

## ANALYSIS OF STATUTORY ACTIVE TRAVEL CONSULTATION – SUMMER/AUTUMN 21

SETTLEMENT DETAILS	ROUTE(S) RESPONDENT CURRENTLY WALK/ CYCLE NOT SHOWN	GAPS IN THE EXISTING NETWORK OF WALK/CYCLE ROUTE(S)	OTHER COMMENTS	RESPONSE OF THE COUNCIL
<p>Abercynon (1 response)</p>	<p>Dechrau ar Lock St a mynd ar ffurf dolen ar hyd bob un o'r llwybrau sy ar map o fewn radiws 5 milltir o Abercynon. Start on Lock Street and walk in the shape of a handle along every path on the map within a 5 mile radius of Abercynon.</p>	<p>Cychwyn yn Lock St. a cherdded tuag at Darren y Celyn, yna ymlaen i Graig yr Efail hyd at Dwyn Bryn Bychan. Gellir dychwelyd ar hyd yr un llwybr neu ymuno â'r Rhodfa Cynon hyd at Bont Cynon ac yn ôl i Lock St. Start on Lock Street and walk towards Darren y Celyn, then onwards to Graig yr Efail to Twyn Bryn Bychan. You can use the same path to return or join Cynon Avenue until Cynon Bridge and back to Lock Street.</p>	<p>Hoffwn pe tai'r llwybrau cyhoeddus yn cael eu cynnal yn well e.e. llystyfiant yn yr haf yn gwneud rhai'n amhosibl i gerdded ar eu hyd. It would be beneficial for the public footpaths to be better maintained e.g. vegetation in the summer makes it impossible to walk along some paths.</p>	<p>Not every footpath radiating from Lock Street could be classed as an active travel route as they do not serve a key facility.  Potential gap in active travel network will be examined further.  Comments about the maintenance of footpaths will be brought to the attention of the Council's Parks and Countryside Section.</p>
<p>Abercynon (1 response) Face-to-Face</p>	<p>-----</p>	<p>New route along the valley floor, west of the river and railway line, and coming off Taff Trail.</p>	<p>New route would serve the Leisure Centre and avoid the highway along both sides of the valley. May be an existing PROW but there would be drainage issues.</p>	<p>Potential new active travel route will be examined further. A site visit will be undertaken. <b>AMEND ATNM</b></p>
<p>Abercynon (1 response)</p>	<p>From RCTAT22a through town centre via Herbert St to Mountain Ash Rd/ Aberdare Rd/ Park St/ Abercynon Rd, but this is mainly to avoid poor surface on Taff Trail. However, better cycle access to Abercynon retail outlets would be useful.</p>	<p>-----</p>	<p>Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.</p>	<p>The topography and road layout in Abercynon and along its approaches act as a constraint providing a network of suitable cycle routes in the area.  Secure cycle storage facilities are provided at the railway station and outside the library.</p>

<p>Abercynon (2 responses)</p>	<p>Taff Trail from Abercynon Fire Station towards Merthyr Tydfil.</p> <p>Please can you include horse riders? We have nowhere safe to go</p>	<p>-----</p>	<p>Better signage for the Taff Trail in Abercynon. As cyclists need to dismount at Navigation Park/Martins Close and then re-join the Taff Trail at Abercynon Fire Station it can be confusing for people not from the area as there are only very small signs on lamp posts and often cyclists use the main roads to continue towards Quakers Yard then re-join the trail there.</p> <p>I am a horse rider and it would appear that we have been completely forgotten about in all of the plans. There is nowhere safe for us to ride. Please can you include considerations for horses.</p>	<p>The draft ATNM will be amended accordingly.</p> <p>The Council, in collaboration with Sustrans, is looking at improvements to signage along the Taff Trail, to assist users.</p> <p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car.</p> <p><b>AMEND ATNM</b></p>
<p>Aberdare (1 response)</p>	<p>-----</p>	<p>Dare Valley Country Park to Cwmaman does not appear to be on the map.</p>	<p>There needs to a decent cycle route so as to link up to the route 47 from the Dare Valley Country Park. Also, it would great if the Merthyr Tunnel could be finally opened as the route from Merthyr could travel for miles with good link to route 47.</p>	<p>The route highlighted to the Dare Valley Country Park is used for recreational journeys and does not meet active travel criteria.</p>
<p>Aberdare (1 response)</p>	<p>Park Lane Trecynon to Glan Road via Aberdare Park. I am aware of a bye law but also that if you specify entry and exit points this can be overcome like in Ynysangharad and Tyn y Bryn Parks, both NCN.</p>	<p>-----</p>	<p>Failed to open map on laptop so unable to provide other feedback.</p>	<p>Comments noted. The route highlighted does not meet active travel criteria as it is used for recreational journeys.</p> <p>The Council is currently examining the relaxation of local bye laws to allow cycling (under controlled conditions) to be allowed within its Parks.</p>
<p>Aberdare (1 response)</p>	<p>Top end of Park Lane, Trecynon next to school and homes. One path ends at Y Dolydd. The other rougher path which used to be in better condition takes you to the field adjacent Broncynon Terrace.</p>		<p>The paths need a few small things. More litter bins and dog bins.</p> <p>Vehicles in Aberdare is a worry. There is a speed limit of 5mph which very few stick to.</p>	<p>Comments noted. The route highlighted does not meet active travel criteria as it is used for recreational journeys.</p>

<p>Aberdare</p> <p>(1 response)</p>	<p>-----</p>	<p>-----</p>	<p>There needs to be a crossing at the disabled car park entrance to Aberdare Park on Glan Road. Not only does this link the existing footpath and future paths to the park safely, it's also used as a school route for St Johns and Aberdare Park Primary.</p> <p>There needs to be restricted parking between Park Lane Aberdare and the Llwynceilyn Inn on the B4275. The double parking is making this small stretch extremely dangerous for cyclists and other road users.</p>	<p>Comments about the provision of crossing points and parking restrictions will be brought to the attention of the Council's Traffic Management Section.</p>
<p>Aberdare</p> <p>(1 response)</p>	<p>-----</p>	<p>-----</p>	<p>I notice that the old railway line from Cwmaman to the Country Park is not down as a walk way, why is this? I use it on a daily basis from Godreaman to the Country Park, it is beginning to get overgrown again at the roadside, also it is used by many people with dogs and not really looked after with dog mess. There are also many cyclists that use it very often not using their bells, half the time they don't have one, which I thought was illegal anyway.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. The former railway line from Cwmaman to the Country Park is used mainly for recreational purposes.</p> <p>Comments about the growth of vegetation and litter along footpaths will be brought to the attention of the Council's Parks and Countryside Section.</p>
<p>Aberdare</p> <p>(1 response)</p> <p>Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>The Council should be looking at routes along A roads, potentially utilising the verge areas. These roads are more direct, visible etc. The existing routes are fine, but some sections are a little too isolated or not easy to navigate.</p> <p>It is also about changing people's behaviour to use cars less and walk/cycle for short journeys.</p>	<p>When developing active travel routes, the Council considers a number of factors including connectivity between communities and facilities, convenience, safety of cyclists and pedestrians and impact of routes on local residents and other highway users.</p> <p>The Council widely promotes walking and cycling through a number of measures including cycle training at schools, provision of storage facilities in local towns and villages and widespread signage.</p>

<p>Aberdare</p> <p>(1 response)</p> <p>Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>More consideration needs to be given to horse riders when planning for active travel routes.</p> <p>Concerned about the area between the top of Llwydcoed and the Nant Melyn area, which historically has been popular for equine use.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car.</p>
<p>Aberdare</p> <p>(1 response)</p>	<p>The route form Aberdare canal under the railway bridge to the Ynys fields. I don't think it's shown apologies if it is in the map.</p>	<p>-----</p>	<p>Dare Valley Country Park needs more seats and on concrete plinths to encourage more walkers.</p> <p>The very bad constant flooding under the railway bridge at Ynys to Cwmbach canal constantly makes route impassable for walkers to school, town and playing fields and badly impacts on many, many walkers of all ages.</p>	<p>Comments about the Dare Valley Country Park will be brought to the attention of the Council's Parks and Countryside Section.</p> <p>Potential new active travel route will be examined further.</p> <p><b>AMEND ATNM</b></p>
<p>Aberdare</p> <p>(1 response)</p>	<p>-----</p>	<p>-----</p>	<p>My regular route is the Cynon Trail from Trecynon to Hirwaun to walk my dogs, it is becoming somewhat difficult to enjoy the walk due to many cyclists also using the path which means I'm required to stop regularly to let them pass as many cycle very quickly and don't slow down. What was once a quiet trail is now becoming a very congested path as not only has cyclists increased but many cars also use it along with youngsters on motorbikes and mopeds who again don't tend to slow down. There also is a real lack of poo bins along the trail and you only have 1 at each destination. Also there's a lack of council workers on the path and even when you do see a litter picker they tend to ignore most of the rubbish on the track. Therefore I suggest a cycle lane and walking lane, more poo bins at regular intervals and bollards to prevent motorcycles and cars at certain areas.</p>	<p>The Council is considering the provision of signage along many active travel routes to remind users to show consideration to others when using these routes.</p> <p>Comments about litter will be brought to the attention of the Council's Streetcare Section.</p> <p>When installing bollards and/or barriers at the entrance to an active travel route, the Council must ensure that these features do not prevent cyclists with specially adapted cycles and wheelchair users from accessing these routes.</p>

<p>Aberdare (4 responses)</p>	<p>I am a keen rider of horses and walker. I have loops and walks starting from Llwydcoed to Aberdare, Fernhill and around to Maerdy Mountain, back through the country park, back to Llwydcoed.</p> <p>Please tell me why Equestrians have been left out of this plan? I need and want the same safe off road riding as cyclists. Also the Welsh Government has stated that all new routes must be horse friendly. That all barriers on existing routes must be removed. I cannot take my horse from Tesco's to Llwydcoed roundabout as barriers do not give access.</p>	<p>Yes there are gates that need updating in Llwydcoed, and Mountain Ash. Broken styles and step overs too high.</p> <p>Please tell me why Equestrians have been left out of this plan? All new routes must be horse friendly</p>	<p>Needs to be more multi use tracks to accommodate horses.</p> <p>The Aberdare Valley is a beautiful place but ruined by the litter, dumped refuse and dog dirt. On the Cynon Trail there are no bins for either litter or dog poo, so both usually end up decorating the trees! ... it doesn't inspire you to use the facilities.</p> <p>The Cynon Trail between Cwmbach and Mountain Ash needs to be off road - just like the trail from Mountain Ash downward. We need to be able to jump on the trail at Cwmbach and be off road immediately.</p> <p>Barriers are being put up which limit a safe way for us to ride, no access for horses to get through, forcing us to ride on busy road.</p> <p>Most of Cwmbach walking routes are next to a busy road. The trail needs to be moved off road.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p> <p>Comments about litter will be brought to the attention of the Council's Streetcare Section.</p> <p>When developing active travel routes, the Council considers a number of factors including connectivity between communities and facilities, convenience, safety of cyclists and pedestrians and impact of routes on local residents and other highway users.</p> <p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p>
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<p>Aberdare (1 response)</p>	<p>Extension of old railway line from Abernant at Rhoswenallt to Llywdcoed (Cwmynysminton Road) to link up with National Cycle Route. This is well used by cyclist and walkers. Also old railway line between Cwmaman and Dare Valley Country Park, another well used cycle and walking route.</p>	<p>Course of old railway from Cwmynysminton Road in Llwydcoed to intersection of Heads of Valleys Road and proposed RCT-INM-N67 route at Hirwaun - to take account of HoV redevelopment and new Aberdare By-pass extension to HoV Road.</p>	<p>Cycling routes need to be extensively developed and maintained. The imposition of frequent gates across the existing cycle tracks is unacceptable, and does nothing to deter off-road motorcycling - they only serve to disrupt cycling, and should be removed immediately. Greater emphasis should be placed on connecting local cycle routes to the National Cycle Network also.</p> <p>Some parts of the Cynon Trail are perceived as unsafe due to antisocial behaviour including clear evidence of active drug abuse - particularly in the Penywaun and Rhydywaun sections.</p>	<p>The former railway line from Cwmaman to the Country Park is mainly used for recreational purposes. Potential new active travel route from Abernant to Llwydcoed will be examined further.</p> <p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members. Incidences of anti - social behaviour should be reported to the local Police.</p> <p><b>AMEND ATNM</b></p>
<p>Aberdare (1 response)</p>	<p>Sorry can't navigate the system and cannot see the difference in routes.</p>	<p>Probably because I cannot clearly see what you are proposing.</p>	<p>I'm happy that you are doing something to support these walks and paths. Possibly too little too late.</p>	<p>Comments noted. The draft ATNM (legend and details) uses software provided by the Welsh Government.</p>
<p>Aberdare (1 response)</p>	<p>From the rear of Abercwmbai travelling west at the rear of Graig Terrace Abercwmbai. Crossing road leading to North View Terrace bearing left in front of North View Terrace travelling past the site of Aberaman and Cwmneol Colliery and ending on Llanwonno Road, Cwmaman. This would be following the old NCB railway line from Fforchaman Colliery.</p>	<p>-----</p>	<p>Terrible pot holes on the private road known as Farm Road Aberaman. Brambles and nettles as well as other trees and plants allowed to partially block the paths, this is also the case in Dare Country Park.</p>	<p>The suggested active travel route does not serve key facilities and would be primarily of a recreational nature.</p> <p>Comments about the growth of vegetation and litter along footpaths will be brought to the attention of the Council's Parks and Countryside Section.</p>

<p>Aberdare (1 response)</p>	<p>I'm a cyclist, walker and horse rider. We are losing so many multiple users paths. Horse riders MUST be included in the active travel plans. I ride between Llwydcoed and Hirwaun to access other bridleways. I also ride from Llwydcoed to Mountain Ash. Please include horse riders.</p>	<p>Yes. Nant Moel Old Parish Road past Llwydcoed reservoir and the paths leading through the groundwork trust.</p>	<p>Horse riders must be included in the active travel plan. 89% women between 30-70 ride horses we are being discriminated against. Our health and wellbeing is being affected. 88% men between 30-70 ride bikes. Let's all have multiple use tracks please.</p> <p>No option for horse riding. We have been ignored and forgotten about.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
<p>Beddau (1 response)</p>	<p>-----</p>	<p>Complete route from top of Powerstation Hill in Tonteg to the bottom to connect up with new bridge over the river etc. This is not shown on the map.</p>	<p>There is a problem with the footpath from Hawthorn Crescent to Poplar Road under the A470. Currently, because the barrier has been removed again, cars can drive down it from Poplar Road to use the underpass for drug dealing (this has been seen by a local resident). The restrictor barrier on the Hawthorn Crescent side of the A470 is also not fit for purpose - it still allows off road bikes through, but a double buggy can't get through. When a previous consultation was held, we asked for chicanes at both ends, but it was obvious from the looks on the faces of the persons we were consulting with that this was not going to happen - however, this is what is actually needed to deal with the bikes, but let others through. Chicane on Poplar Road side can run zig zag down the steepest part to help people to walk up and down what is a very difficult slope in bad weather.</p>	<p>The draft ATNM shows an aspirational route linking the Church Village Community Route with Upper Boat and Trefforest Industrial Estate. The precise alignment will be determined following a study and consultation.</p> <p>Comments regarding the footways and roads in the Hawthorn area will be brought to the attention of the Council's Highways Section.</p> <p>Incidences of anti-social behaviour should be reported to the local Police.</p>
<p>Beddau (1 response)</p>	<p>-----</p>	<p>Need a new cycle and pedestrian crossing from Moorland Crescent to Brynyfryd and a safe cycling route to Bryn Celynnog School. This is a main desire line for pupils walking and cycling to school and there is no crossing or path from Moorland Crescent.</p>	<p>-----</p>	<p>Comments noted and will be used to inform the future preparation of Safe Routes in Communities bids.</p>

<p>Beddau (1 response)</p>	<p>It would be good to have a route from Cross Inn (link from existing Cross Inn route) via Rhiwsaeson to Creigiau, along the old railway line, especially if there are plans to link Creigiau with Cardiff.</p> <p>It would also be useful to have a link from near the Co-op in Tynant along the old railway line to link with the existing route by the railway bridge at the old Beddau Halt, so that people living in Tynant can more easily join the route. Not sure if this is shown on your map as a future route plan.</p>	<p>-----</p>	<p>More joined up off road cycling routes are required throughout RCT please. Although you have made some good progress to date.</p>	<p>Comments noted. The suggested active travel route from Tynant does not serve key facilities and would be primarily of a recreational nature. The suggested active travel route via Rhiwsaeson will be examined further in conjunction with Cardiff CC.</p>
<p>Church Village (1 response)</p>	<p>-----</p>	<p>Very pleased that RCT-INM-N32 &amp; RCT-INM-N33 have both been identified as a potential future route, much needed in the local area to alleviate the hazardous access via station road. This will be a fantastic new route for the community but does need investment to widen the path and install drainage.</p>	<p>-----</p>	<p>Comments noted.</p>
<p>Church Village (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>I look forward to Heol Dowlais being a 20mph road in the national 20mph implementation.</p> <p>An idea to naturally slow down motor vehicles using this residential street is to alternate the existing parking bays on different sides of the road to create more 'turns' and a less straight road. This is a common practice in Netherlands. Heol Dowlais could be an excellent trial location for such a cheap simple intervention.</p> <p>Also install bollards, like those used in 'pop-up' schemes to create safe walking space across the road bridge between Heol Dowlais and Heol Y Fynnon.</p>	<p>Comments noted. Details will be brought to the attention of the Council's Traffic management Section.</p>

<p>Church Village (1 response)</p>	<p>Efail Isaf to Creigiau.</p>	<p>Add a proposed cycle and walking route along the former railway line from Efail Isaf to Creigiau. This will link to the main commuter cycle route being constructed by Cardiff Council and give access to the M4 transport hub at The Parish.</p> <p>The existing lane is 60mph and needs dropping to 40mph but it will never be safe for your children and an off-road path is needed.</p>	<p>-----</p>	<p>Comments noted. The suggested active travel route to Creigiau will require further investigation as the conversion of the former railway through Efail Isaf to an active travel route will present significant drainage, ecology and access (gradient) issues.</p>
<p>Church Village (4 responses)</p>	<p>There is a footpath between 1 Heol y Parc and 2 Heol y Parc in Efail Isaf that leads to a kissing gate into the field behind, with a footpath across the middle that comes out by the pond, and then goes across a style into the fields, coming out on the lane.</p> <p>The walk through Heol Dowlais and Heol y Ffynnon in Efail Isaf.</p>	<p>The road on Heol Dowlais and h Heol y Ffynnon, Efail Isaf. There are many people walking and cycling up this road and it is currently not suitable for it. The cars speed along this road and there are no provisions in place to stop this. I have almost been involved in a fatality twice in the last 6 months and no longer feel safe walking this route with my 1 year old son.</p> <p>Walking through Efail Isaf- this has become a popular circular route incorporating the bypass walk and then through the village. However the pavements in places are narrow, and the road at Fordd y Capel heading down into Heol y Parc is very narrow with little room for two cars to pass. Despite this cars still speed through this narrow section, especially on Heol y Parc, and when two cars meet at speed one always mounts the pavement, regardless of whether there are pedestrians or not. This is a fatality waiting to happen. Safer walking routes through the village would be achieved if</p>	<p>The bypass around Church Village is not lit and so cannot be used after dark. Also the amount of dog mess makes it difficult to navigate at dusk.</p> <p>I have so many concerns about the speed of the cars racing up and down Heol Dowlais. I have been close to being involved in 2 fatalities in the last 6 months on this road and now I'm fearful of walking my son in the pram on this road due to vehicles going up and down the road so fast. There is also no suitable walkway on the bridge between Heol Dowlais and Heol y Fynnon which is so unsafe especially for those with young children.</p> <p>Efail Isaf - Ffordd Y Capel is a dangerous place to walk. Cars parked on pavement outside nos 12 and 10, so pedestrians have to walk in the road. On the corner by the chapel, the pavement is very narrow (a struggle for people with buggies/dogs/small children) and cars come whizzing up the road round the blind corner - need to widen the pavement and stop cars from coming through and introduce traffic calming throughout the village.</p>	<p>Comments regarding dog mess will be brought to the attention of the Council's Streetcare Section.</p> <p>Comments regarding traffic speeds and parking should be reported to the local Police.</p> <p>Comments regarding traffic calming measures will be brought to the attention of the Council's Traffic Management Section.</p> <p>The provision of lighting along an active travel route is subject to the impact on the local ecology and environment.</p> <p>The routes highlighted do not appear to meet the criteria for active travel as they are used for recreational journeys.</p> <p>Comments regarding the kissing gate will be brought to the attention of the Council's Parks and Countryside Section.</p>

		traffic calming measures or speed cameras were in place		
Church Village (2 responses)	Celyn Paddocks; between Heol-y-Parc via the kissing gate and Celyn Farm Drive via the gate that replaced the stile.	The parts of the Celyn Trail that have become closed off, including the land that used to join Celyn Farm Drive to the side of 10 Heol-y-Parc.	A few more poo bins would be handy especially on the route from Power Station Hill to Treforest.  Poor lighting on Church Village By-pass. Lack of arrow for all Celyn Paddocks footpaths.	The suggested active travel route does not serve key facilities and would be primarily of a recreational nature.  Comments regarding litter will be brought to the attention of the Council's Streetcare Section.  The provision of lighting along an active travel route is subject to the impact on the local ecology and environment.
Church Village (1 response)	-----	-----	I have provided many suggestions across RCT and other LA's in the previous consultations but to date not even one has been implemented which is disappointing particularly as many are simple and not costly and will make a big difference. My suggestions have not been transferred to this new exercise and therefore issues with the routes listed above are being ignored. Some are danger to life. I was told that cost and other users perspectives stop them happening which is not correct. Hopefully something will get done in RCT as otherwise and one day this process will move into action as opposed to consultation. In meantime I continue to risk the Treforest Industrial Estate junction with no pedestrian crossing daily.	Comments noted. The Council publishes an Annual Report, which is submitted to the Welsh Government and can be viewed on the website, which sets out the investment and measures it has committed / implemented on active travel during each financial year.
Church Village (1 response)	-----	-----	Frequent and sometimes dangerous speeding is not being picked up by the Police / Go Safe along top end of Station Road, Church Village especially with the blind turn into Coed Dowlais. Dangerous for children and old people to cross Coed Dowlais entry road and I believe this discourages people to walk. Go Safe monitor Station Road at completely the wrong end. The straightest parts of that road are where speeding is most evident and Go Safe get a totally wrong impression as they monitor near a bend where there is far less speeding and think there is no speeding problem in the area when there is. Why are other roads in the area 20mph but not this one? This is a key route for future active travel.	Comments noted. Incidences of speeding and unsafe driving should be reported to the local Police.  Other comments about the speeding limit along Station Road will be brought to the attention of the Council's Traffic Management Section.

			After years of reporting these issues, will the powers that be please listen?	
Church Village (1 response)	-----	-----	We are opening the Tonteg circular walk on Saturday the 4th of September 2021 which was funded by National Lottery and has partners such as USW RCT Korbuild and Tonteg Walking Group. RCT have made a video of the walk which is part of their series of walks if you need to contact me re adding to your active routes 07747392428 Lyndon Walker Councillor for Tonteg. We need a plan through education to take this great idea forward	Comments noted.
Ferndale (1 response)	No proper cycle path.	-----	Forgotten valley fach.	The Council has plans to progress the completion of the active travel route along the Rhondda Fach to Maerdy following the stabilisation of the landslip at Tylorstown.
Ferndale (1 response)	There are some unofficial access points to the cycle route along the river. E.g. top end of North Road.  There is also a path that leads from Greenwood Park rugby field along the river before connecting to the existing cycle paths at Tylorstown.	The path that leads from Greenwood Park rugby field along the river before joining the marked cycle path at Tylorstown.	-----	The suggested active travel route will be examined further in terms of whether it can be upgraded to meet current standards.
Ferndale (1 response)	Maerdy to Ferndale onward.	Water Board dug up route from Maerdy to Ferndale. Painful to walk on and impossible for bikes due to large chunky gravel.	Would cycle more if there were better tarmacadam routes. No lighting and off road vehicles using the pathway.	The provision of lighting along an active travel route is subject to the impact on the local ecology and environment.  The Council has raised concerns to Dwr Cymru about the resurfacing work that they had carried out.  The Council has plans to progress the completion of the active travel route along the Rhondda Fach to Maerdy following the stabilisation of the landslip at Tylorstown.

<p>Hirwaun (3 responses)</p>	<p>Find the maps difficult to navigate so unsure if included or not.</p>	<p>Hirwaun Village Green, various start and finish points from High St / Station Rd / Lisburn Rise / Crawshay St / Bute Tce / Fairview and along the River Cynon. Also walk Mineral Line towards Penderyn and then public footpath through farm to exit on A4509 at Brynygaer Cemetary, back down Penderyn Rd and through the village green either off Devonshire Drive or off Bute Terrace. Also walk/cycle from Penyard Lane to Keepers Lane- Swansea Rd - Maescynon or Johns Lane - Station Rd. Also walk from Tower Rd Bridge to rear of Hirwaun Recreational Ground. Walk/Cycle off A465 up Windfarm road across to Bwlfa Dare. Walk from Rhigos mountain viewpoint across towards Skyline ridge or forestry roads. sometimes walk/cycle Tramroad Hirwaun to Trecynon.</p>	<p>Need better advertising/signposting of off road routes. Need improved off busy road cycling routes. Cynon Trail needs scheduled maintenance.</p> <p>They need a really good clean and tidy up and stop alcohol and drug paraphernalia being littered about. Quite often gangs of kids especially around Penywaun area on tramway.</p> <p>Why is there no provision or consideration for horse riders? Concerns about the speed of traffic.</p>	<p>Comments noted. The draft ATNM (legend and details) uses software provided by the Welsh Government.</p> <p>The suggested active travel routes will be examined further. However, it should be noted that the focus of routes is to provide connections from communities to local facilities and not to be of a recreational nature. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p> <p>Incidences of speeding and anti-social behaviour should be reported to the local Police.</p> <p>Comments regarding litter and maintenance will brought to the attention of the Council's Streetcare and Highways Maintenance Sections. <b>AMEND ATNM</b></p>
<p>Hirwaun (1 response) Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>There is a lack of signage in Hirwaun, particularly in the Station Road area.</p> <p>The Cynon Trail behind the Penywaun Estate is isolated, safety is key on using active travel routes. Would like to see ease of access onto public transport from cycling.</p>	<p>Comments noted. The Council, in collaboration with Sustrans, is looking at improvements to signage to/from active travel routes to assist users.</p> <p>The provision of lighting along an active travel route is subject to the impact on the local ecology and environment. The Council endeavours to ensure that vegetation is cleared on a regular basis along routes.</p>

<p>Hirwaun (1 response) Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>Does not want horse riders to be disadvantaged by the active travel routes the Council construct nor to be stopped from using them, particularly if they were used by horse riders previously. The Council needs to consider horse riders when looking to widen footways.</p> <p>Local horse-riding societies/groups like Briars Bridleway RCT need to be treated as a formal consultee.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p> <p>The Briars Bridleway Group will be included in the Council's future list of active travel consultees.</p>
<p>Hirwaun (1 response)</p>	<p>There are no Bridleways included.</p>	<p>-----</p>	<p>We need horse riders to be considered in these plans please. We are always excluded and more and more riders are being forced onto heavily busy roads resulting in fatalities of horses and riders and many accidents and incidents occurring every year.</p>	<p>Please refer to comments above.</p>
<p>Hirwaun (1 response)</p>	<p>Tracks in the Llyn Fawr / Zip line area and surrounds.</p>	<p>-----</p>	<p>There are a wide range of good walks (and cycle ways), but they are marred by the litter left on / alongside them. I collect what I can on my "usual" daily circuits, but it soon returns. More litter bins along walkways etc. would be very welcome - at least then I wouldn't have to take stuff home.</p>	<p>Comments noted but the focus of the active travel legislation and measures is on non recreational walking and cycling journeys.</p> <p>Details about litter on paths will be brought to the attention of the Council's Parks and Countryside Section.</p>
<p>Hirwaun (1 response)</p>	<p>*walk, cycle or horse ride*</p>	<p>The gaps are that you do not include horse riders as part of your routes. Lots of paths are badly sign posted and not as simple to follow as other places I walk. Not well maintained.</p>	<p>You 'care' about walking and cycling in the area but the trails are poorly maintained and not very well sign posted. You also have disregarded the fact that horse riders also use these kinds of trails but you do not cater for those or try to improve the facilities for them either.</p> <p>Abuse from children. When it is dark don't know who is about as isn't well lit.</p>	<p>Comments regarding litter, signage and maintenance along paths will brought to the attention of the Council's Parks and Countryside Section.</p> <p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures</p>

				such as the installation of traffic calming features.
Hirwaun (1 response)	-----	I would love to be able to walk along the tramroad from Penywaun and Hirwaun. It is currently very dark and is intimidating to many people as you can't see where you're going later in the afternoon and at night.	It would be great to have a first aid kit and defibrillators available in case of emergency and better lighting would be fantastic	Comments noted.
Hirwaun (1 response)	A cycle route to Merthyr as part of A465 dualling.	-----	Cycle and walking routes need better drainage systems.	Comments noted. The planned dualling of the A465 between Hirwaun and Dowlais will incorporate a new active travel route with links to the Cynon Trail.
Hirwaun (1 response)	-----	-----	I've noticed that there are zero bridleways shown?? Can I ask why? Horseriding is a massive part of the community, keeping children occupied and great for mental health in both children and adults, more safe bridlepaths are certainly needed.	The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.

<p>Hirwaun (1 response)</p>	<p>The dark lane, starting Lisburn Rise, going uphill, passing through Llwyncoch farm and ending at Keepers Lane. The Gloucesters - common land behind Crawshay Street. The Ironworks - common land accessed via Crawshay Street and near Ty Mawr, walk alongside the river Cynon and exit at Penderyn Road / Fairview. Walk/ cycle path behind the Welfare recreation ground and finishing by coming over the footbridge on Tower Road, although the route is sometimes overgrown.</p>	<p>Bridge to the Ironworks from High Street (path at the side of Hirwaun police station) has been cordoned off for some time. It would be nice if this could be reopened to allow access to the village centre via these walking paths. Also, I'm unsure if this is private land, but Hirwaun Ponds (Rhigos Road) is a beautiful walking area which is currently not able to be accessed.</p>	<p>Investment in more mountain bike trails would be appreciated, although I'm pleased to see new trails opening at Dare Valley Country Park. As a family, we travel regularly to Afan Valley and Merthyr Tydfil to ride bikes, it would be nice to have more challenging MTB trails in our local area.</p> <p>General safety concerns at night, using road underpasses and routes behind estates. Lighting is often poor and there is dangerous litter (including broken glass and sometimes hypodermic needles). I feel safer walking and cycling near busy roads than using dedicated walk/cycle ways because of the fear of coming across gangs of people / antisocial behaviour in these areas.</p>	<p>Comments noted but the focus of the active travel legislation and measures is on non recreational walking and cycling journeys that link communities with local facilities.</p> <p>The suggested active travel route to the centre of Hirwaun will be examined further in terms of whether it can be reopened and upgraded to meet current standards.</p> <p>Incidences of anti-social behaviour should be reported to the local Police.</p> <p>Comments regarding litter and lighting will brought to the attention of the Council's Streetcare and Street Lighting Sections.</p> <p><b>AMEND ATNM</b></p>
<p>Llanharan (1 response)</p>	<p>-----</p>	<p>A pedestrian link between Ffordd Dol y Coed &amp; Heritage Way PROW, Llanharan. Redrow have taken the footpath to the boundary of Ffordd Dol y Coed but the connection to the existing PROW that runs north-south along the boundary of 43 &amp; 45 Ffordd Dol y Coed is missing. The PROW runs from Heritage Way to Enterprise way along the boundary of the 43 &amp; 45 Ffordd Doly Coed. The map above even shows the path but no connection!</p>	<p>Lack of crossing points on Bridgend Road, Llanharan.</p>	<p>The suggested active travel route will be examined further.</p> <p>The planned construction of the Llanharan bypass will enable the Council to undertake associated improvements along the former A473 through Llanharan for cyclists and pedestrians.</p> <p><b>AMEND ATNM</b></p>

<p>Llanharan (3 responses) Face-to-Face</p>	<p>-----</p>	<p>Supports proposed route from station, alongside railway to Bryncae Community Centre. Existing footpath could be upgraded to current active travel standards.</p>	<p>The ATNM should have OS details superimposed in order to show existing rights of way.</p> <p>The Community Council has funding to contribute towards a feasibility study to examine proposed new route from rail station. Can assist with the brief.</p>	<p>Comments noted. The draft ATNM (legend and details) uses software provided by the Welsh Government.</p>
<p>Llanharan (1 response)</p>	<p>-----</p>	<p>The route along the A473 from Llanharan to Talbot Green is in a very poor state of repair and is somewhat dangerous to walk/cycle along being narrow and uneven and in very close proximity to cars, lorries etc travelling at 60mph along a busy road. This route should be considered for improvement to encourage locals to use active travel between these two locations.</p>	<p>More street lighting between villages would improve feelings of safety early and late in the day.</p>	<p>The draft ATNM shows a proposed new active travel route linking Llanharan and Talbot Green. RCT INM C7</p>
<p>Llanharan (1 response)</p>	<p>-----</p>	<p>I'm concerned that these ATPs have not considered horse riders and want to encourage Councils to incorporate us in current and future plans.</p> <p>Increasingly we are being forced more and more to ride on roads which not many of us want to do, as bridleways are being downgraded or closed altogether, putting us at more risk from other dangerous or inconsiderate road users. We are just as, if not more, vulnerable as walkers and cyclists.</p> <p>Removing A frames and widening current tracks, and making tracks and routes accessible to EVERYONE would be wonderful.</p>	<p>Yes, being a rider puts me at greater risk from other road users.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>

<p>Llanharan (1 response)</p>	<p>-----</p>	<p>What about horse riders? What about Bridleways? Why isn't this included and only cycling and walking is being considered once again?</p>	<p>What about Bridleways? What about horse riders? Are these being forgotten about once again. What provisions are being put into place to look after, develop and keep Bridleways open?</p>	<p>Please refer to comments above.</p>
<p>Llanharan (1 response)</p>	<p>-----</p>	<p>Chapel Hill (between Chapel Road and Brynna Road) - it's filtered to cars by means of a chicane so is already a reasonable active travel route, but if the chicane could please be widened or replaced with a row of bollards, that would make cycling up the hill so much easier as there would be no need to stop and start on a steep hill.</p>	<p>The priority for this area should be the provision of a safe cycling and walking route between Llanharan and Talbot Green. The footway along the A473 at present has several uncontrolled crossings with no dropped kerbs on a very fast, unlit road, the condition of the section of footway on the southern/Talbot Green side is broken up and very uneven. A safe walking and cycling link is needed as a matter of urgency, as this is preventing access to shops, cafes, many facilities and the rest of the network in Talbot Green and beyond. I have contacted the Council on many occasions regarding this route, have identified it in previous consultations, have raised it with the local Cllrs and MP and AM, and at PACT meetings. I was contacted by someone from Highways Maintenance a year or two ago who said the footway would be resurfaced, but this still hasn't been done. It's a vital missing link and needs to be a top priority, particularly with all the ongoing developments in Llanharan.</p> <p>A link between Llanharan and Llanharry would be useful, even if it is a long term ambition.</p> <p>The footbridge over the railway near Penprysg roundabout - the routes through Brynna and Llanharan don't appear to connect to each other via that bridge. Removal of the gates, cutting back the vegetation and (ideally) installation of a pedestrian crossing would make the route much more attractive for active travel.</p> <p>Removal of all remaining A-frame barriers should be a priority - many have already been removed and the routes made accessible, which I applaud, but there are still some remaining on the Church Village Bypass route, and on the Pantruthyn Farm route, that render the route inaccessible for anyone on a non-standard cycle/mobility</p>	<p>Comments about Chapel Hill will be brought to the attention of the Council's Traffic Management Section.</p> <p>The draft ATNM shows a proposed new active travel route linking Llanharan and Talbot Green. RCT INM C7</p> <p>Suggested active travel route between Llanhari and Llanharan will be noted.</p> <p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p> <p>Issues raised regarding pedestrian routes between Brynna and Llanharan will be brought to the attention of the Council's Highways Maintenance Section. A site visit will be undertaken to examine further.</p> <p><b>AMEND ATNM</b></p>

			<p>scooter/wheelchair/pushchair etc and may be in contravention of the Equality Act.</p> <p>Llanharan in general feels quite safe, and I say this as a woman who sometimes travels alone. The level of street lighting is generally quite good. The exception to this is the A473 between Llanharan and Talbot Green which is unlit, and as the footway surface is very poor and there are several crossings I would not feel safe using that footway in the dark. As a general rule I feel much safer on my bike than on foot.</p>	
Llanhari (1 response)	-----	<p>Why are horse riders not being considered as part of the active travel consultation? Horse riders are a huge demographic in the area. We use the bridleways / lanes daily.</p>	-----	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
Llantrisant (1 response)	-----	-----	<p>There needs to be more cycle paths so cyclists going very quickly do not create a hazard for pedestrians - far too often they cycle too quickly on pedestrian paths instead of using the road or cycle paths already available.</p> <p>There is not enough adequate lighting on the footpaths near my home; in fact in some cases no lighting at all, making me very uncomfortable walking in the dark during winter months. There are also no pedestrian crossings where cars go around corners very quickly if people are trying to cross the road (for example, the corner near Penygawsi Primary School has no crossing and there are also no speed bumps, yet that is directly opposite a foot path that runs from Cross Inn to Talbot Green). Both of these issues need to be addressed as it's dangerous.</p>	<p>The Council is considering the provision of signage along many active travel routes to remind users to show consideration to others when using these routes.</p> <p>The issues of lighting along the footpaths and provision of crossing points and traffic calming measures near the respondent's home will be brought to the attention of the Council's Traffic Management and Street Lighting Sections.</p>

<p>Llantrisant (3 responses) Face-to-Face</p>	<p>-----</p>	<p>Should be more crossing points along the A4119, including underpasses. Council insists on constructing a bridge over the new dualled section at Coed Ely.</p>	<p>Horse riders should be treated the same as cyclists.</p>	<p>Comments noted. The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
<p>Llantrisant (1 response)</p>	<p>Lanelay Hall cyclepath to Royal Glamorgan Hospital.</p>	<p>Add a proposed cycle &amp; walking route to complete the route from Lanelay Hall to Royal Glamorgan Hospital. Due to the access issues from Forest Walk the proposed route can use an alignment through the NRW forestry to get to the disused railway line.</p>	<p>-----</p>	<p>The suggested active travel route would primarily be in open countryside and serve no intermediate facilities or communities. It is unlikely to meet the criteria for an active travel route.</p>
<p>Llantrisant (1 response)</p>	<p>-----</p>	<p><b>Angen llwybr beicio a cerdded o Efail Isaf i Creigiau.</b> A walking and cycling path from Efail Isaf to Creigiau is needed.</p> <p><b>Angen llwybr cerdded a beicio o Meisgyn i Pendoylan heibio Castell Hensol.</b> A walking and cycling path from Miskin to Pendolyan is needed.</p> <p><b>Angen dangos y yllwybr beicio o Thomastown i Ogwr Fach</b> The cycling path from Thomastown to Ogmoredale needs to be shown.</p> <p><b>Angen dangos yr holl lwybrau cerdded sydd ar gael.</b> All of the walking paths available need to be shown.</p>	<p><b>Angen sicrhau fod yr holl lwybrau cerdded ar agor. Rhai wedi cau yn ardal Tonyrefail ac Efail Isaf. Angen gwella arwybyst. Digon o lefydd hyfryd i gerdded!</b> Must make sure that every walking path is open. Some are closed between Tonyrefail and Efail Isaf. Signposts need to be improved. Plenty of lovely places to walk!</p>	<p>Comments noted. The suggested active travel route to Creigiau will require further investigation as the conversion of the former railway through Efail Isaf to an active travel route will present significant drainage, ecology and access (gradient) issues.</p> <p>It is considered that the suggested active travel route between Miskin and Pendoylan will be used for recreational journeys which is not the focus of the active travel legislation.</p> <p>The cycling route between Thomastown and Ogmoredale runs through open countryside and has not been designated an active travel route.</p> <p>Comments about signage and the opening of walking paths will be brought to the attention</p>

				of the Council's Public Rights of Way Officer.
Llantrisant (1 response)	-----	I would like to be able to use the Church Village Bypass route, but there are still a number of A-frame barriers remaining. As I use a Dutch bike with high, wide handlebars and a crate on the front, these barriers prevent legitimate access to the route by me and anyone else with a non-standard cycle/child seat/trailer/mobility/scooter/wheelchair/pushchair. I have contacted the local Cllr regarding this, providing detailed relevant information from the Active Travel Design Guidance and the Equality Act but he was not at all receptive and the barriers remain in place.	Please prioritise the removal of all access barriers throughout the County Borough, and the Llanharan to Talbot Green link.	The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.  The draft ATNM shows a proposed new active travel route linking Llanharan and Talbot Green. RCT INM C7
Llantrisant (1 response)	-----	-----	The more safe cycling and walking paths similar to the converted railway in Llantrisant the better. We use these daily for safe running routes and the children cycle to Talbot Green park and walk to school (well one as you moved the catchment and the other has to get a bus to school now). Maybe you could sort out the education boundaries by a school so children living 10 min walk from their local school don't have to get a bus to one 2.5 miles away. Maybe the Council could stop raking in cash from builders and added council tax and think about working with Bridgend Council to send the children near Pencoed to their local school and get the children local to part back to their local school. Just a thought as it would encourage walking and cycling instead of discourage.	Comments noted and will be brought to the attention of the Council's Education Department.
Llantrisant (1 response)	-----	-----	I use the Llantrisant cycle route daily for lunchtime walks. The section behind Talbot Green McDonalds and by the Retail Park needs more bins. There is a huge amount of rubbish thrown over the fences in the woodland areas.	Comments noted and will be brought to the attention of the Council's Streetcare Section

<p>Llantrisant (1 response)</p>	<p>Lanelay Road between Forest Hills and the mini roundabout - this appears to be a gap in the network. Starting point would be Brynna and end point is usually Bradleys coffee shop and other shops in the area.</p>	<p>Along Lanelay Road, there appears to be a gap between Forest Hills and the mini roundabout/main Talbot Green area.</p> <p>The Llanharan to Talbot Green route is a vital part of the network and I would use it very regularly. At present, if I want to travel from Brynna towards Bridgend, it is safe and convenient to cycle. If I want to travel towards Talbot Green, I feel that I have to drive as the A473 is nowhere near safe to cycle on, and the footway is in very poor condition too. Providing this link would allow access to the rest of the Llantrisant Community Route and onwards, which (if the barriers are removed) would be really valuable.</p>	<p>Secure, covered cycle storage throughout RCT would be great, especially near shops, cafes and train stations.</p> <p>Please prioritise removal of all barriers that restrict access to non-standard cycles/mobility scooters/pushchairs, and the Llanharan to Talbot Green route.</p>	<p>The draft ATNM will be amended accordingly.</p> <p>Where space and other factors allow, the Council and other parties are installing cycle storage facilities across RCT as part of measures to promote cycling. The list of current locations is on the website.</p> <p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p> <p>The draft ATNM shows a proposed new active travel route linking Llanharan and Talbot Green. RCT INM C7 <b>AMEND ATNM</b></p>
<p>Pontyclun (1 response)</p>	<p>Our members walk many and various routes across the Pontyclun area.</p>	<p>We believe in addition to the proposed new routes which we support additional routes should be provided from Mwyndy to Groesfaen and Groesfaen to Miskin. That way out whole community has an active route close to where they live.</p>	<p>-----</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. The suggested routes are likely to be used mainly for recreational purposes.</p>
<p>Pontyclun (1 response)</p>	<p>-----</p>	<p>Pontyclun to Miskin designated cycle/shared path along Heol Miskin - separated from traffic by bollards or kerb. Pontyclun to Llanharan designated cycle/shared path along A473.</p>	<p>There are several roads that are wide enough to incorporate a segregated (traffic free) cycle/shared path around Pontyclun, Llanharan and Llanharan and Talbot Green areas. coupled with investing in safe cycle storage at schools (particularly primary schools) and around the main shopping areas may help encourage people to leave their cars at home.</p> <p>No facilities to safely store a bike where I live, No facilities to safely store a bike where I work, shop or visit.</p>	<p>Comments noted. The draft ATNM shows a proposed new active travel route linking Pontyclun and Miskin (RCT INM S37) and between Pontyclun and Llanharan via the western end of the Talbot Green bypass (RCT INM C7).</p> <p>Where space and other factors allow, the Council and other parties are installing cycle</p>

				storage facilities across RCT as part of measures to promote cycling. The list of current locations is on the website.
Pontyclun (1 response)	We use Cefn y Hendy fields to travel safely from Miskin to the community path and to the leisure centre in Llantrisant. This is the only safe route to travel without navigating busy roads.	From Miskin it is impossible to ride to the Llantwit Fardre bypass without having to cross the very dangerous and busy A4119. A cycle path through Cefn yr Hendy fields would be a fantastic way to support runners and cyclists exercise safely.	The A4119 is very busy and dangerous, we would like to have access to a clear passageway to exercise with our children in the area.	A site visit will be undertaken to examine the suggested active travel route.  The provision of crossing points along the A4119 will be brought to the attention of the Council's Traffic Management Section. <b>AMEND ATNM</b>
Pontyclun (1 response)	From Mwyndy near Leekes through to Groesfaen - comes out on A4119.  From Groesfaen through to Miskin following lane from A4119 through Miskin Manor to centre of Miskin.  From Miskin to Pontyclun along river from Caelan farm to Maesyfelin Bridge.	It would certainly be beneficial to have good active travel routes from Groesfaen to Mwyndy and Miskin as above.	Not many safe cycling routes in SW RCT.	Comments noted. The draft ATNM shows a proposed new active travel route linking Pontyclun and Miskin (RCT INM S37).  The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. The other suggested routes are likely to be used mainly for recreational purposes.
Pontypridd (1 response)	I'm presuming the dotted pink lines or maybe the solid ones are routes? I usually start and finish from my house as that is where I live. I walk around Graigwen Woods, down to Barry Sidings via Hopkinstown, Up above Maesycoed, over to Treforest, across Cilfynydd Mountain, down through Trallwn, Berw Road, and in Pontypridd Town Centre. A map would have been easier to draw on and show my routes.	See opposite.	I wouldn't walk alone after dark, especially through town. Litter and flytipping put me off walking to some places that should be beautiful but are spoilt and not cleaned up.	Comments noted. The draft ATNM (legend and details) uses software provided by the Welsh Government.  The issues of litter and flytipping will be brought to the attention of the Council's Streetcare and Environmental Health Sections.

<p>Pontypridd (1 response)</p>	<p>-----</p>	<p>There is no complete active travel route from Pont Sion Norton to Holly Street in Rhydyfelin, which would be of use to children to get to their new school site.</p>	<p>There is a problem with the footpath from Hawthorn Crescent to Poplar Road under the A470. Currently, because the barrier has been removed again, cars can drive down it from Poplar Road to use the underpass for drug dealing (this has been seen by a local resident). The restrictor barrier on the Hawthorn Crescent side of the A470 is also not fit for purpose - it still allows off road bikes through, but a double buggy can't get through. When a previous consultation was held, we asked for chicanes at both ends, but it was obvious from the looks on the faces of the persons we were consulting with that this was not going to happen - however, this is what is actually needed to deal with the bikes, but let others through. Chicane on Poplar Road side can run zig zag down the steepest part to help people to walk up and down what is a very difficult slope in bad weather.</p>	<p>Potential new active travel route will be examined further. A site visit will be undertaken.</p> <p>Incidences of anti-social behaviour should be reported to the local Police.</p> <p>Comments about the footpath from Hawthorn Crescent to Poplar Road will be brought to the attention of the Council's Highways Section.</p> <p><b>AMEND ATNM</b></p>
<p>Pontypridd (1 response)</p>	<p>Merthyr Road A4054 south from Common Road junction to join RCT-INM-C3 (cycling). Common Road from Merthyr Road south down to Bridge St (cycling).</p>	<p>Bridge St roundabout is NOT "suitable for cycling"; I'm a reasonably experienced cyclist but I wouldn't circuit it on the road, nor would I allow my children to do so. It needs a segregated cycle route to be safe.</p> <p>Missing a route from Pontypridd train station north up Taff St to join RCT-INM-N49, also along Broadway to join RCT-INM-N21.</p>	<p>Still too many A-frame barriers on routes other than Taff Trail, which are discriminatory and annoying to users - there is no justification for retaining these, and local councillors should not have discretion in such decisions.</p> <p>Main community routes are generally good (absent some maintenance) but there is poor connectivity between them, particularly across major centres. This also makes them difficult for younger users to access safely.</p> <p>It is difficult to see how the needs of cyclists and walkers can be adequately addressed without some detriment to current affordances for motor traffic (and I say that as a driver too); there will need to be an acceptance of this.</p> <p>Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.</p>	<p>Comments noted. Potential new active travel routes will be examined further. A site visit will be undertaken.</p> <p>When developing active travel routes, the Council considers a number of factors including connectivity between communities and facilities, convenience, safety of cyclists and pedestrians and impact of routes on local residents and other highway users.</p> <p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p> <p><b>AMEND ATNM</b></p>

<p>Pontypridd (1 response)</p>	<p>Graigwen to the town centre. The route is absolutely terrible, and one of the most dangerous routes I have ever used.</p> <p>I cycle this route twice a day, and whilst this is dangerous, my bigger concern is when we walk as a family of 5. We like to take the children for a walk to town to use local facilities such as the park etc, but the walk from our house to the town centre is just so dangerous.</p> <p>The pavements are narrow, and non existent in places. There are no designated crossing points. In particular, the junction between Graigwen Road and Pantygrraigwen Road is atrocious. I fail to see why some upgrades cannot be introduced here (as well as in general on the length of Graigwen Road), such as:</p> <p>traffic lights pedestrian crossing, widened footpath plus introduction of steps as well as level access, to a designated crossing point, traffic calming measures (speed bumps or road narrowing) segregation of footpaths from roadway, widening of footpaths compliant crossing points at the endless road crossings.</p>	<p>The entire Pontypridd town centre active travel measures are inadequate, and need significant investment if there is any chance of more people making steps to a more active lifestyle, and reduce the pressures on our road network</p>	<p>We need to embrace walking and cycling. Please can you provide a network that is safe for all users, and inviting. The town centre is a car park, and i find this absolutely tragic.</p> <p>Steps have been made to pedestrianise the road, however cars drive through it and park there. It is dangerous, and again very off-putting.</p> <p>It is also a very archaic approach to modern living. Town centres should be for people to enjoy the spaces, not be dominated and governed by cars.</p> <p>Make the town an attractive place to walk and ride your bike, not a gridlocked car park.</p>	<p>Comments about the walking and cycling conditions between Graigwen Road and the town centre will be brought to the attention of the Council's Highways and Traffic Management Sections.</p> <p>The Council is currently progressing a study to identify safe and direct active travel routes within and to/from Pontypridd town centre from surrounding communities. These comments will be used to inform this study.</p>
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	<p>I wish this route was safer. My children love the walk, however I am always incredibly nervous due to the lack of safety.</p> <p>Speed is also a massive issue for Graigwen Road, as has been reported many many times.</p>			
<p>Pontypridd (2 responses)</p>	<p>Pant Du Road and National Road, Cilfynydd.</p>	<p>As a woman walking alone I find the trail from Tonteg to the University in Trefforest does not have enough access points. With the rail bridge shut there is only one access point in the middle of the route and I feel unsafe. It is fenced all along on one side because of the railway line and a supporting wall runs all along the other side. I would really like to see a couple more access points made then I would feel safer. perhaps steps/ramps could be added to make access in a couple more points along Llantwit Road then I'm sure a lot more women would use it and feel safer.</p>	<p>Walking and cycling has got to be the way forward. I'm very excited about your proposals for a new bridge by Hawthorn School and a new connection to the Church Village cycle route. Also the new bridge connecting Tesco Upperboat to Upperboat Roundabout will be great. I would've loved to have seen a footpath/ cycle path from Llan Avenue Rhydyfelin directly to the University Glantaff campus as it is a long walk around crossing the A470 entrance slip road or the horrible dark bit of the Taff Trail that follows the edges of the Glantaff Cemetary. This area could be made better for walkers.</p>	<p>Comments noted. The cost and technical feasibility of providing more access points, along the active travel route between Tonteg and the University of South Wales, will be examined further.</p>
<p>Pontypridd (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>Paths above Glyntaff and the Crem (to the east) up towards Craig-fach are either poorly marked on the ground, poorly mapped or overgrown; this whole area needs reviewing, working with the landowners to restore the correct or original rights of way. The path behind the Crem (part of Ponty Circular route) is partly waterlogged.</p> <p>Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.</p>	<p>Details will be brought to the attention of the Council's Parks and Countryside Section. Routes do not meet active travel criteria as journeys would be primarily recreational.</p>

Pontypridd (2 responses)	Ynysangharad Park (Taff Trail) to Coedpenmaen Road to Coedpenmaen Close, over footbridge onto Foundry Place and Coedpenmaen Road (north of A470).	Add a proposed cycle and walking route from Ynysangharad Park (Taff Trail) to Coedpenmaen Road to Coedpenmaen Close, over footbridge onto Foundry Place and Coedpenmaen Road (north of A470).  Requires - new gate access out of Ynysangharad Park to the pedestrian crossing of the slip road (upgrade to Toucan).	Alter the alignment of the route 881 heading south from Barry Road - route across the park to the rear of Evan James school. Upgrade and realign the bridge to a path between the school and supermarket, new crossing into Millfield car park, up the lane to Rhondda Road creating a safe route adjacent the bus lane, in front of the Trivallis office and through the underpass to Mill Street.	Comments noted and will be used to inform the study that the Council is currently progressing to identify safe and suitable active travel routes within and to/from the approaches to Pontypridd town centre.
Pontypridd (1 response)	-----	-----	May be covered by proposed route S38 - Add a proposed cycling and walking route using the former railway viaduct off The Parade connect north to Taff Trail and Glyncoch and South following former rail alignment behind Erris Court. Either route adjacent existing railway line or via the lane / track behind Lewis Terrace, Blanche Street which gives access to Morgan Street.	Comments noted and will be used to inform the study that the Council is currently progressing to identify safe and suitable active travel routes within and to/from the approaches to Pontypridd town centre.
Pontypridd (1 response)	Canal Path from Pentrebach Road to Ynysangharad Road.	Please add a proposed cycle and walking route from Pentrebach Road to Ynysangharad Road using the Canal Tow path.  The path is in need of upgrade and lighting. It may be aspirational but this is an alternative off-road route for the Taff Trail for when Ynysangharad Park is closed.	-----	Comments noted. The proposed alternative active travel route would require significant investment to ensure that it would meet current standards. It is also situated in an isolated location for potential users.  There may be a potential conflict with long term plans for restoring this derelict feature.
Pontypridd (1 response)	-----	-----	RCT should start a School Streets scheme, (close streets outside schools to traffic at school pick up drop off times) to encourage children and parents to walk or cycle to school in a safe environment.	Comments noted and will be brought to the attention of the Council's Traffic Management Section.
Pontypridd (1 response)	I'm not even sure what the ATNM is... there are routes that I use that are not represented as colour coded routes above, is that the ATNM? Or is the map or is the cartographical	Given how challenging it is to read and make sense of the above map I am unable to tell you whether or not they are covered in the above ATNM. Yes lots, I have long Covid so I can't get out anywhere near as much as used to, but whilst this is a	There are some excellent routes that run through RCT, but the lack of connectivity between them is where the network falls flat on it's ***** in any real attempt to function as an actual network. And for crying out loud, sort out the Rhondda Fawr cycle route already! The seas will have risen and flooded half of Cardiff before you've managed this one thing!	Comments noted. Potential new active travel routes will be examined further. A site visit will be undertaken.  The draft ATNM (legend and details) uses software provided by the Welsh Government. The

	<p>representation of the within the defined area the ATNM?</p> <p>As a statutory consultation process this is quite possibly the worst I think I've ever come across. Posting maps with very little information attached to them in a format that even those with a qualification in GIS will struggle to read is, frankly, shocking.</p> <p>All the routes I take, whether cycling or walking or from my home, as a starting point. I walk and cycle to many places from my home, and my home is usually the place that I return to. I could take any number of routes. If I started listing them all, we'd be here until Christmas and it would in no way assist with the way in which the consultation has been structured.</p> <p>To keep it short, Hafod Lane would make an excellent high level cycle route... utilising the footbridge to the rear of Evan James Primary School as part of walking and cycling route into Pontypridd via the car viaduct car park. Opening a footpath between Barry Rd &amp; Seaton Street where the old Primary School used to be.</p>	<p>legitimate answer to the question you have asked is not the kind of answer that you are looking for.</p>	<p>The poor connectivity between cycle routes and those routes and the communities that they pass through greatly undermines the effectiveness of the network to function as such. Whilst I am happy to tolerate the poor road safety at these points myself they are not risks I would be prepared to take with my family. As such 2 children have grown up living in RCT without the opportunity to experience cycling as a practical means of getting from A - B. The Highways Team at RCT should be replaced by people who are not petrol heads living in the 70s.</p>	<p>public consultation being undertaken by the Council is governed by the Covid-19 guidelines with a number of face-to-face public meetings held, as well as having an online presence.</p> <p>When developing active travel routes, the Council considers a number of factors including connectivity between communities and facilities, convenience, safety of cyclists and pedestrians and impact of routes on local residents and other highway users. The Council is currently progressing a study which is examining a safe and suitable alignment for an active travel route from Porth, along the Rhondda Fawr, to the mouth of the disused rail tunnel in Blaencwm. This route will have links to local communities.</p> <p><b>AMEND ATNM</b></p>
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<p>Porth (2 responses)</p>	<p>Eirw Road in Britannia Porth to Trehafod.</p>	<p>-----</p>	<p>Please could you remove the 3 sets of silly gates on the footpath that follows the river from Porth town and comes out by The Bertie pub in Trehafod. Everytime I have to get off my bike to get through them, thank you.</p>	<p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p>
<p>Porth (1 response)</p>	<p>-----</p>	<p>Cycle/Walking route between Porth and Ynshir, This has been blocked by a landslip for over 12 months and nothing appears to have been done to open up the path.</p>	<p>The proposal for a future route along Brithweunydd Road in Trealaw is, in my opinion, unsuitable. This is a busy road with large sections used for on-street parking and is a bus route. Cycling in a northerly direction between Porth and Llwynypia requires cyclists to cross the traffic to gain access to the back streets and then cross again to get back onto the "main" route. This creates a hazzard with traffic from behind cyclists as there is no room for a right filter lane for cyclists.</p>	<p>The Council has been able to stabilise the landslip and is optimistic that the active travel route from Porth will be able to re-open to the public in the near future.</p> <p>The Council is currently progressing a study which is examining a safe and suitable alignment for an active travel route from Porth, along the Rhondda Fawr, to the mouth of the disused rail tunnel in Blaencwm. This route will have links to local communities.</p>
<p>Porth (2 responses)</p>	<p>Walk many of these routes, all of which would be very unstable for cycling, the Birchgrove route has a metal fence where the unresolved landslide is still in place and no route onto the mountain. In Porth centre this will be busier with the bus depot and there have been several accidents.</p>	<p>Off road routes for mountain bikers, safe routes away from main body of traffic.</p>	<p>With children it would be nice to go further than 5km at Barry Sidings Park. There are other options available I know but In practice with kids it's hard work with the traffic/parking issues.</p>	<p>Comments noted.</p>

<p>Porth</p> <p>(1 response)</p> <p>Face-to-Face</p>	<p>-----</p>	<p>Convert the former railway line between Cwmparc and Treorchy into a new active travel route.</p>	<p>Horse riders should be allowed to use active travel routes.</p>	<p>The draft ATNM shows a proposed new active travel route linking Treorchy and Cwmparc. RCT INM S34</p> <p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
<p>Porth</p> <p>(1 response)</p>	<p>-----</p>	<p>The hill above Mount Pleasant. There is an old path towards Penrhys. Building work is gradually denying people access to the mountain and the old paths that exist here. I believe there is a right of way to using these paths.</p>	<p>-----</p>	<p>Details will be brought to the attention of the Council's Parks and Countryside Section.</p>
<p>Rhydfelin</p> <p>(2 responses)</p>	<p>-----</p>	<p>I am delighted to see that a proper link will be made between the riverbank at Hawthorn School and the new houses at Alexon Way. Every autumn &amp; winter I have been slipping and sliding up and down that mud bank behind the houses at the end of the path to access the walk along the riverbank. A few steps from the housebuilder is all it would've took but profit before people.</p>	<p>Please install more dog waste bins! They are desperately needed within our community! It may encourage more people to pick up dog poo if they know a bin is nearby.</p>	<p>Comments noted. The request for more dog waste bins will be brought to the attention of the Council's Streetcare Section.</p>

<p>Rhydfelin (1 response)</p>	<p>Frequently walk along the river from the Rugby Club down to the bottom of Power Station Hill. This path used to link up via the footbridge over the railway to the Church Village / Treforest cycle path - Devils Bridge has now however been closed!! This footway and the bridge should be formally recognised and maintained.</p>	<p>The link path along the river from Rhydyfelin Rugby Club to the bottom of Power Station Hill along with the footbridge over the railway that links to the Church Village / Treforest cycle path.</p>	<p>-----</p>	<p>The Council is progressing a study to identify an alignment to extend the Church Village Community Route across the Taff Valley and Power Station Hill to Upper Boat, Hawthorn and Trefforest Industrial Estate. It is intended that this extension will include links to nearby facilities and communities and existing active travel routes.</p>
<p>Rhydfelin (2 responses)</p>	<p>Cross the bridge behind Rhydyfelin Rugby Ground and then come out at the bottom of Power Station Hill. Also the footbridge across the railway is now closed, this was useful to get to the trail that goes from Treforest to Tonteg.</p>	<p>-----</p>	<p>Easy access to workplace, however my new workplace could do with a bicycle shelter.</p> <p>Think a footbridge linking Hawthorn to Tonteg would be a great idea.</p>	<p>The Council is progressing a study to identify an alignment to extend the Church Village Community Route across the Taff Valley and Power Station Hill to Upper Boat, Hawthorn and Trefforest Industrial Estate. It is intended that this extension will include links to nearby facilities and communities and existing active travel routes.</p> <p>Where space and other factors allow, the Council and other parties are installing cycle storage facilities across RCT as part of measures to promote cycling. The list of current locations is on the website.</p>

<p>Rhydfelin (1 response)</p>	<p>-----</p>	<p>There is a walking route along the river embankment from Rhydyfelin RFC to the bottom of Power Station Hill which should be formalised. It used to link via foot bridge (devil's bridge) over the railway line which provided a very good circular route. That bridge has now closed (will it reopen?) and should be reopened. These routes provide good links from Rhydyfelin / Hawthorn to the cycle track and routes along Church Village bypass to Talbot Green (or into Pontypridd and University).</p>	<p>There needs to be better links to the Taff Trail which runs through the heart of the community and more circular routes. The link path from the footbridge over the A470 from the Pontypridd park / Treforest up to the Pontypridd common needs to be improved and sign posted.</p>	<p>Please refer to comments above. It should be noted that the study being progressed by the Council, and the proposed routes shown in the draft ATNM, focus on non-recreational active travel journeys that could be made to key facilities in the area.</p> <p>The Council, in collaboration with Sustrans, is looking at improvements to signage along many active travel routes, to assist users.</p>
<p>Rhydfelin (1 response)</p>	<p>From Tonteg Road to Meadow Street, along the river opposite Hawthorn High School. This could be a lovely long off road route, it is currently a footpath but could be improved, especially if bridge over the railway was replaced and improved so that cyclists could get up and over it.</p>	<p>If you go up onto the hill above Treforest University - there are footpaths there shown on the map that have been blocked off - these need to be looked at - perhaps landowners have blocked them? They are at the Donkey Sanctuary, you cannot walk through because of where the animals are, and to the right of this area before you cross into their land, you can get so far and then the route is blocked.</p>	<p>There is a problem with the footpath from Hawthorn Crescent to Poplar Road under the A470. Currently, because the barrier has been removed again, cars can drive down it from Poplar Road to use the underpass for drug dealing (this has been seen by a local resident). The restrictor barrier on the Hawthorn Crescent side of the A470 is also not fit for purpose - it still allows off road bikes through, but a double buggy can't get through. When a previous consultation was held, we asked for chicanes at both ends, but it was obvious from the looks on the faces of the persons we were consulting with that this was not going to happen - however, this is what is actually needed to deal with the bikes, but let others through. Chicane on Poplar Road side can run zig zag down the steepest part to help people to walk up and down what is a very difficult slope in bad weather.</p>	<p>Details about the closing of footpaths will be brought to the attention of the Council's Parks and Countryside Section.</p> <p>It should be noted that the proposed routes shown in the draft ATNM, covering Rhydfelin and Hawthorn, focus on non-recreational active travel journeys that could be made to key facilities in the area.</p> <p>Comments regarding the footways and roads in the Hawthorn and Rhydfelin areas will be brought to the attention of the Council's Highways Section.</p> <p>Incidences of anti-social behaviour should be reported to the local Police.</p>

<p>Rhydfelin (1 response)</p>	<p>Ynyscorrwg to Fairfield Lane - from the playground, round the rugby pitch, through the leisure centre car-park to the road. This also needs some lighting. Some people do not feel safe walking along this route at night and two or three lights would help.</p>	<p>The bridge over the railway in the woods across the river behind Hawthorn High School.</p>	<p>There is a problem with the footpath from Hawthorn Crescent to Poplar Road under the A470. Currently, because the barrier has been removed again, cars can drive down it from Poplar Road to use the underpass for drug dealing (this has been seen by a local resident). The restrictor barrier on the Hawthorn Crescent side of the A470 is also not fit for purpose - it still allows off road bikes through, but a double buggy can't get through. When a previous consultation was held, we asked for chicanes at both ends, but it was obvious from the looks on the faces of the persons we were consulting with that this was not going to happen - however, this is what is actually needed to deal with the bikes, but let others through. Chicane on Poplar Road side can run zig zag down the steepest part to help people to walk up and down what is a very difficult slope in bad weather.</p>	<p>Comments about lighting will be brought to the attention of the Council's Street Lighting Section.</p> <p>Comments regarding the footways and roads in the Hawthorn and Rhydfelin areas will be brought to the attention of the Council's Highways Section.</p> <p>Incidences of anti-social behaviour should be reported to the local Police.</p>
<p>Rhydfelin (1 response) Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>Remove all barriers along the Taff Trail to assist bikes with trailers.</p> <p>There is an unsafe crossing point at Nantgarw roundabout. The Taff Trail route between Taffs Well and Tongwynlais does not meet active travel standards.</p> <p>Improve links off the Taff Trail to adjacent communities.</p>	<p>The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.</p> <p>The Council is aware of the issues along the Taff Trail at Nantgarw roundabout and between Taffs Well and Tongwynlais. These are being addressed through studies that are being progressed.</p>

<p>Rhydfelin (1 response)</p>	<p>-----</p>	<p>Will RCT-INM-S31 connect properly with the Treforest Community Route? Not clear from the map.</p>	<p>Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.</p>	<p>Comments noted. Where space and other factors allow, the Council and other parties are installing cycle storage facilities across RCT as part of measures to promote cycling. The list of current locations is on the website.</p> <p>When developing active travel routes, the Council considers a number of factors including connectivity between communities and facilities, convenience, safety of cyclists and pedestrians and impact of routes on local residents and other highway users.</p>
<p>Taffs Well (1 response)</p>	<p>Why is there no cycle route from Ty Rhiw to the village? Or from Rhiw Ddar? What about a route from the north of the village to get onto the Taff Trail, going along Moy Road and up alongside the football pitch to the TT?</p>	<p>Cardiff Road is used heavily by cyclists through Taffs Well. They ignore the route alongside it past the rugby club because it is narrow and full of dog walkers. Cardiff Road is very wide, why could it not have a proper cycle lane?</p>	<p>The Taff Trail is great but it doesn't link up to amenities. Cycling needs to be central to transport in the council area, not put in the back alleyways.</p>	<p>The draft ATNM will be amended accordingly.</p> <p>The Council is considering the provision of signage along many active travel routes to remind users to show consideration to others when using these routes.</p> <p><b>AMEND ATNM</b></p>
<p>Taffs Well (1 response)</p>	<p>The "upper" Taff Trail, running roughly parallel to the marked bridleway but passing to the east of Ty Rhiw. It starts just to the west of Fforest Fawr and rejoins the Taff Trail near Nantgarw.</p>	<p>-----</p>	<p>More dog waste bins on the upper Taff Trail. There is often conflict between cyclists and dogs not under close control on the Taff Trail.</p>	<p>Comments noted. The request for more dog waste bins will be brought to the attention of the Council's Streetcare Section.</p> <p>The Council is considering the provision of signage along many active travel routes to remind users to show consideration to others when using these routes.</p>

<p>Taffs Well (1 response)</p>	<p>-----</p>	<p>Gwaleod y Garth via Footbridge to shops/surgery along Cardiff Road.</p>	<p>This map is deeply disappointing and completely lacks ambition to even begin to address the wholesale changes that will be necessary in the Anthropocene. Message from RCT is buy an SUV and you can go where you like in Taffs Well, but buy a bike and there are some dark paths that don't lead anywhere useful that you can ride on. Want to cycle to school - forget it! Want to cycle to the shops - forget it! Want to cycle to the GP surgery or to donate blood? Forget it!</p> <p>Provide dedicated, protected cycletracks" or "reduce traffic levels" as options - even though they are the most important thing that can be done to enable Active Travel. This consultation is highly suspicious.</p>	<p>Comments noted. The Council publishes an Annual Report, which is submitted to the Welsh Government and can be viewed on the website, which sets out the investment and measures it has committed / implemented on active travel during each financial year.</p>
<p>Talbot Green (1 response)</p>	<p>There should be a cycle route along the old railway line from Talbot Green, through Rhiwsaeson and on to Creigiau. This could then link to the proposed route into Cardiff.</p>	<p>There should be a cycle route along the old railway line from Talbot Green, through Rhiwsaeson and on to Creigiau. This could then link to the proposed route into Cardiff.</p>	<p>Taff Trail is in a poor condition in many areas and motorbike barriers are a real hassle and often makes me use the road instead.</p>	<p>The Council is aware of a number of issues along the Taff Trail and these are being addressed through studies and remedial work at various locations.</p> <p>The suggested active travel route via Rhiwsaeson will be examined further in conjunction with Cardiff CC. However it should be noted that the lane to Rhiwsaeson will require significant works to bring it up to active travel standards (resurfacing, lighting). The railway alignment is not continuous as some sections have been removed and form part of the local farmland.</p>

<p>Talbot Green (1 response)</p>	<p>Llanharan to Talbot Green along the A473.</p>	<p>-----</p>	<p>The route shown for cyclists accessing Talbot Green from Llanharan looks indirect, with two road crossings shown. As Lanelay Road is now 20mph, would it be possible to use that as a more direct route.</p> <p>Llanharan in general feels quite safe, and I say this as a woman who sometimes travels alone. The level of street lighting is generally quite good. The exception to this is the A473 between Llanharan and Talbot Green which is unlit, and as the footway surface is very poor and there are several crossings I would not feel safe using that footway in the dark. As a general rule I feel much safer on my bike than on foot.</p>	<p>Comments noted.</p>
<p>Talbot Green (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>The reason is that cyclists are hogging the bypass from Penygraig to Talbot Green, they do not wear vests most of the time they are in black, they ride side by side. They cause massive hold ups, in my opinion cyclists should not be permitted on any bypass, there are other routes they can take. The same applies on the bypass from Porth to Hopkinstown, others hold up the larger traffic as they cannot safely pass, they weave in and out and are a danger.</p>	<p>Comments noted. Incidents along the highway should be reported to the Police.</p>
<p>Tonypandy (1 response)</p>	<p>Getting up on the mountains as there is nothing on the valley floor and this must be the only valley that does not have such a facility. The Afan Valley which has relatively few facilities leaves us in the dark as it has cycle centres, proper routes, tarmac off road areas, information boards, etc. The Rhondda Fawr lags behind its neighbours.</p>	<p>Yes, a route along the river like in other valleys should be a necessity to get cyclists in a safe and secure environment and not the foolhardy embarrassment that is the cycle markings on Gelli Industrial Estate.</p>	<p>The Rhondda is a glorious area but is missing out as for some reason it is not even on the Taff Trail and ultimately misses out on so much tourism to adjacent valleys that have accessible lower ground routes.</p> <p>Yes some areas e.g. Access to and from Tonypandy railway station are not public friendly. Other areas are in darkness. However, ultimately, we are starved of out of danger, car free cycle provisions in Rhondda Fawr. I am 59 and have cycled daily over several decades and the improvements are non existent.</p>	<p>The Council is currently progressing a study which is examining a safe and suitable alignment for an active travel route from Porth, along the Rhondda Fawr, to the mouth of the disused rail tunnel in Blaencwm. This route will have links to local communities.</p>

<p>Tonypandy (2 responses)</p>	<p>-----</p>	<p>Clydach lakes should be opened for horses riders to access not blocked off.</p> <p>Gilfach Road over mountain to Gilfach.</p>	<p>Yes please give horse riders access to Clydach lakes and mountains and forests around Tonypandy and all Rhondda Cynon Taff areas we have a beautiful countryside we all should be sharing this equally.</p> <p>We need to share all these routes with horse riders, we have a beautiful countryside for everyone to enjoy not just walkers and cyclists.</p>	<p>The active travel routes identified are primarily for recreational journeys.</p> <p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
<p>Tonypandy (1 response)</p>	<p>Llwynypia to Tonypandy.</p>	<p>-----</p>	<p>The proposed route C6 is not a very good alignment. There is an alternative or additional obvious route alongside the A4058 bypass from Llwynypia Station over the junction (with cycle crossing) by the former court building South across the junction by the Powerhouse building, alongside the bypass route using exiting width of the bridge structure, along the Welsh water pumping station track to join the existing river path to Tonypandy Train Station.</p>	<p>Comments noted. These will inform the study that the Council is undertaking to identify a safe and suitable alignment for an active travel route along the Rhondda Fawr.</p>
<p>Tonypandy (1 response)</p>	<p>Along Wyndham Street, Penygraig heading north towards Parc Gellifaelog and alongside the housing estate is a track that heads towards Clydach Vale following the route of an old railway line. I use it for walking and also for riding horses.</p>	<p>-----</p>	<p>Please consider horse riders especially young riders who need a safe passage to get up into the mountainsides.</p>	<p>The active travel routes identified are primarily for recreational journeys.</p> <p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>

<p>Tonypandy (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>More signage required especially if route crosses farm land. Some stiles are not user friendly especially if you have mobility issues or a dog as difficult to carry dog over. Some stiles have also been blocked by farmers. A user friendly app would be very helpful.</p> <p>Nervous of off road vehicles when walking dog, up mountain/through forest and along old railway line. Occasionally there has been youths drinking, so will cut walk short if on my own.</p>	<p>These routes are not designated active travel routes as they are of a recreational nature.</p> <p>Details about signage and stiles will be brought to the attention of the Council's Parks and Countryside Section.</p>
<p>Tonypandy (1 response)</p>	<p>Porth to Ty Elai Dinas Isaf East (My workplace RCT Council Offices) - No safe cycle link from Williamstown to the Offices. Ty Elai - Dinas Isaf East (RCT Council Offices) to Trebanog via Edmonstown Road - No safe cycle link.</p>	<p>A safe cycle route from Porth to my workplace (RCT Council Offices Ty Elai Dinas Isaf East) and from here to Trebanog via Edmonstown Road.</p>	<p>Cymmmer Road (Porth to Dinas) doesn't feel safe for cycling. Speeding vehicles and very busy. Would it be possible to widen pavements in areas to allow for cyclists/walkers?</p> <p>Council Offices and at Ty Elai in Dinas Isaf East Williamstown. Not a very convenient location for walking, no public transport and no safe cycle route from Tonypandy. 100s of staff work here and the school on the opposite side.</p>	<p>Comments noted. The draft ATNM shows a proposed active travel route to Ty Ely and Dinas Isaf Industrial Estate. RCT INM N8</p>
<p>Tonypandy (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>Where I live in Tonypandy, there are opportunities to link up mountain bike trails with Neath Port Talbot, Merthyr and Bridgend, which, RCT doesn't seem interested in.</p>	<p>These routes are not designated active travel routes as they are of a recreational nature.</p>
<p>Tonypandy (1 response)</p>	<p>-----</p>	<p>I feel that a safe cycle route should be provided along the A4119. Starting at the Tonypandy turn of point. Along the Penygraig turn off point. A continuous route throughout the full length of the A4119. Until it reaches the turn off to the woods at Coedely.</p>	<p>Many cyclists use the A4119. It is not done safely, because there is no cycle path provided.</p>	<p>Comments noted. The draft ATNM shows proposed active travel routes that will run parallel with the A4119. RCT INM S19, S21, S23, S24 &amp; S28</p>
<p>Tonypandy (1 response)</p>	<p>Parc Gellifaelog Tonypandy to top lake Clydach Vale.</p>	<p>From adjacent to 106 Parc Gellifaelog, Tonypandy to the top lake Clydach Vale along the disused Taff Vale Railway line.</p>	<p>There's an opportunity here to improve the health and wellbeing of the local community by improving the walking / cycling surface along this route! The road network is quite narrow in most places and you occasionally come quite close to vehicles attempting to pass. In an ideal world there would be traffic separation between walkers/cycling/vehicles by means of a physical barrier, bollards or road markings!</p>	<p>Comments noted. The active travel route identified is primarily for recreational journeys.</p>

Tonyrefail (1 response)	Meadow Street, Gilfach Goch.	Gilfach Goch has no access to any cycle paths.	There are no facilities, cycle paths or otherwise in Gilfach Goch and not even an access to the Tonyrefail cycle path.	Potential gap in active travel network will be examined further and the draft ATNM will be amended accordingly. <b>AMEND ATNM</b>
Tonyrefail (1 response)	I currently use the A4119 to commute as it avoids the hill up Penrhiwfer.	There is ample space alongside the A4119 between Tonyrefail and Penygraig for a separate cycle track. This would be a vital link to schools and workplaces.  The route would be easily engineered and be at a standard easily on par with the popular Church Village bypass.	-----	Comments noted. The draft ATNM shows a number of proposed active travel routes that will run parallel with the A4119. RCT INM S23, S24 & S28
Trefforest (1 response)	Tonteg to Upper Boat.	Please add a proposed route from the bottom of Power Station Hill to the Upper Boat roundabout.  There is ample space for a facility alongside the road by widening the footway to min spec for shared use with raised crossings. At points where it is narrow, there could be a short narrow section or use the Welsh Gov owned office land to create a widened path.	-----	The Council is progressing a study to identify a safe and suitable alignment to extend the Church Village Community Route across the Taff Valley to Upper Boat and Trefforest Industrial Estate.  Comments will be used to inform this study.
Trefforest (1 response)	Fothergill Street and Broadway gyratory are very dangerous places to cycle and horrible walking environment.	-----	Since the pedestrian bridge was damaged in the floods there has been no safe way to get from Park Street to Broadway following the signed cycle route.  The footway along River Street should be widened or a contraflow cycle path created.  The gyratory needs to be removed or a lane given over to a safe bidirectional cycleway around Fothergill Street and Broadway.	Comments noted.

<p>Trefforest (1 response)</p>	<p>-----</p>	<p>RCT-INM-N24 and RCTAT19b are important but we need safer routes to/from the Trefforest Community Route and the town centre, e.g. along Llantwit Rd. Directing cyclists around the present one way gyratory to travel south to north is not ideal. It would be useful if RCT-INM-N24 could link up directly with the Community Route, although this would mean bridging the railway line.</p>	<p>Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.</p>	<p>Comments noted and will be taken into account during the feasibility and design stages of developing the new active travel routes.</p>
<p>Trefforest (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>The section along the A470, as you exit Pontypridd Park and head towards Trefforest (RCTAT19b), needs maintenance!!!!!!</p> <p>In particular, as you exit the park gates, up until you use the old slip road. The lighting is terrible, there is no drainage, the hedgerows are not maintained so it is a death trap, the surface is impossibly uneven.</p> <p>Some simple street lighting, relaying of the surface (perhaps in blue to tie in with active travel protocol), drainage that works, widening of the pathway, and maintenance of the route (cutting hedges and clearing of treacherous leaves) would sort this part of the route out. The amount of dog fouling is disgusting also.</p> <p>Active travel is an afterthought. Car is king, and this needs to change. I cycle to work every day, and it is incredibly dangerous.</p> <p>Please take the necessary steps to make this a safer and healthier place to live. Make it appealing to EVERYONE to use their bicycle or walk, rather than jumping in the car.</p>	<p>Comments noted and will be brought to the attention of the Council's Highways and Streetcare Sections.</p>

<p>Trefforest (1 response)</p>	<p>-----</p>	<p>Union Street, Rickards Street turning into Wood Road although marked as 'cycling and walking' is one of the most dangerous roads in Pontypridd. I have taken my children (10/11) cycling just once as the experience was so harrowing. My daughter should be able to cycle to school but the speed that the cars travel is unbelievable - really need traffic calming measures. Also around Ponty there are hardly any car to bike lane/ratios (Compared to Cardiff). It's a real shame my children will be too old to cycle safely around Pontypridd probably, to school for example so have to keep driving them.</p>	<p>Not enough bike lock ups in Pontypridd/Trefforest. Been campaigning for road safety measures on Rickards Street (resident) since 2007. Cars drive up and down about 60mph. I would never let my children cycle to school from here. I also wouldn't trust them to cycle across 2 major roads (Broadway) in order to access a safer cycle path.</p>	<p>Comments about the speed of traffic in Trefforest will be brought to the attention of the Council's Traffic Management Section.</p> <p>The Council is progressing a study to examine the development of a network of safe and direct active travel routes (and associated facilities) to/from and within Pontypridd town centre.</p>
<p>Trefforest (1 response)</p>	<p>Efail Isaf to Cardiff.</p>	<p>Along the River Taff from Upper Boat to Oxford Street. My reason for suggesting this route is that the route that exists at present is basically a bumpy pavement along the road through the industrial estate that is often interrupted by junctions. It is also very unpleasant for walkers and cyclists due to the speed of the traffic as the forty mile per hour speed limit is often broken by motorists. I personally tend to use the road rather than the cycle route because it is a lot smoother but I would not like to see children or new to cycling people do that. If you look at the map closely you will see that there is enough room behind the properties on the estate to facilitate the construction of a suitable path for most if not all of the way, so if you are looking to build new active transport links, this should be one of your top priorities.</p>	<p>Signage needs to be improved so that people become more aware of routes and are able to follow them. For example I often see cyclists on the road from the University in Trefforest to Power Station Hill when they could be using the community route which is a lot more enjoyable and safer to cycle along but do they know it is there? Perhaps though, it is the awful detour they have to take at the Tonteg end that puts them off? Why cannot a modification be made to the signals to allow cyclists to go straight across the junction like motor vehicles already do?</p>	<p>The Council, in collaboration with Sustrans, is looking at improvements to signage along active travel routes in RCT, to assist users.</p> <p>Comments about the phasing of traffic signals will be brought to the attention of the Council's Traffic Management Section and Signal Engineers.</p> <p>Comments about a potential active travel route along the River Taff will be used to inform a study being undertaken by the Council to extend the Church Village Community Route to Upper Boat and TIE with north and south feeder links to surrounding communities.</p>

<p>Treherbert (1 response)</p>	<p>There are numerous walking and cycling opportunities not identified. Blaencwm path to Fairy falls, cycling from Rhigos bottom car park to top of Rhigos via Fforch track, old railway line from rear of Wyndham Street Tynewydd to Blaenrhondda amongst others.</p>	<p>It's not possible to arrive on the train and walk or cycle to the myriad of tracks and trails at the upper end of the valley. Some time ago it was decided to completely block the old railway line now forcing people to clash with road traffic to reach the area.</p>	<p>The Upper Rhondda area seems completely forgotten for exercise unless you carve your own path. None of the trails seem to be maintained or even shown on the map. The only route shown from Treherbert rail station up the valley is along narrow roads which are busy with traffic. Go to another area of RCT and it seems there are loads of options where the reality is we have more opportunities due to the stunning geography but no interest from RCT to develop it.</p> <p>Most routes bring you into contact with traffic, no warning signs are present to remind drivers and no guidance for cyclists to play their part. A typical but not exclusive example is A4061 Treherbert to Rhigos road.</p>	<p>The suggested active travel routes are used for recreational journeys.</p> <p>The Council is currently progressing a study which is examining a safe and suitable alignment for an active travel route from Porth, along the Rhondda Fawr, to the mouth of the disused rail tunnel in Blaencwm. This route will have links to local communities.</p>
<p>Treherbert (1 response)</p>	<p>-----</p>	<p>I understand TfW are no longer double tracking parts of the Treherbert line from Ynyswen to Ystrad and Ystrad to Dinas Rhondda. Could this space next to the railway be used for a dedicated shared walking/cycle path?</p>	<p>Remove all width restrictions, low hoops (as in Trehafod and Taffs Well) and gates (like at Ystrad Rhondda Railway bridge) on cycle routes. As a cyclist with a heavy touring bike it makes it difficult to sometimes have to try and upend the bike to get it through or lift over gates.</p>	<p>Comments noted and will be taken into account during the study to identify a safe and suitable alignment for the active travel route along the Rhondda Fawr.</p>
<p>Treherbert (1 response)</p>	<p>-----</p>	<p>Most of the footpaths in the Blaenrhondda area I don't feel safe using often because of the numbers of scrambler bikes screaming up and down them all day. Note: this is a matter of more crackdowns on illegal bikes, NOT a matter of access/visibility. Please do not cut down the trees to 'improve' these routes as it would have the opposite effect and remove privacy from houses backing onto the lanes as well as increasing flood risk. Too many trees already cut down.</p>	<p>More dog bins and litter bins along walking routes please. It would be nice if native trees were planted to replace the many diseased ones that have been cut down along footpaths.</p> <p>There are often gangs of 6-10 scrambler and quad bike riders speeding up and down footpaths in the Blaenrhondda/Blaencwm area. These are beautiful scenic routes but I feel nervous using them in case I'm hit by a motorcycle. (Note: this is NOT a matter of path widening or visibility. Please do not cut down any more trees, which would ruin the paths altogether.)</p> <p>Getting scratched on my normal walk.</p>	<p>Journeys are of a recreational nature and are not the focus of the active travel measures and legislation.</p> <p>Comments regarding the footpaths in the Blaencwm and Blaenrhondda areas will be brought to the attention of the Council's Parks and Countryside Section.</p> <p>Request for more dog waste and litter bins will be brought to the attention of the Council's Streetcare Section.</p>

<p>Treherbert</p> <p>(3 responses)</p> <p>Face-to-Face &amp; Email</p>	<p>-----</p>	<p>ATNM should show the Safe Routes in Communities to Pen Pych Primary School, Blaenrhondda.</p>	<p>Make the proposed new active travel route along the Rhondda Fawr more direct between Treherbert and Blaencwm. Avoid using side streets and use former rail alignment.</p> <p>There is a lack of a footway and the speed of traffic is a problem from the Rugby Field into Treherbert (Rhigos Mountain Road). There is a grass verge that could be converted into a footway.</p> <p>That a dedicated cycle path be run parallel to the railway line from Treorchy station to Treherbert Station. If the proposed extension of the railway line to Tynewydd is established the dedicated cycle path would run parallel to it. The suggested site for Tynewydd station is the former Stelco Hardy site.</p> <p>Bridges over the Rhondda Fawr river suitable for pedestrians and cyclists should be constructed at strategic locations to link the village of Tynewydd and the cycle way. The cycle way should then follow the bridle way paths to Blaenycwm and Blaenrhondda. This is particularly important for the proposed Rhondda Tunnel development.</p> <p>There is an urgent need for cycle routes in the Rhondda Fawr which to my knowledge has been in consultation for over 26 years with no concrete result. I hope this consultation will be more successful.</p>	<p>Comments noted and will be taken into account during the study to identify a safe and suitable alignment for the active travel route along the Rhondda Fawr.</p> <p>The draft ATNM will be amended accordingly.</p> <p>Comments about the provision of a footway from the Rugby Field will be brought to the attention of the Council's Highways Section.</p> <p><b>AMEND ATNM</b></p>
<p>Treherbert</p> <p>(2 responses)</p> <p>Face-to-Face</p>	<p>-----</p>	<p>-----</p>	<p>Need to modify the kissing gate for horses to use at the entrance to track at the end of the side road by 54 Brook St, Blaenrhondda. Install a 'step over' for horses?</p> <p>Also, need to examine the kissing gate in Ynyswen Industrial Estate, leading to a track by the Recycling Centre. Access is a problem for horseriders.</p>	<p>Comments noted and will be brought to the attention of the Council's Parks and Countryside Section.</p>

<p>Treherbert (1 response)</p>	<p>The walk to Penpych mountain, around the farmers field, the old football field, the tunnel field, the walks around the village, the mountain walk between Blaencwm and Blaenrhondda! All paths have seriously overgrown with bramble the fields are being taken over and lost to all this bramble. Please include this area.</p>	<p>-----</p>	<p>Blaencwm had the most beautiful walks, fields and scenery, neglect by yourselves and the forestry have caused serious distress to residents and visitors.</p>	<p>Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section as routes identified are of a recreational nature.</p>
<p>Treherbert (1 response)</p>	<p>There are far too many to put down here.</p>	<p>Yes, there lots of routes that I, as an equestrian, would like to ride on.</p>	<p>I would like to comment as an equestrian. Please include us in all these new routes.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>
<p>Treorchy (2 responses)</p>	<p>Perhaps consider a zig zag path/cycle way to join up footbridge to the access road to Caemawr (Treorchy) Industrial Estate. Maybe a safer alternative for cycling rather than through the surrounding side streets!</p>	<p>Footbridge at the bottom end of Elizabeth Street, Pentre adjacent to Treorchy Industrial Estate. Also accessible from Maindy Road, Ton Pentre under railway bridge.</p>	<p>I know it's difficult to create cycling / walking routes especially in narrow valley areas as there's often conflict with other road users but there are some opportunities to create some for example along derelict railway lines, paths alongside rivers etc; The road network is quite narrow in most places and you occasionally come quite close to vehicles attempting to pass. In an ideal world there would be traffic separation between walkers/cycling/vehicles by means of a physical barrier, bollards or road markings!</p> <p>There should be separate routes for cycling. The roads in the valley are too narrow to cycle safely.</p>	<p>Comments noted and will be taken into account during the study to identify a safe and suitable alignment for the proposed active travel route along the Rhondda Fawr with links to/from communities within Treorchy.</p>

<p>Treorchy (1 response)</p>	<p>-----</p>	<p>The cycle route to the bottom of the Treorci ward takes a very convoluted route winding through the side streets and lanes of Pentre to emerge at the railway river bridge adjacent to the old Pentre Barracks. This could be avoided completely by opening up the fence at the lower end of the Treorchy Industrial Estate (Caemawr) and joining the paths there, creating a much better route. It would entail some work there removing the fence and creating a link path, but would vastly improve the route</p>	<p>Some residents are concerned with the development of the active travel route at Dyfodwg Street in so far as they fear it will create a 'rat-run' for small motor vehicles, namely motor bikes. The removal of the old bridge, and its replacement with a wider, 3.5m structure will mean that motor bikes can now easily by-pass the congestion at the Stag Square and use the cycle path. The previous bridge was very narrow and prevented this being done easily, although there have been instances of motor bike users using this bridge and confrontations with pedestrians and residents, one resulting in an assault. We need to have a plan to deal with motor vehicles using cycle paths, particularly at conjunction points such as this bridge.</p>	<p>Comments noted. Proposals to develop and construct a new active travel route will be widely consulted on with local residents prior to any decision to proceed.</p> <p>Comments will be taken into account during the study to identify a safe and suitable alignment for the proposed active travel route along the Rhondda Fawr with links to/from communities within Treorchy and Pentre.</p>
<p>Treorchy (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>The footbridge at the rear of Treorchy Comprehensive school is used by 100's of people everyday as a safe way to school and to the countryside. The bridge is very old, steep, and the surface is slippery and unsafe, even without ice or rain. The bridge either needs replacement or a surface treatment. There is also a drain that regularly blocks and floods the whole path.</p>	<p>Comments noted.</p>
<p>Treorchy (1 response)</p>	<p>I can't see ANY horse riding routes on the above map.</p>	<p>Horse riding routes NEED to be included.</p>	<p>Horse riding needs to be included and not forgotten about. It seems like horse riding routes are getting few and far between leaving us horse riders to only ride on busy roads where motorists don't give us the space or time we need.</p>	<p>The focus of active travel measures and legislation is on facilitating short distance walking and cycling journeys to key facilities as an alternative to using the car. Equestrians will indirectly benefit from associated highway measures such as the installation of traffic calming features.</p>

<p>Treorchy (1 response)</p>	<p>-----</p>	<p>-----</p>	<p>The Pentre Road that has been available for over 100 years has been devastated by NRW.</p> <p>The cycle path that has been put on the Gelli Industrial Estate is an accident waiting to happen. You physically have to travel in the cycle path to allow two cars to pass. Unless this road is made a one way system I cannot see the logic of having this cycle lane when it ends as you approach the New Road. It feels like a token gesture to cyclists!!</p> <p>The cycle route going up the valley is a route that many cyclists already use and some of these additions will be of a definite benefit which is fantastic.</p> <p>Are there walking route maps available for the Rhondda at the present time?</p>	<p>Comments noted. A site meeting has been held to consider the issues raised along Gelli Industrial Estate and these are being examined further by the Council.</p> <p>The Council actively promotes recreational walking and leisure trails in RCT (for both residents and visitors) but the details are published online.</p>
<p>Treorchy (1 response)</p>	<p>-----</p>	<p>Don't quite understand all this but I have lived here all my life and strongly feel there should be some sort of path from the top of the valley to the bottom following as near the railway track / river as possible so that people who cannot access the mountain walks (which are very poorly signposted) can at least walk / wheelchair/ prams away from the polluted busy roads.</p>	<p>More well placed signs for routes on the mountainside.</p>	<p>Comments noted and will be taken into account during the study to identify a safe and suitable alignment for the proposed active travel route along the Rhondda Fawr with links to/from communities within Treorchy.</p>

<p>Treorchy (1 response)</p>	<p>I have cycled on all the cycle routes shown on the map.</p>	<p>1. The route from Treorchy to Blaencwm is acceptable, however crossing the railway line at Treherbert and following the path ensures a much more pleasant route to Blaencwm although the last 100m or so are in poor condition. This could be a really nice cycle route through the trees if this part was sorted out.</p> <p>2. If you cross the railway at Treherbert (as before) and turn towards Treorchy there is again a stretch of track that unfortunately leads to some private land. Should permission be granted to cycle through this land there is the potential for an excellent route all the way from Blaencwm to Treorchy.</p> <p>3. The route on the map from Ton Pentre (travelling South) is in NO WAY A CYCLE ROUTE. This is an amalgamation of many side streets that generally head in a southerly direction and is totally unsuitable for most cyclists. There is no way I would let my children cycle this route, down narrow roads with cars parked on both sides. I am flabbergasted that someone has had the cheek to include this of backstreets as a "route".</p> <p>The Upper Rhondda NEEDS a cycle route that links up the top of the valley with the cycle route at the Heritage Park Hotel / Barry Sidings etc. This will allow access to the Taff Trail and open up cycling to Cardiff / Merthyr etc. This trail should be, as far as</p>	<p>Both my children own bikes but we NEVER cycle as a family in the upper Rhondda as it is just not safe. If we wish to cycle we are fortunate enough to be able to load our bikes in the car and cycle on other trails (a favourite is from Tongwynlais to Cardiff - Taff Trail).</p> <p>Please invest in the health of your community by opening up cycling in the upper Rhondda through dedicated cycle paths from Blaencwm to Pontypridd.</p> <p>Yes - the cycle routes in the upper Rhondda are at best woeful. Most cycling has to be done on busy roads or narrow side-streets and this precludes all but the most confident cyclists. If you were to follow the suggested cycle route from Treorchy to Porth you would almost always be on narrow side-streets, zig zagging back and forth.</p>	<p>The Council is currently progressing a study which is examining a safe and suitable alignment for an active travel route from Porth, along the Rhondda Fawr, to the mouth of the disused rail tunnel in Blaencwm. This route will have links to local communities.</p> <p>Comments noted and will be taken into account during the study to identify a safe and suitable alignment for the proposed active travel route along the Rhondda Fawr, with links to/from adjacent communities.</p>
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		possible, car free and suitable for young children.		
Tylorstown (1 response)	-----	Barriers on RCTAT17j at Tylorstown, either poorly sited or with inadequate clearance; these need to be removed.	Lack of segregated cycling routes in town centres, lack of secure cycle parking provision, general poor connectivity between routes.	Comments noted. The Council has been selectively removing bollards and barriers from the entrances to active travel routes on a case-by-case basis following an assessment of local factors and consultation with local Members.