very busy road so don't bother</p>	<p>Response noted.</p>	<p>No</p>
<p>Keep cycle paths clean use road sweeper now and then.</p>	<p>Response noted.</p>	<p>No</p>
<p>Get some bike storage and showers at council buildings. It beyond reason why you would publicise the cycle to work scheme so much but contribute nothing in storage or showers.</p>	<p>Response noted.</p>	<p>No</p>
<p>Unable to use a cycle path in Rhondda Fawr, because there isn't one! Very few Bridleways as well to safely ride our horse without going on the roads. My wife has already suffered a major accident after being hit by a white van whilst horse riding in upper Rhondda Fawr.</p>	<p>RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr. Comments about bridleways will be referred to the Council's Countryside and Parks department for consideration.</p>	<p>No</p>
<p>Yes, provide more safe cycle/walkways. I have a bike but as I am now getting older I am afraid to use the main roads. If we had cycle routes I would use them but I wouldn't I be happy to use them if they were off the beaten track. The council need to provide safe cycling routes throughout the Rhondda and not just selected areas within RCT.</p>	<p>Response noted.</p>	<p>No</p>
<p>Links between cycle paths to enable journeys to be completed. This is particularly the case around the town centre and in the Trecynon/Gadlys area. Why is there not an arrangement for cycling to be possible within Aberdare Park. Most of the Taff Trail is for walkers and cyclists - there is generally a good relationship between the two and I do not understand if you are promoting cycling and active travelling why some arrangement for cycling could not be made.</p>	<p>Response Noted. Matters regarding byelaws will be considered further by the RCTCBC. In addition, it is a long-term ambition for RCTCBC to link existing active travel routes in RCT and form a comprehensive and continuous network for walking, cycling and shared-use users.</p>	<p>No</p>
<p>Segregated cycle lanes</p>	<p>Response noted.</p>	<p>No</p>
<p>Better maintenance of pathways regard to hedges and overgrowth near paths</p>	<p>Response noted – this matter will be addressed by RCTCBC.</p>	<p>No</p>
<p>Yes, off road cycle paths</p>	<p>Response noted – this matter will be addressed by RCTCBC.</p>	<p>No</p>
<p>Remove or alter the overly restrictive pinch points that are all along any cycle trails in RCT. Make the bike path up the side of power station hill</p>	<p>The removal of barriers is being trialled and monitored on a case by case basis throughout selected locations within RCT. The trial</p>	<p>No</p>

more practical to use. There is no way to get to it without crossing a dangerous road and riding in heavy traffic. The path is also constantly covered in glass from the roads making using it at all unappealing to cyclists. This is the only cycle friendly way for commuters from Cardiff to Church Village and I wish it was better thought out.	is to determine whether it results in problems of anti-social behaviour arising. However, matters such as crossings, maintenance and clearance of existing routes will be addressed by RCTCBC.	
Wider pavements along the link road from Llanharan. A pavement around from the Lanely Hall roundabout towards Asda and the other shops.	In advance of receiving this response, RCTCBC identified route RCT-INM-C7 for development as an Active Travel route from Llanharan.	No
Traffic free routes to walk / cycle on as a family	Response noted.	No
Safe routes, especially if they could be linked to schools. I hate having to drive my kids to school every day because parking is dangerous and consumes so much petrol. We would ride our bikes or walk every day if it was safe. I live on Chapel Road and need to get to Dolau.	Prior to receiving this response, RCTCBC identified routes RCT-INM-C7 and RCT-INM-S4 for development as Active Travel routes through Brynna and Llanharan.	No
I live at the top of a steep hill but enjoy walking and would get a bike if there was a safe cycle track close to home.	Response noted.	No
Sort out the infrastructure make the roads safe i.e. a4119 to the shops from Miskin. There is not enough room for the current proposal because of the infrastructure that has been out put in by Walters you will not fit 3m two-way path there. Any alternative will be unsafe. At not in line with ActiveTravel Wales 2013 document or the future of generations wellbeing act. If a cycle way goes ahead there it could result I accidents for many and will be a massive by see by RCT.	In advance of receiving this response, RCTCBC identified improvements along the A4119 – particularly route RCT-INM-S14. Any upgrades to the routes will reflect the Welsh Government’s design guidance standards for Active Travel routes.	No
Safe crossings in main road in Llanharan and Llanharan to Talbot Green road and Llanharan to Pencoed. The new bypass HAS to have a suitable cycle path and walkway - the amount of children living in the new. Holds here will require safe passageway to nearby villages! There will be deaths if this does not continue.	In advance of the consultation process, RCTCBC identified several new-build routes, through Llanharan and onwards to Talbot Green, such as route RCT-INM-S4 and RCT-INM-C7. While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33 and cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No
Less road usage	Response noted.	No
Clearly marked footpaths throughout the route i.e. At junctions’ fields, etc. Maintained footpaths and monitored to prevent deliberate obstructions. A suggestion would to be to promote routes with points of interest also Llantrisant bunt walks are a good example as is Glamorgan walks. I would	Response noted. As part of the Active Travel (Wales) Act 2013, the definition of ‘active travel’ under the Act means walking and cycling as an alternative means to motorised transport for making every day journeys. An “active travel journey” means a journey made to or from a workplace or educational	No

like to do the "sky to sea" walk from Aberdare park to Bryngarw country park and onto Aberthaw but cannot find a clear guide.	establishment or to access health, leisure or other services or facilities (Delivery Guidance 2.3.1). Consequentially, the route is not suitable to be considered as active travel routes.	
Need to have a cycle and walk path going between Llanharan and Llanharry. While riding my bike or just walking down that meadow I have almost been hit a few times as most cars go 60MPH around the blind corners or don't give enough room when taking over me.	The draft INM routes have been determined through a variety of methods. However, routes between Llanharan and Llanharry have not been included as there are a low volume of trip attractors to justify the routes. Furthermore, the draft INM routes are largely based on RCTCBC's ERM which received Ministerial approval which identifies routes and built up areas across RCT that are suitable for Active Travel provision.	No
Cycle routes or pathways	Response noted.	No
Pathways cleared more regularly I walk my dog on the Taff Trail between Tudor Terrace and Meirionnydd Street and it has become so overgrown in places that it is no longer a pleasure walking there.	Response noted. As part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).	No
I would like to see greater awareness of the public rights of way that surround Church Village/Llantwit Fardre. We are surrounded by countryside but there is very little knowledge of the routes available - could they be graded by difficulty?	Response noted. As part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or to access health, leisure or other services or facilities (Delivery Guidance 2.3.1). Consequentially, the route is not suitable to be considered as active travel routes.	No
Can there be a bike borrowing scheme with a right to buy option attached if the borrower wanted you do it.	RCTCBC will investigate a hire and right to buy option bike scheme further.	No
Segregated cycle walking path.	Response noted.	No
More access to the mountains by improving and constructing new cycle and footpaths especially former Abernant to Merthyr parish road.	While the response is noted, Active Travel routes relate to built-up areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No
Yes, more dog friendly paths	Response noted.	No
A walking route from Llanharan to Pencoed. Currently there is no safe route between the Dragon film studio and the site serve depot on the other side. You have to navigate a dangerous blind s-bend.	While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33. Cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional	No

	approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	
Clean the dog mess from the Cynon Trail	Response noted.	No
Yes, designated cycle path along the railway line of the Rhondda Fawr, tarmac surface like other valleys.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr.	No
Tarmac them for a much easier ride.	Response noted.	No
Proper development of cycle routes, bringing them up to standard, keeping them clean, reducing huge number of obstructive gates. Also, getting public to take responsibility and show respect - e.g. Re dumped shopping trolleys and dog mess.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has audited routes throughout RCT. The audits, identified issues such as maintenance. However, while RCTCBC can clean existing routes, RCTCBC recognise that behaviour of all users of active travel routes can be difficult to satisfactorily resolve.	No
There are no cycle lanes on any main roads anywhere in RCT I think this should be remedied.	Response noted.	No
All roads are full of traffic, a cycle path would be great.	Response noted.	No
There are many sites around Treorchy that I feel could easily be converted for cycle use. Space alongside the railway line could be used to provide a route from the bottom of Abergorki industrial estate to Pentre. Also, a route could be constructed north of Treherbert station to Blaenycwm.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr areas.	No
Treorchy: Dedicated cycle tracks to link down the Rhondda Valley to Pontypridd and the Taff Trail	Response noted. RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr areas.	No
Personal Safety. Cycle Route by Mill Street Pontypridd alongside Trivallis HQ is dangerous for pedestrians due to the lack of consideration by cyclists who travel downhill at high speed to access Pontypridd Town Centre, it is only a matter of time before a cyclist collides with a pedestrian and it will be a pedestrian who is seriously hurt. Either this part of the cycle path needs to be reconsidered or cyclists needed to be schooled in common courtesy for fellow travellers.	Comment noted. However, while RCTCBC acknowledge the safety concerns regarding this route, the behaviour of all users of Active Travel routes can be difficult to satisfactorily resolve.	No
Cycling is the future for short-distance traveling and commuting, but the current infrastructure is not fit for purpose. The cycle network is too disjointed and sections of dedicated cycle track need to be linked together more effectively and safely. As a cyclist who engages with other cyclists on issues around commuting and cycle paths, the heavy presence of dogs and dog walkers on the cycle network is a huge issue that cannot be understated. If the council are serious about using these paths as proper TRANSPORT infrastructure, then they cannot continue to be used by dog-walkers. Cyclists and dogs in the same space are not compatible, and most serious cyclist simply avoid cycle paths for this reason. As a result, the	RCTCBC recognise the desire to travel from Pontyclun to Cardiff. This route requires further discussions with Cardiff Council. As a result, RCTCBC will identify the desire during discussions with the neighbouring authorities over the planning and development of Active Travel routes. This will also be noted through the Regional Transport Authority of the Cardiff Capital Region. RCTCBC recognise that the behaviour of all users of Active Travel routes can be difficult to satisfactorily resolve. It is a long-term ambition in RCTCBC to link existing Active Travel routes in	No

<p>cycle network is being under-utilised. The other big thing that needs to happen is the development of a cycle path connecting the Pontyclun area with Cardiff. There is huge demand for this route amongst cycle commuters. I see this as perhaps a more critical issue for the future of RCT transport and economy than improving links between towns in RCT itself.</p>	<p>RCT and form a comprehensive and continuous network for walking, cycling and shared use.</p>	
<p>Angen modd diogel i croesi ar draws y A4119 o Feisgyn i Cross Inn. Ar hyn o bryd, er bod cyflymdra y ceir wedi gostwng i 40 milltir yr awr mae dal yn dangerus iawn i ceisio croesi ar draws yr hewl brysur yma. Need a safe way to cross across the A4119 from Miskin to Cross Inn. At the moment, although the car speeds have dropped to 40 miles per hour, it is still very risky to try to cross across this busy bus.</p>	<p>As a result of the auditing process, RCTCBC has identified issues of safety along routes throughout RCT, including along the A4119. Consequentially, route RCT-INM-S14 includes proposals for upgrades. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>	No
<p>Provide a legitimate link from Hawthorn / Rhydyfelin to the Church Village bypass cycle path - that can be established by crossing the bridge at the rugby club and then either following the river to the base of power station hill or using the foot bridge that crosses the railway.</p>	<p>As a result of this response, RCTCBC has identified that this route would not pass Active Travel auditing standards due to a variety of factors such as gradient, lighting, and narrowness of existing infrastructure. Therefore, this route will not provide any changes to the draft INM.</p>	No
<p>Better lighting. Cut the trees back. More bins to collect the dog mess. I would like to see dog mess bags be provided along with the recycling bags</p>	<p>Response noted.</p>	No
<p>Regularly clearing cycle paths that get covered in leaves and branches.</p>	<p>Response noted.</p>	No
<p>My area is served well by the Church Village bypass cycle path (although the gates are a pain, as it means dismounting numerous times if cycling the whole length), but the area through Treforest Industrial Estate is just the pavement, and is often littered with broken glass.</p>	<p>Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has audited routes throughout RCT and identified issues such as litter and broken glass. In addition, RCTCBC is conducting a trial of removing the barriers. This trial is being monitored on a case by case basis, at selected locations, in order to determine whether it results in problems of anti-social behaviour arising. Therefore, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>	No
<p>I'm a very experienced cyclist (over 40 years) but the roads in the Rhondda are becoming too dangerous to ride. I'm averaging around two near misses a ride (where a car or van misses me by a few centimetres when passing). The already narrow roads are made worse by the number of cars parked inappropriately and illegally. Until the roads can be made safer I wouldn't encourage my family to ride in the Rhondda.</p>	<p>Response noted.</p>	No
<p>The Rhondda Fawr badly needs designated cycle paths from Blaencwm down to Barry sidings, Trehafod. This serves as a great hub from which you can join a greater network of cycle paths such as the Taff Trail.</p>	<p>RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.</p>	No

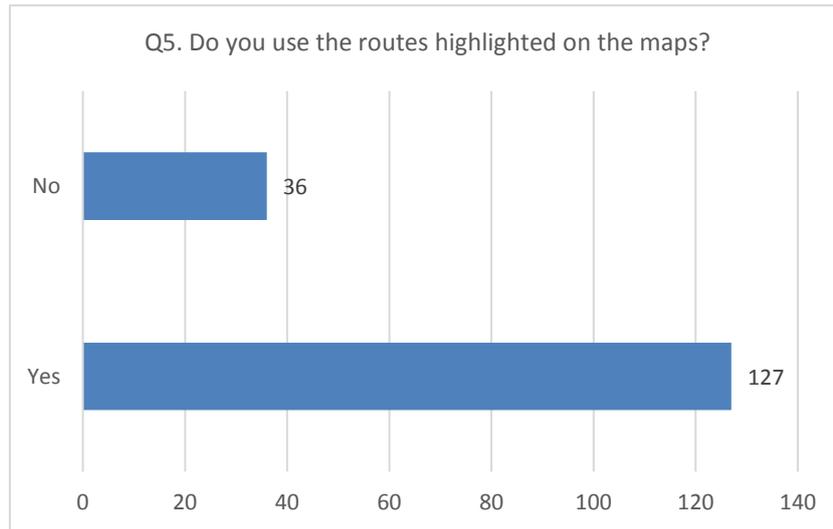
<p>A large percentage of cyclists on the Taff Trail are not walker friendly. They often do not have a means of warning walkers of their approach (from behind) and some are even aggressive and expect walkers to move off track to allow them to pass</p>	<p>Response noted. However, while RCTCBC acknowledge the safety concerns regarding this route, the behaviour of all users of Active Travel routes can be difficult to satisfactorily resolve.</p>	<p>No</p>
<p>Need some safe crossings</p>	<p>Response noted.</p>	<p>No</p>
<p>More pedestrian crossings needed and traffic calming measures needed along Cardiff Rd. Cycling difficult as a family as Cardiff Rd is too busy during peak times to cycle with my children.</p>	<p>Response noted.</p>	<p>No</p>
<p>Unable to open links to maps so don't know what they show. There needs a safe crossing between on the community trail at Gwaun Miskin and another at the bottom of Power Station Hill. All cycle paths need to be joined up as there are areas where there is no trail e.g. to get from Community Trail where it finishes in Treforest to join the Taff Trail.</p>	<p>It is the long-term aspiration of RCTCBC to link existing Active Travel routes in RCT and form a comprehensive and continuous network. In addition, RCTCBC has included a long-term, aspirational route from Power Station Hill to Upper Boat roundabout. Consequentially, the aspirational route will reflect the Welsh Government's design guidance standards for Active Travel routes and increase the safety at Power Station Hill.</p>	<p>No</p>
<p>More dedicated pedestrian or cycle ways.</p>	<p>Response noted.</p>	<p>No</p>
<p>I use cycle paths for recreational cycling with my child. I'd like to see cycle routes joined up as much as possible so that my child doesn't have to cycle on the road. More circular routes would be welcome.</p>	<p>Response noted. However, as part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).</p>	<p>No</p>
<p>I would like to see a walking/cycle route from Llanharan to Talbot Green there is at present a path/pavement which for half the journey is on one side of the road (this is fairly wide path) it then requires you to cross the road to pick up what is in most places, a poorly maintained pavement not suitable for people with limited mobility or push/wheel chairs. If it could also have some lighting this would enable people to use during the winter. It would be an excellent route to use I myself would use it as a way to get back and forth to my place of work instead of taking the car for what is approx. a 5-mile round trip, it would also serve to link up to the Pontyclun/Church Village route.</p>	<p>In advance of receiving this response, RCTCBC identified a route from Llanharan to Talbot Green, referenced RCT-INM-C7 on the draft INM.</p>	<p>No</p>
<p>Yes, safer network of walks and cycle ways. I currently use quite extensively the walking/cycle path between Coedely and Royal Glam Hospital - it's an excellent path heavily used by families, dog walkers, runners and cyclists. I'd love this to be extended through to Talbot Green.</p>	<p>Continuous network of routes exists between Coed Ely, Royal Glamorgan Hospital and Talbot Green. However, several sections require improvements to meet current Active Travel standards.</p>	<p>No</p>

Clean up rubbish. Put bins on paths for litter and dog mess.	Response noted.	No
Hoffwn weld lonydd seiclo yn cysylltu'r ffyrdd o'm stad o dai (St David's Manor) i'r llwybrau seiclo mwyaf agos (ger Station Road) I would like to see cycle lanes linking the roads from my estate (St David's Manor) to the closest cycle routes (near Station Road)	As a result of the auditing process, RCTCBC has identified the development of route RCT-INM-S16. This route is located at the southern entrance of St David's Manor estate and provides access to Station Road cycle route.	No
I work at the bottom of power station hill... I also have to travel from Graigwen... the road in Pontypridd town centre could be improved... and power station hill is scary... whichever way you travel traffic is too fast... a cycle lane there would really help.	As a result of receiving this response, RCTCBC has identified a long term aspirational route down Power Station Hill. This route is identified as RCT-INM-S31.	No
Clear Routes, subsidised bike purchase scheme	Response noted – A bike borrowing scheme is being investigated further by the Council.	No
Add cycle paths to enable family cycling Clean the roads regularly to prevent debris that cause punctures. Review street lighting and provide more in poorly lit areas.	Response noted.	No
Create more cycle routes.	Response noted.	No
More dog litter bins / places to tie dogs up.	Response noted.	No
Improve road crossing. Putting pedestrians first. Giving priority to pedestrians rather than motorist.	Response noted.	No
Make the pedestrian crossing of the A4119 from Miskin to the cycle route past Cefn Parc cemetery safe. When I walk or cycle across I take my life in my hands (others have lost their lives there). There are no signs alerting drivers to the fact that there is a footpath crossing there. Many drivers exceed 40 m.p.h. limit and even if they stick to the limit you have to run across to avoid being mowed down as the traffic is so heavy. You also have to be aware of cars and buses turning onto the south carriageway from the road past Betts Garage.	As a result of the auditing process, routes along the A4119 are proposed for upgrades such as route RCT-INM-S14. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
There is a high need to create a safer cycle route between the villages of Pontyclun and Llanharan as the main road is busy and dangerous. If a route was created it would then link up the cycle routes at Pontyclun that go up to Tonyrefail and on to Church Village/Pontypridd	In advance of receiving this response, RCTCBC has proposed routes RCT-INM-C7 for development which provides a safe cycle route between Pontyclun and Llanharan.	No
More, safe cycling routes would certainly encourage me to cycle more often. More consideration needs to be given to the actual usability of cycle paths, especially when it comes to access gates.	Response noted.	No
More well-defined cycle paths	Response noted.	No
Designation of Active Travel Route Upper Rhondda Fawr, with accompanying site works; particularly the Treorchy route heading north. As Chair of the Welcome to Our Woods Partnership, the Treorchy route	Response noted.	No

proposed was co-designed by RCT Highways/ Sustrans/ Rhondda Tunnel Society and the Welcome to Our Woods Partnership. Support for the route proposed in this consultation was affirmed at our most recent Partnership meeting August 9 th .		
More routes that do not run next to a main road. Much of the Church Village Bypass Community Route was a good example until it was used as the main access route to a new housing estate near Beddau.	Response noted.	No
More "off the road" cycling routes, as cycling on the road can be very hazardous for cyclists.	Response noted.	No
There is a path that runs to the side of the Ty Elai council offices. This is muddy and sometimes overgrown and is the only access to the industrial estate and school from the new estate. This urgently needs to be tarmacked and made into a path that is usable to all persons in the community.	As a result of the consultation process, RCTCBC has identified this route as a new long-term route (RCT-INM-S8) link to the school.	Yes
Ensuring that the centre of Pontyclun is safely connected by cycle routes to Cross Inn, Miskin and Llanhari	RCTCBC has identified the development of a number of new routes and upgrades of existing routes in the Pontyclun area to meet current Active Travel standards.	No
Oes - rhoi mwy o lwybrau cerdded a beicio sy'n hawdd i'w cyrraedd a'u defnyddio. Yes - provide more accessible and accessible walking and cycling routes.	Response noted.	No
Continue the community path development and enable cyclists to go from one to another without the risks that currently exist.	Response noted.	No
Cadwch traffig i ffrwdd o cerddwyr a phobl ar beics. Defnyddiwch yr afonnydd mwy. Keep traffic away from pedestrians and cyclists. Make more use of the rivers.	Response noted.	No
Yes, we need a cycle path at the top of the Rhondda.	Response noted.	No
Mae angen llwybrau beicio yn y Rhondda Fawr yr unig Gwm yn De Cymru sydd heb llwybrau beicio. Cycling routes are needed in the Rhondda Fawr, the only Valley in South Wales that has no cycle paths	RCTCBC has identified the development of a number of new routes and upgrades of existing routes in the Pontyclun area to meet current Active Travel standards.	No
There is an imperative need for a cycle route in the Rhondda Fawr - the only area in among several valleys that has no such facility. It is scandalous and dangerous. I am out in all conditions in the valley and it is not satisfactory or safe	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr Area.	No

It takes 30 minutes to shops in Talbot Green along A4119. A safe alternative which is more pleasant. It takes the same amount of time to Pontyclun.	Response noted.	No
I would like to see more clearly marked walking routes and guides for the top of the Rhondda including our mountains. Need cycle routes at the top of the valley.	While the response is noted, Active Travel routes relate to built-up areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No
More car parking areas	Response noted.	No
All dogs should be kept on leads on walks and more penalties for dog fouling.	Response noted.	No
Really, I don't have time as I look after grandchildren, but I am aware of walking route.	Response noted.	No
Yes - get some cycle and walking paths created immediately and have the appropriate facilities for visitors as well as residents to allow them to use these paths on a regular basis. If health is a serious issue in the Rhondda Valley as we are constantly told and reminded of the council are doing their best to keep the bad state of health of its residents and are not investing in the health and wellbeing of its residents - as well as attracting visitors - by not giving them credible, safe and well maintained cycle and walking paths.	Response noted.	No
Improved safety for on-road sections of Taff Trail and Treforest (cycle lanes/segregated cycling). Improved surface conditions for off-road sections of Taff Trail (e.g. Trallwn to Abercynon stretch).	As a result of the auditing process, sections of routes along the Taf Trail and Treforest are proposed for upgrades. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Introduce more cycle tracks and lanes	Response noted.	No
Not really, most of the proposed routes make sense or already exist	Response noted.	No
Better surfaces and better routes	Response noted.	No
Yes. Ask the cycle riders to be courteous to walkers and to slow down when they are passing. Do something about the motorbikes that use the Cynon Trail.	Response noted.	No
Sorry this is not about walking or cycling but this is about bridle paths. I think it's something to be looked at. There are far too many people and horses being killed while out riding. There is lack of respect for both. There are too many road users that don't care. I'm a mother of a 14-year-old that loves her horses and would love a bridle path. I think this is a must to be looked into. The poor people with horses are NOT allowed to ride on the Taff Trail or even church village by pass. I'm a Rhydyfelin girl. But had to move our horses to Tonteg because of a paddock where my daughter could ride. Being 14 now She wants to take her horse out and about to get her	Response noted. However, as part of the Active Travel (Wales) Act 2013, The definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1). Comments about bridleways will be referred to the Council's Countryside and Park department for consideration.	No

use to different things. So, I'm asking you as our councillor please put this forward and think about bridle paths as well please.		
The answers to this consultation are from the Cwm Taf Public Health Team (CTPHT). This response also includes discussion and input from partners, specifically Natural Resources Wales. CTPHT welcomes the publication of walking and cycling routes for Rhondda Cynon Taf. Active travel planning has a key role to play in reducing reliance on the private car and sedentary travel. In many cases, routes will be influenced and driven by the timescale of developments and how quickly they can be implemented.	Response noted.	No
A proper cycle path in the Rhondda Fawr!	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Secure places for parking the bike whilst shopping	Response noted.	No
More cycle paths connected to all communities e.g. Miskin to Talbot Green / Church Village cycle route. Also, connect Ely Valley to Cardiff.	It is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network. In addition, RCTCBC liaises on a regular basis with neighbouring authorities over the planning and development of Active Travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No
Improve congestion	Response noted.	No
Improve footways	Response noted.	No
Widen cycle barriers, cut back undergrowth, remove kissing gates, make routes readily available. Road crossings are a danger.	The removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine if it results in problems of anti-social behaviour. In addition, routes with issues such as undergrowth and safety is being addressed by RCTCBC.	No
Placing more cycle paths especially in and around the Rhondda area.	Response noted.	No
Upkeep the cycle/walk ways. Cycle path between Trecynon and Hirwaun needs to be repaired and cleared of gates.	As a result of the auditing process, RCTCBC has identified issues such as maintenance. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Furthermore, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine if it results in problems of anti-social behaviour.	No
Dedicated paths! Get cyclists off road!	Response noted.	No
Plenty of routes off road for cyclists. Taff Trail etc. Roads are too dangerous!	Response noted.	No



Of the total number of respondents who answered question 5, 78% answered that they use the routes highlighted on the INM routes presented online.

Question 6 requires an explanation for the reasons why the respondent answered 'No' to question 5 'Do you use the routes highlighted on the maps'. The following table identifies key themes and a summary of responses received.

Of the respondents, the most frequently cited barriers were lack of connected infrastructure, traffic volume / congestion and safety. Other common barriers were unable to access or maintain their pushbike to use routes, fitness levels and awareness of the existing and proposed routes. Many of these barriers will be tackled by the Active Travel (Wales) Act and actions developed within

Q6. If answered 'No' to Q5 please explain why.	
Theme	Summary of Responses
Awareness	<ul style="list-style-type: none"> Concerns about not being aware of existing routes, therefore not being able to utilise the routes.
Traffic & Highway Issues	<ul style="list-style-type: none"> Responses about using other routes which are not mapped because they are shorter in distance. Concerns that accessing existing routes would require travelling impractical distances and along unsafe roads. Complaints that the routes are too discontinuous
Personal	<ul style="list-style-type: none"> Don't own a pushbike or unable to maintain pushbike. Not fit enough I am disabled and can't walk far I walk from Efail Isaf to Church Village weekly.

this consultation report

Question 7 also further explores question 5 'Do you use the routes highlighted on the maps'. However, the aim of question 7 is to identify what improvements would the respondent like to see along the highlighted routes on the maps that they use

Q7 - If answered 'Yes' to Q5, what improvements would you like to see to the routes highlighted on the maps?		
Response	RCTCBC Response	Change to INM
More lighting	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as lighting across routes throughout RCT. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
The only route I really use at the moment is the path by Pontyclun river - nice for a walk. Keeping the existing routes clear of overgrowth (including vertically - overhanging branches are not good for cyclists) is important.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as overgrowth and maintenance. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Speed limits where it's a shared path or separation lanes so that walkers can safely proceed without having to jump out of the way of bikes travelling up fast from behind.	RCTCBC recognise that the behaviour of all users of Active Travel routes can be difficult to satisfactorily resolve.	No
We have 20 yards of dedicated cycle track in the Rhondda Fawr. Please give us something more so I can Response on these questions.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr areas.	No
Armed Police	Response noted.	No
Some of the routes widened such as between Pontypridd high school and Trallwng. Also, some of the routs resurfaced such as between Pontypridd high school and Abercynon as some parts of this route are very bumpy and difficult to cycle on.	As a result of the auditing process, route RCTAT23b that provides a link between Pontypridd High School and Trallwng, as well as to Abercynon has been identified for improvements. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
I would love to see the relatively new cycle track between Tonteg and Treforest university connect over the train track to the lane in meadow street. This would make a huge difference to Rhydyfelin residents for both walking and cycling. Safety is my main concern being a 54-year-old woman.	As a result of this response, RCTCBC has identified that this route would not pass Active Travel auditing standards due to a variety of factors such as gradient, lighting, and narrowness of existing infrastructure. Therefore, this route will not provide any changes to the draft INM.	No
Some of the paths on the Church Village bypass (Crown Hill section) could be wider.	Response noted.	No

Litter bins	Response noted.	No
Taff trail - the road surface on Pentrebach Road is poor where you'd expect cycles to position themselves on the road. I've had two punctures on that hill in the last three months. Cars do not behave well around cyclists in the Trallwn area. On the way, south from Rhydfelin along the Taff Trail there are two bike gates close together near Trefforest Industrial Estate, with access to a property with big dogs in between the two gates. One of the gates has been constructed in a way that means it is too narrow for my handlebars to get through the gap and I have to lift the bike over the fence. When coming off the Taff Trail at Glyntaff, there are a set of traffic lights where traffic has to wait to join Pentrebach Road towards Pontypridd. These traffic lights use sensors to detect when traffic is waiting to enter Pentrebach Road. The sensors cannot detect bikes.	As a result of the auditing process, sections of routes along the Taff Trail are proposed for upgrades. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. In addition, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine if it results in problems of anti-social behaviour.	No
Maintain them. once they are build they need to be maintained. It does seem as though once they've been set up, they're forgotten about.	Response noted. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Better cycle gates	Response noted – At the moment, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine if it results in problems of anti-social behaviour.	No
The routes should be advertised to let people know where they are. All routes should be fit for purpose for walking and cycling.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues such as signage. Consequentially , any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Path between Bryncae and Pencoed. Currently too dangerous to walk/run further than dragon studios.	While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33. Cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No
I cycle from Porth to Maerdy and the off-road route is poorly maintained, with rubbish dumped on the route and the path deteriorating in places. The route is poorly planned take very hilly sections instead of flatter routes on unused land (former railway). A burnt-out car was removed 2 years ago but the glass from it is still evident on the cycle trail. I no longer cycle from Porth to Treorchy on safety grounds, the roads are unsuitable for bikes	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues such as litter, maintenance and safety across routes throughout RCT. Consequentially, any necessary upgrades and development of new routes will reflect the Welsh Government design guidance standards for Active Travel routes.	No

being too narrow in places. There are a number of closed footpaths at the side of some of the newer road sections that should be reopened for cycling.		
Dog control	Response noted.	No
Be more suitable for disabled people	Response noted. RCTCBC has actively attempted to engage with seldom heard groups and non-seldom groups to understand what upgrades to existing routes, as well as what new routes should include, to be more suited for individuals with a variety of disabilities.	No
(I currently use the routes for walking only.) Signposting as a recommended route for cycling Lighting and security cameras along the off-road sections along the river, particularly the river crossing near Robert Street Pentre and the path in Treorchy between Lidl and the Coop Improved road surface maintenance.	Response noted.	No
Removal of barriers. Remind people that the whole road network is for everyone not just cars. Sometimes the road is safer (Treforest industrial estate for example).	Response noted - RCTCBC recognise that behaviour of all users of active travel routes can be difficult to satisfactorily resolve. In addition, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine whether it results in problems of anti-social behaviour arising.	No
Widened from Coedy-Cwm to Pontypridd	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues along route RCT-AT-21a. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Signage to encourage cyclists to be safer around elderly people, dogs, horses, etc. We must slow down when passing others.	Response noted.	No
Route RCT-INM-S5 is on the road and many people already use the pavement to cycle as they do not feel safe. Would be good to widen path into dual use and slow traffic to 20m as this is a 40-mile zone in essentially residential area. The section of the trail between the station at Cwmdare and where the trail restarts after the petrol station is unsafe and busy with traffic and it would be good to designate a path separate from cars here. For people accessing the new school and swimming baths there are short connecting routes that could be built that would make it easier to cross from Cardiff road to the cycle route. RCTAT22i Its difficult to navigate around the station on bike, it's very difficult to cross the road near the Girls school because there is always traffic.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues along routes RCT-INM-S5 and RCTAT22i. Consequentially, any necessary upgrades and development of new routes to provide a continuous network will reflect the Welsh Government design guidance standards for Active Travel routes.	No

<p>The surface on which we travel could be improved upon. For instance, the link between Abernant and Cwmbach as you head past the turning for the tunnel can get quite boggy and uneven. Perhaps it would be possible to use a light dusting of sand/ stone mix which would still be friendly to tree roots by letting the water run through naturally but would also make it easier when jogging/ walking.</p>	<p>At present, there are proposed upgrades along route RCTAT22h which connects with a proposed new-build route RCT-INM-S12 to form an improved connection between Abernant and Cwmbach. Consequentially, any necessary upgrades and new routes will reflect the Welsh Government design guidance standards for Active Travel routes.</p>	<p>No</p>
<p>Horse waste left on paths is an issue. Dog owners on the whole do 'pick it up' where as horse riders do not and on occasion it is very unpleasant, especially in warm weather.</p>	<p>Response noted. RCTCBC recognise that the behaviour of all users of Active Travel routes can be difficult to satisfactorily resolve.</p>	<p>No</p>
<p>Dedicated cycle path through Pontypridd park to both entrances. Maybe a dedicated cycle lane on the Taff Trail so you don't have to dodge people wearing headphones.</p>	<p>Certain facilities such as a dedicated cycle lane along the Taf Trail are unlikely to be appropriate as pedestrian and cycle desire lines cross. In addition, removing the byelaws through Pontypridd park will be considered further by RCTCBC.</p>	<p>No</p>
<p>More routes linking Rhondda to Llantrisant and Pontypridd for commuting by bike.</p>	<p>RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area which provides access to Coedely. It is the long-term aspiration of RCTCBC to link existing active travel routes in RCT and form a comprehensive and continuous network.</p>	<p>No</p>
<p>More signs / directions.</p>	<p>Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as signage. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>	<p>No</p>
<p>Better connection between routes and traffic free integration with other transport modes. Also, marking routes with white lines to help separate walkers and cyclists and dog walkers. Possible include additional facilities along the route such as a kiosk or shop selling hot drinks or snacks which would give potential users more of a reason to use them? For example, a hot drink at the end of a family bike ride on a cold winters day or an ice cream on a warm summers day? Or toilets? Simple additions to enhance the experience and help promote use beyond its primary purpose?</p>	<p>Response noted. Whilst developing the draft INM cycling, walking and shared routes throughout RCT, RCTCBC considers the integration of the existing INM routes and other transport modes important. Trip attractors such as train stations have been considered. However, the development of Active Travel routes is for short distance, everyday journeys to the shops, places of work or college etc.</p>	<p>No</p>
<p>That they include a provision for horse riders.</p>	<p>As part of the Active Travel (Wales) Act 2013, The definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).</p>	<p>No</p>

<p>These needs to connect to the Nantgarw estate. You can get close but you can't get onto and around the estate safely. This prevents a lot of people from viewing cycling to work as a safe option.</p>	<p>Response noted.</p>	<p>No</p>
<p>Clean and accessible routes, with all dogs being kept on a lead to prevent accidents when cycling or running.</p>	<p>Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues such as cleanliness. However, RCTCBC recognise that the behaviour of all users of active travel routes can be difficult to satisfactorily resolve.</p>	<p>No</p>
<p>Route through Trefforest Ind Est. Is useless for cyclists as you have to keep stopping at every turning/junction as it is just a wide pavement with no cyclist priority at junctions. Easier and quicker to cycle on the road which 90% of cyclists I see do on the estate! Don't see how this route is marked in red and passed for cyclists when no one uses it! Needs to be a proper cycle access and 'toucan' cycle crossing at Tawelfryn A468 to join trail Taffs Well to other side and trail towards Pontypridd. Many of the A and K width restriction gates need to be removed or widened as they actually stop bicycles because they're too narrow! Access paths to the Taffs Trail need to be better maintained as they are usually overgrown with brambles and nettles hindering access to the cycle paths. Access from Taff Trail down to Tesco Extra and Midway Retail Estate above upper boat should be improved. Route from Glyntaf Cemetery/University into Pontypridd needs improving desperately as very dodgy area for cyclists. Nearly all the routes marked are lovely for leisure and weekend cyclists who are in no hurry but rubbish for commuting cyclists. Most cycle paths take a long route around and have too many hold ups at gates, crossings, turnings etc. I can cycle Taffs Well to Pontypridd at least 10 minutes quicker by avoiding most of the Taff Trail and using the roads instead! Upper boat roundabout was improved several years after Active Travel Bill was passed but there were NO improvements made for cyclists using it and I find it just as hazardous now as before! More cycle shelters or lock up spots should be provided in town and village centres. I usually have to look for railings or lamp posts to secure my bike when visiting Pontypridd etc.</p>	<p>Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues such as maintenance and access along routes such as the route from Glyntaf cemetery in to Pontypridd. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Regarding the removal of A and K barriers is being trialled and monitored on a case by case basis, at selected locations, to determine whether it results in problems of anti-social behaviour arising.</p> <p>As a result of receiving this response, RCTCBC has added a new INM route (INM-RCT-N5) that provides access from the Taf Trail down to Tesco Extra and Midway Retail Estate.</p>	<p>Yes</p>
<p>More properly maintained tracks in the Rhondda.</p>	<p>RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr areas.</p>	<p>No</p>
<p>Connect up the missing off road sections with good tarmac e.g. Thomastown to Blackmill. Cwmbach to Aberdare. Hirwaun to Merthyr. Talbot Green to Brynmenyn. Porth to Blaencwm stands out as a key missing link.</p>	<p>Response noted. In advance of receiving this response, RCTCBC highlighted improvements and development of new routes along Cwmbach to Aberdare and Talbot Green to boundary with Bridgend. The other routes including</p>	<p>No</p>

	<p>Thomastown to Blackmill and Hirwaun to Merthyr do not qualify as Active Travel routes and will therefore not be considered.</p>	
<p>Better signposting to the routes, clear detailing of how many KM/Miles each route is and what is located along the path. One route I take I was previously unaware there was a park or football pitch along this route. (Trehafod to Porth Taff Trail).</p>	<p>Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as signage. Therefore, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>	<p>No</p>
<p>As cyclist for many years who rides the whole South Wales area most weekends thank you for the opportunity to Response here. This will be a bit of an information dump so hopefully you will be able to pick up some useful points. I have also ridden in many European countries and seen how cycling infrastructure can look so pleased Welsh Government is encouraging LA's to look into their provision in Wales. 1. The whole system is too piecemeal and many links are missing that make riding the existing routes pointless in certain places as either they are dead ends or come out onto a main road. Planners seem to treat cyclists as people who plod around recreationally not wanting to get from A-B like car drivers. The first question in this survey is which area do you live, hopefully not to think oh well his Responses only relate to Church Village as I cycle all over South Wales not just 3 miles from home. I ticked Church Village but real question should have been where do you cycle and I would have put all off them and 4 other LA's in South Wales. I am completing surveys for Cardiff, Vale of Glam as I also ride there. One important point here is that LA's talk to each other and particularly link their routes at boundaries of their LA. A good example outside RCT I know is Cardiff- Penarth where the trail simply ends at LA boundary. Hopefully RCT and say Caerphilly will work together. I will study the plans for specific route suggestions and Response separately but general points I would make are 1. Try to link up existing cycle routes, I know geography etc can get in the way but sometimes routes are pointless unless they go somewhere. For example, Church Village to Llantrisant there is gap in trail system that could be sorted. 2. In winter trails are often not rideable as they are covered in thick leaves that fall in Oct/Nov but are still there in March/April. This means trails are not useable for 5 months of year unless you ride a mountain bike or suchlike. I have had a number of falls due to leaves compacted onto trails so avoid them which is a waste. 3. Gates on trails. I understand these are added to restrict access to trails to vehicles but please make access gates for cyclists standard. Could you imagine the re-action to car drivers if they had toll gates ever half a mile</p>	<p>Response noted. It is the long-term aspiration of RCTCBC to link existing active travel routes in RCT and form a comprehensive and continuous network. Furthermore, RCTCBC liaises on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.</p> <p>In addition, RCTCBC identified issues such as maintenance, signage and cleanliness along several routes throughout RCT which will be subject to upgrades to reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>There are currently proposals to provide a link between Church Village to Llantrisant identified as RCT-INM-S43 and RCT-INM-S14 in the INM. Also, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine whether it results in problems of anti-social behaviour arising.</p>	<p>No</p>

and some had speed bumps other barriers and others you had to get out of car to go to a kiosk? Like motorists some cycling journeys are simply to get from A-B quickly say commute to work. I will avoid certain sections of trails simply because there are too many gates that add significant time to your journey slowing, stopping and then having to accelerate every time. Also on trails in RCT and other LA's there are at least 10 different style of gates and the gaps between the barrier arms are often different widths even when same style gates are used. This is simply an error in concreting the gate into the floor that could be easily avoided by using a tape measure. In some trails - Cardiff Taff Trail for example there are no longer any gates and I have never seen anything other than bikes on those sections of trails. If gates are needed then at least standardise them in terms of style and width between bars. 4. Meandering trails are great for recreation but not for commuting etc planners need to consider that riders can ride 50 - 100 miles in a day's ride not just round their local park. The trail alongside the Church Village bypass is a better example than most of a trail simply following the same direct route the main road follows and so is worth using. This is the way they design them in Germany/Holland etc where most major routes have a cycle path that is separate to the road but follows its course. Countries like Poland are already following this example. An opposite poor example is Aberdare where using the trails to cross the town is not really an option unless out for a Sunday stroll on the bike as it would add 20 minutes to a 5 minute ride. The alternative is a dangerous busy road or detour. 5. Having ridden in Holland, France, & Germany I think encouraging cycling is not just about laying a trail and expecting cyclists to ride it. We should use some ideas from them. Bins on the route with nets so cyclists don't have to stop to throw rubbish, lights for cyclists at junctions, signs on the trails pointing to local facilities, pubs, cafes, shops, tourist attractions etc off the trail. All these type of signs exist on roads for motorists but nothing of the sort is added to trails for cyclists. Cyclists are people wanting to eat and drink etc, Perhaps the assumption is that being on a bike you can't have come far so must know where the shop is? I am sometimes riding in a place I don't know and have no idea what is just yards from the trail in that village I am passing through. Hope some of this is of some use and sorry if it sounds a bit of a moan, in general the cycling infrastructure in place today is so much better than it was 15 years ago. Thanks

Separate cycle lands to protect walkers.	Response noted.	No
Just cleaner and more tidy.	Response noted.	No

Clean. Cut back greenery.	Response noted.	No
Better signage around Pontypridd. It is confusing. I tried following signs to the Taff trail from Ponty park but they faded away to nothing.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as signage. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
All I want is a safe way to travel by bike, I can assure you if this is provided and connect to other key cycle paths I will regularly be exploring any provided paths. I'm my opinion, a safe route between Llanharan and Talbot green should be prioritised.	Response noted. Route RCT-INM-C7, which connects Llanharan to Talbot Green has been identified for development.	No
Yes RCT-INM-S8 - better links from a473 to Treforrest industrial estate and the national cycle path 4 (on map 10 church village) via a4054 road and Taffs Well cycle paths also RCT-INM-S16 - for walkers from Dyffyn Dowlais (Heol Dowlais) estate to Maesybryn Primary school area (possible keeping close to the southern end of Edwards coaches or pave west bound path from lights (Heol Dowlais) to road entrance of Edwards coaches.	Response noted. RCTCBC has identified a new long-term INM route (RCT-INM-S31) from Power Station Hill to Treforest Industrial Estate. In addition, all schools within RCT have been invited to submit proposals for potential safe routes in community schemes.	No
Maintenance of routes and regular clean-up of 'mess'	Response noted.	No
Less of those anti motorbike barrier things	Response noted - The removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine whether it results in problems of anti-social behaviour arising.	No
Lights	Response noted.	No
All routes need to be safe and a minimum of 3m wide and in line with active travel Wales document 2013.	Response noted.	No
More safe crossings. More cycle paths. Gated pavement areas on south side of main road in Llanharan near Dolau Primary school.	Response noted. RCTCBC has identified a new route for development which serves Llanharan and Dolau.	No
Use on horseback also	As part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).	No
Need a clear walk path and cycle route. It's really dangerous on the road from Llanharry to Llanharan via the meadow. So many blind corners because of the high trees and bushes drivers doing 60MPH can't see around them and could hit anyone that is walking if they're going too fast.	Suggested route does not meet active travel criteria as it is mainly outside a built-up area and does not serve any key trip attractors.	No

Safety for children and not so many gates	Response noted – The removal of barriers is being trialled and monitored on a case by case basis, at selected locations, to determine whether it results in problems of anti-social behaviour arising.	No
Would like to see the paths better maintained. There is usually a lot of overgrowth and dog fouling	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as foul and overgrowth. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Lighting could be improved especially during winter months.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as lighting. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Speed restrictions, signage to warn that they are shared paths, education of both walkers' and cyclist in fair play. Keep left rule? Maintain width of path by controlling foliage. All cyclists required to have bells fitted and controlled by enforce the officers.	Response noted. However, RCTCBC recognise that the behaviour of all users of active travel routes can be difficult to satisfactorily resolve. In addition, as part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as foliage and signage. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Improve the footpath surface/drainage on former railway line from Abernant to Llwydoced, this route could tie into existing cycle routes.	In advance of receiving this response, RCTCBC identified the development of RCT-INM-S12, which will provide a link to the disused rail tunnel, if it reopens to cyclists and walkers. Furthermore, it is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network.	No
The gap in the route between Llanharan and Pencoed needs to be addressed as this prevents safe walking.	While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33. Cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No
Dog mess is the real problem. Better signposting.	Response noted.	No
Cyclists should have to have bells fitted when travelling on Taff Trail as they travel so fast when they pass it could cause accidents.	Response noted – RCTCBC acknowledge that the behaviour of all users of active travel routes can be difficult to satisfactorily resolve.	No

Safer routes, well linked to each other	Response noted.	No
Also, extending routes e.g. Baverstocks link, Merthyr Tunnel and surfacing Cwmbach to Llwydcoed track.	In advance of receiving this response, RCTCBC identified proposed upgrades to the routes identified in the response. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
As stated, routes and sections need to be linked together in such a way that travel along the network is not impeded by gates, roads, and other obstacles. Dog-walking needs to be banned. This doesn't come from an anti-dog' position more generally, but in order to have a safe.	Response noted - It is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network.	No
Regarding RCT, I would like to see more cycle routes. At present, they are just token gestures, some only last a few hundred meters. As a disabled cyclist, the routes / paths are a nightmare, the access is appalling, they end in no man's land, they put you directly on dangerous highways, no dropped curbs, the paths are regularly blocked the vehicles. As regards the maps, they are so misleading, follow one at your peril !!!!!!!!!!!!!!!	Response noted. RCTCBC has actively attempted to engage with seldom heard groups and non-seldom groups to understand what upgrades to existing routes, as well as what new routes should include to be more suited for individuals with a variety of disabilities.	No
Dydy teithio ar beic yn hwylus oherwydd y nifer fawr o weithiau mae angen stopio i wthio'r beic trwy'r clwydi. Mae'n anodd cadw momentwm. Traveling on a bike is longer because of the large number of times it is necessary to stop pushing the bike through roosts It's hard to keep momentum.	Response note - The removal of barriers is being trialled and monitored on a case by case basis, at selected locations, in order to determine whether it results in problems of anti-social behaviour arising.	No
Seriously improve (completely rebuild) the cycle/foot path between Pontypridd and Abercynon. Remove gateways all over RCT that prevent wheelchairs, pushchairs, mountain bikes (my shoulders) and anything else remotely wide.	Response noted.	No
Where they appear to go through along existing roads and industrial estates they should have a dedicated cycle lane.	Response noted.	No
Be nice if they were regularly maintained I currently use Rhondda Foch trail which is overgrown in places and parts of. The track has been washed away.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC identified issues such as overgrowth along routes throughout RCT. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No

The routes in Rhondda Fawr need to be increased.	In advance of receiving this response, RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Need some pedestrian crossings especially going across the bridge from Hawthorn to Treforest estate it's an accident waiting to happen trying to cross there.	There have recently been improvements made to Upper Boat roundabout which create a safer environment through a series of lighting controls. The upgrades have been implemented per best practice standards.	No
Unable to open maps. This consultation has been poorly advertised and links do not work - are RCT really interested in making improvements?	Response noted. The consultation materials published were available through RCTCBC online portal and in hard copy at the community engagement events. In addition, RCTCBC provided additional hard copies of INM routes and surveys for inspection or completion at a number of local libraries.	No
Easier access, better maintenance	Response noted.	No
As before, more joined up routes, more circular routes. Many people are discouraged from taking them children out on bikes because they don't want them sharing the roads with cars.	Response noted. As part of the consultation process, RCTCBC has conducted consultation with a variety of individuals including children within three different schools. The consultation process identified what barriers children feel prevent them from walking and/or cycling to school. In addition, it is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Better lighting and made longer	Response noted.	No
Goleuadau Lighting	Response noted.	No
The cycle tracks in the Pontyclun/Talbot Green area are not cycling friendly, whoever designs these routes has very little idea of what is required from a cycle route. RCT use it as a tick box exercise. The Taff trail from Pontypridd to Cardiff should be used as a benchmark of all other cycle trails in RCT	Response noted. The development of new routes and improvements to existing routes will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Lighting. Tarmac surfaces. Cycle paths	Response noted.	No
Create more routes and better access to the mountains, we at Tower Regeneration Ltd a former surface mine at Hirwaun would like to use part of our site to gain access to the mountain bike trails at Afan Valley to do this we would use our land to create a cycle route from our lower site to our Tower No 4 site and then onwards to the mountain roads used for the windfarm which connects directly to Afan valley, any sort of funding for	While the response is noted, Active Travel routes relate to built-up-areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No

these routes would be welcomed. This would be even more advantageous with the city deal and potential for train service to our railhead.		
Made safer.	Response noted.	No
The proposed cycle route down the A4119 should be down both sides and join up safely across the A4119 up into the Cefn yr Hendy estate in Miskin. Miskin appears to be poorly served by the proposed routes. Routes should join up and not just stop.	It is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network.	No
As per my answer to Q5 there needs to be the missing link created to join lots of routes up. I also think improvements are needed between Treorchy and Pontypridd/Tonypanyd as this is the only valley without a proper cycle route.	Response noted. At present, and because of the auditing process, there are several proposed upgrades and new-build routes in the short, medium and long-term which provide access between Treorchy to Pontypridd and Tonypanyd. Consequentially, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Would like to see the paths maintained - some part of the Church Village path is overgrown also the route 4 from Tonyrefail to Blackmill.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has audited routes throughout RCT including Church Village and Tonyrefail. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. The route NCN4 towards Blackmill does not meet Active Travel criteria as it is outside the built-up-area and is predominantly used for recreational journeys.	No
Referring only to the route from Treorchy northwards, designation, signposting and marketing of this ATR route is key as the next step; on site walking and cycling of the route last year revealed there will be some improvements needed to access and linkages of various section.	Response noted. RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
At the planning meeting for the development mentioned in Q4 I suggested that the community route in this area, could be moved to the land between the current road and the disused railway line. There is sufficient room. I notice that this length of the route is marked as a single red line on the map (Walking). I don't understand while the part from there to Cross Inn is marked for Cycling rather than Walking and Cycling. Lots of people walk on that section.	Response noted. Comment refers to existing route which meets current Active Travel standards for walking and cycling. INM will be altered accordingly.	Yes
Some sections of the Taff trail (eg. North of Trallwn towards Abercynon) are in a very poor state of repair and the cycle way needs widening	As a result of the auditing process, RCTCBC has identified several routes throughout RCT which require upgrades to the issues identified. Consequentially, any necessary upgrades will	No

	reflect the Welsh Government design guidance standards for Active Travel routes.	
I would like them to be safe, comfortable and continuous. The proposed route to Cross Inn needs to link to the existing bypass path as soon as it is completely. Anything else will bring the Council into further disrepute. The proposed path alongside the A4119 may be classified as a 'tick-box' path. It will make for very unsafe and unattractive cycling. It will not be used. It is not expected by the Council that it will be used. It ticks a box. Linking old Miskin to Pontyclun is a valid objective. Heol Miskin is wide and quite flat. This could be an easy quick win. Linking Brynsadler, Talygarn and Llanhari to Pontyclun is a valid objective. The proposed route up Brynsadler Hill is regarded locally as a cruel joke. The road barely functions for its existing purpose let alone accommodating a cycle path. An imaginative proposal would be to open up the rear lane to the west side of Cowbridge road and then designing a safe intersection with Llanhari Road would be an imaginative solution.	Response noted. At present, the proposed route along Brynsadler Hill is for illustration purposes only, and should be used to highlight the desire of RCTCBC to provide a route between the identified areas and to cater for the relevant trip attractors. It is the long-term aspiration of the Council to link existing Active Travel routes in RCT and form a comprehensive and continuous network.	No
Gwneud yn siwr bod y tirwedd yn cael ei gadw'n lan, a sicrhau bod unrhyw 'brambles' yn cael eu torri nol. Make sure the landscape is kept clean, and make any brambles cut back.	Response noted.	No
Safer connections ie separating cyclists from motorists	Response noted.	No
Cycle paths and traffic free walking paths	Response noted.	No
Rydych dim gallu gwella dim os nag oes dim yno i ddechrau. You cannot improve anything if there's nothing there to start.	Response noted.	No
The Rhondda Fawr is in desperate need of cycling upgrading and is shambles when compared to the likes of the Afan valley just over the Bwlch.	In advance of receiving this response, RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Make sure paths are kept clean and free of litter.	Response noted.	No
Cutting back of brambles. Dog fouling is awful. It's the people who should be prosecuted. I have 2 dogs so I am aware there are no excuses. Dog warden please.	Response noted.	No
Cut back vegetation more often and dog mess.	Response noted.	No
Some dog walkers are irresponsible, and do not clean up after their pets.	Response noted.	No
Like to see some paths there asap to be able to use them and say yes to the relevant question.	Response noted.	No

See previous: Pentrebach Road section in particular does not feel safe due to traffic volume & speeds.	Response noted.	No
Better access to the routes without having to use main roads	Response noted.	No
Whilst the routes themselves are arranged well, most of them are on pre-existing paths/roads. RCTCBC could achieve the entire network in far less time than the 15 years proposed. In 15 years' time, I may be too old.	Response noted.	No
Better surfaces and opening the tunnel from Abernat to Merthyr.	In advance of receiving this response, RCTCBC has proposed the development of a route to the mouth of the tunnel. This route is identified as RCT-INM-S12.	No
When they cut the grass and trees on the Cynon Trail that they do not leave them in a dangerous condition. i.e. Sticks poking out of the ground where they have hacked at the trees. Also, is it necessary to hack the trees so there is very little left of some trees, this year there was wild honeysuckle growing and it was hacked to pieces and quite a lot of it has died. This trail is to see the countryside, but the countryside is being chopped away. They leave big gouges in the ground where they have been cutting the grass in the rain and this never gets sorted out and the ruts just fills up with water. Get the litter sorted out. Quite a lot comes from the workers in the factory units close by as there is hairnets scattered around. Stop joggers from throwing their water bottles away on the trail. People complain about dog walkers but there is far far more litter on the trail left by people. We love this trail and as stated use it every day. It is good to hear that there are more routes planned in RCT.	Response noted. It is the long-term aspiration of the Council to link existing Active Travel routes in RCT and form a comprehensive and continuous network.	No
The most significant improvement I believe could be made is to ensure that routine maintenance is carried out on all cycle routes - e.g. sweeping, repairing the surface, cutting back vegetation and repairing drainage. Such maintenance is rarely, or never, carried out making many cycle paths unattractive and even difficult to use. It is a pity that when so much money and effort has been put into creating what is quite a good cycle path network that there seems to be an extreme reluctance to carry out even basic maintenance thereafter. Also, focus should be given to trying to fill the gaps in the cycle path network on existing routes. There many, often quite small, gaps in the network where cyclists are forced back onto roads which again has a significant effect on the attractiveness of cycle paths to potential users. I can think of examples in Taffs Well, Nangarw and Upper Boat but I am sure there are many others.	Response noted. Throughout RCT there have been several audits taking place. The issues identified, such as maintenance and will have been highlighted during a previous audit of the route. This will be addressed as part of a proposed upgrade to enable the route to meet current active travel standards.	No
Priority areas should reflect those in most need. Short term routes seem to be predominantly located in the southern areas of RCT (Church village and	Response noted. However, where appropriate, new-build routes as well as upgrades to existing routes will take place where	No

<p>Talbot Green). These areas are more affluent and have lower levels of deprivation than Upper Rhondda, parts of Cynon and other areas in RCT. Consideration should be taken to prioritise the more deprived areas first and whether this is feasible considering budget, timescale, and return on investment. Healthcare settings (hospitals, GP surgeries etc), education settings and large business sites should have access to active travel routes and should also be consulted on necessary changes on their grounds so that active travel is encouraged (showers, safe areas for bikes, adequate lighting from October to March. On a separate note, it was difficult to adequately inspect the routes labelled on the PDFs. It may have been of use to overlap the proposed routes on a satellite image with local well-known areas highlighted.</p>	<p>necessary. RCT will identify this through determining routes as either short, medium or aspirational routes in the submission to Welsh Government.</p>	
<p>It's not easy to create a cycle route through Treorci, but the suggested map can be improved in a few locations. I've had trouble opening the 'Treorchy' map, so my observations are from what I recall seeing I am not a 'cyclist', but here are my thoughts. 1) There is no need to divert the path around the "Treorchy Industrial Estate". The path can quite easily be linked at the south end of the site by joining the industrial estate to the path that goes under the railway bridge. 2) I'm not sure that the bridge across the river at Dyfodwg Steet is suitable. It is quite narrow. Thanks</p>	<p>Response noted. At present, the proposed new routes on the draft INM are not designed and are only used as illustration purposes. Upon Ministerial approval by the Welsh Government, the appropriate funding as well as the necessary studies, RCTCBC will finalise the routes.</p>	No
<p>The cycle gates are too narrow – connect communities e.g. Miskin to Pontyclun. Church Village Cycle route.</p>	<p>In advance of receiving this response, RCTCBC identified several new-build routes and upgrades to existing routes to connect communities such as Miskin to Pontyclun. In addition, it is the long-term aspiration of the Council to link existing active travel routes in RCT and form a comprehensive and continuous network. Meanwhile, the removal of barriers is being trialled and monitored on a case by case basis, at selected locations, in order to determine whether it results in problems of anti-social behaviour arising.</p>	No
<p>Easier access (not allowing for disabilities) There are a wide range of disabilities you are not allowing to access. Wheelchair access!</p>	<p>Response noted. RCTCBC has actively attempted to engage with seldom heard groups and non-seldom groups to understand what upgrades to existing routes, as well as what new routes should include to be more suited for individuals with a variety of disabilities.</p>	No
<p>Just the upkeep as mentioned</p>	<p>Response noted.</p>	No
<p>Dedicated cyclist and pedestrian paths. More dog poo bins.</p>	<p>Response noted.</p>	No
<p>Map 4: Paths become very waterlogged and slippery. Would love a more stable path especially side near the rugby field (Ferndale).</p>	<p>RCTCBC has identified.</p>	No

Q8. Are there any additional routes that you believe require improvements?		
Response	RCTCBC Response	Changes to INM
Improved surface would be the 'line' which runs from Llwydcoed to Trecynon or Abernant/Cwmbach and even down through Cefnpennar to Mountain Ash.	In advance of receiving this response, RCTCBC identified the development of route RCT-INM-S12 between Abernant, Aberdare and Cwmbach as an Active Travel route. The Cynon Trail provides an existing link to Mountain Ash.	No
The link between Llanharan and Talbot Green. It's too busy a road to not have off-road cycling facilities alongside it, and it feels dangerous having to cross it several times.	RCTCBC has identified a new route for development between Llanharan and Talbot Green (RCT-INM-C7). The new route will reflect the Welsh Government design guidance standards for Active Travel routes.	No
The cycle lane passes through Barry Sidings Country Park has no speed limit and it is heavily used.	Response noted.	No
I'd like to see the right-hand pavement at the end of Trefforest estate in Nant Garw connect to the old train route that runs between Nant Garw and Tafs Well.	In advance of receiving this response, RCTCBC identified improvements to INM-RCT-C5. Issues have been identified during a previous audit of the route and will be addressed as part of a proposed upgrade to enable the route to meet current Active Travel Standards.	No
Safe route between Pontypridd and Porth is a must as the current off road route increases the travel time by 25%.	Response noted.	No
Merthyr Road through to Cilfynydd is a regular running and cycling route, but it's also a major commuter route for Pontypridd High School buses, primary school traffic and tractors.	Response noted.	No
NantGarw. Oxford street, the path/cycle route runs out, you then have to cross the road cycle 100 metres further down then cross back at the busy roundabout to get onto the path.	In advance of receiving this response, RCTCBC identified improvements this route. Issues have been identified during a previous audit of the route and will be addressed as part of a proposed upgrade to enable the route to meet current Active Travel Standards.	No
Porth to Rhondda Tunnel is desperately needed. I live in Ystrad and cycle in Afan forest off road routes. A route from Maerdy to Treorchy across the mountain would be helpful.	While the response is noted, Active Travel routes relate to built-up areas throughout RCT. Therefore, access to mountains does not meet the criteria for developing an Active Travel route.	No
The cycle and path network does not make use of the most direct routes i.e the bypass A4059. This road between the station	RCTCBC believe that the existing Cynon Trail has a similar alignment to the route proposed in the response, and in	No

SO00450270 and McDonalds SO00150295 is used regularly by mainly young people who walk on the grass.	addition, is largely traffic free. Therefore, RCTCBC advise users to use the existing Cynon Trail.	
Maybe develop the path behind Rhydyfelin rugby club to power station hill.	As a result of this response, RCTCBC has identified that this route would not pass Active Travel auditing standards due to a variety of factors such as gradient, lighting, and narrowness of existing infrastructure. Therefore, this route will not provide any changes to the draft INM.	No
I've been walking along the Pontypridd Circular. The signage is not clear all the way round and in summer, some of the paths are almost too brambly to walk along.	Response noted.	No
I'd like to a clear cycle path at the bottom of Power Station road through to Upperboat roundabout. Currently the kerbs on the path are not dropped, the path is not wide enough to support both walkers and cyclists and it's in a poor state or repair.	As a result of receiving this response, RCTCBC has included a long-term, aspirational route from Power Station Hill to Upper Boat roundabout. Subsequently, the aspirational route, as well as the audited and proposed upgraded route through both industrial estates will reflect the Welsh Government's design guidance standards for Active Travel routes.	No
Widen the Taf trail from Trallwn to Pontypridd high school. Mark the roads for cyclists/school children. Loads of pupils would ride to school from those areas.	Response noted. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has identified issues along route RCT-AT-23b. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
The only improvement would be for the road cleaner or cleaning team to remove glass and other debris from the main Taf Trail on a regular basis.	Response noted.	No
Safe route out of Llanharan towards Pencoed as the blind bend is lethal and requires a pavement.	While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33. Cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.	No
Beddau ael y Bryn to cwm coke and over to the black road is almost impassable and would make a great circular route around Penycoedcae and down to the old lamb and flag public house.	While the response is noted, Active Travel routes relate to the built-up-areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No

Follow on in Talbot Green to Cross Inn and some sort of cycle route from Talbot Green to Llangaran and Bryncae.	RCTCBC has identified the development of a new route between Talbot Green and Llanharan. This route is identified as INM-RCT-C7.	Yes
Pontypridd to Porth signage, speed restrictions and foliage control, path narrow in places due to vegetation	Response noted.	No
Top of Cwmaman to national cycle route new access to mountainside Abernant top of Merthyr mountain improve access footpath conditions Dare valley country park improve access to top of mountain "darren" Llwydcoed to baverstocks hotel improve access.	While the response is noted, Active Travel routes relate to built-up areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No
There is a critical and urgent need to develop a safe cycling route connecting the Llantrisant and Pontyclun area with Cardiff.	It is the long-term aspiration of the Council to link existing Active Travel routes in RCT and form a comprehensive and continuous network. RCTCBC recognise the desire to travel from Pontyclun to Cardiff. This route requires further discussions with Cardiff Council.	No
A safe route to school is required for Children walking to Hawthorn High school from the Upper Boat, Dynea Road end of Cardiff road.	At present, RCTCBC has proposed to build a new route, identified as route RCT-INM-S8, which will provide a safe route from Hawthorn High school to Upper Boat. In addition, there is an existing route, identified as RCTSR9b which connects Dynea Road to the proposed RCT-INM-W6 route which subsequently provides access to Hawthorn High school. Subsequently, any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.	No
All cycle/pedestrian routes need separation from traffic and there needs to be safe crossing points at all junctions. Why was the Community Trail built without a safe crossing point at Gwaun Miskin?	Response noted.	No
I'd like them made longer, for example, walking cycle route alongside much of the A4119 between Coedely and up the valley.	RCTCBC has identified a proposed new route for development along this corridor. This route is identified as RCT-INM-S24.	No
Methu gweld y mapiau ar hyn o bryd. Hoffwn weld llwybrau seiclo yn cael eu hymestyn er mwyn i fi a'm plant gyrraedd canol Pontypridd a Chaerdydd heb groesi / seiclo ar y ffordd. Can't see the maps at the moment. I'd like to see the cycle paths being extended so that my children and I can reach Pontypridd/Cardiff town centre without having to cross any roads/cycle along the road.	Response noted.	No

Connections from town to leisure centre, Pontyclun - Talbot Green - Llantrisant by bike and walking	The INM shows a network of existing and proposed Active Travel routes in the Pontyclun / Llantrisant / Talbot Green areas.	No
The cycle/walking route that has been created on the old railway west of the Royal Glamorgan Hospital should be extended if at all possible to connect with the cycle/walking route to Pontyclun Station and the proposed new cycle/walking route on the old railway line adjacent.	Proposed details shown in INM. These routes are identified as RCT-INM-S42; RCTAT13h; RCTAT13j and RCTAT13l.	No
Llanharan to Bridgend and also going in the opposite direction to Talbot Green which would mean that I could cycle/walk virtually traffic free to Cardiff/Caerphilly/Rhondda Fach.	RCTCBC has identified a proposed new route for development that will link Llanharan to Bridgend and Talbot Green. These routes are identified as RCT-INM-C7 and RCT0INM-S33. In addition, RCTCBC liaises on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross-boundary and a regional approach is now being taken through the Regional Transport Authority.	No
There should be a complete cycle route from Llanharan/Brynnna that connects to the proposed network around Talbot Green/Pontyclun.	RCTCBC has proposed a route, route RCT-INM-C7 and RCT-INM-S4 which will provide a route from Brynnna/Llanharan to Talbot Green and Pontyclun.	No
The connection from Porth to Treorchy as well as north from Treorchy.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
I was disappointed to see that the section due to run behind the houses in Cross Inn (on the old railway line) is shown in blue. I understood that the plans put forward at the planning meeting on 15th December 2017 showed this route connecting with the existing Church Village Bypass community route.	All of the Active Travel routes proposed by RCTCBC will be subject to the appropriate studies, funding and legislative process.	No
The path that runs from Heol Dinas Isaf in Williamstown along the side of Ty Elai. This path is in constant use and really needs to be improved as it's extremely muddy and overgrown.	As a result of receiving this response, RCTCBC has included a long-term aspirational route (INM-RCT-N8) that runs from Heol Dinas Isaf to Ty Elai. Consequentially, any new route will reflect the Welsh Government design guidance standards for Active Travel routes.	Yes
There is no proposal to link Cefn yr Hendy to the Community Route or Pontyclun. This is a substantial settlement which unfortunately has been planned to rely solely on the motor car. Converting PROW 315 and 314 into a cycle path and linking it to a new path back to Pontyclun along the route of the electric pylon would be an imaginative solution. It would be preferable to the path which was made a condition of the 'new town' planning consent from the	As a result of receiving this response, RCTCBC has included a long-term aspirational route (INM-RCT-N9) that is from Cefyn yr Hendy to Pontyclun. Subsequently, any new route will reflect the Welsh Government design guidance standards for Active Travel routes.	Yes

Hendy through Coed yr Hendy woods to the Pant School - this path seems to have been forgotten.		
Tu ol i Myrtle Hill, Treorci. Mae'n llawn 'brambles' ac yn anodd iawn i gerdded y llwybr bellach. Behind Myrtle Hill, Treorchy. Full of brambles and it's now very difficult to walk along the path.	Response noted.	No
No additional but key links will open up the network and are mid or longer term intentions. A good example is the difficulty junction in Cross Inn which prevents children and older safety conscious road users from taking full advantage of the planned network. Communication in Llantrisant, and these days in Talbot Green as well, from Council representatives is weak - they do not hold surgeries or use the Diary as is common in Pontyclun and Llanharan so there is no opportunity for ongoing consultation or awareness raising.	Response noted.	No
Rydau ni'n isio llwybr o Borth i'r twnel newydd efo rhywle i aros i gael paned ac ymweld a leoedd hanesol neu diddorol. Lle safodd y Pandy yn Donypany, er engraiift (Post Office Row ar Nanat Clydach). Lle l gampio yn Blaen-y- Cwm. Gwestai am ymwelwyr, hostelau. Canolfan touristiad. We want a path leading from Porth to the new tunnel, with somewhere we can stop for tea or coffee and visit historical or interesting sites. For example, where the old fulling-mill stood in Tonypany (Post Office Row, Nant Clydach). A campsite in Blaen-y-Cwm. Hotels for visitors, hostels. Tourist centre.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Sefydlu llwybrau yw y peth mwyaf pwysig. Setting up paths is the most important thing.	Response noted.	No
Rhondda Fawr.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Is it possible, or realistic to ask if Efail Isaf could join up with Taff Trail.	RCTCBC has considered a route between Efail Isaf and surrounding areas. However, RCTCBC has concluded that there are insignificant trip attractors from Efail Isaf to surrounding areas for the route to be considered an Active Travel route.	No

Parc Dowlais route – at end steps should be looked at.	Response noted.	No
Routes linking Tonyrefail to RCT.	Response noted.	No
Route from Tonyrefail to Edmondstown.	While RCTCBC recognise that there is a missing link between INM-RCT-S26 and INM-RCT-S28, there are no trip attractors that suggest a route is required between Tonyrefail and Edmondstown.	No
Yes. Could there not be a route running through where the phenakite plant used to be running parallel to the A4059. This would then improve the safety of walkers and cyclist on the route from new Mountain Ash Hospital to Cwmbach where at the moment they walk right next to a very busy road - being the main road through the valley. There is ample room for this to be done and it would be nice to see something done with all this waste land instead of it just sitting there. The area is an oasis of wildlife.	At present, there is a shared cycle route through this area. The issues along the existing route have been highlighted during a previous audit of the route, and will be addressed as part of a proposed upgrade to enable the route to meeting current Active Travel standards.	No
WE NEED BRIDLE PATHS.	Comments about bridleways will be referred to the Council's Countryside and Park department for consideration.	No
Working with the Rhondda Tunnel Society and ensuring adequate active travel and leisure routes when the tunnel reopens will have a number of benefits for the local population and for tourism. Is there an opportunity to link Rhondda to Cynon via Maerdy during this round of active travel routes? Existing routes and the proposed routes may benefit from the following (with the knowledge that each proposal is based upon securing further funding): - Lighting and safety need to be explored on all routes - Are the routes attractive to invite more people to use them to commute? Litter and fly-tipping may put people off using routes - Routes should not be limited to daytime hours. Many adults and children are put off using cycle or walking routes from October to March. Can innovative lighting be utilised (solar or impact powered?) - the promotion of routes will be integral to their success. A communication plan at PSB level should be developed and routes should be promoted via traditional and social media to encourage the population to take advantage of active travel - Active travel via the school drop off and pick up is an ideal opportunity to improve pollution near schools, reduce the carbon footprint, encourage more active behaviour. I am happy to be contacted regarding this response to add more detail or to make	<p>RCTCBC recognise that there is a missing link between the Rhondda and Cynon valleys. However, the topography and distance mean that the proposed route would not meet Active Travel standards.</p> <p>RCTCBC has been in discussions with the Rhondda Tunnel Society regarding re-opening the tunnel. It has identified the development of a proposed new route throughout the Rhondda Fawr areas.</p> <p>Furthermore, RCTCBC has actively consulted with schools throughout RCT to ensure that opportunity is maximised to improve active travel for school children. The development of a new Active Travel route will consider issues such as lighting to ensure that they comply with Welsh Government guidance.</p>	No

clear any of the feedback and information provided in this response. CTPHT looks forward to seeing the proposals develop in the short and long term.		
The Rhondda Fawr is the only major valley in South Wales that hasn't got a Cycle Path, or at the very least, an indicated cycle route. There is a gaping hole in the South Wales cycle route map and quite frankly it's disgraceful.	RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.	No
Join Miskin to Llantrisant.	This route is shown in the INM proposal as route RCT-INM-S37.	No
Tram road behind river towards Trecynon. Collapsed in places. Re-set the route past from top of Graig to Maerdy.	Response noted.	No
All cycle routes need to be maintained and more cycle friendly tracks need to be built.	Response noted.	No
Llwydcoed to Cwmbach (old railway track).	This route is shown in the INM proposal as route RCT-INM-S12.	No

4. Other Responses

4.1 Results

In addition to the online questionnaire, school surveys and consultation events, individuals could submit written comments via email or letter. In total, three were received by email and one by letter. The comments, as outlined below, all have RCTCBC's response and whether they have led to changes in the INM.

Response	RCTCBC Response	Changes to INM
<p>In 2013 the route along the River Ely between Pontyclun and Talbot Green opened. It has been hugely appreciated and is regarded already as part of the fabric of Pontyclun.</p> <p>After years of pressure from people in Pontyclun, during 2017 this route will be finally extended to run along the old railway line to Cross Inn. This will allow cycle and walking access to the Talbot Green retail parks and access to the 'Community Route' to Treforest. There is widespread anticipation of this announced new link and it will transform lifestyles for many people in Pontyclun. The expectation is that the path will follow the railway route under the A4119 and will emerge onto Cardiff Road and Main Road in Cross Inn to link to the Community Route and that this link will happen immediately. It can easily be made safe at the junction with Cross Inn Road by requiring the traffic from Cross Inn Road to halt.</p> <p>At a consultation meeting at the Royal Glamorgan Hospital it was suggested by an RCT officer that the link from the old railway track to the existing community route would be delayed to some future unknown date and that it will be diverted uphill towards the Leisure Centre. This is unacceptable and will result in the continued separation of Pontyclun from the Community Route. The Community Council opposes the delay and the proposed diversion in the strongest possible terms.</p>	<p>The community route is currently being constructed between the footbridge over the A473 (By Leekes) to the rear of Westfield Close. Further funding will enable the remainder of the route (from Westfield Close to the start of the community route) to be constructed.</p> <p>In the meantime, it is proposed that cyclists will be directed up through the residential area of Southgate to link with the Church Village community route.</p> <p>As this proposal already has planning consent and some design work has commenced, it is anticipated that this remaining section can be delivered in the short-term.</p>	<p>Yes.</p>
<p>RCT Council is proposing that there should be a walking and cycle path between Mwyndy and Talbot Green alongside the A4119 dual carriage way and across the intersection with the A473.</p> <p>Pontyclun Community Council shares the ambition of providing an Active Travel link for the residents of Cefn yr Hendy. Since 2000 there have been a thousand dwellings on Cefn yr Hendy whose only link to English medium schools and retail outlets is by car. The LDP anticipated a further 400 dwellings on this site.</p> <p>However, it is the strong view of the Community Council that the proposed route alongside the dual carriage will not attract any new cyclists. For at least 70 metres it will be no more than a metre wide.</p>	<p>Response noted. The route proposed is for illustration purposes only, and is being used to suggest a route between Mwyndy and Talbot Green. At the appropriate time, further studies will be completed regarding the route, and this will identify the most suitable alignment that meets the Welsh Government's standards for Active Travel routes.</p>	<p>No</p>

<p>The untested air quality is likely to be very poor. The narrowness of the path and the lack of a separation from the dual carriageway make the proposed path contrary to Welsh Government guidance as attested by a Sustrans officer who visited the site with Community Council members.</p> <p>There is an alternative by converting Public Rights of Way 314 and 315 into cycle paths. Residents of Cefn yr Hendy and Miskin would be linked to the Community Route and the Talbot Green retail parks by such a route.</p>		
<p>RCT Council is proposing that Llanharry, Talygarn and Brynsadler should be linked to Pontyclun through a cycle route along Brynsadler Hill. This is clearly unachievable and would be opposed by the Community Council if it led to the loss of residents parking on the Hill. A more imaginative route may be to use the back lane behind the west side terrace of Brynsadler Hill.</p>	<p>Response noted. The route proposed is for illustration purposes only, and is being used to suggest a route between Llanharry, Talygarn and Brynsadler through a linkage with Pontyclun. At the appropriate time, further studies will be completed regarding the route, and this will identify the most suitable alignment that meets the Welsh Government's standards for Active Travel routes.</p>	No
<p>Following its September meeting this Council no objections to the proposals and welcomes the improvements to the sustainable transport network. However, given the majority of the works proposed are on already established paths, the proposal may be achieved in far shorter timescales.</p>	<p>Response noted.</p>	No
<p>We agree with proposed route RCT-INM-S33 as it will link to proposal INM-PE-2 in the Bridgend draft INM;</p>	<p>Response noted.</p>	No
<p>The draft Bridgend INM includes proposal INM-PE-12 which relates to a shared-use active travel connection from the roundabout at the junction of Felindre Road and the A473, through to Felindre Meadows in Pencoed Technology Park. This would provide an active travel link from the centre of Pencoed, including the railway station, to Ortho Clinical Diagnostics and the other employment opportunities. We would request that a connection from the county borough boundary is included within the draft INM.</p>	<p>While Pencoed is relevant to Bridgend County Borough Council, a new-build route is proposed along route RCT-INM-S33. Cross-boundary discussions are taking place on a regular basis with neighbouring authorities over the planning and development of active travel routes that run cross boundary and a regional approach is now being taken through the Regional Transport Authority of the Cardiff Capital Region.</p>	No
<p>I am writing to give my views as part of the consultation on cycling and walking routes in RCT. As you know, my constituency is the Rhondda, made up of the Fach and Fawr valleys which meet at Porth. While it is good to see that there is some provision for cyclists from Porth all the way up to Maerdy at the top of the Fach, there is no such route in the Fawr,</p>	<p>The primary aim of the Welsh Government's active travel legislation is to require local authorities to develop a network of safe and good quality walking and cycling routes that enable residents to make regular short distance journeys to the shops or to work. It is considered that these types of journeys can offer a convenient alternative to the car and provide positive health benefits to</p>	No

<p>This is deeply disappointing, not to mention hazardous for cyclists in this part of the Rhondda.</p> <p>Living in Penygraig, I know only too well the hazards of being a cyclist in this part of the Rhondda. Attempting to cycle north or south in the valley is fraught with difficulties and dangers. This activity is made worse by the narrow roads. It's not safe, especially for children.</p> <p>The lack of safe cycle route is having a negative impact on the promotion of cycling in Rhondda when we have more Welsh cyclist role models than ever before. Despite the challenge of limited routes, great efforts being undertaken to encourage cycling in the Rhondda – as typified by the work of the Bike Doctor shop in Porth. As well as organising regular road and mountain bike rides through their thriving club, they are holding lessons in the Barry Sidings facility they have just taken on. Work like this can only be applauded. The positive health benefits are undisputed.</p> <p>I urge you now to ensure that keen cyclists are given the opportunities to get out and about on their bikes by providing safe routes. This is key in light of the plans to open the Rhondda Tunnel. This underground link between the Rhondda and Afan Valley has the potential to become a major tourist draw as it would be the second longest cycle tunnel in the world. It is essential that the cycle network is in place to support this attraction ready for when it opens.</p>	<p>individuals, a reduction in traffic congestion and an improvement in local air quality.</p> <p>I note your comments and can advise that the draft INM is putting forward a potential active travel route along the Rhondda Fawr to the mouth of the disused Rhondda Tunnel for consideration. At this very early stage of possible development, the precise alignment has not been determined and future construction will be dependent upon the availability of resources, as well as the outcome of detailed design and survey work.</p> <p>Notwithstanding this, active travel journeys are very local in nature and the Council has already commenced work in the Rhondda Fawr, using Safe Routes in the Communities funding to create a good quality walking and cycle route in the Ystrad area. In addition, options are being considered for the eventual replacement of the footbridge over the railway and river at Ystrad Rhondda station. As such, it is envisaged that the bridge and its approaches, which provide access to the railway station, local leisure centre and schools and the Gelli Industrial Estate, will form part of a longer distance active travel route along the Rhondda Fawr.</p>	
<p>RCT already have a number of existing walking and cycling routes that are of low quality and poorly maintained. Examples of this can be found on NCN route 8 the Taff Trail to the north of Pontypridd where sections of the route are falling away into the river, it's very narrow, the surface is very poor and bumpy and it often floods. The route between Treforest and Tonteg has been reduced from 2.5m wide to 0.5m wide because the vegetation has not been managed.</p>	<p>Response noted. As part of the Active Travel Act, particularly the auditing process, RCTCBC has identified several routes that require upgrades to such issues identified in the response. Any upgrades that take place will aim to achieve the Welsh Government's Active Travel standards.</p>	<p>No</p>

<p>HOV-There is potential to create a much improved Heads of the Valleys route alongside developments that will be funded by the A465 dualling. These should be included as part of the INM. More details can be provided.</p>	<p>Response noted. Any route that is along a trunk road requires further details for this to be confirmed subject to discussions with Welsh Government, where necessary.</p>	<p>No</p>
<p>Abernant tunnel is from a Sustrans perspective to be prioritised over the Rhondda Tunnel as set out in our work for Welsh Government in 2015. This is because of its much higher potential for active travel by providing access to employment. The key to this project will be routes constructed to ATA guidance to each entrance otherwise opening the tunnels will have little value. More work needs to be done on looking at an acceptable route to the Abernant tunnel. We are not convinced that RCT-INM-S12 is the best option.</p>	<p>Response noted.</p>	<p>No</p>
<p>Rhondda tunnel as with the Abernant requires good active travel links. The key to this project will at a minimum be a direct route to Treherbert Station from the tunnel entrance. In the long term a good quality route from Treherbert to Pontypridd is required that is Safe, coherent, direct, comfortable and attractive.</p>	<p>Response noted. Feasibility work carried out to date has identified route RCT-INM-S12 as the most suitable in terms of meeting Active Travel standards. RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.</p>	<p>No</p>
<p>Power station Hill to Taff Trail – New direct route across the valley and an extension of RCT INM S31</p>	<p>As a result of the consultation process, RCTCBC have added a new INM long-term route (INM-RCT-N5) from Upper Boat to the existing Taf Trail at one end which will connect with RCT-INMS31 at the other one for Power Station Hill.</p>	<p>Yes</p>
<p>Rhondda Fawr - In the long term a good quality route from Treherbert to Pontypridd is required that is Safe, coherent, direct, comfortable and attractive.</p>	<p>RCTCBC has identified the development of a proposed new route throughout the Rhondda Fawr area.</p>	<p>No</p>
<p>Rhondda Fach – Good opportunity to construct a route along the disused railway alignment north of Stanleytown after a new water main has been installed.</p>	<p>This route is included in the INM and is identified as proposed route RCT-INM-C1.</p>	<p>No</p>
<p>New alignment of NCN route 4 – Complete routes from Talbot Green to Tonyrefail and on to Hendreforgan so that NCN route 4 can be realigned.</p>	<p>Response noted.</p>	<p>No</p>

5. Community Engagement Events

5.1 Introduction

The community engagement events were advertised by RCTCBC and were held on various dates. A total of 8 events were held which were intended to provide opportunities for the local community to ask questions about the process to RCTCBC's staff involved in the scheme, and to obtain their feedback on where routes can be improved and where new routes should be located.

Visitors to the community engagement events who expressed an opinion about the proposals were encouraged to submit their opinion through the surveys provided at the event or on the online questionnaire as advertised by RCTCBC. The remainder of this chapter outlines the issues raised by respondents to the consultation and the response to these.

At the community engagement events, strategic and local maps were provided on display boards to provide further information about the existing and proposed routes, hard copies of the surveys were available, and a factsheet regarding the Active Travel (Wales) Act 2013 was provided.

Table 5 - Community Engagement Event Location

Venue	Date	Estimated Attendees
Treorchy Library Station Rd, Treorchy CF42 6NN	Thursday August 3 rd between 1000 – 13:00	12
Pontyclun Library Heol-Y-Felin, Pontyclun CF72 9BE	Wednesday 16th August between 1400 – 1700	9
Royal Glamorgan Hospital Ynysmaerdy, Llantrisant 9 CF72 8XR8	Thursday 24th August between 1000 – 1600	6
Mountain Ash Library Knight Street, Mountain Ash, CF45 3EY	Tuesday 29 th August between 1400 – 1830	9
Sobell Centre, The Ynys, Aberdare CF44 7RP	Friday 08 th September between 1000 – 1300	8
Porth Library Porth St, Porth CF39 9RT	Thursday 12th September between 1400 – 1830	11
Tesco Store Depot Rd, Aberdare CF44 8DL	Tuesday 14 th September between 1000 – 1700	21
Hawthorn Leisure Centre Fairfield Lane, Pontypridd CF37 5LN	Wednesday 20 th September between 1400 - 1830	10

Summary of notes from the Community Engagement Events		
Response	RCTCBC Response	Change to INM
Off road bikes (especially motorbikes) are destroying footpaths in the local forestry. Risk of injury tripping on these paths.	Response noted.	No
Byelaws in parks should be changed to allow cycling if a cycle route runs through them. Gaps exist in the Cynon Trail in the Cwmbach area where cyclists should use the highway. Directional signage is poor for cyclists who do not know their way around Aberdare.	Response Noted. Matters regarding byelaws will be considered further by the RCTCBC. As part of the auditing process within the Active Travel (Wales) Act, RCTCBC has audited routes throughout RCT. Any upgrades will reflect the Welsh Government's Active Travel standards	No
If a new cycle route is constructed between Cwmparc and Treorchy, it should use the disused rail alignment.	Response noted.	No
Converting the disused railway line running through Efail Isaf into a cycling route. Route could link with the Church Village Community Route and continue towards Creigiau and Cardiff.	RCTCBC has considered a route between Efail Isaf and surrounding areas. However, RCTCBC has concluded that there are insignificant trip attractors from Efall Isaf to surrounding areas for the route to be considered an Active Travel route.	No
Designating a short section of path near the A473/Lanelay Road roundabout that goes under the road as an Active Travel route. Show as aspirational, an active travel route alongside the alignment of the proposed Llanharan bypass.	As a result of the consultation process, RCTCBC have added a new long-term route to link into Llanharan community route (RCTAT13i) which is currently under construction. In line with the Active Travel legislation, the development of the Llanharan bypass will consider the provision of an Active Travel route.	Yes
Upgrade existing footpath at the rear of new housing development (Dyffryn Bach Estate located to the south of The Ridings, Tonteg) to Active Travel standards and construct a new link to Church Village Community Route.	There are proposals for a new route nearby RCT-INM-S13.	No
Suggests a link between Gellihirion Industrial Estate (near Upper Boat Roundabout) and Taf Trail/Rhydfelen Estate	As a result of the consultation process, RCTCBC have added a new INM long-term route from Upper Boat (RCT-INM-N5) to the existing Taf Trail.	Yes
Suggests a link from Nantgarw roundabout (by entrance to Heol Crochendy/Oxford Street) to Taf Trail and the new link shown on INM	In advance of receiving this response, RCTCBC identified a new long-term proposal as identified by route INM-RCT-S32.	No

to Caerphilly along the A468. Avoids the need to go into Taffs Well from TIE.		
Suggests a link along the B4278 bypass between Tonypany and Dinas to serve the rail station at Dinas.	As a result of the consultation process, RCTCBC have added a new route (INM-RCT-N8) to serve the rail station at Dinas.	Yes
Suggests a link off the existing route shown in Porth town centre to the Morrisons store (located between Pontypridd Road and the bypass).	As a result of the consultation process, RCTCBC have added a new route (RCT-INM-N11) from Porth town centre to Morrisons.	Yes
Suggests a link along the Broadway (between Pontypridd and Treforest) as an alternative to the route through Ynysangharad Park, Pontypridd which is not open 24/7.	As a result of the consultation process, RCTCBC have added a new route (RCT-INM-N12) along the A473 (Broadway) as an alternative to the route through Ynysangharad Park.	Yes
In general, improve signage along existing AT routes for people not familiar with area. In particular, at the end of a route and if they need to re-join the route further along. eg. at Cross Inn towards the end of the Church Village Community Route.	Response noted.	No
Signs should show more information such as directions to key facilities as seen on road signs.	Response noted.	No
In the Hirwaun and Llwydcoed areas, signs are confusing where cycle routes meet. However, some of these routes have not been identified as AT routes on the INM and are recreational in nature.	As part of the Active Travel (Wales) Act 2013, the definition of 'active travel' under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities (Delivery Guidance 2.3.1).	No
Connect the Talbot Green route to Ynysddu Pontyclun path via the link alongside the pumping station and current footpath under A473 which would avoid dismounting and using the narrow substandard footbridge. Disabled users are unlikely to be able to use the footbridge on an ICE trike. My request is that the current vegetation clearance is extended to cover this short stretch so it can be used and walked as a footpath and then feasibility can be considered over following months / years for a proper upgrade pending funding becoming available.	As a result of the consultation process, RCTCBC have added a new long-term route to link into the Llantrisant Community route. This route is identified as route RCTAT13i and is currently under construction.	Yes
RCT-INM-S42 (route along old railway line). Surface along route is poor and is unsuitable for pushchairs and road bikes etc. Trees are also overgrown and there is no lighting at present	Route along old railway line (RCTAT13i) is currently under construction to current Active Travel standards.	No

Response form RCT Local Access Forum rep (Mark Steer). The Green (aspirational) route west of Llanharan needs to be improved, there is currently a lack of walking and cycling infrastructure.	RCTCBC has identified a new of proposed new routes in the Llanharan area which will provide links to Pontyclun and Pencoed.	No
Suggests providing an alternative route for cyclists and walkers between Aberaman and Aberdare town centre. A lot of people currently use the footpath from Herbert Street and into the open area behind Blaengwawr School.	RCTCBC have identified that this route is not suitable for an Active Travel route because it is not within a built-up area. Subsequently, this response is not being considered for an Active Travel route.	No
Suggests using or converting footpaths near Dinas Isaf Industrial Estate, Williamstown into Active Travel routes for staff and visitors. Also, suggests constructing an Active Travel route along the river between Tonypany and Porth which would be segregated from traffic.	As a result of receiving this response, RCTCBC has included two long-term aspirational routes (RCT-INM-N9 and RCT-INM-N10). Consequentially, any new route will reflect the Welsh Government design guidance standards for Active Travel.	Yes
Suggests constructing new Active Travel routes near rivers where land is available and walkers/cyclists can be segregated from traffic. Provide many entry / exit points to overcome concerns of personal safety. Need better signage along routes to assist new cyclists who may not be familiar with routes. Show distance to destinations instead of cycle route numbers.	Response noted.	No
Pleased that the Council is proposing to construct an Active Travel route along the Rhondda Fawr to the disused rail tunnel at Blaencwm.	Response noted.	No
Would not like to see the track bed of the old mineral railway through Robertstown converted into an active travel route because of its heritage. Would like to see the existing features preserved.	Response noted.	No
The speed of traffic and poor lighting along the A4061 between Rhigos and Hirwaun act as a deterrent for cycling. The walking route from Cefn Rhigos to Rhigos Primary School could be made safer.	All schools within RCT have been invited to submit proposals for potential safe routes in community schemes.	No
Would like to see better lighting along the cycle route between Trecynon and Aberdare town centre. Too much vegetation, impacting on personal safety. Pavements are in a poor condition.	Response noted.	No
Would like to see routes for cyclists segregated from traffic. eg. Cwmbach - Asda. A segregated route could be built along the bypass from Aberman up to McDonalds. There is plenty of grass verge. A lot of pedestrians currently walk along the bypass in order to reach McDonalds from Aberdare town centre. Along the one-way streets in Aberdare town centre, can a contra flow system be provided for cyclists in order to make it easier to cycle around the town centre?	RCTCBC believe that the existing Cynon Trail has a similar alignment to the route proposed in the response, and in addition, is largely traffic free. Therefore, RCTCBC advise users to use the existing Cynon Trail.	No

Suggests creating a cycle route between Penderyn and Hirwaun using the network of lanes and farm tracks in the area. eg from Pen y Cae farm in Penderyn.	While the response is noted, Active Travel routes relate to built-up-areas throughout RCT. Therefore, access to open countryside does not meet the criteria for developing an Active Travel route.	No
The condition of the Taff Trail through Rhydfelen should be improved. Do not want Cardiff Road being designated an active travel route if it will result in the loss of on-street parking spaces.	Response noted.	No
Requested more signage along the Taff Trail to guide non-regular cyclists. It is currently too widely spaced.	Response noted. In advance of receiving this response RCTCBC identified improvements along the Taf Trail. Any upgrades to the routes will reflect the Welsh Government design guidance standards for Active Travel routes.	No
Requests the construction of a new route from the end of Meadow Street, Trefforest alongside the allotments and over the railway line to connect with the active travel route towards Tonteg. New route would avoid cyclists having to go through the centre of Trefforest and come into conflict with traffic in order to reach the university campus. Suggests improving the lighting and cutting back vegetation along the Taff Trail in order to improve cyclist personal safety.	As a result of this response, RCTCBC has identified that this route would not pass Active Travel auditing standards due to a variety of factors such as gradient, lighting, and narrowness of existing infrastructure. Therefore, this route will not provide any changes to the draft INM.	No
Highlighted the speed of traffic entering Oxford Street at the point where cyclists have to cross to enter/exit a section of the Taff Trail near Parc Nantgarw. Would like more 20mph signs through Trefforest or warning signs put up telling drivers to be aware of cyclists. The speed humps are not very effective.	Response noted.	No
Asked for the existing cycle routes to be better maintained. More frequent sweeping of debris and cutting back of vegetation and overgrown tree roots.	Response noted.	No
Llantwit Road, near the waterworks, the bridge is in poor condition over the railway and river to Hawthorn.	Due to the bridge being owned by Network Rail, and that the route is not within a built-up area, this response has not had an impact on any Active Travel routes.	No

6. Influence on INM

This chapter aims to summarise the influence that the different consultation exercises have had and continue to have on the emerging INM. The consultation exercises were a crucial method of engaging with the public and giving individuals the opportunity to share their views and help shape the INM throughout RCT.

Many people who took part in the consultation events and completed the surveys are not “active” travellers in the sense of the Active (Wales) Act. By this, it is meant their journeys are purely for leisure. Therefore, care has been taken, where possible, to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

The results of the consultation process also highlighted that the main factor preventing active travel is deemed to be the safety of active travel, unsuitable and poorly directed routes as well as the maintenance of existing and proposed routes. This supports the belief that the identified improvements because of the auditing process will see the number of individuals taking part in active travel increasing.

The open-ended questions which asked for new routes and improvements to be suggested helped to justify the inclusion of some routes and resulted in some new routes being proposed where viable.

The community engagement event also produced results that will influence the INM. Information was obtained regarding changes that would encourage participation in active travel as well as where new links were required. This information helped to inform the location of routes and linkages and will be of use when suggesting improvements.

After considering all responses, RCTCBC plan to proceed with the INM with a number of changes. The most significant of which are:

- Upgrades to the rear of Ysgol Gyfun Treorci (INM-RCT-N1)
- New route through industrial estate to access Ferndale, previously a proposed safe route (INM-RCT-N2);
- Power Station Hill through Upper Boat in to Industrial Estate (INM-RCT-S31);
- Tesco Extra to Upper Boat Roundabout (INM-RCT-N5);
- Change INM—RCT-S1 from walking only route to shared-use;
- Talbot Green to Cross Inn (INM-RCT-N7)
- Heol Dinas Isaf to Ty Elai (INM-RCT-N8)
- Cefn yr Hendy to Community Route / Pontyclun (INM-RCT-N9);
- Link along B4276 bypass between Tonypany and beyond Dinas along the B4276 to Porth town centre (INM-RCT-N10);

- Porth town centre to Morrisons (RCT-INM-N11);
- Broadway route along A473 to bypass closed Ynysangharad Park, Pontypridd (RCT-INM-N12); and
- New route under A473 in Talbot Green (RCT-INM-N13).

To summarise, the consultation was delivered using a robust methodology, was promoted widely and led to extensive engagement. The level of participation generated constructive insights from people who could provide informed comment.

7. Conclusions and Next Steps

To conclude, this Consultation Report has considered the responses received, and where appropriate, provided explanatory and mitigating information highlighting ways in which the proposals are to be amended in light of the responses received. This exercise has demonstrated how the consultation process has shaped the proposals. In some instances, responses received relate to on-going matters with RCTCBC and are actively being dealt with, including:

- Connectivity between the Community Route, Taf Trail and other routes throughout RCT;
- Rhondda Tunnel – ongoing dialogue with Rhondda Tunnel Society;
- Link between Pontyclun to Cardiff – to discuss with Cardiff Council; and
- Review of bye-laws and investigating the creation of a bike hire scheme

The next step is to map all the new INM routes and identify whether they are short, medium and long-term proposals. Subject to internal review, the subsequent step will be to submit the amended INM routes to Welsh Government for approval. Subject to the relevant outcome, RCTCBC will endeavour to further develop and deliver these proposals.

Appendix A

Show of hands survey

CAPITA

School Show of Hands Survey



Year _____ Class _____
How many students are in your class _____

As the teacher of your class, please ask these questions to the whole class and then write in each box, the number of students that raise their hands to answer.

Q1 How do the students normally travel to school?

Travel Methods	To School (write no. of students)	From School (write no. of students)
Walk		
Bus		
Car		
Bicycle		
Other (please specify)		

Q2 If answered 'Car' to Q1, how long does this journey usually take?

Journey Time	To School	From School
Less than 5 mins		
5 – 15 mins		
16 – 30 mins		
31 – 45 mins		
Over 45 mins		

Q3 How many students would like to walk / cycle on a more regular basis? (That currently don't)

Travel Method	To School	From School
Walking		
Cycling		

Q4 What would make walking to school better, or (if you don't currently walk) encourage you to walk? Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

Wider pavements	Better lighting
Slower traffic	Cleaner pavements
More children to walk with	School lockers to leave belongings in
Training on how and where to cross the road safely	Safer places to cross the road
Nothing – it's too far to walk	Nothing – I don't feel confident in any of the alternatives

Changing facilities at school			
Other (please specify)			

Q5 What would make cycling to school better, or (if you don't currently cycle) encourage you to cycle? Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

Better lighting		More / better cycle parking	
Slower traffic		Off road cycle routes	
More children to cycle with		School lockers to leave belongings in	
Cycle training		Safer places to cross the road	
Nothing – it's too far to cycle		Nothing – I don't feel confident in any of the alternatives	
Changing facilities at school			
Other (please specify)			

Q6 How many students use the routes highlighted on the maps?

Open-ended questions

Q7 What improvements would students like to see to the routes highlighted on the maps?

Q8 Are there any additional routes that the students believe are well used and require improvements?

Thank you for taking the time to complete this survey.

Appendix B

Online survey

CAPITA



Online Survey

Q1 Which community do you live in?

Talbot Green	Church Village	Pontypridd	Taff's Well
Aberdare	Tonypandy	Porth	Mountain Ash
Other			

Q2 How often do you undertake the following activities within your communities to go (for example) shopping or get to work or college?

	Walk	Cycle
Everyday		
More than once a week		
Weekly		
More than once a month		
Monthly		
Never		

Q3 If answered 'never' to Q2, please provide your reasons for not.

Weather	Health
Unsuitable routes	Time constraints
Fitness	I don't own a bike
Lack of cycle storage	I travel with others who don't walk or cycle
Other	

Q4 Are there any changes that Rhondda Cynon Taf Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?

Q5 Do you use the routes highlighted on the maps?

Yes	No
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Q6 If answered 'No' to Q5 please explain why.

Q7 If answered 'Yes' to Q5, what improvements would you like to see to the routes highlighted on the maps?

Q8 Are there any additional routes that you believe are well used and require improvements?



Please provide your name and e-mail address, you may be contacted for further information.

Name	
E-mail address	

Thank you for taking the time to complete this survey.

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APPENDIX C

PRIORITISATION OF PROPOSED ACTIVE TRAVEL SCHEMES SHOWN IN RHONDDA CYNON TAF INTEGRATED NETWORK MAP

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT AT 23b	Shared Use	Abercynon / Pontypridd	Improve section of Taff Trail to meet current active travel standards, particularly in terms of surface conditions.	Short
RCT INM W10	Walking	Church Village	Construction of a new active travel route in Tonteg to link with the existing network.	Short
RCT INM W1 RCT INM W9	Walking	Aberdare	Construction of new active travel routes in the vicinity of the town centre to create a continuous network.	Short
RCT AT 19b	Cycling	Pontypridd	Improve section of Taff Trail on approach to town centre to meet current active travel standards.	Short
RCT AT 23d	Shared Use	Pontypridd	Improve sections of Taff Trail within town centre and on approach to meet current active travel standards.	Short
RCT AT 17a RCT AT 17b	Shared Use	Pontypridd	Improve sections of NCN Route 881 towards Porth to meet current active travel standards.	Short
RCT INM W3 RCT INM W4 RCT INM W8	Walking	Pontypridd	Construction of new active travel routes in the vicinity of the town centre to provide links to existing routes and create a continuous network.	Short
RCT INM W5 RCT INM W6 RCT SR 9a RCT SR 9d	Walking Walking Walking Shared Use	Rhydfelen / Hawthorn	Improve existing active travel routes in the Rhydfelen and Hawthorn areas to meet current standards.	Short
RCT AT 16b RCT AT 16c	Shared Use	Hirwaun	Improve sections of NCN Route 46 within Hirwaun to meet current active travel standards.	Short
RCT AT 23e	Shared Use	Trefforest Industrial Estate	Improve section of Taff Trail to meet current active travel standards.	Short
RCT AT 13g RCT AT 13h RCT AT 13i RCT AT 13j RCT AT 13k RCT AT 13l	Shared Use	Pontyclun / Talbot Green	Improve relatively short sections of active travel routes within the Talbot Green and Pontyclun areas to meet current standards.	Short

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT INM N7 RCT INM S1 RCT INM S14 RCT INM S42	Shared Use	Talbot Green / Llantrisant	Construction of new active travel routes in the area to provide links to existing facilities and new developments.	Short
RCT INM W7	Walking	Treorchy	Construction of a new active travel route within the vicinity of Treorchy town centre.	Short
RCT INM S43	Shared Use	Llantrisant	Construction of a new active travel route to link with Church Village Community Route and provide a continuous network.	Short
RCT AT 23f	Shared Use	Taffs Well	Improve section of Taff Trail to meet current active travel standards.	Medium
RCT AT 16a	Cycling	Rhigos / Hirwaun	Improve section of NCN Route 46 that serves Hirwaun Industrial Estate to meet current active travel standards.	Medium
RCT AT 22o	Shared Use	Hirwaun / Penywaun	Improve section of NCN Route 46 to meet current active travel standards.	Medium
RCT INM S8	Shared Use	Rhydfelen / Hawthorn	Construction of a new active travel route along Cardiff Road between Hawthorn and Upper Boat Retail Park.	Medium
RCT INM S11	Shared Use	Rhydfelen	Construction of a new active travel route to link Taff Trail with Gelli Hirion Industrial Estate.	Medium
RCT INM S15	Shared Use	Rhydfelen	Improve an existing active travel route to meet current standards.	Medium
RCT INM C3	Cycling	Pontypridd	Construction of a new active travel route in the vicinity of the town centre to provide link to existing routes.	Medium
RCT AT 17c	Shared Use	Pontypridd / Porth	Improve sections of NCN Route 881 towards Porth to meet current active travel standards.	Medium
RCT INM C2	Cycling	Rhydfelen	Improve section of Taff Trail through community to meet current active travel standards.	Medium
RCT SR 1a RCT SR 2a	Shared Use	Aberdare	Improvement of routes to St John Baptist School to meet current active travel standards.	Medium
RCT AT 22f RCT AT 22h RCT AT 22i RCT AT 22j RCT AT 22l RCT AT 22m RCT AT 22o	Shared Use	Aberdare	Improve sections of Cynon Trail to meet current active travel standards, particularly in terms of surface conditions.	Medium

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT INM S13 RCT INM S16 RCT INM S22	Shared Use	Church Village	Construction of new active travel links between Church Village, Tonteg, Llantwit Fardre and Beddau. Includes new links to local facilities and new housing developments and to the Church Village Community Route from these communities.	Medium
RCT INM W15 RCT INM W13 RCT INM S9 RCT INM C4	Walking Cycling Cycling Cycling	Abercynon	Improve sections of route within Abercynon to meet current active travel standards.	Medium
RCT INM W14	Walking	Aberdare	Construction of a new active travel route between Cwmaman and Aberaman.	Medium
RCT INM W12	Walking	Aberdare	Construction of a new active travel route in Trecynon to link with the existing network of routes.	Medium
RCT INM S6	Shared Use	Aberdare	Construction of a new active travel route in Trecynon to link with the existing network of routes.	Medium
RCT INM S12	Shared Use	Aberdare	Construction of a new route to Abernant rail tunnel to coincide with the proposal to re-open the disused rail tunnel to Merthyr Tydfil for cyclists and walkers.	Medium
RCT INM S4 RCT INM C7	Shared Use Cycling	Llanharan / Talbot Green	Construction of a new active travel route to serve new housing and employment developments and to provide a link to existing active travel routes in Talbot Green.	Medium
RCT AT 22a RCT AT 22b	Cycling Shared Use	Abercynon	Improve sections of the Cynon Trail to meet current active travel standards.	Medium
RCT AT 22c RCT AT 22d	Shared Use	Penrhiwceiber	Improve sections of the Cynon Trail to meet current active travel standards.	Medium
RCT SR 11b	Walking	Abercynon	Improve sections of route to meet current active travel standards in Glancynon.	Medium
RCT AT 22e	Shared Use	Mountain Ash	Improve section of the Cynon Trail to meet current active travel standards.	Medium
RCT INM S5	Shared Use	Aberdare	Construction of a new section of the Cynon Trail to provide a continuous link along the valley.	Medium
RCT INM S3	Shared Use	Llanhari / Talbot Green / Pontyclun	Construction of a new active travel route from Llanhari to Pontyclun and Talbot Green to connect with existing routes.	Medium
RCT SR 7a	Shared Use	Pontypridd	Improve route to Pontypridd High School to meet current active travel standards.	Medium
RCT INM S25	Shared Use	Ynysybwl	Improve sections of Lady Windsor route from Ynysybwl towards Pontypridd to meet current active travel standards.	Medium
RCT AT 21a	Shared Use	Pontypridd	Improve sections of Lady Windsor route to meet current active travel standards.	Medium

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT AT 17e RCT AT 17f RCT AT 17h	Shared Use	Porth	Improve sections of route in the Rhondda Fach to meet current active travel standards.	Medium
RCT AT 17d	Shared Use	Porth	Improve sections of NCN Route 881 between Porth and Pontypridd via Trehafod to meet current active travel standards.	Medium
RCT INM S2 RCT INM S21 RCT INM S29	Shared Use	Porth / Tonyrefail	Construction of a new active travel route between Porth and Tonyrefail.	Medium
RCT INM S23	Shared Use	Tonypandy	Construction of a section of active travel route between Tonypandy and Penrhiwfer - to eventually form a continuous route to Tonyrefail and link to existing routes in both areas.	Medium
RCT INM S19	Shared Use	Tonyrefail	Construction of a section of active travel route within Tonyrefail - to eventually form a continuous route to Tonypandy and link to existing routes in both areas.	Medium
RCT AT 20a RCT AT 20b RCT AT 20c RCT AT 20e	Cycling Shared Use Cycling Cycling	Tonyrefail	Improve sections of route within the vicinity of Tonyrefail town centre to meet current active travel standards.	Medium
RCT INM S7 RCT INM S17 RCT INM S20	Shared Use	Tonyrefail	Construction of new active travel routes within the Tonyrefail area to provide links to existing routes.	Medium
RCT INM S18	Shared Use	Trefforest Industrial Estate	Construction of a new active travel route between the rail station and the Industrial Estate.	Medium
RCT INM C5	Cycling	Nantgarw	Improve section of active travel route to Parc Nantgarw employment site which crosses the A4054.	Medium
RCT AT 17g RCT AT 17i RCT AT 17j	Shared Use	Rhondda Fach	Improve an existing active travel route along the Rhondda Fach to meet current standards.	Medium
RCT INM S10	Shared Use	Tonypandy	Construction of a new active travel route between Tonypandy and Clydach Vale.	Medium
RCT INM C1	Cycling	Rhondda Fach	Extend an existing active travel route along the Rhondda Fach from Tylorstown to Maerdy.	Medium

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT INM C6 RCT INM W2 RCT INM W11	Cycling	Tonypandy / Treorchy Rhondda Fawr / Porth	Construction of a new active travel route along the Rhondda Fawr, from Porth to Blaencwm. Route would provide a link between the disused rail tunnel (if it reopens to cyclists and walkers) and the national cycle network.	Medium
RCT INM N1	Walking	Treorchy	Improve routes used for active travel journeys, at the rear of Ysgol Gyfun Treorci, to meet current standards.	Medium
RCT INM N2	Shared Use	Ferndale	Construction of a new active travel route to Ferndale Community School through Oaklands Business Park.	Medium
RCT INM S39	Shared Use	Aberdare	Construction of a new active travel route between Aberaman and Mountain Ash via Abercwmboi.	Long
RCT INM S27	Shared Use	Aberdare	Construction of a new cross valley active travel route between Cwmbach and Aberaman.	Long
RCT INM S26	Shared Use	Church Village	Construction of a new active travel route along Heol Dowlais to provide a more direct link between Church Village and Llantrisant.	Long
RCT INM S24	Shared Use	Tonyrefail	Extension of an existing active travel route from Coed Ely to Tonyrefail and provide links between NCN Route 4 and Church Village Community Route.	Long
RCT INM S33	Shared Use	Llanharan	Construction of a new cross boundary active travel route to provide links to employment and retail facilities in Bridgend.	Long
RCT INM S40	Shared Use	Abercynon	Construction of a new cross boundary active travel route to connect the Taff Trail to communities in Caerphilly County area.	Long
RCT INM S38	Shared Use	Pontypridd	Construction of a new active travel route between Glyncoch and Pontypridd along the western side of the River Taff	Long
RCT INM S31	Shared Use	Church Village / Trefforest Industrial Estate	Construction of a new active travel route between Church Village and Trefforest Industrial Estate.	Long
RCT INM S35	Shared Use	Tonypandy	Construction of a new cross valley active travel route between Penygraig and Trealaw.	Long
RCT INM S28	Shared Use	Tonyrefail / Tonypandy	Construction of a section of active travel route which will eventually form part of a continuous route between Tonypandy and Tonyrefail.	Long
RCT INM S30	Shared Use	Tonyrefail	Construction of a new active travel route between Parc Dan y Bryn Estate and the centre of Tonyrefail.	Long
RCT INM S41	Shared Use	Rhigos	Improve section of NCN Route 46, which provides cross boundary links into Neath Port Talbot area, to meet current active travel standards.	Long

ROUTE REF NO.	TYPE	SETTLEMENT	DESCRIPTION	PRIORITY
RCT INM S32	Shared Use	Nantgarw	Construction of a new segregated active travel route between Caerphilly and Taffs Well along the A468.	Long
RCT INM S36	Shared Use	Talbot Green	Construction of a new active travel route to Llantrisant Industrial Estate.	Long
RCT INM S37	Shared Use	Pontyclun	Construction of a new active travel route between Pontyclun and Miskin.	Long
RCT INM S34	Shared Use	Treorchy	Construction of a new active travel route between Cwmparc and Treorchy.	Long
RCT INM W16	Walking	Treorchy	Construction of a new active travel route to serve Abergorki Industrial Estate, near Treorchy.	Long
RCT INM N5	Shared Use	Trefforest Industrial Estate	Construction of a new active travel route between Upper Boat Retail Park and Upper Boat Interchange to connect with existing routes in the area.	Long
RCT INM N4	Shared Use	Llanharan	Extend proposed new route between Pontyclun and Llanharan towards Pencoed and Bridgend via Brynna.	Long
RCT INM N8	Shared Use	Trebanog	Construction of a new active travel route to Dinas Isaf Industrial Estate from surrounding communities.	Long
RCT INM N9	Shared Use	Pontyclun	Construction of a new active travel route to serve a major residential development at Cefn yr Hendy.	Long
RCT INM N10	Shared Use	Tonypandy / Porth	Construction of a new active travel route along the B4276 between Tonypandy and Porth via Dinas station.	Long
RCT INM N11	Shared Use	Porth	Construction of a new active travel route between the Morrisons store and Porth town centre which would link into existing routes.	Long
RCT INM N12	Shared Use	Pontypridd / Trefforest	Construction of a new active travel route along The Broadway between Trefforest and Pontypridd, following the introduction of traffic calming measures.	Long
RCT INM N13	Shared Use	Talbot Green	Construction of a new active travel route utilising the subway under the A473 to link with existing routes.	Long