

# RHONDDA CYNON TAF CBC

## PRIORITISATION OF PROPOSED ACTIVE TRAVEL SCHEMES SHOWN IN RHONDDA CYNON TAF

### ACTIVE TRAVEL NETWORK MAP – Revised April 24

LOCATION, DESCRIPTION, ROUTE REF. NO. AND TYPE <i>i.e. any info about the scheme that expands the description column e.g. statements such as traffic-free path, completely new path construction, upgrades existing informal routes, located on highway verge, re-surfacing of existing surfaced route, desire line only and don't know preferred route as yet, are any studies ongoing/ been done, approximate length of the proposed route, proposal put forward through consultation etc.</i>	DELIVERABILITY SCORE <i>e.g. land issues, ecology issues, planning, technical/ feasibility issues, funding secured, considered a quick win, acceptability/ public support, whether studies are needed before works are undertaken etc.</i>	NETWORK PLANNING SCORE <i>i.e. statements about how well the route links to/forms part of the wider network e.g. origins and destinations connected by the route (and other facilities along the route), links to existing AT routes, whether it's considered a 'whole' A to B route that could be used for AT journeys (or part of a wider route), links to new/ future developments, is it a primary or secondary route (refer to para 13.6.32 of draft AT guidance).</i>	WIDER BENEFITS SCORE <i>e.g. statements about specific local issues that would be addressed e.g. could benefit an AQMA, existing barriers to AT, lack of existing safe route (links to Learner Travel), existing road safety issues, high traffic volumes, high speed road, indirect route for AT, improves local streetscape/ landscape etc.</i>	CYCLING / PEDESTN BENEFITS <i>e.g. convenience, accessibility, safety, comfort, attractiveness</i>	TOTAL
Improve existing shared section of the Taff Trail on the approach to Pontypridd town centre to meet current active travel standards. <b>RCT AT 19b</b>	Upgrade of existing route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (2)	Part of the NCN and forms link between South and Mid Wales. Serves the nearby National Lido of Wales and several sports facilities. (9)	Scheme will improve the immediate surrounding environment and safety of users. Will be one of several measures addressing the local AQMA. (7)	Traffic free section of route that will benefit from improvements. (2)	<b>20</b>
Improve existing shared section of the Taff Trail within Pontypridd town centre and along the approach to meet current active travel standards. <b>RCT AT 23d</b>	Long established existing route that will be upgraded and classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (2)	Part of the NCN and forms link between South and Mid Wales. Provides a direct and convenient link to the town centre and access to other active travel routes. Also serves the nearby National Lido of Wales and several sports facilities. (9)	Scheme will improve the immediate surrounding environment and safety of users. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (7)	Traffic free section of route that will benefit from improvements. Good provision of signage. (2)	<b>20</b>
Construction of a new route to Abernant rail tunnel to coincide with the proposal to re-open the disused rail tunnel to Merthyr Tydfil for cyclists and walkers. <b>RCT INM S12</b>	Being progressed through the WelTAG process whereby various issues are being examined, including the transfer of ownership of the tunnel and ongoing maintenance. Overall public support has been identified for this scheme. (-4)	Route through the tunnel will provide a direct link between two key settlements in the Heads of the Valleys area and access to the Taff Trail from the Cynon Valley. Improved access to facilities in Merthyr Tydfil including health (Prince Charles Hospital), employment and retail (Cyfarthfa Retail Park). (14)	Will provide a safe, alternative route for cyclists travelling between Aberdare and Merthyr. Will also result in improvements to the local landscape as the tunnel is currently in a disused condition. (8)	New route will be traffic free and shorter in distance to existing route along the highway. (2)	<b>20</b>

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Construction of new, shared use active travel routes in the vicinity of Aberdare town centre and to/from surrounding communities including Aberaman, Cwmdare, Cwmbach (via Ynys Fields) and Gadlys. RCT INM N14; N15; N16; N17; N18; N19; N20, N42, N43, N44, N45, N71, N77 RCT INM W1; W9	Overall public support is anticipated. However, proposals will be subject to the outcome of a study that is currently being undertaken on the route alignments, ecology issues and total cost etc. (-2)	Although routes will be of a relatively short length they will create a continuous network in the area. Provide traffic free access on the approach to Aberdare town centre and will serve nearby facilities such as the bus and rail stations, College of Further Education, Aberdare Community School and the Michael Sobell Leisure Centre. (14)	Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (5)	New routes will be traffic free, have a direct alignment and be built to meet current standards. (2)	19
Construction of new, shared use active travel routes in the vicinity of Pontypridd town centre, including links to existing routes that approach the town centre. RCT INM N47, N48, N49, N50, N51, N51a, N52, N53, N80, N81, W3, W4 and W8	May require the reallocation of road space to create a segregated network. However, overall public support is anticipated, but this will be subject to the outcome of a study that is currently being undertaken on the route alignments, ecology issues and total cost etc. (-2)	New routes will provide links to existing routes and create a continuous network in the area. New routes will provide a direct active travel link between the bus and rail stations and serve a Health Centre and several Council and other offices. (12)	Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (6)	New routes will minimise the risk of conflict between cyclists and pedestrians, particularly in the main shopping area. (2)	18
Improve shared use section of the Taff Trail near Trefforest Industrial Estate to meet current active travel standards. RCT AT 23e	Long established existing route that will be upgraded and classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (2)	Part of the NCN and forms link between South and Mid Wales. Provides a direct and convenient link from surrounding communities, to employers, College of Further Education and leisure facilities based in the Industrial Estate. (8)	Scheme will improve the immediate surrounding environment and safety of users. Will encourage a modal shift for commuting journeys and build upon study looking at wider active travel routes and links within the TIE. (6)	This section of the Taff Trail is traffic free and follows a direct alignment along the Taff Valley. Minimal route obstructions. (2)	18

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Improve sections of an existing active travel route along the Rhondda Fach to meet current active travel standards. <b>RCT AT 17e, 17f, 17g, 17h, 17i and 17j</b>	Long established and very popular existing route that will be upgraded to meet current standards. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated and no planning consent envisaged. (2)	Route links disadvantaged communities in the Rhondda Fach and provides segregated access to Porth town centre and its facilities including the rail station (which will shortly become a new interchange hub), health centre, police station, swimming pool, library and shops. (7)	Scheme will improve the immediate surrounding environment and safety of users. Topography and legacy of former coal mine workings limit options for identifying alternative route alignments. (7)	Segregated route that runs direct between communities along the valley. Minimal route obstructions. (2)	<b>18</b>
Improve section of the Taff Trail between Abercynon and Pontypridd to meet current active travel standards. <b>RCT AT 23b</b>	Long established existing route that will be upgraded, particularly in terms of addressing flooding issues and the surface conditions. Possible land or ecology issues to be considered which may require innovative solutions such as a raised boardwalk. Public support anticipated and funding secured. (2)	Part of the NCN and forms link between South and Mid Wales. Route provides access to Pontypridd High School and the Albion Industrial Estate for local residents as well as providing a link (for tourists and visitors) southwards towards Cardiff and northwards towards the Brecon Beacons. (6)	The Taff Trail is important to the local economy and has the potential to achieve a modal shift within the local area and further afield. Scheme will safeguard the existing route and improve both the immediate surrounding environment and safety of users. (7)	Works will ensure that this section of route will be more resilient during periods of inclement weather. (2)	<b>17</b>
Improve section of the Cynon Trail in Mountain Ash to meet current active travel standards. <b>RCT AT 22e</b>	Long established existing route that will be upgraded and classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (2)	This section of the Cynon Trail links the town centre with Ysbyty Cwm Cynon and the Comprehensive School. The Cynon Trail is an important cycle route between the Cynon Valley and the NCN. (8)	Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. Scheme will improve the condition of the Cynon Trail and the safety of users. (5)	Traffic free section of route that will benefit from improvements, including signage. No access controls. (2)	<b>17</b>

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Improve relatively short sections of shared use active travel routes within the Talbot Green and Pontyclun areas to meet current active travel standards. <b>RCT AT 13g, 13h, 13i, 13j, 13k and 13l</b>	Upgrade of existing routes, with several sections classified as new routes. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (1)	Routes are located in an area of major development. Talbot Green is a Strategic Opportunity Area in the Wales Spatial Plan. Routes provide access to facilities in Pontyclun & Talbot Green centres including the railway & bus stations, Lanelay and Coedcae Industrial Estates, Y Pant School and several primary schools. Links other existing or planned routes which will form a continuous network. (9)	Scheme will improve the immediate surrounding environment and safety of users. Will encourage a modal shift for local journeys along corridors with high traffic volumes. (7)	Some sections are not traffic free and the alignment is not direct between Talbot Green and Pontyclun. (0)	<b>17</b>
Improve section of the Taff Trail in the vicinity of Taffs Well to meet current active travel standards. <b>RCT AT 23f</b>	Long established existing route that will be upgraded and classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (1)	Part of the NCN and forms link between South and Mid Wales. Provides access to Taffs Well rail station, the rugby club and employment sites along Moy Road Industrial Estate. (7)	Scheme will improve the condition of the Taff Trail, the local landscape and the safety of users. (6)	Traffic free section of route that will benefit from improvements. (2)	<b>16</b>
Improve sections of NCN Route 881 between Pontypridd and Porth to meet current active travel standards. <b>RCT AT 17a, 17b, 17c and 17d</b>	Long established and very popular existing route that will be upgraded to meet current standards. No land or ecology issues envisaged. Public support anticipated and no planning consent envisaged. (2)	Part of the NCN and provides an important link between Pontypridd and the two Rhondda Valleys. Serves alongside or nearby key employment, education and leisure establishments such as the Rugby Club, Maritime Offices, Rhondda Heritage Park, Trehafod Rail Station, Maesycod and Hafod Primary Schools and Ysgol Gynradd Gymraeg Llwyncelyn. (6)	Route mainly runs parallel with a high traffic corridor where the River Rhondda, railway and A4058 act as constraints towards identifying an alternative route. Scheme will improve the immediate surrounding environment and safety of users. (6)	Section of this route outside Pontypridd town centre is circuitous due to the physical constraints of area. Good signage. (1)	<b>15</b>

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Improve existing shared use active travel routes in the Rhydfelen and Hawthorn areas to meet current active travel standards. <b>RCT INM W5 and W6</b>	Upgrade of existing routes, no land or ecology issues envisaged. Work identified following an audit of routes. Public support anticipated. (1)	Routes link communities with major facilities in the area such as Hawthorn Leisure Centre, Hawthorn High School, Hawthorn Primary School and Heol y Celyn Primary School. (6)	Scheme will improve the immediate surrounding environment and safety of users. (7)	Routes minimise severance between communities caused by the A470. (1)	<b>15</b>
Construction of a new active travel route along the Rhondda Fawr, from Porth to Blaencwm, including a new walking route within Tonypany, between the town centre and station. <b>RCT INM C6, C6a, W2 and W11</b>	Being progressed through various studies at the moment which are focussing initially on potential route alignments and possibly spurs to key destinations nearby. The availability of suitable land along the entire length of the Rhondda Fawr is a major difficulty. Overall public support is anticipated for this scheme. (-6)	Main route will provide a link between the disused rail tunnel at Blaencwm (which is proposed to be reopened to cyclists and walkers) and the national cycle network. It will provide the Rhondda Fawr with an active travel route serving key facilities along the valley. These include the rail stations which will be part of the SE Wales Metro, Coleg y Cymoedd in Llwynypia, Ysbyty Cwm Rhondda, Ynyswen, Abergorki and Cae Mawr Industrial Estates, local town centres, libraries and health centres. (15)	Will provide a safe, alternative route for cyclists travelling along the Rhondda Fawr. Will also result in improvements to the local landscape as most of the route is expected to be built on disused land. Will support the local AQMA and measures to encourage more visits to the town centres in the Rhondda Fawr, particularly by bicycle. (5)	Although no alignments have been determined, it is anticipated that most of the route will be segregated from traffic and run parallel with the A4058. (1)	<b>15</b>
Extend an existing active travel route along the Rhondda Fach from Tylorstown to Maerdy. <b>RCT INM C1</b>	Being progressed following the completion of major studies and securing funding to take forward to the next stages. Route will be constructed along the alignment of the disused railway line. Overall public support has been identified following an exhibition. (2)	Route links communities in the Rhondda Fach and will provide segregated access to Porth town centre and its facilities including the rail station, health centre, swimming pool, library and shops. New route will also serve Ferndale Community School, Rhondda Fach Leisure Centre and potentially Highfield and Oaklands Industrial Estates via short spurs. Will result in a continuous segregated route along the Rhondda Fach. (3)	Scheme will improve the immediate surrounding environment and safety of users by providing a segregated, alternative route in the Rhondda Fach. Will support the local AQMA. (8)	Segregated route that runs direct between communities along the valley. (2)	<b>15</b>



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Construction of new active travel routes and spurs in the Church Village, Llantwit Fardre and Tonteg areas to link with the existing network. <b>RCT INM W10</b> <b>RCT INM N26, N27, N28, N29, N30, N31, N32, N33, N35, N36, N37, N38, N72, N73, N74, N75</b>	Feasibility study has been undertaken to identify possible alignments and associated issues. Funding secured to take forward to the next stages of development. (-2)	These will be new routes within built-up areas. There may be a requirement to reallocate road space along certain sections in order to provide segregated routes. Will improve access to local facilities such as Garth Olwg Learning Centre, local shops, Church Village Library, Llantwit Fardre Leisure Centre and Gwauncelyn, Llantwit Fardre, Ysgol Ty Coch and Maesybryn Primary Schools. (7)	Will improve the safety of pedestrians and cyclists. Also, will provide a link to the existing network of active travel routes in an area of growing residential development such as the Church Village Community Route. (7)	These new routes will provide direct, convenient and safe links for users, maximising the benefits of through traffic displaced on the A473 bypass. Will feed into the Church Village Community Route. (2)	<b>14</b>
Construction of new active travel links between Church Village, Tonteg, Llantwit Fardre and Beddau. <b>RCT INM S13, S16, S16a and S22</b>	Work being progressed through a feasibility study to consider possible alignments land and ecology issues etc. Funding secured to take forward to the next stages of development. Public consultation to be undertaken. (-6)	These will be new routes within built-up areas. There may be a requirement to reallocate road space along certain sections in order to provide segregated routes. Route S13 will provide an active travel link between Church Village and Efail Isaf and access to local facilities within Church Village such as Garth Olwg Learning Centre, local shops and the library. Route S22 will serve Llantwit Fardre Community Centre. (11)	Will improve the safety of pedestrians and cyclists. Also, will provide a link to key facilities and the existing network of active travel routes in an area of growing residential development. (7)	These new routes will provide direct, convenient and safe links for users, maximising the benefits of through traffic displaced on the A473 bypass. (2)	<b>14</b>

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Improve sections of shared use NCN Route 46 within Hirwaun, near Penywaun and alongside Hirwaun Industrial Estate to meet current active travel standards. <b>RCT AT 16a, 16b and 16c</b> <b>RCT AT 22o</b>	Long established existing route that will be upgraded and sections classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (2)	Part of the NCN and forms a strategic east – west link across South Wales. Provides access to the centre of Hirwaun, for library, shops and health centre. Also, provides access to Hirwaun Industrial Estate for employees. (4)	Road corridors in the area have high traffic volumes with a major upgrade planned for the A465. Scheme will improve the immediate surrounding environment and safety of users. Opportunity for modal shift and link with proposals to reopen the mothballed freight line to passenger rail services. (7)	Some sections of route are not segregated and involve crossing the A465, under uncontrolled conditions. (0)	<b>13</b>
Construction of new, shared use active travel routes in the Talbot Green and Llantrisant areas. <b>RCT INM N7; RCT INM S1, S14 and S42</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc (-2)	New routes will be located in an area of major new developments and will provide access to other existing or planned routes. This will enable a continuous network of routes to be created. New routes will also potentially provide access to several key facilities such as the bus station, Llantrisant Leisure Centre, Penygawsi Primary School and the Retail Park. (10)	New routes will provide links between existing communities and key facilities and to new residential and retail developments. (5)	The alignment of these new routes have not yet been determined so may not be along the preferred desire lines of users. Some sections may not be segregated from traffic. (0)	<b>13</b>

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<p>Improve sections of the Cynon Trail in the Aberdare area to meet current active travel standards.</p> <p>RCT AT 22f, 22h, 22i, 22j, 22l, and 22m</p>	<p>Long established existing route that will be upgraded and sections classified as a future route. No anticipated land or ecology issues. Work identified following an audit of route. Public support anticipated. (-2)</p>	<p>The Cynon Trail is an important cycle route between the Cynon Valley and the NCN. Although it does not serve the centre of Aberdare, it provides access to a number of facilities including the railway station, College of Further Education, Aberdare Community School and the Michael Sobell Leisure Centre. (9)</p>	<p>Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to Aberdare town centre, particularly by bicycle. (5)</p>	<p>Route provides a direct and convenient link for users wishing to travel between communities to the north and south of Aberdare. (1)</p>	<p><b>13</b></p>
<p>Construction of a new, short active travel route within the vicinity of Treorchy town centre, a new safe route to Treorchy Junior and Infants School and a new active travel route to Treorchy Industrial Estate to create a network of routes within Treorchy.</p> <p>RCT INM N25, N65, W7</p>	<p>Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc (-2)</p>	<p>These will be new routes within a built-up area. In the case of W7, there may be a requirement to reallocate road space along certain sections in order to provide a segregated route. N25 will involve the construction of a new footway. New routes will serve local schools such as the Comprehensive School, Junior and Infants Schools. W7 will serve the rail station, library and shops in Treorchy town centre. N65 will serve Treorchy Industrial Estate. (9)</p>	<p>Will improve walking and cycling access into Treorchy town centre, home-to-school journeys to Treorchy Comprehensive School, Treorchy Junior and Infants School and commuting journeys to/from Treorchy Industrial Estate. (5)</p>	<p>The alignment of these new routes are to be determined but they will provide a safer link for users to/from the schools and other facilities. (1)</p>	<p><b>13</b></p>



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Improve an existing active travel route to meet current active travel standards in Rhydfelen. <b>RCT INM S15</b>	Upgrade of existing route, no land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (3)	Route is primarily used by school children as part of a SRIC to Heol y Celyn Primary School. Route can also be used to reach the shops and surgery in Rhydfelen. (4)	Scheme will improve the immediate surrounding environment and safety of users. (5)	Route is direct and convenient for users, but along a gradient. Minimal route obstructions. (1)	<b>13</b>
Construction of a new active travel route in Llanharan. <b>RCT INM C7 and S4</b>	Initial study undertaken to identify a possible route alignment and consider the land, ecology issues and costs etc. Funding is to be secured to take forward to the next stages of development in tandem with the proposed Llanharan by-pass. (-3)	New route will be located in an area of major development and will form part of an eventual continuous route between Bridgend and Pontypridd. Will serve facilities within Llanharan and surrounding area such as the railway station, Dolau and Llanharan Primary Schools and local shops. New route will extend to Talbot Green and provide access to facilities in the area, including a possible spur to Coedcae Industrial Estate. (8)	New route will be situated in a high traffic corridor and serve key facilities. It will improve the safety of cyclists and pedestrians and support local AQMA measures. (7)	New routes will provide direct links and will be accessible from planned new developments in the area. (1)	<b>13</b>
Improve sections of route within Abercynon, including the Cynon Trail, to meet current active travel standards and construct new link from the Trail to Greenfield Terrace and along Pentwyn Avenue. <b>RCT AT 22a and 22b; RCT INM C4; RCT N22 and N66; RCT INM S9; RCT INM W13 and W15</b>	Long established existing route that will be upgraded and sections classified as a future route. No anticipated land or ecology issues. Work identified following an audit of route. Public support anticipated. (0)	The Cynon Trail is an important cycle route between the Cynon Valley and the NCN. Some sections in Abercynon are primarily used by school children as part of a SRIC. Various sections outside the Cynon Trail form a continuous network within Abercynon providing access to the rail station, Leisure Centre, shops, the Community Primary School and library. A possible spur can provide links to Pontcynon Industrial Estate. (6)	Scheme will improve the immediate surrounding environment and safety of users. (6)	Although traffic calming measures exist along most sections within Abercynon, potential conflict exists with traffic. (0)	<b>12</b>

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Improve sections of the Cynon Trail in Penrhiwceiber to meet current active travel standards. <b>RCT AT 22c and 22d</b>	Long established existing route that will be upgraded and sections classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (0)	The Cynon Trail is an important cycle route between the Cynon Valley and the NCN. Sections of route to be improved serve Penrhiwceiber railway station (4)	Scheme will improve the immediate surrounding environment and safety of users. (6)	Segregated route that runs direct between communities along the valley. Minimal route obstructions. (2)	<b>12</b>
Construction of a new section of the Cynon Trail in Aberdare to provide a continuous link along the valley. <b>RCT INM S5</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-4)	New route will enable a continuous segregated link to be provided along the Cynon Trail in a high traffic corridor. Route will serve Cwmbach railway station (southern end) and will provide access to the new Coleg y Cymoedd campus in Aberdare and Robertstown Industrial Estate (northern end). Will link with other proposed routes in the Aberdare town area to form a continuous network and access to other facilities that are not located nearby. (10)	Scheme will improve the safety of cyclists and pedestrians. New route will potentially offer a continuous active travel link to the industrial estate in Aberaman – if further development of the active travel network can be progressed. (4)	New route will be traffic free, have a direct alignment and be built to meet current standards. Will follow local desire lines. (2)	<b>12</b>
Construction of a new active travel route in Talbot Green. <b>RCT INM N13</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (0)	Relatively short section of new route that will provide a link to existing active travel routes in the area. Will utilise a subway under the A473. New route will be constructed in an area of major new developments and growth in traffic. (8)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (2)	New route will offer users with a safer and more direct alternative to reach existing active travel routes in the area. (2)	<b>12</b>

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Improve section of active travel route to Parc Nantgarw employment site in Trefforest Industrial Estate, which crosses the A4054, and construct two short sections of new active travel routes within TIE. <b>RCT INM C5, N63, N64</b>	Upgrade of existing route (C5) mainly focusses on providing a safe crossing facility for pedestrians and cyclists. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. The construction of two new short sections of route will act as feeders to the core route planned within TIE. (0)	C5 route provides access from the south to important leisure and education facilities and employment sites in Parc Nantgarw and the southern part of Trefforest Industrial Estate, such as the Coleg y Cymoedd campus and new DWP Office. The two new short sections of active travel routes will provide improved access for pedestrians and cyclists within TIE. (4)	Scheme will improve the safety of cyclists and pedestrians in a high traffic corridor. (6)	The proposed new active travel routes will follow the desire lines of pedestrians and cyclists and will minimise the conflict with traffic. (2)	<b>12</b>
Construction of a new shared use active travel route within Hirwaun Industrial Estate. <b>RCT INM N68</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc (0)	The new route will connect with NCN 46 at either end of the Industrial Estate and enable users to reach employers situated within the Estate. (7)	The new route will provide better access to a key employment site and improve the immediate surrounding environment. Scheme will also improve the safety of cyclists and pedestrians. (3)	The proposed new active travel route will follow the desire line of pedestrians and cyclists working within the Estate. (1)	<b>11</b>
Construction of a new active travel route between Church Village and Trefforest Industrial Estate. <b>RCT INM S31</b>	Work being progressed through a feasibility study to consider possible route alignment, gradient, land and ecology issues etc. Funding secured to take forward to the next stages of development. Public consultation to be undertaken. (-4)	The new route will help support sustainable commuting journeys to the various facilities situated in Trefforest Industrial Estate such as employment sites, leisure attractions and Coleg y Cymoedd Further Education. This new route will also help achieve a modal shift along a high traffic corridor. (10)	The new route will serve a key employment site and improve the immediate surrounding environment. Scheme will also improve the safety of cyclists and pedestrians. (5)	New route will provide a safe, direct and convenient link for users, although a major barrier is likely to be minimising a gradient. (0)	<b>11</b>

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Improve walking route between Abercynon and Tyntetown to meet current active travel standards and construct new section to Carnetown. <b>RCT INM N66</b>	No land or ecology issues envisaged where existing route is being upgraded. Work identified following a public consultation exercise. Public support anticipated. (0)	Route runs along the B4275 and connects Tyntetown and Abercynon. Serves Ynysboeth Infants and Junior Schools and the access road leading to Pontcynnon Industrial Estate. Route is also used by residents to reach the facilities in Abercynon (shops, library, rail station). Proposed new section will link Carnetown with facilities in Abercynon. (5)	Scheme will improve the immediate surrounding environment and safety of users. (5)	Improvements will further minimise the risk of conflict between pedestrians and traffic. (1)	<b>11</b>
Construction of new cross boundary active travel routes from Llanharan (via Brynna and via Bryncae) to provide links to employment and retail facilities in Bridgend. <b>RCT INM N4 and RCT INM S33</b>	Initial study undertaken to identify possible route alignments up to the Bridgend boundary and consider the land and ecology issues and costs etc. Funding is to be secured to take forward to the next stages of development in tandem with the proposed Llanharan by-pass. (-5)	New routes will be located in an area of major development and will form part of an eventual continuous route between Bridgend and Pontypridd. As well as providing access to facilities within the Bridgend CBC area such as employment and education, the new routes will also serve facilities within RCT such as Llanharan rail station and Dolau and Brynnau Primary Schools. (8)	New routes will be situated in a high traffic corridor and provide segregated access to employment and education sites in Bridgend. They will improve the safety of cyclists and pedestrians. (7)	Proposed new routes will follow the alignment of the existing road network. (1)	<b>11</b>
Construction of a new active travel route along The Broadway between Trefforest and Pontypridd, following the introduction of traffic calming measures. <b>RCT INM N12 and N21</b>	Put forward during a previous consultation exercise. Overall public support is anticipated but will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues & total cost etc. Reallocation of road space may be required along sections. (0)	Route will provide a more direct link between Pontypridd town centre and the University of South Wales campus in Trefforest. Will connect with existing active travel routes at both ends and facilities in both settlements such as the rail stations. (7)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. It will also help support several local AQMA measures. (2)	New route will offer users with a safer and more direct link along a high traffic corridor. Will follow desire lines. (2)	<b>11</b>

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Construction of a new active travel route along Cardiff Road between Hawthorn and Upper Boat Retail Park. <b>RCT INM S8</b>	An initial study has identified this scheme as a long term aspiration due to the possible need to reallocate road space to create a segregated route. However, overall public support is anticipated. (-2)	New route will serve key facilities at each end – Hawthorn High and Primary Schools (northern end) and the Upper Boat Retail Park and employment sites in Trefforest Industrial Estate. Potential to link with other active travel routes when developed and form a continuous network. (7)	Scheme will improve the safety of cyclists and pedestrians in a high traffic corridor. (4)	New route will minimise the risk of conflict between cyclists and traffic. (2)	<b>11</b>
Construction of a new active travel route in the vicinity of Pontypridd town centre to provide a link to existing routes. <b>RCT INM C3</b>	May require the reallocation of road space to create a segregated network. However, overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc. (-4)	New route will provide links to existing routes and create a continuous network in the area. Will enable users to reach Ynysangharad Road Retail Park (northern end) and the Glyntaff Campus of the University of Glamorgan (southern end). (10)	Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (4)	New route will minimise the risk of conflict between cyclists, pedestrians and traffic. Will act as a feeder. (1)	<b>11</b>
Construction of a new active travel route along Swansea Road and Merthyr Road, Hirwaun and within Hirwaun to key facilities. <b>RCT INM N67</b>	May require the reallocation of road space to create a segregated network. However, overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment and total cost etc. (-3)	New route will link areas of new residential development in the east and west of Hirwaun with the centre of the village and the various facilities provided. These include the shops, library and health centre. Will also be used to reach Hirwaun Industrial Estate. (5)	Potential to achieve a modal shift from car for local journeys within Hirwaun. Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (6)	New route will provide a direct, convenient and safe link for users. (1)	<b>9</b>



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Construction of a new active travel route between Upper Boat Retail Park and Upper Boat Interchange to connect with existing routes in the area. <b>RCT INM N5</b>	Work being progressed through a feasibility study to consider possible route alignment, gradient, land and ecology issues etc. Funding secured to take forward to the next stages of development. Public consultation to be undertaken. (-4)	New route will enable users of the Church Village Community Route to have direct access to a major shopping destination. Also, employees at TIE will have a segregated route to reach the Retail Park. (6)	Potential to achieve a modal shift from car for local journeys between TIE, the Church Village area and Retail Park through a junction with very high traffic volumes. Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (6)	New route will provide a safe and direct link for users reducing the need to cross several arms of a busy road junction. (1)	<b>9</b>
Improve section of Taff Trail through Rhydfelen to meet current active travel standards. <b>RCT INM C2</b>	Long established existing route that will be upgraded and classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (0)	Part of the NCN and forms link between South and Mid Wales. Provides access to Upper Boat Retail Park and employment sites in Gelli Hirion Industrial Estate. (4)	Scheme will improve the immediate surrounding environment and safety of users. (4)	Segregated route but it runs along the edge of the communities served. (1)	<b>9</b>
Improve sections of Lady Windsor route from Ynysybwl towards Pontypridd to meet current active travel standards. <b>RCT AT 21a; RCT INM S25</b>	Long established existing route that will be upgraded and sections classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (-1)	Provides a segregated link to the NCN from Ynysybwl and access to Pontypridd High School and employment sites in the Albion Industrial Estate. Route will also provide access to recreational opportunities in the area at the new Daerwynno Outdoor Activity Centre. (3)	Scheme will improve the immediate surrounding environment and safety of users. (5)	Traffic free section of route that will benefit from improvements. (2)	<b>9</b>

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Construction of a new, segregated active travel route between Caerphilly and Taffs Well along the A468. <b>RCT INM S32</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (0)	Route will be segregated along the A468. No reallocation of road space is required. As well as providing a cross boundary link into Caerphilly, the new route will serve a major employer along the A468 and provide improved access into Trefforest Industrial Estate and its education and employment sites and Taffs Well railway station.(8)	New route will run parallel with NCN 4 which has been built along a disused railway line. Will help support local AQMA measures. (1)	New route will provide a direct, convenient and safe link for users, although a major barrier is likely to be minimising a gradient. (0)	<b>9</b>
Construction of a new active travel route beyond Gilfach Road, Tonyrefail towards Gilfach Goch. <b>RCT INM N83</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (0)	The proposed, new active travel route to Gilfach Goch will extend the network to reach a community with limited facilities and high levels of deprivation (4)	Scheme will improve the immediate surrounding environment and safety of users. Will support local AQMA measures. (4)	Improvements will further minimise the risk of conflict between pedestrians and traffic. (1)	<b>9</b>

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<i>i.e. any info about the scheme that expands the description column e.g. statements such as traffic-free path, completely new path construction, upgrades existing informal routes, located on highway verge, re-surfacing of existing surfaced route, desire line only and don't know preferred route as yet, are any studies ongoing/ been done, approximate length of the proposed route, proposal put forward through consultation etc.</i>	<i>e.g. land issues, ecology issues, planning, technical/ feasibility issues, funding secured, considered a quick win, acceptability/ public support, whether studies are needed before works are undertaken etc.</i>	<i>i.e. statements about how well the route links to/forms part of the wider network e.g. origins and destinations connected by the route (and other facilities along the route), links to existing AT routes, whether it's considered a 'whole' A to B route that could be used for AT journeys (or part of a wider route), links to new/ future developments, is it a primary or secondary route (refer to para 13.6.32 of draft AT guidance).</i>	<i>e.g. statements about specific local issues that would be addressed e.g. could benefit an AQMA, existing barriers to AT, lack of existing safe route (links to Learner Travel), existing road safety issues, high traffic volumes, high speed road, indirect route for AT, improves local streetscape/ landscape etc.</i>	<i>e.g. convenience, accessibility, safety, comfort, attractiveness</i>	
Construction of a new active travel route between Aberaman and Mountain Ash via Abercwmboi. <b>RCT INM S39</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. Reallocation of road space may be required along sections. (-5)	New route will provide a link to a key settlement in RCT and its facilities such as the Library, rail station and shops. New route will also run close to Fernhill railway station and Darrenlas Primary School. It will eventually create a continuous network in the area. At its northern end, the new route will provide improved access to employment sites in Aberaman Industrial Estate. (9)	New route will run parallel to the Cynon Trail which runs on the northern side of the River Cynon. Scheme will improve the safety of cyclists and walkers in communities of relatively low household car ownership and limited facilities. (4)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>9</b>
Improve sections of route within the vicinity of Tonyrefail town centre to meet current active travel standards. <b>RCT AT 20a, 20b, 20c and 20e</b>	Long established existing route that will be upgraded and sections classified as a future route. No land or ecology issues envisaged. Potential issues may arise involving the possible reallocation of road space in parts. Work identified following an audit of route. Public support may be difficult to obtain. (0)	Route forms part of a continuous network in the Tonyrefail area and serves key local facilities such as Tonyrefail Community School, local shops and the Leisure Centre. (4)	Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (3)	Route provides a direct and convenient link for residents into the town centre. (1)	<b>8</b>

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Construction of a new active travel route to link the Taff Trail with Gelli Hirion Industrial Estate. <b>RCT INM S11</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-3)	The Taff Trail is part of the NCN and forms a link between South and Mid Wales. The new route will provide access to Gelli Hirion Industrial Estate. (6)	New route will serve a key employment site and improve the immediate surrounding environment. Will help achieve a modal switch for work journeys. (3)	The Taff Trail can be accessed by many communities and new route would act as a feeder link. (2)	<b>8</b>
Construction of a new active travel route between Ty Rhiw and Taffs Well. <b>RCT INM N82</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-3)	This new route will feed into the Taff Trail and provide an isolated community with very few facilities and limited bus service with improved and safer access to Taffs Well. (6)	New route will provide improved access to an isolated community in RCT to facilities, including the rail station and primary school in Taffs Well. (5)	Proposed new active travel route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (0)	<b>8</b>
Improve section of NCN Route 46 in the Rhigos area to meet current active travel standards. <b>RCT INM S41</b>	Long established existing route that will be upgraded and section classified as a future route. No land or ecology issues envisaged. Work identified following an audit of route. Public support anticipated. (0)	Part of the NCN and forms a strategic east – west link across South Wales. Provides cross boundary links into the Neath Port Talbot area. Route provides access to facilities in Glynneath for RCT residents and access to the Hirwaun Industrial Estate and possible new rail station in Hirwaun for NPT residents. (3)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. However, the gradient along this section of route can act as a significant barrier to users. (3)	Improvements will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>7</b>

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Construction of new active travel routes from schools within RCT to existing, nearby routes. <b>SL</b>	Overall support from the communities located within the catchment area of each school is anticipated. However, each link between the school and the nearest active travel route will be subject to the outcome of a study to determine route alignment, ecology issues and total cost. (-1)	Each proposed active travel route will provide improved access for pupils and accompanying adults who currently walk or cycle to school. It is likely that associated measures to the highway will be undertaken along the approaches to each school. (3)	Schemes will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (3)	Proposed new active travel routes will further minimise the risk of conflict between pedestrians, cyclists and traffic. Will follow the desire lines of users. (2)	<b>7</b>
Construction of new active travel route between Llanhari and Llanharan. <b>RCT INM N85</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-3)	This new route will provide improved access to Llanhran rail station for commuters as an alternative to Pontyclun. It is likely that construction work and route alignment near Llanharan will be governed by the construction of the Llanharan bypass. (4)	Proposal was raised at a recent public consultation exercise. Highway network in the area has experienced an increase in traffic volumes following the completion of major residential developments. (4)	Proposed new active travel route will further minimise the risk of conflict between pedestrians, cyclists and traffic. Will follow the desire lines of users. (2)	<b>7</b>



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Construction of a new active travel route along Wellington Street, Robertstown. <b>RCT INM N69</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-3)	New route will connect off the Cynon Trail and enable users to reach retail and employment facilities within the Industrial Estate. (5)	New route will serve a key employment site and improve the immediate surrounding environment. Will help achieve a modal switch for work journeys. (3)	New route will further minimise the risk of conflict between pedestrians and traffic. Will follow the desire lines of users. (1)	<b>6</b>
Construction of new active travel routes in Trecynon to link with the existing network of routes. <b>RCT INM S6 and W12</b>	May require the reallocation of road space to create a segregated network. However, overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc. (-6)	New routes will provide links to existing routes and create a continuous network in the area and access to facilities in Aberdare town centre. New routes will also serve local facilities such as Aberdare Park Primary School. (7)	Scheme will improve the safety of cyclists and pedestrians and measures to encourage more sustainable journeys in the area, particularly by bicycle and to/from the local school. (4)	New routes will further minimise the risk of conflict between pedestrians and traffic. Will follow the desire lines of users.(1)	<b>6</b>
Improve route used for active travel journeys, at the rear of Ysgol Gyfun Treorci, to meet current standards. <b>RCT INM N1</b>	Upgrade of existing route. No significant land or ecology issues envisaged. Work identified following the outcome of a previous consultation exercise. Public support anticipated. (0)	Route is primarily used by school children attending Ysgol Gyfun Treorci as part of a SRIC. (2)	Scheme will improve the immediate surrounding environment and safety of users. (3)	Improvements will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>6</b>

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Construction of a new active travel route from Parc Gellifaelog, Tonypandy to Cambrian Industrial Park, Clydach Vale. <b>RCT INM N84</b>	Overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-2)	New route will provide improved access from a new residential development near the A4119 with a major employment site in the area. (3)	New route is relatively short in distance but will offer an alternative modal option for residents who work at the Industrial Park. (3)	New route will help to improve road safety in the area. (2)	<b>6</b>
Construction of a new active travel route to the Zip World Leisure Facility on Rhigos Mountain. <b>RCT INM N70</b>	Overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-2)	New route will provide a link for cyclists off NCN 46 to the new development. Unlike other active travel routes, this proposed route will be in open countryside, so issues of land acquisition to provide a segregated route can be overcome. (4)	New route will help to encourage active tourism visitors to the area and support the local economy. (3)	New route will be mainly traffic free, have a direct alignment and be built to meet current standards. (1)	<b>6</b>
Extend existing Safe Routes in Communities route along High Street, Garden Village. <b>RCT INM S7</b>	Overall public support may not be forthcoming. May require more widespread traffic calming measures. (0)	Widens the catchment area of Hendreforgan Community Primary School covered by these measures. (2)	Measures will help to reduce car journeys to/from the Community Primary School. (2)	Will help to improve road safety in the area. (2)	<b>6</b>
Construction of new, short distance active travel routes and links within and to/from Porth town centre. <b>RCT INM N11, N54, N55, N56, N57, N58, N59, N60, N61, N62</b>	Proposals are currently subject to the outcome of a study that is being undertaken on the route alignments, ecology issues and total cost etc. May require the reallocation of road space. (-3)	New routes will provide links within the town centre and facilitate active travel journeys beyond. Will link the main facilities situated within the town centre such as the Morrisons Supermarket, library, health centre, Council Offices and railway station (which will become part of a new transport hub). (5)	Scheme will help support measures to regenerate the town centre, including the creation of an integrated transport hub with facilities for cycle storage. (3)	New routes will be mainly traffic free, have a direct alignment and be built to meet current standards. Will act as feeders into existing routes. (1)	<b>6</b>

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Construction of a new active travel route from Llanharan railway station alongside the railway line towards Bryncae to join proposed new network of routes in the area. <b>RCT INM N41</b>	Put forward during a previous consultation exercise and TfW study. Overall public support is anticipated, but this will be subject to the outcome of a further study that will need to be undertaken on the route alignment, ecology issues and total cost etc. Local Community Council has agreed to provide funding towards the cost of this study. (2)	New route would run mostly alongside the railway line utilising open land and eventually joining the A473. It would connect at the western end of the proposed Llanharan by-pass and at Llanharan railway station with the proposed new active travel route between Bridgend and Talbot Green. (2)	New route will offer an alternative link to reach Llanharan railway station, avoiding the A473 through Llanharan. However, traffic volumes are expected to reduce when the proposed new by-pass is built. (2)	New route would run in a mainly isolated area and will not be along the user desire line. (0)	<b>6</b>
Construction of a new active travel route between the rail station and Trefforest Industrial Estate. <b>RCT INM S18</b>	An initial study has identified a potential link between the rail station and Trefforest Industrial Estate. However, this scheme may not progress as set out due to the long term aspiration to relocate the station further south in the Estate. However overall public support is anticipated at both locations. (-4)	Although relatively short in distance, the creation of an active travel route between the rail station and Trefforest Industrial Estate will help support sustainable commuting journeys to the Industrial Estate and achieve modal shift. (6)	New route will serve a key employment site and improve the immediate surrounding environment. Scheme will also improve the safety of cyclists and pedestrians and help achieve a modal shift from car for commuting journeys. (3)	The current TIE station is Situated in an isolated location and not accessible to all potential users. Reaching or leaving the platform involves a flight of steps. (0)	<b>5</b>

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Construction of a new cross valley active travel route between Cwmbach and Aberaman. <b>RCT INM S27</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-5)	New route will link Cwmbach rail station with Aberaman Industrial Estate and a local retail park. The new route will also connect with existing routes (such as the Cynon Trail) and planned active travel routes to form a continuous network in the area. (5)	Potential to achieve a modal shift from car use for journeys to/from work. Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (4)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>5</b>
Construction of a new active travel route along the B4276 between Tonypandy and Porth via Dinas. <b>RCT INM N10</b>	Put forward during a previous consultation exercise. Overall public support is anticipated but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. May require the reallocation of road space and/or disused rail land along sections. (-5)	New route will link two key settlements in RCT and provide access to a number of facilities such as Tonypandy and Porth libraries, Porth swimming pool, Cymmer Road Retail Park, Penygraig Industrial Estate and the railway stations in Dinas (possibly via a spur), Porth and Tonypandy. The new route will also connect with existing routes and form part of a planned long distance active travel route along the Rhondda Fawr to the disused rail tunnel at Blaencwm. (5)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (4)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>5</b>

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Extension of an existing active travel route from Coed Ely to Tonyrefail and provide links between NCN Route 4 and the Church Village Community Route. <b>RCT INM S24</b>	Construction of the new route is closely linked to the development of the former Coed Ely colliery site into other (employment) uses. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-6)	New route will provide a direct and segregated link between Tonyrefail, the Royal Glamorgan Hospital and nearby places of employment in Llantrisant and Talbot Green. It will serve the newly developed site in Coed Ely and Cwmlai Primary School. It will also connect with existing routes and form part of a network of active travel routes in the area. (4)	Potential to achieve a modal shift from car use for local journeys along a high traffic corridor. Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (5)	New route will follow the desire lines of users and offer a safer and more direct link along a high traffic corridor. (2)	<b>5</b>
Construction of a new active travel route between Glyncoch and Pontypridd along the western side of the River Taff. <b>RCT INM S38</b>	Put forward during a previous consultation exercise. Overall public support is anticipated but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the reallocation of road space along sections. (-6)	New route will link a community with low household car ownership levels with the centre of Pontypridd. It will serve Craig yr Hesg Primary School and connect with existing, long distance routes radiating from Pontypridd town centre. (5)	Scheme will improve the immediate surrounding environment and safety of users. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle from an isolated and economically deprived community. (4)	New route will provide a safe and direct link for users. The existing footway is very narrow in places and the corridor has a high volume of traffic. (2)	<b>5</b>



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Construction of a new active travel route from Llanhari to Pontyclun and Talbot Green to connect with existing routes, together with a short spur along the A4222 to the boundary with the Vale of Glamorgan. <b>RCT INM S3</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc. (-6)	New active travel route will connect a growing community in RCT with the active travel network in Pontyclun, V of G and Talbot Green, and the various key facilities located there such as the bus and rail stations, Y Pant School, Ysgol Llanhari, Retail Park & RG Hospital. (5)	Scheme will improve the safety of cyclists and pedestrians in a high traffic corridor. (4)	Proposed new route will follow the alignment of the existing road network. (1)	<b>4</b>
Construction of a new active travel route in Llwydcoed, linking a new housing development to the Cynon Trail. <b>RCT INM N46</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the reallocation of road space along sections. (-5)	New route would start from a proposed major housing development in Llwydcoed (built on a brownfield site) and would continue along or parallel to the B4276 to join the Cynon Trail. New route would enable users to walk / cycle beyond Llwydcoed to reach the various facilities in Aberdare. (5)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (3)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. Will act as a feeder to the Cynon Trail. (1)	<b>4</b>
Construction of a new cross boundary active travel route in Abercynon to link with communities within the Merthyr Tydfil CBC area. <b>RCT INM S40</b>	Put forward during a previous consultation exercise. Overall public support is anticipated but will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the reallocation of road space along sections. (-5)	Will provide an important cross boundary link between the Cynon Trail, Taff Trail and active travel routes in Caerphilly County to form a continuous network. Route will also provide a sustainable link to Abercynon rail station. (5)	Potential to achieve a modal shift from car use for commuting journeys. Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (2)	New route will form a strategic component in the network of active travel routes in the area. Will enable users to avoid busy A470/A4054/ A4059 junction. (2)	<b>4</b>

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Construction of a new active travel route between Cwmaman and Aberaman. <b>RCT INM W14</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. (-6)	New active travel route will connect an isolated community in RCT with the active travel network in the Cynon Valley and the various facilities located there such as employment sites in Aberaman Industrial Estate, Cwmbach railway station and Retail Park. (5)	Scheme will improve the safety of cyclists and pedestrians in an area of relatively low household car ownership and limited facilities in the community. (3)	Most of the new route is likely to be direct for users and be located in residential areas with low traffic speeds and volumes. (2)	<b>4</b>
Construction of a new active travel route to serve a major residential development at Cefn yr Hendy, Pontyclun. <b>RCT INM N9</b>	Put forward during a previous consultation exercise. Overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. May require the re-allocation of road space along sections. (-5)	New route will be located in an area of major retail and residential development and will provide access to other existing or planned active travel routes. This will enable a continuous network of routes to be created. Facilities that will be served include Pontyclun railway station and Y Pant Comprehensive School. (3)	New route will provide links between existing communities and key facilities (such as Pontyclun rail station for commuting journeys) and to new developments. (4)	New route will follow the desire lines of users and offer a safer and more direct link along a high traffic corridor. (2)	<b>4</b>

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Construction of new active travel routes between Pontyclun and Miskin and between Llantrisant and Miskin via Cefn yr Hendy. <b>RCT INM N86 &amp; S37</b>	Put forward during previous consultation exercises. Overall public support is anticipated but will be subject to the outcome of a study that will need to be undertaken on the route alignments, ecology issues and total cost etc. May require the reallocation of road space in sections. (-5)	New routes will be located in an area of major retail and residential development and will provide access to other existing or planned active travel routes. This will enable a continuous network of routes to be created. Facilities that will be served include Pontyclun railway station, Y Pant Comprehensive School and Llantrisant Lesiure Centre and Library. (3)	New routes will provide links between existing communities and key facilities (such as Pontyclun rail station for commuting journeys), Llantrisant Library and Leisure Centre and to new developments. (4)	New routes will follow the desire lines of users and offer a safer and more direct link along a high traffic corridor. (2)	<b>4</b>
Construction of a new active travel route along Heol Dowlais to provide a more direct link between Church Village and Llantrisant and along Heol y Creigiau to provide a more direct link between Church Village and Efail Isaf. <b>RCT INM S26 and RCT INM N40</b>	Feasibility study has been undertaken to identify a possible alignment and associated issues. (INM S26) Funding secured to take forward to the next stages of development. INM N40 proposal raised during a consultation exercise. Study to be undertaken. (-6)	These will be new routes within a built-up area. There may be a requirement to reallocate road space along certain sections in order to provide segregated routes. New routes will feed into the existing network of active travel routes for longer journeys to key facilities such as Ysgol Garth Olwg, Trefforest railway station, Trefforest Industrial Estate and the University of South Wales in Trefforest. (6)	Scheme will improve the immediate surrounding environment and safety of users. Will be one of several measures addressing the local AQMA. (3)	New routes will be mainly traffic free, have a direct alignment and be built to meet current standards. (1)	<b>4</b>

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Construction of a new active travel route between Cwmparc and Treorchy. <b>RCT INM S34</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the reallocation of road space along sections. (-5)	New route will serve Treorchy rail station and Comprehensive School. It will also link into other proposed routes to enable active travel journeys to be made either north or south of Treorchy town centre to nearby Industrial Estates and facilities. The new route will connect with the planned active travel route along the Rhondda Fawr to form a continuous network. (6)	Scheme will improve the immediate surrounding environment and safety of users. Will support measures to encourage more visits to the town centre, particularly by bicycle and sustainable commuting journeys. (2)	New route will minimise the risk of conflict between pedestrians, cyclists and traffic, although a gradient will need to be overcome. (1)	<b>4</b>
Construction of new active travel routes within the Tonyrefail area to provide links to existing routes. <b>RCT INM S7, S17 and S20</b>	Overall public support is anticipated, although some sections of the new routes may require a reallocation of road space. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-6)	New routes will provide links to existing routes and serve key facilities such as Hendreforgan Community Primary School, Tref y Rhyg Primary School, Tonyrefail Community School and Tonyrefail Leisure Centre. They will create a continuous network in the area. (7)	Potential issue overcoming gradients in the area. Scheme will improve the safety of cyclists and pedestrians. Will support the local AQMA and measures to encourage more visits to the town centre, particularly by bicycle. (2)	Some routes may not offer a direct way of reaching the centre of Tonyrefail from surrounding communities. (0)	<b>3</b>
Construction of a new active travel route to Ferndale Community School through Oaklands Business Park. <b>RCT INM N2</b>	Study to be undertaken to identify route alignment, land and ecology issues and total cost etc. Work identified following the outcome of a previous consultation exercise. Overall public support anticipated. (-2)	Route will be primarily used by school children attending Ferndale Community School as part of a SRIC. (2)	Scheme will improve the immediate surrounding environment and the safety of users. It will also help support local AQMA measures by reducing car journeys at school opening and closing times. (2)	New route will further minimise the risk of conflict between pedestrians and traffic. (1)	<b>3</b>

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Construction of a new active travel route from the centre of Abercynon to the Leisure Centre. <b>RCT INM N76</b>	Put forward during recent consultation exercise. This will be subject to the outcome of a study that will need to be undertaken on the route alignment, land ownership, ecology issues and total cost etc. (-4)	New route will offer a more direct link between the centre of Abercynon and its Leisure Centre. Users would be able to continue their journey beyond the Leisure Centre along a traffic light road to the entrance to Pontcynon Industrial Estate. (5)	Scheme will improve the immediate surrounding environment and bring into use a neglected path that will need to be upgraded and improved. (2)	Although the proposed new route will avoid users coming into conflict with heavy traffic, there may be significant engineering issues to overcome. (0)	<b>3</b>
Construction of a new active travel route from Trefforest Meadow Street, via the western side of the River Taf, to Cardiff Road. <b>RCT INM N24</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. (-4)	New route will run along a relatively lightly trafficked section of highway and will act as an alternative route for active travel users that use part of Cardiff Road to reach the University of South Wales campus in Trefforest. New route will also serve St Michaels RC Primary School. (4)	Scheme will improve the immediate surrounding environment and safety of users. Will support measures to encourage more cycling journeys to the University of South Wales by students and staff. (2)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>3</b>
Construction of a new active travel route in Llanharan from the railway station and along Terry's Way, Enterprise Way and the western section of the proposed new by-pass. <b>RCT INM N79</b>	Put forward during recent consultation exercise and TfW study. Overall public support is anticipated as new route will benefit new residential development. (-2)	New route will serve major residential development and form a key element in developing sustainable transport options to accompany the construction of the proposed new by-pass. (2)	Scheme will improve the immediate surrounding environment and safety of users. (2)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>3</b>



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Construction of new active travel routes within Llantrisant Industrial Estate and between Beddau and Llantrisant Industrial Estate. <b>RCT INM S36 RCT INM N39</b>	Overall public support is anticipated, but will be subject to the outcome of a study that will need to be undertaken on the route alignments, gradient, ecology issues and total cost etc. May require the re-allocation of road space along certain sections. (-6)	The new routes will connect Llantrisant Industrial Estate with the existing active travel network in an area of major growth and residential development. Proposed route INM S36 will be in close proximity to the Royal Glamorgan Hospital. (3)	New routes will serve a key employment site and improve the immediate surrounding environment. Scheme will also improve the safety of users along a high traffic corridor. (3)	New routes will follow the desire lines and minimise the risk of conflict between pedestrians, cyclists and traffic. (2)	<b>2</b>
Construction of a new active travel route between Tonypandy and Clydach Vale. <b>RCT INM S10</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. Some sections may require the reallocation of road space. (-6)	New active travel route will connect an isolated community in RCT with a key settlement and the various facilities located there. Depending upon the determined alignment, these will include Tonypandy Library and Community School, bus and rail stations and shops. Other facilities are situated along the route such as Cwmclydach Primary School. (5)	Scheme will improve the safety of cyclists and walkers in an area of relatively low household car ownership and limited facilities. (2)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>2</b>
Construction of a footway along the edge of Grovers Field Estate, Abercynon to continue towards Abercynon. <b>RCT INM N23</b>	Put forward during a previous consultation exercise. Overall public support is anticipated. (1)	The estate is situated off an unclassified road to the south of Abercynon. Traffic volumes and speeds are relatively low. Due to the physical constraints of the highway, it may not be possible for the footway to continue into Abercynon and join existing active travel routes. (0)	Footway is likely to be mainly used by residents of Grovers Field Estate and not the wider community. (0)	Footway will minimise the risk of conflict between pedestrians and traffic. (1)	<b>2</b>

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Construction of a new active travel route between Parc Dan y Bryn Estate and the centre of Tonyrefail. <b>RCT INM S30</b>	Put forward during a previous consultation exercise. Overall public support is anticipated but will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. (-4)	New route will link an area of major residential development with the centre of Tonyrefail and its range of key facilities such as the Leisure Centre, shops and frequent bus services to Porth and the Royal Glamorgan Hospital. New route will also feed into existing and planned active travel routes to form a continuous network in the area. (3)	Scheme will improve the immediate surrounding environment and safety of users. Will support the local AQMA and measures to encourage more sustainable visits to the town centre. (1)	New route will be mainly traffic free, have a direct alignment and be built to meet current standards. (1)	<b>1</b>
Construction of a new active travel route between Porth and Tonyrefail. <b>RCT INM S2, S21 and S29</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignments, gradient, ecology issues and total cost etc. Some sections may require the reallocation of road space. (-6)	New route will provide a direct link between two key settlements in RCT and remove a 'gap' in the active travel network. Facilities are located in both settlements such as Porth and Tonyrefail Community Schools, Tonyrefail Leisure Centre, Porth Library and Porth railway station. Other facilities are situated along the route such as Cymmer Primary School & Ysgol Gyfun Cwm Rhondda. (5)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. It will also help support several local AQMA measures. (2)	A major barrier along the route will be gradients and the extent of on-street parking which may affect the route alignments.(0)	<b>1</b>
Construction of a new cross valley active travel route between Penygraig and Trealaw. <b>RCT INM S35</b>	Put forward during a previous consultation exercise. Overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the re-allocation of road space along sections. (-6)	New route will link two communities with high levels of social and economic deprivation. It will also connect with planned active travel routes in the area to form a continuous network. (3)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (2)	New route will follow the desire lines and minimise the risk of conflict between pedestrians, cyclists and traffic. (2)	<b>1</b>

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Construction of a new active travel route between Tonypany and Tonyrefail via Penrhiwfer. <b>RCT INM S19, S23 and S28</b>	Overall public support is anticipated. However, this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. Some sections may require the reallocation of road space (-6)	New route will form a continuous route to Tonyrefail and create a link to existing and new routes in both areas such as along the Rhondda Fawr. New route, with possible spurs, will also serve facilities at either end such as Tonypany and Tonyrefail Community Schools, Tonypany Library, bus and rail stations and Tonyrefail Leisure Centre. (3)	Scheme will improve the immediate surrounding environment and the safety of pedestrians and cyclists. (3)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>1</b>
Construction of a new active travel route to serve Abergorki and Ynyswen Industrial Estates, near Treorchy. <b>RCT INM W16</b>	Overall public support is anticipated, but will be subject to the outcome of a study that will need to be undertaken on the route alignment, ecology issues and total cost etc. May require the re-allocation of road space along certain sections. (-5)	The new route will serve Ynyswen rail station and YGG Ynyswen. It will connect Treorchy and surrounding communities with major employment sites. (2)	Scheme will improve the immediate surrounding environment and the safety of users. It will link into the planned active travel route along the Rhondda Fawr. (3)	New route will further minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>1</b>
Construction of a new active travel route between Llwydcoed and Abernant. <b>RCT INM N78</b>	Proposal will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, land ownership, ecology issues and total cost etc. May require the re-allocation of road space along sections. (-6)	The new route will bypass the centre of Aberdare and provide more direct access to the mouth of the former rail tunnel in Abernant for Llwydcoed residents. (2)	New route will offer an alternative for Llwydcoed residents (who are cyclists) to reach Merthyr Tydfil for work, education or other reasons. (3)	New route will minimise the risk of conflict between pedestrians, cyclists and traffic. (1)	<b>0</b>

LOCATION, DESCRIPTION, ROUTE REF. NO. AND TYPE <i>i.e. any info about the scheme that expands the description column e.g. statements such as traffic-free path, completely new path construction, upgrades existing informal routes, located on highway verge, re-surfacing of existing surfaced route, desire line only and don't know preferred route as yet, are any studies ongoing/ been done, approximate length of the proposed route, proposal put forward through consultation etc.</i>	DELIVERABILITY SCORE <i>e.g. land issues, ecology issues, planning, technical/ feasibility issues, funding secured, considered a quick win, acceptability/ public support, whether studies are needed before works are undertaken etc.</i>	NETWORK PLANNING SCORE <i>i.e. statements about how well the route links to/forms part of the wider network e.g. origins and destinations connected by the route (and other facilities along the route), links to existing AT routes, whether it's considered a 'whole' A to B route that could be used for AT journeys (or part of a wider route), links to new/ future developments, is it a primary or secondary route (refer to para 13.6.32 of draft AT guidance).</i>	WIDER BENEFITS SCORE <i>e.g. statements about specific local issues that would be addressed e.g. could benefit an AQMA, existing barriers to AT, lack of existing safe route (links to Learner Travel), existing road safety issues, high traffic volumes, high speed road, indirect route for AT, improves local streetscape/ landscape etc.</i>	CYCLING / PEDESTN BENEFITS <i>e.g. convenience, accessibility, safety, comfort, attractiveness</i>	TOTAL
Construction of a new active travel route to Dinas Isaf Industrial Estate from surrounding communities. <b>RCT INM N8</b>	Put forward during a previous consultation exercise. Overall public support is anticipated, but this will be subject to the outcome of a study that will need to be undertaken on the route alignment, gradient, ecology issues and total cost etc. May require the re-allocation of road space along sections. (-6)	Because of its location, off the A4119, potential topographical and engineering difficulties exist if the route is to connect with existing and potential active travel routes in the area. If built, the new route will enable residents to have improved access to a key employment site. (0)	New route will improve the immediate surrounding environment and encourage a modal shift for commuting journeys. Scheme will also improve the safety of users. (2)	New route will follow the desire lines and minimise the risk of conflict between pedestrians, cyclists and traffic on the A4119. (2)	<b>-2</b>

**Yellow** Primary Route      **Blue** Secondary Route      **Green** Local Route

**Designation of Schemes (Short Term) – Prioritisation Score: 15 points and over**

**Designation of Schemes (Medium Term) – Prioritisation Score: 5 – 14 points**

**Designation of Schemes (Long Term) – Prioritisation Score: below 5 points**