



CYNGOR BWRDEISTREF SIROL
RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL

A virtual meeting of the CABINET will be held on
Thursday, 17th June, 2021 at 10.30 am

Contact: Emma Wilkins - Council Business Unit (Tel No. 07385406118)

Councillors and members of the public wishing to request the facility to address the Cabinet on any of the business as listed below, must request to do so by 5pm on the Tuesday, 15 June 2021 Councillors and Members of the public should stipulate if this address will be in the medium of English or Welsh.

It must be noted that the facility to address the Cabinet is at the discretion of the Chair and each request will be considered based on the agenda items being considered, the public interest/interest of the member in each matter and the demands of the business on that day. To make such a request please email:- ExecutiveandRegulatoryBusinessUnit@rctcbc.gov.uk

ITEMS FOR CONSIDERATION

1. DECLARATION OF INTEREST

To receive disclosures of personal interest from Members in accordance with the Code of Conduct

Note:

1. Members are requested to identify the item number and subject matter that their interest relates to and signify the nature of the personal interest: and
2. Where Members withdraw from a meeting as a consequence of the disclosure of a prejudicial interest they must notify the Chairman when they leave.

2. MINUTES

To receive the minutes of the Cabinet Committee on the 29th April 2021.

(Pages 5 - 10)

3. LEADER'S SCHEME OF DELEGATION

To receive the [Leader's Scheme of Delegation](#) for the 2021-22 Municipal Year, following the amendments reported at the Council's Annual General Meeting.

4. CABINET WORK PROGRAMME

To receive the report of the Service Director, Democratic Services & Communication, which provides Cabinet Members with an update on the proposed list of matters requiring consideration by Cabinet over the 2021-22 Municipal Year.

(Pages 11 - 46)

5. COVID-19 SPEND

To receive the report of the Director, Human Resources, which provides a summary of the expenditure that was not on contract but was required in order to facilitate critical and timely support in respect of the Council's corporate responsibilities to both its residents and workforce, in addressing the Covid-19 pandemic risks.

(Pages 47 - 62)

6. CONSIDERATION FOR FAMILY ENGAGEMENT OFFICER ROLES - FEEDBACK

To receive the report of the Director, Education and Inclusion Services, which considers the impact and potential extension of the Family Engagement Officer (FEO) pilot currently in six secondary/through schools to help tackle school attendance.

(Pages 63 - 78)

7. 21ST CENTURY SCHOOLS PROGRAMME - PROPOSALS TO IMPROVE EDUCATION PROVISION FOR YSGOL GYNRADD GYMRAEG LLYN-Y-FORWYN

To receive the report of the Director, Education and Inclusion Services, which advises Cabinet Members of the outcome of the recent consultation in respect of proposals to carry out a regulated alteration to Ysgol Gynradd Gymraeg Llyn-y-Forwyn ("YGG Llyn-y-Forwyn"), by way of transferring the school to a new building on a new site.

(Pages 79 - 136)

8. 21ST CENTURY SCHOOLS PROGRAMME - PROPOSALS TO REORGANISE PRIMARY SCHOOLS, SECONDARY SCHOOLS AND SIXTH FORM PROVISION IN THE GREATER PONTYPRIDD AREA

To receive the report of the Director, Education and Inclusion Services, which provides the Cabinet with an update on the proposals to reorganise schools in the Greater Pontypridd area.

(Pages 137 - 184)

9. ONLINE ACTIVE TRAVEL CONSULTATION: OUTCOME OF EXERCISE

To receive the report of the Group Director, Prosperity, Development and Frontline Services, which considers the outcome of an online active travel consultation exercise that the Council undertook a few months ago, in collaboration with the Welsh Government.

(Pages 185 - 306)

10. NORTH WEST CARDIFF CORRIDOR TRANSPORTATION STUDY: UPDATE

To receive the report of the Service Director, Frontline Services, which provides an update on transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access through from RCT through North West Cardiff towards the city centre.

(Pages 307 - 468)

11. UK GOVERNMENT LEVELLING UP FUND - OPPORTUNITIES IN RHONDDA CYNON TAF

To receive the report of the Director, Prosperity and Development, which provides Cabinet with a summary of the UK Government Leveling Up Fund and the potential project opportunities and timescales for the development, appraisal, and submission of project applications.

(Pages 469 - 478)

12. HOME OFFICE - WIDENING ASYLUM SEEKER DISPERSAL SCHEME

To receive the report of the Director, Public Health, Protection and Community Services, which seeks support for the participation of the Council in the Home Office Widening Asylum Seeker Dispersal Scheme.

(Pages 479 - 484)

13. URGENT BUSINESS

To consider any urgent business as the Chairman feels appropriate.



Service Director of Democratic Services & Communication

Circulation:-

Councillors: Councillor A Morgan (Chair)
Councillor M Webber (Deputy Chair)
Councillor R Bevan
Councillor A Crimmings
Councillor M Norris
Councillor J Rosser
Councillor R Lewis
Councillor C Leyshon
Councillor G Hopkins

Officers: Chris Bradshaw, Chief Executive
Christian Hanagan, Service Director of Democratic Services & Communication
Nigel Wheeler, Group Director – Prosperity, Development & Frontline Services
Paul Mee, Group Director Community & Children's Services
Richard Evans, Director of Human Resources
David Powell, Director of Corporate Estates
Simon Gale, Director of Prosperity & Development
Andy Wilkins, Director of Legal Services
Barrie Davies, Director of Finance & Digital Services
Louise Davies, Director, Public Health, Protection and Community Services
Gaynor Davies, Director of Education and Inclusion Services
Derek James, Service Director – Prosperity & Development
Paul Griffiths, Service Director – Finance & Improvement Services



RHONDDA CYNON TAF

RHONDDA CYNON TAF COUNCIL CABINET

Minutes of the virtual meeting of the Cabinet held on Thursday, 29 April 2021 at 10.30 am.

County Borough Councillors - Cabinet Members in attendance:-

Councillor A Morgan (Chair)

Councillor M Webber	Councillor R Bevan
Councillor A Crimmings	Councillor M Norris
Councillor J Rosser	Councillor R Lewis
Councillor C Leyshon	Councillor G Hopkins

Others in attendance

Councillor S Bradwick
Councillor M Tegg

Officers in attendance

Mr C Bradshaw, Chief Executive
Mr C Hanagan, Service Director of Democratic Services & Communication
Mr P Mee, Group Director Community & Children's Services
Mr R Evans, Director of Human Resources
Mr D Powell, Director of Corporate Estates
Mr S Gale, Director of Prosperity & Development
Mr A Wilkins, Director of Legal Services
Mr B Davies, Director of Finance & Digital Services
Ms L Davies, Director, Public Health, Protection and Community Services
Ms G Davies, Director of Education and Inclusion Services
Ms C O'Neill, Strategic Arts & Culture Manager

90 Declaration of Interest

In accordance with the Council's Code of Conduct the following declarations were made pertaining to the agenda:

- The Cabinet Member for Environment, Leisure and Heritage Services declared a Personal Interest in Item 3 – Direct Cremations: 'I am a Member of the Llwydcoed Crematorium Committee';
- The Deputy Leader declared a Personal Interest in Item 6 - Rhondda Cynon Taf: Social Housing Grant Offer 2021/2022: 'One of the proposed schemes listed at section 5.4 to receive the SHG allocation for 2021/2022 is within my ward';
- The Cabinet Member for Stronger Communities, Well-being & Cultural Services declared a Personal Interest in Item 6 - Rhondda Cynon Taf: Social Housing Grant Offer 2021/2022: 'One of the proposed schemes listed at section 5.4 to receive the SHG allocation for 2021/2022 is within my ward'; and
- County Borough Councillor S. Bradwick declared a Personal Interest in

Item 7 - Council Corporate Plan Investment Priorities: 'Two of the streets referenced are within my ward'

91 Minutes

It was **RESOLVED** to approve the minutes of the Cabinet meeting held on 25th March 2021 as an accurate reflection.

92 Direct Cremations

The Director, Public Health, Protection and Community Services provided the Cabinet with an opportunity to consider the outcome of the pilot project to offer direct cremations in Rhondda Cynon Taf and to approve continuation of this service on a permanent basis.

Members were advised that the pilot of offering direct cremations to bereaved families, which had run from November 2019 to November 2020, had been well received and that 65 direct cremations had taken place, 28 in Glyntaff and 37 in Llwydcoed. In the subsequent three months, a further 31 direct cremations had taken place across both crematoria.

The Cabinet Member for Stronger Communities, Well-being and Cultural Services noted that the pilot had demonstrated a demand for direct cremations and endorsed the recommendations contained within the report that the Council continue to offer the service to its residents.

The Cabinet **RESOLVED**:

1. That approval be given for the continuation of the provision of offering a Direct/Simplicity cremation service at Glyntaff Crematorium, at the reduced prescribed fee of £568 for 2021/22 and in line with the rate applied for the pilot scheme;
2. That the Direct Cremation fee level for 2022/23 onwards be determined as part of Cabinet's consideration of Council fees and charges each year; and
3. That an update is reported to the Llwydcoed Crematorium Joint Committee seeking implementation of direct cremation arrangements at Llwydcoed Crematorium in line with those approved for Glyntaff Crematorium.

93 RCT Theatres: 2021 Christmas Offer

The Strategic Arts and Culture Manager provided the Cabinet with outlines a proposal to develop a digital production of 'Aladdin' for RCT Theatres to be shared with the community in December 2021. The officer noted the continued uncertainty regarding the reopening of theatres and stated that the proposal would enable RCT Theatres to plan effectively to secure and produce a joyous digital Christmas offer, free of charge for the residents of RCT.

The officer advised that the proposal had been costed at £75,000 and as an Arts Council of Wales Portfolio client in receipt of revenue funding, £45,000 would be allocated from the budget. It was explained that if the production was to be a fully online and it was to remain free of charge, then no income would be generated. However, if the situation were to improve and theatres were allowed to open during the festive period, the production could be screened as a cinema offer within RCT Theatres and there would be potential to generate an income

through ticket sales.

The Cabinet Member for Stronger Communities, Well-being & Cultural Services noted that like many other sectors, the Arts and Culture sector had suffered over the past year, as a result of the Covid-19 pandemic and commended the officers for adapting their work to meet the needs of the residents. The Cabinet Member was pleased to note that the 2020 digital production of 'Once Upon a Time' had reached 10,101 views and 205 new subscribers to the newly established RCT Theatres' YouTube channel, which demonstrated the demand for such provision.

The Cabinet Member for Environment, Leisure & Heritage Services echoed the previous comments and stressed the need for positivity at Christmas during such a challenging time.

The Cabinet **RESOLVED**:

1. To consider the content of the report;
2. To approve the proposal to produce a digital Christmas offer of Aladdin to share online during December 2021 and the additional budget of £30,000 to deliver the production and make it available to view free of charge via the Council's social media channels; and
3. To postpone the live pantomime production of 'Dick Whittington' until December 2022.

94 Porth Transport Hub: Compulsory Purchase Order

The Service Director, Frontline Services presented the report, which sought Cabinet approval to exercise Compulsory Purchase Order powers in respect of land adjacent to the site of the Porth Transport Hub for the purpose of creating a safe access route to the new facility. The Service Director advised that the acquisition of the necessary land would enable the progression of the Porth Transport Hub development, which would bring improved connectivity within the wider area and would have the potential to attract more people to the town to work, live, visit and invest.

The Service Director explained that despite the Council's best efforts over an extensive period of time, no suitable agreement with the affected parties had been reached to date and therefore, requested that the necessary steps are taken to secure the making, confirmation and implementation of a Compulsory Purchase Order, if required.

The Leader thanked the Service Director for the report and was happy to support the recommendations. The Leader hoped that ongoing discussions in the background would mean that the Council would not have to proceed with the Compulsory Purchase Order but felt it was necessary to begin proceedings as a contingency in order to acquire land that is integral to the project's success.

The Cabinet Member for Enterprise Development and Housing spoke of the long term benefits of the scheme and the positive impact on trading in Hannah Street, Porth in particular.

The Cabinet **RESOLVED**:

1. To consider the preliminary investment and enabling works carried out in order to prepare the development site for the Porth Transport Hub and the position of the facility as the anchor project within the wider-reaching Porth Town Centre Strategy, and;

2. To grant authorisation to the Group Director of Prosperity, Development and Frontline Services to take all necessary steps to secure the making, confirmation and implementation of a Compulsory Purchase Order (if required) in respect of the land identified in the reference plan at Appendix [1] to the report including but not limited to the following:
 - All steps up to and including seeking confirmation of the CPO by the Welsh Ministers (or, if permitted, by the Council pursuant to Section 14A Acquisition of Land Act 1981), including the preparation and presentation of the Council's case for any Written Representations, Hearing or Public Inquiry which may be necessary;
 - Publication and service of notices of confirmation of the CPO and thereafter to execute and serve any General Vesting Declarations and/or Notices to Treat and Notices of Entry;
 - To acquire the necessary interests in the land; and
 - Referral and conduct of disputes, relating to compulsory purchase compensation, to the Upper Tribunal (Lands Chamber).

95 Rhondda Cynon Taf: Social Housing Grant Offer 2021/2022

The Director, Prosperity and Development informed the Cabinet of the Social Housing Grant offer for 2021/2022 and the potential benefits that the grant would have on meeting housing need and supporting economic growth across Rhondda Cynon Taf.

Members were informed of Welsh Government's allocation of an additional £100m into the Social Housing programme, taking the total investment to nearly £250m in 2021-22, with the aim of supporting jobs and training opportunities for Welsh SME builders and local supply chains. Following the announcement, RCT had received confirmation from WG that the 2021/2022 Social Housing Grant allocation would be £15.3M. As such, the Director drew Members' attention to Section 5.4 of the report, where the 14 schemes proposed to receive the SHG allocation for 2021/2022 were outlined for consideration.

The Cabinet Member for Enterprise Development and Housing welcomed the significant investment into social housing, which would support the Council in delivering the priorities of the LDP. The Cabinet Member took the opportunity to praise the high quality of the schemes, which meet the demand of the community.

The Leader also welcomed additional investment and noted that house building was a priority of the Government moving out of the pandemic.

The Cabinet Member for Adult Community Services & Welsh Language acknowledged the high demand for high standard, affordable accommodation and took the opportunity to praise the quality of the schemes within his own ward.

The Cabinet **RESOLVED:**

1. To note the new Social Housing Grant offer for 2021/2022; and
2. To note the proposed schemes set out in the report to receive the

SHG allocation for 2021/2022, and the benefits that this grant will bring to meeting housing need and supporting economic growth across RCT.

96 Council Corporate Plan: Investment Priorities

The Director, Finance and Digital Services provided Cabinet with the report, which set out the position with regard to one-off resources, which had become available as a result of additional external funding being awarded from Welsh Government (WG) during March 2021 after the Council's Capital Programme was agreed by Council on 10th March 2021. A further allocation from existing earmarked reserves (set aside to support our infrastructure) was also proposed to supplement the additional WG funding.

The Leader thanked the Director for the report and was pleased to note the four areas of additional investment, totalling £6.540M, which aligned to the Corporate Plan, "Making a Difference" 2020 – 2024.

With the agreement of the Chair, County Borough Councillor S. Bradwick spoke on the item.

The Cabinet **RESOLVED**:

1. To note the additional resources provided by Welsh Government; and
2. To the additional investment and funding arrangements as set out in Section 4 of the report.

97 To consider Passing the Following Resolution:

It was **RESOLVED**: "That the press and public be excluded from the meeting under Section 100A(4) of the Local Government Act (as amended) for the following items of business on the grounds that it involves the likely disclosure of the exempt information as defined in paragraph 14 of Part 4 of the Schedule 12A of the Act".

98 Write Off of Irrecoverable Debts

The Head of Service for Revenue and Benefits provided the Cabinet with a position statement on irrecoverable debt and identifies the requirement to write-off certain amounts in accordance with strict review criteria.

Following discussion, the Cabinet **RESOLVED**:

1. To write-off the accounts set out in the attached schedule to the appropriate Bad Debt Provision contained within the Council's accounts (if further information on any debt becomes available, payment will be pursued).

99 Acquisition of Land to the North West of Harriet Street, Trecynon, being the former Mayhew Chicken Factory, Trecynon, Aberdare, RCT

The Director, Corporate Estates presented the report, which sought authority to acquire the Freehold interest of land to the North West of Harriet Street, Trecynon, comprising the Former Mayhew Chicken Factory site which was located in a key position adjacent to the Aberdare bypass road, to facilitate the development of a new railway halt together with a park and ride facility.

Following discussion, the Cabinet **RESOLVED:**

1. To purchase the Freehold interest of approximately 2.89 Ha / 7.15 acres of land at the Former Mayhew Chicken Factory site, Trecynon, Aberdare, for a purchase price of £850K plus VAT and Land Transaction Tax of £38.9K.

100 Acquisition of Land and Buildings at Willowford House, Willowford Road, Gwaelod-Y-Garth, Taffs Well

The Director, Corporate Estates presented the report, which sought authority to acquire the Freehold interest of land and buildings at Willowford House, Willowford Road, Gwaelod -Y -Garth, Taffs Well, comprising a residential property and land immediately adjacent, being primarily woodland which is located in a key position adjacent the Willowford Road to facilitate the development of a new railway halt.

Following discussion, the Cabinet **RESOLVED:**

1. To purchase the Freehold interest of approximately 1.56 Ha / 3.87 acres of land at Willowford House, Willowford Road, Gwaelod- Y -Garth, Taffs Well, for a purchase price of £550K plus Land Transaction Tax of £21.2K. In addition, Compensation costs of £88K will also be payable in accordance with the Compensation Code, resulting in a total acquisition cost of £659K.

This meeting closed at 11.03 am

**Cllr A Morgan
Chairman.**



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

CABINET WORK PROGRAMME: 2021- 22 MUNICIPAL YEAR.

REPORT OF THE SERVICE DIRECTOR, DEMOCRATIC SERVICES & COMMUNICATIONS IN DISCUSSIONS WITH THE LEADER AND DEPUTY LEADER OF THE COUNCIL.

1. PURPOSE OF THE REPORT

- 1.1 To present, for Cabinet Members' comment and approval, an update on the Cabinet Work Programme on the proposed list of matters requiring consideration by Cabinet over the 2021-22 Municipal Year. The Work Programme will guide and direct the activities of other arms of the Council, as well as the Cabinet itself.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Cabinet approve the Work Programme for the 2021-22 Municipal Year (with appropriate amendment where necessary) and receive a further update on a 3 monthly basis.

3. REASONS FOR RECOMMENDATIONS

- 3.1 At the Council AGM on the 26th May 2021, it was agreed that going forward a detailed Cabinet Work Programme be published for a 6 month period, allowing sufficient notice and opportunity for consultation and / or pre scrutiny. Amendments to paragraph 12.1 (Part 4) of the Council's Constitution were amended to reflect this position, although still allowing updated versions of the programme to be provided on a 3 monthly cycle to the Cabinet.
- 3.2 The Local Government & Elections (Wales) Act 2021, provides that information about forthcoming executive decisions must be made available to the Overview and Scrutiny Committee, to ensure these Committees are best informed to undertake and better plan their work. Although the Council are already well placed in respect of this duty, it is important to ensure the development of an accurate and robust

Cabinet work programme, outlining consideration of Key Decisions which will strengthen the robust Governance arrangements intended to be taken forward.

- 3.3 The updated Work Programme is attached to this report for Members' consideration and covers the 2021-22 Municipal Year.
- 3.4 For ease of reference the work programme will also be available on the main Cabinet [webpage](#) for Members and members of the public information.

4. CABINET REPORTS

- 4.1 The proposed work programme is a rolling work programme for the 2021/22 Municipal Year, which is reported to Cabinet on a 3 month cycle to allow for regular updates and amendments.
- 4.2 An updated work programme is attached as Appendix 1 to this report.
- 4.3 During the period outlined, the Work Programme may be subject to further change to take into account any additional/deletion reports, including any new consultative documents or legislative initiatives from the Welsh Government, which require urgent attention.
- 4.4 In accordance with paragraph 2.5 (Part 4) of the Council's Constitution, any Member of the Council may also request the Leader to put an item on the agenda of a Cabinet meeting. There is also the ability for a resolution to be made by the Overview and Scrutiny Committee or the full Council that an item be considered by the Cabinet, which could alter the forward Work Programme.
- 4.5 In addition to publishing the Cabinet work programme on the main Cabinet web page, the Work Programme is will also be published on a standalone 'Work Programme page' on the website to again assist Members of the public, by improving transparency.

5. CONSULTATION / INVOLVEMENT

- 5.1 The work programme has been compiled by members of the Senior Leadership Team in discussion with the relevant portfolio holder(s) and has been consulted upon with the relevant scrutiny committees in respect of pre-scrutiny.

6. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

- 6.1 An Equality Impact Assessment including the socio-economic duty is not needed because the contents of the report are for information purposes only.

7. WELSH LANGUAGE IMPLICATIONS

- 7.1 Not applicable. Any implications to the welsh language will be presented within each of the reports outlined within the work programme.

8. CONSULTATION / INVOLVEMENT

- 8.1 The work programme has been compiled by members of the Senior Leadership Team in discussion with the relevant portfolio holder(s) and has been consulted upon with the relevant scrutiny committees in respect of pre-scrutiny.

9. FINANCIAL IMPLICATION(S)

- 9.1 There are no financial implications aligned to this report.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 10.1 The report has been prepared in accordance with paragraph 12.1 (Part 4) of the Council's Constitution and the future requirements of the Local Government & Elections (Wales) Act 2021.

11. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 11.1 The Cabinet work programme encompasses all of the Council priorities as it indicates reports coming forward across the Directorates which may impact upon the Council's corporate priorities and others. It also embraces the Future Generations Acts as all future decisions taken by the Cabinet seek to improve the social, economic, environmental and cultural well-being of the County Borough.

12. CONCLUSION

- 12.1 An updated Cabinet work programme for the 2021-22 Municipal Year is attached.

Other Information:-

Relevant Scrutiny Committee – Overview & Scrutiny Committee

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

**REPORT OF THE DIRECTOR DEMOCRATIC SERVICES &
COMMUNICATIONS IN DISCUSSIONS WITH THE LEADER AND DEPUTY
LEADER OF THE COUNCIL.**

Item: CABINET WORK PROGRAMME: 2021-22 MUNICIPAL YEAR.

Background Papers

- Paragraph 12.1 (Part 4) of the Council's Constitution.

Cabinet Work Programme.

Forward plan of proposed Cabinet Business for the 2021/22 Municipal Year

Specific Period: -June 2021 – May 2022.

(Summary of proposed Key Decisions coming forward for Cabinet Members consideration.)

N.B – The work programme is subject to change to take account of any additional / deletion of reports, including any new consultative documents or legislative initiatives from the Welsh Government, which require urgent attention.

Contact: Emma Wilkins (Tel No. 01443 424110)

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Chief Executive

Cabinet Work Programme	In line with the Council's Constitution there is a need to advise and publish the Cabinet Work Programme.	Continuous	Cabinet	Every 3 months June 21 September 21 December 21 March 22	Leader of the Council, Councillor A Morgan. Service Director, Democratic Services & Communication – C Hanagan	Open	<ul style="list-style-type: none"> • Cabinet Members • SLT • Overview & Scrutiny
Council's Performance & Resources Report	To provide Cabinet with an overview of the Council's performance, both from a financial and operational perspective	Continuous	Cabinet	Quarter 4 – July 2021 Quarter 1 – September 2021 Quarter 2 – November 2021 Quarter 3 – March 2022	Councillor M Norris. Director of Finance & Digital Services - B Davies	Open	<ul style="list-style-type: none"> • Report is presented to the Finance & Performance Scrutiny Committee following consideration by Cabinet

JUNE

Leader's Scheme of Delegation	To formally receive the Leader's Scheme of Delegation following the 2021 Council AGM		Cabinet	June 2021	Leader of the Council, Councillor A Morgan. Service Director, Democratic Services & Communication – C Hanagan	Open	Cabinet Members
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Climate Change Consultation Strategy	To receive the findings from the recent consultation on the Council's Draft Climate Change Strategy.		Cabinet	June 2021	Councillor R Lewis – Climate Change Champion Chief Executive	Open	<ul style="list-style-type: none"> • Overview and Scrutiny • Climate Change Cabinet Steering Group
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Access and Engagement Improvements within Democracy	To receive an update in respect of the introduction arrangements to enable the broadcasting of committee meetings and the ability to operate through a hybrid approach. These developments aim to encourage engagement and improve public participation in the democratic process.		Cabinet	June 2021	Deputy Leader Service Director, Democratic Services & Communication – C Hanagan	Open	<ul style="list-style-type: none"> •
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JULY

Corporate Asset Management Plan Interim Update	To brief members on progress with the plan		Cabinet	July 2021	Councillor M Norris. Director of Corporate Estates – D Powell	Exempt	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Medium Term Financial Plan Update	To provide Members with an update on the Medium Term Financial Plan for 2021/22 – 2024/2025		Cabinet	July 2021	Councillor M Norris. Director of Finance & Digital Services - B Davies	Open	Report is presented to the Finance & Performance Scrutiny Committee following consideration by Cabinet
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SEPTEMBER

Corporate Parenting Board Annual Report	To consider the Annual report of the Corporate Parenting Board.		Cabinet	September 2021	Cllr C Leyshon Service Director, Democratic Services & Communication – C Hanagan		<ul style="list-style-type: none"> Corporate Parenting Board Children & Young People Scrutiny
Ombudsman Annual Report and Letter	To consider the Annual Report and letter of the Ombudsman		Cabinet	September 2021	Deputy Leader, Councillor M Webber. Director of Legal Services – A Wilkins		<ul style="list-style-type: none"> Overview & Scrutiny Governance & Audit
Council Corporate Plan - Investment Priorities	To consider the investment priorities.		Cabinet	September 2021	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies		
Council's Corporate Performance Report	To consider the Corporate Performance Report and recommend its	Complete	Cabinet	September 2021	Leader of the Council, Councillor A Morgan. Chief Executive – C Bradshaw	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	endorsement by Council						
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OCTOBER

Budget Consultation Report	To inform Members of the proposed approach to resident engagement and consultation in respect of the 2022/23 budget.		Cabinet	October 2021	Councillor M Webber Service Director, Democratic Services & Communication – C Hanagan	Open	
Digital Strategy Work - Update	To provide Members with an update in respect of the Digital Strategy Work Programme	Complete	Cabinet	October 2021	Councillor M Norris. Director of Finance & Digital Services – B Davies	Open	

NOVEMBER

Cynon Valley Waste Disposal Company Limited and Amgen Rhondda Limited – Annual General Meeting	To provide Members with details of the AGM in respect of the Cynon Valley Waste Disposal Company Ltd and Amgen Rhondda Ltd.		Cabinet	November 2021	Councillor A Crimmings Director of Legal Services - A Wilkins	Exempt	
Regulation of	To enable Members			November 2021	Deputy Leader,	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Investigatory Powers Act 2000 (RIPA) - Use of RIPA in 2020-21 by RCTCBC	to review the Council's use of the Regulation of Investigatory Powers Act 2000 ('RIPA')		Cabinet		Councillor M Webber. Director of Legal & Services – A Wilkins		
Council Tax Base 2022/23	To receive the report in respect of setting the Council Tax Base 2022/23		Cabinet	November 2021	Councillor M Norris. Director of Finance & Digital Services – B Davies	Open	

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DECEMBER

JANUARY

Budget Report	To agree a draft Revenue Budget Strategy for 2022/23 as a basis to consult with stakeholders		Cabinet	January 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies		
Corporate Asset Management Plan Interim Update	To brief members on progress with the plan		Cabinet	January 2022	Councillor M Norris. Director of Corporate Estates – D Powell	Exempt	

FEBRUARY

Budget Report	The need to adopt a budget strategy to		Cabinet	February 2022	Leader of the Council, Councillor A Morgan.	Open	<ul style="list-style-type: none"> Budget Consultation - Service Users, Road
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	recommend to Council as the basis of the budget strategy for the financial year ending March 2023, following consideration of the consultation feedback				Director of Finance & Digital Services – B Davies		shows, School Budget Forum & Scrutiny.
Council Fees & Charges	The need to advise Cabinet of the proposed Council Fees and Charges for the financial year 2022/23		Cabinet	February 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies	Open	
Capital Programme	To propose to Council the three year capital programme		Cabinet	February 2022	Leader of the Council, Councillor A Morgan. Director of Finance & Digital Services – B Davies	Open	
NDR relief schemes	To receive an update in respect of the NDR relief schemes		Cabinet	February 2022	Councillor M Norris. Director of Finance & Digital Services – B Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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MARCH

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Annual Equalities Report	To receive the report of the Director, Human Resources in respect of the Annual Equalities Report.		Cabinet	March 2022	Deputy Leader, Councillor M Webber Director, Human Resources – R Evans	Open	
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APRIL

MAY

Strategic Equality Plan	To provide Members with details of the Councils Strategic Equality plan		Cabinet	May 2022	Deputy Leader, Councillor M Webber Director, Human Resources – R Evans	Open	
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ON GOING UPDATES

The Council's Response to Covid-19	To formally receive a service update on the Council's service response to the Covid-19 pandemic	Continuous	Cabinet	When Applicable	Leader of the Council, Councillor A Morgan, Chief Executive – C Bradshaw	Open	<ul style="list-style-type: none"> • Cabinet Members • SLT • Overview & Scrutiny
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RCT Flooding Update	To receive updates in respect of flooding in Rhondda Cynon Taf in addition to		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan, Chief Executive – C Bradshaw		
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	statutory reporting requirements into flooding.						
Brexit	To receive a verbal update in respect of Brexit		Cabinet	When appropriate	Leader of the Council, Councillor A Morgan. Chief Executive – C Bradshaw	Open	
Corporate Plan – Updates on delivery	To receive reports outlining delivery and ambition of the Corporate Plan		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan & Chief Executive, C Bradshaw	Open	
Cardiff Capital Region - City Deal	The need to advise of the progress being made in respect of the City Deal		Cabinet	When Applicable	Leader of the Council, Councillor A Morgan & Chief Executive, C Bradshaw	Open	
Staff Panel Report	To receive details of the proposals put forward by the Council's Staff Panel in respect of efficiency savings and smarter ways of working		Cabinet	When Applicable	Councillor M Webber & Service Director, Democratic Services & Communication - C Hanagan	Open	
Scrutiny Recommendations	To receive recommendations		Cabinet	Continuous	Specific to the Scrutiny Review	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	coming forward following a scrutiny review.				undertaken		
Write off of irrecoverable Debts	Need to provide Cabinet with a position statement on irrecoverable debts		Cabinet	Continuous / When Applicable	Leader of the Council, Councillor A Morgan & Councillor M Norris. Director, Finance & Digital Services – B Davies	Exempt	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Prosperity, Development & Frontline Services

JUNE

Online Active Travel Consultation : Outcome Of Exercise	To consider the outcome of an online active travel consultation exercise that the Council undertook a few months ago, in collaboration with the Welsh Government.		Cabinet	June 2021	Councillor A Crimmings Group Director – Prosperity, Development & Frontline Services – N Wheeler		
North West Cardiff Corridor Transportation Study	To receive an update on a transportation study which is determining which public transport options offer the best business case in order to improve access through North West Cardiff towards the city centre.		Cabinet	June 2021	Councillor A Crimmings Group Director – Prosperity, Development & Frontline Services – N Wheeler		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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UK Levelling Up fund	To receive information relating to the UK Levelling Up Fund		Cabinet	June 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Removal of means testing for medium and large DFG's	Update in relation to the Removal of means testing for medium and large DFG's		Delegated Decision	June 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		

JULY

Pontypridd Placemaking Plan	To receive the Pontypridd Placemaking Plan		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Approval of the Tourism Strategy	To receive the Tourism Strategy consultation		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Local Broadband Fund	To receive information relating to the Local Broadband Fund		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
National Heritage Lottery Fund Priorities	To receive information relating to the National		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	Heritage Lottery Fund Priorities				Gale		
Bingo Hall Future Use	To consider the future use of the Bingo Hall, Pontypridd		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Pontypridd M&S Future Use	To consider the future use of M&S, Pontypridd		Cabinet	July 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		

AUGUST

Page 27

SEPTEMBER

Tonypandy Placemaking Plan	To receive the Tonypandy Placemaking Plan		Cabinet	September 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Town Centre Strategy (Aberdare Acquisitions)	To receive the Town Centre Strategy		Delegated Decision	September 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		

OCTOBER

Community infrastructure levy annual monitoring report	CIL regulations require a report to update Cabinet on the performance of CIL during the last		Cabinet	October 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		Finance & Performance
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	year and make any amendments deemed necessary.						
Revised LDP Preferred Strategy	To receive the Revised LDP Preferred Strategy		Cabinet	October 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
Planning Annual Monitoring	To approve the Planning Annual Performance Report , prior to submission to Welsh Government		Delegated Decision	October 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		
LDP Annual Monitoring Report	To approve the LDP annual monitoring report, prior to submission to Welsh Government		Delegated Decision	October 2021	Councillor R Bevan Director of Prosperity & Development - S Gale		

NOVEMBER

DECEMBER

JANUARY

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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FEBRUARY

Community Infrastructure Levy "CIL" Consultation Responses	To update Cabinet on the responses resulting from the Community Infrastructure Levy "CIL" consultation in respect of the Council's Regulation 123 List		Cabinet	February 2022	Councillor R Bevan Director of Prosperity & Development - S Gale	Open	
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MARCH

Review of Adapted Housing	To review Adapted Housing		Cabinet	March 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
Local Housing Market assessment	To receive the Local Housing Market assessment		Cabinet	March 2022	Councillor R Bevan Director of Prosperity & Development - S Gale		
Supplementary Capital Programme - Highways, Transportation & Strategic projects	The need to seek approval for detailed investment within the service following Council's approval of the 3 year Capital		Cabinet	March 2022	Leader of the Council, Councillor A Morgan. Group Director – Prosperity, Development & Frontline Services – N	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	Programme.				Wheeler		
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APRIL

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MAY

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ONGOING UPDATES

Processing Of Mixed Kerbside Recycling	To provide Members with an update in respect of the opportunities of investment into processing of Mixed Kerbside Recycling		Cabinet		Leader of the Council Councillor A Morgan. Group Director – Prosperity, Development & Frontline Services – N Wheeler	Exempt	
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Highways Investment Scheme	To receive regular updates in respect of the Highways Investment Scheme		Cabinet		Leader of the Council Councillor A Morgan. Group Director – Prosperity, Development & Frontline Services – N Wheeler		
Review of Mainstream School Transport Provision	Need to provide Cabinet with the outcomes of the periodic review of the Council's mainstream School Transport Provision		Cabinet	Periodic Review / when applicable	Leader of the Council, Councillor A Morgan. Group Director – Prosperity, Development & Frontline Services – N Wheeler	Open	
Porth Town Centre Strategy	To receive updates as and when applicable		Cabinet	When appropriate	Councillor R Bevan Director of Prosperity & Development - S Gale		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Taff Vale Update and Business Plan	Taff Vale Update Report.		Cabinet	When appropriate	Councillor R Bevan Director of Prosperity & Development - S Gale	Open	
Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.		Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> • Scrutiny

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Community & Children's Services

JUNE

Asylum Seeker Dispersal Scheme Participation	To receive an update in respect of the Asylum Seeker Dispersal Scheme Participation		Cabinet	June 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
Community Renewal Fund	To receive an update on the delivery status of the UK Community Renewal Fund within Rhondda Cynon Taf, identified as a Priority Place for the funding opportunity by UK Government.		Cabinet	June 2021			

JULY

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Director Social Services Annual Report (Draft)	Statutory required- Annual report on the delivery, performance, risks & planned improvements to the Social Services function of the Council	Draft	Cabinet	July 2021	Councillor G Hopkins & Councillor C Leyshon - Group Director Community & Children's Services - P Mee	Open	Children & Young People Scrutiny Committee Health & Wellbeing Scrutiny Committee
Cwm Taf Carer's Annual Report	To approve for submission to WG the annual report.		Cabinet	July 2021	Councillor G Hopkins & Group Director Community & Children's Services - P Mee	Open	multi agency Cwm Taf Carers Partnership
Cwm Taf Safeguarding Annual Plan	To receive the Cwm Taf Safeguarding Annual Plan		Cabinet	July 2021	Councillor G Hopkins, Cllr T Leyshon Group Director Community & Children's Services – P Mee	Open	
Publication of 2021 Air Quality Progress Report	To publish the 2021 Air Quality Progress Report		Delegated Decision	July 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies	Open	

AUGUST

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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SEPTEMBER

Cwm Taf Safeguarding Board Annual Report	In accordance with the SSWB Act, the need to report the Cwm Taf Safeguarding Annual Report to the Cabinet, setting out their priorities for the coming year.		Cabinet	September 2021	Councillor G Hopkins & Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	<ul style="list-style-type: none"> Cwm Taf Safeguarding Board
Social Services Annual Complaints Report	Provide Cabinet with an overview of the operation & effectiveness of the Council's Social Services complaints procedure		Cabinet	September 2021	Councillor G Hopkins Group Director Community & Children's Services – P Mee	Open	
Early Years Transformation Programme update	To provide Cabinet with an update on the Early Years Transformation Programme		Cabinet	September 2021	CLlr R Lewis Director, Public Health Protection & Community Services – L Davies		

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Homelessness Strategy	To provide Cabinet with an update on the Homelessness Strategy		Cabinet	September 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
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OCTOBER

Food Resilience	To provide Cabinet with an update		Cabinet	October 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
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Leisure Strategy	To provide Cabinet with the Leisure Strategy		Cabinet	October 2021	Cllr R Lewis Director, Public Health Protection & Community Services – L Davies		
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Director Social Services Annual Report	To receive the final report of the Director, Social Services prior to its publication		Cabinet	October 2021	Councillors G Hopkins & T Leyshon. Group Director Community & Children's Services – P Mee	Open	Children & Young People Scrutiny Committee Health & Wellbeing Scrutiny Committee
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NOVEMBER

DECEMBER

JANUARY

Publication of 2021 Air	To publish the 2021		Delegated	January 2022	Cllr R Lewis	Open	
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Quality Progress Report	Air Quality Progress Report		Decision		Director, Public Health Protection & Community Services		
National Adoption Annual Report	To receive the National Adoption Annual Report		Cabinet	January 2022	Councillor C Leyshon and Group Director Community & Children's Services – P Mee	Open	

FEBRUARY

Regional Adoption Annual Report	To consider the Regional Adoption Annual Report		Cabinet	February 2021	Councillor G Hopkins, Group Director Community & Children's Services – P Mee		
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MARCH

APRIL

MAY

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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ONGOING UPDATES

Modernisation of Residential Care and Day Care for Older People – Consultation feedback	To receive the consultation feedback		Cabinet	When Applicable	Councillor G Hopkins, Group Director Community & Children’s Services – G Isingrini		Overview and Scrutiny Committee
SS&WB Board Development	To consider any updates as appropriate in respect of the SS&WB Board		Cabinet	Continuous / When Applicable	Councillor C Leyshon Group Director Community & Children’s Services – P Mee	Open	
Regional Transformation Agenda	To receive an update on the regional transformation agenda		Cabinet	When Applicable	Councillor C Leyshon and Group Director Community & Children’s Services – P Mee		
Development of Community Hubs	To consider the development of Community Hubs across the County Borough		Cabinet	Continuous / When Applicable	Councillor R Lewis Director, Public Health, Protection & Community Services	Open	
Extra Care Strategy	To receive update reports on the Councils progress in respect of delivery of the Extra Care Strategy		Cabinet	Continuous / When Applicable	Councillor C Leyshon Group Director Community & Children’s Services – P Mee	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Advocacy	To provide Cabinet with an update in respect of advocacy		Cabinet	When Applicable	Councillor C Leyshon and Group Director Community & Children's Services – P Mee		
Cwm Taf MASH Annual Report	To receive the Annual report of the Cwm Taf MASH		Cabinet	When Applicable	Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	
Social Services & Wellbeing Act	To provide updates as and when necessary on the Council's duties in respect of the Act		Cabinet	Continuous / When Applicable	Councillor C Leyshon Group Director Community & Children's Services – P Mee	Open	
Local Air Quality Management Reports	To provide details of the Local Air Quality Management Reports		Delegated Decision	Continuous / When Applicable	Councillor R Lewis Director, Public Health, Protection & Community Services	Open	
Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.		Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> Scrutiny

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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Education & Inclusion Services

JUNE

Page 40	School Holiday Enrichment Programme	To provide information on the SHEP pilot			June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author: Andrea Richards)	Open	
	Progress report Greater Pontypridd Schools Band B	To receive updated project costs and re-profiling of programme following JR determination		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
	YGG Llyn-y-Forwyn	To receive the outcome of the consultation for the proposed new school		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	
	FEO Pilot & potential rollout to Primaries	To seek approval on the extension of the secondary FEO pilot and a new primary		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	FEO pilot				(Author(s): Daniel Williams)		
Additional repairs and maintenance investment in schools	To provide an update on additional repairs and maintenance following additional WG grant funding.		Cabinet	June 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Andrea Richards/Lisa Howell)	Open	

JULY

RCT SACRE Annual Report	To receive the annual report of RCT SACRE		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Angela Hill, CSC SACRE Consultant)	Open	
Proposal re. Virtual School Model for CLA			Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author: Ceri Jones)	Open	
Band B Mutual Investment Module	To receive update on costs and programme		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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WESP	To receive the draft 10 year Welsh in Education Strategic Programme to approve for consultation		Cabinet	July 2021	Councillor J Rosser. Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Grace Zecca-Hanagan)	Open	
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SEPTEMBER

Page 42 School Performance Update (2020 – 21) - provisional	To receive details of the School Performance for 2020-21		Cabinet	September 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author: Gaynor Davies)	Open	
Special School report - provisional			Cabinet	September 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author(s): Andrea Richards/Ceri Jones)	Open	
Joint report with environmental services Update on food safety legislation (Natasha's Law)			Cabinet	September 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author(s): Andrea Richards/Louise Davies)	Open	
YGG Llyn-y-Forwyn	To receive the		Cabinet	September	Councillor J Rosser.	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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	outcome of the statutory notice period new school and make a decision on whether to proceed with the proposal			2021	Director, Education & Inclusion Services - G Davies (Author(s): Gaynor Davies/Andrea Richards)		
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OCTOBER

NOVEMBER

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DECEMBER

ALNET Transformation and Implementation	To provide an update on the implementation of the Additional Learning Needs and Education Tribunal Act (2018)		Cabinet	December 2021	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author(s): Ceri Jones)	Open	
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JANUARY

Update on proposals to strengthen the continuum of school provision for pupils with social, emotional and			Cabinet	January 2022	Councillor J Rosser & Director, Education & Inclusion Services - G Davies (Author: Ceri Jones)	Open	
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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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behavioural difficulties (SEBD)							

FEBRUARY

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MARCH

Page 44	Childcare Sufficiency Update – Pre-scrutiny	The need to provide details of the Childcare Sufficiency Audit undertaken, in line with Welsh Government Requirements		Delegated Decision	March 2022	Councillor J Rosser. Director, Education & Inclusion Services -G Davies; (Author(s): Andrea Richards/Denise Humphries)	Open	Children & Young People Scrutiny Committee
	Supplementary Capital Programme – Education & Inclusion Services	The need to seek Cabinet approval for further detailed investment within the service following Council’s approval of the 3 year Capital Programme.		Cabinet	March 2022	Councillor J Rosser. Director, Education & Inclusion Services -G Davies (Author(s): Andrea Richards)	Open	

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APRIL

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Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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MAY

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ONGOING UPDATES

Page 45	Scrutiny Recommendations	To receive any recommendations coming forward following a scrutiny review.	Cabinet	Continuous / When Applicable	Specific to Scrutiny Review undertaken	Open	<ul style="list-style-type: none"> Scrutiny
	21 st Century Schools	To receive any updates in respect of the 21 st Century Schools Programme	Cabinet	Continuous / When Applicable	Councillor J Rosser. Director, Education & Inclusion Services - G Davies	Open	

Key Decision	Brief Outline	Report Status	Decision Maker (Cabinet / Delegated Decision (DD))	Proposed Date	Cabinet Member / responsible Officer	Open / Exempt Report	Consultation to be undertaken prior to Decision being made?
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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

COVID-19 SPEND

REPORT OF THE DIRECTOR OF HUMAN RESOURCES IN DISCUSSION WITH THE RELEVANT PORTFOLIO HOLDER (CLLR M. NORRIS)

Author: Marc Crumby – Head of Procurement

1. PURPOSE OF THE REPORT

The purpose of this report is to:

- 1.1 Provide a summary of the expenditure that was not on contract but was required in order to facilitate critical and timely support in respect of the Council's corporate responsibilities to both its residents and workforce, in addressing the Covid-19 pandemic risks.

2. RECOMMENDATIONS

It is recommended that Members:

- 2.1 Note that all procurement actions detailed within the report were undertaken to ensure that safety and wellbeing of our frontline staff;
- 2.2 Acknowledge that wherever possible, and appropriate supply is available and deliverable (option to collect) within sometimes very tight timescales, the Council has targeted the engagement of local businesses to fulfil its supply requirements.

3. BACKGROUND

- 3.1 In March 2020 the UK Government (Cabinet Office) issued the [Procurement Policy Note 01/20 – Responding to Covid-19](#) (herein referred to as the 'PPN').
- 3.2 The PPN set out information and associated guidance on the Public Procurement Regulations to assist the response to the COVID-19 outbreak. At that stage, it was clear that the UK was facing a national emergency. Public sector organisations at that time were faced with the critical situation that there was a shortage of key supplies, such as essential PPE and the necessity to

procure such goods and possibly services with extreme urgency. The PPN reinforced the message that authorities were permitted to do this using regulation 32(2)(c) under the Public Contract Regulations 2015.

- 3.3 The PPN and associated guidance set out the options that could be used in relation to procuring under the Public Contract Regulations 2015, as follows:
- direct award due to extreme urgency (regulation 32(2)(c));
 - direct award due to absence of competition or protection of exclusive rights;
 - call off from an existing framework agreement or dynamic purchasing system;
 - call for competition using a standard procedure with accelerated timescales;
 - extending or modifying a contract during its term.

- 3.4 **The sourcing and ordering of supplies that took place by the Council in support of the measures to manage Covid-19, were facilitated under the first bullet listed above, that is, ‘direct award due to extreme urgency (regulation 32(2)(c))’.**

- 3.5 The following paragraphs set out the full guidance that relates to this option.

Direct award due to reasons of extreme urgency

- 3.6 The consequences surrounding COVID-19 and the serious risk to life cannot be underestimated.

- 3.7 Regulation 32(2) sets out the following:

The negotiated procedure without prior publication may be used for public works contracts, public supply contracts and public service contracts in any of the following cases:

.....insofar as is strictly necessary where, for reasons of extreme urgency brought about by events unforeseeable by the contracting authority, the time limits for the open or restricted procedures or competitive procedures with negotiation cannot be complied with.

... the circumstances invoked to justify extreme urgency must not in any event be attributable to the contracting authority.

- 3.8 In responding to COVID-19, the Council was able to enter into contracts without competition or advertising the requirement so long as we were able to satisfy the following tests:

1) There are/were genuine reasons for extreme urgency, e.g.:

- The need to respond to the COVID-19 consequences immediately because of public health risks, loss of existing provision at short notice, etc;
- Reacting to a current situation that is a genuine emergency - not planning for one.

2) The events that led to the need for extreme urgency were unforeseeable, e.g.:

- the COVID-19 situation was so novel that the consequences are not something we could have predicted.

3) It is impossible to comply with the usual timescales in the PCRs, eg:

- there is no time to run an accelerated procurement under the open or restricted procedures or competitive procedures with negotiation;
- there is no time to place a call off contract under an existing commercial agreement such as a framework or dynamic purchasing system.

4) The situation is not attributable to the contracting authority (the Council), e.g.:

- the Council did not do anything to cause or contribute to the need for extreme urgency.

3.9 **The PCR's require each contracting authority to keep a written justification that satisfies these tests.** The PCR's also require that each contracting authority carry out a separate assessment of the tests before undertaking any subsequent or additional procurement to ensure that they are all still met, particularly to ensure that the events are still unforeseeable. For example, as time goes on, what might amount to unforeseeable now, may not do so in future.

3.10 **The PCR's require that each contracting authority keep proper records of decisions and actions on individual contracts,** as this could mitigate against the risk of a successful legal challenge. If a direct award is made, then a contract award notice (regulation 50) should be issued within 30 days of awarding the contract. The Council did not issue retrospective contract notices on selltowaes, this was due to the need for staff to prioritise workloads in respect of sourcing and dispatch of PPE.

3.11 **It is important that contracting authorities continue to achieve value for money and use good commercial judgement during any direct award.**

3.12 Section 4 of this report summarise the recent findings of Audit Wales's review of the procurement arrangements adopted by Welsh Government and NHS Wales. Section 5 of this report sets out the supplies procured by the Council between the period of February 2020 to December 2020 and includes the written justification that satisfies the tests outlined in section 3.9 of this report.

4. **AUDIT WALES REPORT – WELSH GOVERNMENT & NHS [SHARED SERVICES] WALES**

4.1 In [April 2021](#) Audit Wales published their report in respect of their review of the procurement of PPE by the Welsh Government and NHS [Shared Services] Wales during the initial months of the pandemic.

4.2 The report acknowledged the extreme circumstances that the pandemic brought, however the following findings were reported:

- The challenge facing the NHS and social care at the start of the pandemic was stark. The stockpile developed for a flu pandemic was inadequate for a coronavirus. Global supply chains had fragmented as countries competed for scarce supplies and some imposed export controls.
- Public services across Wales responded in an increasingly collaborative way. Shared Services took on an expanded role in supplying PPE to the wider NHS, including independent contractors in primary care (GPs, dentists, pharmacies and optometrists). Shared Services then worked closely with local government to understand demand in social care and then took on an increasing role supplying PPE. Shared Services now supplies almost all social care PPE needs. We recognise the huge individual and collective effort involved in the work to source and supply PPE to frontline staff.
- Shared Services data shows that, nationally, stocks did not run out although stocks of some items got very low. At times, Wales drew on mutual aid from other countries but ultimately gave out significantly more than it received. The health and care system is now in a much better position, with buffer stocks of most PPE items in place and orders due on key items where stocks are below target.
- Surveys carried out by the Royal College of Nursing and British Medical Association suggest confidence in the supply of PPE grew shortly after the start of the pandemic, but concerns remain. While we cannot be sure how representative these views are, some frontline staff reported shortages of specific items of PPE, with a small minority saying at times

they had none at all. In some cases, staff concerns relate to the fact that they want a higher level of PPE than required under the guidance.

- A range of bodies were involved in sourcing PPE globally and in responding to, and working with, local manufacturers. In contrast to the position described by the NAO in England, we saw no evidence of a priority being given to potential suppliers depending on who referred them.
- Overall, Shared Services developed good arrangements to rapidly buy PPE, while balancing the urgent need to get supplies for frontline staff with the need to manage significant financial governance risks in an area of rapidly growing expenditure. These risks included dealing with new suppliers, having to make large advance payments and significant quantities of fraudulent and poor-quality equipment being offered.
- Time pressure meant due diligence could not always be carried out to the level it would outside of a pandemic in a normal competitive tendering process. But, for each contract we reviewed, we found evidence of key due diligence checks. And while costs were generally higher than before the pandemic, we saw evidence of Shared Services negotiating prices down.
- Shared Services did not meet the requirements under emergency procurement rules to publish contract award notices within 30 days. Shared Services told us that its staff needed to prioritise sourcing PPE and that there were other administrative reasons for delays.
- Shared Services' plan for PPE ran until March 2021. There are now some key decisions to make about the future strategy for PPE, including the size and nature of the stockpile going forwards and the role of Welsh manufacturers.

5. THE COUNCIL'S APPLICATION OF REGULATION 32

- 5.1 Rhondda Cynon Taf is the third largest Council in Wales with a population of 239,127 (2017 mid-year estimate), serving an area in the South Wales Valleys covering 424 square kilometres, stretching from the Brecon Beacons National Park in the north to the Capital City of Cardiff in the south. The range of services delivered is diverse in nature and complexity - from maintaining green spaces, educating our young people and caring for those that require support to remain independent.
- 5.2 Services are delivered within the community and from a significant number of locations, ranging from offices and frontline buildings such as schools, leisure centres, care facilities and libraries. Some services are provided directly to the

residents' home, for example care, meal provision, waste collection, etc. Many of our services are delivered by staff that are considered to be 'frontline' workers and come into direct contact with others.

- 5.3 During the early stages of the pandemic period, a key priority was to ensure that all frontline staff (both Council staff and staff working for Council commissioned services) had sufficient PPE that met the required safety standards. From a senior leadership position, there was a clear instruction that the Council was not prepared to put staff in a position where they had little or no suitable PPE. The work delivered by the Procurement Service resulted in a sufficient stock of suitable supplies. The feedback from unions and staff in respect of providing timely, sufficient and appropriate PPE has been very positive.
- 5.4 As referenced in para 5.3 above, the importance of keeping our 10,500 workforce and indeed our citizens safe during the early onset of the pandemic was and remains of paramount concern. As a consequence of our corporate responsibilities, and given the global shortages of key items as set out in section 3 of this report, the sourcing and the timely acquisition of critical supplies to keep people safe and minimise the virus spread was considered to be of the highest priority.
- 5.5 This section of the report provides a summary of the off-contract spend that was incurred by the Council during 2020 when ordering supplies to help manage the urgent challenges it faced when dealing with the impact of Covid-19.
- 5.6 When looking to source key supplies between February and June 2020 it became quickly apparent that there were significant shortages. Items that were required such as PPE, hand sanitiser, soap and surface wipes (anti-bacterial and anti-viral) were not available from our contracted suppliers, and future stock indications could not be confirmed. As a result, the Procurement Service was tasked to source supplies from alternative sources. The sourcing exercise involved contacting numerous suppliers, and following up with suppliers who had made contact with the Council. A process of due diligence was undertaken to ensure product specification and certificates of conformity were sufficient. The global demand challenges experienced in respect of essential PPE, had a direct impact on the 'product pricing' when compared to 'normal' operating circumstances. The demand led price increases were considered and accepted by the relevant SLT Officers when authorising orders. High level price comparisons were undertaken where possible against companies directly approaching the Council, as further orders were placed during the year.
- 5.7 Table 1 summarises the non-contracted suppliers that were utilised following due diligence, along with the critical supplies they provided. Table 2 illustrates the dates that the orders were delivered for PPE and hand sanitiser.





TABLE 1 – SUMMARY OF EXPEDNITURE WITH NON-CONTRACTED SUPPLIERS:

SUPPLIER	£	COMMENTS	COMMENTS
A Cardiff based company	£1,775,000.00	TYPE IIR SURGICAL FACE MASKS	<p>Orders placed: 8th April 20 14th May 20</p> <p>A full breakdown of delivery dates for this supplier is provided in Table 2.</p> <p>National shortage of Type IIR surgical face masks</p>
TOTAL	£1,775,000.00		
B Local company based in RCT	£221,000.00	PPE (FACE MASKS & GOGGLES)	<p>PPE orders placed: 23rd March 2020</p> <p>National shortage of Type IIR surgical face masks, gloves, aprons and goggles.</p>
	£278,669.70	SANITISER	<p>Sanitiser orders placed: 24th/26th/30th March 20 2nd April 20 27th April 20 12th May 20 10th June 20 9th September 20 24th September 20</p> <p>A full breakdown of delivery dates for this supplier is provided in Table 2.</p> <p>National shortage of hand sanitiser during the first few months of the pandemic.</p>



			This company were able to provide larger units with pumps for 'public' areas as well as small size bottles for staff to carry on their person. The smaller size bottles were delivered during April 2020. During September 2020 the Council switched to non-alcoholic sanitiser. The supplier was able to satisfy our supply demands.
TOTAL	£499,669.70		
C Local company based in RCT	£52,500.00	FACE VISORS	PPE orders placed (visors): 3 rd April 20 20 th April 20
	£257,598.00	OFFICE & TEST CENTRE SUPPLIES (SNEEZE GUARDS, RCT BRANDED SIGNAGE ETC.)	National shortage of these products, many companies turned their manufacturing to PPE. The orders placed for signage and sneeze guards were numerous during this period and placed by Corporate Estates & Education Colleagues.
TOTAL	£310,098.00		
D Company based in England	£202,600.00	HAND SANITISER	Orders placed: 16 th March 20 24 th April 2020 A full breakdown of the delivery dates for this supplier is provided in Table 2. National shortage of hand sanitiser. This company was identified via the buying department of a large retailer. Prior to placing the orders D&B checks were completed to assess the integrity of the company – no issues identified. In order to secure the initial order a proforma payment was requested. This was agreed with relevant SLT members and the chaps payment made.



TOTAL	£202,600.00		
E Cardiff based company	£192,112.10	RCT BRANDED FACE COVERINGS	<p>Orders placed 20th/25th/27th August 20 10th/24 September 20 9th November 20</p> <p>During August 2020 it was becoming clear that all pupils travelling on home to school transport and all staff within schools would be required to wear 3-layer face coverings when schools started back in September.</p> <p>The Council required 3-layer face coverings, ideally branded with the RCT logo. Contracted suppliers could not provide the quantities and the branding required. Therefore, the orders were placed.</p> <p>These face coverings were subsequently rolled out for use across the council.</p>
TOTAL	£192,112.10		

TABLE 2 – DELIVERY DATES

DELIVERY DATES	SUPPLIER NAME	
		SANITISER

		SMALL BOTTLES	5 LITRE PUMPS	1 LITRE PUMPS	NON - ALCOHOLIC 1 LITRE PUMPS
25/03/2020	B	1082			
25/03/2020	B	2376			
27/03/2020	D		800		
27/03/2020	B	10,800			
28/03/2020	B			2,000	
31/03/2020	B	1008			
01/04/2020	D		800		
03/04/2020	D		1000		
08/04/2020	B	6480			
17/04/2020	B	6480			
30/04/2020	D		840		
To be collected w/c 11/05	B	6048			



Collected w/c 15/06/20	B	6048	3836	10350	
13/08/2020	B		1920		
14/09/2020	B				5520
02/10/2020	B	12096			
TOTAL UNITS		52418	9196	12350	5520

DELIVERY DATES	SUPPLIER NAME	TYPE IIR FACE MASKS	KN95 FACE MASKS	VISORS
10/04/2020	A		90,000	
22/04/2020	B	109,000	10,000	
28/04/2020	A	500,000		
19/05/2020	A	1,500,000		
12/05/2020	B		32,000	
14/05/2020	C			17,650



TOTAL UNITS	2,109,000	132,000	17,650
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5.8 In addition to the spend listed in Table 1, it is relevant to note that wherever possible the Council has looked to the local economy to support its endeavours when sourcing supplies. Table 3 provides a summary of the non-contracted spend that has taken place with local suppliers during the period covered by this report.

TABLE 3 – Local Spend Under EU Threshold

SUPPLIER REF	£	PRODUCTS	LOCALITY
F	£46,883.90	ANTI-BAC/VIRAL WIPES	TREDEGAR
TOTAL	£46,883.90		

G	£26,687.35	OFFICE CHAIRS FOR STAFF, TEST CENTRES & VACCINATION CENTRES	PONTYCLUN
TOTAL	£26,687.35		

H	£6,218.00	THERMOMETERS	CARDIFF
TOTAL	£6,218.00		

I	£16,542.52	THERMOMETERS & VOMIT BOWLS	TREGEDAR
TOTAL	£16,542.52		

6. EQUALITY AND DIVERSITY IMPLICATIONS

6.1 There are no equality and diversity implications as a result of the recommendations set out in the report.

7. CONSULTATION

7.1 There are no consultation requirements emanating from the recommendations set out in the report.

8. FINANCIAL IMPLICATION(S)

- 8.1 There are no direct financial implications on the Council as the spend listed in this report has been reclaimed from the Welsh Government via the Covid-19 grant process.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 9.1 This report aims to set-out the reasons why specific orders were placed at a point in time. The justifications provided aims to satisfy the ‘tests’ listed under Regulation 32 of the Public Contract Regulations 2015.

10. LINKS TO CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT

- 10.1 The work undertaken to procure specific items of PPE supported the Council urgent response in managing the local impact of the Covid-19 pandemic.

11. CONCLUSION

- 11.1 The onset of the global pandemic was significant and unforeseen. The months during the UK’s first Lockdown period brought about significant challenges for the Council. One of these challenges was the global shortage of critical supplies and goods, and the requirement to secure the supply of PPE considered to be of the highest priority by the Council’s Senior Leadership Team. The safety of staff working on the frontline was of paramount priority. This report summarises those commodities purchased under Regulation 32 and provides the rationale for why these arrangements were necessary and appropriately entered into.



LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

COVID-19 SPEND

**REPORT OF THE DIRECTOR OF HUMAN RESOURCES IN DISCUSSION WITH
THE RELEVANT PORTFOLIO HOLDER (CLLR M. NORRIS)**

Author: Marc Crumbie – Head of Procurement



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17th JUNE 2021

CONSIDERATION FOR FAMILY ENGAGEMENT OFFICER ROLES – FEEDBACK

REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION SERVICES IN DISCUSSIONS WITH THE CABINET MEMBER FOR EDUCATION AND INCLUSION SERVICES (COUNCILLOR J ROSSER)

Author: Daniel Williams, Head of Attendance and Wellbeing Service
(Tel: 01443 744298)

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this briefing is to consider the impact and potential extension of the Family Engagement Officer (FEO) pilot currently in six secondary/through schools to help tackle barriers to engagement in education.

2. RECOMMENDATIONS

It is recommended that Members:

- 2.1 Note the information contained in the report.
- 2.2 Determine whether to agree to the extension of the Family Engagement Officer pilot programme in six secondary/through schools for an additional 12-month period until August 2021
- 2.3 Determine whether to agree to the introduction of a primary phase pilot for 24-months within thirteen primary schools.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The initial pilot within secondary/through schools was developed with a focus on improving attendance within these settings. However, the impact of the Covid-19 pandemic has made it extremely difficult to quantify whole school improvements in attendance particularly in quantitative terms. Feedback from schools has been very positive however and suggests that these roles have been very beneficial in overcoming the multiple barriers to learning and engagement. We therefore wish to extend the pilot to ascertain the wider improvement these roles can support.
- 3.2 We are requesting an extension of the pilot into primary settings due to the significant impact the Covid-19 pandemic has had. These roles have been vital in many settings to support communication and engagement with pupils and their families who have faced emotional and economic hardships as a result of the

pandemic and the associated impact this had on education. We therefore wish to quantify the potential impact of these roles in thirteen primary settings. This will provide schools with enhanced capacity to engage with a range of agencies and vulnerable families to address barriers to school engagement. At the heart of this approach will be the building of positive relationships between the school, families and the community.

These proposed family engagement roles will strengthen the capacity of schools to engage with families beyond the school gate, promoting multi-agency working and access to timely family support to overcome hardship and any barriers to children's learning and engagement. There is well documented research evidence which highlights that family involvement is one of the strongest predictors of children's school success, and that families play pivotal roles in their children's cognitive, social, and emotional development from birth through adolescence. Nevertheless, many families require support to develop resilience and to overcome the multiple stress factors commonly associated with financial hardship so they are better placed to support their child's learning and engagement in education.

4. BACKGROUND TO THE REPORT

4.1 In the academic year 2018/19, secondary school attendance (including special schools) in RCT declined 0.1% from the previous year to 92.8%. This is the lowest point since the 2012/13 academic year and placed RCT 22nd in the all-Wales attendance table.

4.2 As a result of declining figures in recent years, attendance was made a RCT priority. To ensure that the most vulnerable pupils are supported, the Education and Inclusion Services Directorate identified a model of best practice within our primary schools that was considered beneficial to supporting attendance in secondary settings, as well as enhancing relationships with parents/carers in our settings with the greatest engagement challenges. This model is based around the role of Family Engagement Officers and the proposal drew on the good practice that was evident in Glenboi Primary School.

4.3 On 13th February 2020, a proposal was approved by Cabinet to fund a pilot across six secondary/through schools. These schools, and their categorisation at the time, were:

- Porth Community School (Red)
- Aberdare Community School (Red)
- Mountain Ash Comprehensive School (Amber)
- Ferndale Community School (Amber)
- Tonyrefail Community School (Yellow)
- Ysgol Nantgwyn (Yellow).

4.4 The rationale for these six schools was a combination of attendance and deprivation data. They were the six lowest performing schools for secondary mainstream attendance in 2018/19, with five also being the lowest performing schools in the previous academic year as well. All but Porth Community School ranked in the five most deprived secondary/through schools when looking at datasets from the WIMD at the time of proposal. Porth Community School ranked 8th. The two schools falling in 6th and 7th place were Hawthorn High School and Ysgol Gyfun Cwm Rhondda. However, attendance at these schools was significantly higher than those chosen for inclusion in the 2018/19 academic year.

4.5 Cabinet approved £174,000 for the employment of the six positions with an April 2020-August 2021 window for the pilot to take place. As specified in the original proposal, the positions were to be managed by each school with a bespoke action plan created and reports being centrally monitored by Education and Inclusion Services.

5. DELIVERY AND OUTCOMES

5.1 Unfortunately, the onset of the Covid-19 pandemic, and associated school closures, led to delays in some schools in the employment of their Family Engagement Officer and also led to the intended focus on attendance being somewhat shifted to deal with various new issues that schools were presented with and made data comparisons to previous academic years difficult to work with.

5.2 The delays in appointment were as a result of complexities surrounding appointment systems during lockdowns and the concern of some schools to appoint whilst in a situation where they could not utilise the Family Engagement Officer within the initial focus.

5.3 However, despite this, all six schools involved in the pilot have fed back the invaluable role that their Family Engagement Officer has played throughout their period of employment in key areas which are considered below.

5.4 Attendance

5.4.1 All schools identified cohorts within their settings to specifically target as a result of historic attendance concerns. This differed between schools where some identified whole year groups to target whilst others identified cohorts such as pupils identified as truants; persistent absentees (those under 80% attendance); eFSM pupils, pupils persistently late, etc.

5.4.2 All schools identified some improvement in attendance with individuals targeted but success rates differed from school to school as would be expected due to the differing community concerns throughout this period in relation to Covid-19 cases. The prevalence of community transmission is identifiable across the local authority via changes in attendance data which has affected all educational settings.

5.4.3 Particular successes in attendance have been seen across the board. For example, attendance in Ferndale Community School increased from 75.5% in Autumn Half Term 1 to 86.7% in Autumn Half Term 2. This is despite a surge of Covid-19 cases in late November and attendance for the first three weeks of the month was 90%. Ysgol Nantgwyn similarly increased attendance in the same timeframe by 3.9% with FEO individual pupil intervention showing a mean average increase in attendance of 32%. Tonyrefail Community School showed 66% of Year 11 pupils improved attendance from the commencement of school after the half term break up to 11th December in comparison to the first half term.

5.4.4 Porth Community School identified that, by disaggregating pupils who had needed to self-isolate, their persistent absentee figure (pupils below 80% attendance) reduced by 28 pupils from Autumn Term 2019/20 to Autumn Term 2020/21.

- 5.4.5 Aberdare Community School noted that late arrivals have decreased 2.3% from the same period two years ago and this is even evident across the same term in other settings as identified by Porth Community School who show a drop in late arrivals from 1.1% in the Autumn Half Term 1 to 0.3% in Autumn Half Term 2.
- 5.4.6 Porth Community School focused some of their FEO time to work closely with the school ALNCO to improve attendance in the school's four Learning Support Classes. Even during the challenges that the pandemic has placed on attendance, this has shown significant results. Two classes improved attendance from the same period last year (34.2% and 17.0% increase), one class improved slightly (2.1%) and the fourth declined slightly (0.7%).
- 5.4.7 Targeted support mechanisms in Mountain Ash Comprehensive School have shown attainment improvements as well. A Year 11 key marginal group was identified and between two monitoring period the average Capped 9 score for the group increased from 350.9 to 363.2.
- 5.4.8 Schools also identified specific case studies where the FEO role has been instrumental in developing relationships, supporting families affected by Covid-19 and helping to increase attendance or distance learning engagement. These have been included in Appendix 1.
- 5.4.9 The pandemic has undoubtedly placed attendance at the forefront of issues within our educational settings, and despite the challenges, the above shows numerous instances where the FEO role has supported in this area. Lockdown periods and school closures have been difficult for settings and Education and Inclusion Services to effectively analyse attendance data at times but the FEO has been integral in wider key areas, beyond attendance rates, which is explored below.
- 5.5 Other Key Support Areas
- 5.5.1 When the initial proposal was drafted, the impact of Covid-19 on our schools and communities could not have been foreseen. Numerous new challenges faced our educational settings and the FEO role was utilised by settings in supporting some key areas and emerging themes.
- 5.5.2 All schools identified that having a non-teaching member of staff who could solely focus on supporting families has been a lifeline and one which they believe can continue to support in the future with the longer-term issues they will face as an outcome of the pandemic.
- 5.5.3 The main focus of these key support areas is learner and family wellbeing as well as digitally excluded learners.
- 5.5.4 All settings identified that their FEO has been involved in supporting learner wellbeing and wider family wellbeing. This has been particularly needed during periods of lockdown where schools remained open only for vulnerable learners or key workers' children.
- 5.5.5 This work entailed various aspects including: pupil/parental surveys; home visits to families that have not been in contact with school for engagement and safeguarding purposes; phone calls as part of wellbeing checks for families with follow up referrals to the Attendance and Wellbeing Service and referrals to other support services

including Eye to Eye Counselling, Resilient Families Service and the Youth Engagement and Participation Service. Across the six settings in the Autumn Term, 1283 families were identified as receiving a home visit and/or phone call from the FEO.

- 5.5.6 All six settings also identified that their FEO has been involved in some way with distance learning for learners either during periods of self-isolation or during lockdown periods.
- 5.5.7 The involvement in distance learning includes: identifying Digitally Excluded Learners and delivering internet-enabled devices to families where needed; support for learners and parents/carers to be able to use devices to access learning including practical lessons on how to use online platforms and delivery of paper packs where this approach is better suited to the family or prior to the learner receiving an electronic device.
- 5.5.8 Targeted work was also utilised to work with those learners and their families who had not been engaging in distance learning. Numerous examples were provided by settings where the FEO has worked with families to increase engagement in this area. In Ferndale Community School for example, the FEO worked with a Year 11 target group who had failed to engage in any distance learning during the first lockdown. 41% of this group completed work during the November lockdown following the FEO intervention.
- 5.5.9 Other areas which the pilot schools identified utilisation of the FEO included: links with wider pastoral and attendance teams within the school; liaison with the Attendance and Wellbeing Service to dovetail services to families and home visits; creation of reassurance and motivational letters to support attendance; internal and external truancy; implementation of remote attendance systems with a graduated response during school closures; assertive mentoring programmes and pastoral support to families reluctant to attend to medical issues or shielding.

6. RATIONALE FOR THE RECOMMENDATIONS

- 6.1 The Children's Commissioner for Wales undertook a survey with learners aged 7-18 entitled 'Coronavirus and Me' in the Autumn Term with disaggregated data for RCT provided in early November.
- 6.2 Within this survey data, children were asked how they were feeling during the Coronavirus crisis. 59% of 12–18 year olds said they were worried some or most of the time and 61% were sad some or most of the time. This presents a substantial challenge to our settings currently and moving forward where wellbeing issues are significant across our secondary cohorts.
- 6.3 Education and Inclusion Services, with the support of our educational settings, have also undertaken parental surveys which has run into the Spring Term. At the time of writing this report, 5480 parental responses had been received to the RCT parental survey.
- 6.4 5351 parental responses were provided to the query rating wellbeing support provided by schools with an average rating of 3.93 on a 1-5 scale. These place our schools in a positive position to support and the work highlighted in Section 3 shows

that the ability of a non-teaching member of staff to support wellbeing has been integral to allow teaching staff to focus on teaching and learning.

- 6.5 Feedback from schools has been universally positive around the role of the FEO. Schools have quoted the added importance of the role during the Covid-19 pandemic and the potential role they can play as we hopefully transition out of the pandemic.
- 6.6 The initial focus of the FEO pilot on attendance has been difficult to quantify in the current climate as comparative data sets from previous years is simply not available due to the sheer impact of the pandemic and its effect on education and wider society.
- 6.7 However, we are seeing some successes within the FEO role, particularly when considering the impact on targeted individuals, and the added benefit that a non-teaching role has had in creating relationships with families and supporting at-risk families.
- 6.8 The initial idea behind the pilot was to ascertain the need for rollout of the FEO role across all secondary settings. Due to the impact the pandemic has had on achieving wider quantitative impact on attendance, we do not feel we are currently in a position to request this full rollout but would like to consider the impact these roles could have in some of our primary settings with pupils from high deprivation areas and with low historic attendance.
- 6.9 There has been a clear impact that we have seen at individual level, and the impact we can see on relationship-building which may become more prevalent as shown in the data in Section 4, we are making a key recommendation that Cabinet consider an extension of the pilot for all six secondary/through settings until August 2022. This will allow us time to show wider impact on attendance as education hopefully resumes without lockdown situations and provides a resource within secondary mainstream settings with the highest deprivation and lowest historical attendance.

7. RATIONALE FOR INCLUSION OF PRIMARY SETTINGS

- 7.1 The thirteen primary settings which we are requesting are included in the pilot are:
 - Pontygwaith Primary School
 - Penywaun Primary School
 - Perthcelyn Community Primary School
 - Trealaw Primary School
 - Maerdy Primary School
 - Penrhys Primary School
 - Pontrhondda Primary School
 - Tref-y-Rhyg Primary School
 - Tylorstown Primary School
 - Heol y Celyn Primary School
 - Pengeulan Primary School
 - Penpych Primary School
 - Penrhiwceibr Primary School.
- 7.2 Appendix 2 outlines the rationale for the inclusion of the thirteen primary settings proposed. This is based on a simple ranking/scoring system of those with the highest

percentage of pupils living within the top 20% of deprived communities as identified in the Welsh Index of Multiple Deprivation and the ranking of overall attendance in the last complete academic year in 2018/19. The ranks have been added together and 11 of those with the lowest score therefore deemed most in need and chosen for inclusion in this pilot proposal.

- 7.3 Two additional schools have been included due to the high percentage of deprivation in those areas as identified by 93% of their pupils living within the top 20% of deprived communities.
- 7.4 We have based this proposal on the understanding of the negative impacts Covid-19 has had on families who were already living in deprived communities. The number of learners accessing free school meals has increased dramatically in Rhondda Cynon Taf during the pandemic with many facing higher levels of economic disadvantage than ever before. It is hoped that the pilot will strengthen the relationship between schools, families and the wider community so that improvement in both engagement and learning takes place.
- 7.5 It is hoped that by successfully engaging with the families experiencing the greatest barriers to learning and attendance, this will foster greater equity and more enhanced opportunities for improving the attainment and outcomes of those facing disadvantage. By extending the family engagement role, support can be provided to secure parental engagement in children's learning and active involvement in the life and work of school settings. To realise this ambition, families experiencing hardship may well require support and signposting to appropriate agencies to ensure that they are better placed to support their child's learning. It is hoped that through effective family engagement and family learning approaches, educational disadvantage can be minimised, positive attitudes towards learning fostered and socio-economic resilience created.

8. FINANCIAL IMPLICATIONS

- 8.1 The initial Cabinet report of 13th February 2020 requested Family Engagement Officers employed at Grade 6 of the Pay Scale for the six settings. In line with the recommendation, it is requested to extend the pilot for a further 12-month pilot period to ascertain effectiveness from 1st September 2021 to 31st August 2022. To employ officers to cover this period would equate to approximately £152,000. It is proposed that this cost will be met from within existing resources.
- 8.2 The inclusion of thirteen primary settings into the pilot would cost an additional £659,000 for the period 1st September 2021 to 31st August 2023. This additional cost for a 24-month period is proposed to be match-funded with 50% from the reprioritisation of existing and one-off resources if agreed by Cabinet and 50% from school budgets. Some schools are likely to tailor staff hours to their individual school context which may result in some part-time posts particularly where schools have already funded roles with a wellbeing, pupil or family engagement focus from their existing resources. The funding will only be used for additionality to any existing provision to complement and enhance the provision at those schools.
- 8.3 Regular performance reporting in relation to the funding would continue and outcomes closely monitored.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

9.1 None at present.

10. LINKS TO THE COUNCIL'S CORPORATE PLAN/OTHER CORPORATE PRIORITIES/SIP

10.1 Educational performance has a clear link to the Council's priority of Building a Strong Economy. Improved educational performance will have a positive impact on this priority.

11. CONCLUSION

11.1 We are seeking agreement to help enhance family engagement and tackle poor attendance at secondary level, and support relationship building with families, via the continuation of the Family Engagement pilot in six educational settings for an additional 12-month period. This would allow effective analysis of the pilot programme where the initial pilot period has been impacted by the Covid-19 pandemic.

11.2 We are also seeking agreement to reprioritise resources to help tackle multiple barriers to engagement in education and learning experienced by the most vulnerable families of primary aged children. By fostering relationships with families at thirteen targeted primary settings for a two year period, it hoped that greater socio-economic resilience can be created and barriers to learning and engagement successfully overcome.

11.3 We will monitor the effectiveness of the pilot to ascertain whether further rollout is needed across additional settings.

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION SERVICES IN DISCUSSIONS WITH THE CABINET MEMBER FOR EDUCATION AND INCLUSION SERVICES (COUNCILLOR J ROSSER)

Item:

Background Papers

Consideration for Family Engagement Officer Roles, Cabinet, 13 February 2020. Report of the Director of Education and Inclusion Services in Discussions with the Cabinet Member for Education and Inclusion Services (Councillor Mrs J Rosser).

Officer to contact:

Daniel Williams, Head of Attendance and Wellbeing Service (Tel: 01443 744298)

Appendix 1 – School FEO Case Studies

- (a) A school refuser who has not attended school for over a year (and refused to engage with home tuition via RCT EOTAS provision) has just returned to school after working with the FEO/AWS Officer and ALNCO closely. Attendance was 0% and now has increased to 9.4% due to a phased return. This is a fantastic achievement to engage this pupil who has been completely disengaged from mainstream and EOTAS provision for a number of years.
- (b) Two pupils (siblings) refused to attend in the first five weeks of school as the father was extremely anxious about letting the pupils return. After working closely with the FEO and after receiving new attendance (reassurance) letters accompanied alongside the school risk assessment and COVID guidance, both pupils returned to school. Their attendance improved from 0% on 09.10.20 to 43% 03.12.20. The reassurance letters were created in conjunction with another secondary setting and shown as an area of best practice. A modified version was sent to all schools via the Attendance and Wellbeing Service.
- (c) One pupil moved significantly out of catchment area during Year 11. Parents reluctant to move schools due to issues in previous schools and the good relationships formed. FEO worked closely with family to arrange a bus pass, provided the family with times of buses and supported the pupil with engaging with school. A laptop was also provided due to the pupil being identified as digitally excluded. The impact of this intervention has resulted in a pupil potentially not attending school to being on track to achieve the equivalent of Level 2+.
- (d) Another year 11 pupil identified as a key marginal has had significant difficulties in her home life. FEO has maintained daily contact with the parent and organised a laptop to be delivered. FEO has supported both parent and pupil to access the online learning and supported with any difficulties. Individual pupil's Capped 9 score has improved from 246 points to 288 points from the start of September to December. She is currently working at a C grade in English Literature and on track to achieve a C grade in Mathematics.

Appendix 2 – Primary Settings Deprivation and Attendance Data

School	% in 10% most deprived	% in 20% MD	Deprivation Rank (1 being highest w/in 20%)	Attendance % 2019	Attendance Rank (1 being lowest)	Deprivation & Attendance (Lowest = most need)
Pontygwaith Primary School	38%	97%	1	91.71	2	3
Penywaun Primary School	91%	92%	6	92.39	7	13
Perthcelyn Community Primary School	69%	91%	8	92.39	8	16
Trealaw Primary School	35%	87%	11	92.17	5	16
Maerdy Primary School	93%	94%	3	92.96	14	17
Penrhys Primary School	89%	91%	7	92.44	10	17
Pontrhondda Primary School	65%	69%	16	91.15	1	17
Tref Y Rhyg Primary School	82%	82%	13	91.86	4	17
Tylorstown Primary School	73%	96%	2	93.13	16	18
Heol Y Celyn Primary School	51%	67%	18	91.80	3	21
Pengeulan Primary School	24%	82%	12	92.39	9	21
Capcoch Primary School	5%	88%	10	92.64	13	23
Cymmer Primary School	65%	66%	20	92.60	11	31
Cwmclydach Community Primary School	56%	56%	27	92.61	12	39
Craig Yr Hesg Primary School	45%	61%	21	93.32	19	40
Hirwaun Primary School	52%	53%	28	93.06	15	43
Glenboi Primary School	77%	90%	9	93.95	36	45
Ynysboeth Primary School	70%	73%	14	93.84	33	47
Miskin Primary School	4%	34%	42	92.30	6	48
Penrhiwceibr Primary School	26%	93%	4	94.05	43	48
Hendreforgan Primary School	57%	61%	22	93.70	27	49

School	% in 10% most deprived	% in 20% MD	Deprivation Rank (1 being highest w/in 20%)	Attendance % 2019	Attendance Rank (1 being lowest)	Deprivation & Attendance (Lowest = most need)
Ysgol Gynradd Gymraeg Llyn Y Forwyn	39%	68%	17	93.81	32	49
Oaklands Primary School	2%	46%	33	93.27	18	51
Bodringallt Primary School	47%	47%	31	93.48	22	53
Trerobart Primary School	1%	71%	15	93.98	38	53
Penpych Primary School	21%	93%	5	94.36	53	57
Cefn Primary School	59%	66%	19	93.99	40	59
Tonyrefail Community School	36%	42%	36	93.60	25	61
Cwmaman Primary	1%	60%	24	94.02	41	65
Ysgol Nantgwyn	26%	38%	41	93.65	26	67
Ynyshir Community Primary School	22%	25%	51	93.15	17	68
Darrenlas Primary School	4%	47%	32	93.98	37	69
Penderyn Primary School	23%	24%	52	93.46	21	73
Porth Community School	23%	29%	47	93.75	29	76
Cwmbach Primary School	2%	48%	30	94.17	49	79
Ysgol Gynradd Gymraeg Abercynon	22%	42%	37	94.03	42	79
Llanhari Primary School	2%	61%	23	94.53	57	80
Penyreglyn Primary School	28%	49%	29	94.42	55	84
Cwmbach C in W Primary School	0%	59%	25	94.75	62	87
Llwyncrwn Primary School	14%	15%	65	93.52	23	88
Ysgol Gynradd Gymraeg Ynyswen	16%	38%	40	94.15	48	88
Blaengwawr Primary School	2%	22%	55	93.89	34	89
Parc Lewis Primary School	12%	27%	50	93.98	39	89

School	% in 10% most deprived	% in 20% MD	Deprivation Rank (1 being highest w/in 20%)	Attendance % 2019	Attendance Rank (1 being lowest)	Deprivation & Attendance (Lowest = most need)
Caradog Primary School	7%	38%	39	94.21	52	91
Llwynypia Primary School	11%	11%	71	93.34	20	91
Williamstown Primary School	21%	31%	46	94.07	45	91
Abernant Primary School	1%	17%	64	93.71	28	92
Alaw Primary School	8%	23%	53	94.05	44	97
Ysgol Gynradd Gymraeg Aberdar	14%	34%	43	94.4	54	97
Aberdare Park Primary School	10%	17%	63	93.92	35	98
Ton Infants School	11%	12%	68	93.81	31	99
Our Lady's RC Primary School	17%	42%	35	94.91	68	103
Gelli Primary School	17%	19%	58	94.12	47	105
Ffynnon Taf Primary School	1%	2%	85	93.59	24	109
Treorchy Primary School	14%	19%	59	94.18	50	109
Hawthorn Primary School	20%	32%	45	94.88	65	110
Llanilltud Faerdref Primary School	4%	5%	80	93.76	30	110
Ysgol Gynradd Gymraeg Pontsionnorton	14%	29%	48	94.87	64	112
Ton Pentre Junior School	12%	12%	69	94.07	46	115
Caegarw Primary School	2%	18%	61	94.52	56	117
Abercynon Community Primary School	9%	13%	67	94.21	51	118
Ysgol Gynradd Gymraeg Bodringallt	51%	59%	26	96.13	92	118
SS Gabriel & Raphael RC Primary School	31%	39%	38	95.29	82	120
Ysgol Gynradd Gymraeg Tonyrefail	39%	43%	34	95.59	88	122

School	% in 10% most deprived	% in 20% MD	Deprivation Rank (1 being highest w/in 20%)	Attendance % 2019	Attendance Rank (1 being lowest)	Deprivation & Attendance (Lowest = most need)
St Margaret's RC Primary School	13%	28%	49	95.18	76	125
Gwaunmeisgyn Primary School	20%	22%	56	95.03	72	128
Ysgol Gynradd Gymraeg Bronllwyn	14%	21%	57	95	71	128
Coedpenmaen Primary School	3%	9%	74	94.57	58	132
Aberdare Town C in W Primary	6%	32%	44	95.68	89	133
Cwmlai Primary School	23%	23%	54	95.21	79	133
Maesycoed Primary School	3%	11%	72	94.74	61	133
Trallwng Infants School	3%	6%	77	94.61	60	137
Llwydcoed Primary School	2%	10%	73	94.93	69	142
Ysgol Gynradd Gymraeg Evan James	4%	9%	75	94.99	70	145
Ysgol Gynradd Gymraeg Llwynceilyn	16%	19%	60	95.43	85	145
Cilfynydd Primary School	0%	1%	87	94.57	59	146
Parc Primary School	3%	5%	81	94.89	66	147
Darran Park Primary School	13%	14%	66	95.5	86	152
Cwmdar Primary School	5%	7%	76	95.18	77	153
Hafod Primary School	4%	5%	79	95.08	74	153
St Michael's RC Primary School	11%	18%	62	95.87	91	153
Brynnau Primary School	0%	3%	82	95.03	73	155
Gwauncelyn Primary School	0%	1%	90	94.9	67	157
Trehopcyn Primary School	1%	1%	94	94.79	63	157
Rhigos Primary School	3%	3%	84	95.18	78	162
Ysgol Llanhari	7%	12%	70	96.24	93	163

School	% in 10% most deprived	% in 20% MD	Deprivation Rank (1 being highest w/in 20%)	Attendance % 2019	Attendance Rank (1 being lowest)	Deprivation & Attendance (Lowest = most need)
Llanharan Primary School	0%	2%	86	95.21	80	166
Maesybryn Primary School	1%	1%	91	95.13	75	166
Llantrisant Primary School	3%	3%	83	95.42	84	167
Ysgol Gynradd Gymraeg Castellau	6%	6%	78	95.68	90	168
Dolau Primary School	0%	1%	89	95.22	81	170
Coedylan Primary School	1%	1%	88	95.57	87	175
Tonysguboriau Primary School	1%	1%	93	95.36	83	176
Pontyclun Primary School	0%	1%	92	96.44	95	187
Penygawsi Primary School	0%	0%	95	96.27	94	189

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

21ST CENTURY SCHOOLS PROGRAMME - PROPOSALS TO IMPROVE EDUCATION PROVISION FOR YSGOL GYNRADD GYMRAEG LLYN-Y-FORWYN

REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION SERVICES IN DISCUSSIONS WITH THE CABINET MEMBER FOR EDUCATION (COUNCILLOR MRS J ROSSER)

Author(s): Gaynor Davies, Director of Education and Inclusion
Services
Andrea Richards, Temporary Service Director of 21st
Century Schools and Transformation

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to advise Members of the outcome of the recent consultation in respect of proposals to:
- Carry out a regulated alteration to Ysgol Gynradd Gymraeg Llyn-y-Forwyn (“YGG Llyn-y-Forwyn”), by way of transferring the school to a new building on a new site.

2. RECOMMENDATIONS

It is recommended that the Cabinet:

- 2.1 Note the information contained within the attached Consultation Report, which includes a summary of correspondence received during the consultation exercise, including the full response from Estyn, feedback received from the online survey, and notes of the meetings held.
- 2.2 Agree to progress the proposals to the next stage of the consultation process by issuing an appropriate Statutory Notice which will trigger the start of the Objection Period.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To progress the proposal in accordance with the process outlined in Welsh Government legislative guidance (the School Organisation Code 011/2008).
- 3.2 To increase capacity and improve the quality of the Welsh medium primary education provision available to learners in the Rhondda Fach area of Rhondda Cynon Taf by delivering a new Welsh medium primary school in the Rhondda Fach.

4. BACKGROUND

- 4.1 Members will recall that, at the meeting of the Cabinet held on 28th January 2021, approval was given to begin a statutory process to formally consult on a proposal to improve and increase Welsh medium education provision in the Rhondda Fach by investing in a new school for Ysgol Gynradd Gymraeg Llyn-y-Forwyn.

5. EQUALITY AND DIVERSITY IMPLICATIONS/SOCIO-ECONOMIC DUTY

- 5.1 Equality and Community Impact Assessments were prepared in respect of this proposal and were published, and can still be viewed, on the Council's website together with the Consultation Document that outlines the proposal in detail. The link is below:
<https://www.rctcbc.gov.uk/EN/GetInvolved/Consultations/CurrentConsultations/ProposedalterationstoYsgolGynraddGymraegLlynyForwynYGG LlynyForwyn.aspx>
- 5.2 In summary, the outcome of Equality Impact Assessment identified positive and neutral impacts, and no negative impacts, upon the protected characteristics and so it was deemed that approval would be sought to continue to implement the proposal. It also confirmed that the Action Plan will continue to be reviewed throughout the duration of the project delivery period.

6. WELSH LANGUAGE IMPLICATIONS

- 6.1 A Welsh Language Impact Assessment was prepared in respect of this proposal and published, and can still be viewed, on the Council's website together with the Consultation Document that outlines the proposal in detail. The link is below:
<https://www.rctcbc.gov.uk/EN/GetInvolved/Consultations/CurrentConsultations/ProposedalterationstoYsgolGynraddGymraegLlynyForwynYGG LlynyForwyn.aspx>
- 6.2 In summary, the outcome of the Welsh Language Impact Assessment was that the proposal would encourage people to use Welsh at work; it would promote Welsh medium education or opportunities to study

through the medium of Welsh; it would promote the status of Welsh or positive attitudes towards the language; and it would create opportunities to raise people's confidence to use Welsh or improve their skills to use Welsh more often or in more situations. No negative impacts were identified.

7. CONSULTATION/INVOLVEMENT

- 7.1 The consultation process in respect of this proposal has been undertaken under the arrangements outlined in the Welsh Government's School Organisation Code, which was introduced on 1st November 2018 which replaced the October 2013 version. These arrangements stipulate that a Consultation Report must be prepared prior to the publication of any Statutory Notices which will progress the proposal. It further states that Statutory Notices be published within 26 weeks of the end of the consultation period, which is 29th October 2021 in this instance.
- 7.2 The Consultation Report, prepared in respect of this proposal, is attached at Appendix 1 for your attention. It contains information in respect of meetings held to discuss the proposal, with copies of the notes taken at these meetings; it contains Estyn's full response to the proposal and the appropriate clarification to the response; it also contains a summary of the online survey responses received during the consultation period and where required the appropriate clarification to any issues raised.
- 7.3 It must be noted that there has been a fair response to this particular consultation process with 72 written responses received, all via the online survey that was available for the duration of the consultation period on the RCT website. Due to COVID restrictions meetings with the community could not be held, however meetings with the staff, governors and pupils were held virtually via Teams.
- 7.4 Out of the 72 responses received, 70 were in agreement with the proposal, 1 respondent was not and 1 respondent was unsure. Overall, the responses were overwhelmingly positive and in favour of the proposal to build a new school. To confirm, all of the comments and issues raised during this consultation process have been reviewed by Cabinet Members.

8. THE STATUTORY PROCESS

- 8.1 The Statutory Notice for this proposal will refer to:
- Carrying out a regulated alteration to Ysgol Gynradd Gymraeg Llyn-y-Forwyn ("YGG Llyn-y-Forwyn"), by way of transferring the school to a new building on a new site.

8.2 If agreed, and subject to the matter not being called in for consideration by Scrutiny, the Statutory Notice will be published on 25th June 2021 and will allow for a 28 day period for objections, ending on 22nd July 2021.

8.3 If any objections are received during this period, in accordance with the aforementioned Code, an Objections Report will be prepared. This matter will then be reported to a future meeting of Cabinet, in September 2021, for Members to receive and consider the Objections Report and to make a final decision on this proposal.

9. FINANCIAL IMPLICATION(S)

9.1 If the proposal proceeds, a significant capital investment will be required in the region of circa £8.5M to construct the new school. The funding package will continue to be developed alongside the consultation and decision making process.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

10.1 Part 1 of the Education Act 1996 (“the 1996 Act”) imposes a number of general duties on all local authorities in Wales. The general duty in section 13 of the 1996 Act is to contribute (so far as the Council’s powers enable them to do so) towards the spiritual, moral, mental and physical development of the community by ensuring that efficient primary education and secondary education is available to meet the needs of the population of their area.

10.2 Section 13A(3) of the 1996 Act states that a local authority in Wales must ensure that their relevant education and training functions are exercised by the authority with a view to promoting high standards, and the fulfilment of learning potential by every person to whom the subsection applies, including those who are of compulsory school age or are below school age and are registered as pupils at schools maintained by the authority.

10.3 Section 14 of the 1996 Act requires the Council to secure sufficient schools for providing primary and secondary education in the Council’s area. Schools available for an area shall not be regarded as sufficient unless they are sufficient in number, character and equipment to provide all pupils with an appropriate education.

10.4 Appropriate education means education which offers such variety of instruction and training as may be desirable in view of (a) the pupils’ different ages, abilities and aptitudes; and (b) the different periods for which they may be expected to remain at school, including practical instruction and training appropriate to their different needs.

- 10.5 Powers for councils to develop school organisation proposals are governed by the School Standards and Organisation (Wales) Act 2013 and the Code 011/2018. (Local authorities must, when exercising functions under Part 3 of the 2013 Act, act in accordance with any relevant requirements contained in the Code and must have regard to any relevant guidelines contained in it. A copy of the Code is found here:

<https://gov.wales/sites/default/files/publications/2018-10/schoolorganisation-code-second-edition.pdf>

11. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 11.1 There are links to RCTCBC's Corporate Plan for the period between 2020 to 2024, specifically the priority:

Prosperity – Creating the opportunity for people and businesses to be innovative, entrepreneurial and fulfil their potential and prosper

- Ensuring we have good schools, so all children have access to a great education.

- 11.2 Due regard has been made to all seven well-being goals and the Five Ways of Working, as contained within the Wellbeing of Future Generations (Wales) Act 2015, which requires the Council to think about the long-term impact of decisions, on communities to prevent consistent issues such as poverty, health inequalities and climate change.

This proposal would contribute to achieving the wellbeing goals by:

- Improving sustainability of school buildings in the Council portfolio through a commitment to achieving a zero carbon building and constructing to BREEAM excellent.
- Providing additional school places to meet WG targets and to promote the Welsh language in the Community.
- Opening new community facilities that would create opportunities for local people to utilise.

This proposal would achieve the five ways of working by:

- Creating a new school environment that can deliver the new Curriculum for Wales.
- Provide first class learning facilities for pupils and the wider community and contribute towards a healthier Wales by providing additional outdoor sport facilities for pupils.
- Contributing towards a prosperous Wales by committing to opportunities for local tradespeople and to use local resources, wherever possible to build the new school.
- Engaging with the community on a thorough consultation with opportunities for all stakeholders in the Community to engage throughout the process.

11.3 The Equality Impact Assessment includes further detail on the contribution of the proposal to the Wellbeing of Future Generations (Wales) Act and this document formed an integral part of the consultation document.

12. CONCLUSION

12.1 Members are asked to consider the contents of the attached Consultation Report, and to give officers approval to publish an appropriate Statutory Notice on 25th June 2021 to progress this proposal.

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

**REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION
SERVICES IN DISCUSSIONS WITH THE CABINET MEMBER FOR
EDUCATION (COUNCILLOR MRS J ROSSER)**

Item:

Background Papers

The background papers included as appendices to the report are:

- **Consultation Report**

Officer to contact:

**Lisa Howell, Business and School Organisation Manager
01443 744062**

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21ST CENTURY SCHOOLS



CONSULTATION REPORT ON A PROPOSAL TO CARRY OUT A REGULATED ALTERATION AND TRANSFER YSGOL GYNRADD GYMRAEG LLYN Y FORWYN TO A NEW BUILDING ON A NEW SITE

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CONSULTATION REPORT

Proposal: To carry out a regulated alteration to Ysgol Gynradd Gymraeg Llyn-y-Forwyn (“YGG Llyn-y-Forwyn”), by way of transferring the school to a new building on a new site.

1. Purpose of the Consultation Report

This report is prepared in accordance with the Welsh Government’s School Organisation Code, statutory document 011/2018. Its purpose is to inform the outcome of the consultation held during the period 1st March 2021 and 30th April 2021 between all stakeholders and interested parties listed below.

2. Who did we consult with?

A copy of a consultation document, which fully outlined and explained our proposal, was sent to the following stakeholders. The document was also published on the Council website at www.rctcbc.gov.uk/schoolconsultations and was shared on social media.

- The Governing Body of YGG Llyn y Forwyn.
- Parents/carers, prospective parents/carers, and staff members of YGG Llyn y Forwyn.
- Pupils of YGG Llyn y Forwyn.
- Other Governing Bodies of neighbouring primary schools.
- Neighbouring Local Authorities
- The Church in Wales and Roman Catholic Diocesan Authorities.
- Welsh Ministers.
- Members of the Senedd for Rhondda, Cynon and Taf constituencies and regional Members of the Senedd for the area.
- Members of Parliament for the Rhondda, Cynon and Taf Constituencies.
- Estyn.
- Teaching and staff trade unions
- Central South Consortium Joint Education Services
- Police and Crime Commissioner for the area.
- Childcare providers. Mudiad Meithrin.
- Menter Iaith.
- Early Years Development and Childcare Partnership.
- Children and Young People.
- Cwm Taf Morgannwg University Health Board.
- Welsh Language Commissioner.

3. The Proposal

The proposal is to carry out a regulated alteration to YGG Llyn y Forwyn by transferring the school to a newly constructed 21st Century Schools standard building to a new site known locally as the former 'Chubb Factory' site, Ferndale. The school will cater for children aged between 3 and 11 years of age who require Welsh medium education will have a proposed admissions number of 30 pupils per year group, and an overall pupil capacity of 210, including nursery.

Details of the proposal and the rationale behind it are fully outlined in the consultation document that was circulated to all the stakeholders listed overleaf which is attached as Appendix 1; this also includes the Community Impact Assessment, Equality Impact Assessment and the Welsh Language Impact Assessment.

4. The Consultation Process

All stakeholders identified in Section 2 overleaf were sent electronic copies of our consultation documentation, and those that requested paper copies received them. The following meetings were also convened:

School Affected	Group	Time/Date	Venue
YGG Llyn y Forwyn	Governing Body and Staff Meeting	Tuesday, 16 th March 2021, 15:45 – 17:15	Microsoft Teams
YGG Llyn y Forwyn	YGG Llyn y Forwyn School Council	Thursday, 22 nd April 2021, 13:30- 14:30	Microsoft Teams

Meetings were held virtually due to Covid-19 restrictions. Notes of the above meetings were taken and are attached as Appendix 2. These notes record questions raised, comments and statements made, with the responses provided where appropriate. The meeting with the pupils was conducted bilingually and so both Welsh and English versions of the notes are included.

To ensure the pupils of YGG Llyn y Forwyn understood the information within the proposal a young person's version of the consultation document was created and provided to the school to distribute to each pupil. Additionally, to further support and encourage pupil engagement, a video of the young person's consultation document was created and played during the consultation meeting. This was also subsequently sent to the school to enable it to be shared with the rest of the pupils.

To view the video click here:

Welsh - https://youtu.be/_5C-tB9ZSAU

English - <https://youtu.be/gtQwubOkCPY>

5. Summary of Consultation Responses

Responses to the matters raised at the meetings outlined above are, as indicated, summarised in the notes of the meetings attached as Appendix 2. In addition, 72 written responses were received via the online survey, this was available for the duration of the consultation phase. Out of the 72 written responses 70 were in favour of the proposals, 1 was against, and 1 was unsure.

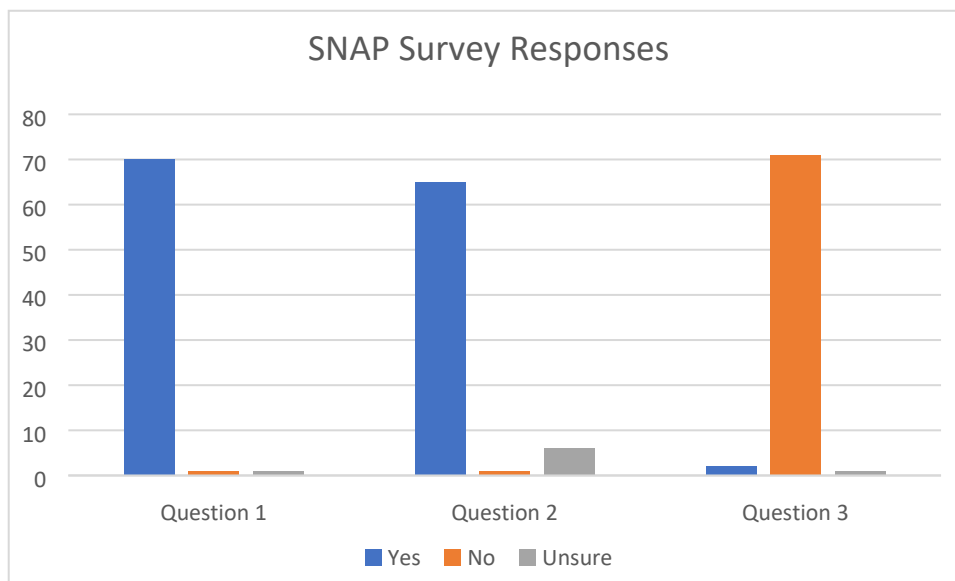
In accordance with the Code, a summary of the responses received are detailed in the table below and where issues have been raised, these have been responded to, where applicable, by means of clarification with supporting reasons.

The graph below highlights the overwhelmingly positive response received to the proposal as consulted upon. The questions asked were:

Question 1: Do you agree with the proposal?

Question 2: Do you think the proposal could (positively) impact opportunities for people to use and promote the Welsh Language?

Question 3: Do you think the proposal in any way treats the Welsh Language LESS favourably than the English Language?



Summary of responses and issues raised

Question	Comments/Issues	Clarification if required
Q1. Do you agree with the proposal?	Fantastic opportunity for Children in the Rhondda Fach to be taught in a building fit for use.	
Q1. Do you agree with the proposal?	Mae adleoli Ysgol Llyn y Forwyn mewn adeilad newydd sbon yn gyffrous ac yn codi proffil argaeledd addysg cyfrwng Cymraeg o fewn y gymuned. Rhaid sicrhau marchnata dwys yn ogystal gan ddefnyddio'r theori pwtio yn argyhoeddiadol i sicrhau bod rhieni a gofalwyr	

	yn deall fod addysg Gymraeg yn opsiwn realistig i'w plant.	
Q1. Do you agree with the proposal?	<p>My understanding is that YGG LLyn Y Forwyn have class sizes well below the RCT average and the Rhondda average. Whereas YGG Llwynceilyn is bursting at the seams and is oversubscribed... and YG Cwm Rhondda is crumbling down around the heads of pupils. It seems lunacy to use funds to build a new school for less than 200 students when other schools in the area both serving a far greater number of Welsh Language learners are overlooked. Of course, I wish all schools could be upgraded. The Welsh Language schools in the Rhondda have been left for far too long. But putting money where it can make the biggest impact on the greatest number of pupils is surely the right way to move forward. A new school in Ferndale serving such a minority of students doesn't make any sense. Invest in YG Cwm Rhondda and they will all get to benefit anyway when they move up to comprehensive.</p>	<p>The rationale for the proposals are clearly stated within the consultation document. The comments provided do not directly relate to the proposals as consulted upon.</p> <p>However, to clarify, the Council, in accordance with the Welsh in Education Strategic Plan, will continue to invest in Welsh medium education throughout the County Borough promoting the Welsh Language and supporting the delivery of the Welsh Government's Welsh Language Strategy, Cymraeg 2050.</p> <p>YGG Llwynceilyn is not oversubscribed and has received substantial investment through Band A of the 21st Century Schools and Colleges Programme which improved and increased the capacity of the school, since this time investment has continued through the Council's School Modernisation Programme.</p> <p>The Council is undertaking feasibility studies to improve YG Cwm Rhondda in the future and this has been reported to the Council Cabinet previously and will be considered by Members at a later date following the completion of the study.</p>
Q2. Do you think	This new building will have a positive impact on	

<p>the proposal could (positively) impact opportunities for people to use and promote the Welsh Language?</p>	<p>the Welsh language. Many parents will see the benefits of sending their children to a new building with many opportunities including learning the Welsh language</p>	
<p>Q2. Do you think the proposal could (positively) impact opportunities for people to use and promote the Welsh Language?</p>	<p>We believe this proposal will have a positive impact on opportunities for children, young people and the wider community to use and promote the Welsh language. The group is particularly pleased to note that the existing cylch meithrin that is on the current site will be moved alongside the school and will benefit from improved facilities. This will aid the promotion of welsh medium pre-school childcare in this area.</p>	
<p>Q2. Do you think the proposal could (positively) impact opportunities for people to use and promote the Welsh Language?</p>	<p>No, it will suck funds away from areas of greater needs to promote the Welsh Language</p>	<p>As mentioned above, in accordance with the Welsh in Education Strategic Plan RCT will continue to invest in Welsh medium education throughout the County Borough and support the delivery of the Welsh Government's Welsh Language Strategy, Cymraeg 2050.</p>
<p>Q2. Do you think the proposal could (positively) impact opportunities for people to use and promote the Welsh Language?</p>	<p>Bydd maes newydd yn galluogi staff a plant dysgu yn fwy effeithiol gan gwneud defnydd da o ardaloedd awyr agored.</p>	
<p>Q3. Do you think the proposal in any way treats the Welsh Language LESS favourably than the English Language?</p>	<p>No. This should allow the Welsh education to be more on par with what is currently provided for the English language</p>	

Q3. Do you think the proposal in any way treats the Welsh Language LESS favourably than the English Language?	I believe this proposal will at long last bring the Welsh Language facilities in line with the English language facilities in the Rhondda Fach.	
Q3. Do you think the proposal in any way treats the Welsh Language LESS favourably than the English Language?	Not at all. The proposals show an increase in provision for Welsh Medium education.	

The View of Estyn (Her Majesty’s Inspectorate of Education and Training in Wales) of the Overall Merits of the Proposal.

In compliance with the School Standards and Organisation 2018 School Organisation Code the Estyn’s response to the consultation has been provided in full in Appendix 3. Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore, as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and have produced a response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia which deliver school improvement services to the schools within the proposal. **Overall, it is Estyn’s opinion that the proposal is likely to at least maintain the current standards of educational provision in the area.**

Additionally, an in accordance with the Code, the areas of the response that require clarification are documented in the table below.

Estyn’s Report	Clarification
While the local authority provides a clear description of the proposal and a projected timetable for statutory procedures, it does not identify a timetable for implementation of the proposals, other than the implementation date will be no later than March 2024.	Further work on the project programme will be developed once a decision on the proposal has been made. The project programme will be communicated to key stakeholders as the design and construction element of the proposal progresses.

<p>The proposal notes rightly that ‘some’ pupils will inevitably live further from the from the new school site, but does not consider how many, nor detail how the local authority will deal with the issue.</p>	<p>There are currently 55% of pupils accessing home to school transport. Based on current pupil postcodes, we anticipate that this figure will be consistent, albeit the pupils will live in different areas within the Rhondda Fach.</p> <p>Those 21 pupils currently attending the school from the Maerdy area will no longer qualify for free home to school transport as they will live within 1.5miles of the school. However, an additional 23 pupils living south in the Rhondda Fach valley will qualify as they will live further than 1.5 miles of the new school site.</p> <p>The Council operates a more generous home to school transport policy than is statutorily required, and transports children in primary schools 1.5 miles away from their home to the nearest school and 2 miles for secondary aged pupils. The Welsh Government Learner Travel (Wales) Measure 2008 states younger children entitled to transport to their nearest primary school is 2 miles and secondary school provision is 3 miles .</p>
<p>While the proposal outlines at various points that the current school building and site require considerable work, the local authority does not explore well the option of making it good.</p>	<p>Visual inspections of the existing school site have been carried out and it is evident that the topography is not conducive with development of a new, fully compliant, 21st Century School.</p> <p>The challenging topography and limiting external areas was something that was picked up by Estyn in the latest school inspection.</p> <p>The condition rating of the current school building is a D which is deemed as ‘life expired’.</p>
<p>The proposer does not explore the reason for surplus spaces strongly, other than identifying that improved school buildings could potentially lead to additional pupils accessing Welsh Medium education locally.</p>	<p>The provision of additional school places will help deliver the targets in the Welsh in Education Strategic Plan (WESP) and support the outcomes of Welsh Government’s Cymraeg 2050.</p>
<p>The proposal identifies the financial costs of the proposal and estimates the cost of the new build at £8.5 million. However, it is not clear whether this</p>	<p>The Council has wholly committed to invest in the construction of a new school; however, the detail of the funding package is still to be finalised.</p>

<p>funding is secure. The proposer does not explain what will happen if this funding is not available</p>	<p>This will be subject to further Cabinet and Council approval at the appropriate time.</p>
<p>The proposal considers, in small part, the impact of the proposal on vulnerable groups, including children with Special Education Needs, but does not provide sufficient information in this area.</p>	<p>The new school will have no negative impact on learners with ALN and will provide a fully inclusive and accessible learning environment for all learners, including vulnerable groups.</p> <p>Learners with ALN will require transitional support to assist their transition to the new and significantly improved learning environment.</p> <p>The LA has a statutory duty to keep ALN provision under constant review and if there is evidence of sufficient demand for specialist provision then due consideration will be given and appropriate action taken in accordance with the School Organisation Code.</p>
<p>The proposal does not consider what disruptive factors may be in this particular case, or how the local authority will minimise these for learners.</p>	<p>We anticipate no disruption to staff and learners as the new school will be built on a new site. This will allow the existing school to continue to operate as it currently does with no disruption.</p> <p>Once the new school is complete and transition into the new school can commence, these arrangements will be coordinated accordingly with full collaboration and communication with staff, governors, learners and parents/carers at the school.</p>

6. Assessment of Consultation

In view of the responses and comments received during the consultation period, a further assessment of the proposals, which are included within the consultation document, has been undertaken. The proposals have been revisited and the following matters have been reassessed:

- The likely impact of the proposals on the quality and standards of education;
- The likely impact on the community; and
- The likely effect of differing travelling arrangements.

After further consideration, the proposals remain to be deemed to be the most appropriate and as such no amendments to the proposal have been made.

7. Conclusion

No information that has been presented during the consultation period has been deemed to necessitate a change to the consultation document and so the information remains unchanged. As such it is considered that these proposals should be wholly implemented with no amendments.

The recommendation of this report is that a statutory notice be published, as consulted upon with no modifications, in order to progress this proposal.

Appendices

Appendix 1 Consultation Document

21ST CENTURY SCHOOLS



CONSULTATION ON A PROPOSAL TO CARRY OUT A REGULATED ALTERATION AND TRANSFER YSGOL GYNRADD GYMRAEG LLYN Y FORWYN TO A NEW BUILDING ON A NEW SITE

This consultation document and appendices are also available on the 'Get Involved' page on the Council website

Mae'r ddogfen yma ar gael yn y Gymraeg / This document is available in Welsh

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Introduction

The Council wishes to seek the views of stakeholders on the proposal to carry out a regulated alteration to:

- Ysgol Gynradd Gymraeg Llyn y Forwyn (YGG Llyn y Forwyn), by way of transferring the school to a brand new building on a new site. The new school building is proposed to be built on the land north side of Highfield, Ferndale, CF43 4AD, known locally as the former 'Chubb Factory'. It is proposed that the regulated alteration will take place by March 2024.

This proposal is made in accordance with the School Organisation Code – 2018 (011/2018). Section 2.3 of the School Organisation Code – 2018 refers to regulated alterations to a school, which includes:

- The transfer of any school to a new site or sites.

Who will we consult with?

We are seeking the views of the following stakeholders:

- The Governing Body of YGG Llyn y Forwyn.
- Parents/carers, prospective parents/carers where possible, and staff members of YGG Llyn y Forwyn.
- Pupils of YGG Llyn y Forwyn.
- Other Governing Bodies of neighbouring primary schools.
- Neighbouring Local Authorities
- The Church in Wales and Roman Catholic Diocesan Authorities.
- Welsh Ministers.
- Members of the Senedd for the Rhondda, Cynon and Taf constituencies and regional Members of the Senedd for the area.
- Members of Parliament for the Rhondda, Cynon and Taf Constituencies.
- Estyn.
- Teaching and staff trade unions.
- Central South Consortium Joint Education Service.
- Police and Crime Commissioner for the area.
- Childcare providers.
- Mudiad Meithrin.
- Menter Iaith
- Early Years Development and Childcare Partnership.
- Children and Young People's Partnership.
- Cwm Taf Morgannwg University Health Board.
- Welsh Language Commissioner.

What will the consultation process entail?

The consultation will start on Monday March 1st 2021 and will be completed at 5pm on Friday April 30th 2021. The feedback from the consultation will be collated and summarised, and a report presented to the Council's Cabinet in May 2021. This consultation report will be available for all persons to view on the Council's website and copies can be obtained on request from the address detailed on Page 4 of this document.

The Council's Cabinet will consider the report and will decide, based on the feedback, whether to proceed with the proposal, make changes to the proposal or not proceed with the proposal. If the Cabinet decides not to proceed, that will be the end of this proposal.

If Cabinet decide to proceed with the proposal, a statutory notice is published providing a 28 day notice period for objections. The School Standards and Organisation (Wales) Act 2018 requires that anyone wishing to make objections to a school organisation proposal has the opportunity to do so. To be considered as statutory objections, objections **must** be made in writing or by email, and sent to the Council within 28 days of the date on which the proposal was published.

The Council's Cabinet will consider the outcome of the statutory notice at the next available Cabinet meeting and determine whether to implement the proposal.

If there are objections, the Council's Director of Education and Inclusion Services will publish an objection report providing a summary of the objections and their response to them within 7 days of the day of the determination of the proposal. This report will also be available for all persons to view on the Council's website and copies can be obtained on request from the addresses detailed on Page 4 of this document.

If the Council's Cabinet approve the proposal, the proposal will be implemented in accordance with the date given in the statutory notice or any subsequently modified date. In the case of this proposal, the implementation date will be no later than March 2024 for the transfer of YGG Llyn y Forwyn to the new site.

What do you have to consider?

The remainder of the consultation document sets out the rationale for the proposed transfer of YGG Llyn y Forwyn to a new school on a new site. We would like you to consider the information contained within this document and to hear your views as to whether or not you support the proposal. A new school building to accommodate all children who require a place at YGG Llyn y Forwyn is proposed to be built on the site of the former Chubb factory.

How do you make your views known?

In order to comply with the Welsh Government's most recent Covid guidance, face-to-face meetings will not be arranged. However, virtual sessions with the staff and Governing Body at YGG Llyn y Forwyn will be organised.

A consultation questionnaire is attached on page 21 of this document, it is also available on the Council's website on the 'Get Involved' page.

The questionnaire also enables consultees to register their wish to be notified of the publication of the consultation report once presented to the Council's Cabinet.

You are also welcome to put your views, comments and any questions you may have in writing to:

Director of Education and Inclusion Services
21st Century Schools
Ty Trevithick
Abercynon
CF45 4UQ

E-mail: schoolplanning@rctcbc.gov.uk

All correspondence should be received no later than 5pm on Friday April 30th 2021.

Please note that responses to the consultation will not be counted as objections to the proposal unless expressly requested. Objections can only be forwarded following the publication of the statutory notice.

The views of children and young people

The Council has acknowledged that the voice of young people is about involving them as active participants in the development, delivery, management and improvement of their educational and student experience.

Young people have a right to express their views in all matters affecting them and for their views to be heard and given due consideration in accordance with their age and maturity. As such, the 21st Century Schools Team will ensure that suitable arrangements are made to involve pupils as active participants throughout this consultation process, and if a decision is made to progress the proposal, throughout the implementation process.

The Council will consult with pupils who attend YGG Llyn y Forwyn by producing a children and young people's version of the consultation document and consultation response form. In order to comply with Welsh Government's latest guidance on Covid-19, we will work collaboratively with YGG Llyn y Forwyn to facilitate a virtual meeting using video conferencing technology (Microsoft Teams/Zoom) to discuss the proposal with pupils at the school, and talk them through the child friendly version of the consultation document. Notes from this discussion will be included in the documentation forwarded to the Council's Cabinet for consideration once the consultation period has ended.

Community, Equality and Welsh Language Impact Assessments

As set out in the Welsh Government School Organisation Code 2018, it is a requirement to publish Community Impact, Welsh Language Impact and Equality Impact Assessments. These have been produced as an annex to this document and are also available on the Council's website.

Background to the proposal

YGG Llyn y Forwyn – Where we are now...

YGG Llyn y Forwyn is a Welsh medium community school located at Darran Terrace, Ferndale. The school site consists of a traditional stone Victorian School building. According to the condition survey of the school carried out by the Council in 2019, YGG Llyn y Forwyn is graded D for condition and C for suitability, where A is the highest and D is the lowest performing building respectively. It is acknowledged that this is the worst school in the Council's education portfolio in terms of condition and suitability.



The view of the existing school building from Darran Terrace.



The view of the tarmac yard servicing the infant block.

The site consists of two early 20th century dressed stone buildings, set within a sloping tarmac covered site with both properties extending over two storeys. A site condition survey undertaken by the Council in 2019 reported that the roof is now nearing the end of its natural life.

The site itself and both school buildings are not accessible and do not comply with the Equality Act 2010.

The survey also reported that both blocks show water ingress through the fabric of the building, which has resulted in damaged plasterwork and rotten timber with varying levels of water damage to all rooms in the school. The current figure for the backlog maintenance work that would be essential to make YGG Llyn y Forwyn safe, watertight and warm is over £1.01 million.

The site is enclosed on all sides by large retaining walls and a sloping topography. The school is in the centre of a residential area making access to the site challenging. There are no on-site car parking facilities for staff, and no on-site drop off for the home to school transport. The neighbouring streets are used to accommodate both provisions which can be challenging on occasions given the numbers of residents and private vehicles in the locality.

The topography of the site is challenging given the severely sloping outdoor, hard play areas of the site and as a result staff face regular challenges in the delivery of outdoor activities. To their credit they use the best of the facilities that are available to them locally, as they use the nearby park to deliver aspects of the curriculum and their after-school sports clubs. This situation, although adequate, is far from ideal.

The pupil numbers in YGG Llyn y Forwyn over the past four years are shown in the following table and are obtained from the statutory Pupil Level Annual School Census (PLASC) which must be undertaken in January each year. The number of nursery age pupils for each year is shown separately, as required by the Welsh Government’s statutory School Organisation Code (2018).

YGG Llyn y Forwyn					
	2016	2017	2018	2019	2020
Total statutory aged pupils	165	168	167	160	156
Nursery pupils	36	30	21	38	26

Over the next five years the pupil forecasts for YGG Llyn y Forwyn, which are calculated in accordance with guidance issued by Welsh Government, are as follows:

YGG Llyn y Forwyn								
	Capacity of the School	2020/2021 (Actual)	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	% surplus places in 2024/2025
Statutory aged pupils	197	156	150	155	151	148	144	26.9%

Nursery pupils	28	26	33	31	29	32	31	-10.7%
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What is the basis for this proposal?

It was acknowledged in the 2019 Estyn inspection report for YGG Llyn y Forwyn that ‘the school is a happy community’ where ‘pupils use the Welsh language with pride’. This very positive observation is something that will not change as the ethos of the school will be transferred to the new school building at the new site, with current staffing being maintained for pupils to continue to benefit from.

Due to its sloping, enclosed site and the limitations of the building, YGG Llyn y Forwyn cannot be physically developed from a technical perspective. The site, as a whole, is severely restricted and the age and construction of the buildings prevent the school from receiving any significant upgrades which would allow it to be deemed a 21st Century Schools’ provision.

The Council believes that this proposal represents the best opportunity to safeguard and sustain educational standards for the future and provides a platform for further improvement through significant investment in permanent and fit for purpose facilities. This investment will create a stimulating teaching and learning environment with 21st Century facilities including improved ICT provision, creative outdoor play areas and access to community facilities. The design will be focused on creating a flexible environment that fosters pupils’ personal growth in communication, collaboration, creativity and leadership skills.

Improved school buildings and improved school performance will potentially lead to additional pupils accessing Welsh Medium education locally, increasing the critical mass and providing more professional teaching opportunities for teachers. A new 21st Century school environment will have a positive impact on both pupil and staff wellbeing and will provide strengthened opportunities for developing a community focused school.

The existing school buildings at YGG Llyn y Forwyn require significant repairs and are no longer fit for purpose, with outstanding maintenance in excess of £1.01 million. The school also lacks any outdoor green space, which limits the breadth of curriculum that teaching staff can deliver outside. The benefits of outdoor learning in the early years is well documented as this can have positive health and wellbeing benefits and can also help to connect children to the environment. Learning outside the classroom can also be an effective tool for teaching and learning which has been proven to raise attainment and achievement, improve behaviour and enhance the engagement of all groups of pupils, including those who are hard to engage inside the classroom environment.

The proposal to carry out a regulated alteration to YGG Llyn y Forwyn is considered necessary due to the existing school building not being fit for purpose. It is the Council’s view that a new, purpose-built 21st Century School building will help the school to further cultivate a learning environment which nurtures and supports pupils, staff and the use of the Welsh language.

What alternative options have been considered?

Given the limitations of the existing school site, and the challenging topography of YGG Llyn y Forwyn's catchment area, the number of alternative options available for consideration are limited.

The land north side of Highfield, Ferndale, CF43 4AD, known locally as the former 'Chubb Factory,' was chosen as the preferred location for the school following an assessment of a number of sites all located within the catchment area of YGG Llyn y Forwyn. Each site was appraised initially on its ability to meet the following criteria:

- Have an adequate site area;
- Have satisfactory access which is capable of being improved;
- Is free from any visual incumbents;
- Close proximity to the current school;
- Is a viable development opportunity subject to a detailed feasibility study.

Following the site assessment, the site known locally as the former 'Chubb Factory' was ultimately chosen for a number of reasons including its size, the existing infrastructure, current access arrangements, and its proximity to the existing school.

In accordance with the School Organisation Code 2018, further alternative options were also identified and consciously considered. Some of the benefits and disadvantages of each of the discounted options are listed in the table that follows:

Option	Benefits	Disadvantages
Retain the status quo.	<p>No capital investment required by the Council.</p> <p>No disruption to the pupils, parents/carers and staff.</p> <p>No impact on home to school transport.</p>	<p>Aspects of the school building have reached the end of their life and the building is now beyond economic repair.</p> <p>Not of a 21st Century schools standard with in adequate outdoor space. As such delivering the New Curriculum for Wales will be a challenge.</p> <p>Inaccessible site - not compliant with the Equality Act 2010.</p> <p>Backlog maintenance of £1.01m will remain.</p> <p>Parking issues will not be resolved.</p>

<p>Build a new school on the existing site.</p>	<p>No impact on pupils in terms of travel distances.</p> <p>No impact on home to school transport.</p>	<p>Significant capital investment required.</p> <p>Temporary classrooms will need to be utilised for the duration of the construction and given the site restrictions may need to be located elsewhere.</p> <p>The topography of the site restricts the ability to build a fully accessible school fit for the 21st Century.</p> <p>Site restrictions limit the ability to improve the outdoor areas.</p> <p>Parking issues will not be resolved due to location.</p>
<p>Create a 3 to 19 Welsh medium school on the site of an associated school of YGG Llyn y Forwyn.</p>	<p>Larger school departments will promote the sharing of skills and expertise.</p> <p>Greater opportunities for staff to move between key stages and further develop expertise.</p> <p>Reduce the anxiety caused by transition.</p> <p>Improve the range and quality of facilities and learning resources available to the benefit of all pupils.</p>	<p>Pupils will have a longer distance to travel to school.</p> <p>Home to school transport costs will increase.</p> <p>There will be Human Resources implications for staff.</p> <p>The topography of the associated school site severely restricts the ability to build a fully accessible school fit for the 21st Century.</p> <p>The traffic impact of additional school transport in the community is unsustainable and the existing site cannot support additional school transport.</p>

Benefits and Disadvantages, Risks and Mitigation Factors

Any proposals involving school reorganisation will inevitably cause some disruption and uncertainty, although experience shows that this can be kept to a minimum through meaningful engagement throughout the consultation process, and if a decision is made to progress with the proposal, during the implementation phase.

The benefits and disadvantages of the proposal are highlighted below, as is information as to how any identified risks can be managed by the Council and the school.

Benefits			
A new 21 st Century standard school will deliver a significant improvement in the quality of the educational provision, having a significant positive impact upon the educational performance of the pupils and staff morale.			
The school will be designed to be energy efficient and will include renewable energy systems including photovoltaic panels and rainwater harvesting. The school will be built to BREEAM Excellent standards, contributing to both the Council's commitment to becoming a 'carbon free Council by 2050' and the Welsh Government's Climate Change Strategy.			
There will be significant traffic improvements with the inclusion of a dedicated staff car park and an on-site home to school transport drop-off area.			
The school will be designed to be a fully accessible and fully integrated community school. A dedicated area will be designed within the school itself so that the local community will be allowed to safely utilise the facilities at the school, both during and after the school day.			
Improving and enhancing the physical aspect of the Welsh medium provision throughout the County Borough is a critical factor of the WESP in supporting the achievement of the target to increase the number of seven-year-old children being taught through the medium of Welsh. This proposal is another example of the Council's commitment to ensure that these targets are met.			
The external areas will allow staff, pupils and the community to experience a greater breadth of teaching and learning experiences.			
Given the proposed location of the new school, it is anticipated that there will be no additional transport costs.			
The proposed site is within the existing catchment area and so there will be limited disruption for pupils, staff and parents/carers.			
Disadvantages			
The capital cost of the new school will be significant.			
Some of the pupils and staff will inevitably live further from the new school site.			
Moving to a new school site could cause some anxiety for some pupils, staff, and parents/carers.			
Risks	Likelihood	Impact	Mitigating Actions
Parents choose to send their children to another school	Low	Low	Engagement with parents/carers will continue throughout the consultation period, and if a decision is taken by Cabinet to implement the proposal, this engagement will continue.

YGG Llyn y Forwyn – Where we'd like to be...

It is being proposed that a new school building for YGG Llyn y Forwyn will be constructed on the site known locally as the former 'Chubb Factory' site, Ferndale. The school will be a replacement for the existing school building and will cater for children aged between 3 and 11 years of age who require Welsh medium education. It will have a proposed admissions number of 30 pupils per year group, and an overall pupil capacity of 210 (plus nursery).

The new school will be built in accordance with Building Bulletin 99 and will be fully accessible and compliant with the Equality Act 2010.

The accommodation will consist of:

- Modern, flexible learning environments for all pupils, a large hall/dining area, a multi-purpose learning resource area and fully accessible facilities.
- Internal and external areas for use by the local community.
- Some additional capacity and space for additional learning needs interventions.
- Enhanced outdoor spaces to support the full range of curriculum activities, including an outdoor classroom and a 'forest schools' area.
- Improved traffic management including on site bus drop off for pupils and on-site staff parking.



A multi-purpose learning resource area or 'heart space' at a 21st Century School delivered by the Council.



Typical junior classroom in a 21st Century School delivered by the Council.



Typical junior classroom in a 21st Century School delivered by the Council.

The school will be built in accordance with Building Bulletin 99 which requires new primary schools to include provision for team sports, including a playing field area suitable for team games for pupils aged 8 and over and a Multi-Use Games Area (MUGA) for sports such as basketball and netball. New schools are also required to include soft play areas, commonly made up of grassed space for pupils to sit and socialise, alongside hard surfaced playgrounds and sheltered space to complement the soft play areas around the school site. The new school will also include a habitat area which will act as a space for outdoor learning and provide a valuable teaching and learning resource.



External view of Cwmaman Primary School opened by The Council in 2018.



Example of MUGA servicing Tonyrefail Community School.



Example of outdoor learning area at Cwmaman Primary School.

There will be on-site provision for staff parking as well as an on-site dedicated drop-off area for the home to school transport vehicles.

A new Cylch Meithrin will also form a part of the new school site and will offer pre-school Cylch Meithrin sessions for 2 to 3 year olds. This provision is already operating at the existing school site, however, given the limitations on the space available numbers are relatively low. It is anticipated that being able to offer this provision in brand new facilities as part of the YGG Llyn y Forwyn site will encourage pupil numbers to grow. This will assist in ensuring a language continuum of Welsh medium provision for children from the age of two to eleven years, within one primary school site.

The Welsh in Education Strategic Plan (WESP)

All Local Authorities in Wales must produce a Welsh in Education Strategic Plan (WESP). The WESP is a long term language planning tool which sets the direction for the strategic planning, delivery and growth in Welsh medium and Welsh language education. Through the WESP, and effective strategic planning and investment, The Council aims to contribute significantly to achieving the vision of one million people in Wales being Welsh speakers by 2050 as set out in Cymraeg 2050. The Council's current WESP can be viewed and downloaded from the Council website via:

<https://www.rctcbc.gov.uk/EN/Council/WelshServices/Relateddocs/WelshinEducationStrategicPlan201720.pdf>

The new ten year WESP for the period between 2022 to 2032 is currently being written and will be subject to a statutory consultation process shortly. Included amongst the list of strategic developments, actions and outcomes the Council will undertake to help achieve the targets set out in the WESP are:

- New and improved school buildings with appropriate capacity levels to fully meet forecasted demand for Welsh medium provision in their catchment areas.

The proposal to transfer YGG Llyn y Forwyn to a new purpose built 21st Century standard school building with an increased capacity will contribute to RCT's goal of increasing the number of year one pupils accessing Welsh medium education. This proposal will expand the opportunities for pupils to pursue an education through the medium of Welsh and will have a positive impact upon Welsh language provision.

Admission Arrangements

There will be no changes to the catchment area for YGG Llyn y Forwyn. The school will cater for children aged between 3 to 11 years of age requiring Welsh medium primary education. It will have a proposed admissions number of 30 pupils per year group, and an overall pupil capacity of 210 (plus nursery).

In the case of oversubscription at any school, published admissions criteria are applied to all applications received for places, to determine which pupils are successful in obtaining the places available. These criteria, which are outlined in our school admission policy booklet entitled 'Starting School' and listed in priority order are:

- Category One – 'Looked after' children (children in public care) and previously 'looked after' children.
- Category Two – Children whose home is inside the school's catchment area and have an older sibling attending the school from the same address, who will continue to attend that school on the expected date of admission of the younger child.
- Category Three – Children whose home is inside the school's catchment area who do not have an older sibling attending the school.
- Category Four – Children whose home is outside the school's catchment area and have an older sibling attending the school from the same address, who will continue to attend that school on the expected date of admission of the younger child
- Category Five – Children whose home is outside the school's catchment area who do not have an older sibling attending the school.

The term 'home' in the categories above refers to the actual location of the residential dwelling in which the child lives.

Children will be admitted up to the Published Admission Number in the order of priority as outlined above. If, within any one of the priority categories listed, all of the applicants cannot be offered a place, preference will be given to children living nearest to the school. Distance will be measured using the shortest, safe walking route between the home address and the nearest open school gate. In areas where no safe walking route has been identified, the shortest driving route between the home address and the nearest open school gate will be used. This distance will be measured using the 'MapInfo System' only, measurements calculated by any other system will not be considered. The home address in instances where parents/carers have shared responsibility for children, will be the address to which Child Benefit is paid.

The likely impact of the proposal

The educational case for the proposal

This proposal forms a part of the Council's wider 21st Century Schools Investment Programme and contributes to the delivery of sustainable schools fit for the 21st Century and supports the better strategic management of the Council's education estate.

In addition to this objective, school organisational proposals should highlight the educational benefits that any change will offer, particularly in relation to overall improvements in standards, but also in terms of the social and emotional development of children, which would usually impact beneficially on their overall achievement and outcomes.

YGG Llyn y Forwyn was inspected by Estyn in January 2019 and the school's current performance in the five inspection areas was follows:

Inspection area	Judgement
Standards	Good
Wellbeing and Attitudes to Learning	Good
Teaching and Learning Experiences	Good
Care, support and guidance	Good
Leadership and management	Good

Estyn also set out recommendations for the school to implement in order to build upon the progress made to date. Estyn's recommendations were as follows:

- R1** Ensure appropriate opportunities for pupils in the Foundation Phase to make choices in relation to their learning so that they develop as independent learners.
- R2** Improve pupils' information and communication technology skills.
- R3** Ensure that Key Stage 2 teachers provide a balanced curriculum and develop pupils' scientific knowledge and understanding, in particular.

It is the Council's view that the transfer of YGG Llyn y Forwyn to a new, purpose built school building fit for the 21st Century would help the school to make progress towards achieving these recommendations and have a major positive impact on all five Estyn inspection areas, as follows:

1. **Standards** – A new school building fit for the 21st Century would provide staff and pupils with enhanced teaching spaces, dedicated resource areas, stimulating learning environments, state-of-the-art information and communication technology equipment, all of which would support the school to raise standards, and achieve Estyn's recommendation of improving pupils' ICT skills.
2. **Wellbeing and Attitudes to Learning** – The existing school site has extremely limited outdoor space, with no green areas. Transferring YGG Llyn y Forwyn to a new site would provide extensive outdoor space, including green space, for pupils to learn and play in. It is the

Council's view that pupil wellbeing and attitudes to learning would benefit from a diverse and engaging outdoor space.

3. **Teaching and Learning Experiences** – A fit for purpose school building would ensure that staff are able to provide a balanced curriculum at all key stages in line with the new Curriculum for Wales – 2022, particularly in the areas of physical education, Science and ICT, which would support the school in achieving its third Estyn recommendation. A 21st Century learning environment will also provide pupils with greater flexibility and therefore greater choice in their learning experience, supporting the school in making progress towards recommendation one.
4. **Care, Support and Guidance** – A new 21st Century School building will enable the school to build upon the good working practices and initiatives that YGG Llyn y Forwyn already have in place. Providing a significantly improved external environment and the provision of green spaces will provide opportunities to further develop extra-curricular activities to encourage healthy lifestyles for the school community. A fully accessible building and the provision of flexible spaces will allow the school to extend its good practice to allow further engagement with families. The new building will allow the school to nurture and grow this aspect of its ethos exponentially.
5. **Leadership and Management** – A purpose built school building would allow the already effective leadership team at YGG Llyn y Forwyn to focus more on working towards Estyn's recommendations. It would remove the burden of time consuming and expensive maintenance issues present in the existing school building, which would allow staff to focus on delivering the best teaching and learning and outcomes for their pupils.

In addition, the new school, which would be built to 21st Century school standards would have a positive impact on the ability of the school to deliver the full curriculum at the Foundation Phase and each Key Stage of education. There would be no limitations in this regard.

What is the likely impact of the proposals on pupils?

It is anticipated that the proposed changes will not adversely impact upon pupils. Numerous benefits can be realised – the principal change will be an improvement in the quality of the educational setting, and this should have a significant impact on educational performance of the pupils.

The catchment area of the primary school will not change, i.e., it will continue to be the same as the current catchment area of YGG Llyn y Forwyn. A number of the Lower Super Output Areas within the catchment area are amongst the most deprived in Wales according to the Welsh Index of Multiple Deprivation 2019 Report.

The Council's policy regarding home to school transport provision will continue to apply. The difference in time taken to travel to the new school site will be negligible as it is in close proximity to the existing school. Some pupils may have a slightly longer journey to school but many will have a shorter one. Overall, we consider the impact on pupil travel arrangements to be neutral.

The Welsh Government and the Council has adopted the UN Convention on the Rights of the Child which is expressed in seven core aims that all children and young people:

1. Have a flying start in life.
2. Have a comprehensive range of education and learning opportunities.
3. Enjoy the best possible health and are free from abuse, victimisation and exploitation.

4. Have access to play, leisure, sporting and cultural activities.
5. Are listened to, treated with respect, and have their race and cultural identity recognised.
6. Have a safe home and a community which supports physical and emotional wellbeing.
7. Are not disadvantaged by poverty.

The Council considers that this proposal benefits the pupils attending YGG Llyn y Forwyn in accordance with the seven core aims set out above.

Further information relating to the likely impact of the proposals on pupils, including how the proposal contributes to all seven goals of the Well-Being of Future Generations Act 2015 and an assessment of the proposal on the five ways of working, can be found in the Equality Impact Assessment which is at Appendix B.

What is the likely impact of the proposal on staff?

In making the proposed change, most things will not change for the staff at all. The school, including all staff will be relocating en masse, so there are no Human Resource implications as a result of implementing these proposals. Indeed, the expectation is that the proposed change will impact upon staff positively.

The principal change will be an improvement in the quality of the educational setting and the working environment and as a result we anticipate that this will have a significant impact on staff morale, well-being and retention.

Financial implications of the proposal

YGG Llyn y Forwyn is not currently operating within a deficit budget and there is no evidence that these proposals will affect this positive financial position. In addition, no increase in home to school transport costs are projected.

There is an expectation that while some savings will be identified given that the new school will be maintenance free and more importantly more energy efficient, which is in stark contrast to the poor condition of the existing school building, it is anticipated that there will be an increase in the rates payable for the new school building. It is not possible to be precise about future revenue costs, as much would depend upon the future decisions of the Governing Body, however the projection is that any increase in costs and any savings realised will negate the other with there being a neutral overall budgetary impact. What is certain is that this proposal will remove a significant backlog maintenance figure in excess of £1.01 million and eliminate day-to-day costs associated with the failing buildings.

This proposal will deliver a newly constructed school for YGG Llyn y Forwyn at an estimated capital cost of £8.5 million. This capital element of the proposal will be funded by the Council's Capital Investment Programme. Project costs will be developed alongside the consultation process and approvals sought in line with the Council's decision-making procedures.

Home to School Transport Provision

There is a statutory duty placed upon all Local Authorities in Wales to provide pupils with free transport to their nearest suitable school if they reside beyond safe 'walking distance' to that school. The term suitable school applies to the catchment area English, Welsh, dual language or

voluntary aided (faith) mainstream school or special school/class as appropriate. The law relating to safe 'walking distance' is defined as two miles for pupils of compulsory school age receiving primary education and three miles for pupils of compulsory school age receiving secondary education.

The Council has exercised the discretionary powers afforded to it under the provisions of the Learner Travel (Wales) Measure 2008 to make a more generous provision to pupils. The relevant information in relation to YGG Llyn y Forwyn is set out below:

- The eligibility criterion for walking distance for pupils receiving compulsory primary education at their nearest suitable school has been set at 1½ miles, instead of 2 miles as required by the Measure.
- Free transport to their nearest suitable school, where places are available, is provided to pupils who meet the 1½ mile eligibility criterion from the start of Foundation Phase (the start of the school term after their third birthday), rather than from the start of compulsory education (the start of the school term after their fifth birthday) as required by the Measure.
- The term suitable school applies to the catchment area English, Welsh, dual language or voluntary aided (faith) mainstream school or special school/class as appropriate.

The full information in relation to the Council's Home to School transport provision viewed and downloaded from the Council website via:

<https://www.rctcbc.gov.uk/EN/Resident/ParkingRoadsandTravel/Travel/SchoolandCollegeTransport/SchoolandCollegeTransport.aspx>

Land and buildings information

If the proposals outlined in this document are implemented, the existing school site will become redundant. As this is an initial consultation process, no decisions have yet been made in respect of the future of these sites and buildings. This issue will be managed in accordance with the agreed Council Policy on Surplus Land and Buildings.

Consultation Response Pro-forma

In order to comply with its legal duty under the School Standards and Organisation (Wales) Act 2013, and help the Council reach a decision on the proposal below, it would be very helpful if you could answer the following questions. Please note, any personal information given by you will not be shared and only used to provide you with feedback, should you request it. Any comments that could identify you will be anonymised in the consultation report produced. Completed questionnaires should be returned to:

Director of Education and Inclusion Services
21st Century Schools Team
Ty Trevithick
Abercynon
CF45 4UQ

Or

Email: schoolplanning@rctcbc.gov.uk

The Proposal

To relocate YGG Llyn y Forwyn from its existing site to a newly constructed school building to be built on the land North Side of Highfield, Ferndale, CF43 4AD, known locally as the former 'Chubb Factory'.

Do you agree with proposal 1? Yes No Not sure

Please let us know the reasons for your choice

2 Do you think the proposal could impact opportunities for people to use and promote the Welsh Language (Positive or Negative)?

Do you think the proposal in any way it treats the Welsh Language less favourably than the English Language?

How positive effects on the Welsh Language could be increased, or negative effects be decreased?

The Council is committed to keeping your personal information safe and secure and keeping you informed about how we use your information. To learn about how your privacy is protected and how and why we use your personal information to provide you with services, please visit our Consultation privacy notice:

<https://www.rctcbc.gov.uk/EN/Council/DataProtectionandFreedomofInformation/DataProtection/serviceprivacynotices/ChiefExecutives/ConsultationPrivacyNotice.aspx>

And

<https://www.rctcbc.gov.uk/EN/Council/DataProtectionandFreedomofInformation/DataProtection/DataProtection.aspx>



Appendix 2

Notes from meeting held with the Governing Body and Staff Members of Ysgol Gynradd Gymraeg Llyn y Forwyn.

Tuesday 16th March 2021, 15:45

Meeting to discuss the proposed regulated alteration of the relocation of YGG Llyn-y-Forwyn to a new build on a new site

RCT officers present

Gaynor Davies (GD) – Director of Education and Inclusion Services

Andrea Richards (AR) - Temporary Service Director 21st Century Schools and Transformation

Lisa Howell (LH) – Business and School Organisation Manager

Sophie Nicholls (SN) – 21st Century Schools Officer

Laura Britton (LB) - 21st Century Schools Graduate Officer

Notes

Formal introductions were given by GD.

GD welcomed everyone to the meeting and outlined the proposed changes as detailed within the Consultation Document. Which is to:

Carry out a regulated alteration to Ysgol Gynradd Gymraeg Llyn y Forwyn (YGG Llyn y Forwyn), by way of transferring the school to a brand new building on a new site.

The new school building is proposed to be built on the land north side of Highfield, Ferndale, CF43 4AD, known locally as the former 'Chubb Factory'.

It is proposed that the regulated alteration will take place by March 2024.

GD also made clear the difference between the consultation and objection periods and confirmed the timescales of the consultation process in accordance with the School Organisation Code.

GD opened the floor to the staff and governors for questions.

Comment: *It is pleasing that the importance of Welsh medium education was recognised and that this recognition was being reflected in the investment. It is a shame to leave the old school but that the move to a new building is an exciting prospect for everyone.*

Response: GD agreed, stating that building condition surveys play a part in guiding the 21st Century School programme. However, in addition to this, there is a commitment to increase Welsh speakers across the county and it is important for Welsh language development that children are introduced to the language in the early years.

Question: *What is meant by wider community benefits from the investment, and is this in relation to the school facilities being hired out?*

Response: Gaynor Davies stated that as a part of the 21st Century Schools investment the Council encourages use of the school facilities by the wider community.

AR stated that the design will include facilities which the communities can access such as sports facilities and IT facilities. These designs will take into account safeguarding issues, and areas will be segregated ensuring that the children and the community are protected.

Question: *Will there will be a new access to the new school through the industrial estate?*

Response: GD stated that a Traffic Impact Assessment will be undertaken which will need to reflect the needs of the school and the community, so at this time the detail is unknown.

AR stated that the Traffic Impact Assessments will form a part of the planning application process and as such all consultees will be involved in this process and will be given opportunities to comment.

LH commented that the assessments will look beyond the site and will include the wider area, this ensures that any changes not only benefit the school but also the wider community. This includes possibly introducing measures such as traffic calming and speed restrictions to ensure a safe route and access to the new school site.

Comment: *There has been speculation that the residents who live adjacent to the new site had raised concerns over changes to traffic.*

Response: GD reiterated that the Council welcome any comments both positive and negative as all views are presented to Cabinet. She encouraged governors and members of the community to fill out the online questionnaire so that views can be captured.

Headteacher (Petra Davies) confirmed that the questionnaire has been circulated to staff and parents for everyone to complete.

AR made attendees aware that if staff have any issues regarding the proposal that they wish to discuss the team will provide contact details of an officer from HR who can assist.

GD concluded the meeting and stated that the Council are able to offer advice and guide staff through this consultation process, and stressed the importance of taking this opportunity to have their say.

Thanks were extended to all participants.

Meeting closed at 16:25.

**Nodiadau o'r cyfarfod a gynhaliwyd gyda disgyblion Ysgol Gynradd Gymraeg
Llyn y Forwyn.**

Dydd Iau 22ain Ebrill 2021, 13:30

**Cyfarfod i drafod y newid rheoledig arfaethedig i adleoli YGG Llyn y Forwyn i
adeilad newydd ar safle newydd**

Swyddogion RhCT yn bresennol

Gaynor Davies (GD) - Cyfarwyddwr Gwasanaethau Addysg a Chynhwysiant

Andrea Richards (AR) - Cyfarwyddwr Gwasanaeth Dros Dro Ysgolion a Thrawsnewid yr
21ain Ganrif

Lisa Howell (LH) - Rheolwr Trefniadaeth Busnes ac Ysgol

Sophie Nicholls (SN) - Swyddog Ysgolion yr 21ain Ganrif

Laura Britton (LB) - Swyddog Graddedig Ysgolion yr 21ain Ganrif

Nodiadau

Cyflwynodd GD y tîm o swyddogion y Cyngor ac eglurodd pwrpas y cyfarfod i'r disgyblion. Aeth GD ymlaen i egluro manylion y cynnig mewn modd cyfeillgar i blant er mwyn sicrhau ymgysylltiad a dealltwriaeth disgyblion. Nododd GD nad oedd penderfyniad ffurfiol wedi'i wneud eto ac mai pwrpas y cyfarfod oedd darganfod beth oedd barn y disgyblion am y newidiadau arfaethedig.

Yna chwaraewyd fersiwn Cymraeg o'r fideo ymgynghori i'r disgyblion.

Cadarnhaodd yr holl ddisgyblion eu bod wedi cael eu rhoi a'u bod wedi darllen copi o ddogfen ymgynghori'r person ifanc.

Gofynnodd GD i'r disgyblion am eu cwestiynau

Cwestiwn: Dywedodd disgybl yr hoffent gael ardal amlsynhwyrdd yn yr ysgol newydd i bobl ei defnyddio. Roeddent am weld fidgets a goleuadau a phethau i gadw pobl yn ddigynnwrf.

Ymateb: Diolchodd GD i'r disgybl a nododd fod hwn yn syniad hyfryd.

Cwestiwn: Dywedodd disgybl ei fod eisiau ardal chwaraeon newydd gan nad yw ei iard bresennol yn wastad a dim ond cylchoedd a nodau sydd ganddyn nhw.

Ymateb: Nododd AR fod gan rai o Ysgolion newydd yr 21ain Ganrif ardaloedd awyr agored mawr o'r enw MUGA's, Ardaloedd Gêm Aml-dddefnydd, y gellir eu defnyddio ar gyfer llawer o chwaraeon gan gynnwys pêl-rwyd, pêl-fasged a phêl-droed. Dywedodd AR fod y Cyngor yn bendant yn bwriadu adeiladu iard wastad ar safle'r ysgol newydd gyda rhai ardaloedd glaswelltlog i'r disgyblion eu defnyddio.

Cwestiwn: Gofynnodd disgybl a allai gael glaswellt ffug.

Ymateb: Nododd LH fod tîm Ysgolion yr 21ain Ganrif yn edrych ar lawr bob safle i sefydlu beth yw'r opsiwn gorau i'r ysgol honno, os a yw hynny'n ffug neu'n laswellt go iawn. Dywedodd LH, os bydd y cynnig yn mynd yn ei flaen, bydd y tîm yn dod yn ôl at y disgyblion ac yn cael trafodaethau pellach ynghylch yr hyn yr hoffent ei gael yn eu hysgol newydd.

Sylw: Dywedodd disgybl ei fod eisiau cyfrifiaduron newydd.

Ymateb: Ymatebodd SN gan nodi bod pob ysgol newydd yn cael byrddau gwyn rhyngweithiol newydd sbon i staff a disgyblion eu defnyddio yn ystod gwersi. Bydd y Cyngor yn sicrhau bod gan athrawon gyfrifiaduron newydd i ddysgu eu gwersi a bydd gan ddisgyblion gyfrifiaduron newydd i'w defnyddio yn eu gwersi.

Sylw: Dywedodd disgybl ei fod eisiau cwrt pêl-fasged.

Ymateb: Dywedodd LH, os ydy'r cynnig yn llwyddiannus, bydd y tîm yn gofyn pa farciau chwaraeon y mae'r disgyblion eu heisiau yn ardal MUGA y soniwyd amdani o'r blaen. Os ydyn nhw eisiau pêl-fasged yna gallwn ni sicrhau bod ganddyn nhw marciau bêl-fasged.

Dywedodd GD y bydd disgyblion ym mlwyddyn pump a chwech yn colli'r ysgol newydd os aiff y cynnig ymlaen. Fodd bynnag, bydd mynediad cymunedol i'r ardaloedd awyr agored felly byddent yn gallu defnyddio'r iardiau newydd hyn hyd yn oed pan nad ydyn nhw'n ddisgyblion mwyach.

Cwestiwn: Gofynnodd disgybl a fyddai ardal LEGO yn yr ysgol newydd.

Ymateb: Nododd GD y byddai'r ysgol newydd yn darparu llawer o le i ddisgyblion a staff greu gwahanol gorneli dysgu i weddu i anghenion unigol. Gallai un o'r corneli dysgu fod yn LEGO os mai dyna oedd y staff a'r disgyblion ei eisiau.

Cwestiwn: Gofynnodd disgybl a fyddai llyfrgell.

Ymateb: Nododd LB y byddai llyfrgell yn yr ysgol newydd.

Sylw: Dywedodd disgybl yr hoffent i'r ysgol newydd gael iard gyda llawer o goed i ddarparu ocsigen ac ardal i blannu llysiau.

Ymateb: Nododd AR fod y Cyngor eisiau helpu i leihau faint o garbon sydd yn yr atmosffer felly byddai plannu llawer o goed i amsugno'r carbon yn syniad gwych. Dywedodd AR, os yw'r cynigion yn symud ymlaen, byddai'r disgyblion yn gallu helpu i ddylunio'r ardal awyr agored.

Cwestiwn: Gofynnodd disgybl a fyddai'r holl athrawon yn YGG Llyn y Forwyn yn symud i'r ysgol newydd.

Ymateb: Cadarnhaodd GD y bydd yr holl ddisgyblion a bydd yr holl athrawon ac aelodau staff yn gallu symud i'r ysgol newydd pe byddent am wneud hynny gan bod y cynnig hwn yn adleoliad ac nid yn gau ysgol.

Cwestiwn: Gofynnodd disgybl a fyddent yn gallu cadw'r un wisg ar y safle newydd.

Ymateb: Dywedodd GD mae'r staff, y llywodraethwyr a'r disgyblion oedd yn gyfrifol am y dewis hwn.

Dywedodd AR y byddent yn cael cyfle i newid y bathodyn pe byddent am wneud hynny, ond yr ysgol sydd i benderfynu.

Dyweddodd Petra Davies (Pennaeth) fod rhieni a disgyblion wedi gofyn am gael gwisg ysgol gyda thei a chrys, ond mai hwn fyddai'r unig newid posib. Dywedodd Petra Davies fod bathodyn YGG Llyn y Forwyn yn dynodi chwedl leol ac yr hoffent cadw hynny i gadw hanes yr ysgol yn fyw. Hefyd, nododd fod cefnogaeth rhieni a chefnogaeth gymunedol ynglŷn â'r cynnig hwn wedi bod yn fendigedig.

Cwestiwn: Gofynnodd disgybl a fydd posteri ac arwyddion ar gyfer gwahanol ardaloedd yn yr ysgol newydd.

Ymateb: Cadarnhaodd GD y bydd y Cyngor yn sicrhau bod pob ardal wedi'i chyfeirio'n glir ac yn gywir.

Diolchodd Gaynor Davies i bawb am y cyfraniadau rhyfeddol ac am rannu eu barn mor agored a gonest.

Daeth y cyfarfod i ben am 14:30.

Notes from meeting held with school pupils of Ysgol Gynradd Gymraeg Llyn y Forwyn.

Thursday 22nd April 2021, 13:30

Meeting to discuss the proposed regulated relocation of YGG Llyn-y-Forwyn to a new build on a new site

RCT officers present

Gaynor Davies (GD) – Director of Education and Inclusion Services

Andrea Richards (AR) - Temporary Service Director 21st Century Schools and Transformation

Lisa Howell (LH) – Business and School Organisation Manager

Sophie Nicholls (SN) – 21st Century Schools Officer

Laura Britton (LB) - 21st Century Schools Graduate Officer

Notes

GD introduced the team of council officers and explained the purpose of the meeting to the pupils. GD went on to explain the details of the proposal in a child friendly manner to ensure pupil engagement and understanding. GD stated that no formal decision had been made yet and that the purpose of the meeting was to find out what the pupils thought of the proposed changes.

The Welsh medium version of the consultation video was then played to the pupils.

All the pupils confirmed they were given and had read a copy of the young person's consultation document.

GD opened the floor to the pupils for questions

Question: A pupil stated that they would like a multi-sensory area in the new school for people to use. They wanted there to be fidgets and lights and things to keep people calm.

Response: GD thanked the pupil and stated that this was a lovely idea, and one that they would reflect on.

Question: A pupil stated that they wanted a new sports area as their current yard isn't flat and they only have hoops and goals.

Response: AR stated that some of the new 21st Century Schools have large outdoor areas called MUGAs, Multi Use Game Areas, which can be used for lots of sports including netball, basketball and football. AR stated that the council definitely plans to build a flat yard on the new school site with some grassed areas for the pupils to use.

Question: A pupil asked if they could have fake grass.

Response: LH stated that the 21st Century Schools team look at the ground at every site to establish what the best option is for that school, whether that be fake or real grass. LH stated that if the proposal proceeds the team will come back to the pupils and have further discussions as to what they would like to have in their new school.

Comment: A pupil stated that they wanted new computers.

Response: SN responded stating that all new schools are supplied with brand new interactive white boards for staff and pupils to use during lessons. The council will ensure that teachers have new computers to teach their lessons and pupils will have new computers to use in their lessons.

Comment: A pupil stated that they wanted a basketball court.

Response: LH stated that if they proposal proceeds the team will ask what sports markings the pupils want on the previously talked about MUGA area. If they want basketball then we can make sure they have basketball.

GD stated that pupils in year five and six will potentially miss out on the benefits of a new school if they proposal goes ahead. However, there will be community access to the outdoor areas so they would be able to use these new yard spaces even when they are no longer pupils.

Question: A pupil asked if there would be a LEGO area at the new school.

Response: GD stated that the new school would provide lots of room for pupils and staff to create different learning corners to suit individual needs. One of the learning corners could be LEGO if that is what the staff and pupils wanted.

Question: A pupil asked if there would be a library.

Response: LB stated that there would be a library in the new school.

Comment: A pupil stated that they would like the new school to have a yard with lots of trees to provide oxygen, and an area to plant vegetables.

Response: AR stated that the council wants to help reduce the amount of carbon in the atmosphere so planting lots of trees to absorb the carbon would be a great idea. AR stated that if the proposals are to proceed the pupils would be able to help design the outdoor area.

Question: A pupil asked if all the teachers at YGG Llyn y Forwyn would be moving to the new school.

Response: GD confirmed that all the pupils that all teachers and members of staff will be able to move to the new school if they wanted to at this proposal is a relocation and not a closure.

Question: A pupil asked if they would be able to keep the same uniform at the new site.

Response: GD advised that this choice was up to the staff, governors and pupils.

AR stated that they would have the opportunity to change the badge if they wanted to but that this decision is up to the school.

Petra Davies, Headteacher, stated that the YGG Llyn y Forwyn badge signifies a local fable and that they would like to keep the history of the school alive. Additionally, she stated that

the community support, and support from the parents regarding this proposal, has been wonderful.

Question: A pupil asked if there will be posters and signs for different areas in the new school.

Response: GD confirmed that the Council will ensure that each area is signposted clearly and correctly.

Gaynor Davies thanked everyone for the wonderful contributions and for sharing their opinions so openly and honestly.

Meeting closed at 14:30.

Appendix 3

Estyn's response to the proposal to carry out a regulated alteration and transfer Ysgol Gynradd Gymraeg Llyn y Forwyn to a new building on a new site

This report has been prepared by Her Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisation (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However, Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer and other additional information such as data from Welsh Government and the views of the Regional Consortia, which deliver school improvement services to the schools within the proposal.

The proposal is to carry out a regulated alteration, and transfer Ysgol Gynradd Gymraeg Llyn y Forwyn to a new building on a new site.

Summary/ Conclusion

Estyn considers that the proposal is likely to, at least, maintain the standard of education provision in the area.

Description and benefits

The local authority has set out a clear rationale for its proposal. It outlines strongly the many advantages of building a new school while identifying that the current building's condition is at the lowest level, the roof is nearing the end of its natural life, and the school buildings are not accessible and do not comply with the Equality Act 2010. The current figure for the backlog maintenance work that would be essential to make the school safe, watertight and warm is over £1.01 million.

While the local authority provides a clear description of the proposal and a projected timetable for statutory procedures, it does not identify a timetable for implementation of the proposals, other than the implementation date will be no later than March 2024 for the transfer to the new site.

In the main, the proposer identifies clearly and fairly the expected benefits and disadvantages when compared with the status quo and how they will manage any risk. It notes rightly that 'some' pupils will inevitably live further from the new school site, but does not consider how many, nor detail how the local authority will deal with this issue. The local authority does point out that it considers the difference in time taken to travel to the new school site will be negligible as it is in close proximity to the existing school, but does not identify how far from the current school they propose to site the new building.

The local authority sets out three suitable alternatives to its proposal and gives acceptable reasons as to why they have discounted them. However, while the proposal outlines at various points that the current school building and site require considerable work, the local authority does not explore well the option of making it good.

The proposer has considered, in part, the impact of the changes on learner travel arrangements. The proposal sets out that the local authority has exercised discretionary powers afforded to it under the provisions of the Learner Travel (Wales) Measure 2008 to make a more generous provision to pupils. The eligibility criterion for walking distance for pupils at their nearest suitable school has been set at 1.5 miles, instead of 2 miles as required by the measure. This is provided to pupils who meet the 1.5 mile eligibility criterion from the start of the foundation phase.

The proposal projects a small drop in roll at the school over the next few years, with the need for around 144 pupil spaces by 2025. At the same time, the new build would cater for 210 pupils, plus a nursery. The proposer does not explore the reason for surplus spaces strongly, other than identifying that improved school buildings could potentially lead to additional pupils accessing Welsh Medium education locally.

The proposal takes good account of the impact of the proposals on Welsh medium provision within the local authority and the extent to which the proposal supports the targets in the local authority's Welsh in Education Strategic Plan (WESP). It identifies that improving and enhancing the physical aspect of the Welsh medium provision throughout the authority is a critical factor of the WESP. The proposal to transfer Ysgol Gynradd Gymraeg Llyn y Forwyn to a new 21st century standard school building with an increased capacity will contribute to the authority's goal of increasing the number of pupils accessing Welsh medium education and expand the opportunities for pupils to pursue an education through the medium of Welsh.

The proposal identifies the financial costs of the proposal and estimates the cost of the new build at £8.5 million. However, it is not clear whether this funding is secure. The proposal identifies only that project costs will be developed alongside the consultation process and approvals sought in line with the Council's decision-making procedures. The proposer does not explain what will happen if this funding is not available.

Educational aspects of the proposal

The proposer considers well the educational aspects of the proposal. It identifies in useful detail the outcomes of the most recent Estyn inspection and the school's recommendations for improvement. It considers usefully how the move to the new site will help to address these recommendations.

The local authority considers appropriately the impact of the proposals on the quality and standards in education, including pupil standards, wellbeing, teaching and learning experiences, care support and guidance and leadership and management. For example, the proposal identifies that transferring to a new site would provide extensive outdoor space, including green space, for pupils to learn and play. It assumes fairly that pupil wellbeing and attitudes to learning would benefit from a diverse and engaging outdoor space. It further notes that a fit-for-purpose school building would help ensure that staff are able to provide a balanced curriculum, in line with the new Curriculum for Wales. A better learning environment will also provide pupils with greater flexibility and therefore greater choice in their learning experiences.

The proposer identifies fairly that if the proposal comes about it is likely to have a positive impact in ensuring the delivery of the full curriculum at the school. For example, the proposal notes that the move to a new site would provide extensive outdoor space, including green space, for pupils to learn and play.

The proposal considers, in small part, the impact of the proposal on vulnerable groups, including children with Special Educational Needs, but does not provide sufficient information

in this area. It does note that in the new school there will be 'some additional capacity and space for additional needs intervention'. In terms of accessibility, the new building will be fully accessible and compliant with the Equality's Act 2010.

The local authority notes that school reorganisation proposals inevitably cause some disruption and uncertainty. It identifies that experience shows that this can be kept to a minimum through meaningful engagement throughout the consultation process. Nevertheless, the proposal does not consider what these disruptive factors may be in this particular case, or how the local authority will minimise these for learners.

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

21ST CENTURY SCHOOLS PROGRAMME - PROPOSALS TO REORGANISE PRIMARY SCHOOLS, SECONDARY SCHOOLS AND SIXTH FORM PROVISION IN THE GREATER PONTYPRIDD AREA

REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION SERVICES IN DISCUSSION WITH THE CABINET MEMBER FOR EDUCATION (COUNCILLOR MRS J ROSSER)

**Author(s): Gaynor Davies, Director of Education and Inclusion Services
Andrea Richards, Temporary Service Director of 21st Century Schools and Transformation**

1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to provide Members with an update on the proposals to reorganise schools in the Greater Pontypridd area. These proposals are:

- The alteration of the age range of pupils that may be admitted to Cardinal Newman RC Comprehensive School, from 11–19 years to 11–16 years, resulting in the removal of the sixth form provision;
- The closure of Pontypridd High School and Cilfynydd Primary School and the creation of a new 3–16 'all through' School on the site of the current Pontypridd High School. There will be no sixth form provision at this school;
- The closure of Hawthorn High School and Hawthorn Primary School and the creation of a new 3–16 'all through' School on the site of the current Hawthorn High and Hawthorn Primary Schools, with the Local Authority designated ALN specialist class located in Hawthorn High School, as well as the current pupils receiving education through the medium of English at Heol y Celyn Primary School transferring to the new school. There will be no sixth form provision at this school;
- The closure of Ysgol Gynradd Gymraeg Pont Sion Norton and Heol y Celyn Primary School and the opening of a new Welsh

medium Primary School on the site of the current Heol y Celyn Primary School.

2. RECOMMENDATIONS

It is recommended that the Cabinet:

- 2.1 Note the information contained within the Report.
- 2.2 Note the impact of the Judicial Review on programme and costs.
- 2.3 Agree to delay the implementation date of the proposals in all schools, with the exception of Cardinal Newman CS School, to September 2024.
- 2.4 Note that Outline Business Cases for each of the projects will be submitted to Welsh Government for consideration in July 2021 with a decision expected in August 2021.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To progress the proposals as approved by Cabinet in July 2019, in accordance with the process outlined in Welsh Government legislative guidance (the School Organisation Code) Code 011/2008).

4. BACKGROUND

- 4.1 Members will recall that, at the meeting of the Cabinet held on 31st July 2019, and following a statutory school organisation consultation, approval was given to progress with 3 out of the 4 proposals as consulted upon. The decision to remove the sixth form from Cardinal Newman RC Comprehensive School was deferred to Welsh Ministers in accordance with the Code.
- 4.2 Members will also be aware that since approval was granted the Council has been responding to a legal challenge relating to the proposals in the form of a Judicial Review. On 21st December 2020, the Court of Appeal found in the Council's favour some seventeen months following Cabinet approval.
- 4.3 Work to progress the proposals had to cease during the legal challenge, and as a result the original delivery programed for each of the projects has been severely affected. Since January of this year, work to progress the proposals has recommenced, and a re-programming exercise undertaken, the outcome of which is that the implementation date for the 3 proposals that gained Cabinet approval will be delayed until September 2024. To note, the Council has written separately to Welsh Ministers requesting approval to delay the

implementation of the removal of the sixth form from Cardinal Newman RC Comprehensive School.

- 4.4 In addition to revisiting the delivery programme, a new high level cost exercise has also been undertaken. Costs have been impacted not only by the delay as a result of inflation, but by other external factors such as Brexit and Covid-19, both of which are having a tangible effect on our current projects in terms of negatively impacting cost and programme. Materials including steel and cement are in short supply so as the demand increases so do the costs, as well as making these items more difficult to source in a timely manner.
- 4.5 As well as the external factors, time has allowed us to revisit our original plans and make improvements to the project briefs, delivering improved facilities for the schools involved and supporting the Council as it strives to achieve its net zero carbon targets. As a result, indicative project costs for these proposals now total £56M. To note, this figure includes a substantial risk allowance, and it is wholly anticipated that this figure will reduce as the projects continue to progress. As designs are agreed and site investigations are undertaken, risks are mitigated. To confirm, costs will not exceed the current Capital funding envelope as agreed in principle by Welsh Government.

Individual Project Updates

- 4.6 New 3-16 school on the site of Pontypridd High School
Given that there is no new-build element to this project, it will continue to be designed and project managed in-house by the Corporate Design Team. The window of opportunity to undertake enabling packages of work are restricted to school holidays given that this will continue to be a live school site until handover.
- 4.7 Some complementary works will be carried out at Pontypridd High School this summer, and given the delay, some surveys need to be revisited. Large parts of the school will be refurbished during summer '22 and '23, which will then allow areas of the school to be handed over to reconfigure the new primary area.
- 4.8 As well as the extensive refurbishment and remodelling of the existing building, works will include extensive on-site traffic management improvements, plus a new 3G.
- 4.9 Indicative project costs currently stand at £7.5M.
- 4.10 New 3-16 school on the site of Hawthorn Primary and Hawthorn High
The external consultant team was re-engaged following the Court of Appeal's decision, and this project has significantly progressed.

- 4.11 A competitive tender process has been undertaken and a contractor will soon be appointed on a design and build contract basis to take the scheme forward. Detailed design works will now progress, and we hope that this project will be submitted to Planning by the end of the calendar year.
- 4.12 Works will include a brand new teaching block, demolition of 2 poor quality teaching blocks, on-site traffic improvements including a new car park, pupil drop off and bus turning circle, and refurbishing and remodelling the existing primary school.
- 4.13 Indicative project costs currently stand at £21M.
- 4.14 New Welsh medium primary school in Rhydyfelin
The external consultant team was re-engaged following the Court of Appeal's decision, and this project has significantly progressed.
- 4.15 A competitive tender process has been undertaken and ISG have been appointed on a design and build contract basis to take the scheme forward. Detailed design works will now progress and we hope that this project will be submitted to Planning by the end of the calendar year.
- 4.16 Works will create a brand new 21st Century School, provide new external play areas and MUGAs, deliver traffic improvements including a new car park, and on-site bus drop-off and turning circle.
- 4.17 Indicative project costs currently stand at £13M.
- 4.18 New sixth form block at Bryncelynnog Comprehensive School
The external consultant team were re-engaged following the Court of Appeal's decision, and this project has since progressed.
- 4.19 A competitive tender process has been undertaken and a contractor will soon be appointed on a design and build contract basis to take the scheme forward. Detailed design works will progress, and we hope that this project will be submitted to Planning by the end of the calendar year.
- 4.20 Works will create a brand new sixth form block, deliver new sports facilities, demolish 2 poor teaching blocks, and provide traffic improvements including a new car park and access to the school.
- 4.21 Indicative project costs currently stand at £15M.

5. EQUALITY AND DIVERSITY IMPLICATIONS/SOCIO-ECONOMIC DUTY

- 5.1 Equality and Community Impact Assessments were prepared in respect of this proposal and were published on the Council's website together with the Consultation Document at the time of consultation. These documents can be found at Appendices 1 and 2.
- 5.2 In summary, the outcome of Equality Impact Assessment identified positive and neutral impacts, and no negative impacts, upon the protected characteristics and so it was deemed that approval would be sought to continue to implement the proposal. It also confirmed that the Action Plan within the Equality Impact Assessment will continue to be reviewed throughout the duration of the project delivery period.

6. WELSH LANGUAGE IMPLICATIONS

- 6.1 In accordance with the School Organisation Code, a Welsh Language Impact Assessment was prepared in respect of the proposal to build a new Welsh medium school in Rhydyfelin and published on the Council's website together with the Consultation Document at the time of consultation. This document can be found at Appendix 3.
- 6.2 In summary, the outcome of the Welsh Language Impact Assessment was that the proposal would deliver the targets outlined in the Welsh in Education Strategic Plan (WESP), support the aim of Welsh Government's Cymraeg 2050, and it would positively promote Welsh medium education and provide more opportunities to study through the medium of Welsh.

7. CONSULTATION/INVOLVEMENT

- 7.1 The consultation process in respect of this proposal was undertaken under the arrangements outlined in the Welsh Government's School Organisation Code. These arrangements were scrutinised during the Judicial Review and found to have been fully compliant by the Court of Appeal.

8. THE STATUTORY PROCESS

- 8.1 In accordance with the School Organisation Code, Statutory Notices were published and subsequently approved by Cabinet on 31st July 2019.

9. FINANCIAL IMPLICATION(S)

- 9.1 These proposals will deliver circa £56M of investment in building new or refurbishing/remodelling existing school buildings to ensure the

pupils have a high quality, viable and sustainable 21st Century learning environment. Subject to approval, this will be funded by the 21st Century Schools and Colleges Programme, which includes a 65% contribution from Welsh Government, with the Council's 35% share of the capital costs being met through prudential borrowing.

- 9.2 Any revenue and capital costs that accrue in completing the initial designs and preparing financial business cases for Welsh Government approval will be met from within existing budgets.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 10.1 Part 1 of the Education Act 1996 ("the 1996 Act") imposes a number of general duties on all local authorities in Wales. The general duty in section 13 of the 1996 Act is to contribute (so far as the Council's powers enable them to do so) towards the spiritual, moral, mental and physical development of the community by ensuring that efficient primary education and secondary education is available to meet the needs of the population of their area.
- 10.2 Section 13A (3) of the 1996 Act states that a local authority in Wales must ensure that their relevant education and training functions are exercised by the authority with a view to promoting high standards, and the fulfilment of learning potential by every person to whom the subsection applies, including those who are of compulsory school age or are below school age and are registered as pupils at schools maintained by the authority.
- 10.3 Section 14 of the 1996 Act requires the Council to secure sufficient schools for providing primary and secondary education in the Council's area. Schools available for an area shall not be regarded as sufficient unless they are sufficient in number, character and equipment to provide all pupils with an appropriate education.
- 10.4 Appropriate education means education which offers such variety of instruction and training as may be desirable in view of (a) the pupils' different ages, abilities and aptitudes; and (b) the different periods for which they may be expected to remain at school, including practical instruction and training appropriate to their different needs.
- 10.5 Powers for Councils to develop school organisation proposals are governed by the School Standards and Organisation (Wales) Act 2013 and the Code 011/2018. Local authorities must, when exercising functions under Part 3 of the 2013 Act, act in accordance with any relevant requirements contained in the Code and must have regard to any relevant guidelines contained in it. A copy of the most up to date Code is found here:

<https://gov.wales/sites/default/files/publications/2018-10/schoolorganisation-code-second-edition.pdf>

11. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT

- 11.1 There are links to RCTCBC's Corporate Plan for the period between 2020 to 2024, specifically the priority:
Prosperity – Creating the opportunity for people and businesses to be innovative, entrepreneurial and fulfil their potential and prosper
- Ensuring we have good schools, so all children have access to a great education.
- 11.2 Due regard has been made to all seven well-being goals and the Five Ways of Working, as contained within the Wellbeing of Future Generations (Wales) Act 2015, which requires the Council to think about the long-term impact of decisions, on communities to prevent consistent issues such as poverty, health inequalities and climate change.

This proposal would contribute to achieving the wellbeing goals by:

- Improving sustainability of school buildings in the Council portfolio through a commitment to achieving a zero carbon building and constructing to BREEAM excellent.
- Providing additional school places to meet WG targets and to promote the Welsh language in the Community.
- Opening new community facilities that would create opportunities for local people to utilise.

This proposal would achieve the five ways of working by:

- Creating a new school environment that can deliver the new Curriculum for Wales.
- Provide first class learning facilities for pupils and the wider community and contribute towards a healthier Wales by providing additional outdoor sport facilities for pupils.
- Contributing towards a prosperous Wales by committing to opportunities for local tradespeople and to use local resources, wherever possible to build the new school.
- Engaging with the community on a thorough consultation with opportunities for all stakeholders in the Community to engage throughout the process.

- 11.3 The Equality Impact Assessment includes further detail on the contribution of the proposal to the Wellbeing of Future Generations (Wales) Act and this document formed an integral part of the consultation documentation.

12. CONCLUSION

- 12.1 The Council is responsible for delivering high educational standards and efficient primary, secondary and sixth form education provision that serves our local communities. This is achieved by ensuring that the right schools, are the right size, are in the right location and are fit for the 21st Century learner.
- 12.2 Following a robust and comprehensive school reorganisation consultation process in respect of the proposals in the Greater Pontypridd area, Members agreed to progress the proposals in July 2019. Since this time, the legal challenge in the form of a Judicial Review has had an impact upon programme and costs.
- 12.3 Members are asked to consider the changes that have taken place since approval was granted; note the progress made to date; and formally approve a delay to the implementation date which would deliver the proposals by September 2024.

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17 JUNE 2021

REPORT OF THE DIRECTOR OF EDUCATION AND INCLUSION SERVICES IN DISCUSSION WITH THE CABINET MEMBER FOR EDUCATION (COUNCILLOR MRS J ROSSER)

Item:

Background Papers

The background papers included as appendices to the report are:

Appendix 1 - Equality Impact Assessment

Appendix 2 - Community Impact Assessment

Appendix 3 - Welsh Language Impact Assessment

Officer to contact:

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RHONDDA CYNON TAF COUNCIL
EQUALITY IMPACT ASSESSMENT
QUESTIONNAIRE

EQUALITY IMPACT ASSESSMENT QUESTIONNAIRE

Directorate: Education
Service Area: 21st Century Schools
Responsible officer: Lisa Howell
Date: Updated July 1st 2019

This Equality Impact Assessment is written in association with the Community Impact Assessments, the Welsh Language Impact Assessment and also in conjunction with the information as detailed within the associated Consultation Document published in October 2018, the Consultation Report published in March 2019, and the Objection Report which will be published within 7 days of a decision on the proposals being taken.

1. Name of project: Reorganisation of School Provision in the Pontypridd and Hawthorn areas

The Project is to:

- Develop post 16 centres of excellence based at Bryncelynnog Comprehensive School, Beddau and Coleg y Cymoedd, Nantgarw.
- Create two new 3-16 schools, in Pontypridd and Hawthorn, which will take a radically different approach to education in the areas, by sharing both primary and secondary sector resources;
- Improve and increase Welsh Medium primary provision by closing Heol y Celyn Primary School, which is a dual language school, and YGG Pont Sion Norton; Welsh Medium pupils attending both schools will transfer a new, Welsh Medium school, that will be constructed on the former site of Heol y Celyn;
- Amend the catchment areas of Pontypridd High and Hawthorn High to better meet and match the demand for school places;

- Improve the learning environments for pupils with additional learning needs (ALN).

To achieve these changes, the Council, in partnership with Welsh Government, will invest £37.4m in building new or refurbishing/remodelling existing buildings to ensure the pupils have a high quality, viable and sustainable 21st Century learning environment.

To achieve this, the proposal is to:

- Close the sixth forms of Hawthorn High School, Pontypridd High School and Cardinal Newman RC Comprehensive School and transfer the post-16 provision to Bryncelynnog Comprehensive School or Coleg y Cymoedd, Nantgarw. For those students who opt for a Roman Catholic education, sixth form provision will be available at St David's College, Cardiff;
- Close Pontypridd High School and Cilfynydd Primary School and create a new 3-16 'all through' school on the site of the current Pontypridd High School;
- Close Hawthorn High School, Hawthorn Primary School and Heol-Y-Celyn Primary School and create a new 3-16 'all through' school on the site of the current Hawthorn High and Hawthorn Primary Schools. The local authority designated ALN specialist class located Hawthorn High School will also transfer to the new school.
- Close Ysgol Gynradd Gymraeg Pont Sion Norton and open a new Welsh Medium Primary School to be constructed on the site of the current Heol-Y-Celyn Primary School. The pupils educated through the Welsh Medium at Heol-Y-Celyn will transfer to the new school and the Heol-Y-Celyn pupils educated through the English Medium will transfer to the new 3 – 16 school at Hawthorn (see above);
- Amend the catchment areas for pupils aged 11-16 of two of the LA maintained Secondary schools by:
 - Transferring the Graig area of Pontypridd (that is part of the catchment area of Maesycoed Primary School) to the new 3-16 school for Pontypridd (currently part of the Hawthorn High School catchment)
 - Transferring the catchment area of Coedpenmaen Primary School to the new 3-16 school for Pontypridd (currently part of the Hawthorn High School catchment)

2. Proposal Aims. Consider why is the proposal needed? What does the Council hope to achieve by it?
How will the Council ensure it works as intended?

Detailed information of the aims of the proposal is included within the Consultation Document to reorganise primary schools, secondary schools and sixth form provision in the greater Pontypridd area, which was published in October 2018. This has been widely circulated to all consultees and is still available to view online on the Council's website.

In recent years, Estyn has sharpened its approach to inspection of schools and local authorities and has raised the bar in respect of what it considers to be good and excellent provision. Furthermore, Estyn has taken a very hard line on local authorities in Wales that have weaknesses in key areas such as corporate governance, educational standards, financial management, attendance levels, surplus places and safeguarding.

Following the last formal inspection of Rhondda Cynon Taf's Education Service in 2012, Estyn also highlighted that the Council had the highest number of surplus places in Wales and that action had to be taken to address this issue. This was followed up by a letter from the Welsh Government Minister for Education and Skills in November 2012 that instructed the Council to take action in respect of surplus places or the Welsh Government would take responsibility for removing the surplus places.

The Elected Members accepted Estyn's recommendations and have been continually reviewing school provision in Rhondda Cynon Taf ever since. The criteria that has been used for selecting schools for review is one or more of the following:

- Surplus places in excess of 25% of published capacity;
- Buildings that are beyond economic repair/not fit for purpose;
- Financially unviable (usually due to a sharp fall in pupil numbers);
- Schools considered to be 'small' schools, i.e. schools with 90 or fewer pupils;
- Separate infant and junior schools in close proximity;
- 'Paired' schools, i.e. where children progress from one of the schools to the other;
- Mixed aged classes where there are more than two age groups in one class;
- Schools considered to be at risk, based on their academic Key Stage data and the quality of the leadership, or meeting Estyn's criteria as a school in need of significant improvement or special measures.

Consideration for these proposals has been aligned with the 21st Century Schools and Education Programme's long term strategic investment in the education estate throughout Wales. The priorities for this investment are:

- Addressing growth in demand for Welsh medium education;

- Reducing surplus capacity and inefficiency in the system;
- Expansion of schools in areas of increased demand for educational services;
- Addressing condition of educational assets;
- Making assets available for community use where demand exists, to optimise the infrastructure and resources for public services;
- Addressing specific demand for places in Faith Based provision.

The primary schools and secondary schools included within these proposals have been assessed against the aforementioned criteria:

- 3 of the 5 schools have surplus places in excess of 25%;
- The combined maintenance backlog of the 5 schools is over £4M;
- Key Stage 4 outcomes:
 - The educational performance of Pontypridd High for L2+ from 2016-18 has been below the all Wales average for 2 out of the last 3 years and above the RCT average for all 3 years.
 - The educational performance of Hawthorn High Level 2+ from 2016-18 has been below the all Wales and RCT average for 2 out of the last 3 years.
 - The educational performance at both Bryncelynnog and Cardinal Newman for L2+ outcomes have been above both the local and national averages for the last 3 years 2016-18.
- Key Stage 5 outcomes:
 - The percentage of learners achieving 3A* - C grades in Hawthorn High School was below both local and national averages for 3 out of the 4 years from 2015-18, with significant improvement made in 2018.
 - In Pontypridd High School the percentage of learners achieving 3A* - C grades was below both local and national averages for 3 out of the 4 years from 2015-18.
 - Outcomes for the same measures were more variable in Cardinal Newman RC School over the same 4 year period.
 - In Bryncelynnog Comprehensive School the outcomes for the same measures were above the local and national averages for the same 4 year period for 3 out of the 4 years.

The sixth form pupil retention rates at the 4 secondary schools that are included within the proposals are low, as are the post-16 pupil projections. However, cumulatively they will provide the numbers needed to deliver a sustainable and viable sixth form. This

reduction in pupil numbers and consequent reduction in post 16 funding from the Welsh Government has meant that Cardinal Newman School, Pontypridd and Hawthorn High have cumulative deficit budgets of circa £1.5M.

The opportunity exists to reconfigure the primary and secondary schools, including post 16 provision, to create educationally and financially viable schools that serve the local communities. These proposals seek to achieve this.

Educational Considerations

School organisational change should point to the educational benefits that any change will offer, particularly in relation to overall improvements in standards, but also in terms of the social and emotional development of children, which would usually impact beneficially on their overall achievement and outcomes.

It is the Council's view that creating larger sixth forms and 3-16 schools will:

- **Improve educational outcomes;**
 - Create larger school departments or faculties that will promote the sharing of skills and expertise across more viable teams;
 - Provide teaching and support staff with more opportunity to develop professionally;
 - Enable greater opportunities for staff to move between key stages and further develop expertise;
 - Provide a more appropriate skills-based curriculum and wider extra-curricular opportunities which should improve attendance and educational outcomes;
 - Reduce the anxiety caused by transition.

- **Improve educational provision;**
 - Provide the conditions that will enable a broader and more diverse curriculum to be developed to better meet the needs of the school's young people and in ways that will be viable and sustainable over the longer term;
 - Improve the range and quality of facilities and learning resources available to the benefit of all pupils;
 - Enable greater continuity of support for vulnerable groups of pupils;

- Allow for the potential for financial savings in terms of staffing structures and purchase of services, which accrue to a larger school;
 - Broaden the range of extra-curricular and out-of-school activities and develop them in ways that are sustainable over the longer term;
 - Deliver the future capital investment benefits that would arise from the modernisation of a small number of institutions rather than many;
 - Create schools of a sustainable size for their catchment area by removing surplus capacity, providing greater educational and financial stability;
 - Release resources that will be reinvested in improving the buildings and in improving standards of teaching and learning, which otherwise would not have been available;
 - Enable schools to build better relationships with parents and carers.
- **Improve leadership and management;**
 - Provides the opportunity for the headteacher to distribute key leadership tasks such as child protection, literacy, numeracy, special educational needs etc to a greater number of staff. Often in a small Primary school, the headteacher takes responsibility for the vast majority of these tasks;
 - Creates leadership opportunities for other staff, and for others to specialise in key areas, which will enhance educational provision and outcomes and improve succession planning;
 - Allow teaching and support staff access to a wider range of responsibilities:
 - Improved career prospects;
 - Improved curriculum co-ordination;
 - The opportunity to teach across a wider age range;
 - An increased range of expertise;
 - Improved opportunities for staff interaction /co-ordination.

These benefits apply equally to the mainstream and the pupils with additional learning needs (ALN) in the schools. This argument is supported by Estyn in its report “School Size and Educational Effectiveness” (Dec 2013), which stated:

- *“Pupils’ standards are good or better in a higher proportion of large primary schools than small and medium-sized primary schools. This may be because large schools tend to have more expertise and capacity to address the needs of more vulnerable pupils and the more able and talented pupils.”*
- *“Examination results for large secondary schools are better than those for small and medium-sized secondary schools for nearly all measures”;*
- *“In general, curriculum provision is broader and better balanced in large secondary schools. Nearly all large secondary schools provide good or better learning experiences for their pupils. Large secondary schools are able to offer a wider range of options due to economies of scale”.*

What is the educational case for creating larger sixth forms?

Over the past few years secondary schools have sought to collaborate to meet the requirements of the Learning and Skills Measure 2009 and to offer a good quality post 16 learning experience to their pupils. Despite the best efforts of the headteachers, schools and the Council:

- There are too many small sixth forms and a rationalisation would better meet the educational needs of the students by strengthening management arrangements, improving the effective and efficient use of resources, and better ensuring a quality educational experience. A viable sixth form, both educationally and financially should, ideally, have at least 250 students. In January 2019 (source: PLASC return), Hawthorn High had 83 sixth form students attending, Pontypridd High 101, and 71 attending Cardinal Newman, totalling 255 between the three schools. Bryncelynog Comprehensive had 144 sixth form students at the same point in time.
- The delivery of post-16 education is inefficient and for many the educational experience could be considerably better. There is still unnecessary post 16 duplication of provision between schools and colleges, choice for many learners is restricted, class sizes are too small, and secondary school surplus places in the County Borough are projected to be almost 3,500 by 2022 and over 785 in the greater Pontypridd area alone. This leads to valuable education funds being directed at additional staff costs and infrastructure when they would be better directed at the learners and the learner experience. Currently, across Rhondda Cynon Taf, funds amounting to over £600 per pupil that were originally provided to educate 11-16 pupils are redirected at sixth form learners, to subsidise loss making courses due to small class sizes. This amount increases to an average of £700 per pupil across both Hawthorn and Pontypridd High Schools; at Cardinal Newman this figure is almost £800.

- Small class sizes found in many sixth forms leads to limited student interactions, which diminishes the effectiveness of learning. Poor collaborative learning experiences for learners and the restricted choice of subjects available in schools with poor retention rates is adversely impacting on the quality of post 16 education. The percentage of students opting, to stay on in their respective school, for a sixth form education in September 2018, was very low, being 36% in Cardinal Newman, 32% in Pontypridd HS, 36% in Hawthorn and 44% in Bryncelynnog. Where providers have made the greatest progress in collaborating to reduce inefficiencies and improve effectiveness, learner opportunities and interactions increase. However, travel between providers is seen by some learners as a barrier to access a wider choice of courses and does not provide continuity in teaching in learning.
- Choice is often dependent upon learner postal code, however budget deficits suggest that consortia arrangements are not having the desired impact. There are no equitable post 16 options entitlement for the County Borough and the proposals offer an opportunity to improve the quality of learner experience and engagement.

Creating a larger sixth form at Bryncelynnog, together with the existing comprehensive post 16 provision at Coleg y Cymoedd creates the capacity and economies of scale to be able to improve:

- **Standards and Achievement** – raising standards of success and achievement and increasing progression to Higher Education and employment.
- **Choice** – improving the breadth and depth of curriculum creating greater choice for all young people to choose learning pathways that best enable them to mix and match vocational, academic and occupational qualifications and experience.
- **Participation** – increasing participation and engagement.
- **Equality** – to ensure every sixth form student in the Pontypridd area is able to access the curriculum of choice and a range of educational pathways suitable to meet individual needs.
- **Ability to respond to future learners, community and business needs** – Re-skilling and up-skilling the population of Rhondda Cynon Taf as the commercial environment changes, to allow people to compete effectively in the job market.
- **Financial viability and effectiveness** – providing a cost effective and efficient model for delivery, removing unnecessary duplication, aligning capacity with demand (in light of demographic change), generating economies of scale and expanding economies of scope. This will result in the removal of surplus places, the reduction in the number of small sixth form classes, and the duplication of provision between providers.

What is the educational case for creating 3-16 schools?

The great strength of all-through education is the continuity of educational experience which negates the transition “dips” in pupil performance. A 3-16 school provides the opportunity to provide a “bridge” between key stages in order to create a seamless transition for pupils in terms of curriculum planning, learning and teaching in addition it can allow for a significant sharing of subject expertise and primary pedagogy in particular across key stages 2 and 3.

In 2012, the Council established a new 3-19 school at Ysgol Llanhari and to date the school is making good progress. The cross phase learning and communication with staff is having a positive effect on pupils.

The all through school eases the transition process between the key stages and staff and teachers know the children well as they progress through the year groups and this enables them to assist pupils where additional support is required.

The School has strong leadership, which creates a vision that resonates with all phases, all staff are fully engaged and the school benefits from ‘coherence and continuity’ which assists pupils learning progression. In September 2018, a further 3 all-through schools were established in the Rhondda, two 3-16 schools and a 3-19 school, and in September 2019 a further 3-19 school will be established.

Another important benefit of all-age schooling is being able to achieve greater effectiveness through the sharing of resources, and being able to target these resources, whether financial, physical or human, at key areas of school improvement. Some reported benefits include:

- Enhanced opportunities for specialist teaching and roles across school phases/stages;
- Access for primary phase pupils to the facilities of secondary phase;
- Providing scope for acceleration programmes for more able and talented pupils;
- Enhanced opportunities for providing a robust, graduated response for learners with additional learning needs;
- Joint professional development opportunities and learning;
- Directing resources at early intervention and prevention;
- Planning a seamless curriculum and opportunities for ensuring continuity in teaching and learning;
- Sharing equipment, hardware and accommodation;
- Increasing the range and capacity for extra-curricular/after school learning;

- Creating common administrative appointments.

What will be the impact on the other “partner” primary schools in the community?

Other partner/associated primary schools in each community will also benefit from the proposal. Pupil transition is important and the Council, through its 21st Century Band A programme has instigated some innovative programmes to ensure the quality of integration at Year 7 was seamless regardless of where they have received their primary experience. No pupil will be disadvantaged when they join the new school at Year 7 and opportunities for strengthening cluster arrangements have been adopted in the clusters of the new all-through schools.

What is the likely impact of the proposals on school pupils?

In making the proposed changes, many things will be different for the pupils from the Pontypridd area, depending on parents exercising their right of choice, but some things will remain the same:

- Some may have a longer or a different route to school, and some may be transported to school by bus. Some children may lose their entitlement to free transport, but others could gain entitlement;
- Being in classes with predominantly their own age group, the teacher will be better able to offer the primary pupils a wider and more varied curriculum to support the needs of a range of learners, including the most vulnerable;
- The teachers and teaching assistants may be different, however, the majority of teachers and teaching assistants should be able to transfer between the schools, if they wish to do so;
- For sixth form students there will be less travelling during the school day to access the curriculum and therefore there will be greater opportunities for more unstructured/informal interaction between students and teachers during the school day. The time saved from not travelling to other schools during the school day to access post 16 consortia arrangements can also be used to focus on independent study or completing course work;
- There will be more collaborative learning opportunities and access to good peer mentoring models to enhance learning and increase opportunities for establishing extracurricular activities;
- Being part of a larger school creates opportunity to run school sports teams, debating team etc.

The principal change will be an improvement in the quality of the educational provision, and this should have a significant impact on educational performance of the pupils. This will bring about improvements for **all** pupils, irrespective of gender, ethnicity or

disability. It should be noted that of the pupils attending the schools directly affected by these proposals, **none** are indicated as being Gypsy or Traveller children; to reiterate, these proposals are not seen as being detrimental to any particular group of pupils, they are intended to improve educational provision for all as learners will access stimulating and accessible 21st Century learning environments. The requirements of the ALN and Educational Tribunal (2018) Act will be met and existing SEN legislation will ensure that appropriate provision will be put in place to meet a wide range of learner needs.

Pupils who currently attend Cardinal Newman RC Comprehensive Sixth Form will be able to continue their post – 16 education through the Catholic faith, if they choose to do so, at St David's College, Cardiff. Any pupils resident in Rhondda Cynon Taf who choose this College on faith grounds will receive free transportation to this establishment. Pupils resident outside of RCT will need to check their entitlement with their home local authority.

There is a statutory duty placed upon the local authority (LA) to provide learners with free transport to their nearest suitable school if they reside beyond safe "walking distance" to that school. The term suitable school applies to the catchment area English, Welsh or dual language mainstream school or special school/class as appropriate. The law relating to safe "walking distance" is defined as two miles for learners of compulsory school age receiving primary education and three miles for learners of compulsory school age receiving secondary education.

Rhondda Cynon Taf County Borough Council has exercised the discretionary powers afforded to it under the provisions of the Learner Travel (Wales) Measure 2008 to make a more generous provision to learners as set out below:

- The eligibility criterion for walking distance for learners receiving compulsory primary education at their nearest suitable school has been set at 1½ miles, instead of 2 miles as required by the Measure;
- Free transport to their nearest suitable school, where places are available, is provided to children who meet the 1½ mile eligibility criterion from the start of the Foundation Phase (the start of the school term after their third birthday), rather than from the start of compulsory education (the start of the school term after their fifth birthday) as required by the Measure.
- The eligibility criterion for walking distance for learners receiving compulsory secondary education at their nearest suitable school has been set at 2 miles instead of 3 miles as required by the Measure.
- Free transport is provided to post 16 learners who meet the 2 mile eligibility criterion for two years after the end of compulsory education, rather than until the end of compulsory education as required by the Measure. This provision applies to full time attendance at the nearest school or college to the learner's home at which the approved course of study that they wish to pursue is offered.

- Free transport to their nearest suitable school is provided to learners (as set out above) in accordance with their preferred religious denomination.
- The term suitable school applies to the catchment area English, Welsh, dual language or voluntary aided (faith) mainstream school or special school/class as appropriate.

With regard to the proposed alternative sixth form centres for Hawthorn and Pontypridd High School, pupils at Bryncelynnog Comprehensive School and Coleg y Cymoedd under consideration for post - 16 provision, learners will receive free transport, providing they meet the qualifying criteria (2 miles walking distance from home to school/college), to the nearest post-16 establishment that offers the choice of courses that they require. If they choose a centre that is not the closest to their home address, they may of course attend but will not receive any assistance towards the cost of transportation from the Council.

Pupils resident in Rhondda Cynon Taf attending Cardinal Newman RC Comprehensive School, will be able to select the most appropriate sixth form provision that offers the choice of courses that they require or if they choose a Roman Catholic post 16 provision this will be made available at St David's College, Cardiff. In doing so they will receive free transportation, providing they meet the distance criteria to the nearest provision that meets their subject choices. Learners resident in Caerphilly County Borough will need to seek clarification from their local authority.

All of the Primary schools under consideration as part of these proposals have breakfast club provisions, which are not only considered to be of benefit to the pupils but can greatly assist working parents as well. These clubs will continue if the new 'all through' 3 - 16 schools are created. Many schools also offer some after school provision which has the same benefits as the breakfast clubs; it is hoped that transferring primary aged pupils to school sites that have improved facilities will allow for the expansion of this provision. Governing bodies will be encouraged to establish provisions as these are not a statutory requirement.

The Welsh Government and the Council has adopted the UN Convention on the Rights of the Child which is expressed in seven core aims that all children and young people:

1. have a flying start in life;
2. have a comprehensive range of education and learning opportunities;
3. enjoy the best possible health and are free from abuse, victimisation and exploitation;
4. have access to play, leisure, sporting and cultural activities;
5. are listened to, treated with respect, and have their race and cultural identity recognised;
6. have a safe home and a community which supports physical and emotional wellbeing;

7. are not disadvantaged by poverty.

We consider that this proposal benefits the children in the communities of the Pontypridd and Hawthorn in accordance with the seven core aims set out above.

In addition, we consider that these proposals, contribute positively to Rhondda Cynon Taf’s well-being agenda as well as each of the 7 goals of the Well-being of Future Generation Act Wales 2015:

1. A prosperous Wales
2. A resilient Wales
3. A healthier Wales
4. A more equal Wales
5. A Wales of cohesive communities
6. A Wales of vibrant culture and thriving Welsh language
7. A globally responsible Wales

In addition, an assessment of the proposals on The Well-being of Future Generations Act’s five ways of working is below:

<p><u>Long Term</u> (The importance of balancing short term needs with the need to safeguard the ability to also meet long term needs)</p>	<p>How does your project / activity balance short-term need with the long-term and planning for the future?</p> <p>Maintaining the existing educational premises within Rhondda Cynon Taf places enormous strain on the Council resources. It is recognised that there is an opportunity through the 21st Century Schools funding to manage these pressures more efficiently in future years.</p> <p>The long term vision for RCT is to provide all learners with the best opportunity possible to achieve their full potential through the means of education by providing access to the very best learning opportunities with modern, flexible facilities appropriate for delivering the new curriculum.</p> <p>Improved learning environments will act as a stimulus to creating a better future through delivering brand new 21st Century Schools facilities for our young pupils through all phases of their educational journeys from foundation phase through to delivering a more efficient and effective post-16 provision.</p>
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<p><u>Prevention</u> (How acting to prevent problems occurring or getting worse may help public bodies meet their objectives)</p>	<p>How does your project / activity put resources into preventing problems occurring or getting worse?</p> <p>The Council recognises the challenges of providing everyone with the facilities and opportunities to receive an excellent education in 21st Century facilities. These proposals aim to enhance and improve the educational environment for all 3-19 year olds affected, and create enhanced opportunities for the development of more specialist roles and strengthen graduated responses for learners with additional learning needs.</p>
<p><u>Integration</u> (Considering how the public body's well-being objectives may impact upon each of the wellbeing goals, on their objectives, or on the objectives of other public bodies)</p>	<p>How does your project / activity deliver economic, social, environmental and cultural outcomes together?</p> <p>The Council recognises the importance of the Welsh language as a vital element to achieve and reinforce social and cultural benefits. These proposals will deliver more Welsh medium places in the Pontypridd area, opportunities for wider community collaboration and participation, more sustainable educational buildings meeting BREEAM targets all providing a more integrated and improved learning experience.</p>
<p><u>Collaboration</u> (Acting in collaboration with any other person (or different parts of the body itself) that could help the body meet its well-being objectives)</p>	<p>How does your project / activity involve working together with partners (internal and external) to deliver well-being objectives?</p> <p>As a part of this school organisation programme the Council has already consulted with thousands of learners, staff, parents and carers, throughout the Pontypridd area. If these proposals are to go ahead then this collaboration will continue when further consultation will be undertaken to ensure that all stakeholders have an opportunity to shape the 21st Century Schools provision to ensure benefits and well-being opportunities are maximised.</p>
<p><u>Involvement</u> (The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves)</p>	<p>How does your project / facility involve stakeholders with an interest in achieving the well-being goals? How do those stakeholders reflect the diversity of the area?</p> <p>Consultation meetings were held with the student councils of all of the schools directly affected by the proposals, as well as with staff and governors, and open evenings were held in various locations throughout the area which were open to the public. All comments that were submitted during the consultation process were considered by Cabinet.</p> <p>Moving forward, engagement with learners, staff and RCT residents will continue and input and information gleaned from these sessions will shape the new school facilities. In addition, information gathered will influence and inform our future projects so all consultation undertaken shapes the legacy of the 21st Century Schools Programme.</p>

Benefits of a new school building for YGG, Pont Sion Norton

To comply with Welsh Government guidance and its initiative to create a million Welsh speakers by 2050, which includes an expectation on local authorities to promote Welsh Medium education, the Council is reviewing its Welsh Medium school provision, to ensure that evidenced demand for places is met and that wherever possible, provision is expanded and improved to encourage parents to select a Welsh Medium education for their children. The proposal to close YGG Pont Sion Norton and construct a brand new, purpose built school, with additional pupil capacity is one of the schemes being planned to assist in achieving this aim.

All local authorities in Wales now have to produce a Welsh in Education Strategic Plan (WESP). This document indicates how the local authority intends to promote the teaching of the Welsh Language, how it intends working towards increasing the number of children taught through the medium of Welsh and how it can assist achieving the Welsh Government's target of having one million people in Wales speaking Welsh by 2050. The WESP for RCT can be viewed and downloaded from the Council website via this link <https://www.rctcbc.gov.uk/EN/Council/WelshServices/Relateddocs/WelshinEducationStrategicPlan201720.pdf>.

Included among the list of actions and outcomes the Council will undertake to help achieve the targets set out in the WESP, by increasing the number of seven year-old children being taught through the medium of Welsh are the following:

- New and improved school buildings with appropriate capacity levels to fully meet forecasted demand for WM provision in their catchment areas
- Consideration of making dual language Primary schools in to full WM schools

This part of the overall proposal, which is to close YGG Pont Sion Norton and build a brand new school, constructed to 21st Century Schools standards and with an increased capacity of 480 pupils plus Nursery provision, will work towards achieving these targets in this area of the County Borough.

Following the recent consultation on the Welsh Government's draft Welsh in Education Strategic Plans Regulations (Wales) 2019 guidance which advocates an increase in Welsh medium education provision for all learners including those with Additional

Learning Needs (ALN), and in accordance with the ALN and Education Tribunal (Wales) Act 2018, RCT will consult on establishing a Welsh medium Foundation Phase and Key Stage 2 ALN provision in the new school.

What is the likely impact of the proposal on the staff of the schools?

As previously stated, all schools involved in the proposal in the Pontypridd and Hawthorn area will close and new schools will be opened with a new governing body, these include the new Welsh medium primary school, and both 3-16 schools. Should the proposal proceed, all the proposed new schools will need to appoint temporary governing bodies for the interim period until the new schools open. These temporary governing bodies will be responsible for establishing the school, agreeing new staff structures and undertaking the appointment process for all of the staffing posts.

The temporary governing bodies will firstly need to appoint new headteachers, who will then formulate and propose the leadership, management and staffing structures for the new schools. The staffing structures for the Hawthorn and Pontypridd 3-16 schools will need to be developed for the schools taking into account a number of factors, including delivering a curriculum without sixth form provision.

The Council recommends that if the proposal is accepted that the temporary governing bodies of new schools “ring fence” the appointment process for all teaching and associated staff posts to staff within the existing schools in the first instance.

No changes will be required to the governing body of Cardinal Newman, but a revision to their staffing structure will be required due to the loss of the sixth form provision.

The Council has well established Human Resource policies and procedures that give reassurance to staff and employers about the management of organisational change, as illustrated by the recent school organisation changes in the Rhondda and Aberdare areas.

3. Who does it apply to? Please indicate by highlighting or deleting as appropriate

Members of the public School Staff Other Please state: children aged 3-19 years in the communities of Pontypridd and Hawthorn, parents and carers of the children.

4. Indicate whether this is a new proposal, a review or a proposed cessation: All 3

5. **Identifying Impacts** – Please choose whether the proposals will have a positive, negative or neutral effect on **each** issue below:

People / issues to consider	Impact policy / practice will have			If a positive or negative impact is identified, explain why: P – Positive Ne – Negative Neu- Neutral
	Positive	Negative	Neutral (No impact)	
Age (young and old)				<p>Improved learning facilities and environments for all.</p> <ul style="list-style-type: none"> • P - ensure that all the children in the larger Primary education provisions are safe and secure. • P - make the learning environments comfortable and attractive for all children and young people who access them. • Ne – some children may not cope well with the transition. • P- Primary pupils being able to access specialist facilities at their own school site, Secondary pupils potentially being able to access work experience and assist the learning of their younger counterparts through buddy schemes. • P - access services to improve the lives of children and their families. • P - improved facilities will enable the pupils to access learning and cultural activities which can help develop relationships within communities. • P - improved transition between the Primary and Secondary school sectors • P - promotion of more independent learning for post-16 pupils to better prepare them for higher education and employment, reduction in number of young people who become NEET. • P - Larger sixth forms will reduce the need for consortia arrangements and travelling between sites; time can be better spent learning than travelling during the school day.

People / issues to consider	Impact policy / practice will have			If a positive or negative impact is identified, explain why:
	Positive	Negative	Neutral (No impact)	
				<p>P – Positive Ne – Negative Neu- Neutral</p> <ul style="list-style-type: none"> • P - The changing curriculum, life long learning opportunities and use of ICT will provide the opportunity to enable all learners to reach their potential. • P - More choice of learning pathways at post-16, more subject options which will improve the higher education and employment prospects of all learners. • P – More opportunities for community learning, participation and engagement supporting the health and well-being agenda. Further information can be found on page 37, 63 and 64 of the Objection Report. • Ne - Increased travel distances for some primary school pupils and some sixth form pupils • Ne - Increased travel distances for some parents and carers, pedestrian and vehicular. • Neu - Environmental issues in relation to pollution levels around the A470. Further information can be found on pages 18-19 of the Consultation Report.
Disability (remember to consider the different types of disability)	Yes			New build and refurbished school facilities will be fully compliant with all equalities legislation and will be accessible to all users; refurbished and remodelled premises will have adjustments undertaken to make them as compliant as it is possible to do.
Gender			Yes	
Gender Reassignment			Yes	

People / issues to consider	Impact policy / practice will have			If a positive or negative impact is identified, explain why: P – Positive Ne – Negative Neu- Neutral
	Positive	Negative	Neutral (No impact)	
Race			Yes	
Religion or Belief		Yes		Pupils attending the sixth form provision at Cardinal Newman RC Comprehensive school will have to travel to St David's College, Cardiff, if they wish to receive post 16 education through the Catholic faith. To mitigate this potentially negative impact, free transportation will be provided for pupils resident in RCT; pupils who reside in other County Boroughs will need to check their entitlement with their home local authority. Further information on this can be found in the Consultation Document pages 8-11 and in the Objection Report pages 14-25.
Sexual Orientation			Yes	
Welsh Language	Yes			A new Welsh Medium school, built to 21 st Century Schools standards, with additional capacity provided to allow more choice for parents as to which language medium they can choose for their children. Consideration will also be given to consult on proposals to establish a foundation phase and KS2 learning support class provision. Increase the opportunities for childcare facilities to support working families – including early years, breakfast and after school clubs. Further information on this can be found in the Consultation Document pages 20-22 and in the Objection Report pages 37-64.
Carers		Yes		Ne - Increased travel distances for some parents and carers.

EVIDENCE

6. What evidence is there to support your conclusions? Please indicate below

Reports of the Director of Education to Cabinet - October 2018.
Public Consultation Document on the Proposal – October 2018
Public Consultation Report on the Proposal – March 2019

7. In areas where a negative impact has been identified are there any ways that the negative effect could be reduced or removed? Please indicate below and include the evidence on which you have based your conclusion.

Some Primary Schools pupils will have to travel longer distances to schools, likewise sixth form pupils may have longer journeys to the new post-16 provisions. In the case of the Primary pupils it is highly unlikely that any child will have further than 1.5 miles to travel to their new school and not qualify for home to school transport; this is the distance at which RCTCBC currently provides home to school transport, which is more generous than that provided for by legislation, i.e. 2 miles. It is the full responsibility of parents to transport their children to school where they do not qualify for free provision, they also have to determine and provide appropriate supervision for children and decide the mode of transport to be used. Free provision will be made available where pupils meet the qualifying criteria.

Full assessments of all available walking routes will be undertaken to ensure that they meet all safety criteria and standards laid down in the Learner Travel Measure 2014. Traffic Impact Assessments will be undertaken and improvements will be made where identified.

Further information on the impact on travel and transport can be found in the Consultation Report on pages 9 and 20-21 and in the Objection Report on pages 14, 16 and 41-50, and further information on the environmental impact can be found on pages 18-19 in the Consultation Report.

Some learners transitioning to new school environments may require additional support and bespoke learner centred plans to mitigate this. For those learners who may not cope well with the change in their educational environment, strengthened transitional

approaches will be adopted in line with person centred planning. Further information on this can be found in the Objection Report on pages 14, 26, 29 and 33.

INVOLVEMENT & CONSULTATION

9. What involvement and consultation has been done in relation to this (or similar) policy and what are the results?

In accordance with the School Organisation Code there is no requirement to hold consultation meetings, however in order to fully engage with consultees and to enable Elected Members to make a decision based on the concerns of the wider community to understand the issues raised.

In addition, the prescribed consultation period within the Code is 42 days but Council gave the public 108 days in which to respond, which is more than double the statutory timescales allotted within the Code.

This extended statutory period was undertaken to provide additional opportunities for all consultees to make their views known and the following consultation meetings/ open events were held.

School Affected	Group	Time/Date	Venue
Hawthorn High School	Governors and Staff Meeting	Monday, 12 th November 2018, 3.30 pm	Hawthorn High School
Pontypridd High School	Governors and Staff Meeting	Monday 12 th November 2018, 3.30 pm	Pontypridd High School
Heol-Y-Celyn Primary School	Governors and Staff Meeting	Wednesday 14 th November 2018, 4 pm	Heol-Y-Celyn Primary School
Hawthorn Primary School	Governors and Staff Meeting	Wednesday 14 th November 2018, 4 pm	Hawthorn Primary School
Cilfynydd Primary School	Governors and Staff Meeting	Monday, 19 th November 2018, 4pm	Cilfynydd Primary School
YGG, Pont Sion Norton	Governors and Staff Meeting	Tuesday, 20 th November 2018, 4pm	YGG, Pont Sion Norton

School Affected	Group	Time/Date	Venue
Bryncelynnog Comprehensive School	Governors and Staff Meeting	Thursday, 22 nd November 2018, 3.30pm	Bryncelynnog Comprehensive School
Cardinal Newman RC Comprehensive School	Governors and Staff Meeting	Thursday, 22 nd November 2018, 3.30pm	Cardinal Newman RC Comprehensive School
Hawthorn High School	School Council	Monday, 12 th November 2018, 2 pm	Hawthorn High School
Pontypridd High School	School Council	Monday, 12 th November 2018, 2 pm	Pontypridd High School
Heol-Y-Celyn Primary School	School Council	Wednesday 14 th November 2018, 2.30pm	Heol-Y-Celyn Primary School
Hawthorn Primary School	School Council	Wednesday 14 th November 2018, 2.30pm	Hawthorn Primary School
Cilfynydd Primary School	School Council	Monday, 19 th November 2018, 2.30 pm	Cilfynydd Primary School
YGG, Pont Sion Norton	School Council	Tuesday, 20 th November 2018, 2.30 pm	YGG, Pont Sion Norton
Bryncelynnog Comprehensive School	School Council	Thursday, 22 nd November 2018, 2 pm	Bryncelynnog Comprehensive School
Cardinal Newman RC Comprehensive School	School Council	Thursday, 22 nd November 2018, 2 pm	Cardinal Newman RC Comprehensive School
Cardinal Newman RC Comprehensive School	Parents and public drop in session	Tuesday, 15 th January 2019, 3 – 6 pm	Cardinal Newman RC Comprehensive School
Bryncelynnog Comprehensive School	Parents and public drop in session	Wednesday, 16 th January 2019, 3 – 6pm	Bryncelynnog Comprehensive School
YGG Pont Sion Norton and Heol-Y-Celyn Primary Welsh Department – both schools and members of the local community	Parents and public drop in session and exhibition	Thursday, 17 th January 2019, 4 – 6pm	Rhydyfelin Children’s Centre

School Affected	Group	Time/Date	Venue
Hawthorn High, Hawthorn Primary and Heol-Y-Celyn Primary– all three schools and members of the local community	Parents and public drop in session and exhibition	Tuesday, 22 nd January 2019, 3 – 6 pm	Hawthorn High School
Pontypridd High and Cilfynydd Primary – both schools and members of the local community	Parents and public drop in session and exhibition	Thursday, 24 th January 2019, 3 – 6 pm	Pontypridd High School

Interested parties were welcomed to put their views in writing to:

Director of Education and Inclusion Services
Rhondda Cynon Taf County Borough Council
Ty Trevithick
Abercynon CF45 4UQ

e-mail schoolplanning@rctcbc.gov.uk

A Consultation Report was published in March 2019 following the Consultation period. This report contained a summary of the issues raised by consultees, a response to the issues raised, and Estyn's view on the merits of the proposal. This document is available to view online on the Council's website. However all comment and issues raised during this period were provided to Cabinet to review all concerns and issues raised prior to a decision being made.

Since publishing the Consultation Report, Cabinet agreed to move on with the school organisation process and Statutory Notices on the proposals were published triggering an Objection Period which was held from April 30th until May 31st 2019.

The objections received during this period have been collated and all have been provided to Cabinet Members to review prior to a decision on the implementation of the proposals being made. The Objection Report will be published within 7 days of a decision being reached.

MONITORING AND REVIEW

10. What arrangements have you put in place to review the actual impact of the proposals once it has been implemented?

The Council's school improvement team will be fully engaged in supporting all head teachers, school staff and the governing bodies of all schools involved during the first year or so, or for however long they require such support. Support with staff recruitment and for the temporary governing bodies, including a clerking service will be provided by the HR Division and the Governor Support service.

ADDRESSING THE IMPACT

11. What option have you chosen as a result of your impact assessment?

Following a robust and comprehensive consultation process, the evidence suggests that the rationale for implementing the proposals for change as outlined in the Consultation Document and summarised in this and previous reports remains entirely appropriate and valid.

Please indicate and provide reasons for your decision.

The evidence outlined in our consultation document and subsequent consultation report demonstrates that this is the right approach. The proposals will be submitted to Elected Members for consideration.

12. ACTION PLAN

You now need to complete the EIA action plan to outline how you will act on any impacts identified. You may need to prioritise in terms of what actions you choose to take and the timescales to complete them in. In general terms, you should try to act on all negative impacts unless there is a clear reason as to why this is not possible. You could also identify actions for positive or neutral impacts where appropriate i.e. to outline and further promote a positive impact or to outline how to make something have a positive impact instead of a neutral one.

EQUALITY IMPACT ASSESSMENT ACTION PLAN

Action	Responsible Officer	Timescale for Actions	Timescale and actions for Review	Measures to be taken to evaluate effects of actions
Publish Objection Report with objection summary	Director of Education and Inclusion Services	Before the end of 7 days beginning with the day of its determination		
To finalise the plans for school building construction and repair/refurbishment of existing buildings	Director of Corporate Estates	By September 2020		
To undertake any highways works that are identified as required to improve walking routes and to make arrangements for any transport provision that may be identified.	Director of Highways and Transportation	By September 2022		
To provide free transport to eligible pupils and support parents/carers during the application process	Director of Highways and Transportation	By September 2022		Free transport to mitigate increased travel distances for pupils affected.
Work with Governing Bodies to establish childcare facilities to support working families – including breakfast and after school clubs	Director of Education and Inclusion Services	By September 2022		Consultation with relevant governing bodies

13. Please outline below any negative impacts that have been identified in the EIA questionnaire but not addressed in the action plan. You will need to explain your reasons for not addressing them.

None

Please keep a copy of the questionnaire and action plan and send copies to:

Equality, Diversity & Social Justice Team
The Pavilions
Cambrian Park
Clydach
CF40 2XX

Email: equality@rctcbc.gov.uk

Tel: 01443 424075

Signed: Gaynor Davies Revision Date: 01/07/2019
Job Title: Director of Education and Inclusion Services

Proposal to create a Sixth Form 'Centre of Excellence' at Bryncelynnog, utilise post 16 provision at Coleg y Cymoedd and St David's College, Cardiff, and to remove sixth form provision at Cardinal Newman RC Comprehensive, Hawthorn and Pontypridd High Schools

Community Impact Assessment

This assessment is prepared in accordance with guidance contained within Annex C of the new statutory guidance circular 011/2018, the School Organisation Code, which was implemented with effect from 1st November 2018. For this purpose, circular 011/2018 incorporates all statutory obligations contained within statutory guidance circular 006/2013.

This proposal was consulted on between 15th October 2018 and 31st January 2019, as part of a wider consultation regarding the reorganisation of school provision in the Pontypridd and Hawthorn areas of Rhondda Cynon Taf. A detailed consultation document was circulated to all prescribed consultees. Copies were forwarded to the WG in compliance with consultation and publication guidelines. The document advised of the availability of all required Impact Assessments and informed all consultees as to how they could obtain copies if they required them.

The reasons for consideration of this particular proposal are fully outlined in the consultation document that has been widely distributed; this document clearly outlines the background to the proposal and why it has been necessary to bring it forward at this point in time.

It must be noted that we are not closing any secondary school provision as a consequence of this particular proposal. The three schools that may lose 6th form provision will remain in situ, albeit with changes made to the age range of pupils they wish to admit (amended from 11 – 19 years to 3 – 16 years or 11 – 16 in the case of Cardinal Newman). Bryncelynnog Comprehensive School will have additional accommodation and facilities provided. Separate Community Impact Assessments have been prepared in respect of all other proposals being consulted upon at the current time.

Taking into account the information provided above, it is considered that the 6th form element of our Hawthorn and Pontypridd School Reorganisation Proposals will have a neutral effect on the communities they serve. All facilities and services provided by these schools to their communities will remain in place. It is for this reason that a more detailed Community Impact Assessment has not been prepared for this proposal, as it is not deemed to be applicable or appropriate in the circumstances.

The only potential impact will be on the pupils who may require 6th form education in the future, in that they may have to travel longer distances to access this provision. There are far too many different 'permutations' to outline the distances involved for individual pupils in this report.

Transportation for pupils will be provided in accordance with the Council's Learner Travel Policy in force at the time of the transfer of the post-16 provision to their new locations. Assessments will be undertaken in accordance with legislation in force and will involve the application of both distance and dangerous route criteria, if applicable.

Proposal to close Hawthorn Primary, Heol y Celyn Primary and Hawthorn High Schools and to create a new 3 – 16 school on the adjacent sites of the current Hawthorn Primary and Hawthorn High Schools

Community Impact Assessment

This assessment is prepared in accordance with guidance contained within Annex C of the new statutory guidance circular 011/2018, the School Organisation Code, which was implemented with effect from 1st November 2018. For this purpose, circular 011/2018 incorporates all statutory obligations contained within statutory guidance circular 006/2013.

This proposal is being consulted on between 15th October 2018 and 31st January 2019, as part of a wider consultation regarding the reorganisation of school provision in the Pontypridd and Hawthorn areas of Rhondda Cynon Taf. A detailed consultation document has been circulated to all prescribed consultees. Copies have been forwarded to the WG in compliance with consultation and publication guidelines. The document advises of the availability of all required Impact Assessments and informs all consultees as to how they can obtain copies if they require them.

At the time of the consultation, the percentage of pupils attending the respective schools who resided within the catchment areas of those schools was as follows:

- Hawthorn Primary – 46%
- Heol y Celyn Primary – 75%
- Hawthorn High – 85%

A significant percentage (40%) of the children attending Hawthorn Primary School, or 97 children in total actually resided in the adjacent catchment area of Heol y Celyn Primary; some actually live in the same street that Heol y Celyn is situated in. We do not consider therefore that transferring the English Medium stream of Heol y Celyn to the new 3 -16 provision at Hawthorn will have an adverse effect on either the children or the local community, as many parents are already exercising their right to choose this school for their children.

The two Primary schools offer breakfast clubs to all pupils at present; we will recommend that this provision should continue in the new 3 - 16 school if these proposals are agreed.

Neither of the two Primary schools are used outside of school hours by community organisations; any usage made is by school based groups such as the PTA. Both offer after school clubs to their pupils, Heol y Celyn has football, netball and gymnastics clubs on three evenings a week and Hawthorn has various clubs running on three evenings a week.

The Secondary school runs a full programme of extra-curricular activities after school each day. The full facilities of the current Secondary school will be available for the younger children to use, under supervision, so the programme of after school activities available to them can in fact be enhanced and extended.

There is a swimming pool on the High school site that is also open to the public; the organisation and running of this facility will not change as a result of these proposals.

This proposal seeks to enhance the school accommodation and facilities available to both Primary and Secondary aged pupils resident in the Hawthorn area , to cater for all children who may attend the school in the future from its catchment area (which will differ for the Primary and Secondary departments of the new proposed 3 – 16 School). This is not a rural area, and the existence of so many other schools and other community facilities within a short distance means that it is not deemed necessary to consider the enhancement of other community facilities that may exist in the local area.

The catchment area for Primary aged pupils who may attend the new 3 – 16 school will be that of the current Hawthorn Primary and the English medium stream of Heol y Celyn, combined. The distance between the Heol y Celyn site and the site of the new school is just 1 mile; this is the driving distance, the walking distance is shorter. Hawthorn Primary School is located immediately adjacent to the Hawthorn High School site and the distance between them is just a few metres.

No address within the extended Primary age catchment area will qualify for free home to school transport on the grounds of distance, as the furthest addresses from the new school site are all within the qualifying distance, which is 1.5 miles for Primary aged pupils in Rhondda Cynon Taf. The furthest address on the eastern side of the catchment area is 0.9 miles; on the upper western side of the catchment area it is 1.2 miles. It is not considered that these distances will be a barrier to any child who wishes to participate in the pre, and after school provision that will be offered at the new 3 - 16 School in the future; all pupils will be given equal access and encouragement to participate in as many activities as they wish. Having all Primary aged pupils in the Hawthorn area in one school, along with their elder siblings who may attend the Secondary department is considered to be of benefit to parents in future, as their children's school provision will be located on one site, as opposed to being a mile apart as it is at present

The catchment area of the Secondary section of the new school will remain as it is for the existing Hawthorn High School, with the exception of the omission of the catchment area of Coedpenmaen Primary School, Pontypridd plus the Graig area of Pontypridd that is in the catchment area of Maesycloed will also be omitted. Transportation for children will be provided in accordance with the Council's Learner Travel Policy in force at the time of the transfer of school provisions to the new 3 - 16 School. Assessments will be undertaken in accordance with legislation in force and will involve the application of both distance and dangerous route criteria, if applicable.

Proposal to close Cilfynydd Primary and Pontypridd High Schools and to create a new 3 – 16 school on site of the current Pontypridd High School

Community Impact Assessment

This assessment is prepared in accordance with guidance contained within Annex C of the new statutory guidance circular 011/2018, the School Organisation Code, which was implemented with effect from 1st November 2018. For this purpose, circular 011/2018 incorporates all statutory obligations contained within statutory guidance circular 006/2013.

This proposal was consulted on between 15th October 2018 and 31st January 2019, as part of a wider consultation regarding the reorganisation of school provision in the Pontypridd and Hawthorn areas of Rhondda Cynon Taf. A detailed consultation document was circulated to all prescribed consultees. Copies were forwarded to the WG in compliance with consultation and publication guidelines. The document advised of the availability of all required Impact Assessments and informed all consultees as to how they could obtain copies if they required them.

At the time of the consultation, the percentage of pupils attending the respective schools who resided within the catchment areas of those schools was as follows:

- Cilfynydd Primary – 90%
- Pontypridd High – 68%

A relatively large number of children (30) who reside in the Cilfynydd catchment area choose to attend Coedpenmaen Primary School, which is approx. 1 mile from Cilfynydd Primary. This number of children represents 27% of the total number of statutory age children who currently attend Cilfynydd Primary.

Cilfynydd Primary School offers breakfast club to all pupils at present; we will recommend that this provision should continue in the new 3 - 16 school if these proposals are agreed.

Cilfynydd Primary is not used outside of school hours by community organisations; any usage made is by school based groups such as the PTA. The school offers after school clubs to its pupils on two evenings each week.

The Secondary school runs a full programme of extra-curricular activities after school each day. The full facilities of the current Secondary school will be available for the younger children to use, under supervision, so the programme of after school activities available to them can in fact be enhanced and extended.

There is a sports hall on the High school site that is widely used by community groups outside of school hours; the organisation and running of this facility will not change as a result of these proposals.

This proposal seeks to enhance the school accommodation and facilities available to both Primary and Secondary aged pupils resident in the Pontypridd area , to cater for all children who may attend the school in the future from its catchment area (which will differ for the Primary and Secondary departments of the new proposed 3 – 16 School). This is not a rural area, and the existence of so many other schools and other community facilities within a short distance means that it is not deemed necessary to consider the enhancement of other community facilities that may exist in the local area.

The distance between the existing school and new school sites for Primary aged pupils who may attend the new 3 – 16 school is just 0.9 of a mile; this is the driving distance, the walking distance is much shorter, via a footbridge over the A470 trunk road.

No address within the Primary age catchment area will qualify for free home to school transport on the grounds of distance, as the furthest addresses from the new school site are all within the qualifying distance, which is 1.5 miles for Primary aged pupils in Rhondda Cynon Taf. The furthest address on the eastern side of the Cilfynydd catchment area to the site of Pontypridd High (Albion Court) is 1.4 miles by car and 1.1 miles on foot. It is not considered this distance will be a barrier to any child who wishes to participate in the pre, and after school provision that will be offered at the new 3 - 16 School in the future; all pupils will be given equal access and encouragement to participate in as many activities as they wish. Having all Primary aged pupils in the Cilfynydd area of Pontypridd in one school, along with their elder siblings who may attend the Secondary department is considered to be of benefit to parents in future, as their children's school provision will be located on one site, as opposed to being almost a mile apart as it is at present

The catchment area of the Secondary section of the new school will remain as it is for the existing Pontypridd High School, with the addition of the catchment area of Coedpenmaen Primary School. The Graig area of Pontypridd that is in the catchment area of Maesycod Primary School, will also be included. Transportation for children will be provided in accordance with the Council's Learner Travel Policy in force at the time of the transfer of school provisions to the new 3 - 16 School. Assessments will be undertaken in accordance with legislation in force and will involve the application of both distance and dangerous route criteria, if applicable.

Proposal to close YGG, Pont Sion Norton and Heol y Celyn Primary School (dual language) and to open a new, enlarged Welsh Medium Community Primary School on the former Heol y Celyn site.

Community Impact Assessment

This assessment is prepared in accordance with guidance contained within Annex C of the new statutory guidance circular 011/2018, the School Organisation Code, which was implemented with effect from 1st November 2018. For this purpose, circular 011/2018 incorporates all statutory obligations contained within statutory guidance circular 006/2013.

This proposal was consulted on between 15th October 2018 and 31st January 2019, as part of a wider consultation regarding the reorganisation of school provision in the Pontypridd and Hawthorn areas of Rhondda Cynon Taf. A detailed consultation document was circulated to all prescribed consultees. Copies were forwarded to the WG in compliance with consultation and publication guidelines. The document advised of the availability of all required Impact Assessments and informed all consultees as to how they could obtain copies if they required them.

At the time of the consultation, the percentage of pupils attending the respective schools who reside within the catchment areas of those schools was as follows:

- YGG Pont Sion Norton – 91%
- Heol y Celyn (Welsh Unit only) – 88%

A relatively large number of children (30) who reside in the Heol y Celyn catchment area choose to attend other Welsh Medium schools in the area, including YGG Pont Sion Norton and YGG Evan James. These pupils may possibly choose to return to their catchment school if a new, full Welsh Medium school is constructed on the Heol y Celyn site.

Both schools offer breakfast club to all pupils at present; we will recommend that this provision should continue in the new Welsh Medium Primary school if these proposals are agreed.

Heol y Celyn Primary is not used outside of school hours by community organisations; any usage made is by school based groups such as the PTA. The school offers after school clubs to its pupils on three evenings each week.

YGG Pont Sion Norton hosts Welsh for Adults classes on one evening a week, organised by the University of South Wales. Menter Iaith also host their 'Clwb Carco' after school provision for pupils on two evenings each week, in addition the school itself offers their own after school clubs on two evenings each week.

The new school will be strongly encouraged to continue with the after school and adult education provision currently offered, with opportunity to expand and extend this if there is recognised demand.

This proposal seeks to enhance the school accommodation and facilities available to pupils who require a Welsh Medium education in the Pontypridd area. In addition to improving provision, it is hoped that a new school with 21st Century Schools facilities will encourage parents to choose a Welsh Medium education for their children, thus assisting the Council in achieving one of the key aims outlined in its Welsh in Education Strategic Plan (WESP). This is not a rural area, and the existence of so many other schools and other community facilities within a short distance means that it is not deemed necessary to consider the enhancement of other community facilities that may exist in the local area.

The catchment area of the new school will encompass that of the existing two schools. The relocation of YGG Pont Sion Norton to the Heol y Celyn site will mean that all pupils resident within this school's current catchment area will qualify for, and receive free home to school transport, as they will reside more than 1.5 miles from the new school. No child resident in the Heol y Celyn part of the catchment will qualify as none will reside more than 1 mile from the school. It is not considered that distance to school will be a barrier to any child who wishes to participate in the pre and after school provision that will be offered in the new school; it is estimated the maximum length of time any child will have to take to travel to the school will be 20 minutes.

Transportation for children will be provided in accordance with the Council's Learner Travel Policy in force at the time of the transfer of school provisions to the new site. Assessments will be undertaken in accordance with legislation in force and will involve the application of both distance and dangerous route criteria, if applicable.

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Proposals to Reorganise School Provision in the Pontypridd and Hawthorn Areas

Welsh Language Impact Assessment

This assessment has been undertaken in accordance with the guidelines outlined in Annex C of the School Organisation Code.

As part of our proposals in respect of the above, we are planning to undertake some reorganisation of Welsh Medium Primary education provision in this area of Rhondda Cynon Taf, which will not only improve and enhance the learning environment but also increase Welsh Medium pupil capacity. We are proposing to close the Welsh Medium stream of Heol y Celyn Primary School, which is a dual language school and YGG Pont Sion Norton; Welsh Medium pupils attending both schools will transfer to a new, full Welsh Medium school, that will be constructed on the former site of Heol y Celyn, in a new building that will be constructed to 21st Century School standards. This will of course be subject to parental preference.

Our proposals in respect of the Hawthorn area involve the closure of Hawthorn High School, Hawthorn Primary School and Heol y Celyn Primary School, and the creation of a new, 3 – 16 'all through' school on the sites of Hawthorn High and Hawthorn Primary, which are immediately adjacent to each other. The pupils from these schools, together with the pupils from the English Medium stream of Heol y Celyn will transfer to the new school, subject to parental preference.

The vacated Heol y Celyn site will be cleared and a new Welsh Medium Community Primary school will be constructed in its place. This new building will be constructed to 21st Century Schools standards and will be a much improved provision compared with the two current school buildings. Information on current building condition and suitability is contained within the consultation document. The capacity of the new school building will be 480 pupils, plus 60 Nursery places, which represents an increase over the existing YGG Pont Sion Norton combined with the Welsh stream of Heol y Celyn of almost 100 places. We consider that this capacity will be sufficient to cater for current and forecasted pupil demand and it will also allow for growth in the Welsh Medium sector.

Any services provided by both YGG Pont Sion Norton and Heol y Celyn outside of school hours, such as breakfast clubs, after school clubs and other community facilities will continue in the new building. Any links with outside organisations such as the Urdd, Menter Iaith etc will be maintained and hopefully strengthened and expanded. The new school building will have a community room facility and the headteacher will be encouraged to consider using this facility to increase participation in the Welsh Language, such as offering opportunities to parents and other community members to learn Welsh.

Information on the standards of provision at both of the existing schools were contained within the consultation document. It must be stressed that YGG Pont Sion Norton is a well-established, successful school and whereas this proposal involves its closure, its provision will in fact be relocated to a brand new building to be constructed less than 2 miles away from its current site. We would therefore expect this new school to closely replicate and, hopefully improve upon the current provision and high standards currently available at YGG Pont Sion Norton.

One of the main targets outlined in the Council's Welsh in Education Strategic Plan (WESP) 2017-2020 is to increase the number of children receiving education through the medium of Welsh, which will assist the local authority in working towards the Welsh Government target of having 1 million people in Wales able to speak Welsh by 2050. One of the ways highlighted to work towards achieving this is to consider making our three dual language schools, of which Heol y Celyn is one, in to full Welsh Medium provisions. We consider that this proposal will achieve this aim and in addition, the extra pupil capacity in a new, state of the art building will hopefully encourage more parents to choose a Welsh Medium education for their children.

In addition, following the recent consultation on the Welsh Government's draft Welsh in Education Strategic Plans Regulations (Wales) 2019 guidance which advocates an increase in Welsh medium education provision for learners with Additional Learning Needs (ALN), and in accordance with the ALN and Education Tribunal (Wales) Act 2018, RCT will consult on establishing a Welsh medium Foundation Phase and Key Stage 2 ALN provision in the new school.



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

ONLINE ACTIVE TRAVEL CONSULTATION : OUTCOME OF EXERCISE

REPORT OF SERVICE DIRECTOR FRONTLINE SERVICES IN DISCUSSION WITH THE RELEVANT PORTFOLIO HOLDER; CLLR A CRIMMINGS

AUTHOR: Roger Waters, Service Director Frontline Services
(01443 494702)

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to consider the outcome of an online active travel consultation exercise that the Council undertook a few months ago, in collaboration with the Welsh Government.
- 1.2 This report asks Members to note the outcome of this exercise, the Council's response to the comments received and the next stage of the active travel consultation process.

2. RECOMMENDATIONS

- 2.1 For the reasons set out in this report, it is recommended that Members:
 - Note the comments received during the period the online active travel consultation exercise was live.
 - Note the response of the Council to the comments received.
 - Note the next stage to be undertaken as part of the ongoing active travel consultation process.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The Active Travel (Wales) Act 2013 places a statutory duty on local authorities to consult, plan and develop a network of high quality active travel (walking and cycling) routes within their area. Each local authority must produce an Integrated Network Map which sets out its aspirations for proposed new active travel routes within its area and improvements

to existing routes. Since this legislation was enacted, the Welsh Government has been providing support to local authorities to assist them in their duties implementing the provisions of The Act.

- 3.2 Walking and cycling is often undertaken as a leisure activity by individuals. However, the focus of the Active Travel (Wales) Act 2013 and supporting measures is on facilitating walking and cycling for regular, short distance journeys made by individuals to key facilities and destinations, as a realistic alternative to making the same journeys by car. Welsh Government funding for Active Travel is focused on improving routes that enable these journeys to take place. The INM must also be focused on these routes and leisure routes must not be included.
- 3.3 The recent online active travel consultation exercise was undertaken in collaboration with the Welsh Government, as part of its role supporting local authorities. It has formed part of the policy of putting public consultation at the heart of measures to develop and encourage modal switch towards achieving more walking and cycling journeys over short distances.

4. BACKGROUND

- 4.1 Between 23 December 2020 and 12 February 2021, the Council (in collaboration with the Welsh Government), undertook an online active travel consultation exercise. Developed by software company Commonplace (which was awarded a contract by the Welsh Government), the consultation tool was a pilot and was launched by the Council in advance of the main (statutory) active travel consultation exercise that will be undertaken later this year and which has previously been reported to Cabinet.
- 4.2 The consultation tool was placed on the Council's website for a period of about 8 weeks. It enabled local residents to 'have their say' on an active travel (walking or cycling) matter in RCT. For example, a request for a new route between two points or reporting difficulties using an existing route, with the reasons given.

5. OUTCOME OF ONLINE CONSULTATION EXERCISE

- 5.1 Appendix A contains background details of the respondents who took part in the online consultation exercise. It can be seen that a broad demographic profile of residents across RCT became involved in this exercise.

5.2 A total of 695 comments were received by the Council which are summarised in Appendix B, together with the response of the Council. It can be seen that these comments are varied and cover a wide range of issues, some of them not necessarily in line with the aims and objectives of the active travel legislation and measures. In particular:

- Reporting incidences of pavement parking along the highway or anti social behaviour along an active travel route (both of which are a matter for Police enforcement) or a build-up of litter and dog waste (which are to be brought to the attention of the Council's Facilities Cleansing Team).
- Complaints about the speed of traffic at certain locations. Similarly, if vehicles are exceeding the designated speed limit then this is a matter for Police enforcement. However, it should be noted that the Welsh Government is progressing with proposals to introduce a default 20mph speed limit on non-primary roads in built-up areas as well as tackle the issue of pavement parking which can cause a significant obstruction for pedestrians – especially if they have a sensory or mobility impairment.
- Feedback concerning equestrian issues and requests for horse riders to be allowed to use active travel routes. The Active Travel legislation focusses on walking and cycling and does not recognise horse riding and the use of bridleways as a non recreational mode of transport. In addition, safety concerns have arisen over a potential conflict that could exist between horse riders, cyclists and pedestrians sharing a segregated active travel route.
- Feedback concerning public rights of way (PROW) and public footpaths. Many PROW are situated in open areas, are used for recreational purposes and do not meet current active travel standards. Comments relating to PROW matters will be brought to the attention of the Council's Parks and Countryside Section.

5.3 In addition to the details above, it will be necessary to refer a number of other comments for the attention of various Teams within the Council such as Traffic Management (eg requests for a crossing point or provision of traffic calming features), Highways (eg requests for dropped kerbs or wider footway) or Street Lighting (eg. requests for better lighting). Whilst these issues and comments outlined above cannot be directly resolved by the Active Travel Team, they are recognised as important considerations for the public and their propensity to travel actively. Left unresolved they are barriers to active travel and will limit the full potential for modal shift. It is therefore proposed that these issues

will be collated into a programme of actions for wider consideration and action.

- 5.4 Some comments relate to proposed new residential developments in RCT and ensuring that active travel facilities are incorporated within these new developments. Eg Llanilid. The current legislation places an expectation that active travel features in any planning application for a major new development that is likely to have an impact on local traffic movements and the highway network. This is the case in RCT and the inclusion of active travel routes serving known, major new developments are already shown in the Council's Integrated Network Map.
- 5.5 With regards to the Council's Integrated Network Map (which is being renamed by the Welsh Government as the Active Travel Network Map), some comments received will require the Council to update its INM / ATNM before undertaking the statutory consultation exercise later this year. In these cases, a prior site visit will be undertaken to examine each comment further.
- 5.6 Elsewhere, it can be noted from Appendix B that several requests / suggestions put forward for a new or improved active travel route have already been incorporated by the Council in the proposals set out in its INM / ATNM. Consequently, at this stage, no changes will be required to be made to the INM / ATNM. This clearly demonstrates the benefits achieved by the Council during the earlier active travel consultation exercise that was conducted several years ago.

6. EQUALITY AND DIVERSITY IMPLICATIONS

- 6.1 An Equality Impact Assessment (EqIA) screening form has not been prepared for the purpose of this report. In a number of cases however, an EqIA may be required if the responses received during this online consultation exercise are actioned further.

7. CONSULTATION

- 7.1 This report relates to a significant online consultation exercise drawing responses from 695 stakeholders as a pre-consultation event to inform a formal statutory consultation exercise later in the year.
- 7.2 Actions in response to consultee proposals set out in Appendix B will in themselves require further public and stakeholder consultation to enable implementation.

8. FINANCIAL IMPLICATIONS

- 8.1 It should be noted that many of the responses set out in Appendix B will have a financial implication for the Council. However, at this stage, the potential financial cost will only become known following more detailed study and analysis. The Active Travel Act demands continuous improvement of the active travel network and this expectation has been matched by increases in annual Welsh Government grant funding in recent years. The Council has submitted bids for this funding and has been awarded over £3.7M in grants for active travel in the 2021/22 financial year.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 9.1 Progressing many of the responses set out in Appendix B (including any related Business Cases) are governed by various legal documents and pieces of legislation. These include:
- Wales Transport Strategy 2021
 - Well-being of Future Generations (Wales) Act 2015
 - Environment (Wales) Act 2016
 - Active Travel (Wales) Act 2013
 - Highways Act 1980
 - Traffic Management Act 2004

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

- 10.1 It can be seen that the comments from local residents detailed in Appendix B are varied, covering the highway, active travel routes, footways and bridleways. If actioned, many of these comments are aimed at facilitating greater use of sustainable transport options such as walking, cycling or horse riding, with the corresponding health, financial and environmental benefits that accrue. These options also support the aims and objectives covering health and prosperity set out in the Council's Single Integrated Plan and emerging Corporate Plan.
- 10.2 Furthermore, many of the responses in Appendix B will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a more equal Wales, a healthier Wales and a Wales of cohesive communities.

11. CONCLUSION

- 11.1 The level of public response to the Council's recent online active travel consultation exercise was very encouraging. It demonstrated the interest that exists amongst residents to improve walking and cycling facilities and / or remove the barriers which can cause difficulties for them and prevent additional walking and cycling journeys from being made.
- 11.2 As well as updating the Integrated Network Map / Active Travel Network Map, where appropriate, and / or forwarding details of the comments received from stakeholders to other parties as necessary, it is intended that the Council will continue to undertake the statutory active travel consultation exercise, as previously reported, later this year.

APPENDIX A

ANALYSIS OF COMMONPLACE CONSULTATION RESPONSE

79% of respondents' sentiments were negative
 63% responded via mobile
 33% responded via desktop
 4% responded via tablet

AGE GROUP

Ages	% of Respondents
13 – 15	0%
16 – 24	2%
25 – 34	11%
35 – 44	22%
45 – 54	19%
55 – 64	11%
65 – 74	7%
75 – 84	2%
Not known	26%

GENDER

Category	% of Respondents
Female	37%
Male	33%
Prefer not to say	1%
Not known	29%

EMPLOYMENT STATUS

Category	% of Respondents
Full time	43%
Part time	9%
Self employed	5%
Student	1%
Retired	11%
Unemployed	1%
Other	3%

Not known	27%
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HOW RESPONDENTS NORMALLY TRAVEL AROUND AREA

Category	****% of Respondents
Walking	54%
Walking with pram / pushchair	7%
Jogging	18%
Cycling	29%
Wheelchair / Mobility Scooter user	1%
Motorbike	1%
Bus	6%
Train	5%
Car as passenger	12%
Car as driver	48%
Not known	27%

****Some respondents have responded at least twice

HOW REGULARLY DO RESPONDENTS CYCLE

Category	% of Respondents
Every day	5%
At least once a week	19%
At least once a month	9%
Less frequently	17%
Not at all	21%
Not known	29%

MAIN REASON FOR CYCLING

Category	% of Respondents
To go to shops	2%
To go to college / school	4%
Leisure / recreational	44%
Other	10%
Not known	40%

COMMUNITY DETAILS

LOCATION OF COMMENTS	NUMBER OF RESPONDENTS
Pontypridd	78
Aberdare	63
Llanharan	63
Llantrisant	56



Church Village	28
Taffs Well	28
Abercynon	18
Tonypandy	18
Treorchy	18
Rhydfelin	17
Hirwaun	16
Treherbert	15
Ferndale	14
Porth	13
Llanhari	11
Tylorstown	11
Tonyrefail	9
Mountain Ash	8
Beddau	4
Other	207

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ANALYSIS OF ACTIVE TRAVEL CONSULTATION

LOCATION DETAILS	COMMENTING ABOUT	ISSUE COMMENTING ABOUT	HOW MADE BETTER?	OTHER COMMENTS	RESPONSE OF COUNCIL
Llanharan, former opencast mine {2 comments / likes}	Walking and shared cycle path.	Rights of way remain closed 20 years after site recovered from use as mine.	Remove barriers, Improve path surface, Better signage, Better enforcement.	There are a number of rights of way marked on RCT's own maps that remain fenced off years after a mining operation ceased. There is no active travel alternative linking Llanharan and Llanilid. Reinstatement would also provide an alternative route to Llanharry, Pencoed and other settlements in Vale of Glamorgan and Bridgend county areas. Llanharan opencast site. Always promised part would be preserved as a country park for the surrounding villages that tolerated the opencast workings. It's more heavily populated than those days and a large green space for activity is needed more than ever.	Proposed new active travel routes to serve Llanharan, Llanhari and Llanilid are highlighted in the INM. Routes link communities with either Pencoed (west) and / or Pontyclun (east). All new, proposed developments will be required to implement walking and cycling infrastructure. NO CHANGE TO INM
A465 between Hirwaun & Baverstocks Junction {3 comments / likes}	Walking and shared cycle path.	No safe link between cycle paths.	More cycle routes.	Cycling from Hirwaun towards Merthyr on the B road past the Crematorium is a safe cycle route. On reaching the Baverstocks junction no path is available except the treacherous A465 to reach Merthyr. Someone else has commented on this previously but I would reiterate this is extremely dangerous for cyclist to be forced to ride the A465 and there does appear to be room/old road to adopt for a cycle path taking you down to Swansea Road on right of A465. I ride my horse here, Cycle and walk. It would be great if the forestry barrier was widened or an access gate for the horse would be better. I can ride from here to Llwynon reservoir.	This is a cross boundary issue which will be brought to the attention of Merthyr Tydfil CBC. The dualling of the A465 is a Welsh Government scheme. The Council has been in discussion with the Welsh Government and Future Valleys Consortium over the alignment of a proposed active travel route in the area. NO CHANGE TO INM
A4058, Porth {2 comments / likes}	Road.	Lack of safe route for cycling.	Slow down traffic, More cycle routes.	I use this road for my commute and it is the worst road in the Rhondda in terms of safety. The cars and large lorries speed and close pass you as a cyclist. The crossings for pedestrians create pinch	The Council is progressing a study to identify a proposed alignment of a new active travel route

				<p>points for cars to swipe you on a bike. The foot path that runs along this road has been closed. The wider sections are increased to 40 and 60 mph which cause extra danger to cyclists and here there are room for protected cycleways but none have been installed.</p> <p>All of the A4058 is incredibly dangerous to use as a vulnerable road user. The speed and also the behaviour of road users is downright unacceptable this includes a number of buses that use this road.</p>	<p>along the Rhondda Fawr from Porth to Blaencwm.</p> <p>NO CHANGE TO INM</p>
<p>Tonteg, Tonteg Road, Power Station Hill, TIE</p> <p>Upper Boat Roundabout</p> <p>Church Village / Llantwit Fardre Community Route</p> <p>{20 comments / likes}</p>	<p>Walking and shared cycle path. Road. Crossing. Pavement.</p>	<p>Lack of safe route for walking. Lack of safe route for cycling. Hard to cross the road.</p> <p>Behaviour of other path users. Heavy traffic. Speeding.</p>	<p>More cycle routes, widen footpath, pavement.</p> <p>Safer Junction. Add/improve crossings. There is no pedestrian crossing and crossing three lanes is dangerous.</p> <p>Better enforcement. Better signage. Slow down traffic.</p>	<p>The junction is difficult to cross at times as a pedestrian/cyclist. The whole route from here up Tonteg Road/Powerstation Hill through the Industrial Estate needs to be looked at to see how it could be improved for the benefit of walkers/cyclists.</p> <p>Widen paths to at least 3m to allow cycles and scooters (children) to use. Network can be improved so people can access Dr surgery, church village shops, schools without having to use main road or drive around.</p> <p>A cycle and walking route could easily be installed by using road verge, installing dropped kerbs / raised table crossings. Close 1 road entrance to make vehicles use the dedicated turning lane by the petrol garage. Sub station fencing can be set back and 1 parking bay removed at Welsh Gov owned officers. Continue path on river embankment. Create a pedestrian & cycle bridge over river Taff. Add to network map. This would link Tonteg to Hawthorn avoiding long route around. Links the cycle path off Powerstation Hill to the path off Cardiff Road.</p> <p>There is an URGENT need to address provision of cycling facilities on Tonteg Road - connecting the shared path on Powerstation Hill to Treforest Industrial Estate. Travelling from Tonteg to</p>	<p>The Council is progressing the outcome of a study to identify safe and convenient active travel links between the Church Village Community Route, Upper Boat (via the Roundabout to the Taff Trail) and Treforest Industrial Estate. Also, potential new links from nearby communities to the CVCR. Comments noted and will be considered as part of the development of this study.</p> <p>The Council will consider installing signage along the Community Route asking users to show more considerate behaviour.</p> <p>UPDATE INM</p>

				<p>Treforest: At current the shared path comes to an end at bottom of Powerstation Hill and a drop kerb is the only provision that forces cyclists to merge with traffic coming down the hill [often at speeds of 40-60mph] - it is very dangerous situation and often results in close-passes as cars maintain speed and attempt to pass due to wide road that encourages this behaviour - even with oncoming traffic. Travelling from Treforest to Tonteg: There is no current provision other than to cycle on the road - although a lot of cyclists choose to cycle on the pavement on this stretch as it is so intimidating. There is a dropped kerb situated just before the railway bridge to that is supposed to allow cyclists to cross onto the shared path - but the location is ridiculously dangerous with fast oncoming traffic and traffic behind often speeding up/looking to overtake. I commute this route daily and have only tried this several times but have stopped doing so as it is so exposed and dangerous. I currently cross the road by the petrol station and cycle up the footpath until I get to the shared path. There is a marked turning area but this is exposed with no protection from traffic in either direction. Once crossed I have to lift my bike onto the pavement at the junction as there are no dropped kerb facilities on this entire stretch - which must be breach of the equality/access act. The road and junction here are ridiculously wide - there is plenty of scope for a dedicated shared path to connect the shared path on Powerstation Hill to the shared path on Treforest Industrial Estate. Building a high quality shared path on this section would be a cost efficient, direct and convenient access route for walking & cycling with many benefits for the local community. It could also provide a direct link to the NCN route</p>	
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				<p>8/Taff Trail for commuters wanting to access a traffic-free cycle route to Cardiff, Caerphilly & Pontypridd.</p> <p>This is a link road between the Church Village bypass cycle lane and the Taff Trail or shared footpath along the A4045 - critical cycle access from Church Village/ Llantwit Fardre and Cardiff/ Caerphilly. The cycle path ends, forcing cycles onto choked road, and involves at least one crossing to get back onto protected cycle route (at Upper Boat). Is even more awkward the other way - cyclists must take right turn off road into unmarked gate at bottom of Power Station Hill, across descending traffic. Kerbs through the estate are not dropped, so unconfident/young riders cannot bypass the road on footpath. This is a complete block to young and unconfident riders wanting to ride from Church Village to Cardiff, and is unpleasant / intimidating to pedestrians given the volume of traffic, high kerbs and busy turnings. Diversion is several miles through Treforest.</p> <p>Drivers race from these lights to get to A470 and if you are crossing dangerous as no indication if lights are about to change. Pedestrians and cyclists are at risk here. Daft thing is there is time enough lapsed for pedestrian crossing and there are dropped down kerbs. God knows how a disabled person would cross!</p> <p>I would like to see the cycle path join up to the Taff Trail as at the moment it really doesn't get you very far and is unsafe for families to try and make the link on bikes. This would also be a great safe commuter route for people to cycle to Cardiff for work.</p> <p>Walking for children, elderly and walking dogs dangerous due to speed of some cyclists. Most are compliant and slow down for walkers but others are using it</p>	
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				<p>as a race track. I know someone who's dog was killed by a cyclist speeding on there, next time it could be a child.</p> <p>My dog was killed by a speeding cyclist on this route. I have brought the issue of speeding cyclists up with my local councillor and nothing has been done. In fact, the gate system to slow them down has been removed. The numbers on electric bikes have increased and they have no thought of walkers and dog walkers with their speed. Only matter of time before elderly or child will be run over! Path users need to be more considerate of each other as it is a community path not a lycra clad race course. If road cyclists want to speed they need to use road.</p> <p>I use the Church Village bypass daily while walking my dog. In general its fantastic but on occasions dogs mess is a big issue. Also as its a mixed cycle/walk path cyclist travel at speed and don't make you aware of their presence. A simple ring of the bell would help. Maybe solar panel low level lighting would allow the path to be used during dark hours.</p> <p>The Church Village Community Route is a walking and cycling trail. Plus the Church Village Community Route leaflet, published by RCTCBC promotes running /jogging. However, many dog walker users persist in using path with dogs off lead which is extremely dangerous. I recently fell over a dog off lead which led to a broken arm. This not only put me in discomfort and much limitation for several weeks but also extra pressure on NHS who were amazing when (still are) assisting me. I am a dog owner myself and rarely use the community route due to the persistence of other dog users with dogs off lead.</p> <p>I have cycled with my family quite a few times over in Bristol. I have noticed that on their cycle tracks, every few miles</p>	
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				<p>there were white lines. This encouraged all users to stay to the left and be aware at path junctions. It felt very safe especially as the path was very busy and being used by both cyclists and walkers in equal measure. This would be great on the shared paths around RCT.</p> <p>The path is not lit at all and is used a lot. The paths are very icy and especially the bridges over the A473 are perilous Cyclists speeding and no warning to ensure children and dogs safe. The bypass shared path is great in the daylight, however, I do not feel safe walking there in the darkness, lighting would make the bypass path feel a lot safer. There is also a lot of ice half way between Tonteg and Church Village during the winter which makes the stretch of pathway unsafe, a grit box at this location or someone to grit it through the winter would be a great benefit.</p> <p>There is a section of path where the drainage has become blocked / overgrown which results in continuous surface water across the path - at moment 3 or 4 sections each 3-5 metres wide. In winter these sections freeze over with black/sheet ice and make it very dangerous for all path users to use the path safely. I have already seen numerous cyclists come off their bikes on this section.</p> <p>If this 100m section of trail between end of bridge over A473 and Pound Farm lane was surfaced and gate redesigned cyclists could use this route to gain access to the Tref Ind Estate avoiding the very dangerous Tonteg Road at bottom of Power Station Hill and the junction with no pedestrian crossing lights at start of estate by Upper Boat PH.</p>	
Llanharan, A473 {6 comments / likes}	Pavement/footpath, Cycle lane (on road), Cycle path (off road), Road.	Poor lighting, Hard to cross the road, Lack of safe route for walking,	More cycle routes, Widen footpath / pavement, Connect	No safe active travel route connecting Llanharan to Talbot Green, Pontyclun and rest of county via A473 route.	The Council is currently progressing the findings of a study to design and

		Lack of safe route for cycling, Heavy traffic. Overgrown public footpaths.	pavements, Improve path surface.	Path in bad repair. Having to cross busy road more than once, as no continuation of pavement. Path needs widening so that cyclists & walkers are able to use it safely. A safe cycle/walking route is needed. The initial stretch where the path is on the northern side is ok (crossing is difficult) but when the path crosses to the eastern side as you get closer to L'Oréal it is too narrow and dangerous. There are several public footpath signs in the Llanharan/Llantrisant area but many of the paths are overgrown. I would like to see the paths cleared and signed appropriately.	construct a safe, new active travel route through Llanharan between Bridgend CBC boundary and Talbot Green. Details will be referred for the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Llanharan, Brynna, Llanbad Fach Farm	Pavement./ footpath.	Poor signage / route hard to find.	Better signage. Better enforcement.	Many footpaths in the area are not signposted and therefore not used. Please increase signage on all paths.	Comments noted. Details will be referred for the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Llanharan, Llanharry Road {2 comments / likes}	Road	Lack of safe route for walking, Lack of safe route for cycling, Heavy traffic. Poor lighting. Hard to cross the road	More cycle routes, Improve path surface, Connect pavements, Widen footpath / pavement.	No safe active travel route connecting Llanharan with Llanharry. Need a path to join the 2 villages, so able to go for walks along this road, also cyclists are able to use as well. Lack of lighting as well.	Comments noted. They will need to be considered during future new developments in the area and construction of the proposed new bypass. NO CHANGE TO INM
Llanhari, Green Lane	Unregistered bridleway.	Lack of safe route for walking.	Clear vegetation.	This is an ideal project for safe walking and cycling route.	Comments noted. Outside focus of current active travel measures and legislation. NO CHANGE TO INM
Llanhari, Llanharry Road, Stryd Sulrian {4 comments / likes}	Pavement / footpath.	Lack of safe route for walking. Heavy traffic. Speeding.	Improve path surface. Slow down traffic. Widen footpath / pavement.	The footpath has always been too narrow & is unsafe. It is especially hard to use the footpath from Llanharry to Brynsadler safely with social distancing as the path is too narrow. I push a baby in a pram down the pathway which is difficult & there is nowhere safe to move safely when passing other people. You can only walk in single file on the path. The traffic	Comments noted for future consideration and will require a site visit. The Council's INM currently shows proposals for a new active travel route between Llanhari and Pontyclun.

				<p>on the road is driving too fast when I walk. The grassed area could be reduced to make room for a wider safer path. Pathway from Brynsadler to Llanharry only fit for single walker at a time. Remove grass verge and this will widen path. With more people now actively out walking social distancing is a problem. We now have two new estates in the area and with increased numbers it has become apparent the lack of decent and applicable footpaths. The main road from Llanharry to Pontyclun / Brynsadler has the opportunity to be a main artery connecting the large new build housing estate with the local village facilities, driving additional trade into the village and reducing congestion and car parking issues. Currently the path is too narrow, at points the hedges grow into the path restricting it even more. If you meet someone coming the other way, or are pushing a pram, it's extremely difficult to pass, particularly given current social distancing. The need to then cross a very busy road on a blind bend when you come in to Brynsadler is also an issue given how quickly cars drive along this road. A wider footpath, appropriate crossing and possibly a cycle route would make the walk into Pontyclun much more pleasant and safer.</p>	<p>RCT INM S3 NO CHANGE TO INM</p>
Llanhari, Elms Farm	Pavement / footpath.	Hard to cross the road. Lack of safe route for walking. Bus stop position.	Add dropped kerbs. Improve path surface. Widen footpath / pavement.	<p>Remove all grass that's overgrown on pavements thus making pavements very narrow from Elms Farm to Brynsadler / Pontyclun and other direction to Llanharry. Bus stop is in a ridiculous spot, on a blind bend (ask bus drivers who complain as they do an emergency stop while you are hanging out into the road to try and stop it.) It consists of a few paving slabs and can only be reached from the opposite side of the road with no proper access.</p>	<p>Details will be referred for the attention of the Council's Highways Maintenance and Traffic Management Sections. The Council's INM currently shows proposals for a new active travel route between Llanhari and Pontyclun. RCT INM S3</p>

<p>Llanhari, Llanharry Road</p> <p>{5 comments / likes}</p>	<p>Walking & cycling shared path (off road). Pavement / footpath. Cycle path (off road).</p>	<p>Poor lighting. Lack of safe route for cycling. Speeding. Hard to cross the road. Barriers to access. Behaviour of road users. Heavy traffic. No access to bridleway necessitating on road riding.</p>	<p>More cycle routes. Slow down traffic. Widen footpath / pavement. Improve path surface. Add bridleway route and provide access to existing pathways using footpath/cycle routes.</p>	<p>There is currently no safe cycle route linking Elms Farm and Llanharry to Pontyclun. The current path is narrow, uneven and too close to the road with cars regularly speeding on this stretch. I would like to see a widened footpath and additional cycle lane with a safe crossing area for adults and children to cycle or walk to Pontyclun safely. Horse riders are losing access to off road riding at a time when 2 horses a week are dying in RTA' and riders are being left injured and traumatised. We are more vulnerable than cyclists on the road yet get less consideration. This is concerning given how many children ride. We are near Coed Trecastell yet can't get access due to barriers to prevent off road motorcycles.</p>	<p>NO CHANGE TO INM</p> <p>The Council's INM currently shows proposals for a new active travel route between Llanhari and Pontyclun. RCT INM S3 NO CHANGE TO INM</p>
<p>Aberdare, Dare Valley Country Park</p> <p>{10 comments / likes}</p>	<p>Road</p>	<p>Lack of safe off road riding for horse-riders in whole area. Behaviour of road users. Lack of safe route for walking.</p>	<p>More routes available, more signage for motorists to slow down for horses, Better enforcement. Slow down traffic.</p>	<p>This area is brilliant for both cyclists and walkers. I enjoy the paths available to both. But also as a horse rider, I feel totally unsafe riding in this area. There does not seem to be a safe place to take horses, where bikes aren't whizzing around, nor where motorised trail bikes are noisily speeding on off road tracks. The access road to the Country Park from Heol y Mynydd is a problem for walkers and children on bikes etc. Speed bumps already exist but drivers tend to speed up between bumps. Two way traffic leaves little space for walking safely. Poor signage on the walking routes, the colours need repainting on the routes and the directional discs needs to be renewed. The main drive to Dare Valley Country Park is too busy. 1000's of cars speed up this 10mph road (the speed bumps are very spaced out and drivers speed up in between- more needed). The majority do this just to have a coffee or let their kids play at the visitor centre. There needs to</p>	<p>Active travel measures are focussed on walking and cycling journeys that are non recreational to key facilities and destinations. Details will be forwarded for the attention of the Council's Parks and Countryside Section.</p> <p>NO CHANGE TO INM</p>

				<p>be improved signage to remind that once they come through those gates they are IN A PARK, people are walking, children are playing, there are bikes, dogs etc. it is not a main road to a cafe. Perhaps parking bays could be painted at the rear of Harlech Place and Highland Place to encourage drivers to park and walk instead.</p> <p>Cars travel far too fast. There is a 10 mph speed limit but it's largely ignored with drivers driving to close to pedestrians at around three times that. Please enforce the speed limit with an average speed check.</p> <p>Now that the new bike track dominates the mountain in the Country Park, most of the old and well loved horse riding routes are now unsafe and/or impossible to ride on. It would be lovely to have some designated tracks for the horses so the riders in the area can still enjoy the Country Park out of the way of the busy areas by the lakes.</p> <p>Please make provision for off road motorised vehicles that speed on the very few areas of good off-road horse riding, ignoring signs of non-motorised vehicles. Too many stony, tarmac tracks, some grassy slopes without off road motor bikes, would be greatly appreciated. Also better maps of bridleways, as not all shown on OS explorer maps, nor council maps.</p>	
Llanharan, New Road {3 comments / likes}	Road Pavement / footpath	Lack of safe route for walking, Poor lighting. Lack of safe route for cycling. Heavy traffic. Speeding.	More cycle routes, Pedestrianise, Widen footpath / pavement, Connect pavements. Slow down traffic. Provide safe foot and cycle route.	<p>Very dangerous to walk between Bryncae and Pencoed. There needs to be a path built.</p> <p>The bends on A473 (locally known as 'Cow Corner') are currently very unsafe for pedestrians and cyclists. As more houses will be built on the Parc Llanilid development I think the provision of a safe route westwards for pedestrians and cyclists should be given a high priority. This route leads into BCBC with the greatly expanding College campus less</p>	<p>The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan and Bryncae between CBC boundary and Talbot Green.</p> <p>NO CHANGE TO INM</p>

				than a mile away. Also Pencoed shops and railway station are not much further. It is a death area waiting to happen.	
Llanharan & Bryncae, Bridgend Road {8 comments / likes}	Crossing. Road Pavement / footpath. Cycle path (off road).	Speeding. Behaviour of road users. Hard to cross the road. Pavement parking. Lack of wheelchair accessible paths and adequate drop kerbs. Lack of safe route for cycling.	Slow down traffic, Add / improve crossings. More facilities for disabled. Add dropped kerbs. More cycle routes. Improve path surface.	It needs a puffin crossing. The level of traffic is so bad it is impossible to cross the road safely. This applies from The Square through to The Coop. Investment in several safe crossing points is required, not just stop points but puffin crossings. Pavements in RCT are improving. Walks with pebbles are utterly ridiculous. All pavements should be wheelchair friendly, smooth, no bumps, no holes and adequate drop kerbs for wheelchair users. Walking paths need to be the same, it's no good advertising lots of cycle trails and walking trails if they're uneven, not smooth, covered in stones and pebbles and completely inaccessible for wheelchairs. Not inclusive to all residents. My wife is disabled and uses a mobility scooter we are unable to use this around the village due to a lack of dropped kerbs. It seems they are putting them in by the new developments. There are also fitted around the upper part of the village but not along Bridgend Road area. Cars continually park on the pavement and are a nuisance to pedestrians, the road needs yellow lines. Having given up ownership of rear lane along Bridgend Road to RCT in 1989 I thought they would maintain lane to a satisfactory standard. It is a disgrace and requires new tarmac.	The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan. Other works to improve the safety of cyclists and pedestrians on the current A473 will be considered as part of the construction of the new bypass. Other details will be brought to the attention of the Council's Highways Section. NO CHANGE TO INM
Llanharan, Robert Street	Crossing.	Hard to cross the road.	Add / improve crossings.	I gather that the Council is investigating pedestrian crossings in the village. With the speed and volume of traffic a crossing is required here.	Works to improve the safety of cyclists and pedestrians on the current A474 will be considered as part of the construction of the new bypass. NO CHANGE TO INM

Llanharan, Park View Close Trivallis alleyway steps	Pavement / footpath. Alleyway and steps access to homes.	Poor lighting. Behaviour of road users. Lack of safe route for walking. Pavement parking	Improve path surface. More facilities for disabled. Widen footpath / pavement. Better enforcement. Wider steps. Hand railings each side of steps. Lighting on steps and alleyway.	Poor dangerous access to homes. Algae on steps make slippery. Always litter and rubbish on steps. Steps too narrow for a foot to fit on. Steps need widening and repairing as crumbling. Need hand rails each side. Need light on steps. Need light repaired in alley way as doesn't currently work.	Comments noted. Not an active travel matter, details will be brought to the attention of the local housing association NO CHANGE TO INM
Llanharan, A473	Crossing	Hard to cross the road. Heavy traffic.	Slow down traffic. Add/improve crossings. Improve path surface. Connect pavements.	It can take ages to cross the road here due to constant traffic flow to Penprysg roundabout, which will only get heavier as more new houses are occupied. Controlled pedestrian/cycle crossing needed.	The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan. Other works to improve the safety of cyclists and pedestrians on the current A473 will be considered as part of the construction of the new bypass. NO CHANGE TO INM
Llanharan, A473 to Pencoed {5 comments / likes}	Pavement / footpath. Road	Lack of safe route for cycling. Pavement / footpath. Heavy traffic. Speeding. Behaviour of road users. Poor lighting.	Widen footpath / pavement. More cycle routes. Create a pavement and a safe place to walk/run/cycle.	Active travel route needed to join up with the new routes in Pencoed. Very dangerous at the bends. No path but widely used. Cycle up and down this road every day as I cycle to work at all times of day, work shifts. Desperately needs lighting. Very popular cycling route for clubs passing via Cardiff and Bridgend and badly needs a separate cycle path next to pavement. More than enough room for one. Cycle path between Brynna to Pencoed and Brynna to Talbot Green, to link up with the cycle path to Treforest, Taff Trail etc. Pencoed cycle path would link to Bridgend. Cycle path 4 has definite lack of off road routes in this area. You can cycle from SA1 in Swansea to Pembrey Country Park all on cycle paths. It would be sensible to create a safer and shorter route to connect Bryncae / Llanharan area with Pencoed and the	The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan and Bryncae between Bridgend CBC boundary and Talbot Green. NO CHANGE TO INM

				surrounding area without having to go all the way round via Brynna and the steep hill. Especially when out with children.	
Llanharan, Dan y Graig Road {2 comments / likes}	Road.	Lack of safe route for walking. Lack of safe route for cycling.	Improve path surface.	The is a highway, but the surface is very rough and dangerous to negotiate on foot, cycling and on horseback. Please could this important route be maintained to provide a safe surface? Very dangerous path due to rough, stony surface.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Llanharan, Brynna Road {3 comments / likes}	Pavement / footpath. Walking & cycling shared path (off road). Crossing.	Street furniture. Poor lighting. Speeding. Hard to cross road.	Remove pavement clutter. Remove barriers. Better signage. Better enforcement. Slow down traffic. Add / improve crossing.	Removal of gate. In a 30 mph area, most vehicles go much faster, making it dangerous to cross on foot, cycling and horse-riding. No safe crossing place here below Hillcrest. Lots of children catch the school bus here for various schools. The speeding traffic makes it difficult and scary for the children to cross. Even secondary school children struggle here in the mornings. we occasionally have a speed trap van here but not often enough. A proper crossing would be better.	The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan. Comments will be considered as part of this study. Other works to improve the safety of cyclists and pedestrians on the existing A473 through Llanharan will be considered as part of the construction of the new bypass. NO CHANGE TO INM
Llanharan & Brynna, Brynna Road {5 comments / likes}	Road. Walking & cycling shared path (off road). Horse access.	Bad road surface. Speeding. Behaviour of road users. Barriers to access. Horse access.	Remove aggressive speed bumps. Slow down traffic. Restrict traffic or close road.	The speed bumps are destroying car suspension that I have to drive along here everyday. Even travelling well under the speed limit feels very aggressive. I'm sure they are not within the legal dimensions. Traffic calming measures removed when road resurfaced, despite the fact that play area is on the opposite side of the road to most of the housing on Brynna Road. Measures need to be reintroduced to reduce speed on traffic to allow safe crossing of road for children. I fear for my life on this road due to the speed of some users. There are lots of people/families using this road. It gets worse in the evenings.	Details will be referred to the Council's Traffic Management Section. The focus of active travel measures and legislation is on walking and cycling, making non-recreational journeys to key destinations and facilities. NO CHANGE TO INM

				I live and regularly use my horse to access other area of the locality. I have been doing this for 20 yrs. Over the period there has been a significant increase in traffic due to development. I am entitled to use my horse the same as any other active traveller. I would like you consider making provisions for safer travel for all horse riders in this community.	
Llanharan, Church Street	Footpath.	Poor signage / route hard to find.	Better signage. Remove barriers.	Many footpaths around Brynna are not used due to poor signage and dilapidated stiles.	Comments noted. Details will be referred for the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Llanharan, William St	Road	Bad potholes that reappear every year. The one to the left of the speed cushion by Leyshons is dangerous when cycling up the hill.	Repair pothole.	-----	Comments noted. Details will be referred to the Council's Highways Maintenance Section. NO CHANGE TO INM
Llanharan, path between Gellifedi Rise and Meadow Rise {3 comments / likes}	Pavement / footpath	Barriers to access. Dropped kerbs not flush with carriageway.	Remove barriers.	Remove kissing gate. Hard to access an otherwise very useful link with a pushchair. Kerbs are dropped but still have a significant upstand from the carriageway. Making them flush would improve access to the path into Meadow Rise for people with pushchairs.	Comments noted. Details will be referred to the Council's Highways Maintenance Section. NO CHANGE TO INM
Llanharan, The Square {2 comments / likes}	Road, crossing	Heavy traffic. Dangerous bollards.	Safer Junction. Better signage.	The bollards in The Square have been hit numerous times. They are difficult to see when pulling out of the shops layby. Better signage would work or moving them up slightly.	Comments noted. Issues will be considered following the construction of the Llanharan bypass. Other details will be referred to the Council's Highways Maintenance Section. NO CHANGE TO INM
Llanharan, Chapel Hill {2 comments / likes}	Walking & cycling shared path (off road). Road.	Barriers to access. Street furniture.	Remove barriers.	Replace chicane barriers with bollards to make the uphill journey much easier for people on bikes or with pushchairs. This could be an easier route off Brynna Road to access the bridleway via Brynna Woods nature reserve. However there is	Comments noted. Details will be referred for the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM

				a metal barrier half way down restricting access for horses. There could also be clear signage to the bridleway.	
Llanharan, A473 {13 comments / likes}	Road. Pavement / footpath	Hard to cross the road. Lack of safe route for cycling. Lack of safe route for walking. Poor lighting. Poor signage / route hard to find. Poor lighting. Heavy traffic. Speed of traffic.	Remove pavement clutter. Better signage. Widen footpath / pavement. Improve path surface.	<p>This road needs a lot of work. The speed limit is 60mph but regularly see motorists doing 30mph and causing major traffic disruption. Better national speed limit signs would help. Better lighting is needed also as it's very dark, especially for pedestrians. The walking path between Llanharan and Llantrisant is very dangerous, having to cross near a bend. Also, the footpath is badly damaged by tree roots and is very uneven. Very dangerous for joggers or pedestrians who may trip into oncoming traffic.</p> <p>The speed limit on this road is 60mph, which makes the road very hard to cross, the pavements are very narrow and the surface of the pavements is really bad. Pushing a pushchair along them is very difficult. There are also many places where the hedge has encroached onto the pavement making them even more difficult to navigate. The lighting along this road is basically non existent for the most part.</p> <p>We as a family walk this road nearly every day with a pushchair and a 2 year old, as it is the main commute road from Llanharan to Talbot Green. We also run, cycle and commute to work via this road, the path surface is in terrible condition, especially on the s bend, the path is extremely narrow just about takes the width of a pushchair, there is no lighting either, with cars able to hit 60mph this is no safe place to be walking with a child. We really need it widened and re surfaced, with designated cycle facilities, how someone hasn't already been hurt is a miracle. A safe crossing is needed also. There is plenty of room along this road to widen and make safe, we walk all local</p>	<p>The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan and onwards towards Talbot Green. Comments will be considered as part of this study. Other works to improve the safety of cyclists and pedestrians on the current A473 will be considered as part of the construction of the new bypass. Maintenance issues will be referred to the Highways Maintenance Section of the Council.</p> <p>NO CHANGE TO INM</p>

				<p>routes in the area and this is by far the worst.</p> <p>Surface is dangerous and very uneven in places, narrow and at points traffic is very close to pedestrians. You can feel the drag with it being a high speed road. Seriously needs re-doing before there is a major incident.</p> <p>We walk this road everyday and it's so dangerous. To take a pushchair, with a 2 year old, as the only walking commute to Talbot Green and Pontyclun. Waiting to cross with cars going 60mph! The surface of the pavement is really bad on the nasty bend and if it floods near the 2 houses, it's horrific. This is a matter of urgency with families, walkers and runners using the route every single day to get steps in and go to work. A widened path and protective barriers are needed... and I'm not sure why the road is a 60mph, could easily be less and wouldn't cause any transport back-up.</p> <p>Having lived in several parts of RCT over the years, this is quite easily the scariest section of road on which to cycle, run or walk, particularly after dusk. There is no lighting which means that vehicles use full beams, the road is 60mph meaning it's difficult to cross and the pavements are inappropriate for use. This road, combined with the poor active travel network between Bryncae and Pencoed, basically means that Llanharan is cut off from RCT and Bridgend.</p>	
<p>Talbot Green, A473 & Fanheulog</p> <p>{2 comments / likes}</p>	<p>Road. Crossing. Pavement/footpath</p>	<p>Lack of safe route for cycling. Speeding. Behaviour of road users. Lack of safe route for walking. Heavy traffic. Hard to cross the road. Poor lighting.</p>	<p>Better signage. Widen footpath / pavement. Add/improve crossings. Slow down traffic. Improve path surface. Connect pavements</p>	<p>This is a really scary place to cross, it's a 60mph unlit road with a nearby bend. Not safe at all. A safe pedestrian & cycle route between Llanharan and Talbot Green is very badly needed.</p>	<p>The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan, between Bridgend CBC boundary and Talbot Green. Comments will be</p>

					considered as part of this study. NO CHANGE TO INM
Llantrisant, Talbot Road	Crossing. Road.	Hard to cross the road. Behaviour of road users. Heavy traffic. Lack of safe route for walking.	Add / improve crossings. Add dropped kerbs. Slow down traffic. Safer Junction.	There is no crossing to get over Talbot Road. I use this junction frequently as my child attends Penygawsi primary school. There are pedestrian crossings on all the other junctions off the A4119 crossroads except where I have placed this pin. So you would need to use all the other crossings (about 5 I believe) to just get across here. They take so long to cross, it adds about 5 minutes and can be stressful with young children as the pedestrian crossings are already very narrow at the A4119 junctions and with prams etc. There is limited places to stand when you're in the middle waiting for the green man. I've often seen cars confuse the junctions and light patterns and go through red lights and it scares me having to cross with young children. Better junctions and pedestrian crossings are needed here and mechanism to slow down drivers.	Details will be referred to the Council's Traffic Management Section. NO CHANGE TO INM
Talbot Green, A473 {2 comments likes}	Pavement / footpath.	Heavy traffic. Poor path surface. Lack of safe route for walking. Hard to cross the road.	Improve path surface. Add/improve crossings. Widen footpath / pavement. More cycle routes.	Path surface is extremely uneven. Considering the footway is narrow and unlit, this is dangerous. Improved pedestrian and cycle facilities needed as a matter of urgency. Access to this Public Footpath is dangerous, but the route is lovely along the river, and away from the busy tarmac route on the other side of the river. Walking from Talbot Green direction, the pavements are narrow, and traffic approaches from behind, so is hard to cross safely.	Comments noted. A site visit is to be undertaken to examine further. NO CHANGE TO INM
Beddau, Tynant Road	Road.	Hard to cross the road.	Add / improve crossings.	Install a new crossing on this desire line to the school. Install cycle zebra. Upgrade path to Moorland Crescent.	Comments noted. A site visit is to be undertaken to examine further. NO CHANGE TO INM
Beddau, Woodland Road	-----	Lack of safe route for walking. Lack of safe route for cycling.	More cycle routes. Improve path surface.	Widen and resurface uneven paving. Add dropped kerb. Straighten path to the footbridge to improve sightlines and poor	The Council is currently progressing the findings of a study

				visual environment. Link to Llantrisant Road, Llantwit Fardre.	to identify new active travel links from nearby communities to the Church Village Community Route. NO CHANGE TO INM
Beddau, Brynteg Lane	Road.	Speeding. Lack of safe route for walking. Lack of safe route for cycling.	Restrict traffic or close road.	Filter lane with a bollard to give the lane to active travel and residents only. Could be ANPR camera enforced so residents keep full access.	Comments noted. However, not considered to be an active travel matter. NO CHANGE TO INM
Beddau, Church Village Community Route {3 comments / likes}	Walking & cycling shared path (off road)	Barriers to access.	Remove barriers.	Some of the barriers on the community route have been removed but some still remain. If any of these barriers are left in, then they render the entire route inaccessible for anyone on a non-standard cycle/with a child seat/trailer/pushchair/wheelchair/mobility scooter. These barriers are not compliant with the active travel guidance and Equality Act and need to be removed. The whole of the bypass route is unlit, making it unsafe to use in the evenings or early morning. There are also several barriers along the route making it unsuitable for us with a double buggy, and with bikes with child carriers. It would also be unsuitable for wheelchair users.	This matter has been considered by the Council, in consultation with local Members, on a site by site basis. Agreed for barriers to remain. NO CHANGE TO INM
Llanharan, near film studios {5 comments / likes}	Walking & cycling shared path (off road)	Lack of safe route for walking. Lack of safe route for cycling.	Widen footpath / pavement. Connect pavements. Improve path surface. More cycle routes. Improve crossings.	This is a busy road section with no pavement. It stops people walking to Llanharan. With the cycle paths at Dragon studios and the new housing developments, plus at Pencoed, it is disappointing that the two towns aren't connected with a safe active travel route. No pavement around the bends. Very dangerous to walk. Needs pavement to create a safe space for pedestrians. Would like a safe cycle/walking path from the Dragon Studio to the Penybont Rd roundabout.	The Council is currently progressing the findings of a study to design and construct a safe, new active travel route through Llanharan, between Bridgend CBC boundary and Talbot Green. NO CHANGE TO INM
Llanharan, Heol Cynllan	Walking & cycling shared path (off road)	Behaviour of other path users. Lack of safe route for walking. Heavy traffic.	More cycle routes. Improve path surface. Widen footpath /	Pavements in a terrible state & narrow in areas from Llanharan to Talbot Green. Not wide enough for pedestrians & bicycles. Llanharan needs the bypass	See previous comments regarding proposed new active travel route in the area

			pavement. Restrict traffic or close road.	urgently, which has been promised for years.	and works associated with the planned bypass. NO CHANGE TO INM
Talbot Green, Shopping Park {5 comments / likes}	Junction. Walking & cycling shared path (off road) Pavement / footpath crossing	Hard to cross the road. Poor signage / route hard to find. Lack of safe route for cycling. Hard to cross the road. Lack of safe route for walking.	Safer Junction. Add dropped kerbs. Better signage. Slow down traffic. Add/improve crossings. Remove barriers. Widen footpath / pavement. Connect pavements.	Talbot Road/A4119 Junction by Talbot Green Shopping Park & 'Cycle Lane'. This is a completely car-centric junction and a nightmare to cross as a pedestrian and the cycle lane is inaccessible & intimidating to use. The number of light controlled pedestrian islands on one junction is ridiculous and the time it takes to cross the junction on foot is a nightmare - with many people getting frustrated and crossing independent of the light procedures. There is a cycle path marked on the map alongside A4119 [North] but it is not connected to anything and its proximity to two very fast lanes of moving traffic make it very intimidating to use. It is also too narrow to allow pedestrians & cyclists to pass each other safely. Please construct an easier and quicker walking route between the two retail parks. As a pedestrian you have to go all the way around the outside of the parks. If there was a cut through to Tesco that would be much easier. In addition it is not a nice route to walk along the A4119 the traffic is heavy it is noisy and dusty and polluted. It doesn't feel very safe either at times connecting the retail parks would make it easier to visit all the shops without driving round one to the other. Also connect up to Tesco etc from the new cycle and walking path. This is low-traffic access from Llantrisant Community Route through to Talbot Green Shopping Park and Tesco Extra via Burgess Crescent. Access from this route across the roundabout to Tesco could be improved for cycles, and access to the underpass from the shopping park could be improved - at the moment, the transition from road to underpass is	Comments noted. The Council's INM has identified a proposed new active travel route running parallel with the A4119 to reach the Retail Park. RCT INM S14 NO CHANGE TO INM

				<p>awkward, occurring on a left-hand junction, both discouraging dismounting and making the transition over the kerb challenging.</p> <p>The Llantrisant Community Route has access points where you can leave the route to go to the Retail Park, but there are no footpaths into the Retail Park so people cross the grass bank and climb over the fence into McDonald's. A proper footpath would be very well used.</p> <p>The road in and out of the Retail Park has no pedestrian crossing facility, and you have to look in all directions for oncoming traffic and cars come from all directions. The approaches are filtered, and there are no lights visible to give you a clue if it's safe to cross. I have a teenager with a learning disability, and he could use pedestrian crossings safely such as pelican crossings, but this is just a gamble. It could seriously limit his independence or safety.</p>	
Church Village, junction of Main Road & Station Road	Junction	Hard to cross the road.	Change light phasing.	<p>Station Road only has pavement on the east side. Pedestrians who cannot cross quickly are unable to get from the east side of St Illtyd's Road or (more commonly an issue as there is no additional zebra crossing) from the north side of Main Road to the west side of Station Road in a single lights phase. The pedestrian phase could be changed to occur twice per cycle (before and after the two-way Main Road phase) or a longer pedestrian phase with diagonal crossing could be made. Additionally, the pelican crossing on the west side of the junction over Main Road currently resets without a crossing phase if the button is pushed during the Main Road traffic phase.</p>	<p>Comments noted. The Council is currently progressing the findings of a study to identify new active travel links from nearby communities to the Church Village Community Route. Comments will be considered as part of this study.</p> <p>NO CHANGE TO INM</p>
Church Village, Main Road	Road	Poor air quality.	Create a drop-off zone for Garth Olwg near the bypass.	<p>The junction of Main Road and Station Road is unable to cope with traffic delivering children to and from school, leaving cars idling on the roads for substantial periods every schoolday.</p>	<p>Comments regarding drop off points will be referred to the Council's Education Department.</p>

				Drop-off/park and walk areas should be made and used near the road that has sufficient capacity for these vehicles and that is not near residential areas, i.e. the bypass. Once traffic drops, active travel will be more attractive for children who are able to undertake it. This should be part of a combined active travel plan for pupils/parents at all schools in the area.	Other comments will be considered as part of the study being progressed by the Council to identify links from nearby communities to the Church Village Community Route. NO CHANGE TO INM
Taffs Well, Cardiff Road {7 comments / likes}	Cycle parking. Cycle lane (on road). Road. Junction. Crossing. Pavement / footpath.	Lack of secure bike parking. Behaviour of road users. Speeding. Heavy traffic. Poor air quality. Hard to cross the road. Pavement parking. Speeding. Lack of safe route for walking. The trucks from the metro.	Add cycle parking. Restrict traffic or close road. Slow down traffic. Add / improve crossings. Widen pavement / footpath.	Proper bike stands at Taffs Well Stn are too far away to be any use for those of us who shop in Taffs Well, and the rubbish wheel benders that the Co-op have are unusable. No reason to allow rat running through Cardiff Road now that there are two ways around this street ie - the A470 and the expensive new link through the industrial estate on the other side of the railway. Use bus gates to turn Taffs Well centre into a LTN. It's basically waiting for someone to die on this road!! lost forgotten area of RCT not Cardiff and not considered RCT. Cars speed after the lights here. Taffs Well is a lovely place which could be so much better, it is a hotspot and through road for local cyclists and riders using the Taff Trail. The main road could be enhanced by restricting the flow of vehicle traffic by making Cardiff Road a one way system and widening the pavements and creating a dedicated cycle lane. Also by planting trees and improved parking would make the environment better for all. Add public bikes like the next bikes in Cardiff and facilities to lock bikes. Install raised cycle zebra. Realign so it links the lane to the railway station and the bridge. Install build out to allow safer, shorter crossing. Wider path can allow cycling over crossing and up to the bridge.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM

Llanharan, rail station	Cycle parking	Lack of secure bike parking.	Add cycle parking.	Secure, covered cycle parking at the station would be useful.	Details will be brought to the attention of Transport for Wales who manage this station. NO CHANGE TO INM
Rhigos & Hirwaun, Rhigos Road {3 comments / likes}	Road.	Lack of safe route for cycling. Heavy traffic.	Slow down traffic. More cycle routes.	Fast wide 50mph road (which many drivers do 70mph+ on) but no provision for cyclists other than a few white bike tramp stamps embossed on the road. Ridiculous!! Plenty of space to shrink the carriageway and put a cycle track in between Rhigos village and the Industrial Estate at least. There is good provision down in the Neath Valley, and up at Hirwaun, but a safe and attractive link between the two is missing. Rhigos Road between Rhigos and Hirwaun is very dangerous for cycling. There are wide footpaths which very few people actually use for walking. Why isn't it clearly made available for both cyclist and walkers to use with big signs. The road is often used by groups of cyclists especially at the weekend, but they are treated very badly by motorists. Local drivers can drive fast and up close to cyclists. Please try and do something about it as the new Zip wire is opening soon and this could be a huge boost to the local economy. Around Hirwaun cycle and walking paths routes are hard to find and don't have very clear signage.	Improvements to NCN 46 between Rhigos and Hirwaun, to comply with current active travel standards, have been identified by the Council. NO CHANGE TO INM
Taffs Well, A4054 {4 comments / likes}	Pavement / footpath	Lack of safe route for walking. Lack of safe route for cycling.	Widen footpath / pavement. Slow down traffic. More facilities for disabled.	Ridiculously narrow shared pavement - with barely enough room for one person on a traditional bicycle never mind mixing bikes and pedestrians. Difficult sharp right angled turns needed at the crossing point at Cemetery Road. Whole Cemetery Road/A4054 Junction and linked junction from A4054 to railway station needs to be reconfigured to allow better/safer more convenient bike and pedestrian journeys.	Issue is being examined by the Council. Will coincide with proposal by Cardiff CC to upgrade Taff Trail at boundary with RCT and works to Taff Trail associated with the construction (by Transport for Wales) of new Metro depot in Taffs Well.

				<p>This is very popular cyclist crossing, as it is part of the Taff Trail cycle path. It should be made clearer to road users that there are cyclists crossing this point, preferably with road markings. Crossing could also be made safer with a zebra crossing (or similar markings).</p> <p>I realise that this is a cross-council section with Cardiff - but the section between here and Tongwynlais is one of the most dangerous bits of the Taff Trail. A really good off-road path spits you out onto a busy main road and then leaves you to cross the Taffs Well A470 roundabout. If you're not a confident cyclist then you pretty much have no option but to get off and walk.</p> <p>In an ideal world, some way would be found to route the Taff Trail away from the roundabout completely - and also bypass Tongwynlais - but if not, serious consideration needs to be given to how this section can be made a lot safer.</p> <p>Road is very dangerous for disabled users, particularly those who are visually impaired or use walking aids.</p>	NO CHANGE TO INM
Church Village, Garth Olwg School	Cycle lane (on road). Walking & cycling shared path (off road). Cycle path (off road).	Lack of safe route for cycling.	Add/improve crossings. More cycle routes.	My children live in Pontypridd and go to school in Garth Olwg. There is a cycle path on probably about 60% of the route between Ponty town and the school. If a cycle path could be added that goes from the top of Power Station Hill to the school gates, then it would be possible for the many students who live in Ponty to cycle to school safely which would be great for physical and mental health.	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links between local communities and the Church Village Community Route. NO CHANGE TO INM
B4595	Pavement / footpath	Narrow footpath.	Widen footpath / pavement, Slow down traffic.	The pavement is very narrow in parts meaning traffic passes very close to pedestrians and it can feel very unsafe. The community path between Power Station Hill and the University is a fantastic alternative in daylight hours, but not really accessible at night.	Comments noted. The Council currently does not provide lighting on an off road active travel route due to major issues of vandalism. The B4595 is not an active travel route, an existing route runs parallel.

					NO CHANGE TO INM
Cwmbach, path under road to ASDA	-----	-----	-----	Continue this path under the access road and South linking to the Cynon Trail.	Comments noted. The Council's INM has identified a proposed new active travel route between Aberdare and Cwmbach. RCT INM S5 NO CHANGE TO INM
Cwmbach, roundabout	Cycle lane (on road). Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	Safer Junction. Add / improve crossings. More cycle routes. Pedestrianise.	This is a dangerous crossing as it's too hard to see approaching traffic. Also cycling through Cwmbach feels unsafe compared to the trails into Aberdare and up to Mountain Ash.	Comments noted. This section of the Cynon Trail has been identified for improvements to bring up to current active travel standards. NO CHANGE TO INM
Cwmbach, Old Tram Road running from behind Fairfield Close past Pincroft up to Werfa On Tram Road adjacent to end of Cennarth Drive, Cwmbach	Walking & cycling shared path (off road)	Houses encroaching the gardens on public access and not maintained by LA. Development of houses. Concerned that land is being encroached upon and access and public footpath.	Better enforcement.	At a time when children and adults need access to open spaces house development is taking place in an area which should be protected as a public footpath. Concerned that land will be encroached and claimed by the developer. Impact on flora and fauna, access and health.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Trefforest Industrial Estate, Main Avenue, Oxford Street {2 comments / likes}	Walking & cycling shared path (off road). Crossing. Pavement/footpath.	Hard to cross the road. Lack of safe route for cycling. Heavy traffic. Speeding.	Slow down traffic. More cycle routes. Improve path surface. Safer Junction.	There is a missing section of cycle route between Trefforest Industrial Estate (near the day centre) and the roundabout off Oxford Street/Cardiff Road. This forces you to cross the A4054 and travel along the road for 100m or so before crossing back joining the path. The road is busy and doesn't feel safe. The shared path along Main Avenue is intersected by around a dozen junctions northbound and south bound. Traffic on these junctions have, or assert right of way over cyclists. Providing right of way to cyclists on the shared path over	Details will be discussed with the Council's Traffic Management Section. The Council is examining the findings of a study covering the provision of additional active travel links within TIE, in the vicinity of Coleg y Cymoedd and Oxford Street. UPDATE INM

				junction users would improve its viability. Currently most commuting cyclists use the road instead.	
Tonypandy, Mid Rhondda Field	Walking & cycling shared path (off road). Field	Barriers to access.	Improve path surface. Widen footpath / pavement. Remove barriers. Restrict traffic or close road. More facilities for disabled.	The path around the outside of the field is perfect for walking and cycling but it's not maintained.	Details will be referred to the Council's Parks and Countryside Section. NO CHANGE TO INM
Nantgarw, Penrhos Cutting Taff Trail	Walking & cycling shared path (off road).	Barriers to access.	Horse access.	This section of the Taff Trail has a horse route separated from cyclists and walkers. Whilst this is a lovely route in Summer, during the Winter it becomes flooded and often icy. The barriers on the cycle route have been removed to improve access for those with disabilities so could easily accommodate horses. The rest of this section of the Taff Trail is a multi-user route so everyone is used to seeing horses and cyclists, walkers and riders get along with no issues. It makes little sense why this short section is prohibited to horses as the width doesn't differ from the following section. If this was opened to horses it would make an enormous difference to riders accessing the wonderful forestry routes near Castell Coch and the Wenallt during the Winter months.	Comments noted. However, focus of active travel measures and legislation is on non-recreational walking and cycling journeys to key destinations and facilities. NO CHANGE TO INM
Taffs Well, near river	Pavement / footpath.	Lack of safe route for walking. Street furniture.	Improve path surface. More seating.	Lovely place right by the river, steep path to the river and add more seating along the river bank.	Comments noted. Details will be referred for the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Nantgarw and Taffs Well, Taff Trail {10 comments / likes}	Walking & cycling shared path (off road)	Poor lighting. Lack of safe route for cycling. Lack of safe route for walking. Barriers to access. Behaviour of other path users. Parking.	Remove barriers. Better signage. Signs to instruct dog walker about Highway code rule 56.	Great cycle path, shared path with horses and pedestrians, dedicated lane needed and lighting. Dark, isolated, lonely threatening place for a single woman to be. Completely unacceptable as a transport route. Very poor dark and lonely stretch of path, often filthy from leaf mulch and mud or flooded by overflowing streams. Where the trail starts here there is a barrier. This is one of those low ones that	It is the Council's aspiration to upgrade sections of the Taff Trail in the Taffs Well area to meet current active travel standards. The Council is examining the installation of signage to request users of the

				<p>cyclists are supposed to be able to ride/push through but angle and incline make this one awkward you hit your pedals and could cause accident. Some cyclists ride around it to the right on mud but not very easy. Remove this obstacle please.</p> <p>NHS front line worker has been told to f off by a number of speeding cyclists when walking her dog. It's very often used as a race track.</p> <p>95% of dog walkers are fine but odd owner allows animals off the lead with no control. Recently owner of dog off lead out of control told me "you can ring your bell all you like it's a dog it doesn't understand" Signs stating Highway Code rule 56 would help reduce potential danger to dogs and cyclists or eventually a serious accident might occur. Needed on all trail by Rhydyfelin section and Church Village bypass biggest concerns. Highway Code - Rule 56. Dogs. Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists or horse riders.</p> <p>Connect the Taff Trail from Longwood Forest all the way to Treforest Ind estate through Taffs Well allowing people to commute to and from Cardiff and Pontypridd easier. Opening up this beautiful area and opportunity to enjoy a riverside walk / cycle path.</p> <p>Excellent path but remove the illegal barriers that prevent, prams, wheelchairs, trikes, trailers! Sweep path more regularly please as this is a main commuting route and it gets filthy for all the winter months due to lack of maintenance.</p> <p>Add bollards to prevent parking on the cyclepath by Taffs Well Rugby Club. Only a problem on weekend during rugby games. Also open the gate if possible to create a link to Moy Road / Cardiff Road.</p>	<p>Taff Trail to show more consideration to other users.</p> <p>Lighting is not provided along segregated cycle routes in open countryside due to problems of vandalism and ecology issues.</p> <p>The Council is progressing a study to identify potential active travel links in the southern part of the Industrial Estate, in the vicinity of Coleg y Cymoedd campus, the new DWP office and proposed rail station and Park and Ride site.</p> <p>The Council has been considering the selective removal of access barriers, in consultation with local Members.</p> <p>NO CHANGE TO INM</p>
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<p>Blaencwm</p> <p>{2 comments / likes}</p>	<p>Cycle Path (off road).</p>	<p>Behaviour of other path users. Lack of safe route for walking. Pavement parking.</p>	<p>Slow down traffic. Better enforcement. Barriers should be added.</p>	<p>I walk Blaencwm at least 3 times daily with my dog and always have done since living here, the reason we moved here was because it's such a quiet peaceful place as I know is the same reason for other people living here too. At the moment the paths are totally unsafe for pedestrian and dogs as every other footstep you take you risk getting wiped off your feet by cyclists and bikers that do not respect pedestrians. Also the parking is disgraceful. People are driving to Blaencwm to then start their bike ride. Blaencwm is a very small village which is being ruined by the amount of traffic bought to the area.</p> <p>Slow down traffic through village but with sensor sign not sleeping policemen. Cyclists need to be separate/demarcated from walkers. Better enforcement of off-road visitors e.g. Van loads of quad bikes and scrambler bikes parked up on bus terminus - noise, erosion, mud - conflict with cyclists, walkers and dog owners e.g. Scramblers using forestry foot paths.</p>	<p>Comments noted. The main focus of active travel measures and legislation is on non-recreational journeys. Any incidents of anti social behaviour will be reported to the Police.</p> <p>NO CHANGE TO INM</p>
<p>Treherbert, Blaenrhondda Road and Railway station</p> <p>Blaencwm</p> <p>Rhondda Fawr</p> <p>Rail Tunnel</p> <p>{23 comments / likes}</p>	<p>Walking & cycling shared path (off road)</p>	<p>Lack of safe route for cycling.</p>	<p>More cycle routes. The tunnel and connecting route needs to be included as an active travel route, more to benefit the residents of the Upper Afan Valley with improved access to shops, buses, trains and other services. Better connection needed. The Rhondda Tunnel needs to be opened to allow cyclists and walkers access to the Gwynfi Valley, Lack of safe route for walking.</p>	<p>The upper Rhondda Fawr needs a cycle path from The old Stelco Hardy site to Treherbert Railway Station to link with the existing path at Everest factory. This could use the old railway line. It would allow almost traffic free cycling to Treorchy.</p> <p>Open the tunnel to help rejuvenate Rhondda Fawr.</p> <p>The comments have been stopped at Porttalbot, Neath...I'm campaigning here now to get this bloody tunnel finished. A direct route along the old railway route to Blaencwm should be built here. It could join up with the route that is constructed near to the Everest factory. It's heart breaking that out of all the coal lines there's so much lost. I've realised I've taken the other valleys multiple old rail line cycle routes for granted. There's the small section of Barry Sidings and the</p>	<p>Comments noted. The Council is progressing the findings of a study to identify the alignment of a proposed, new active travel route along the Rhondda Fawr from Porth to the mouth of the disused rail tunnel at Blaencwm. The Council is also progressing a business case into the possible re-opening of the disused rail tunnel (between the Rhondda Fawr and Gwynfi Valley) for walkers and cyclists.</p>

				<p>Fach, but with limited traffic free arteries the Fawr is running out of options. I'd like to see the suggestions back on the table for a cycleway following the rail line as it reduces to single track north of Porth (linking Barry Sidings right through to the Tunnel).</p> <p>Needs a trail up this Rhondda Valley like other valleys. The Welsh Government needs to take ownership so that any plans to reopen the tunnel can move forward.</p> <p>The Rhondda Fawr is the only valley that doesn't have a dedicated cycle path. I would like to see the Rhondda Tunnel reopened as a walking and cycling tunnel, along with a suitable cycle path from the tunnel to Porth joining with the Taff Trail. This would solve numerous issues, not only providing a cycle path but would increase tourism to the Rhondda with the Tunnel creating the longest cycle tunnel in Europe.</p> <p>I believe opening the Rhondda Tunnel as a walking/cycling facility will enhance tourism and improve the economy of our beautiful valley. This could be the start of great things for the future of our valley and its population.</p> <p>Re-open the Rhondda tunnel, it will transform the top of the valley in the Rhondda and Gwynfi valleys.</p> <p>The Upper Rhondda has the potential to attract many tourists, walkers and cyclists to the area. We need a forward looking and engaged policy of regeneration for the area. And the Tunnel would be a fantastic attraction and addition to the wide area.</p> <p>The former Blaenrhondda station site is currently a foot/cycle path but the existing path could be improved with better signage and by using the former railway line, could connect cyclists and walkers to train services at Treherbert. The station site itself is a piece of local</p>	<p>NO CHANGE TO INM</p>
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				<p>history which is overlooked and could benefit from an information board and perhaps benches. This would be of interest to visitors especially if the nearby Rhondda Tunnel is reopened.</p> <p>Open the Rhondda Tunnel, it will bring visitors and money to the upper valleys. The Rhondda Tunnel . together with the Cearau and Abernant tunnels will make the valleys into a cycling " must visit "location. Please do something for the future, open up the tunnels and connect Blaencwm to Porth via a decent / safe cycle route as other proactive local authorities have recently done.</p>	
<p>Tonyrefail, Pembroke Street</p> <p>End of cycle path up from Talbot Green</p> <p>{2 comments / likes}</p>	Cycle path (off road)	Lack of safe route for cycling.	More cycle routes.	<p>We have cycle route 4 that comes down the lane past Pant Y Seren but then joins a busy road. At the end of Pembroke Street there's an existing rough path that links to the former Coed Ely Colliery site and then on to the cycle path passed the hospital and down to Talbot Green. By developing & incorporating this rough path it can join the existing off road cycle route and provide a much needed safe cycleway for the public.</p> <p>Cycle paths stop here should go up the valley plenty of room to do this.</p>	<p>Comments noted. The INM includes a proposed new active travel route between Tonyrefail and Talbot Green. RCT INM S24</p> <p>NO CHANGE TO INM</p>
Tonyrefail, NCN 4	Cycle path (off road)	Lack of safe route for cycling.	Improve path surface.	<p>The upkeep of this path from Hendreforgan to the boundary with Bridgend CBC towards Blackmill is non existent. Erosion and lack of maintenance makes this part of the national route difficult for all but mountain bikes.</p>	<p>Comments noted. Details will be referred for the attention of the Council's Parks and Countryside Section.</p> <p>NO CHANGE TO INM</p>
Aberdare, railway line to Hirwaun	Walking & cycling shared path (off road)	Lack of safe route for cycling.	More cycle routes.	<p>Construct a walking and cycling route alongside the proposed railway link between Hirwaun and Aberdare. Easy and cheap to be constructed at the same time as the railway.</p>	<p>Details will be brought to the attention of Transport for Wales who are undertaking a study into the re-opening of this railway line.</p> <p>NO CHANGE TO INM</p>

<p>Cilfynydd, Taff Trail and Lady Windsor Trail</p> <p>{4 comments / likes}</p>	<p>Walking & cycling shared path (off road)</p>	<p>Flooding after supposed repairs. Tree roots undermine path surface.</p>	<p>Raise Trail, so rain just runs off. Resolve issues with source of flooding from the Nant Caedudwg south of Pontypridd High School. Improve path surface.</p>	<p>Signage requesting reporting of trial bikes to 101 is hardly a deterrent to those who ride their motor bikes along the cycle path as a short cut between Cilfynydd and Glyncoch / Ynysybwl. Tree roots have lifted up surface on this section of Taff Trail for about 50 metres. It is particularly bad and may cause a cyclist to fall.</p>	<p>The Council has secured funding from the Welsh Government to alter the alignment of this section of the Taff Trail to make it more resilient from flooding. The issue of off-road biking is a matter of police enforcement.</p> <p>UPDATE INM</p>
<p>Porth, Rhondda Fach Trail</p> <p>{4 comments / likes}</p>	<p>Cycle path (off road)</p>	<p>Trail closed for 9 months. Have to use dangerous road.</p>	<p>Clear landslide to re-open Trail.</p>	<p>About time this was sorted - main road detour is extremely dangerous! Fix the issue and reopen the path. It cost more to fence off the area than it would have to fix the issue in the first place. Instead of shifting blame around do your jobs. Path has been closed due to a landslide for a year. Make Trail safe for users & re-open asap. It's essential the Maerdy Ferndale Tylorstown route (all routes in fact) has easy access for the emergency services. All trees and overgrowth should be cut right back if too close to the pathways, which is apparent on the stretch running alongside Greenwood Park. Where possible, gates / barriers should be put up in correct places to stop motor cycles and quads, with signage displaying imposing fines for those who abuse these paths for walkers and cyclists. Encourage local people to help look after the pathways. Once the route pathways have been adequately resurfaced, new seating put in place, signage with informative information, we'll have something to respect and be proud of.</p>	<p>Comments noted. Extensive remedial work is currently being undertaken by the Council. The Council endeavours to maintain all its active travel routes to current standards. The issue of installing access barriers must consider equality and disability issues as well as tackling the problems of anti social behaviour.</p> <p>NO CHANGE TO INM</p>
<p>Treherbert, Cwmsaerbren Street</p>	<p>Walking & cycling shared path (off road)</p>	<p>Barriers to access.</p>	<p>Remove barriers.</p>	<p>The barriers on this path prevents horse riders from accessing safe off road riding. Now Equestrians are forced to cross the main road several times to get to the safe off road riding that we need as much as cyclists and walkers. The Welsh</p>	<p>Comments noted. However, active travel legislation and measures primarily focus on pedestrians and cyclists only, for</p>

				Government have stated that all barriers must be removed and all paths MUST BE MULTI USER FRIENDLY and that includes Equestrians.	non-recreational purposes. NO CHANGE TO INM
Nantgarw, A468 And Oxford Street {2 comments / likes}	Pavement / footpath	Hard to cross the road. Poor lighting. Heavy traffic. Poor signage / route hard to find. Barriers to access. Lack of safe route for walking.	Add/improve crossings. Widen footpath / pavement.	It's virtually Impossible to access the GE Nantgarw site by foot. The road is too busy to cross during morning/evening commute directly in front of the entrance. If you cross at the Nantgarw Pelican crossing there is no pavement alongside the A468 to the site entrance. Alternative route into the Taff Trail from Nantgarw. It is not maintained and very hard and dangerous to access because of this. It could be adapted as a cycle and pedestrian route into the homes and businesses of Nantgarw and Trefforest estate without taking the larger detour up the hill towards Caerphilly.	Comments noted. A site visit will be undertaken to examine further. The Council is progressing a study to identify a network of active travel routes in the southern part of Trefforest Industrial Estate to provide links to key facilities. UPDATE INM
Trallwn, entrance, exit roundabout and Middle Street {4 comments / likes}	Pavement / footpath. Junction. Road.	Behaviour of other path users. Poor lighting. Street furniture. Lack of traffic lights and yellow box doesn't cover both lanes. Speeding. Heavy traffic. Behaviour of road users.	Safer Junction. Traffic lights installed or yellow box extended over both lanes Better enforcement. Slow down traffic. Restrict traffic or close road.	I don't live in Trallwn but I often have to walk here to go to the parcel delivery point. While I'm commenting on my area I thought I'd make a comment on here. It stinks, and I mean I'm gagging because of the dog mess - poop and piss. I have to dodge it constantly. I just want to say to the people of Trallwn, this isn't normal and I don't know if you've normalised to it or what but there is no area I know that smells and looks this bad with dog poo. It is a nightmare to get out of this junction and get to work, this drives people to use Fish Lane as a means of getting to work on time - this isn't great as the lane isn't wide enough if there are pedestrians with prams or a dog walker like myself and it's access only. The speed limit is 20mph and we have speed bumps on the road. Despite that people continue to speed and some vehicles are so heavy that the house shakes. There are a lot of families with young children, elderly people, cyclists using Taff Trail and pets in this area. Last year a cyclist was hit off his bike and the	Comments noted. Issue relating to littering will be brought to the attention of the Council's Civil Enforcement Team. It is illegal to cycle on the footway and any instances should be reported to the local PCSOs. NO CHANGE TO INM

				<p>driver didn't stop, the person knocked my door for assistance.</p> <p>Cyclists using Middle St ride on the pavement going against the one way system instead of using West St or East St and ride far too fast when using Fish Lane.</p>	
<p>Trallwn, Bonvilston Road</p> <p>{2 comments / likes}</p>	Road.	<p>Lack of safe route for cycling. No signage to the Taff Trail connector between Trallwn end and restart in Rhydfelin. Speeding. The roads around Trallwn need to be looked at as they are crumbling away causing pot holes. The worst roads are Bonvilston Road, Coedpenmaen Road, Dodington Place and Thurston Road. Also drivers speed around Trallwn making it very dangerous for other drivers, pedestrians, and cyclists.</p>	<p>Improve path surface. More cycle routes. Repaint lane striping. Improve path surface. Better enforcement. Better signage.</p>	<p>Signage is poor along the route and it is often confusing for those who do not know the way. The trail signs should be named as there are many trails and people often get confused and go to the wrong side of the river and end up using the paths alongside Rhydfelin Rugby Club. Additional signage for the Taff Trail would improve navigation for those cycling from Cardiff all the way to Merthyr and beyond. The additions would help a tricky connecting sector for those unsure of the route.</p> <p>Re-surface the roads and maybe add big 20mph signs on the roads so drivers take notice that the roads are 20mph as they clearly disregard the signs and speed bumps around Trallwn.</p>	<p>Comments noted. Improved signage has previously been installed by the Council. Concerns over the speed of traffic should be brought to the attention of the Police.</p> <p>NO CHANGE TO INM</p>
Aberdare, Cynon Trail	Walking & cycling shared path (off road)	Barriers to access.	Remove barriers.	<p>It is difficult to cycle this path as you need to stop all the time to go through the barriers. It is already difficult having to share access with walkers and dogs who are not very mindful of their surroundings.</p>	<p>Comments noted. The selective removal of barriers at this location had previously been examined by the Council, in consultation with local Members. It was agreed that they should remain.</p> <p>NO CHANGE TO INM</p>
Tonypandy, Glyncornel	Road. Cycle lane (on road). Walking & cycling shared path (off road)	Lack of safe route for cycling. Barriers to access.	<p>Better signage. Improve path surface. More cycle routes. Add/improve crossings</p>	<p>Within the Rhondda Fawr valley there are no appropriate cycle paths that are off road and cover the length of the valley. This in turn means that for both work and pleasure I need to drive somewhere, which is not great for the environment. There are small sections but this is often on the road and not appropriate for most of my client base. This valley is missing</p>	<p>The Council is progressing the findings of a study to identify the alignment of a proposed, new active travel route along the Rhondda Fawr from Porth to the mouth of the disused</p>

				cycle tracks that are found in all surrounding valleys (Taff Trail, Cynon Trail and Rhondda Fach trail as examples). Ensuring a cycle path is built and established will allow easy and safe access to cycling for a range of people and also in turn will have positive effects on health and mental health.	rail tunnel at Blaencwm. NO CHANGE TO INM
Ferndale	Walking & cycling shared path (off road)	Encourage use of available paths.	More cycle routes.	It would be good now that more people are walking and cycling to have local maps of suggested round trips, with signage, similar to the Loops and Links project developed some years ago.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Ystrad, Gelligaled Park {2 comments / likes}	Cycle path (off road). Walking & cycling shared path (off road).	Barriers to access. Lack of safe route for walking. Behaviour of road users. Speeding.	Remove barriers. Better signage. Slow down traffic. Better enforcement	Not sure how much was spent creating this cycle route [along existing roads / footpaths] but why leave a gate unchanged half way along it that is very difficult (impossible for some) to get a bike through it? There are 5 mph signage in Park area - insufficient from Sherwood entry - cyclists take very little notice- perhaps note will be taken when someone is seriously injured? - No enforcement visible??	Comments noted. The resolution of this matter is still being considered by the Council due to ongoing problems of anti social behaviour.. NO CHANGE TO INM
Ferndale, Maerdy Reservoir	Walking & cycling shared path (off road). Pavement/footpath	Poor drainage.	-----	Needs to be looked at, holds a lot of water in the rain and can become unsafe. It is a popular route for walkers, runners, cyclists and in need of some TLC.	Details will be referred to the Council's Parks & Countryside Section. NO CHANGE TO INM
Groesfaen, Mwyndy, A4119 {2 comments / likes}	Crossing.	Hard to cross the road. Lack of safe route for cycling, Heavy traffic. Speeding. Behaviour of road users.	Slow down traffic. Better enforcement.	The link from Miskin to the community route past Arthur Llewellyn Jenkins is dangerous. Despite the reduction in speed limit cars still treat the section between corner park and the A4117/A473 roundabout like a race track. Permanent Speed cameras in both directions and a further reduction in speed limit would benefit safety. Aspirational route needed for future housing developments. Route to cycleways in new housing sites via farm track and the footpath and track through Miskin Mill and Miskin Cricket ground.	Comments noted. Details will be referred to the Council's Traffic Management Section. NO CHANGE TO INM
Pontypridd, Graigwen Woods	Walking paths.	Behaviour of other path users. Speeding.	Better enforcement.	Stop off road scramblers.	Details should be reported for the

					attention of the Police to enforce. NO CHANGE TO INM
Ferndale, Rhondda Fach Trail {2 comments / likes}	Walking & cycling shared path (off road)	Since Dwr Cymru have dug up the path from Ferndale to Maerdy they have put it back full of big stones not fine stones. This is hard on your feet and causes you to twist your ankle.	The path needs to be put right with good surface to enable people to walk without injuring themselves. Get Dwr Cymru to fix the path.	Dwr Cymru have left the path in a worst state than it was before.	Comments noted and will be considered as part of the Council's plans to improve this active travel route to meet current standards. NO CHANGE TO INM
Miskin, B4264 {5 comments / likes}	Crossing. Road.	Hard to cross the road. Speeding. Lack of safe route for cycling.	Slow down traffic. Better signage. Improve surface. More cycle routes.	This is a very dangerous and difficult road to cross as a pedestrian or cyclist which is necessary to gain access to community cycle/walkway that passes through Talbot Green. This is a natural crossing point from Miskin village to the housing behind and visa versa, especially for children. It is a blind bend and speeding traffic make this a very dangerous place to cross. The speed of the traffic along this stretch up to the back of the Catholic church is often well in excess of the limit. Traffic is consistently well in excess of the 30mph limit as they come around the blind bend from Pontyclun. This is a crossing point for access to the main village and church. The road is very potholed and in autumn in particular very dangerous due to trees shedding fruit and leaves. Install protected cycle lanes with removal of central hatching to provide space on carriageway. Pop-up style lanes on both sides of road protected by rubber kerbs and wands. Provides links to school, shops and railway station.	Details will be referred for the attention of the Council's Traffic Management and Highways Maintenance Sections. Comments will also be considered as part of a future study to develop a network of active travel routes in the area. NO CHANGE TO INM
Miskin, Ffordd Cefn yr Hendy {7 comments / likes}	Cycle lane (on road). Pavement / footpath. Road.	Lack of safe route for cycling. Pedestrian barrier required for safety. Lack of safe route for walking. Speed of traffic. Hard to cross the road. Behaviour of road users.	More cycle routes. Improve path surface. Widen footpath / pavement. Lighting. Slow down traffic. Better enforcement.	The speed of traffic on the main road through the housing estate is very fast, especially during term time with increased traffic to the school. The junction in and out of Maes Y Wennol can be perilous due to this. Crossing this road is also very dangerous - I have had several near misses. I have also lost a cat	Comments noted. A site visit will be undertaken to examine further. Details will be referred for the attention of the Council's Traffic Management Section

				<p>due to this and worry about the risk to the children living on the estate. The speed limit should be reduced to 20 mph and speed bumps installed.</p> <p>This road is the primary way to get from Llantrisant to YGGG Llantrisant and doesn't feel safe to cycle along with children. A cycle lane or combined pavement cycle lane would help.</p> <p>A pedestrian barrier is required to stop children running up Maesywennol Lane onto Heol Cefn yr Hendy, I have witnessed a number of near misses. The other lanes along this route have pedestrian barriers fitted.</p> <p>There is a wooded area in Miskin that is used from the new estates to walk to the play park in the Hendy Estate as a short cut to walking to Pontyclun village. The area has mainly makeshift paths and no lighting. Better paths could make this less muddy and safer from trips and falls in bad weather. Lighting could make it much safer for all residents, especially lone women, and the school children who use it to walk to Yr Pant.</p> <p>There is only a pavement on one side of the road. There are no speed signs on display throughout the whole of Miskin village even though there is a school there. Cars speed up and down the hill. There needs to be speed signs, 20 mph limit. Crossing near the school. During the summer months houses allow their trees to grow onto the pavement which means pavements are narrow and it becomes dangerous for pedestrians.</p> <p>Many children have to walk this way and the path is a disgrace it's too muddy to use. Children end up dirty before school. Installation of average speed cameras through the village to slow traffic down.</p>	<p>who are currently progressing plans to implement a 20mph speed limit in the Miskin area.</p> <p>NO CHANGE TO INM</p>
<p>Llantrisant, Miskin & Talbot Green, A4119</p>	<p>Pavement / footpath. Crossing road. Junction.</p>	<p>Lack of safe route for walking. Lack of safe route for cycling. Hard to cross the road.</p>	<p>Add barrier between dual carriageway and pavement.</p>	<p>Perfect location for a 'Cyclops' junction to improve crossing for pedestrians and provide protected cycleway. Continue</p>	<p>Details will be brought to the attention of the Council's Traffic Management Section.</p>

<p>{50 comments / likes}</p>		<p>Speeding. Heavy traffic. Behaviour of road users.</p>	<p>Widen footpath / pavement. Add / improve crossings. Safer junction. Footbridge needed or pedestrian controlled lights.</p>	<p>cyclepath from hospital to community route alongside A4119. A safe crossing point in order to cross the A4119 to Arthur Llewelyn Jenkins and back. There are no safe crossings over the A4119. It requires a pedestrian crossing with traffic lights to stop the traffic. The road is 50mph but many vehicles ignore this. It is terrifying to cross as an adult let alone with children. There have been pedestrian fatalities on the junction over the years and desperately needs addressing. There needs to be links between Miskin, Talbot Green and Pontyclun The walk along A4119 to Talbot green is horrendous the pavement narrows by the lay-by it is unsafe we need a cycle path and safe walking routes for children to Y Pant. The air is poor my daughter has asthma why should she walk along the polluted dangerous road. There needs to be a thorough assessment for this whole area especially if you continue to build houses. It is not easy to cycle from Miskin to Pontyclun or on to Talbot Green. There is no safe route either along the A4119 nor along Heol Miskin and A4222. The traffic is very heavy it's just about manageable for a competent adult but very hairy with children or young adults. It's not possible to easily cycle to the shopping areas so we drive instead and it is difficult to easily connect up to the cycling routes at Talbot Green. Please extend the cycle route/cycle lanes along here. Children are not able to cycle safely to school either. Please improve provision and reduce speed limit. RCT needs to plan in advance to link a cycle path to the high quality separated off-road path being developed along Llantrisant Road into Cardiff. This route should be added to the network map to</p>	<p>The Council's INM has identified a proposed new active travel route between Llantrisant / Talbot Green and Mwyndy and between Llantrisant / Talbot Green and the Royal Glamorgan Hospital. Comments will be considered as part of a future study. RCT INM S14</p> <p>NO CHANGE TO INM</p>
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				<p>ensure any developments along Llantrisant Road include the cycle route. The network map needs to include plans to improve the Castle Mynach junction to include separated cycleways to connect to the cycleways being constructed along Llantrisant Road into Cardiff. It should include connections to a cycle route along the A4119 into Talbot Green and link to any transport hub, be it at J.34 or Cardiff Gate.</p> <p>This pavement is in heavy use between the village of Talbot Green and the Hospital. It's only a matter of time before a vehicle loses control at 50mph or higher and hits pedestrians or cyclists commuting. Pavement not wide enough for cyclists to pass pedestrians.</p> <p>A cycle route needs to be developed along the length of the A4119 linking eventually with the separated cycleways along Llantrisant Road. There are currently no pedestrian crossings across the A4119 so crossings for both pedestrians and cyclists should be installed.</p> <p>There's a footpath that runs alongside the cemetery and another that runs behind it. This short stretch that runs alongside the A4119 is nerve-racking with young kids as you have to walk single file on the verge. It would be great if you could add a safer crossing here or at Arthur Llewellyn Jenkins as crossing this road is what prevents me cycling with my children from Llantrisant to get to YGGG Llantrisant.</p> <p>Crossing on A4119 is extremely dangerous with deaths and road accidents in recent years. Traffic needs to be slowed with average speed cameras between roundabouts at Matalan and M4 (both sides of road). Also need better protection for pedestrians - barriers at crossings and improved lighting.</p>	
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				<p>The dual carriageway is busy making it a very dangerous place for pedestrians to cross. Lives have been lost here and no improvements made to make crossing safer.</p> <p>Crossing over the A4119 is difficult between Miskin village and Arthur Llewellyn Jenkins to join up to the cycle path to Pontypridd. Even though it's a 40MPH people do not listen. Petrified with little people on bikes.</p> <p>This road is extremely dangerous to cross. Motorists speed on this road constantly. A footbridge is needed along with speed cameras. At night all you can hear is cars racing up and down this stretch. My children are aged 14 and 11 and are forbidden from crossing this road as it is unsafe.</p> <p>This road is extremely dangerous. A footbridge is needed to enable people to cross safely. Motorists are speeding up and down this stretch all the time and at night it sounds like a race track. It is frightening to try and cross it.</p> <p>It's a very regular route for many families wanting to walk from Miskin over towards cross Inn and all the footpaths in the fields. It's terrifying crossing the road there with children.</p> <p>There is no safe way to cross this high speed dual carriageway. This carriageway links walkers and cyclists to the community paths and cycle routes in Talbot Green area and onward to Church Village bypass. Urgently requires a footbridge for safe crossing. No more traffic light junctions - keep traffic flowing, but keep pedestrians and cyclists (many families with young children) away from the speeding traffic.</p> <p>You take your life in your hands when crossing this junction, either as a pedestrian or in a vehicle. Cars drive too fast, too close, and ignore the right to turn by driving up behind you. As a pedestrian</p>	
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				<p>it is also very dangerous. There have been many accidents and a few fatalities sadly. Only time it runs smoothly is when the speed camera van is there. There needs to be safe pedestrian crossing from BETS Garage side to the Arthur Llewelyn Jenkins side. This will be particularly important when/if the Barn pub reopens as families from Miskin side (mine included) often walk down to the Barn in the summer and have to cross the busy A4119.</p> <p>I suggest a permanent camera, perhaps centrally that swivels. Also considering the amount of new house building proposed and no infrastructure to support, perhaps traffic lights to support the safe road crossing of traffic and pedestrians.</p> <p>After an accident where a father and son lost their lives, the speed limit was reduced but occasionally there are speed cameras so people still speed as there is no permanent deterrent. It is not safe to cross so a bridge would be the safest thing.</p> <p>There are currently only two safe places to cross this extremely busy dual carriageway. There is an underpass by the Tesco Superstore and a cycle path also by the Superstore. Although there is a very large residential area closer to the motorway junction there are no safe ways to cross this road from Miskin to access to the nearest dedicated cycle/ community route which is about 1 mile away. An extension to the cycle path from Cross Inn to Mwyndy Cross and over the A4119 via a footbridge would be a very welcome improvement. Very difficult to cross this very busy road to join the cycle path. 2 deaths at this spot crossing the road. Permanent speed cameras are required to slow traffic and</p>	
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				a pedestrian crossing is essential to cross from Mwyndy to Cefn y Parc.	
<p>Tonyrefail, A4119</p> <p>Williamstown, Primary School</p> <p>{3 comments / likes}</p>	Walking & cycling shared path (off road). Road. Cycle lane (on road).	Heavy traffic. Behaviour of road users. Lack of safe route for walking. Poor lighting. Poor air quality. Lack of safe route for cycling.	More cycle routes, Develop a cycle / walking route along the length of the A4119. Slow down traffic.	<p>Develop a cycle lane along the A4119 making a cycle journey for both work travel and leisure/fitness/wellbeing safe from existing vehicle users. Should extend from Llantrisant Road through to Tonyrefail and then continue through to the Rhondda Fawr (joining Coed Ely to Tonypany being the priority) and then continue a cycle route through the length of the Rhondda Fawr Valley joining the Bwlch and Rhigos Mountains. Where cycle lanes cannot be developed along the A4119 or develop cycle/walking routes alongside the A4119 joining up existing cycle routes between Coed Ely/Tonyrefail and the Rhondda Valleys. Lots of people commute on this road for work at the industrial estates (Council offices, glass factory and school). There is no cycle route to this site and indeed for this whole area. The A4119 road is busy and vehicles travel very fast thus very dangerous for cyclists. In addition this whole area is extremely difficult to access for non-drivers - no bus stops either.</p> <p>The A4119 is a busy road. In wet weather it becomes a river, as at least half the drains are blocked. Ditches/troughs would be easier to maintain and clear. And can the grass verges be turned into cycle paths on both sides of the road. Separating bikes from cars, and removing the hideous necessity for the council to block the road and cut the grass.</p>	<p>Comments noted. The INM includes a proposed new active travel route between Tonypany, Tonyrefail and Talbot Green. RCT INM S23, S24 and S28</p> <p>NO CHANGE TO INM</p>
Dinas, A4058	Road. Cycle lane (on road)	Heavy traffic. Poor air quality. Lack of safe route for cycling. Speeding. Behaviour of road users.	More cycle routes. Slow down traffic.	I use this road to cycle for my commute to Ty Elai council offices in Williamstown. There is no cycle route and can feel very dangerous with the road being so busy and speeding vehicles and the heavy air pollution.	The INM includes a proposed new network of active travel routes in the area to make this journey safer by bicycle. RCT INM N10, S28 & S35

					NO CHANGE TO INM
Trefforest, bridge linking Trefforest with Rhydfelin	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	Connect pavements. More cycle routes. Widen footpath / pavement. Add dropped kerbs.	Path that links Meadow Street to Rhydfelin, well used by locals as a short cut to Trefforest Railway and could link to Trefforest cycle path to Tonteg and safer cycle link to Taff Trail at Pontypridd Park.	Comments noted and will be examined further. NO CHANGE TO INM
Ferndale, High Street {2 comments / likes}	Cycle parking. Cycle lane (on road)	Lack of safe route for cycling. No bike parking.	Widen footpath / pavement. Restrict traffic or close road. Add cycle parking.	No bike parking here even though it's part of the Taff Trail and a lot of users stop to use the shops etc. Lots of cyclists use this town for a stop while using the Taff Trail to use shops etc. No cycle parking or cycle lane.	Comments noted. 2 cycle storage stands are provided at junction of High Street and Lake Street, Ferndale. Details are on the Council's website. NO CHANGE TO INM
Hawthorn, Cardiff Road {2 comments / likes}	Road.	Pavement parking. Speeding. Heavy traffic. Hard to cross the road. Behaviour of road users.	Consistent enforcement. More facilities for disabled. Add / improve crossings. Improve path surface. Safer Junction. Better enforcement. Slow down traffic.	Street junctions always have cars parked on them. Can't see the road when pulling out of side streets to main road.	Comments noted. Focus of active travel measures and legislation is on walking and cycling journeys that are non-recreational to local destinations and facilities. NO CHANGE TO INM
Rhydfelin	Pavement / footpath. Road.	Behaviour of road users. Speeding. Pavement parking. Poor signage / route hard to find.	Slow down traffic. Safer Junction. Better signage.	We have raised a few times that when we leave the property we have to come down Morien Crescent and there is a blind junction at the end of it. The hedge does get trimmed to improve visibility but often it is very unclear and we have had near misses. There needs to be a sign warning of a junction, the problem is it's totally unclear to road users who don't know the area as it is almost invisible on approach and drivers are usually travelling at 35 - 40 mph on a 30mph road. Also leading to Duffryn Road vans / large cars park both sides of the road (llan) and this is obstructive and dangerous. Finally the parking outside Spar is not parking but makeshift and is an accident waiting to happen as people reverse into oncoming traffic! It is a shame as it's a bit like an obstacle course around here but I love the area.	Comments noted. Details will be referred for the attention of the Council's Traffic Management and Highways Maintenance Sections. NO CHANGE TO INM

Rhydfelin, Dynea Road	Pavement footpath. /	Hard to cross the road. Behaviour of road users. Speeding. Heavy traffic.	Safer Junction. Add / improve crossings.	Pedestrians from Rhydfelin struggle to cross the T Junction safely to access Tesco Upper Boat. Traffic is very fast and there are lots of corner cutters.	Comments noted. Details will be forwarded for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Rhydfelin, Tonteg Road {3 comments / likes}	Pavement footpath /	Heavy traffic. Lack of safe route for walking. Poor lighting.	Widen footpath / pavement. Slow down traffic. More cycle routes. Add dropped kerbs. Improve path surface. Safer Junction. Add / improve crossings.	Pavement narrows opposite car dealerships, this area is popular with people walking from offices to Greggs and walking into Tonteg and Rhydfelin. Cycle path would be a great addition. As part of an integrated transport network route development, introduce a cycle/footbridge over the River Taff here from Hawthorn to Tonteg Road. This would cut off an awful busy corner through the Estate and make life more pleasant for commuters and those exercising. It would add to the amenities of the area and increase off-road walking/cycling routes.	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links between the Church Village Community Route, Hawthorn, Upper Boat (via the Roundabout to the Taff Trail) and Trefforest Industrial Estate. NO CHANGE TO INM
Llantrisant, Westhill Drive	Pavement footpath. Walking & cycling shared path (off road). /	Behaviour of other path users.	Better signage. Better enforcement.	Enforcing rules to get people to pick up their dog's poo. It is an issue on the community path and pavements in my area. I am constantly looking down to check. I also have children and they unfortunately stepped in dog poo a number of times.	Comments noted. Details will be brought to the attention of the Council's Civil Enforcement Team. The Council will consider installing signage asking users of the Community Route to show more considerate behaviour. NO CHANGE TO INM
Llantrisant, Coed Ely Cycle Path	Cycle path (off road).	Barriers to access.	Allow horses.	Please change the category of this footpath so that riders may be permitted to use it. It is an EXCELLENT local amenity that I for one am glad of, but horse riders are repeatedly forgotten about with access yet no one wants us on the road?! Us included! Please consider the provision of Bridleways and changing the classification of this route so we may use to exercise our horses off road. Merthyr Mawr charges for access to the sand dunes, perhaps the Council are	Comments noted. Focus of active travel measures and legislation is on walking and cycling journeys for non-recreational reasons to local destinations and facilities. NO CHANGE TO INM

				missing a lucrative trick in offering horse owners the opportunity to buy a permit to ride these routes.	
Llantrisant, Mountain Road through Smilog / Common	Road.	Heavy traffic. Lack of safe route for walking. Behaviour of road users.	Slow down traffic. Block road.	The mountain road through the Smilog is dangerous for all countryside users. It is used frequently as a rat run meaning not only are people driving faster than the road reasonably allows but the volume of traffic is prohibitive to countryside use. It is dangerous to walk, cycle or ride a horse along this road - all uses which are synonymous and reasonable to expect along a country Lane. Block the access at the Smilog and make drivers use the perfectly good road past the hospital.	Comments noted. NO CHANGE TO INM
Llantrisant, Heol Illtyd	Cycle lane (on road). Road. Walking & cycling shared path (off road).	Behaviour of road users. Behaviour of other path users. Heavy traffic. Pavement parking. Speeding. Lack of safe route for cycling.	Better enforcement. Slow down traffic. More cycle routes. Widen footpath / pavement. Restrict traffic or close road. Repaint lane striping. More facilities for disabled. Safer Junction.	To get people out walking, running and cycling roads, country lanes and footpaths need to be safer, speed restrictions in force on roads, bike lanes on roads as well as bike lanes on public footpaths so no accidents happen between walkers, cyclists, runners and dog walkers. Everybody at some point will need to cross some type of busy road to get to a path. Safety is a concern and I believe it is achievable to make it more safer for all.	Comments noted. NO CHANGE TO INM
Llantrisant, Forest Road	Road	Heavy traffic. Speeding. Lack of safe route for cycling. Behaviour of road users.	Slow down traffic. Better enforcement. Restrict traffic or close road.	This is a great link road to go North and avoid the busy and dangerous dual carriageway. However, the speed and volume of traffic using this as a cut through/rat run is getting out of hand. Traffic is heavy and commuting times and travelling through here at speed.	Comments noted. Issues relating to the speed of traffic should be reported to the Police. NO CHANGE TO INM
Llantrisant, Roundabout Cross Inn Road Rhiwsaeson Road {7 comments / likes}	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking. Surface condition. Lack of safe route for cycling.	Widen footpath / pavement. Connect pavements. Improve path surface. More cycle routes.	The pavement stops on the South side of Cross Inn Road (or at least narrows to be pointless), forcing you to cross the road, and cross back again if you then head towards the Penny Farthing / Co-op. The public footpath off Cross Inn Road provides nice link onto the Llantrisant Community route, but wet and muddy at all but the driest of times. Would like to use this to go to the shops, and alternative route is all around the houses and down Cardiff Road, or left at the	Comments noted. A site visit will be undertaken to examine further. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM

				<p>Cross Inn, to the new access by the old railway bridge and double back, which adds a fair length to the trip. Not seeking tarmac, just drier / cleaner surface please.</p> <p>There is a short cut through to the community route here that is very muddy. A short pathway would be a great help.</p> <p>This country lane forms a proposed route linking Cross Inn to Rhiwsaeson to Creigiau using railway path and onward via Cardiff's proposed cycleway network. Reduce speed of lane, add signage, re-surface and keep hedge low for visibility. Add a surfaced link to the Community Route and cycle zebra across centre island.</p> <p>The railway path here is very well used and if upgraded could link Llantrisant to Creigiau with access to the shops in Talbot Green or to the forthcoming transport interchange and cycleways in Creigiau.</p> <p>Very dangerous mini roundabout that does not meet design standards. 3 lane entry and multilane exit is not appropriate for a mini roundabout and should urgently be reduced with bollards creating single lane entry and exist prior to a more significant redesign to reduce vehicle speed. Multiple vehicle collisions into cyclists (see DfT collision data). Reduce speed of Cross Inn to Llantrisant to 20mph to encourage motor vehicles to use the bypass.</p>	
<p>Llantrisant, Dan Caerlan and general area</p> <p>{3 comments / likes}</p>	Traffic slow down.	<p>Behaviour of road users. Lack safe route for horses. Not enough bridleways and shared paths.</p>	-----	<p>More bridle paths please ...open up old railway lane which in recent years has been redesigned a footpath with gates locked by owners.</p> <p>Shared paths for horse riders.</p> <p>Communication between the British Horse Society and active bridleway routes have been taking place. We would like to see Active Travel Plans including horse riders, providing safe off road</p>	<p>The focus of active travel measures and legislation is on promoting short distance, non-recreational walking and cycling journeys.</p> <p>NO CHANGE TO INM</p>

				riding and so preventing casualties amongst equestrians.	
Llantrisant, former railway line	-----	-----	-----	Aspirational route using former railway line across the Common linking the employment and hospital areas with the community route at Brynteg / Beddau. Would be an active travel route that cuts off Talbot Green but also an amazing recreational route preserving the heritage of our old railway alignments.	Comments noted. A site visit will be undertaken to examine further. UPDATE INM
Llantrisant, A473 {3 comments / likes}	Crossing. Junction.	Hard to cross the road.	Add / improve crossings. Slow down traffic..	As there are 2 lanes of traffic approaching the roundabout from the East (Beddau), it can be hard to cross this road as vehicles tend to approach the roundabout quite quickly. Adding a crossing would help people heading from Cross Inn toward Rhiwsaeson or vice versa. This is a hard place to cross the road. This section connects the Llantrisant Community Route with the path that runs along the river adjacent to Y Pant school. It's a busy stretch of road in both directions and crossing with young children is difficult due to there being 2 lanes and the speed of traffic. We have been asking for years for a traffic calming or pedestrian crossing here by this roundabout, but were told that as there had not been any fatalities, it is not considered dangerous. It is unsafe to cross the road if you are approaching the place to cross, whether it is from the Cross Inn pub direction or from the Maes yr Haul/Main Road direction. Cars speed around the corner without looking. We have already raised this issue several times with RCT and a local councillor. It is unsafe to cross and it is used by a lot of people, including school children being dropped off at the bus stop.	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Talbot Green, Forest Hills	Right of way. Walking & cycling shared path (off road).	Barriers to access. Lack of safe route for cycling.	Remove barriers. More cycle routes.	The access to the footpath has a large boulder making it difficult to pass through a very narrow access as the owner of the land has a metal gate which fills the	Comments noted. This suggestion as an active travel route has been previously

{3 comments / likes}				<p>opening. Why can't a small gate or style be fitted as this pathway can join up to the new cycle track alongside. Also it is a very ancient walk previously used by the miners walking to work.</p> <p>Complete the cyclepath between Lanelay Hall and Royal Glam Hospital. If route cannot go to Forest Hills Drive, use NRW forestry and consider exit onto lane or through Lanelay Hall overflow care park (with negotiation with owner).</p> <p>This particular section of this path is very steep and muddy. It's hard to walk down, and impossible to cycle. It would be a great addition to the local routes if this specific section was easier to navigate.</p>	<p>examined by the Council but was deemed not feasible. Details will be referred for the attention of the Council's Parks and Countryside Section.</p> <p>NO CHANGE TO INM</p>
Llantrisant, Community Route	Walking & cycling shared path (off road).	Barriers to access.	Remove barriers.	<p>PLEASE REMOVE REMAINING ACCESS BARRIERS. Despite good work carried out recently to remove access barriers on the Church Village Community Route - there remain 5 barriers in place between Gwaunmeisgyn and Cross Inn - where the new Llantrisant Community Path begins. It is scandalous that these remain in place and prevent equal access for users and local community on this section. It must be a direct breach of the equality & access act and there is no valid argument for the barriers. Both the Church Village Community Path & Llantrisant Community Path see very high rates of usage by a wide cross section of the community - especially with excellent access links to Llantrisant / Talbot Green Retail Park.</p>	<p>The Council has been examining the selective removal of access barriers at certain locations on a case by case basis. Following consultation with local Members, it was agreed that the barriers should remain</p> <p>NO CHANGE TO INM</p>
Llantrisant, Community Route	Walking & cycling shared path (off road).	Behaviour of other path users. Poor lighting. Litter.	Educate dog owners that the path isn't just their personal dog walking path, it's shared and their dogs should be under control at all times. Add lighting. Add more litter bins.	<p>Dog walkers along the community route as their personal path. Dogs off lead, zig zagging without any control. Owners often on their phone or just ignorant of other users. Dog faeces all over the path. This causes a danger for children on bikes and walking especially if they don't like dogs.</p> <p>Adding lighting along this route would make it feel much safer after dark. It's</p>	<p>Comments noted. The Council will consider installing signage along the Community Route asking users to show more considerate behaviour. Lighting is not normally provided along off-road active travel</p>
{7 comments / likes}					

				<p>commonly used to access Aldi etc from Penygawsi.</p> <p>There has understandably been an increased use of the community path during lockdown. This is a valuable resource for people in the community but there is a lot of litter and dog fouling which does spoil it. Also the lighting is very poor as sometimes I have to walk when it is dark.</p> <p>Extending the already fantastic Llantrisant Community Route along the old railway line through Rhiwsaeson and on to Creigiau would potentially make it easier to get to Cardiff.</p> <p>The path is well used but there's lots of rubbish in the bushes and streams and hardly any bins.</p> <p>Continue the new community route along the short section of remaining rail line and alongside road to join the riverside path. This would complete a continuous route to the Pontyclun path without having to use the narrow steep bridge that does not meet Active Travel standards. It would also avoid the very poorly installed 3 stage staggered crossing. Finishing this route would allow full access for trike, wheelchair and trailer users. Would also allow route to continue on to Llanharan via the river path to Laneley Hall.</p>	<p>routes due to ecology issues and problems of vandalism.</p> <p>Suggestion about extending Community Route to Efail Isaf and beyond towards Cardiff will be considered further by the Council and will require a site visit.</p> <p>The Council's INM has identified a network of new routes in the Llantrisant and Talbot Green area to form a continuous network of links to local communities such as Llanharan and Llanhari.</p> <p>UPDATE INM</p>
Llantrisant, Burgess Crescent	Road.	Lack of safe route for cycling. Lack of safe route for walking. Heavy traffic. Speeding.	Restrict traffic or close road.	Create a school street restricting access from before the access to the community route.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Llantrisant, A4119, Stinkpot Hill {2 comments / likes}	Road	Poor air quality. Behaviour of road users. Heavy traffic. Lack of safe route for cycling. Speeding. Lack of safe route for walking.	Slow down traffic. More cycle routes.	Very dangerous route for cyclists and no pavement for walking. No cycle lane and no cycle route. Fast vehicles and poor air quality. Horrible and dangerous road for cyclists and pedestrians. This whole route between Llantrisant and Tonypany is dangerous for cyclists due to fast traffic	Comments noted. The INM includes a proposed new active travel route between Tonyrefail and Talbot Green. RCT INM S24. An existing shared use off-road route currently

				and no cycle lanes. Particularly this area known as Stinkpot Hill.	exists near this section of the A4119 but issues relating to road safety will be addressed as part of proposals to dual this section of the A4119. NO CHANGE TO INM
Tylorstown, Woodland Road	Walking & cycling shared path (off road).	Barriers to access. Lack of safe route for walking.	Remove barriers.	Can't wait for you to finish the path between Tylorstown and Ferndale via the river.	Comments noted. New route is included in the INM. RCT INM C1. NO CHANGE TO INM
Tonyrefail, Beechwood Drive	Road. Walking & cycling shared path (off road).	Poor signage / route hard to find.	More cycle routes. Better signage. Improve path surface. Connect pavements.	Cyclists are risking their safety and may cause dangers to moving traffic whilst using fast roads, SEWTRA have provided off road cycle paths but cyclists either appear to ignore them or are unaware of those routes. They are often better, shorter and flatter routes. It may be poor signage to those designated cycle paths or poorly lit or poor surfaces which prevent their use. It is not appropriate or safe to provide designated cycle paths on major roads where cyclists could be fatally injured or killed. The path between Llantrisant and beyond Church Village beside the A4073 should be the standard for other cycle paths to ensure greater use.	Comments noted. NO CHANGE TO INM
Church Village Community Route	Walking & cycling shared path (off road). Cycle path (off road).	Behaviour of other path users. Council signage needed as per highway code - "dogs on leads please".	Better signage.	Many dog owners endanger cyclists either through ignorance or deliberately - signs on Trail would help safety of dogs, owners and cyclists. Maybe just quote the Highway Code? Department for Transport The Highway Code - Rule 56 Dogs. Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists or horse riders.	Comments noted. The Council is considering installing signage asking users of the active travel routes to show more considerate behaviour towards others. NO CHANGE TO INM
Pontypridd, Circular Walk	Walking & cycling shared path (off road).	Lack of safe route for walking. Poor signage / route hard to find.	Better signage.	Once off the road and on off-road path there is no signpost to direct you up the mountain, where to go up to the trig point on top of Eglyws mountain. It appears just to be a sheep track and very difficult to navigate where exactly you need to fork back on yourself .	Comments noted. The focus of active travel measures and legislation is on non-recreational journeys. NO CHANGE TO INM

<p>Pontypridd, Llantrisant Road</p> <p>{2 comments / likes}</p>	<p>Pavement / footpath.</p>	<p>Lack of safe route for walking. Speeding.</p>	<p>Slow down traffic. Connect pavements.</p>	<p>The pavement between the roundabout for Rowan Gardens and the lights at the Cadwallader site is shocking. Very uneven, hazardous to run along. It appears unfinished, although it's been that way for years.</p> <p>The pavement between the end of Danycoedcae Rd and The Highlands Estate is incomplete forcing pedestrians to walk along a busy, steep and narrow section of road. This route is regularly used by walkers and local pedestrians and is currently highly dangerous.</p>	<p>Comments noted. Details will be referred for the attention of the Council's Highways Maintenance Section.</p> <p>NO CHANGE TO INM</p>
<p>Pontypridd, Barry Sidings</p> <p>{6 comments / likes}</p>	<p>Cycle path (off road). Country Park.</p>	<p>Poor signage / route hard to find. Lack of safe route for cycling. Barriers to access. Behaviour of other users.</p>	<p>More cycle routes. Remove barriers. Ban alcohol.</p>	<p>Footpath Bridge vandalised please repair.</p> <p>Speed limits should be considered. Barry Sidings consists of a number of off-road mountain bike trails which are used by thousands in the local community and beyond. If the Council were to follow similar systems to those in Afan Argoed, Coed y Brenin, Glyncoed, and Cwmcarn etc, these facilities would also be world class and would attract huge numbers of active visitors. Mountain bikers generally tend to look for accommodation in the area if travelling to ride, and spend a fair amount of money during the course of their stays. This would provide a huge cash boost, and large numbers of cycle tourists to Pontypridd if the mountain bike trails were managed in a manner consistent with other similar locations across Wales. The current width restriction makes it difficult to get through with a bicycle without lifting and twisting the handlebars. Replace with a single bollard. Improve path surface. Widen footpath / pavement. More frequent clearing of shrubs, debris on path to allow people to cross without the need for one party to stop / stand in bushes / reduce to single file. Dangerous for walkers & cyclists sharing the same path.</p>	<p>Comments noted. However, active travel legislation primarily focuses on non-recreational walking or cycling journeys to key facilities and trip attractors.</p> <p>Details will be referred for the attention of the Council's Parks and Countryside Section. The Council has successfully secured funding to improve this section of NCN 881.</p> <p>NO CHANGE TO INM</p>

Trefforest, University / Crematorium entrance to Taff Trail	Walking & cycling shared path (off road).	Street furniture.	-----	As a popular entrance to the Taff Trail from the North, this would be a perfect place for a dog poo bin. Walking northbound into Pontypridd Park from here, the next is nearly 1mile away.	Comments noted. Details will be brought to the attention of the Council's Street Cleansing Team. NO CHANGE TO INM
Pontypridd, Eglwysilan Mountain	Pavement / footpath.	Street furniture.	-----	On a beautiful location such as this, there aren't any dog poo bins around. It is quite tempting to leave my dog's waste amongst the fields with all the sheep/horse poo especially as I have to carry it for miles till I find the next bin. Please help us to encourage people to pick up their dog's waste and be responsible pet owners.	Comments noted. Details will be brought to the attention of the Council's Street Cleansing Team. Not the focus of active travel measures as this location is not along a designated active travel route. NO CHANGE TO INM
Clydach Vale	Cycle path (off road).	Lack of safe route for cycling.	More cycle routes.	I live in Clydach Vale, where there is an abundance of off road space not being utilised. Clydach Vale Country Park is a prime location for a purpose built cycle route and family trail which would bring in much needed tourist, and deter the use of off road bike in the area if the park is busy. Also Clydach Vale should be linked to a cycle path which runs the length of the Rhondda Fawr, which would link into the Taff Trail, the same investment that the other valleys have been fortunate enough to receive!! I cycle to work from Tonypany to Caerphilly, and the roads between there and Pontypridd are desperate for a cycle lane. Trehafod is so dangerous with limited lighting in places, it's terrible road surface and particularly narrow stretch between the Heritage Park and Barry Sidings. It's a fatality waiting to happen!!	The INM contains a proposal to construct a new active travel route between Clydach Vale and Tonypany. RCT INM S10. It is intended that this route will connect with a proposed new active travel route along the Rhondda Fawr. NO CHANGE TO INM
Pontyclun, A4222 {2 comments / likes}	Road.	Road surface. No roundabout to turn around.	Improve surface. Add roundabouts at either end of street similar to Talbot Green.	Road surface up the hill and down near the quarry is in a dreadful state of repair. Riding this on a bike is awful. I can only presume the quarry traffic has a high impact on the road surface. When driving here there is nowhere to turn other than to use the residential streets. This is not safe. Mini	Comments noted although they primarily relate to driving and not active travel. Details will be brought to the attention of the Council's Highways Maintenance Section.

				roundabouts at either end of the shopping area (like Talbot Green) would be very helpful.	NO CHANGE TO INM
Pontyclun, Heol Miskin {2 comments / likes}	Road. Crossing / pavement / footpath.	Hard to cross the road. Lack of safe route for walking. Heavy traffic. Speed of traffic.	Add / improve crossings. Widen footpath / pavement. Slow down traffic.	Difficult to cross at this junction especially with children. Cars and trucks travel at speed and it is hard to see. Would benefit from a crossing. Such a busy stretch with drivers speeding through to connect to link rd/M4. Very popular with families, dog walkers, joggers and cyclists but drivers seem to think it is fine to speed through a residential area!	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Pontyclun, railway crossing	Pavement / footpath	Lack of safe route for walking.	Widen footpath / pavement. Remove pavement clutter. More facilities for disabled.	The crossing is to access two large housing estates with mostly young families. There is no clear separation for wheelchairs and prams to cross the railway without putting themselves in dangers. The pavement on the west side next to the footbridge is too narrow for prams and wheelchairs. The pavement on the east side is more like an access road to an industrial unit and ends 10 metres north of the crossing. Which means prams and wheelchair users have to cross the railway on the road or cross the road with very little visibility. It is very dangerous.	Comments noted. Responsibility for crossings over the railway is with Network Rail. A site visit will be undertaken to examine further. NO CHANGE TO INM
Pontyclun	Walking & cycling shared path (off road). Cycle path (off road).	Hard to cross the road. Setup of crossing.	Add / improve crossings. Widen footpath / pavement. Remove barriers. Connect pavements.	The new cycle route is fantastic! But I feel this section needs to either be better connected to the Pontyclun section and improved road crossing as this was difficult to navigate on a bike. When crossing over the footbridge re-joining the road was a pain with the busy junction.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Pontyclun, Station Terrace, High Street, Station Approach & Cowbridge Road, Brynsadler {8 comments / likes}	Pavement / footpath. Road.	Lack of safe route for cycling. Lack of safe route for walking. Hard to cross the road. Behaviour of road users. Heavy traffic. Pavement parking.	Widen footpath / pavement. More cycle routes. Add dropped kerbs. Remove pavement clutter.	Travelling through Pontyclun is one of the most dangerous routes currently to access further into the Vale or back into RCT at busy times. It is heavily congested with parking around Tesco a particular issue. Many here park where they shouldn't be with bottlenecks leading to close encounters with vehicles.	Comments noted. Details will be referred for the attention of the Council's Highways and Traffic Management Sections. A site visit will be undertaken to examine further.

				<p>The road is extremely busy and barely wide enough for two cars to pass, making it a hostile section of road for slower road users such as cyclists. The pavement is tight, and at the top it's barely shoulder width!</p> <p>Widen footpath to allow for shared use. Install a separate cyclepath alongside footpath (Station side). Allow cycling on existing wide bridge footpath. Connect to paths that allow cycling on Station Terrace and Station Approach.</p> <p>Widen footpath outside Shepherds Vets by removing the 2 parking spaces to allow a path wide enough for shared use. This will allow safe cycle from one side of the station to the other via the road bridge and proposed path on Station Terrace. Ample parking for vets exists in public car park opposite.</p> <p>The footpath here ends for a period forcing you to either walk in the road or cross to the other side. Even though the speed limit has been reduced to 30mph the traffic, especially the lorries from the quarry, travel through there at speed making the crossing precarious.</p> <p>It is difficult to manoeuvre a wheelchair off the kerb on the grass side of the junction due to the angle. It is necessary to use the grass and then drop off the kerb. Drop kerbs are needed.</p> <p>The angle that this pavement joins the road prohibits wheelchairs (and most pushchairs) from using it. Therefore it is necessary to walk onto the road at the entrance to Talygarn Manor and walk into the approaching traffic to cross this road.</p>	NO CHANGE TO INM
Trealaw	Cycle lane (on road).	Lack of safe route for cycling.	More cycle routes. Add cycle parking.	<p>Lots of students, parents, school staff travel on this road for Porth Community School. More people would commute by bike if this road was safer for cyclists by adding cycle lanes for example.</p>	<p>Comments noted. The INM contains proposals for a new active travel route along the Rhondda Fawr.</p> <p>NO CHANGE TO INM</p>

Tylorstown	Road	Heavy traffic. Poor air quality. Hard to cross the road.	Add / improve crossings.	-----	Comments noted. NO CHANGE TO INM
Tylorstown	Cycle lane (on road). Cycle path (off road). Cycle parking. Walking & cycling shared path (off road).	Poor signage / route hard to find. Lack of secure bike parking. Lack of safe route for cycling. Lack of safe route for walking.	More cycle routes. Add cycle parking. Improve path surface. Better signage. More seating.	Improvements required on Taff Trail and improved connectivity to town centre and its amenities. Food, drink toilets. Signage required and seating.	Comments noted. The Council has identified improvements along sections of the Taff Trail to bring the route up to current active travel standards. NO CHANGE TO INM
Maerdy, former Colliery Site	Cycle path (off road). Walking & cycling shared path (off road).	Lack of safe route for cycling.	More cycle routes.	Could the whole former Maerdy Colliery site be redeveloped into a bike park of sort or mountain bike tracks that could be used by bikers / cyclists. This could then join up with Bike Park Wales Merthyr, Glyncorrwg Ponds and Afan Argoed. This will also improve access and facilities for the new zip wire on the former Tower Colliery site and the Rhondda Tunnel.	Focus of active travel legislation and measures is on non-recreational walking and cycling journeys. NO CHANGE TO INM
Brynna, Meadow Rise, Brynna Road, Hillcrest, Hawthorn Park {3 comments / likes}	Crossing. Cycle lane.	Hard to cross the road. Heavy traffic. Lack of safe route for cycling.	Add dropped kerbs. More cycle routes.	Install protected cycle lanes with removal of central hatching to provide space on carriageway. Pop-up style lanes on both sides of road protected by rubber kerbs and wands.	The Council has considered the findings of a study which examined the provision of an active travel route between Llanharan and Bridgend CBC boundary via Brynna. Other details will be referred for the attention of the Council's Highways Section. NO CHANGE TO INM
Gelli, Industrial Estate {2 comments / likes}	Walking & cycling shared path (off road). Cycle parking. Cycle lane (on road).	Lack of safe route for cycling. Heavy traffic. Behaviour of other path users. Speeding. Poor air quality. Behaviour of road users. Poor lighting.	More cycle routes. Slow down traffic.	We need more safer cycle routes also better education for cyclists and motorists as how to share the roads. If the cycle lanes are to remain then the roads should be made one way for traffic. There is currently not enough room for two way traffic and a cycle lane and the current layout is making it extremely dangerous for cyclists.	Comments noted. The INM contains proposals for a new active travel route along the Rhondda Fawr. The Council will consider improvements to sections of existing

					active travel routes in the area. NO CHANGE TO INM
Abercynon, Taff Trail, B4275 {4 comments / likes}	Crossing.	Lack of safe route for cycling. Hard to cross the road. Poor signage / route hard to find.	Safer Junction. Slow down traffic. Crossing. Set lights to recognise cyclists.	The crossing of the Taff Trail at this point is really poor. A proper crossing is required to get walkers and cyclists across the section of the B4275 between the fire station and Martin's Terrace. The road is plenty wide enough to accommodate vehicle traffic (slowed appropriately) and a new segregated cycle lane along with a safe crossing place to safely link the two sections of the Taff Trail. As another person has commented RCT traffic lights do not change for cyclists. If you cycle up to these lights you can wait and wait but they will not change to green until a car comes up behind you. Someone told me there are weight sensors in road not sure if that is true but one Sunday morning I deliberately waited 5 minutes and nothing happened. Cyclists are forced to carefully go through red lights obviously not the thing to do. Someone else mentions this is case elsewhere in RCT? Provide more dog litter bins. Should be available at all access points to Taff Trail including access from Navigation Park.	Comments noted. The Council has proposals to improve sections of the Taff Trail to meet current active travel standards. Other details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Tylorstown, Bryn Terrace	Walking & cycling shared path (off road).	Lack of safe route for walking.	More cycle routes.	-----	Comments noted. NO CHANGE TO INM
Pontypridd, town centre inc Taff Street {6 comments / likes}	Cycle lane (on road). Junction. Road. Cycle parking.	Poor signage / route hard to find. Behaviour of road users. Lack of safe route for cycling. Lack of secure bike parking.	Restrict traffic or close road. Add / improve crossings. Add cycle parking.	Lots of cyclists would stop here from Taff Trail. No secure bike parking. Need a designated cycle route northwards up or alongside Taff St (against one way traffic flow) to allow cyclists to return from the railway station to Ynysangharad Park or other parts of town. The section between this pin and Ynysangharad Park has several issues 1) The route is confusing and poorly signposted. 2) Cyclists are vulnerable to poor driving	Comments noted. The Council has proposals to improve sections of the Taff Trail to meet current active travel standards. It has also commissioned a study to identify new and improved active travel links to and within Pontypridd town centre. NO CHANGE TO INM

				<p>behaviour in the residential streets. Would be good to see a clearly defined path mapped out on the road, with priority given to cyclists at junctions.</p> <p>Need secure, publically visible cycle lock-up points along the main shopping area.</p> <p>The crossing of the Taff Trail from Fish Lane to Ynysangharad Park across Bridge Street is dangerous. If you don't know the road you come down a steep-ish narrow road (Fish Lane) and are suddenly straight on top of a main road which you can't see until last minute. There is no signage to indicate this is about to happen and even at relatively low speeds this is really unsafe for both cyclists and pedestrians who may inadvertently step in front of cyclists here.</p> <p>The road crossing on Bridge Street should be changed (and moved nearer to Fish Lane) so that it incorporates a crossing designed with separate crossing lanes from both cyclists and pedestrians - with push buttons for both. This should feed into separate bike and pedestrian lanes into the park to avoid conflict.</p>	
Penycoedcae, Maindy Road	Walking & cycling shared path (off road).	Poor signage / route hard to find, Lack of safe route for walking.	Improve path surface. Better signage.	More signage to walking routes along Maindy Road and Black Road. Walking paths available are overgrown in some areas so can't be accessed safely also poor signage to routes. Lane roads need safer walking paths and more monitoring in area needed for rubbish being dumped along these lanes.	Details will be referred for the attention of the Council's Highways and Environmental Health Sections. NO CHANGE TO INM
Pontypridd, Lanpark Road	Pavement / footpath. Road. Junction.	-----	Improve path surface. Safer Junction.	The pavements have been made unsafe around the corner from my house due to construction workers lorries. We also have a lot of potholes in the roads.	Comments noted. Details will be brought to the attention of the Council's Highways Section. NO CHANGE TO INM
Pontypridd, Rhydfelin Alexon Way {2 comments / likes}	Pavement / footpath.	Lack of safe route for walking.	Widen footpath / pavement.	The pathway leads into the river bank and is very messy and dangerous, the mud is boggy. There is a footpath along the river bank, but it is not properly connected through to the Alexon Way estate. The path goes so	Comments noted. The primary focus of active travel measures and legislation is on walking and cycling for

				far and stops at a fence. It all looks a bit of a mess, and involves scrambling up/down a steep muddy bank to continue the walk. Needs sorting out so that everyone can use it, but also recognising community safety concerns. The mud in the wet weather is so bad all that is needed is bark or mulch. The area leading down to the steps that have been broken and need replacing as it is very slippery going downhill bark would make such a difference.	non-recreational journeys. NO CHANGE TO INM
Pontypridd, Taff Trail {3 comments / likes}	Cycle lane (on road). Walking & cycling shared path (off road). Behaviour of other users.	Lack of safe route for cycling. Path quality.	More cycle routes. Safer Junction. Add/improve crossings. Better enforcement. Improve path surface.	The section of the Taff Trail between the bridge across the A470 next to this pin and the Uni of South Wales is dangerous. It puts you on a 40mph road which has speeding issues and the only alternative is a very narrow pavement. The lack of a crossing by the footbridge means that slow cyclists and walkers have a dangerous crossing here, especially with fast moving traffic coming round a relatively blind bend. Behaviour of other path users, uncontrolled dogs, not on a lead. Very beautiful part of Taff Trail, under-utilised. Improve the path for road bikes. I think the Taff Trail could be better utilised and promoted north of Cardiff.	Comments noted. The Council has proposals to improve sections of the Taff Trail to meet current active travel standards. NO CHANGE TO INM
Pontypridd, near Sainsburys superstore	Walking & cycling shared path (off road).	Hard to cross the road.	-----	Extend the cyclepath towards The Broadway or provide a crossing for west bound cyclists.	Comments noted. Site visit will be undertaken to examine further. NO CHANGE TO INM
Pontypridd, Laundry Road	-----	-----	More cycle routes.	Re-route NCN 881 on this path rather than using the hilly route up Sardis Road with multiple road crossings. Route should go through / around park to Pwllgwaun Road. Explore upgrading bridge to Ysgol Evan James to allow public use & access to the edge of Lidl car park. Route to Pontypridd via a new toucan crossing to Millfield Car Park and create a protected cycle lane through the car park and on Rhondda Road. Then	Comments noted. The Council is progressing a study to identify safe and convenient active travel routes to and within Pontypridd town centre. The comments will be considered as part of this study. NO CHANGE TO INM

				route via the service road in front of Trivallis office to Mill Street.	
Rhydfelin Path from Upper Boat to Taff Trail {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for cycling. Poor lighting.	Improve path surface.	Extremely poor link to/from the Taff Trail, almost impossible to cycle up and a challenge for anyone but mountain bikers coming down. Improvements here would allow cyclists to break their journey and access the retail parks for refreshment. This path is a well used route to Tesco and Midway Retail Park. Path is not well maintained. Rubbish, surface, lighting, vegetation etc.	Comments noted. It is the intention of the Council to upgrade sections of the Taff Trail and its links to meet current active travel standards. NO CHANGE TO INM
Rhydfelin {3 comments / likes}	Walking & cycling shared path (off road).	Barriers to access. Street furniture.	Remove barriers. Add / improve crossings. More litter bins.	There are lots of barriers on this section (Uni of South Wales to Nantgarw) that make it either hard or impossible for anyone with non-standard bikes, wider buggies or wheelchairs to access the path. These need to be removed or the designs revisited to make them more accessible. Also wherever the Taff Trail crosses residential roads, the roads should be redesigned to give priority to the Taff Trail rather than cars. The section of Taff Trail between Dynea Road and Nantgarw only has Dog Poo bins on either end. This stretch is 2.6miles without a single bin. As a regular walker of this stretch, I can see the appeal of leaving behind my dog's waste, however, instead, I carry it miles until the next bin. There are plenty of sections where the path is near the road for collections.	Comments noted. The Council has proposals to improve sections of the Taff Trail to meet current active travel standards. Removal of barriers is being considered by the Council, in consultation with local Members, on a site by site basis. However, at some locations, it has been agreed that the barriers should remain because of the problems of anti social behaviour. The provision of additional dog waste bins will be brought to the attention of the Council's Street Cleansing Team. NO CHANGE TO INM
Treorchy {2 comments / likes}	Walking & cycling shared path (off road).	Poor signage / route hard to find. Lack of safe route for cycling.	Better signage. More cycle routes.	There are lots of walks in the area but people miss out as most walks are poorly marked or have no signs at all. We need better signage, an app or local maps to make better use of our mountains and to encourage visitors (when safe). All this talk of opening the tunnel in Blaencwm for cycling, yet there is no proper safe off road cycling route in this	Focus of active travel legislation and measures is on non-recreational walking and cycling journeys. The INM contains proposals for a new active travel route

				valley that can link us to and from the Taff Trail.	along the Rhondda Fawr. Other details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Efail Isaf, Heol y Creigiau {4 comments / likes}	Road.	Heavy traffic. Lack of safe route for walking. Speeding. Lack of safe route for cycling. Behaviour of road users.	Slow down traffic. Better enforcement.	This is an amazing path and could be surfaced and continued to the Heol Dowlais road bridge. Eventually this route could link the wider Church Village route to Creigiau and would be the most direct active travel route to Cardiff via the new cycleways or transport hub. Road speed impact on walking & cycling: Currently national speed limit (60mph) but lane is regularly used by walkers, cyclists and horse riders. Reduce speed limit to 40mph. Also explore re-opening short blocked section of former railway line to link to existing railway path to Creigiau. The former railway path should be added to the network map to create an active travel route to the transport interchange at Creigiau. The recent planning application for housing around this railway line shows that it needs to be added to the network map to ensure potential developers integrate this as an active travel corridor. This road is becoming more dangerous for horse riders, cyclists & cars due to people speeding & driving poorly with undue care to other road users on a road which is a country road, which is narrow, lots of blind bends. People are rude & ignorant to horse riders & cyclists. Speed limit needs reducing for everyone safety before someone dies!!	Comments noted. A site visit will be undertaken regarding a proposed new active travel route. UPDATE INM
Efail Isaf, Heol Dowlais	Road.	Hard to cross the road. Lack of safe route for walking.	Connect pavements. Build out.	Road bridge over railway has no footway. Install bollards or priority build out to reduce carriageway to one lane giving remaining space to pedestrians.	Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM

Efail Isaf, Station Road	Walking & cycling shared path (off road).	Heavy traffic. Hard to cross the road. Speeding.	Safer Junction. Add / improve crossings.	Very difficult and dangerous to cross road here with very poor design. Off slip from roundabout encourages fast driving speeds. Narrow exit to reduce driving speed. Crossing could have zebra priority for pedestrians / cyclists or a raised crossing. Two lanes onto roundabout should be narrowed to one lane to make it easier to cross the road. Motor traffic speed and capacity has been prioritised above pedestrians and cyclists. This is a significant block to young people using the community route with independence.	Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Efail Isaf, Heol y Parc {2 comments / likes}	Pavement / footpath.	Poor signage / route hard to find.	Better signage. Better enforcement.	This could be a much better signed path via the farm to The Garth mountain. I live in Church Village but can't ever see another route via OS paths up to the Garth. I have to drive round to the other side by Pentyrch causing emissions. This is a Right of Way, I believe, but at present it looks like you are walking through private property and not allowed. I use the OS app and there are several footpaths in the area across private land that are completely inaccessible.	Comments noted. Details will be referred to the Council's Parks and Countryside Section. NO CHANGE TO INM
Church Village, Salem Lane, Main Road {2 comments / likes}	Crossing.	Hard to cross the road. Heavy traffic. Speeding. Behaviour of drivers.	Slow down traffic. Add / improve crossings.	My son attends Gwauncelyn Primary School and with other pupils we often try to cross the main road by the Hollybush Inn. There really should be a zebra or pelican crossing here as it is an accident waiting to happen. It is the quickest, best lit route back to the housing estates of Dan y Deri and Dyffryn Dowlais but very poorly accessed.	Details will be referred to the Council's Traffic Management Section. Comments about a new active travel link will be considered as part of the study that the Council is currently progressing which is focussing on links to/from and extending the CVCR. NO CHANGE TO INM
Aberaman, North View Terrace	Walking & cycling shared path (off road).	Behaviour of other path users. Speeding.	Better enforcement.	There is a large number of paths in the area, some official rights of way others historic. All are abused by off road motorbikes who have no regard for other users.	Comments noted. Details will be referred to the Council's Parks and Countryside Section. NO CHANGE TO INM

<p>Treherbert, Tynewydd</p> <p>Treorchy</p> <p>{2 comments / likes}</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for cycling. Barriers to access. Poor lighting. Lack of safe route for walking.</p>	<p>More cycle routes. Widen footpath / pavement.</p>	<p>To have some bike routes up our mountains would be amazing we have a lovely area in Blaenrhondda and Blaencwm that could be used for off road bikes.</p> <p>Large parts on walk to mountain top have been washed away/damaged following last year's heavy rain. This section is also not well maintained by NRW in general as lots growth blocking paths.</p>	<p>Focus of active travel legislation and measures is on non-recreational walking and cycling journeys. The INM contains proposals for a new active travel route along the Rhondda Fawr.</p> <p>NO CHANGE TO INM</p>
<p>Talbot Green, Talbot Road and Lanelay Road</p> <p>{5 comments / likes}</p>	<p>Crossing. Road. Pavement / footpath.</p>	<p>Hard to cross the road. Heavy traffic. Lack of safe route for cycling. Lak of safe route for walking.</p>	<p>Add / improve crossings. Safer Junction.</p> <p>More cycle routes. Widen pavement / footpath.</p>	<p>We can't access the new cycle path without crossing this road and there is no pedestrian junction on this side of the road. It would really help if this had a pedestrian crossing.</p> <p>Use the wide area of wasted road space and some parking spots to create a bidirectional cycleway from Talbot Green shops to the proposed cycleway alongside A4119.</p> <p>Create protected cycle lanes through the main town centre. Consider time restricted motor vehicles access or bus gate to prevent through traffic. The bypass is perfectly adequate to handle through traffic. Install zebra crossings.</p> <p>Remove the barrier to the river side path.</p> <p>Upgrade the riverside path by widening. Consider grade separated path with pedestrians using space alongside property boundaries and cycle track through the area of overgrowth. Dropped kerb and raised table to allow transition and crossing to the existing cyclepath.</p> <p>Create a link from the Pontyclun riverside path to the Talbot Green Community Route by using the wide verge alongside the A473 so the unsuitable bridge and road crossings can be avoided. When there was no vegetation here approx 5 years ago it was obvious there was plenty of room to link the two paths.</p>	<p>The Council is progressing a study to develop an active travel route from the CVCR through Talbot Green and Llanharan to the Bridgend CBC boundary. These comments will be considered as part of this study. A site visit will be undertaken to examine several of the comments further.</p> <p>UPDATE INM</p>
<p>Cwmparc, Conway Road</p>	<p>Walking & cycling shared path (off</p>	<p>Speeding. Lack of safe route for cycling.</p>	<p>More cycle routes.</p>	<p>-----</p>	<p>The INM contains proposals for a new</p>

	road). Cycle path (off road). Cycle lane (on road).				active travel route between Cwmparc and Treorchy. RCT INM S34 NO CHANGE TO INM
Cwmparc, Parc Road	Walking & cycling shared path (off road).	Lack of secure bike parking. Poor signage / route hard to find. Lack of safe route for cycling.	Slow down traffic. Better signage. More cycle routes. Add cycle parking.	Amazing walks. The old railway line could be used for walkers and cyclists. From Maindy to top of Cwmparc.	The INM contains proposals for a new active travel route between Cwmparc and Treorchy. RCT INM S34 NO CHANGE TO INM
Ystrad, Redfield Street	Cycle path (off road). Cycle lane (on road)	Lack of safe route for cycling.	More cycle routes.	Lack of any suitable cycle routes to enable safe family riding up and down the valley from my home location. What has been provided is only ok from the gate by Ystrad Station to the other side of Gelligaled Park. The gate left behind is just plain ridiculous and having a cycle lane like the ones running through the industrial estate ending by a less than ideal junction are poorly thought out. More money and better thought process and there is actually someway a cycle path could be provided as a safe route for cyclists and not affecting drivers.	Focus of active travel legislation and measures is on non-recreational walking and cycling journeys. The INM contains proposals for a new active travel route along the Rhondda Fawr. NO CHANGE TO INM
Pontypridd, Glyncoch, Berw Road Blanche Street {6 comments / likes}	Walking & cycling shared path (off road). Road. Crossing. Pavement / Footpath.	Lack of safe route for cycling. Lack of safe route for walking. Behaviour of other path users. Speeding, heavy traffic. Poor air quality.	Improve path surface. Safer Junction. Better enforcement. Widen footpath / pavement. Better signage. Add / improve crossings. Better enforcement. Open bridge back up to Trallwn.	The speeding traffic, air pollution since the white bridge closed is appalling!!! Very dangerous because traffic is so close to the pavement.... it's only a matter of time before there's a serious accident involving a pedestrian. Something needs to change!! Improved pathways would allow all ages of walkers and cyclists to have better access to secondary school as well as better access to Pontypridd and to wider cycle routes including the Taff Trail. Currently part of footpath floods regularly and is very muddy and uncared for. Every year getting worse. With closure of White Bridge to cars and pedestrians, improved walking and cycling access to Pontypridd and wider areas would be a plus. Also lockdowns encouraging more use of paths, therefore improvements	Comments noted. The INM contains proposals for a new active travel route between Glyncoch and Pontypridd. RCT INM S38 Other comments will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM

				<p>and better access and maybe some points of interest would help people's wellbeing, fitness and mental health.</p> <p>Traffic is awful currently on Berw Road as the bridge to Trallwn was damaged in storm Dennis in Feb 2020. The increase in traffic as a result is terrible. Huge queues; speeding; Very loud; heavy traffic; dangerous to walk on with pushchair; difficult to park...the list goes on. It's incredibly unsafe. I'm a mother with baby in a pushchair and it's dangerous to walk on the pavement on my own street (Berw Road). Quarry traffic is very heavy and comes to close to the pavement. It's scary.</p> <p>The traffic on the road has doubled since the White Bridge shut. Several collisions near my house, the days when the quarry traffic is heavy are unbearable.</p>	
<p>Pontypridd, Pentrebach Road</p> <p>{5 comments / likes}</p>	<p>Cycle lane (on road). Crossing. Road.</p>	<p>Behaviour of road users. Lack of safe route for walking, Speeding, Heavy traffic, Lack of safe route for cycling, Hard to cross the road. Pavement parking.</p>	<p>Add dropped kerbs. Widen footpath / pavement. Slow down traffic. More cycle routes. Better enforcement.</p>	<p>This section of the Taff Trail uses the A4054 rather than the pavements due to their narrowness. Many road users speed on this section, despite it being a 30mph road, much to the despair of the homeowners who live there. It is a busy section of road and it is dangerous for those cycling the Taff Trail due to the speeding cars. Some cyclists use the pavement, which means pedestrians are put at risk. The road needs improvement for all the users, especially the residents who have experienced damage to their cars, and on one occasion to a house.</p> <p>The use of average speed cameras would be a better use than occasionally having a camera van on the straight part where there are no houses as traffic still speed round the bends towards Merthyr Road. Off road parking for the residents of Pentrebach Road, this would clear the hazards that parked cars on the main road does.</p> <p>Pentrebach Road needs improvement for cycling. Dedicated lanes are needed</p>	<p>Details noted and will be brought to the attention of the Council's Traffic Management Section. The Council is planning to improve sections of the Taff Trail in order to bring these sections up to current active travel standards.</p> <p>NO CHANGE TO INM</p>

				<p>ideally. It's horrible to ride that section from Glyntaff to Cilfynydd.</p> <p>Widen footpath to allow cycling (also widening waiting area for toucan crossing). This should be the main route for NCN 4 and 8 avoiding the on road section of Pentrebach Road.</p>	
Llwydcoed, Cwmynynton Road	Road. Cycle lane (on road)	Heavy traffic. Behaviour of road users. Lack of safe route for cycling.	-----	Traffic on this route will get busier when A465 junctions are replaced as part of dialling. There is a lack of safe cycling provision (or pedestrian) and traffic travels quickly on unlit, twisty and undulating roads between Llwydcoed and the Crematorium.	The dualling of the A465 is a Welsh Government scheme. The Council has been in discussion with the Welsh Government and Future Valleys Consortium over the alignment of a proposed active travel route in the area. NO CHANGE TO INM
Pontypridd, Graigwen Road {3 comments / likes}	Junction. Road. Crossing. Pavement / footpath.	Lack of safe route for walking. Hard to cross the road. Pavement parking.	Add / improve crossings. Add dropped kerbs. Slow down traffic. Better signage. Connect pavements. Better enforcement.	It is very dangerous to cross the road from Llwynmadoc Street to the other side of the street. There is one dropped kerb higher up but one is needed lower down too as the kerb is very high for those with mobility issues or crossing with a pram. Place double yellow line on both sides of Graigwen Hill and then enforce. Resurface road surface and DO NOT just put new tarmac on top of existing damaged and worn out road. Vehicles parking on the junction with Beech Villas, on double yellow lines. Dangerous crossing the road here due to cars parked on either side and opposite side of road to junction. Cannot see traffic coming down or up the main road when exiting junction.	Comments noted. Details will be brought to the attention of the Council's Traffic Management and Highways Sections and Civil Enforcement Team NO CHANGE TO INM
Pontypridd, The Graig	Walking & cycling shared path (off road). Pavement / footpath.	Lack of safe route for cycling. Lack of safe route for walking. Behaviour of other path users.	Connect pavements. More cycle routes. Slow down traffic. Better signage.	Areas around Penycoedcae need short extensions to join pavements up as no safe walking routes available. Also slower traffic measures where no pavements exist and warning signs as a matter of urgency.	Details noted and will be brought to the attention of the Council's Traffic Management Section. A site visit will be undertaken to examine missing sections of footway.

					NO CHANGE TO INM
Pontypridd, General {2 comments / likes}	Pavement / footpath. Walking & cycling shared path (off road).	Barriers to access. Pavement parking. Speeding. Behaviour of road users.	Remove barriers. Restrict traffic or close road. Slow down traffic.	Shared use paths with barriers are not the way forward. We need dedicated cycle lanes. Cars parked on pavement is dangerously inconsiderate to pedestrians. I cycle, walk and drive. Cycling feels least safe because of inconsiderate road users. Very dangerous here for cyclists.	Comments noted. The Council is progressing a study to identify safe and convenient active travel routes to and within the town centre. NO CHANGE TO INM
Pontypridd, Whiterock Close {2 comments / likes}	Road. Pavement / footpath.	Behaviour of road users. Speeding. Pavement parking.	Slow down traffic. Improve path surface. Stop pavement parking	There is a major problem with speeding, and it is a concern for many residents. We would like traffic calming measures and a reduced speed limit. It is a miracle no one has been seriously injured. There have been a number of car accidents. Some footpaths are old and need replacing. Many have weeds and moss that are overgrown and slippery. Major problem is pavement parking meaning that wheelchair users and people with prams, or just walkers, have to move to the road.	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Pontypridd, Ynysybwl Road {5 comments / likes}	Pavement / footpath.	Lack of safe route for walking. Heavy traffic. Air quality.	Widen footpath / pavement. More facilities for the disabled.	The bridge over the railway is the direct walking route from Glyncoch / Coed y Cwm / Ynysybwl to Pontypridd town centre. The pavement narrows here to a width of about 40cm. It is impossible to use this route with a pushchair, pram or wheelchair without going onto the busy road. There are a large number of people living within a 1 hour walking distance of town that would like to use the route so the issue should be addressed urgently. Due to the presence of parked cars, traffic flow has to alternate on this part of the road. This could be enforced using traffic lights to make the bridge one way. This would allow for widening the pavement. Making the bridge one way would also ensure that the weight capacity of the bridge is not exceeded when two lorries pass over it simultaneously. I am passing on comments that we have gathered by the Glyncoch Tenants and Residents Association. The interactive	The Council's INM has identified the provision of a new, high quality active travel route between Glyncoch and Pontypridd. RCT INM S38 The Council has also commissioned a study to identify new active travel links within and to/from Pontypridd town centre. The comments will be considered as part of this study. NO CHANGE TO INM

				network map includes an active-travel route RCT-INM-S38 between Glyncoch and Pontypridd although a route alignment for this was not determined. Given the lack of a safe footpath along Ynysybwl Road/Berw Road we believe that the priority for an off-road route should be increased to satisfy demand from the residents of Glyncoch and Coed-y-Cwm. There would also be advantages for cyclists in being able to cycle directly into Pontypridd to connect with trains and other active travel routes. Part of B4273 is Berw Road HILL, narrow pavements. With intelligent approach a new access route alongside the Cardiff/Merthyr railway line be utilised. Sufficient area to links cycle and footpath route to be established.	
Pontypridd, Coronation Terrace	Cycle lane (on road).	Lack of safe route for cycling. Heavy traffic. Lack of safe route for walking.	More cycle routes. Safer Junction. Improve path surface.	I think with the number of people taken up running there should a survey carried for this group.	Comments noted. NO CHANGE TO INM
Pontypridd, Pantygraigwen Road	Pavement / footpath	Lack of safe route for walking	Add / improve crossings	It is very dangerous to cross. Especially difficult with a pushchair.	Comments noted. NO CHANGE TO INM
Tonypandy, Parc Gellifaelog	Walking & cycling shared path (off road)	Poor Drainage, needs barrier to stop motorcycles and quads.	Improve path surface.	The access lane adjacent to Parc Gellifaelog connecting it to the main coal road needs to have a barrier to prevent access to quads and off-road vehicles. In addition with improved drainage the road system would be an excellent all year round walking or biking path connecting both lakes.	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Aberdare, Top of Graig Place	-----	Behaviour of road users. Heavy traffic.	Slow down traffic, Better signage.	For many years traffic coming down the hill often see this as their right of way. They don't slow down and most days cars are often at logger head over who's right of way it is. Cars coming up have nowhere to pull in due to the parking of residents. Is there anyway there can be a stop sign at the top for motorists coming down so traffic can flow better through this part of the road? It's just a suggestion but almost everyday motorists are swearing at each other and blocking the	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM

				road because they so often won't wait at the top for a few seconds.	
Pontypridd, The Parade {2 comments / likes}	Cycle lane (on road) Crossing	Poor signage / route hard to find. Pavement parking. Heavy traffic. Lack of safe route for walking. Behaviour of road users. Hard to cross the road.	Better signage. Safer Junction. Add / improve crossings. Better enforcement	Cyclists often go up The Parade the wrong way of the one way system, this is an accident waiting to happen, particularly by the end of Ralph Street as the road bends and cars can't always see bikes in the middle of the road. There needs to be better signage for bikes not to cycle towards the Taff Trail using The Parade. It is difficult to cross safely here, especially with a pram. Cars frequently park on the corner to access the chemist and chip shop, and make safe crossing almost impossible.	Comments noted. The Council has identified improvements to sections of the Taff Trail in order to bring these sections up to current active travel standards. NO CHANGE TO INM
Pontypridd, Pencerrig Street	Pavement / footpath.	Street furniture.	Removal of bench.	The bench has views over Pontypridd and is a nice place to pass the time, however, it has long been used as a meeting place for drug deals! Rubbish is also left on and under it almost daily.	Comments noted. Problems of anti-social behaviour will be reported to the Police. NO CHANGE TO INM
Pontypridd, Ynysangharad Park {3 comments / likes}	Walking & cycling shared path (off road). Pavement / footpath.	Edging of pavement on this section of path in Ynysangharad Park is breaking away. This caused me to trip and fracture my arm in September 2020. Poor signage.	Improve path surface. Better signage.	The path going from the new bridge down towards the Lido, it is falling away on the right hand side due to tree roots and needs to be re-edged. I fell badly here and broke my arm. Unclear route for cyclists crossing through Ponty for Taff Trail route 8. This section has no cycling signs which is unbelievable on a path that allows motor vehicles and has separate footways for pedestrians. Remove restriction on cycling.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. However, this NCN route is signed throughout the Park. NO CHANGE TO INM
Pontypridd, Bridge Street	Crossing	Hard to cross the road.	Widen footpath / pavement.	The island in the middle of the crossing is not big enough. Bikes cross here and if there is one pram it gets jammed. It is not possible to social distance when crossing the road. It needs to be removed and have one uninterrupted crossing like by the museum.	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Ystrad, Tyntyla Terrace	Walking & cycling shared path (off road). Cycle path (off road)	Lack of safe route for cycling. Lack of safe route for walking.	Better signage. More cycle routes.	Better lighting in Gelligaled Park for evening walks, better patrols for anti social behaviour. More off road running routes that may be used by beginners, not all can get onto the mountain routes,	Focus of active travel legislation and measures is on non-recreational walking and cycling journeys.

				utilise the trails by Glyncornel for mountain bike space/off road running.	Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Llanharan	Walking & cycling shared path (off road)	I would like to suggest a new possible Active Travel Route for consideration.	-----	It would be very useful to have a new route from the south side of Llanharan Station heading west alongside the main railway line to Bryncae Community Centre then west to the Trenos railway crossing. This would provide a safe off road route from the Parc Llanilid housing development and other housing in Bryncae to Llanharan Station. I would suggest that this route be for pedestrians, cyclists and horse riders as it starts on a current bridleway PSM44 and would link to the proposed bridleway bridge at Trenos crossing.	Comments noted. A site visit will be undertaken to examine further. UPDATE INM
Treherbert, Wyndham Street, St Albans Terrace	Pavement / footpath. Crossing	Lack of safe route for walking. Hard to cross the road.	Connect pavements. Widen footpath / pavement. Add / improve crossings. Safer Junction.	There is no pavement along the section of Wyndham Street from the old Blaenrhondda Station site to St Albans Terrace on one side of the road. There is also no obvious pedestrian crossing. Better road markings and/or crossings here could encourage more pedestrians to use the route. The only grocery shop in walking distance from the Blaenrhondda/Blaencwm road area is on this stretch of road and involves crossing the road twice to use the pavements, which can be dangerous especially for elderly residents.	Comments noted. A site visit will be undertaken to examine further. The Council has identified a proposed, new active travel route along the Rhondda Fawr in its INM. RCT INM C6, W2, W11 NO CHANGE TO INM
Penywaun - Llwydcoed - Trecynon, Tramroad {4 comments / likes}	Walking & cycling shared path (off road). Horseriding.	Lack of safe route for cycling. Poor lighting. Lack of safe route for walking. Barriers to access. Lack of access for horseriders.	Remove barriers. Add safe access for horseriders. Street furniture.	Dark, scary, intimidating horrible place to be. Transport routes like this directly discriminate against women, the old and anyone who isn't a 6 foot rugby forward who isn't afraid of being ambushed. Why on earth is there no access from the School to the Tramroad? If the Tramroad is part of an active travel network - it should be enabling access to facilities like schools. The safer way of riding into Llwydcoed is via this route (Savannah Road), horses are too big and heavy for the bridge so	Comments noted. The Council has identified improvements to sections of the Cynon Trail in order to bring the entire length of this route up to current active travel standards. UPDATE INM

				<p>we go through the river under it otherwise we would have to go to the roundabout at the bottom of Llwydcoed. If the trees one side of the bank were cut down better or the banking made less steep there would be a much safer route for the horses to go through and is easier than replacing a bridge.</p> <p>More lighting and a dog bin on crossing the foot bridge from Llwydcoed to the Tramroad.</p>	
Trallwn, Coedpenmaen Road	Pavement / footpath. Cycle path (off road). Road.	Lack of safe route for walking. Lack of safe route for cycling. Parking is terrible in the street.	Improve path surface. Better enforcement. Safer Junction.	Coedpenmaen Road is used by pedestrians and cyclists all day, every day to access the Taff Trail that is located at the end of the street. You have cyclists who stupidly use the pavements to cycle instead of using the roads. This is dangerous to the residents of Coedpenmaen Road who could walk out of their house and into a cyclist(s). The road is fairly busy which makes it difficult for both cyclists and road users. The parking is also terrible in the street to the point where people park irresponsibly on the junction North of Bonvilston Road where you cannot see any incoming traffic or cyclists! I think Coedpenmaen Road should be made safer for residents, cyclists and pedestrians.	The Council is looking at implementing changes to the route of the Taff Trail within Trallwn. NO CHANGE TO INM
Trehafod	-----	Lack of safe route for walking. Rubbish / dog fouling.	Better enforcement.	The problem of rubbish / fly-tipping is not exclusive to this area. The problem exists throughout the valley(s). If we are to attract visitors to our valley we need to clean it up.	Comments noted. NO CHANGE TO INM
Tylorstown, Woodlands Road	Walking & cycling shared path (off road).	Lack of safe route for cycling. Barriers to access. Poor lighting. Behaviour of road users. Poor signage / route hard to find. Behaviour of other path users. Hard to cross the road.	Add dropped kerbs. Add cycle parking. Add / improve crossings. Improve path surface. More cycle routes. Better enforcement.	Could you move the cycle path to the railway side please.	Comments noted. A public exhibition and consultation was held over options for a new alignment and the outcome was agreed. The INM contains details of the proposed route extension to Maerdy. RCT INM C1 NO CHANGE TO INM

Pontypridd, Lewis Terrace	Road	Speeding. Pavement parking. Poor air quality. Hard to cross the road.	Better enforcement. Slow down traffic. Add / improve crossings.	The traffic on Berw Road has increased hugely since the White Bridge has been closed. I often push a double pram and the pavement is often blocked by parked vehicles so I have to walk around them on the road. My eldest son is nearly at the age where he could walk to school by himself but there are no safe crossing points. We could do with a pedestrian crossing. This might also slow the traffic down. Cars often park on the very corner of Berw Road where it meets Lewis Terrace despite the double yellow lines. This makes it very dangerous for drivers to turn onto Berw Road from Lewis Terrace. I often have to edge out to see round a parked vehicle, causing oncoming traffic to go onto the wrong side of the road to avoid me.	Details noted and will be brought to the attention of the Council's Traffic Management Section. The INM contains details of a proposed new active travel route between Pontypridd and Glyncoch. RCT INM S38 NO CHANGE TO INM
Abercynon, Station Road {2 comments / likes}	Pavement / Street footpath. lighting	Poor lighting.	Improve Lighting.	Walking between Abercynon station and village/housing late at night or winter is dangerous due to lack of lighting. Hard to see ahead and avoid litter, dog mess etc. The route from the village to the train station is poor with uneven pavement, and no lighting. It makes it feel unsafe to access the train station from the village especially in the dark.	Comments noted. Details will be referred for the attention of the Council's Street Lighting Section. NO CHANGE TO INM
Abercynon, Path & footbridge that links Leisure Centre and Abercynon Rd {2 comments / likes}	Pavement / footpath	Poor lighting. Footpath and footbridge is not often maintained and is often muddy and covered in litter and dog mess.	Improve path surface. Improve lighting and regularly cut back trees, bushes etc and improve drainage.	The footpath and footbridge linking Abercynon Leisure Centre and Abercynon Road has poor lighting so is difficult to see litter, dog mess etc. The trees and bushes along the path are often overgrown and in winter shed their leaves which make the path muddy and slippery. Improved drainage on the path and bridge would help. There is no pavement to connect one side of the village to another. No safe route across here to the sports centre, park, playing field or Cynon Trail.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Abercynon, Lane connecting Park Lane and the Beeches Houses	Pavement / footpath	Poor lighting. Litter and dog mess.	Improve lighting and better enforcement.	The lane linking Park View and The Beeches Houses is poorly lit. It can be dangerous to walk at night and in winter. Also harder to avoid litter and dog's mess.	Comments noted. This lane is not situated along a designated active travel route. NO CHANGE TO INM

Abercynon, Abercynon Road adjunct to Grovers Field	Pavement / footpath. Over hanging trees and lack of pavements, making it dangerous for pedestrians.	Risks to both pedestrians and vehicles.	Connect pavements. Widen footpath / pavement.	-----	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Abercynon, end of Greenfield Terrace	Pavement / footpath.	Lack of safe route for walking.	Connect pavements.	This part of the road doesn't have pavements but it is commonly used to get to the Cynon Trail. It would be wonderful if there could be a pavement along the stretch from the traffic lights to the end of the road. Thank you.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Abercynon, Argyle Street and Taff Trail {2 comments / likes}	Walking & cycling shared path (off road).	Poor lighting. Behaviour of other path users. Fly tipping/rubbish. Quads use the Taff Trail causing damage and presenting hazards to pedestrians.	-----	Put up barriers to prevent quads/off-road bikes from accessing the Trail. I use this Trail regularly and I am concerned with the speed of vehicle users on the road. This is a National Cycle path, which has shared use for residents, and there is no signage at all to alert drivers of the cycles and walkers using the path. Measures need to be put in place to slow vehicle users down considerably.	Comments noted. A number of access barriers have been removed by the Council at various locations in RCT in order to comply with equalities and disability legislation. Any illegal incidents involving quad bikes will be reported to the Police. NO CHANGE TO INM
Abercynon, Lock Street	Road.	Heavy traffic. Speeding. Behaviour of road users.	Slow down traffic.	Speed humps please.	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Abercynon, Feeder Bridge	Crossing. Pavement / footpath.	Barriers to access. Lack of safe route for walking. Lack of safe route for cycling.	-----	The bridge has been closed for over a year with no date issued for reopening. This is a key route to access the Taff Trail via active travel and key shops and services.	Comments noted. Details will be brought to the attention of the Council's Highways Section. NO CHANGE TO INM
Aberdare, Aberdare Park {3 comments / likes}	Cycling in Aberdare Park. Pavement / footpath	Being allowed to cycle in the park. Poor lighting. Lack of safe route for walking	-----	As a resident and user of Aberdare Park I have been monitoring the usage of the Park I think it would be of benefit to have a cycle route in the Park. I understand that cycling is not currently allowed and understand the impact that this has on dog walkers, walkers and other park	Comments noted and will be examined further by the Council, although cycling through Aberdare Park is currently illegal under local by-laws.

				<p>users but I believe that if there was a proper cycle route on the main roadways around the Park segregated it would allow cyclists to use the Park. This has been requested previously through consultation I have undertaken during park events and as I see cyclists in there (mainly children) it would be of benefit to protect all users by providing a route to avoid any collisions.</p> <p>There should be a safe cycle route through Aberdare Park. The roads are wide enough and the neighbouring roads are hazardous for cycles.</p> <p>One of the many entrances to Aberdare Park from Landare but this could do with some work, there is a lot of overgrowth which needs to be attended too.</p>	<p>Other details will be brought to the attention of the Council's Parks and Countryside Section.</p> <p>NO CHANGE TO INM</p>
<p>Aberdare, Cynon Trail Ynys Fields</p> <p>{4 comments / likes}</p>	<p>Walking & cycling shared path (off road).</p>	<p>Flooding in various parts.</p>	<p>-----</p>	<p>Drainage needs to repaired or put in place in various areas. In winter mud and pools of water.</p> <p>This part of the Cynon Trail from the bottom of Tudor Terrace to the bottom of Meirion Street, is very often cluttered with litter on each side, it is a lovely wide area to walk in and plenty of room when others are passing. There has been some works carried out down there but I think it could be much better.</p> <p>The Cynon Trail is used by my family and me between Gadlys and Penywaun for exercise. My children are going to start school in Penywaun. This would be an ideal cycle route home however with off road bikes, drunk individuals and poorly lit areas I would not consider this which is a shame. Crossing the road near the chicken factory is also an issue.</p> <p>To be fair, improvements have been made several times, but have not completely alleviated the issue.</p>	<p>Comments noted. Details about the build-up of litter will be brought to the attention of the Council's Street Cleansing Team.</p> <p>Incidents involving anti-social behaviour will be reported to the Police.</p> <p>NO CHANGE TO INM</p>
<p>Aberdare, Trecynon - Penywaun</p>	<p>Walking & cycling shared path (off road). Cycle path (off road)</p>	<p>Lack of safe route for cycling. Lack of safe route for walking.</p>	<p>Improve path surface. Connect pavements. Pedestrianise. More cycle routes.</p>	<p>I was wondering whether RCT are prepared to look at the old Gamlyn line running from bottom of Cwmdare Hill to Penywaun. This can also connect with Dawkins Lane and the Tramroad via</p>	<p>Comments noted but it will be necessary to examine whether this proposed active travel route will be feasible.</p>

				Cwmnantyrwch. I have asked other RCT departments about clearing up these areas to provide good walking/cycling routes. I know that the proposed new road link to the A465 in the discussion phase. But surely a tie up with the work required for this development could make the line etc improvement a possibility and may even reduce cost implications. I also understand RCT are looking at old highway links that are no longer being maintained.	UPDATE INM
Cwmbach - Abernant - Llwydcoed {3 comments / likes}	Walking & cycling shared path (off road)	-----	Improve path surface.	This route is used by runners, walkers and bikers as well as horses and joins communities safely with no need for transport. Off road vehicles are using this route and are not respectful of other users. Path is not maintained in some areas. Often impassable due to flooding and mud. Needs resurfacing. Muddy from Penyard Estate to Abernant.	Comments noted. The focus of active travel measures and legislation is on non-recreational journeys to key facilities and destinations. Incidents of anti-social behaviour will be reported to the Police. NO CHANGE TO INM
Aberdare, Cwmaman, Entrance to Gwynno Forest from Coed Cae Mountain path (near bridge crossing Aman River) {2 comments / likes}	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	More cycle routes. Better enforcement. Improve path surface.	This is a well used foot / cycle path that has been badly eroded by repeated group motorbike use and is no longer a safe / functional footpath. A popular walk near the Falcon pub, lovely views. However the path either side of the bridge is eroded and very unsafe, especially in low light. Also there is normally a lot of litter in this area.	Comments noted. The focus of active travel measures and legislation is on non-recreational journeys to key facilities and destinations. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Aberdare, Old Parish Road	Road. Walking & cycling shared path (off road)	Lack of safe route for cycling. Lack of safe route for walking.	Improve path surface. More cycle routes.	Improve the surface to the old Parish Road linking Abernant to Heolgerrig thereby creating safe and improved means to travel between Aberdare and Merthyr whilst avoiding the Llwydcoed and Heads of Valley danger spots which remain unusable to walkers and bikes. Also a lot easier, quicker to achieve and a lot less expensive than restoring the Cwmbach Tunnel which will end up being a money pit!	Comments noted but proposed active travel route may not be considered feasible due to the estimated cost of construction, gradient and isolated location. UPDATE INM

<p>Aberdare, Top of Blaennantgroes Cwmbach, Old railway line leading to Merthyr</p> <p>{2 comments / likes}</p>	<p>Cycle path (off road). Pavement / footpath. Walking & cycling shared path (off road)</p>	<p>Barriers to access.</p>	<p>More cycle routes.</p>	<p>Cynon Merthyr link up through Cwmbach Tunnel would create safe cycling and pedestrian route to Merthyr. Heard recently that potentially the old Aberrant Tunnel to reopen... I think it would be a brilliant idea and will make a massive difference to the area - it's a shame to leave such a gem go to waste!</p>	<p>The Council is progressing a business case into the possible re-opening of the disused rail tunnel (between the Cynon Valley and Merthyr Tydfil) for walkers and cyclists.</p> <p>NO CHANGE TO INM</p>
<p>Aberdare, Forge Place</p>	<p>Road.</p>	<p>Behaviour of road users.</p>	<p>Slow down traffic.</p>	<p>Traffic speeding to Golf Club Non Covid times - golf club members total disregard for walkers. Lockdown car park by gates to Golf Club being used by people selling drugs from cars. Practice pitch shelter being used by youths smoking drugs. Path around golf course, up to track being ruined by off road bikes. Forge Place being blighted by rubbish and bins being left out by residents of Fothergill Street.</p>	<p>Comments noted. Incidents of anti-social behaviour will be reported to the Police.</p> <p>NO CHANGE TO INM</p>
<p>Aberdare, Cwmaman, The Globe Inn</p> <p>Nature Trail</p> <p>{2 comments / likes}</p>	<p>Walking & cycling shared path (off road).</p>	<p>Behaviour of other path users. Lack of safe route for walking. Cleanliness of footpath</p>	<p>Improve path surface. Better enforcement.</p>	<p>Dog fouling. Inconsiderate runners & cyclists. Tree roots causing surface to breakdown. Council workmen dragging mud onto footpath with their vehicles. Lack of proper drainage especially during heavy rain which causes flooding. Maybe regular sweeping by Council. The end of the Nature Trail comes to end before it joins the road leaving walkers, runners of all ages needing to cross a very muddy, slippery, water logged patch to get to the road. I walk this walk daily and get very annoyed that we got a lovely Nature Trail and tarmaced path and suddenly stops and to get to the road to continue or back into Glynhaford you got to put yourself in danger to walk through a muddy, slippery, water logged patch. Why can't the path be continued to the road?</p>	<p>Comments noted. The focus of active travel measures and legislation is on non recreational walking and cycling journeys to key destinations and facilities.</p> <p>NO CHANGE TO INM</p>
<p>Hirwaun near Police Station</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for walking.</p>	<p>-----</p>	<p>The bridge going onto the iron works / village green. We've been told the money is there for this improvement. It's been 2 years that we haven't been able to use the bridge. Going through the iron works</p>	<p>Comments noted. The focus of active travel measures and legislation is on non recreational walking</p>

				is impossible in this weather, the muck etc. And very dangerous. The bridge is behind the Hirwaun police station. Thanks.	and cycling journeys to key destinations and facilities. NO CHANGE TO INM
Aberdare, Glan Road {2 comments / likes}	Road.	Behaviour of road users. Pavement parking. Speeding. Heavy traffic. Lack of safe route for walking.	Slow down traffic. Better enforcement. More facilities for disabled.	I have lived in the area for 5 years now. I am so grateful to be living on the doorstep of one of the best parks in the local authority but am saddened by road users. Glan Road is a highly used road where Landare/Cwmdare and schools are accessible from, as such this is a main route for those people, however there is no safety in place on this long stretch of road. Over the years I understand residents have asked for speed humps or something to slow road users down as the speeds some drivers travel can be quite alarming. Aberdare Park is a very popular park and used regularly on a daily basis, as such the volume of traffic is always high. During the times when there are events on at the Park the area becomes very congested and parking is a huge issue, when there is a large car park at Gadlys Pit which is very accessible for park users, providing the signage was good. When cars park in the parking bays the occupants then have to walk on the road to access the Park. Cars speed down and make it dangerous for these occupants, mainly with prams and young children. If you cycle, you have to move out to the centre of the road making it dangerous with oncoming traffic, often speeding up Glan Road.	Details noted and will be brought to the attention of the Council's Traffic Management Section. A 20mph zone is currently being implemented along Glan Road. NO CHANGE TO INM
Aberdare Bypass, A4059 B4276 junction in Trecynon {4 comments / likes}	Crossing. Walking & cycling shared path (off road).	Heavy traffic. Hard to cross the road. Lack of safe route for walking. Lack of safe route for cycling.	Add / improve crossings. More cycle routes. Add / improve crossings. Connect pavements. Slow down traffic.	Children and families often find it difficult to cross road to get to McDonalds. There is no pedestrian access from Aberdare train station to McDonald's or Tesco other than going through town. People regularly walk from Station or College to McDonald's along road and are forced to use the grass verge and run across bypass to avoid traffic. Needs proper lit path. Why not build a proper off	Comments noted. An alternative route for cyclists, parallel to the A4059, exists through Robertstown and a continuous route (as part of the Cynon Trail) is planned through Cwmbach. NO CHANGE TO INM

				<p>road cycle path all way alongside the bypass from Aberdare to Cwmbach? The verge is plenty wide enough.</p> <p>Create a short section of cycle and walking path alongside bypass road. Linking the path over the river to the Ynys to the existing path alongside the bypass to the Asda roundabout junction.</p> <p>This 'crossing' (B4276 junction) is near a blind bend with two lanes of fast traffic merging from the south, and merging traffic from the north and east. There is a central refuge, but at peak times it's often very difficult to cross in two stages, never mind in one go.</p>	
A4059	Cycle path (off road). Walking & cycling shared path (off road). Road	Poor signage / route hard to find.	Better signage.	<p>The main cycle path between Cwmbach and Mountain Ash, and onwards towards Abercynon, is not used by cyclists, this is a very safe route which is off road but the majority of Road Cyclists (drop handles in old terms) insist on using this high speed road, an accident waiting to happen. There is a perfectly usable cycle path on the pavement but it's not used, not sure if it is signage or if the dropped kerbs with skinny tyres??? I just don't get it, why do they ride on the road, it's crazy when there's a cycle path.</p>	<p>Comments noted.</p> <p>NO CHANGE TO INM</p>
Cwmaman, Treneol	Road.	Potential Landslide.	-----	<p>There is a section of this road, which backs on to houses and part of the land has come away, I would assume it is only a matter of time before it will eventually slip away. I personally would say this should be addressed as a matter of urgency.</p>	<p>Details noted and will be brought to the attention of the Council's Highways Maintenance Section.</p> <p>NO CHANGE TO INM</p>
Cwmbach, Canal Road	Canal towpath. Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking.	Better signage. Remove pavement clutter. More seating.	<p>This is a beautiful walk and is very popular with locals and dog walkers. There is no seating, lack of dog waste bins and the canal and overgrowth could do with a good tidy up. This area has a potential to attract visitors, if only it were drastically improved, especially with the Nature Reserve not so far away.</p>	<p>Comments noted. The focus of active travel measures is on non-recreational walking and cycling journeys to key facilities and destinations.</p> <p>This route forms part of the Cynon Trail and the details will be referred for the attention of the</p>

					Council's Highways Maintenance and Parks and Countryside Sections. NO CHANGE TO INM
Llwydcoed, access road to recycling centre	Pavement / footpath.	Lack of safe route for walking. Poor lighting.	Widen footpath / pavement. Improve path surface.	There is no pavement on this section of road which is really busy and no lighting which means you have to walk along this road to gain access to the Community Recycling Centre Road. Then it is hard to access the walk route past the farm on the entrance of the road up to the landfill which if you had access could walk and cycle up to and around the back of the landfill and back down into Abernant.	Comments noted. The focus of active travel measures and legislation is on non recreational walking and cycling journeys to key destinations and facilities. NO CHANGE TO INM
Aberdare, Glan Road and Lane at Gadlys Street and Oxford Street	Pavement / footpath. Road. Junction. Walking & cycling shared path (off road). Crossing	Lack of safe route for walking, Heavy traffic. Speeding. Hard to cross the road. Barriers to access.	Connect pavements. Safer Junction. Improve path surface. Add / improve crossings	The Glan Road disabled car park entrance to Aberdare Park has no crossing point. This is used as the main entrance by hundreds of park users daily and also by pupils of St. John's and Aberdare Park Primary. There are high speed cars and there is NO CROSSING. Also, the Lane that connects the Park to Gadlys Street and Oxford St is unsafe for pedestrians and is unacceptable/dangerous for wheelchairs and buggies. (Flooded, uneven, trip hazards etc) Again, this is used by school pupils as a safe walking route to the rear gates of St John's School and also by disabled users of the Gadlys Resource Centre who use this to connect to Afon Dar Close and Maelgwyn Terrace.	Comments noted. A site visit will be undertaken to examine further. Details will be input into a study that the Council is progressing to identify new and improved active travel links to/from and within Aberdare town centre. NO CHANGE TO INM
Aberdare, roundabout near Little Theatre {2 comments / likes}	Crossing Cycle lane (on road).	Lack of safe route for walking. Lack of safe route for cycling. Hard to cross the road. Heavy traffic. Behaviour of road users. Speeding.	Safer Junction. Add / improve crossings. Slow down traffic. Better enforcement.	Difficult to cross at rush hour in any direction. The whole main road is used like a race track in the evenings and early mornings by the kitted up car owners with the loud engines too.	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Aberdare, Bwllfa Mountain/Tarren-Y-Bwllfa	Walking & cycling shared path (off road). Pavement / footpath.	Behaviour of other path users. Behaviour of road users. Poor signage / route hard to find.	Better signage.	Both walkers and cyclists being disrespectful and not realising that Bwllfa Mountain is in fact privately owned. It is not owned by Dare Valley Country Park. More signs need to be put up to advertise that it is indeed private land. Always a	Comments noted. The focus of active travel measures is on non-recreational walking and cycling journeys to key facilities and destinations.

				minority that disrespect it and makes it unfair for the people that do respect it!	NO CHANGE TO INM
Aberdare, Nant Hir Reservoir	Pavement / footpath. Road. Cycle parking	-----	Better signage. Connect pavements.	Ride horses, cycle and walk here. Fishermen can be very unfriendly and the footpath at the end of the last reservoir the old sty needs replacing. I wish there was access for the horses to continue on the footpath it really should be upgraded due to the new road plans (the widening of the A465 + the Aberdare bypass) if this was made a multi-use route it would take you to Hirwaun and access to better riding & cycling in RCT.	Comments noted. The focus of active travel measures is on non-recreational walking and cycling journeys to key facilities and destinations. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Hirwaun	Lack of signposting on local walks.	Poor signage / route hard to find.	Better signage.	Lack of signs in general walks throughout the valley, particularly Hirwaun and Penderyn. Also Merthyr CBC advertise lots of virtual walking challenges, why can't RCT?	Comments noted. The focus of active travel measures is on non-recreational walking and cycling journeys to key facilities and destinations. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Aberdare, Cardiff Road	Pavement / footpath	Lack of safe route for walking.	Widen footpath / pavement.	Path alongside road is too narrow for people to pass safely so risk of getting hit by lorry or van wing mirrors.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Aberdare, Landare	Crossing. Pavement / footpath. Cycle lane (on road). Wheelchair accessible paths and kerbs.	Lack of safe route for walking. Lack of safe route for cycling. Poor lighting. Poor signage / route hard to find. Pavement parking. Hard to cross the road. Not wheelchair suitable at all.	Add dropped kerbs. Connect pavements. Improve path surface. Widen footpath / pavement. Remove barriers. Add / improve crossings. More facilities for disabled.	The paths for wheelchairs are appalling. Not maintained, no drop kerbside, not wide enough, no access on to paths. The attitude of Councillor Morgan and Crimmings have always been arrogant and dismissive.	Comments noted but no specific location for improvements have been identified. NO CHANGE TO INM
Aberdare, Cemetery Road between Park Lane and Cwmdare Road	Road.	Heavy traffic. Behaviour of road users.	Better enforcement.	Over recent years there has been a massive increase in on road parking along this stretch. With lots of vehicles parked on both sides this has made the road particularly narrow, busy and dangerous as the useable road is	Details noted and will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM

				reduced. I'm sure there used to be yellow lines / restrictions on one side and this wasn't an issue, but with so many cars and work vans now it's an accident waiting to happen. There also lots of parking within and around the junction of Iestyn Street.	
Aberdare, Godreaman	Road.	Street furniture. Heavy traffic. Hard to cross the road. Pavement parking. Lack of safe route for cycling. Lack of safe route for walking. Speeding.	Repaint lane striping, Remove pavement clutter. Restrict traffic or close road. Safer Junction. Add / improve crossings. More facilities for disabled. Better enforcement.	One of the most common problems is pavement parking which usually blocks the route meaning I have to walk out into the road where there is oncoming traffic making it dangerous for me as I'm sight impaired.	Details noted and will be brought to the attention of the local Police as this is an enforcement issue. NO CHANGE TO INM
Aberdare, town centre	Cycle parking. Road.	Lack of safe route for cycling. Lack of secure bike parking.	Pedestrianise. Restrict traffic or close road. Slow down traffic. Add cycle parking.	No secure bike parking and no safe cycling lane through town centre.	The Council is currently undertaking a study into developing new active travel routes to/from and within Aberdare town centre. These comments will be included as part of this study. UPDATE INM
Aberdare, Bryn Eithin	Pavement / footpath. Walking & cycling shared path (off road).	Barriers to access.	-----	A resident has fenced off the public footpath to the Country Park via Redwood Drive (accessed via turning bay at very bottom of street). The path has been fenced off to steal extra garden.	Details noted and will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Aberdare, route leading off Pen y Bryn Street	Walking & cycling shared path (off road).	Lack of safe route for walking, Lack of safe route for cycling. Lack of safe route for horse riding.	Improve path surface.	The road is very uneven and not safe for not only walking but for cycling or horse riding.	Comments noted. The focus of active travel measures is on non-recreational journeys to key facilities and destinations. NO CHANGE TO INM
Aberdare, Nant Moel Uchaf footpath to Nantmoel Farm	Walking & cycling shared path (off road), would love to horse ride.	Barriers to access.	Widen footpath / pavement. Improve path surface. Better signage. More cycle routes, multi-use.	Please make this a multi-use trail. Also update gates. Due to new road this would be a great addition for horse riders there are 3 liveries along this route.	Comments noted. The focus of active travel measures and legislation is on non-recreational walking and cycling journeys to

					key facilities and destinations. NO CHANGE TO INM
Beddau, Heol y Beddau	Cycle path (off road).	Lack of safe route for cycling.	Widen footpath / pavement. More cycle routes.	Install a cycle path to the school. Lots of room alongside Heol-y-Beddau.	Comments noted. A site visit will be undertaken to examine further. UPDATE INM
Tonteg, field off Pound Farm Lane	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	More cycle routes.	Add to cycle / walking route to network map. Install a path up the side of the field (purchase 3-4m wide corridor) to connect the white bridge to the lane to create a straight, direct cycle route between Tonteg Community Route and Treforest Industrial Estate.	The Council is progressing the outcome of a study to identify safe and convenient active travel links between the Church Village Community Route, Upper Boat (via the Roundabout to the Taff Trail) and Treforest Industrial Estate. Also, potential new links from nearby communities to the CVCR. UPDATE INM
Tonteg, Crossroads bottom of Tonteg at Llantwit Road {3 comments / likes}	Walking & cycling shared path (off road). Road. Crossing. Junction	Lack of safe route for cycling. Barriers to access. Traffic lights.	Safer Junction. More cycle routes.	Many traffic lights in RCT don't recognise cyclists waiting. If you are a cyclist at these lights you will wait until a car waits behind you for them to change otherwise you sit there waiting other lights seem to recognise cyclists. The staggered crossing is horrible to manoeuvre as it is on a hill so very dangerous for children. Also light phases prioritise motor vehicles. Re-prioritise phasing so both sides go green together to prevent having to stop half way, look over shoulder and start on a hill! Make sensors react to presence of cycles and give priority of motor traffic phase. Eventually replace staggered crossing with single phase direct crossing. Just under the railway bridge at the bottom of Power Station Hill is it possible to install a cycle path to the south east running roughly along the railway line	Comments noted. The Council is progressing a study to develop a continuous active travel route from the CVCR across Powerstation Hill to Upper Boat and TIE. Details regarding the traffic lights will be brought to the attention of the Council's Traffic Management Section. UPDATE INM

				that would connect up with Willowford Road? Also, from the same point could you install a cycle path running North West that would connect up to the Treforest tin works site? This would create a traffic free loop in conjunction with the Treforest - Tonteg cycle path.	
Church Village, 20 Brookdale Court	-----	Lack of safe route for cycling.	More cycle routes.	There is a network of old disused railway lines within RCT that could be developed into walking/cycling routes.	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links from nearby communities to the Church Village Community Route. NO CHANGE TO INM
Llantwit Fardre, B4595 towards Beddau between Lloyd's Bank and bus shelter opp Old East Glam Hospital site.	Pavement / footpath.	Lack of safe route for walking.	Improve path surface.	Path is very uneven, easy to trip on and there is a large dip in the pavement just past bus shelter.	Comments noted. Details will be brought to the attention of the Council's Highways Maintenance Section. NO CHANGE TO INM
Tonteg, Fairmound Place	Walking & cycling shared path (off road).	Flooding of cycle/ pedestrian path on the section between Fairmound Place and the crossbar gate.	-----	Improved drainage with better maintenance of side verges and raised surface path.	Comments noted. Details will be brought to the attention of the Council's Highways Maintenance Section. NO CHANGE TO INM
Tonteg, B4595 one way section along Llantwit Road {2 comments / likes}	Road. Cycle path (off road).	Lack of safe route for cycling.	-----	Cycleroute two way or just in the opposite direction to one way traffic. Used a lot by cyclists to avoid hilly detour via B4595 and Tonteg Road to Church Road. The Treforest to Tonteg cycle path needs to connect by footbridge to Meadow Street over the train track so that the residents in Rhydyfelin can finally be connected to the cycle route that runs from Treff Uni to Church Village and beyond. Rhydyfelin isn't connected to this path at all and that's unfair to the residents here. To access the path we have to navigate a dangerous bridge by the university and the cars queueing to go into the uni car park. It's so dangerous	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links from nearby communities to the Church Village Community Route and extending the CVCR beyond Tonteg. UPDATE INM

				and puts me and other people off doing it. It would take a footbridge that straddled the train line and field and connect to Meadow Street. Please look into this for us in Rhydyfelin. We need to be connected like everyone else.	
Tonteg, Church Road	Junction.	With current phase traffic lights (all traffic on stop at same time), allow diagonal crossing and cyclists to emerge from Llantwit road (contra flow to traffic).	Add / improve crossings. More cycle routes.	-----	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links from nearby communities to the Church Village Community Route and extending the CVCR beyond Tonteg. NO CHANGE TO INM
Church Village, Llantrisant Road near Texaco Garage	Pavement / footpath	Hard to cross the road.	Improve path surface. Widen footpath / pavement.	No pavement on one side of road so pedestrians have to cross without a crossing. Then, the pavement is really narrow and around an almost blind corner. Gets worse in Summer when hedgerows grow over path. It's a route to Maesybryn Primary and Garth Olwg so used by children frequently and is dangerous.	Comments noted. A site visit will be undertaken to examine further. Other details will be brought to the attention of the Council's Highways Section. NO CHANGE TO INM
Church Village, various locations and Main Road {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for walking.	Improve path surface. Connect pavements.	With hundreds of new houses being built and section 106 money around, now is the time to upgrade the existing right of way between the excellent by-pass cycling / walking route and the numerous estates in Church Village i.e. from Butterfly Park. The existing route via Crown Hill or Station Road simply isn't good enough and is a barrier to anyone wanting to exercise / walk. The existing right of way is impassable for 6 months of the year due to ground conditions. Pavements too narrow in some locations and disappear in others.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Church Village, Heol Creigiau	Road.	Speeding. Behaviour of road users.	Slow down traffic.	-----	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section.

					NO CHANGE TO INM
Ferndale, Rear of Taff Street {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking. Poor air quality. Behaviour of other path users. Dog fouling and fly tipping.	Restrict traffic or close road.	Too many vehicles using cycle path including off road motorcycles. Ferndale has lovely walks but is neglected as far as litter dog fouling and fly tipping is concerned. People come from all over to walk along the rear of Taff street and follow the river but its blighted by litter etc.	Comments noted. Incidents of anti-social behaviour will be reported to the Police and the Council's Streetcare Enforcement Team. NO CHANGE TO INM
Ferndale	-----	-----	-----	There is a community group aiming to reinstate the old railway here as a heritage railway and they also want to create a foot/cyclepath at the same time. Should this not be encouraged as it will also create potential jobs and tourism?	Comments noted. NO CHANGE TO INM
Ferndale, trail from Maerdy to Pontygwaith {5 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	Improve path surface. Widen footpath / pavement. Better signage. More seating.	Improvement/resurfacing of existing path needed from Maerdy to Pontygwaith. Seating and historical information would add to the pleasures of walking. I would be more than happy to supply the historical information along the walking/cycling path from Maerdy, through FERNDALE and Tylorstown. Path uneven, surface uncomfortable to walk/ run and cycle on. I live in this area and use this path to walk/cycle to Maerdy and it needs resurfacing so it can be made easier for people with prams and the people who cycle up to Maerdy reservoir. It would be nice if everyone had access to this path as it's a beautiful place to go for local exercise.	Comments noted. The route beyond Maerdy to the reservoir is not a designated active travel route as it is used for recreational purposes. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Ferndale	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking. Heavy traffic. Speeding.	More cycle routes.	I feel there are no Cycle routes / paths / lanes in the Rhondda, this makes it very dangerous when cycling, due to the road conditions (pot holes and road surface) and the volumes of traffic.	The Council is developing proposals for a network of active travel routes in the two Rhondda valleys to provide access to key facilities and destinations. NO CHANGE TO INM
Hirwaun, Steam Coal Lane near Trenant	Pavement / footpath. Horse riding.	All overgrown and unable to get through. Hard to cross the road. Speeding. Heavy traffic.	Improve path surface. Grass and hedges need cutting.	The road is busy majority of traffic travels far too fast and is intimidating when people aren't correctly and safely passing us on the horses. A sign for	Comments noted. Details will be brought to the attention of the

{2 comments / likes}		Behaviour of road users. Lack of safe access for riding horses to Tram Road or into Hirwaun	Add / improve crossings. Better signage. Better enforcement. Slow down traffic.	horses would be helpful as well as a better accessible crossing for us on horses.	Council's Parks and Countryside Section. NO CHANGE TO INM
Hirwaun	Walking & cycling shared path (off road).	Behaviour of road users. Behaviour of other path users.	Shared use. Better signage.	In response to other comments on here, I agree cyclists should use bells and I always do as a cyclist but would point out that pedestrians and dog walkers also have a responsibility to be aware of things around them and there are some rules already out there that perhaps LA's could display on signs on shared trails. Highway Code Rule 56 - Dogs. Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists or horse riders. To be honest people in Hirwaun and valleys in general are very courteous to each other and it's more of an issue on trails around Cardiff unfortunately.	Comments noted. The Council will consider installing signage along the Community Routes asking users to show more considerate behaviour. NO CHANGE TO INM
Hirwaun, Junction off Keepers Lane	Public footpath / trail.	Barriers to access. Farmer denies access despite this footpath being recognised on a map.	-----	Educate the local farmer about access rights !	Comments noted. NO CHANGE TO INM
Rhigos, Entrance to Zip World	Junction.	Behaviour of road users. Poor signage / route hard to find. Heavy traffic.	Safer Junction. Better signage.	The entrance to the new Zip World needs a radical rethink. It's on a blind corner of a busy main road. It either needs to be re-aligned for better visibility for all road users (lots of traffic and cyclists use this route), or possibly completely modified into a roundabout with wide visual splays. Having travelled this route for 20 years this is an accident waiting to happen, tourists unfamiliar with the road will be hesitant while turning with the risk of a car or HGV rounding the blind corner at 60mph.	Comments noted. Details will be brought to the attention of the Council's Highways Development Control Section. NO CHANGE TO INM
Hirwaun, A465 Meadow Lane / Cwmynysminton Road	Junction. Underpass.	Lack of safe route for walking. Lack of safe route for cycling. Heavy traffic. Hard to cross the road.	Add / improve crossings. Slow down traffic.	Trying to cross three lanes of traffic (national speed limit applies) without even a central refuge is dangerous at best, and almost impossible at peak times. When (if) the A465 is dualed throughout, this will be FOUR lanes of	The dualling of the A465 is a Welsh Government scheme. The Council has been in discussion with the Welsh Government

<p>Underpass</p> <p>{3 comments / likes}</p>		<p>Behaviour of road users. Poor lighting.</p>		<p>traffic. Has any thought been given to access for pedestrians and/or cyclists wishing to cross from the Hirwaun side to the Llwydcoed side?</p> <p>The traffic approaching the roundabout is far too fast and often spooks the horses mainly the lorries, the underpass often has smashed glass and other debris under it, making it dangerous. The underpass isn't maintained or cleaned often as it's always full of rubbish and glass, during the day it's dark when you are under it and struggle to see on the horses what's on the floor.</p> <p>This is difficult as the underpass isn't suitable for bigger horses meaning we have to ride around the roundabout with the speed and volume of traffic causes safety issues.</p>	<p>and Future Valleys Consortium over the alignment of a proposed active travel route in the area.</p> <p>NO CHANGE TO INM</p>
<p>Hirwaun, Brecon Road</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for walking.</p>	<p>-----</p>	<p>Clean up The Old Ironworks. It is a blue plaque site and people are unable to walk. When I was younger it was immaculate. You were able to see the river, and the site itself. There is absolutely nowhere in Hirwaun to go and it's such a shame that it's been left to go to rack and ruin. We need to see Hirwaun back as it was, thriving and a very pretty village.</p>	<p>Comments noted. However, this is not considered to be an active travel issue as the comments are focussing on recreational journeys.</p> <p>NO CHANGE TO INM</p>
<p>Hirwaun, Cynon Terrace</p>	<p>Horseriding.</p>	<p>Behaviour of road users. Parked cars.</p>	<p>Safer Junction. Add / improve crossings.</p>	<p>This street causes a lot of issues with the parked cars more often than not people are driving at us on horses pushing us out of the way. If we were in a car they wouldn't do this lack of respect for the rules of the road and how to safely pass horses. Signage would be useful or something to make the road easier to see especially riding down it they fly round the blind bend almost got hit by a car last week.</p>	<p>Comments noted. The provision of signage will be considered further.</p> <p>NO CHANGE TO INM</p>
<p>Hirwaun, Tramroad to the Chicken Factory</p> <p>{2 comments / likes}</p>	<p>Horseriding.</p>	<p>Behaviour of other path users. Barriers to access. Fly tipping.</p>	<p>Improve path surface. Safer access for horses.</p>	<p>The Tramroad we have issues with dog walkers who don't have dogs on leads, the lack of light which makes it intimidating, the use of the Tramroad by motorbikes, the step overs for the horses</p>	<p>Comments noted. It is the Council's intention to undertake improvements in order to bring this route up to</p>

				are full of rocks and other rubbish, there is often smashed glass and fly tipping. The ground is very stony and uneven, it does become slippery, have a lot of issues with people walking dogs off leads even with the signage telling them to keep them on leads.	current active travel standards. NO CHANGE TO INM
Mountain Ash	Cycle lane (on road).	Lack of safe route for cycling.	More cycle routes.	RCT needs to make the roads safer for cyclists. For the purpose of commuting there are Zero safe cycling routes. The Taff/Cynon Trail is lovely but not really suitable for commuting to school or work. Have you done a survey to see how many comprehensive children cycle to school? I'm guessing this percentage would be worryingly low AND the reason would be because the community do not feel the roads are safe for cycling. Also, it is near impossible for the vast majority of the valleys communities to cycle using a traditional bike due to the hills, we are setting people up to fail. There should be an e-bike scheme available either to convert bikes to e-bikes or to purchase e-bikes at a lower cost than the thousands of pounds they currently cost. Using a bike to commute to work or school is non-existent in our valleys this is mainly due to very poor infrastructure and a lack of suitable bikes or e-bikes. With the support of a grant I would love to set up a cycle refurbishment programme in RCT to convert traditional bikes into e-bikes.	Comments noted. NO CHANGE TO INM
Mountain Ash, Former Cresselly Junction station	Walking & cycling shared path (off road).	-----	More seating.	Love the walks along the river right through to Pontypridd and also around the marshland behind ASDA. But the occasional seat would help (recognising the negatives). And so much litter - that is really sad. Plastics all over the place.	Comments noted. The focus of active travel measures is on non-recreational journeys to key facilities and destinations. However, it is recognised that the provision of seating at regular intervals along a route is an important facility for walkers and cyclists.

<p>Mountain Ash, Cynon Trail</p> <p>{3 comments / likes}</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for walking. Poor lighting.</p>	<p>Cycle bells. Improved visibility of road edge.</p>	<p>As a dog walker I walk regular from Mountain Ash to Abercynon on Cynon Trail. A lot of cyclists don't use bells to warn you they are coming, they are on top of you before you know it annoying when you got a dog on a lead. I have to keep looking behind me, they should be made to have a bell or something to let you know they are coming, not having to jump out of their way, it happens quite regularly.</p> <p>Cyclists should use a bell or something on Cynon Trail. Been out today they are not giving people warning when coming, especially those walking with dogs.</p> <p>Especially during poor weather, the sides of the road on the stretch between Mountain Ash and Cwmbach has very poor visibility and is an accident waiting to happen. I am a frequent user of this road and cycle path and this winter it has noticeably deteriorated. I feel that it is only a matter of time until a serious accident happens. Ideally I would like some proactive work done rather than reactive - anyone who uses the road sees how dangerous it is.</p>	<p>NO CHANGE TO INM</p> <p>Comments noted. The Council will consider installing signage along the Community Routes asking users to show more considerate behaviour. A site visit will be undertaken to examine issues further.</p> <p>NO CHANGE TO INM</p>
<p>Mountain Ash, Victor Street</p>	<p>Walking & cycling shared path (off road).</p>	<p>Dog mess bags in trees.</p>	<p>-----</p>	<p>I'm not against people walking their dogs on mountain roads but why do some people seem to think it is ok to bag the dog mess then hang the bag on the branches of the trees nearest the path. Please take it away with you.</p>	<p>Comments noted.</p> <p>NO CHANGE TO INM</p>
<p>Mountain Ash, London Street</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for walking. Lack of safe route for cycling.</p>	<p>Widen footpath / pavement. Slow down traffic.</p>	<p>Make pavements wider so people can walk and cycle as the roads are not safe to ride on.</p>	<p>Comments noted. Cycling is not permitted on pavements and at many locations in RCT, there are physical constraints which can restrict the scope to widen pavements.</p> <p>NO CHANGE TO INM</p>

Penrhiwceiber, Morris Avenue	Pavement / footpath.	Pavement parking. Parking on yellow lines blocking junctions.	Safer Junction. Better enforcement.	My Grandchildren OFTEN have to walk in the middle of the road, in the dark due to pavements being blocked by vehicles being parked on. It is very dangerous at junctions due to people parking on yellow lines blocking view when trying to pull out into traffic. RCTCBC & SWP completely ignore the problem.	Comments noted. Details will be brought to the attention of South Wales Police as this is an enforcement issue. NO CHANGE TO INM
Pentre, access road adjacent to Griffin Park allotments	Walking & cycling shared path (off road).	Lack of safe route for cycling. Poor lighting. Lack of safe route for walking.	Improve path surface. Safer Junction. Better signage.	This section of road is used by many as a walkway / cycle route. The surface is extremely poor with multiple potholes in it. Lighting is non-existent.	Comments noted. They will be considered by the Council as part of the study to identify a safe and suitable alignment for a new active travel route along the Rhondda Fawr. NO CHANGE TO INM
Pentre, Maindy Road	Road.	Lack of safe route for cycling. Poor lighting.	More cycle routes.	Speeding deathtrap. Needs traffic calming measures.	Comments noted. Details will be brought to the attention of South Wales Police as this is an enforcement issue. Other details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Pentre, mountain	Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	More cycle routes.	On the bike down Pentre mountain and the work they have done up there is a mess by resource wales. Had to walk down as it was too dangerous. They have ripped the path apart and nearly broke my neck.	Comments noted. The focus of active travel measures is on non-recreational journeys to key facilities and destinations. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Pentre, Llewellyn Place	Crossing.	Heavy traffic. Speeding. Lack of safe route for cycling. Hard to cross the road.	Add / improve crossings. Slow down traffic. Upper Rhondda bypass.	-----	Comments noted. NO CHANGE TO INM
Pentre, Gelli Bronllwyn Road	Pavement / footpath.	Pavement parking. Behaviour of road users.	Better enforcement.	This road has effectively become a single carriageway because of residents	Comments noted. Details will be referred

				consistently parking on the double yellow lines on the south side of the road (parking on the northern side of the road is not restricted). They seem to believe that it is perfectly fine to park half on the pavement and half on the road and so obstruct both the pavement and the road. This belief is reinforced by the failure of Rhondda Borough Council to take any action to keep the road clear of this dangerous (to both pedestrians and motorists) parking.	for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Nantgarw	Cycle path (off road). Cycle parking. Walking & cycling shared path (off road). Cycle lane (on road).	Lack of safe route for walking. Behaviour of other path users. Barriers to access. Hard to cross the road. Lack of safe route for cycling.	Widen footpath / pavement. More cycle routes. Add / improve crossings. Add cycle parking.	I commute from Senghenydd to Nantgarw by cycling or running every day.(6 miles) A big issue is the lack of cycle lanes in the Caerphilly area. To make this type of travel work all councils have to work together. It doesn't matter how safe or well equipped RCT is. If people can't get there safely you have lost them. I have brought this to CBCCs attention. RCT is lucky to have the Taff Trail. It is perfect for walking and cycling but it does need a designated cycle only path. In the winter when it gets dark at 16.00 the Trail is too dark to use as a commute. It needs lighting. It also needs clear signs so people know where to come off the Trail to get to places. I would like to use leisure centres in RCT but I feel there are no safe places to leave a bike. The bars provided are not fit for purpose as they do not protect the bike from vandalism which is a big problem. A modern cycle bike that is used to commute costs upwards of £1000. A bike cage would solve this issue. Cages and lockers should be put in every shopping centre. If you really want to encourage this sort of transport you should work with other councils and the Welsh Assembly to abolish VAT on new bikes. The cycle to work scheme only works if you pay a lot of tax on your wages. If you don't pay much tax you don't save anything. It's a middle income benefit. Make clean	Comments noted. The Council is actively looking at measures to improve the Taff Trail for users and ensure sections comply with current standards. NO CHANGE TO INM

				transport cheap and accessible to everyone.	
Penygraig, Nantgwyn Street	Walking & cycling shared path (off road).	Hard to cross the road.	Add / improve crossings.	Crossing the road from Coedely to Glamorgan footpath is very difficult and dangerous.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. The Council's INM contains details of proposed new active travel routes through Penygraig. RCT INM S23 and S35 NO CHANGE TO INM
Ton Pentre, Bailey Street	Cycle lane (on road).	Lack of safe route for cycling.	More cycle routes.	I feel upper Rhondda would benefit from a cycle route off road from the top of the valley to the bottom. More people would cycle to work. It's dangerous on the main road as traffic is busy and many have a disregard for cyclists.	The Council is progressing the findings of a study to identify the alignment of a proposed, new active travel route along the Rhondda Fawr from Porth to the mouth of the disused rail tunnel at Blaencwm. NO CHANGE TO INM
Ynysybwl	Road safety.	Pavement parking. Poor lighting. Heavy traffic. Speeding. Behaviour of road users.	Slow down traffic. Add / improve crossings. Better enforcement. Add dropped kerbs. Improve path surface.	There are many pavements in Ynysybwl that are uneven and cracked which is an issue for anyone walking on them. There is only one crossing in the whole of the village and no safe route to school. Parking on pavements and junctions is a major issue and the main street gets congested every day. The current road system does not support the volume of traffic and the authority should be looking at road safety in a more pro active way such as they have in Abercynon and Graigwen recently.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. It is the intention of the Council to improve sections of the local active travel routes in Ynysybwl to meet current standards. NO CHANGE TO INM
Ynysybwl, Lady Windsor Trail {5 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for cycling. Barriers to access. Behaviour of other path users. Poor drainage washed mud from mountain.	Widen footpath / pavement. More cycle routes. Remove barriers.	Clear and improve drainage. Lots of signs missing and path impassable at points. I don't think the barriers should be removed because they are there to stop motorcycles but perhaps they could be moved or altered. They are very difficult	Comments noted. The Council is considering the installation of signage and surface markings requesting users of the active travel routes to show

				<p>to get through on a bicycle - you pretty much have to get off and push which considering it's labelled as a cycle path seems counter productive - and they are on a slope - would be much easier to navigate if they were further up on the flat and perhaps a bit wider. The lack of segregation of walkers particularly with loose dogs and cyclists makes cycling more difficult and dangerous. The pedestrians seem to be quite hostile to people trying to cycle and do not control their dogs adequately.</p> <p>Coming off the Lady Windsor Trail at the back of Coed-y-Cwm to get to the Taff Trail involves crossing Abercynon Road by the sewage treatment works - this is a dangerous place to cross as traffic comes from around a corner under a bridge and is sometimes upon you before you know it. As you get onto the Taff Trail (heading to Pontypridd) soon after, there is a big flooded area which seems to be related to the river rather than rain as it's pretty much always flooded even when the weather is dry. Dog fouling is an issue all along both of these paths and dog owners seem to let their dogs off the lead all the time making cycling quite difficult - would be better if they could be separated somehow.</p> <p>The Trail I believe was provided by Sustrans. The heavy rain has caused part of the old coal tip to open up and there are two very wide trenches which have allowed rocks and mud to wash across the trail making it very difficult to cycle on but also for prams, mobility scooters and those who have difficulty with their mobility. Rubbish along the Trail is a huge issue and more could be done to keep the area free from litter.</p>	<p>more considerate behaviour.</p> <p>The Council has successfully secured funding to re-align a section of the Taff Trail away from the river, in the vicinity of the High School. Completion of these works will ensure that this section of the Taff Trail is more resilient during inclement weather.</p> <p>Site visit will be undertaken to assess the extent of the washed debris along the Trail.</p> <p>UPDATE INM</p>
Ynysybwl, Windsor Place	Cycle lane (on road).	Lack of safe route for cycling.	More cycle routes.	Need to connect up existing cycle trail at end of old colliery site up towards Llanwonno which would provide good cycle access to the Rhondda and	Comments noted. The focus of active travel measures and legislation is on short

{2 comments / likes}				Mountain Ash. Currently high speed narrow roads with no cycle provision or safety. This end of the Trail has been left in a terrible state by the contractor that done sewerage repairs just off Trail. They took vehicles down that were too wide and churned grass verge up, this with off road motorcycles have churned it up it's now like a swamp. No other part of Trail looks like this it's a disgrace.	distance, non recreational journeys to key facilities and destinations. NO CHANGE TO INM
Trefforest, Meadow Street nr Allotments	Walking & cycling shared path (off road). Pavement / footpath. Cycle path (off road).	Lack of safe route for cycling. Poor lighting. Lack of safe route for walking.	Improve path surface. More cycle routes. More facilities for disabled. More seating.	Road/pavement surface is in a very poor state. Full of potholes. lighting is poor. Unsafe for all users especially disabled people.	Comments noted. Details will be brought to the attention of the Council's Highways Maintenance Section. NO CHANGE TO INM
Ynyshir, McColls	Crossing	Hard to cross the road.	Move the crossing or replace with lights.	Every single time I try to cross at this pedestrian crossing, cars just ignore and run through. I have nearly been run over countless times. I know this has been brought up with the Council a lot, isn't it going to take someone actually being knocked down on the crossing before they act??	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Llantwit Fardre, Main Road Near Tesco, Texaco and Scotts Diner Former Nippa site {4 comments / likes}	Pavement / footpath.	Lack of safe route for walking.	Improve path surface. Add/improve crossings. Slow down traffic.	The path surface is dangerous. Very rough and it is well used. I was running and tripped and fell into the busy road. You could cross and walk through the estate towards Tesco but not a crossing area. Path is very unsafe, uneven and dangerous. Cars also speed along this road. Better pavement surface and adequate crossing for pedestrians would make this route safer. There is ample width of road verge to install separate cycleway here from the new houses on the old Nippa site to Garth Olwg school. The developer should be made to install the section of cycleway at the front of their development as per the new houses on Llantrisant Road, Creigiau.	Comments noted. They will be considered as part of the study the Council is progressing to develop new active travel links from local communities to the Church Village Community Route. NO CHANGE TO INM
Llantwit Fardre Primary School	Pavement / footpath.	Lack of safe route for cycling.	-----	Widen path by moving school fence to allow a wider path (3m). Also cut corner	Comments noted. A site visit will be

				off to make it easier to use. A wider path can be used by children to scoot or cycle to school. Path is also very well used by children on bikes trying to avoid the dangerous main road.	undertaken to examine further. NO CHANGE TO INM
Llantwit Fardre, St Annes Drive	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	More cycle routes.	Link St Annes Drive to Community Route using strip of land which is in ownership of field owner. Run path up boundary of field.	The Council is progressing a study to identify potential active travel links from local communities to the Church Village Community Route. UPDATE INM
Llantwit Fardre, Station Road {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	Improve path surface. More cycle routes.	Add a short section of path between end of street and Station Road. A short section of path here will make walking and cycling more convenient to access bus stops or the community route.	The Council is progressing a study to identify potential active travel links from local communities to the Church Village Community Route. UPDATE INM
Llantwit Fardre, PROW	Pavement / footpath.	-----	Improve path surface.	This is a muddy path but forms a direct link between Llantwit Fardre and the community route. Please upgrade at least to a compact stone surface, ideally sealed that can be used by cycles and on foot. Forms a good half way access point to serve the residents of Meadow Farm to use the wider active travel network.	The Council is progressing a study to identify potential active travel links from local communities to the Church Village Community Route. UPDATE INM
Llantwit Fardre, Crown Hill {4 comments / likes}	Pavement / footpath. Crossing.	Lack of safe route for cycling. Poor lighting. Behaviour of road users. Speeding. Hard to cross road.	Improve path surface. Widen footpath / pavement. More cycle routes. Slow down traffic. Add / improve crossings.	Reinstate legal public right of way with negotiation with land owner to create a direct straightened path across former bus depot. Could be fenced 3m path with owner access across path. Existing path was diverted around bus depot and is narrow, poorly lit, poor surface and intimidating. A direct path could be wider and allow quicker access to bus services on main road and quicker access to Maes y Bryn School. It would permit cycling. Land owner could be compensated by giving part of old path back in exchange so land swap is neutral.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. The comments will also be considered as part of the study the Council is progressing to develop new active travel links from local communities to the Church Village Community Route. NO CHANGE TO INM

				<p>Crossing for walking & cycle route: Install raised cycle zebra crossing. Very difficult to cross due to speeding cars and poor visibility due to hedge. Very dangerous for young people learning to become independent and using Community Route.</p> <p>Install raised zebra crossing. Make road 20mph down to Ship Inn. Traffic is very fast and vehicles dominate this busy pedestrian area. Difficult to cross road to use bus stops or access school.</p> <p>Install bollards / filter junction. Add dropped kerbs. This has become the dominant entrance for vehicles accessing Crown Hill since the bypass was built so a quiet residential road has become very busy. Restrict access to residents only so the main junction is used again. This will create a quieter safer route to school via York Drive as the route previously was. Also, it was very odd that the build out did not include dropped kerbs. Install a raised table / continuous footway to join footways or install dropped kerbs.</p>	
Llantwit Fardre, Cadwal Court	-----	Poor lighting. Pavement parking. Street furniture. Adopt the road, number of unfixed issues, street light foundation unsafe and streetlight at an angle, chipped kerbs, dropped manhole covers.	Better signage, Repaint lane striping, Improve path surface. Adopt the road.	The estate is unadopted, the road is breaking down, manhole covers are sinking, streetlights are out, streetlight foundations at risk and one is cracked leading to leaning lamp post.	Comments noted. Details will be brought to the attention of the Council's Highways Development Control Section. NO CHANGE TO INM
Llantwit Fardre, footpath	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	Widen footpath / pavement. More cycle routes. Improve path surface.	Turning this path into a shared use surfaced path should be a priority. Excellent access to Garth Olwg school, bus stops and Church Village shops.	The Council is progressing a study to identify potential active travel links from local communities to the Church Village Community Route. UPDATE INM
Llantwit Fardre, Leisure Centre	Walking & cycling shared path (off road).	Barriers to access. Lack of safe route for cycling. Poor lighting. Poor	Remove barriers. Improve path surface. Add cycle parking.	Replace gate with lockable bollard. Review all paths off Central Park and upgrade for active travel. Review car	Comments noted. The Council is progressing a study to identify new

		signage / route hard to find. Lack of safe route for walking. Lack of secure bike parking.	More cycle routes. Better signage.	park safety. There is a network of paths around central park which could be widened to allow cycling and direction signage installed to make Central Park a central point of routes that avoid the main road but access Tonteg to Church Village. Cycle parking needed by the surgery, leisure centre and soon to be built rugby club.	active travel links between local communities and the Church Village Community Route. UPDATE INM
Llantwit Fardre, Croescade Road	Pavement / footpath	Behaviour of road users, Lack of safe route for walking.	Slow down traffic. Restrict traffic or close road. Repaint lane striping.	This lane is used by walkers, cyclists, horseriders. Drivers speed up and down the lane without due care and attention to others not in motor vehicles. It is very dangerous.	Comments noted. Details will be reported to South Wales Police as this is an enforcement issue. NO CHANGE TO INM
Upper Boat, Midway Retail Park {5 comments / likes}	Pavement / footpath. Road. Junction. Crossing.	Heavy traffic. Lack of safe route for walking. Hard to cross the road. Speeding. Lack of safe route for cycling. Behaviour of road users.	Connect pavements. Add / improve crossings. Add dropped kerbs. Safer junction.	While travelling through a green light from Main Ave on a bike/in a car northwards there is no traffic lights on the A473 to stop cars. There have been numerous time when cars don't stop and have caused/nearly caused accidents. This junction feels incredibly unsafe on foot or by bike. Main Avenue would benefit from Dutch style two way dedicated cycle lanes. It is wide enough to accommodate such an improvement. Pedestrian access to Midway Retail Park is highly desirable but due to road layout, missing footpaths and no pedestrian crossing it can be VERY dangerous. There is currently no pedestrian access to Mid-Way Retail Park - the pavement does not continue along access road into the retail area and there is no crossing point from the main pavement or/and drop kerbs. This is a clear discrimination preventing access for all user groups. There is also no dedicated or secure cycle parking on the site. The proximity of this Retail Park to the NCN/Taff Trail that serves as a direct access link to nearby communities and should be improved for all user groups to be able to walk or cycle when visiting the Retail Park. This is a signed access point to the NCN Taff Trail but the path surface and	Comments noted. The Council is progressing the outcome of a study to identify safe and convenient active travel links between the Church Village Community Route, Upper Boat (via the Roundabout to the Taff Trail) and Trefforest Industrial Estate. NO CHANGE TO INM

				accessibility makes it unusable for majority of user groups. It is not up to active travel route standard of any sort. The current surface is steep, rocky and muddy - it is difficult for anyone to use especially after rain when the path is muddier and slipper than usual. The steepness of the path makes it particularly difficult for wheelchair users or those carrying any load from visiting the Retail Park for shopping. There is currently no drop kerb at the access point nor a connecting drop kerb/crossing point to the pavement that provides access to the Retail Park. The roundabout also has no crossing points for pedestrians.	
Penygraig	Walking & cycling shared path (off road).	Lack of safe route for cycling.	More cycle routes.	I would like to see a cycle/footpath running the length from Clydach Vale to Llantrisant. Making it safe to walk or cycle.	The INM contains proposals for network of active travel routes in RCT including a continuous link between Clydach Vale and Llantrisant. RCT INM S10, S19, S23, S24, S28 NO CHANGE TO INM
Wattstown and Stanleytown	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking. Barriers to access. Council have not maintained this route for years. Now unwalkable.	Improve path surface.	The supposedly maintained right of way has not been maintained by the Council whatsoever. It is in such a state that it is unusable. It is no surprise that we are not in the dropdown box either as we seem to be the forgotten part of RCT.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Blaencwm, Bridleway, The Cape Road	Walking & cycling shared path (off road).	Barriers to access. SAFE off road horse riding. To be treated equally as cyclists.	Remove barriers. Improve path surface.	R O W For all. PATHS FOR ALL . Including Equestrians. ALL barriers removed as stated by the Welsh Government. Paths for everyone, including Equestrians, as stated by the Welsh Government.	The focus of active travel measures and legislation is on walking and cycling for non-recreational journeys. NO CHANGE TO INM
Glyntaff, Cemetery Road	Crossing. Cycle lane (on road). Junction.	Lack of safe route for cycling.	Safer Junction.	Dangerous junction for cyclists coming from Taff Trail and poor signage.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
TIE, Willowford Road	Road. Cycle lane (on road).	Hard to cross road. Heavy traffic. Speeding.	Restrict traffic or close road. More cycle	Close junctions so vehicles use the signalised junction. With the new traffic	Comments noted. A site visit will be

<p>{4 comments / likes}</p>			<p>routes. Improve path surface.</p>	<p>light junction to the South, the other junctions should be closed due to the poor safety record off the dual carriageway. This will also make the cycle / walking crossings safer and they can be built with continuous crossings. Keep lane closed to motor traffic. This has created a good route for cycling and walking that is more direct than using Powerstation Hill. If the path is surfaced to the white bridge it is a very good commuting and leisure route. E-bikes make this a viable route despite the steep hill.</p> <p>Surely Willowford Road could be promoted as part of a 'Taff Trail 2' idea, to complement the existing Trail. Considering it is on the Taff. It could be a handy link from Gwaelod which is popular with cyclists, it is not a very busy road, and could link to the Tonteg and Church Village routes etc.</p> <p>This is a very useful river crossing that is poorly advertised - makes Trefforest Estate railway station a handy one for Ty Dysgu, CYC etc. but advertised route is to walk all the way to Upper Boat. Some room to improve accessibility / cycle access on stairs up to Willowford Road?</p>	<p>undertaken to examine further.</p> <p>Details can be used to inform the study the Council is progressing which involves the development of new active travel links from local communities to the Church Village Community Route and extending the CVCR to TIE and Upper Boat.</p> <p>NO CHANGE TO INM</p>
<p>Trefforest, Park Street</p> <p>{2 comments / likes}</p>	<p>Crossing.</p>	<p>Hard to cross the road. Heavy traffic.</p>	<p>Add dropped kerbs. Remove barriers. Add / improve crossings.</p>	<p>Needs dropped kerbs, barrier removal and zebra crossings. This area should be dominated by pedestrians and a walkable area to Uni, shops, schools and train station etc. 20mph helped but due to the volume of traffic it is still a motor dominated area with speeding and long waits to cross the road.</p> <p>Install a zebra crossing here. Very difficult to cross the road which widens and becomes a dual carriageway in what is effectively a shopping street.</p>	<p>Comments noted. Details will be referred for the attention of the Council's Traffic Management Section.</p> <p>NO CHANGE TO INM</p>
<p>Nantgarw, Oxford Street</p>	<p>Walking & cycling shared path (off road).</p>	<p>Lack of safe route for cycling. Lack of safe route for walking.</p>	<p>More cycle routes. Remove barriers.</p>	<p>Complete the missing section of cycle path to connect the Industrial. Estate path and the former railway path. Remove barriers to allow trailers and</p>	<p>The Council is progressing the findings of a study to identify new active travel links in the</p>

				disabled ICE trike users. Add a link to the College.	southern part of TIE and Nantgarw. UPDATE INM
Ystrad, Penrhys Road	Pavement / footpath.	Heavy traffic. Speeding. Hard to cross the road. Behaviour of road users. Lack of safe route for walking.	Safer Junction. Add / improve crossings. Better enforcement. Slow down traffic.	Penrhys Road has speeding traffic and is dangerous to cross as a pedestrian. Can a zebra crossing be installed and traffic calming measures? The speed camera has been vandalised and is not working. Most of the speeding traffic is going up the hill not down.	Comments noted. Details will be referred for the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Trefforest, Queen Street	Cycle path (off road).	Lack of safe route for cycling.	More cycle routes.	Could the back lanes between Queen Street and New Park Terrace, and King Street, be used as cycle paths? The one way system is not conducive to cycle commuting to University. Two way cycle paths could be great for encouraging students to cycle to University.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Trefforest, Fothergill Street	Road. Junction.	Heavy traffic. Speeding.	More cycle routes. Slow down traffic. Safer Junction.	The gyratory is a complete barrier to active travel and a relic of decades old highways design. With the closure of the Castle Street bridge all cyclists must use this dual carriageway gyratory to get to the University, join route 4 or travel through to Pontypridd. Urgently install a pop-up style separated cycleway around the gyratory to replace the section of cycle route that has been closed for 1 year already. There is no need to have 2 lanes of traffic around this roundabout and 1 lane can be given for bidirectional protected route for cyclists.	Comments noted. A site visit will be undertaken to examine further, in conjunction with the Council's Traffic Management Section. NO CHANGE TO INM
Trefforest, Llantwit Road {2 comments / likes}	Crossing. Road.	Heavy traffic. Hard to cross the road. Lack of safe route for cycling.	Add / improve crossings. More cycle routes.	Needs a zebra crossing and restrictions on parking or bollards on the crossing as the dropped kerb is designed like a parking spot. Vital crossing for children of St Michaels Primary School. The road is wide enough here for wand protected cycle lanes. A safe route between Trefforest Community Route and the Train Station is vital. 20mph section does not meet Active Travel Design Guidance due to volume of traffic.	Comments noted. A site visit will be undertaken to examine further, in conjunction with the Council's Traffic Management Section. NO CHANGE TO INM
Pontypridd, road to Hopkinstown Cricket Club	-----	-----	Remove barriers.	Make speed bumps cycle friendly - create gaps in the bumps or upgrade to sinusoidal humps. Currently very high	Comments noted. This location is not along a designated active travel route.

				dangerous bumps for cycles and throws front wheel to side.	NO CHANGE TO INM
Thomastown, Meyler Street	Pavement / footpath.	Lack of safe route for cycling.	Widen footpath / pavement. Improve path surface.	Finish the cycle route (route NCN 4) through Coedely Business Park by completing the short link to Thomastown using the existing path and a new route through avoiding the steep hill.	The Council's INM has identified a continuous active travel route from Tonypany through Tonyrefail to Talbot Green. RCT INM S19, S24, S28 NO CHANGE TO INM
Trefforest, Wood Road	Road.	Heavy traffic. Speeding. Behaviour of road users.	Slow down traffic. Better enforcement. Restrict traffic or close road.	Wood Road, Trefforest is a rat run that has speeding vehicles at all hours of the day. Terribly unsafe for younger or inexperienced cyclists. Scary for pedestrians also. It's a 30mph zone incredibly. Should be 20mph maximum. Ideally less. The rest of Trefforest is 20mph. Traffic calming measures are long overdue.	Comments noted. The Council has identified a proposed new active travel route between Trefforest and Pontypridd, to the west of the railway line. RCT INM N12 NO CHANGE TO INM
Trefforest, Old Tin Works Road	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for walking. Poor lighting. Lack of safe route for cycling.	Improve path surface. Widen footpath / pavement.	This is a useful footpath, however it is narrow, poorly lit and feels unsafe. By widening it, making a decent surface etc, it would be more useful and fear would be reduced.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Trefforest, General	Walking & cycling shared path (off road).	-----	Improve path surface.	This is a perfect off-road alternative for NCN route 4 & 8. Needs widening and resurfacing due to root damage and flooding. It is also the main safe cycling route into Pontypridd so should be an immediate priority.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Trefforest, Broadway	-----	-----	More cycle routes.	Install wand protected cycle lanes along Broadway. Would be very popular with students and give residents an alternative to driving.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Tyla Garw, Clos Brenin	Pavement / footpath. Walking & cycling shared path (off road).	Poor lighting.	Widen footpath / pavement. Improve path surface.	Tarmac surface path and make formal walking and cycling path. Links Brynsadler and Tyla Garw and access to train station.	Comments noted. NO CHANGE TO INM
Penderyn, The Moel	Bridleway.	Barriers to access. Surface.	Improve path surface. The first bridleway gate swings out often difficult to open due to the barb wire next to the latch regardless if	The first access gate for the bridleway is difficult to open with being so big and awkward, the barb by the latch makes it difficult to open on horse or on foot a new gate like the ones further up that are easier to open would make it much easier	Comments noted. The focus of active travel measures and legislation is on local, non-recreational journeys.

			opening on horseback or on foot.	and safer, as well as some of the surface being stony and some erosion so are holes at the start.	NO CHANGE TO INM
Porth, Bronwydd Swimming Pool	Cycle Parking.	Lack of secure bike parking.	-----	No parking for bicycles. End up chaining to railing for footpath.	Comments noted and will be considered further. NO CHANGE TO INM
Porth, path near Leslie Terrace and Llwynceilyn Park {5 comments / likes}	Pavement / footpath. Walking and cycling shared path (off road).	Poor signage / route hard to find. Overgrown. Barriers to access. More dog waste bins. Poor lighting. Uneven surface.	Widen footpath / pavement. Remove barriers. Improve path surface.	Cut back bush so that path is shown and not just a mud trail. Barriers at lower end of slope make it extremely difficult to cycle up due to the unnecessary stop. Path is uneven and full of potholes. It is unlit and dangerous to use. It needs resurfacing. There is no general waste bin nearby. This area signals the end point for most users who feel the need to dispose of their litter on the floor/foilage. Adding a bin could solve this problem. This area is also used for fly tipping.	Comments noted. This area is situated along an active travel route. It is the intention of the Council to undertake improvements and bring this section up to current standards. NO CHANGE TO INM
Porth town centre	-----	-----	More cycle routes. Remove pavement clutter. Widen footpath / pavement. Add cycle parking. Connect pavements. Improve path surface.	Re; New Porth Transport Interchange. Reduce the circulatory nature of bus movements in Porth when the new interchange opens - reduce emissions, tyre wear and reduce costs. Introduce bus priority access to/from new interchange via quickest shortest route, dispensing with the current circulatory bus movement to access Porth. Footways and cycle ways need to be improved to better facilitate pedestrian movement to the new interchange, in lieu of what could become redundant bus stops at roadside. Buses and active travel working together to improve; air quality, reduce noise, CO2 emissions, tyre wear and reduce bus journey times with shorter routing.	Comments noted and will be considered as part of the study the Council is progressing to identify new and improved active travel routes to/from and within Porth town centre. NO CHANGE TO INM
Rhydfelin, Woods	Crossing	Railway foot bridge crossing is now closed.	Replace / re-furbish the footbridge.	The current crossing up the steps is quite steep, with old slippery stone slabs etc. Not easy for anyone with reduced mobility to climb. It is shut because it is so unsafe. Needs to be replaced/re-furbished so that Taff Trail from Treforest to Church Village is accessible from this	This is not a designated active travel route. The Council is progressing a study to identify new active travel links across the Taff Valley

				point in the Rhydyfelin Woods, so communities are more connected and people can get access to alternative exercise routes.	between Tonteg, Church Village, Upper Boat, Hawthorn and Trefforest Industrial Estate. UPDATE INM
Rhydyfelin, rear of Wordsworth Gardens	Walking & cycling shared path (off road).	To encourage less abled people to walk, with rest stops.	More seating. More facilities for disabled.	To encourage less abled people to walk safe, allowing for rest stops.	Comments noted and will be considered further. NO CHANGE TO INM
Rhydyfelin, Bryntail Road	Walking & cycling shared path (off road).	Rubbish at back of houses on the Taf Trail as well as litter and household rubbish all along the Trail.	Clean all the rubbish along the whole length of Taf Trail.	The Taf Trail would be something to be proud of if only it was kept clear of household rubbish and litter. At the moment it is so filthy you could not take anyone from out of the area to walk the Trail as it would be too embarrassing given the state of it. Until we put the pride back into our community and local environment by cleaning it up and enforcing fines for those who dump rubbish and litter, then the standards we aspire to in order to attract people to use the facility will not be met. What a golden opportunity we have. It should not be wasted.	Comments noted. Details will be brought to the attention of the Council's Street Cleansing Section and Civil Enforcement Team. NO CHANGE TO INM
Taffs Well, station	Pavement / footpath. Crossing.	Barriers to access.	Remove barriers. Add / improve crossings.	No disabled facilities to cross the rail line.	Issue is currently being examined by Transport for Wales who manage the rail station. NO CHANGE TO INM
Taffs Well, Taff Trail	Cycle path (off road).	Lack of safe route for walking. Lack of safe route for cycling. Behaviour of road users.	Connect pavements. Add / improve crossings. Safer junction.	There is a disconnect between the Taff Trail at Taffs Well. Connect the Taff Trail from Taffs Well to Tongwynlais. I use the Taff Trail everyday to commute to work and this is the most dangerous section I have to use. There's not enough space on the pavement to use it safely as a cycle path and the road doesn't have a dedicated cycle lane so traffic cut you up or try to speed pass you to beat you onto the roundabout. I appreciate part of this roundabout/road is in Cardiff Council but both councils should work together to make it better and more importantly safer for everyone. We regularly take our children that way and it's the worst	Comments noted. The Council is progressing a study to identify improvements to the Taff Trail between the new Metro depot at Taffs Well and the boundary with Cardiff CBC, near Tongwynlais. This will coincide with a study that is being progressed by Cardiff CBC. NO CHANGE TO INM

{2 comments / likes}

{3 comments / likes}

				section of the Taff Trail in terms of encouraging children to cycle independently. The road is wide enough to have a cycle lane on whilst leaving the pedestrians to use the pavement.	
Taffs Well, Industrial Estate	Cycle path (off road).	Lack of safe route for walking. Lack of safe route for cycling. The path is dangerous in winter. Water drains from pavement above and freezes on slope and bend.	Improve path surface. Better drainage. Surface to be treated night before.	-----	It is the intention of the Council to undertake improvements to sections of the Taff Trail to ensure that these sections meet current active travel standards. NO CHANGE TO INM
Taffs Well, Church Street	Road.	Parking.	Add cycle parking.	Add community bike racks to encourage cycling.	Comments noted. Potential safe and suitable locations to be identified. NO CHANGE TO INM
Taffs Well, Rhiw'rddar path onto Taff Trail	Walking & cycling shared path (off road).	Barriers to access.	Remove barriers.	Barrier restricts access for low mobility onto Taff Trail.	The Council is examining the selective removal of access barriers on a site by site basis, following consultation with local Members. NO CHANGE TO INM
Tonypandy, A4058 Bypass road to GelliFaelog Estate	Pavement / footpath. Road. Walking & cycling shared path (off road).	Lack of safe route for walking.	Improve path surface. Widen footpath / pavement.	There is no safe path for children who walk to Ysgol Nantgwyn from Clydach Vale or Tonypandy. They have to walk on the muddy side of the road just inside the barrier to the very busy A4058. This is a fatal accident waiting to happen!!	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Tonypandy, former Ely Valley Railway Line {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking. Behaviour of other path users.	More seating. More facilities for disabled. Improve path surface. More cycle routes. Widen footpath / pavement. Better enforcement.	Could be improved to attract more visitors/tourism to the area and incorporate it into the Clydach Vale Countryside Park. Could also improve the health and wellbeing of the local community and possibly the wellness of those less abled? Potentially include as part of the RCTCBC revised Local Development Plan? I find lots of motorcycles / quads accessing the route. It's not always safe for those walking especially with children / dogs. I even had a 4x4 drive past me	Comments noted. The focus of active travel measures and legislation is on non recreational walking and cycling journeys to key destinations and facilities. Incidents of antisocial behaviour will be reported to the Police. The INM contains details of proposed

				one day! (Not an emergency vehicle / accessing the maintenance facility of the mast nearby).	new active travel routes between Tonypandy and Clydach Vale and between Tonypandy and Tonyrefail. RCT INM S10, S21, S23, S28 NO CHANGE TO INM
Tonypandy, station	Steps at station were in bad state of repair.	-----	Repair or better still replace with new ramp and steps.	-----	Details will be brought to the attention of Transport for Wales who manage this station. NO CHANGE TO INM
Tonypandy, footbridge onto Nant y Gwyddon road from close to Rhondda College Campus	Walking & cycling shared path (off road). Pavement / footpath, footbridge.	Footbridge maintenance.	Improve path surface. Maintain / improve footbridge.	Local people have a method of helping the bridge drain by poking a stick in the drain hole when it gets blocked or placing stepping stones in the puddles that gather after a heavy rain or when leaves block the drain. It would be preferable to have better drainage. I hope that the bridge is maintained or even upgraded during the railway line electrification. There are a few useful footbridges in this area that it would be a real shame to lose.	Comments noted. Rail upgrade and electrification works through Tonypandy are being managed by Transport for Wales. NO CHANGE TO INM
Tonypandy, footpath between roundabout at Tonypandy station and Fulling Mill PH	Pavement / footpath. Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	Repair previous footpath.	There is a footpath that has been closed for a long time which would make a much safer walking/cycling route to Dinas from Tonypandy via Fulling Mill Pub. At present people have to walk along the grass at the side of a busy road. The path would benefit from repair or a replacement footpath/cycle route made alongside the road.	Comments noted. The INM contains details of the Council's aspiration for a continuous active travel route along the Rhondda Fawr. NO CHANGE TO INM
Ystrad, Gelligaled Park	Walking & cycling shared path (off road).	Improved cycle route.	More cycle accessible routes.	Improvements to the cycle path through Gelligaled Park and over railway bridge has made riding a bike up this part of the valley much easier. Signage and floor markings have been improved. Ideally if a cycle route with maximum off road cycling could be created to link up the Taff Trail and proposed cycle route through the Rhondda Tunnel - this would make a really attractive and usable cycle route. Query - has the idea of a one way	Comments noted. The Council is progressing the findings of a study to identify the alignment of a proposed, new active travel route along the Rhondda Fawr from Porth to the mouth of the disused rail tunnel at Blaencwm.

				system or shared usage on the pavement around Gelli Industrial Estate been raised as the current cycle layout means that cars drive on the cycle path as a matter of course making it particularly dangerous when vehicles pass or on the corners.	The Council is also progressing a business case into the possible re-opening of the disused rail tunnel (between the Rhondda Fawr and Gwynfi Valley) for walkers and cyclists. The query regarding the flow of traffic through the Industrial Estate will be reviewed. NO CHANGE TO INM
Penygraig, Upton Street	Walking & cycling shared path (off road).	Lack of safe route for walking.	Pedestrianise. Improve path surface. More cycle routes.	-----	Comments noted. The Council is progressing the findings of a study to identify the alignment of a proposed, new active travel route along the Rhondda Fawr through Penygraig. NO CHANGE TO INM
Trealaw	Walking & cycling shared path (off road). Lack of cycle / walking paths.	Lack of safe route for walking.	-----	Have somewhere safe to walk that isn't the main road or a lane behind houses!	Comments noted. The INM contains details of a proposed, new active travel route between Trealaw and Penygraig with links to Porth and Tonypandy. RCT INM S35 NO CHANGE TO INM
Penygraig, roundabout in centre of village	Signs.	Poor signage / route hard to find.	Better signage.	I wish there were more signs from the main roads directing the public to the public footpaths. I know that there are many public footpaths around Penygraig but I don't know where to find them or how to get to them.	Comments noted. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Tonypandy, A4119	Road. Walking & cycling shared path (off road).	Heavy traffic. Speeding. Lack of safe route for walking. Lack of safe route for cycling.	More cycle routes.	Use the wide verge alongside the A4119 from Clydach to Tonyrefail (can use NCN 4 route from leisure centre to Coedely) to create a safe cycle route. Existing bridge cross overs can be used and a slope up to the rear lane of Mikado St.	Comments noted. The INM shows a proposed, new active travel route from Tonypandy to

					Tonyrefail and Talbot Green. RCT INM S19, S23, S28 NO CHANGE TO INM
Tonypandy, Track Linking Parc Gellifaelog to Cambrian Industrial Park	Walking & cycling shared path (off road). Cycle path (off road). Pavement / footpath.	Lack of safe route for cycling. Lack of safe route for walking. Motorbike users. Poor lighting.	Improve path surface. Better enforcement. More cycle routes. Remove barriers. Widen footpath / pavement.	Really well used track that has pedestrian/cyclist conflict with motorbikes/quads. Track has opportunity for widening, amenity and suds features to meet current active travel guidance and legislation. Slopes are not particularly steep and would conform to active travel.	Comments noted. A site visit will be undertaken to examine further. Incidents of antisocial behaviour will be reported to the Police. NO CHANGE TO INM
Tonyrefail, Ashdale Road	Horseriders and bridleways	-----	-----	Why is this not multi user path? This would be a vital off road route for horse riders which are extremely vulnerable road users. Horseriders from Tonyrefail and surrounding areas have used this route for decades to avoid the dangerous main road through Coedely in order to access Llantrisant Forestry and the bridleways on the mountain. The whole of RCT has seen an enormous loss of bridleways over the last 40 years or so. Most have been downgraded to footpaths or cycle tracks. This is discrimination against horseriders the vast majority of which are women and children. Forcing horseriders onto the increasingly dangerous roads. British Horse Society statistics clearly show the increase in accidents involving horseriders on roads. The amount of injuries and fatalities are unacceptable when to allow multi user tracks would eliminate the dangers to this vulnerable group of road users.	Comments noted. The focus of active travel measures and legislation is on non recreational walking and cycling journeys to key destinations and facilities. Incidents of antisocial behaviour will be reported to the Police. NO CHANGE TO INM
Tonyrefail, community path to Coedely	Cycle lane (on road). Walking & cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking.	More cycle routes. Improve path surface. New route link.	Direct & traffic-free link for Community Path link from Coedely to Tonyrefail. The current path comes out onto a country lane and then diverts onto the Ely Valley Road to Tonyrefail - this is a busy road and an unnecessary dog-leg when trying to access the NCN 4 route. There should be scope for constructing a direct link to either Pembroke Street that bypasses	Comments noted. The INM contains details of a proposal for a new, direct segregated active travel route between Tonyrefail and Talbot Green via Coedely. RCT INM S24

				the steep incline. A direct link would be a considerable improvement and provide even greater accessibility to an already very popular walking & cycling link for the local community.	NO CHANGE TO INM
Tonyrefail, Parc Erin	Walking & cycling shared path (off road).	Barriers to access.	More cycle routes.	The route between Tonyrefail and Blackmill is accessible only by the trawl road to the turbines. This is a difficult often mucky climb to the top of the hill to join the cycle track. Why not explore running the route past the factory and the public house down to the valley beyond, and connect to the existing route further down? This would be extremely helpful to facilitate both leisure and commuting to Bridgend or up to Garw Valley. This would also encourage many road cyclists who endanger themselves on the hilly and winding roads between Tonyrefail / Gilfach and Blackmill away from this difficult highway route. This would be an advantageous investment, by encouraging safety, health and leisure benefits. One further note - there is a need for an off road route alongside the link between Parc Erin and the Tonyrefail bypass. The existing route is poor, indirect, often overgrown and not naturally surveilled as a new route alongside the road could be. These improvements would be welcomed by many.	Comments noted. This route is primarily in open countryside and does not serve any key facilities. The focus of active travel measures is on short distance walking and cycling journeys for non recreational purposes. The INM contains details of a new active travel route from new housing developments in this part of Tonyrefail to the centre and links to proposed new routes to the north and south. RCT INM S30 NO CHANGE TO INM
Treherbert, station	Walking & cycling shared path (off road).	Lack of safe route for walking. Lack of safe route for cycling.	Improve path surface. Connect pavements.	There is a good path and route but finishes 3/4 way to old Stelco site where it then becomes rough, muddy and poor. Extend path/track as this then provides pedestrian and bike route from Treherbert station to Blaencwm /Blaenrhondda junction.	Comments noted. Suggestion will be considered when determining the alignment of a proposed new active travel route along the Rhondda Fawr. NO CHANGE TO INM
Treherbert, Ynyswen, Cwmclybrin St	Barriers to access.	Walking & cycling shared path (off road).	Remove barriers. Widen footpath / pavement. More facilities for disabled.	I would like these barriers to be removed to allow large wheelchairs, mobility scooters and horses to access this path, that will allow people to be safe off road. The Welsh Government have stated that	Comments noted. The focus of active travel measures and legislation is on non

				all barriers must be removed, to allow access for ALL and that includes EQUESTRIANS. So it would be a great safe off road access for many people.	recreational walking and cycling journeys. NO CHANGE TO INM
Treorchy, Bute Street {2 comments / likes}	Junction.	Heavy traffic.	Remove traffic lights and replace with a mini roundabout.	The pedestrian crossings should be moved to areas by the Post Office, the Lion and the Parc and Dare theatre. Several years ago the traffic lights were off for several months with the result that traffic flowed smoothly, there were no accidents and pedestrians managed with no issues. This needs to be an urgent priority for this Council. The current situation is causing huge tailbacks of traffic adding to air pollution and blocking the road to emergency vehicles.	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Treorchy, Cwmparc Road	Crossing.	Hard to cross the road. Behaviour of road users.	Add / improve crossing.	The zebra crossing either needs to be manned to ensure that children can be crossed in a controlled way or the crossing converted to a light controlled crossing so that there is less risk of accidents. Children either run across when it is quiet or, when a train or bus has dropped off 100's, cross in an unsafe manner on and around the crossing in a surge. This also adds to congestion.	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
Treorchy {7 comments / likes}	Cycle path (off road). Walking and cycling shared path (off road).	Lack of safe route for cycling. Lack of safe route for walking. Lack of secure bike parking.	More cycle routes.	There are no designated cycle routes in the Rhondda valley (confirmed by your website) including in Treorchy where I live. I have a young family & are trying to abide by the 'stay at home' guidance but there are no cycle paths for my young children in this area. The Rhondda & it's residents are forgotten once more! A serious lack of safe family cycle paths in the Treorchy area. Would be lovely to have a nice flat route to take three kids on their bikes. I work in the local school and many children/ families have commented on the lack of facilities and safe areas for children. The owner of the local bike shop has also discussed this issue with myself. We need safe cycle routes in the upper Rhondda area for all ages to access and	Comments noted. The INM contains proposals for a new active travel route along the Rhondda Fawr through Treorchy. NO CHANGE TO INM

				<p>clearly marked walking routes on our mountain paths.</p> <p>We are one of the only valleys not to have a cycle or walking path. In normal times my family and I drive to other valley paths/coastal paths to ride/skate/walk/run/scoot. Now we're unable to drive for exercise this is impossible with small children whom I do not want near the very busy main roads. Please, please can something be done about this in the near future to benefit people for generations to come.</p> <p>It would be lovely to have a safe path to walk or cycle from Gelli/Ystrad all the way to the top of the valley.</p>	
Treorchy, Iceland store	Road. Pavement.	Pavement parking. Heavy traffic. Behaviour of other path users.	Better enforcement.	<p>Iceland has a regular delivery lorry which parks outside the front despite loading restrictions at peak traffic times. The large HGV faces into oncoming traffic, blocks a turning lane, and makes the crossing and traffic lights at Stag Square dangerous, particularly at the start of the school day. There needs to be strong enforcement, especially as Iceland actually has a loading bay at rear of store.</p>	<p>Details will be reported to the Council's Civil Enforcement Team and South Wales Police as this is an enforcement issue.</p> <p>NO CHANGE TO INM</p>
Treorchy, River Terrace	Pavement / footpath.	Pavement surface is being uplifted by tree roots.	-----	-----	<p>Details will be brought to the attention of the Council's Highways Maintenance Section.</p> <p>NO CHANGE TO INM</p>
Treorchy, Pentre Road	Walking & cycling shared path (off road).	Behaviour of other path users.	More cycle routes.	<p>Paths are being completely destroyed by off road bikes. They frequent this path almost every weekend and it has ruined the paths up and down the mountain. Solution PUT UP BETTER GATES!! It would also be nice if there were a paved/tarmac path up and down the valley to join Treherbert to the Taff Trail. Would attract tourism and would increase footfall in pubs, shops and cafes. (not right now due to lock down but in the future). This would be a massive boost to this valley and is greatly needed.</p>	<p>Comments noted. Incidents of anti social behaviour will be reported to the Police. The INM contains proposals for a new active travel route along the Rhondda Fawr through Treorchy. Other details will be referred for the attention of the</p>

					Council's Parks and Countryside Section. NO CHANGE TO INM
Treorchy, Woodlands Pentre Road	Pavement footpath. /	Pavement parking. Lack of safe route for walking. Speeding. Behaviour of other path users. Lack of safe route for cycling.	Safer Junction. Widen footpath / pavement. Add dropped kerbs.		Comments noted. The Council is progressing a study to identify the alignment of a proposed new active travel route along the Rhondda Fawr. Details of pavement parking will be reported to South Wales Police as this is an enforcement issue. NO CHANGE TO INM
Treorchy, Path between bottom of bridge and industrial estate (NCN 882)	Walking & cycling shared path (off road).	Poor lighting. Poor signage / route hard to find.	Widen footpath / pavement. Add dropped kerbs.	This part of the cycle path is too narrow. Always a clash of priority between walkers and cyclists on the path as it is barely wide enough for a single walker. Also, the exit onto the industrial estate needs a dropped kerb.	Comments noted. Site visit will be undertaken to Cae Mawr Industrial Estate to examine further. The Council is progressing a study to identify the alignment of a proposed new active travel route along the Rhondda Fawr through Treorchy. NO CHANGE TO INM
Tylorstown, St Gwynno Forest	-----	Lack of safe route for walking.	-----	Off road motorbikes are wrecking this lovely area.	This location is not on an active travel route. Details will be brought to the attention of Natural Resources Wales who manage the forest. NO CHANGE TO INM
Tylorstown, river {2 comments / likes}	Walking & cycling shared path (off road).	Lack of safe route for walking. Barriers to access.	Remove barriers. Improve path surface.	The path down the river is currently blocked with fallen trees and a large section of the path is blocked off with fences due to the work being done on the river. There is currently limited places to take my dog for a walk off the lead/away from the road. Also, there is not one single dog waste bin down the river.	Comments noted and will be considered further following completion of works along the river. The request for waste bins and repairs will be brought to the attention

				Hendrefadog site doesn't have a dog waste bin either, which is another popular dog walking area. Fix the gate that previously used to be here, over time it's rotted, and off-road bikers have taken it away to make the path accessible for them.	of the Council's Street Cleansing and Highways Maintenance Teams. NO CHANGE TO INM
Penrhys, Saint Mary's Field	Recreation Field.	Behaviour of other path users. Lack of safe route for walking. Poor lighting.	Improve path surface. Add gates/barriers.	Christmas time there was multiple quad and off-road bikes using this field, and have destroyed the ground and the turf, which is now very unpleasant for dog walkers/ walkers who use this path daily. Especially now in wintertime due to the wet weather. Some gates/barriers by the St Mary statue entrance and over the other side towards the golf club would be beneficial. There are also no dog waste bins anywhere around this area which is also frustrating. Some street lights would also make many residents feel much safer who regularly walk here with their dogs.	Comments noted. This location is not on an active travel route. Details will be brought to the attention of the Council's Parks and Countryside and Street Lighting Sections. Incidents of anti social behaviour should be reported to the Police. NO CHANGE TO INM
Tylorstown, Rhondda Fach Leisure Centre	Cycle parking.	Lack of secure bike parking.	Add cycle parking.	-----	Comments noted and will be considered further. NO CHANGE TO INM
Tylorstown Surgery, Ferndale Road	Road. Pavement / footpath. Crossing.	Speeding. Hard to cross the road. Heavy traffic.	Add / improve crossings.	It's extremely difficult for people to cross the road from the Old Police Station side of the road across to Tylorstown Surgery and back especially for older people. As this area is on a hill, traffic can move quickly up and down. Can a pedestrian crossing be put here with lights so people can cross safely?	Comments noted. Details will be brought to the attention of the Council's Traffic Management Section. NO CHANGE TO INM
General	-----	-----	-----	As somebody whom is a very keen lifelong cyclist most people are cautious and polite but I have found that often people and cyclists don't mix that well on certain bike/walk paths: Examples include: Dogs and leads - Many dog lovers use the cycle paths as excuses to let their pets run free thinking it's a field on more than one occasion I have had a few words with dog lovers regarding whose right of way it is - make sure dogs are	Comments noted. The Council is considering installing signage on many active travel routes asking users to show more considerate behaviour towards other users of the routes. NO CHANGE TO INM

				kept on leads on mixed paths and it must be signposted and enforced as much as possible! Other users - routes are used for all quite rightly too but sometimes children or walkers will drift into the path of cyclists often unaware of the implications once again arguments have occurred on right of way - put a white line down the middle of the route indicating a cyclist side and a pedestrian side - this works as well as its going to work for example, Swansea/mumbles route has such a line, no confusion you know which side your supposed to be on! Simple costs effective actions that make the journey for whichever stakeholder more enjoyable and safer.	
Aberdare, junction The Grove and Herbert Street	Walking & cycling shared path (off road). Pavement /footpath.	Barriers to access.	Possibly removing steps with a ramp to improve access for wheelchairs and pushchairs.	This path then leads on to the Dare Aman line where there are again steps to access the line which could be replaced by a ramp. The Dare Aman line is a very popular and lovely place to walk or cycle but access to it can be difficult for some.	Comments noted. This is not a designated active travel route. The focus of active travel measures is on walking and cycling journeys that are non recreational. Details will be brought to the attention of the Council's Parks and Countryside Section. NO CHANGE TO INM
Pontyclun, Llantrisant Road	Walking & cycling shared path (off road).	Lack of safe route for cycling.	More cycle routes.	Whilst the investment in our single cycle and walking route from the station to Cross Inn, there seems to be no plan that provides safe cycling routes for most residents of Pontyclun to access local schools or the retail sites which exist both in Pontyclun and Talbot Green. As a result there is severe congestion as these facilities are accessed by car - and this over-use of the care provides an even greater disincentive for walking and cycling.	The INM contains proposals for a network of new active travel routes in the Pontyclun and Talbot Green areas. RCT INM C7, N7, N9, S1, S4, S14, S42 NO CHANGE TO INM
Pentyrch	-----	-----	-----	Pentyrch connects several very nice walking and cycling routes without much traffic. Could these be upgraded to an	Comments will be forwarded to Cardiff CBC. NO CHANGE TO INM

				official status on Sustrans etc. with some signs?	
Beddau	Road.	Lack of safe route for walking.	Connect pavements.	The pavement ends sharply near a bend, the traffic races along both ways as a rat run forcing pedestrians into the hedge and mud. There is room on the other side to make a pathway so as to connect with the road which leads down to the Brynteg Green estate and the Community route. Failing the viability of a path, a 20mph limit on the stretch coming into Beddau and traffic calming until the start of the pavement would help.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
Efail Isaf, Ffordd y Capel	Lack of safe and comfortable cycle routes from the village to other places.	Lack of safe route for cycling.	More cycle routes. Restrict traffic or close road. Add/improve crossings. Some existing community routes are still guarded by barriers through which most cycles cannot pass without dismounting. It would be safer for cyclists and dogs if owners could be asked to keep their pets on a lead. Add cycle parking.	It would be good if there was a community route to Taffs Well along the river bank from Upper Boat since it is not very easy to access the Taff Trail if you live south of the river. Most of the properties that back onto the river seem to have enough space at their rear to make this practical. If you like walking or cycling and live in my village you probably find yourself using the country lanes. Many of these routes are spoiled by the amount of traffic that use them. These routes could be improved by restricting their use by heavy goods lorries, by reduced speed limits and by better road surface maintenance.	Comments will be considered further. A site visit will be undertaken regarding proposed new active travel routes in the area. NO CHANGE TO INM
Talbot Green, Cowbridge Road	Road.	Lack of safe route for cycling. Hard to cross the road. Heavy traffic.	More cycle routes. Add / improve crossings.	Install protected cycle lanes with removal of central hatching and turning / 3rd lane to provide space on carriageway. Pop-up style lanes on both sides of road protected by rubber kerbs and wands. Vital for safe cycle access to Y Pant school and shops.	Comments noted. A site visit will be undertaken to examine further, in conjunction with the Council's Traffic Management Section. NO CHANGE TO INM
Tonyrefail and Penrhiwfer	Pavement / footpath.	Lack of safe route for walking.	Connect pavements.	This route is used by young and old and can be dangerous to walk along due the speed and amount of traffic you experience when walking or cycling.	Comments noted. The INM contains details of a proposed new active travel route between Penrhiwfer and Tonyrefail. RCT INM S28 NO CHANGE TO INM

Miskin, Manor	Miskin	-----	-----	-----	Negotiate access for a cycle route between Miksin and Groesfaen and on to Cardiff via Cricket Club access.	Comments noted. A site visit will be undertaken to examine further. NO CHANGE TO INM
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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

NORTH WEST CARDIFF CORRIDOR TRANSPORTATION STUDY: UPDATE

REPORT OF SERVICE DIRECTOR FRONTLINE SERVICES IN DISCUSSION WITH THE RELEVANT PORTFOLIO HOLDER; THE LEADER OF THE COUNCIL; CLLR ANDREW MORGAN

**AUTHOR: Roger Waters, Service Director Frontline Services
(01443 494702)**

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide an update on transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access through from RCT through North West Cardiff towards the city centre.
- 1.2 This report asks Members to note the outcome of the current stage of this study and the way forward to progress the business cases.

2. RECOMMENDATIONS

- 2.1 For the reasons set out in this report, it is recommended that Members:
 - Note the outcome to date of the North West Cardiff Corridor Transportation Study.
 - Note the next stage in progressing this study – WelTAG Stage 2.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Prior to implementing proposals for major infrastructure schemes in Wales, promoters are required to follow a multistage business case process which examines the Strategic, Economic, Financial, Commercial and Management Cases for implementing a new scheme. This process has been established by the Welsh Government and is known as

WeITAG. It is closely aligned to the Department for Transport's WebTAG process.

- 3.2 Developing a business case involves five distinct stages (i) Strategic Outline Case, (ii) Outline Business Case, (iii) Full Business Case, (iv) Implementation and (v) Post Implementation. Stage 1 has been completed for the North West Cardiff Corridor Transportation Study and it is now intended to take the business case for the proposals drawn-up forward to Stage 2.

4. BACKGROUND

- 4.1 In July 2019, Mott Macdonald Transport Consultants were commissioned to undertake a study to investigate which public transport options serving a corridor from North West Cardiff towards the city centre offer the best business case for further development and eventual implementation. Transport for Wales, the Welsh Government and Cardiff and RCT Councils jointly commissioned this study.

- 4.2 This corridor was identified for further investigation primarily due to the following factors:

- The Wales Spatial Plan Update 2008 has identified the area centred on North West Cardiff / Talbot Green / Llantrisant as a Strategic Opportunity Area within the Cardiff Capital Region.
- Cardiff's role has been recognised as a key economic driver for the Capital Region but it has also been recognised that it will not be able to function effectively as a networked city region unless a fully integrated, high quality transport system is put in place. The highway network along the North West Cardiff corridor (particularly the A4119) is experiencing significant traffic congestion which is forecast to worsen.
- Both Cardiff and Rhondda Cynon Taf Councils' Local Development Plans have highlighted significant future growth taking place along the corridor linking Talbot Green, Llantrisant and North West Cardiff, in terms of residential development and economic activity.

- 4.3 The scale of these proposed developments is likely to have a significant impact on the existing transport infrastructure in the area, with residents and commuters working in Cardiff experiencing worsening conditions. It is recognised that any future large scale developments in this area will place considerable pressure on the existing transport network unless the planned growth can be delivered in a sustainable way and that new transport infrastructure can support these planned developments.

5. NORTH WEST CARDIFF CORRIDOR – WAY FORWARD

5.1 The WeITAG Stage 1 of the Business Case for the North West Cardiff Corridor has been completed, with an executive summary of the outcome included in Appendix A. The overarching purpose of the WeITAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues.

5.2 As it can be seen in Appendix A, a shortlist of potential public transport solutions has been identified and these will require further design, development and assessment which will be undertaken as part of the WeITAG Stage 2 process. These include enhancements to the existing heavy rail network, bus related measures and the introduction of tram-train technology.

- Increased service frequency on the City Line between Cardiff Central and Radyr (of at least 4 trains per hour);
- A new station on the City Line at Ely Mill;
- Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4;
- Enhanced quality of interchange at train stations between active travel, bus, rail and car;
- Improved active travel:bus:rail interchange at Radyr station on the City Line;
- A strategic bus park and ride at Junction 33 of the M4 Motorway;
- A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
- A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
- An active travel:bus:rail interchange at Waun-gron Park station on the City Line;
- A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater; and
- A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

5.3 Regarding the next stages of work, the first phase of assessment will examine the opportunity for new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges, along with 4 trains per hour on the City Line through unlocking the pinch point at Cardiff West, new stations, new tram-train routes including Cardiff Crossrail supported with

Active Travel connections. Short term improvements up to 2025 will focus on bus related and Active Travel improvements. The later phase of work, 2025-2030 will include an assessment of rail and tram route improvements serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The tram-train routes for further study include:

- A new tram-train route via the City Line and potentially utilising the route of the safeguarded corridor between central Cardiff, Junction 33 and Creigiau;
- An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
- An extension of the tram-train route from Creigiau to Beddau via Cross Inn.

5.4 Constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Network Rail is leading on a technical feasibility study to identify options to improve the network capacity for North West Corridor, City Line and Crossrail.

5.5 The next step is the Phase 1 WelTAG Stage 2 process which will progress assessment of increased service frequency on the City Line and South Wales Main Line, new stations and station improvements with inter-connected bus and active travel measures for the short-term up to 2025. Further packages of technical feasibility work will also be undertaken to inform Phase 2 WelTAG studies and business cases for the long-term options. Some of the long-term options may be reliant on sufficient density and quantum of development to support the demand needed to justify the business case for investment.

5.6 The WelTAG Stage 2 Outline Business Cases will identify preferred options to be assessed in detail in the WelTAG Stage 3 Full Business Cases. The Business Cases will inform bids for grant funding and where appropriate to supplement s106 Developer Contributions.

6. EQUALITY AND DIVERSITY IMPLICATIONS

6.1 An Equality Impact Assessment (EqIA) screening form has not been prepared for the purpose of this report. An EqIA is incorporated in the WelTAG process.

7. CONSULTATION

7.1 Following completion of the initial stages of the WelTAG process, extensive consultation with the public and key stakeholders will be undertaken at later dates, prior to progressing any potential public



transport solutions for the North West Cardiff Corridor. This consultation will be undertaken in accordance with Welsh Government guidance.

8. FINANCIAL IMPLICATIONS

- 8.1 These studies have benefited from year on year funding allocations from Welsh Government secured as part of a Regional allocation of Local Transport Fund. Funding has been secured for 2021/22 financial year will enable these studies to continue. These studies are being managed via Transport for Wales.

9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 9.1 The activities of the various bodies who have commissioned this transportation study (and related Business Case) are governed by various legal documents and pieces of legislation. These include:

- Wales Spatial Plan 2008
- Wales Transport Strategy 2008 (being updated)
- Local Development Plans
- Well-being of Future Generations (Wales) Act 2015
- Planning (Wales) Act 2015
- Environment (Wales) Act 2016

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

- 10.1 The development of a sustainable public transport solution for the North West Cardiff Corridor will indirectly support the aims and objectives covering health and prosperity set out in the Council's Single Integrated Plan and emerging Corporate Plan. For example, the planned, new public transport proposals will help address air quality and congestion issues and improve connectivity and access to new employment opportunities.
- 10.2 These proposals will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.

11. CONCLUSION

- 11.1 The transportation study and related Business Case process has highlighted the advantages of a 'joined-up' approach to developing a range of public transport proposals in the Cardiff Capital Region, many of



which will operate cross boundary. It has also highlighted the importance of achieving improved connectivity to/from central Cardiff and between local and regional destinations elsewhere.

- 11.2 This project is of regional significance and has the potential to attract several hundreds of millions of pounds of funding into the area. If delivered, the public transport solutions will transform travel behaviour and provide a safe, reliable, convenient and sustainable transport option. As well as facilitating transport from Rhondda Cynon Taf into Cardiff, it could also encourage travel into Rhondda Cynon Taf, particularly in association with the development of the new town centre at Talbot Green. It is possible that the wider economic benefits could extend northwards into the Rhondda Valley and Gilfach Goch areas as the creation of new employment in Talbot Green and planned reduction in journey times to/from Cardiff will offer residents in these communities with improved access to new jobs, training and learning opportunities.
- 11.3 The next step is the WelTAG Stage 2 process which will be used to inform the final recommendations. However, it should be noted that a proposed transport scheme for the North West Cardiff – Talbot Green / Llantrisant corridor will require further development before any of the transport investment options for serving this area of planned major development can be determined.



North West Corridor

WelTAG Stage 1 Report

8 February 2021

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Transport for Wales

North West Corridor

WelTAG Stage 1 Report

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Executive summary

Scope and Purpose

Mott MacDonald was commissioned by Transport for Wales (TfW), the Welsh Government, Cardiff City Council and Rhondda Cynon Taf County Borough Council to undertake a WeITAG Stage 1 assessment of Cardiff's North West Corridor.

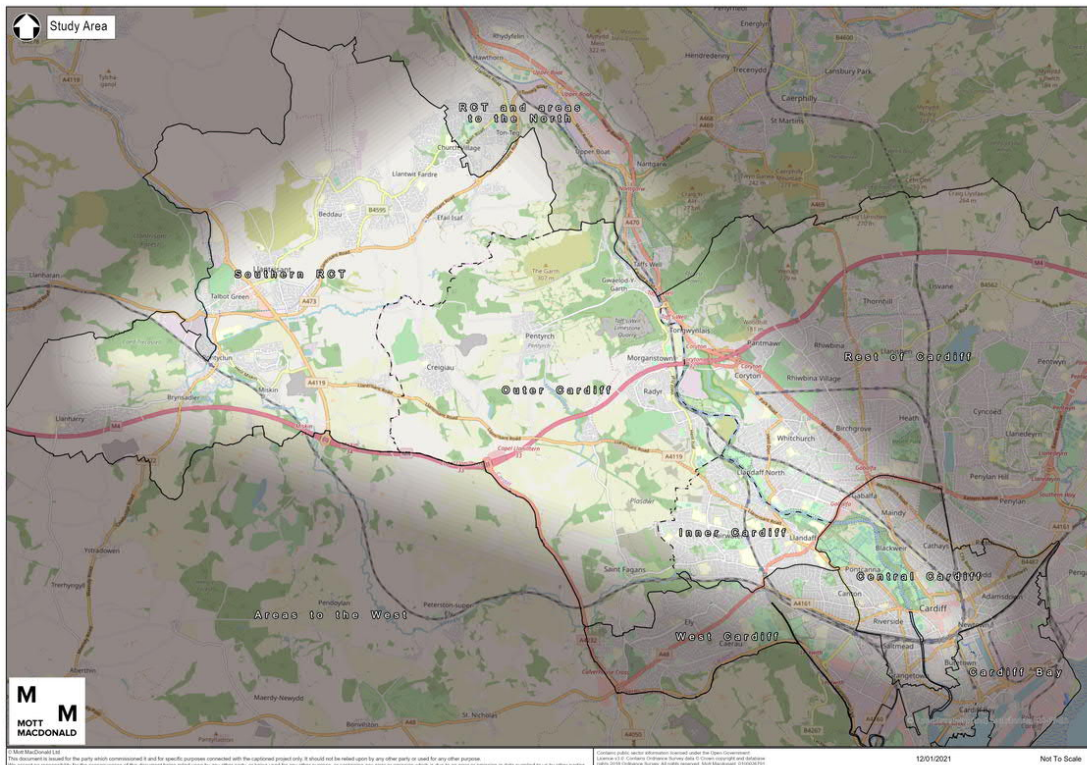
The study area defined to guide the assessment is shown in Figure 0.1. Broadly, the term North West Corridor is used to describe the segment of Cardiff bordered by the A4232 link road in the West and the A470 and Merthyr rail line in the east. The Corridor extends into the southern part of Rhondda Cynon Taf and incorporates the settlements of Pontyclun, Llantrisant, Beddau and Llantwit Fardre.

The North West Corridor incorporates a number of Strategic Sites in Cardiff and Rhondda Cynon Taf, including the new Plasdwr district of Cardiff which is in the process of being delivered. Within current planning horizons, there are five Strategic Sites within the North West Corridor with the potential for over 10,000 new homes. Plans for developments of this scale, without corresponding firm proposals for a mass transit solution, have led to public concerns of increased traffic congestion affecting north-west Cardiff and parts of Rhondda Cynon Taf.

WeITAG is the 'Welsh transport appraisal guidance' produced by Welsh Government. The overarching purpose of the WeITAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues. The focus of this assessment is on mass transit solutions for the North West Corridor. Therefore, improvements to the highway network and active travel schemes are not a primary focus of the study.

At WeITAG Stage 1, a range of strategic options are identified in order to generate a short list of options to consider taking forward for more detailed assessment. It should be noted that as this is a high level strategic assessment, no formal decision or commitment has been taken to progress with any specific mode, route, or alignment at this time.

Figure 0.1: North West Corridor Study Area¹



Source: Mott Macdonald

The Case for Change

There is a compelling strategic case to enhance public transport provision in the North West Corridor both to address existing transport problems and to cater for the expected rapid growth in population and housing.

The Corridor incorporates three Strategic Sites allocated in Cardiff's Local Development Plan (LDP): North West Cardiff or 'Plasdwr' (Site C), North of Junction 33 (Site D), and South of Creigiau (Site E). Rhondda Cynon Taf's LDP is due to be updated. The 2011 plan included two Strategic Sites which lie within the study area: Cwm Colliery and Coking Works located between Beddau and Llantwit Fardre, and the Mwyndy / Talbot Green area. The A4119 Corridor: The Regional Rhondda Gateway has been designated as a Strategic Opportunity Area (SOA) by Rhondda Cynon Taf County Borough Council, reflecting the significant opportunities for job creation and housing to support economic growth.

The North West Corridor is flanked by the City Line, Merthyr Line and South Wales Main Line but much of the corridor, including the Strategic Sites themselves, are not directly served by the rail network. As a result, whilst the dominance of car transport is a feature of the city-region, a

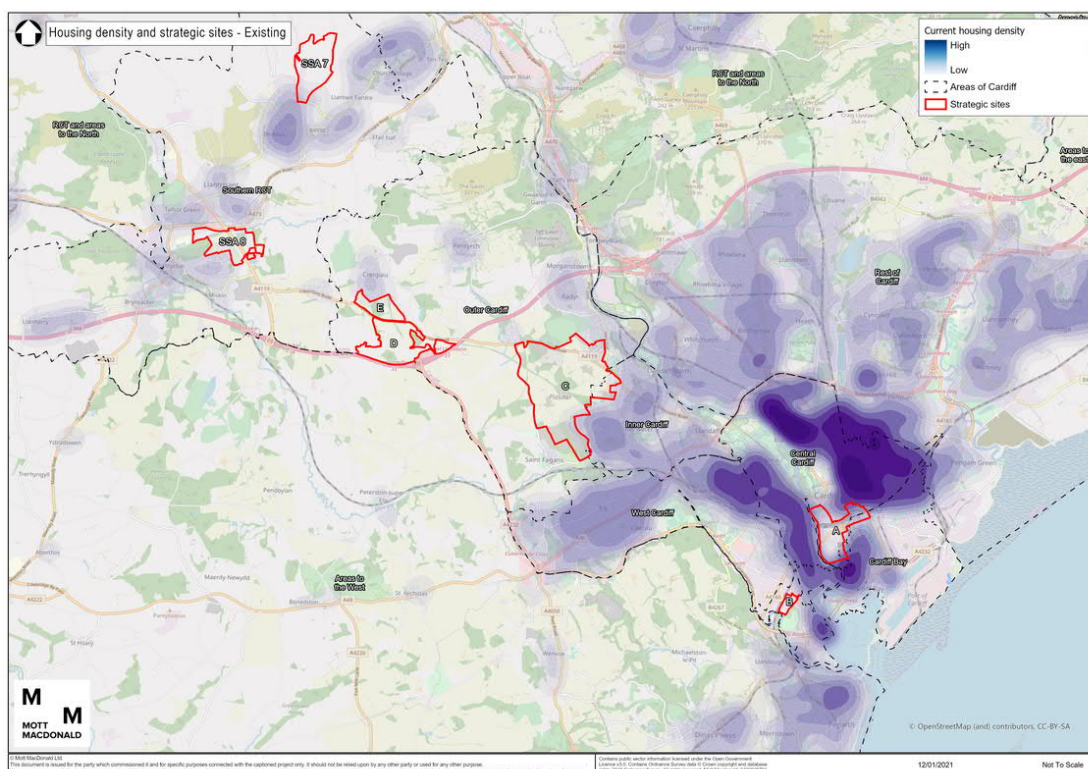
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higher proportion of the North West Corridor workforce travels by car than the average for either Cardiff or the Cardiff Capital Region as a whole.

The highway network service in the North West Corridor includes a number of regionally significant congestion issues, most notably on the M4 motorway between Junctions 33 and 34, on the A4232 Peripheral Distributor Road in Cardiff, and on the A4119 between central Cardiff and Llantrisant. Therefore, development in the Corridor will place further pressure on an already constrained highway network. The planned growth can be delivered in a sustainable way through the provision of new transport infrastructure in a phased manner to support the developments.

A range of incremental improvements to the existing transport network are already being delivered to support the development in the Corridor. However, it is recognised that the potential exists to develop a dedicated public transport corridor connecting Cardiff city centre to the Strategic Sites in North West Cardiff and strategic development areas beyond Cardiff's boundary in Rhondda Cynon Taf. To this end, some sections of the corridor have been protected from development that runs alongside the disused Llantrisant Branch Line.

Figure 0.2: Strategic Sites and Current Housing Density²



Source: Mott MacDonald

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Objectives

A set of WelTAG objectives have been identified which are intended to respond to the problems and opportunities of the Corridor. The performance of options has been assessed according to their ability to meet these objectives and the objectives will continue to guide the project as it progresses through the WelTAG stages towards delivery. They are as follows:

Transport

- **Reduce public transport journey times** between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf;
- Provide **frequent, reliable and high-quality** mass transit services in line with the Welsh Government's principles for connectivity in Wales; and
- Ensure the Corridor is **integrated** with the wider South Wales Metro and existing assets.

Economic and Social

- **Facilitate the delivery of employment and housing** in Cardiff's North West Corridor and southern Rhondda Cynon Taf;
- Improve the **personal affordability** of passenger transport in the Cardiff Capital Region; and
- Deliver a system that is accessible for all.

Environment

- **Stimulate mode shift** in line with the LDPs and help move towards a 50% sustainable transport mode share; and
- **Improve air quality** within the Corridor with the aim of delivering a system with zero emissions at point of use.

Funding and Delivery

- Deliver a system which **maximises the commercial viability** of public transport in the North West Corridor.

Options Development and Assessment: Key Findings

A two-stage options assessment and sifting process has been undertaken during WelTAG Stage 1. The key findings of the assessment at Stage 1 can be summarised as follows:

- A package of public transport measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes;
- Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas of the Corridor;
- There are opportunities to improve the existing rail network through additional services and new stations. Shortlisted options include increased service frequencies on the South Wales Main Line and City Lines, and new stations at Junction 34 of the M4 (on the South Wales Main Line) and Ely Mill (on the City Line);
- Notwithstanding the benefits of these improvements, much of the North West Corridor is not served by the existing rail network and therefore such interventions will fail to fully address the problems identified. A new mass transit solution will be required to serve the Strategic Site at Plasdwr and to achieve the step change in public transport provision within the Corridor more generally;

- The Safeguarded Corridor should be earmarked for a rail-based solution, rather than a bus rapid transit (BRT) solution. A rail-based solution provides the greatest scope to minimise public transport journey times and would offer the quality of service expected of a major new rapid transit route;
- Use of the Core Valley Lines (CVL) tram-train technology (potentially in a modified form) on the North West Corridor is preferred to the introduction of a wholly new light rail system which would introduce significant extra costs and complexity for relatively modest benefits;
- Delivering a new North West Corridor tram-train route, combined with enhanced services on the City Line, will necessitate infrastructure changes to overcome capacity constraints through Cardiff West Junction and at Cardiff Central. Three broad approaches to the connection at Cardiff Central have been shortlisted, each of which involves complex trade-offs which need to be considered in the context of wider aspirations for the rail network in the Cardiff Capital Region;
- Extensions of the tram-train route into southern Rhondda Cynon Taf have been shortlisted. Subject to further business case assessment, routes to both Pontyclun and Beddau have potential merit and the ultimate preferred outcome may be a Y-shaped network serving both locations;
- BRT options and improved interchange facilities with active travel, can play an important role in improving public transport alongside a new tram-train route. BRT is a general term applied to a modern, fast, reliable bus system and the success of any new BRT routes will depend on the degree of segregation achieved. Implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package;
- In Cardiff, possible BRT corridors have been identified via the A4232, connecting with a strategic park and ride facility at Junction 33, and an urban route serving Plasdwr and Fairwater areas with a potential interchange with the City Line at Waun-gron Park. In Rhondda Cynon Taf, BRT corridors via the A4119 could both improve end-to-end services to/from Cardiff and provide connections to stations at Junction 33 and 34;
- There will be opportunities, which should be explored at the next stage, to enhance active travel in the corridor by delivering new active travel corridors alongside rail and bus route, as well as enhancing opportunities to interchange between public transport and active travel modes.

Shortlisted Options

A shortlist of options has been identified which merit further development and assessment at WelTAG Stage 2.

The enhancements to the existing rail network listed below have been shortlisted for further assessment at WelTAG Stage 2:

- Increased service frequency to at least 4 trains per hour on the City Line between Cardiff Central and Radyr;
- A new station on the City Line at Ely Mill;
- Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
- Enhanced quality of interchange between active travel, bus, rail and car; and
- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4.

Bus related measures are as follows:

- A strategic bus park and ride at Junction 33 of the M4;
- A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
- A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
- A bus:rail and active travel interchange at Waun-gron Park station on the City Line;
- A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater;
- Improved bus:rail and active travel interchange at Radyr station on the City Line; and
- A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

The shortlisted new tram-train routes are as follows:

- A new tram-train route via the City Line and potentially utilising the route of the Safeguarded Corridor between central Cardiff, Junction 33 and Creigiau;
- An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
- An extension of the tram-train route from Creigiau to Beddau via Cross Inn.

A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Three variants of the tram-train solution have been shortlisted. These are:

- Changes in the track layout at Cardiff West Junction to increase the capacity for North West Corridor and/or City Line services operating into existing platforms at Cardiff Central;
- Provision of a new junction between the City Line and Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of Cardiff Central Station. This option provides the potential for services to operate to Porth Teigr should this route also be progressed; and
- An on-street solution that would divert North West Corridor and/or City Line services away from Cardiff West Junction via an on-street route to the south of the City Line into new platforms at Cardiff Central and/or Callaghan Square. As above, this provides the potential for a direct link to Porth Teigr.

Phasing

Consideration has been given to the possible phasing of interventions in the North West Corridor. The phasing takes into account both demand side factors (in particular the timescales for the delivery of Strategic Sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing the quality of interchange between car, bus, rail and active travel modes. All of the shortlisted bus related measures (including the proposed new BRT routes) are included in Phase 1. Subject to the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025.

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the Cardiff Capital Region. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

To improve the affordability of the project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

Next Steps

It is recommended that the shortlisted options are taken forward for more detailed design development and assessment at WelTAG Stage 2.

1 Introduction

1.1 Purpose of the Study

Mott MacDonald was commissioned by Transport for Wales (TfW), the Welsh Government, Cardiff City Council and Rhondda Cynon Taf County Borough Council to undertake a WeITAG Stage 1 assessment of Cardiff's North West Corridor. The overarching purpose of the WeITAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues.

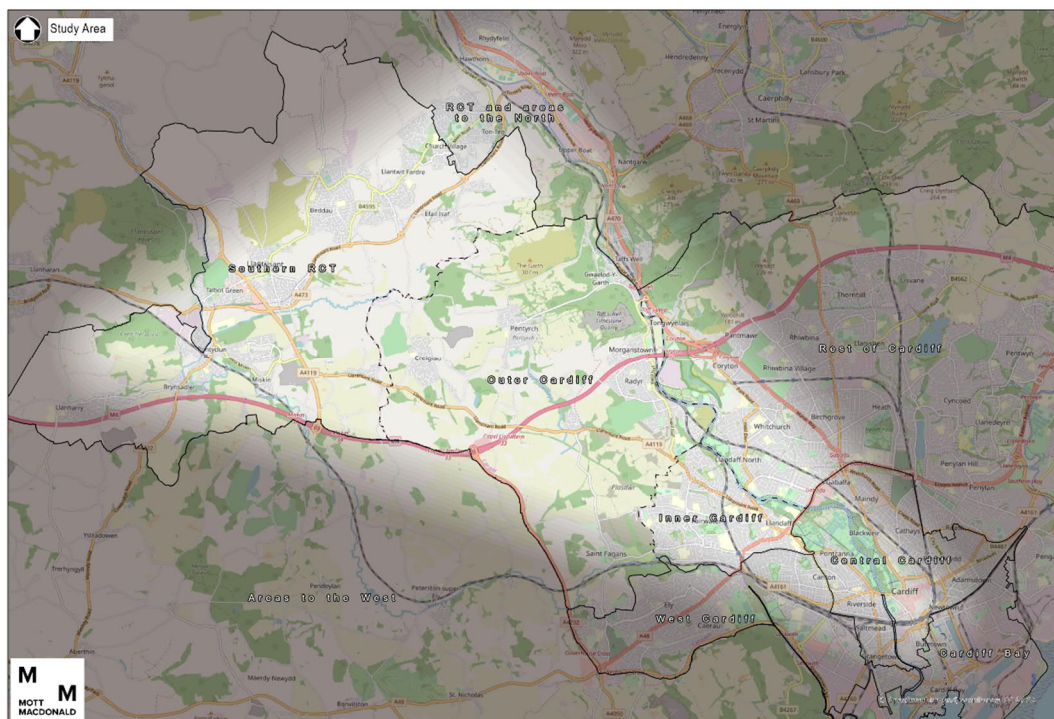
The focus of this assessment is on mass transit solutions for the North West Corridor. Therefore, improvements to the highway network and active travel schemes are not a primary concern of the study.

1.2 Scope

The study area defined to guide the assessment is shown in Figure 1.1. Broadly, the term North West Corridor is used to describe the segment of Cardiff bordered by the A4232 link road in the West and the A470 and Merthyr rail line in the east. The Corridor extends into the southern part of Rhondda Cynon Taf and incorporates the settlements of Pontyclun, Llantrisant, Beddau and Llantwit Fardre.

The Corridor incorporates a number of Strategic Sites in Cardiff and Rhondda Cynon Taf, including the new Plasdwr district of Cardiff which is in the process of being delivered. Within current planning horizons, there are five Strategic Sites within the North West Corridor with the potential for over 10,000 new homes. Plans for developments of this scale, without corresponding firm proposals for a mass transit solution, have led to public concerns of increased traffic congestion affecting north-west Cardiff and parts of Rhondda Cynon Taf.

Figure 1.1: North West Corridor Study Area⁴



Source: Mott Macdonald

1.3 WeITAG Process

WeITAG is the 'Welsh transport appraisal guidance' produced by Welsh Government. It provides a process and framework for identifying, appraising and evaluating solutions to address transport related issues. The WeITAG process comprises five stages which are intended to cover the lifecycle of a proposed transport intervention, from conception to post-implementation evaluation. Welsh Government intends the WeITAG process to be evidence-based, proportionate to the impacts being investigated, collaborative (involving stakeholder consultation), and to provide decision-makers with information required to make decisions.

WeITAG 2017 is aligned with the HM Treasury five case model for transport business cases. WeITAG Stage 1 is aligned to the first of three business case stages, the Strategic Outline Case (SOC).

The purpose of WeITAG Stage 1 is to 'understand the issue of concern, explore its context and to present a wide list of possible solutions and to select a short list of options for more detailed consideration'⁵. Short listed solutions should be those that are most likely to solve the issues of concern and align with the stated objectives for solutions, leading to the most favourable impacts.

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⁵ WeITAG 2017 Welsh Transport Appraisal Guidance, page 10

The WeITAG guidance summarises the steps to be taken when developing the SOC at Stage 1:

- Identify issues that need addressing;
- Establish objectives;
- Develop a long list of possible solutions; and
- Assess the long list of options against objectives.

At the end of Stage 1, the Strategic Case (one of the cases in the five-case model) should be fully developed, setting out the need for change. The Transport Case (the second of the five cases) then provides an initial assessment of the expected impacts of a long list of solutions. The remaining cases (Delivery, Financial, Commercial) will be preliminary, identifying key issues that will affect the options being taken forward to WeITAG Stage 2.

Figure 1.2: WeITAG Process



Source: Mott Macdonald

1.4 Stakeholder Engagement

WeITAG is a collaborative process and engagement with stakeholders is an important part of WeITAG Stage 1. Two stakeholder workshops have been held in order to:

- Review and rank the identified issues, to ensure that objectives and solutions that would deal with the most critical problems are proposed (Workshop 1 – Problems, Opportunities and Objectives);
- Review, refine, and prioritise the objectives (Workshop 1 – Problems, Opportunities and Objectives);
- Generate a long list of potential solutions (Workshop 1 – Problems, Opportunities and Objectives); and
- Inform and comment on the initial multi-criteria assessment of potential solutions (Workshop 2 – Options Assessment).

Stakeholders invited to participate in this process include:

- Welsh Government;
- TfW;
- Cardiff City Council;

- Rhondda Cynon Taf County Borough Council (CBC);
- Vale of Glamorgan County Council;
- Natural Resources Wales;
- Cardiff Capital Region Transport Authority;
- South East Wales Trunk Road Agency;
- Network Rail;
- Bus operators: Cardiff Bus, NAT, Stagecoach;
- Rail operators: TfW Rail Services, Great Western Railway; and
- Strategic Site developers.

1.5 WelTAG Review Group

The purpose of the WelTAG Review Group is to consider the contents of the WelTAG Stage Reports, assess the study objectives, assess each of the options presented, and decide on the actions to be taken at the end of that WelTAG stage.

The WelTAG Review Group for the North West Corridor comprises:

- Welsh Government;
- TfW / TfW Rail Services;
- Cardiff City Council;
- Rhondda Cynon Taf CBC;
- Vale of Glamorgan County Council;
- Cardiff Capital Region Transport Authority; and
- Network Rail.

1.6 Report Structure

This report presents evidence gathered during the WelTAG Stage 1 Appraisal for the North West Corridor. It sets out each of the five cases under the Government's 'five case model' for business cases.

- Section 2 of this report is the Strategic Case; it sets out the case for change for the North West Corridor, including the legislative and policy context, and information on existing conditions in the Corridor;
- Section 3 describes the options in more detail, including their key issues such as capacity constraints, and the use of the Safeguarded Corridor;
- Section 4 is the Transport Case; this considers the impacts of the different options and scores these against the WelTAG assessment criteria;
- Section 5 covers the Financial Case, considering the affordability of the schemes, taking into account financial costs and benefits;
- Section 6 concerns the Commercial Case, exploring potential procurement and commercial arrangements;
- Section 7 is the Management Case, which demonstrates how the preferred option can be delivered;
- Section 8 provides an overview and conclusions of the document; and
- Section 9 provides appendices to the report including maps.

2 Strategic Case

There is a compelling strategic case to enhance public transport provision in the North West Corridor both to address existing transport problems and to cater for the expected rapid growth in population and housing.

2.1 Introduction

This section provides an overview of the Strategic Case for the North West Corridor. The Strategic Case sets out the legislative and policy context to the study. It describes the existing transport network and plans for housing and employment development in the Corridor. Objectives have been defined which, drawing on engagement with stakeholders, respond to the identified problems and opportunities in the Corridor. The Strategic Case also describes the approach to options identification and sifting and details the 'long list' of interventions.

2.2 Legislative Context

2.2.1 Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act focuses on sustainability, encouraging Wales to think about the long-term economic, environmental, social and cultural impact of its decisions. Its main framework consists of 7 objectives to encourage this sustainable way of thinking:

- **A Prosperous Wales** – Creating an innovative, productive, low-carbon society using resources efficiently to generate wealth and employment opportunities;
- **A Resilient Wales** – Maintaining and enhancing a biodiverse natural environment;
- **A Healthier Wales** – Maximising physical and mental well-being;
- **A More Equal Wales** – Enabling people to reach their full potential no matter what their background;
- **A Wales of Cohesive Communities** – Safe and attractive well-connected communities;
- **A Wales of Vibrant Culture and Thriving Welsh Language** - Promoting Welsh culture, heritage, and language; and
- **A Globally Responsible Wales** – Making a positive contribution to global well-being.

This Act means public bodies must act according to the **sustainable development principle** which means public bodies must “act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs”⁶. Public bodies must develop their own well-being statement and wellbeing objectives.

This WelTAG study has been developed in accordance with these principles and potential interventions have been assessed in respect of their contribution to the well-being goals listed above.

2.2.2 Other Relevant Legislation

The study has been informed by a range of other legislation including:

- Environment (Wales) Act 2016;
- Climate Change Act (2008);

⁶ Well-being of Future Generations (Wales) Act, section 5, paragraph 1

- The Active Travel (Wales) Act 2013; and
- Welsh Government Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2018.

2.3 Policy Context

Proposals for the North West Corridor need to respond to the wider policy context. This section briefly identifies and describes key policies at a national, regional and local level.

2.3.1 National (Wales) Policy Context

2.3.1.1 Taking Wales Forward (2016-2021)

Taking Wales Forward sets out a 5-year programme to improve the Welsh economy, creating a Wales which is:

- Prosperous and Secure;
- Healthy and Active;
- Ambitious and Learning; and
- United and Connected.

It sets out plans to develop a not-for-profit rail franchise and more effective bus networks. Seamless ticketing, the South Wales Metro, and Active Travel are also highlighted for future importance.

2.3.1.2 Prosperity for All: The National Strategy (2017) and Economic Action Plan (2017)

This National Strategy takes the commitments made in 'Taking Wales Forward' and sets out the work of the wider Welsh public service to lay the foundations for achieving prosperity for all. The National Strategy situates transport issues within a long-term context and highlights the importance of future investment into Active Travel and the South Wales Metro. This aims to ensure that land use planning is undertaken to ensure new developments are sufficiently served by transport connections.

The Economic Action plan aims to ensure sustainable economic growth in the future and puts emphasis on the need for environmentally friendly transport and addressing congestion pinch points/ bottlenecks. It also identifies the South Wales Metro as an important project in creating growth.

2.3.1.3 National Development Framework (2020-2040)

The National Development Framework (NDF) establishes the direction of development in Wales until 2040. It replaces the current Wales Spatial Plan (2008) meaning it "sets a direction of where infrastructure should be invested"⁷ at a national scale. A draft is available on the Welsh Government website, however, this is not yet adopted.

This document sets high-level recommendations which then guide Strategic Development Plans and Local Development Plans. It sets out policies covering housing, environment and transport. Transport policies aim to build sustainable places by reducing car usage and encouraging more sustainable transport.

It aims to create a Wales where people live...

⁷ National Development Framework (2020-2040), p.6

- ...and work in connected inclusive and healthy places;
- in vibrant rural places with access to homes, jobs and services;
- in distinctive regions that tackle health and socio-economic inequality through sustainable growth;
- in places with thriving Welsh language;
- and work in towns and cities which are a focus and springboard for sustainable growth;
- in places where prosperity, innovation and culture are promoted;
- in places where travel is sustainable;
- in places with world-class digital infrastructure;
- in places that sustainably manage their natural resources and reduce pollution;
- in places with biodiverse, resilient and connected ecosystems; and
- in places which are de-carbonised.

The framework sets out the ambition for cities that are compact and organised around public transport hubs and urban centres, where there are different amenities within close proximity to residential housing, allowing journeys to be made through more sustainable means. Cardiff is recognised as the focal point of South Wales, and the new Metro development as providing opportunity for development in settlements further outside of the city.

2.3.1.4 One Wales: Connecting the Nation: Wales Transport Strategy (2008)

This report establishes over-arching goals for Welsh Transport and provides a long-term framework for all modes. Its objectives are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

The Welsh Government is currently developing a new Wales Transport Strategy which will supersede the 2008 strategy.

2.3.1.5 White Paper: Improving Public Transport (2018)

The paper sets out proposals for an integrated transport network across Wales. It gives proposals for improvements in the legislation for bus services in Wales, and reform of licensing regimes for taxis and private hire vehicles. It proposes options to empower local authorities to provide efficient bus services through:

- Establishing Joint Transport Authorities;
- Increasing the age of eligibility for concessionary bus passes;
- Promoting Enhanced Quality Partnership Schemes (EQPSs);
- Allowing authorities to establish municipal operations;
- Changing the franchising process;
- Making new requirements for operators, local authorities and the Traffic Commissioner to provide more information about services including routes, timetables, etc.; and
- Changing taxi and private hire vehicle licensing.

2.3.1.6 Written Statement: Principles for Public Transport Connectivity (2018)

This statement considers the long-term vision of transport across Wales. It is highly relevant to this study as it sets the principles that should be considered when infrastructure schemes are being planned and services procured. Selected relevant recommendations this statement makes include:

- Services should be provided by zero emissions vehicles;
- Stations will be fully accessible with step-free access, and level boarding to vehicles;
- Pricing strategies will be developed that incentivise use by disadvantaged communities;
- No one will have to stand for more than 20 minutes because of a lack of a seat;
- High capacity park and ride/park and share facilities will be provided at key network nodes, particularly where the network intersects with strategic or arterial roads;
- All Metro stations to benefit from at least 4 services per hour in each direction Monday-Saturday; and
- In South-east Wales, journey times to a principal interchange shall be no more than 60 minutes.

2.3.1.7 Other National Policy Documents

Other national policy documents considered include:

- Environment Strategy for Wales (2006);
- One Wales: One Planet – the Sustainable Development Scheme of the Welsh Assembly Government (2009);
- Climate Change Strategy for Wales (2010);
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2011);
- Local Air Quality Management in Wales – Policy Guidance (2017);
- The Wales Spatial Plan (2008);
- Planning Policy Wales (2016);
- Planning Policy Wales Technical Advice Note (TAN) 12: Design (2016);
- Planning Policy Wales Technical Advice Note (TAN) 18: Transport (2007); and
- An Active Travel Action Plan for Wales (2016).

2.4 Local and Regional Policy Context

This section briefly describes selected key policies at a local and regional level.

2.4.1.1 Cardiff City Deal Strategic Business Plan: Wider Investment Fund (2018)

The Cardiff Capital Region (CCR) City Deal is a £1.2bn programme agreed in 2016 between the UK Government, the Welsh Government and the ten local authorities in South East Wales to bring about significant economic growth in the region through investment, upskilling, and improved physical and digital connectivity.

One of the CCR's objectives is to connect communities, business, jobs, facilities and services in the area. The CCR Transport Authority, working closely with the Welsh Government, TfW and others, has been established as a sub-committee by the CCR Cabinet to facilitate the City Deal by coordinating transport planning and investment across the region.

One of the main priorities is the delivery of the South Wales Metro. Of the £1.2bn, £738million of the City Deal fund has been pre-allocated for the project, which will be split between the Core Valley Lines (CVL) Electrification programme and the wider South Wales Metro scheme.

The Strategic Business Plan sets out the requirements to make Cardiff a prosperous capital City region. Actions include the need for a Strategic Sites Programme to identify land which should be developed to catalyse new development, create city-to-city links, connect neighbourhoods, and focus development on the M4 and Great Western Mainline.

2.4.1.2 Cardiff Local Development Plan (adopted 2016)

The vision for Cardiff established in the Local Development Plan (LDP) is that, “by 2020, Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region”⁸. The LDP identifies the need for 41,415 new dwellings and 40,000 new jobs in Cardiff over the LDP plan period (2006- 2026). It also identifies the need to prioritise the provision of infrastructure in a planned and focussed way.

The LDP has four objectives:

1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development;
2. To respond to evidenced social needs;
3. To deliver economic and social needs in a co-ordinated way that respects and enhances Cardiff’s environment; and
4. To create sustainable neighbourhoods that form part of a sustainable city.

The Plan identifies the need for Cardiff to establish itself as a regional and national transport hub which is accessible from all areas within the city and from other UK cities. It also addresses the need to establish Cardiff as a sustainable city, through reducing the need to travel, decreasing private car usage and improving the central bus and train stations. The Plan suggests land use is important for minimising car use by designing and building new developments which are not car-based.

This document defines a total of eight Strategic Sites, three of which are in the North West Corridor. These three sites are expected to bring forward a minimum of 7,650 new houses within the development planning period (until 2026). More information on these sites can be found in Section 2.6.

The LDP identifies strategic transport corridors with priority measures, with the Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road, A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to J33 on the M4) running through the North West Corridor. Improvements to the city cycle network are also important, in order to introduce new orbital routes and new interchanges.

2.4.1.3 Cardiff Transport White Paper: Transport Vision to 2030

Cardiff Council’s Transport White Paper establishes a 10-year plan for the City; the main aims are to tackle climate change, reduce congestion, improve air quality, and provide ring-fenced funding to invest into public transport. It sets ambitious targets for the city, such as for 76% of all journeys to be made by sustainable travel modes by 2030 and doubling the numbers travelling by bus by 2030 (from 2018).

⁸ Cardiff Local Development Plan (2016), p.24

Proposals in the White Paper relevant to the North West Corridor are as follows:

- A new 'Cardiff Crossrail' tram-train service running from Cardiff Bay (Porth Teigr) through to Radyr to serve new housing developments planned between J33 and J34, and the new Plasdwr site. There is potential to extend this onto Splott and Tremorfa;
- Improved frequency of services on the Coryton and City Lines;
- Establishing a new cross-city bus network, linked to the new Metro network;
- Take major traffic off Cardiff roads by establishing new Park & Ride facilities at strategic areas including at Junction 33; and
- Building a segregated cycle network across the city, including a cycle loop in the city centre to link all six Cycleways together.

The paper also identifies ambitions to better connect Llantrisant, Talbot Green and Cardiff through BRT and tram-train measures. Further potential future projects within this area include:

- An interchange at J34, including between active travel modes; and
- A new road link to support new bus measures.

2.4.1.4 Rhondda Cynon Taf Local Development Plan (adopted 2011)

The Rhondda Cynon Taf LDP covers the period 2006 to 2021. A full review of the Plan will be undertaken for the period 2020 to 2030. Therefore, future land use planning and related policies in Rhondda Cynon Taf are subject to change.

The aim of the Rhondda Cynon Taf LDP is for Rhondda Cynon Taf to become a "County Borough of Opportunity. That means working together to enable individuals and communities to achieve their full potential, in terms of both their work and social life⁹.

The current LDP identifies a total of eight Strategic Sites. Two of these strategic sites are situated within the North West Corridor, which together will provide 1300 new houses. Some of the future transport proposals that the LDP identifies include:

- Management of the A4119/ A473 corridor; and
- Safeguarding rail network improvements between Pontyclun and Beddau, with potential for new stations in Talbot Green, Llantrisant, Gwaun Miskin and Tyn-y-Nant.

2.4.1.5 Other local policy documents

The following local policy documents have also been taken into consideration during this study:

- Cardiff LDP Monitoring Reports (2017, 2018, 2019);
- Cardiff Draft Economic Strategy: Building more and Better Jobs, Consultation Green Paper (2019);
- Cardiff Local Transport Plan (2015-2020);
- Cardiff Transport and Clean Air Green Paper;
- Cardiff LDP Infrastructure Plan, Background Technical Paper no.6 (2013);
- Rhondda Cynon Taf LDP Annual Monitoring Report (2016, 2017, 2017-2018);
- South East Wales Valleys Local Transport Plan (2015);
- Vale of Glamorgan Local Development Plan (2011-2026);

⁹ Rhondda Cynon Taf Local Development Plan (adopted 2011), p.21

- Vale of Glamorgan Local Transport Plan (2015-2030);
- Cardiff Well-being Plan (2018-2023);
- Cwm Taf Well-being Plan (2018-2023); and
- Natural Resources Wales' Well-being Statement (2017).

2.5 The North West Corridor

This section of the report provides an overview of the socio-economic context in the Corridor. Section 2.6 sets out the planned development in the Corridor. Sections 2.7 and 2.8 describe the existing transport network and Sections 2.9 to 2.11 list the problems, opportunities and constraints that have been defined for the North West Corridor.

2.5.1 Population and Settlements

For the purposes of the baseline analysis, a study area for the North West Corridor has been defined using boundaries that accord with the Office for National Statistics (ONS) statistical boundaries (namely, Lower Super Output Areas). To provide additional granularity, the North West Corridor has been divided into three parts: Inner Cardiff, Outer Cardiff and Southern Rhondda Cynon Taf. The delineation of these areas is shown in Figure 2.1. It should be noted that the identification and assessment of transport options encompasses measures which extend into Cardiff's city centre and takes account of opportunities for onward travel to other destinations. However, the baseline analysis of socio-economic conditions is focussed on the North West Corridor itself and therefore excludes the city centre.

According to the 2011 Census, the total population of the Corridor is around 72,000, although based on mid-2017 estimates, this number is now just under 74,000. Of this around half are resident in Southern Rhondda Cynon Taf. The population of the Corridor grew rapidly between 2001 and 2011 from approximately 65,000 to over 72,000. Given that the Corridor has been experiencing significant new housing development, the expectation is that the 2021 census will show a further significant increase in population.

The population of the North West Corridor will continue to increase given the future housing developments documented in this report. Future increases in population will continue to be focussed primarily on Outer Cardiff and Southern Rhondda Cynon Taf and most of the allocated new housing in the Corridor relates to the Strategic Sites located in Outer Cardiff.

The three areas defined differ in their character. Inner Cardiff (which includes the Fairwater area of Cardiff) is typical of an inner suburban area with high population density (40 residents per hectare as compared with 7 and 8 for Outer Cardiff and Southern Rhondda Cynon Taf respectively).

Much of Outer Cardiff is undeveloped farmland and woodland. It includes the suburbs of Radyr and Morganstown and the villages of Creigiau and Pentyrch on the outskirts of the City, Strategic Sites C (North West Cardiff or 'Plasdwr'), D (North of junction 33) and E (South of Creigiau). Notwithstanding these developments, the population of this area grew by approximately 20% between 2001 and 2011.

As defined for this study, Southern Rhondda Cynon Taf incorporates the towns of Pontyclun, Llantrisant and Talbot Green, Beddau and Llantwit Fardre. These towns function as linked urban settlements in their own right and incorporate significant areas of employment and retail development. Nevertheless, there are strong economic linkages between these areas and Cardiff with nearly a third of residents of Southern Rhondda Cynon Taf commuting to Cardiff. There are two Strategic Sites identified in Rhondda Cynon Taf's LDP which lie within the

Corridor: Cwm Colliery and Coking Works to the east of Beddau, and Mwynddy/Talbot Green Area which is located south of the A473 and to the west of the A4119. As noted, Rhondda Cynon Taf's LDP is due to be updated. The population of Southern Rhondda Cynon Taf increased by 17% between 2001 and 2011.

2.5.2 Economic Context

In overall terms, relative to Wales as a whole, the North West Corridor is an area of high employment and low unemployment. Employment rates are higher in Outer Cardiff (67.8%) and Southern Rhondda Cynon Taf (65.6%) than in Inner Cardiff (61.8%).

In total, there are 29,000 jobs in the study area. The majority of these are in Southern Rhondda Cynon Taf. Each part of the Corridor has overall net outward commuting (i.e. the number of people commuting out of the area exceeds the number commuting to jobs located within the area). Outward commuting exceeds inward commuting by a ratio of two to one in Inner Cardiff and by over three to one in Outer Cardiff. Commuting flows are more closely balanced in Southern Rhondda Cynon Taf. Commuting patterns are described in more detail in section 2.7.

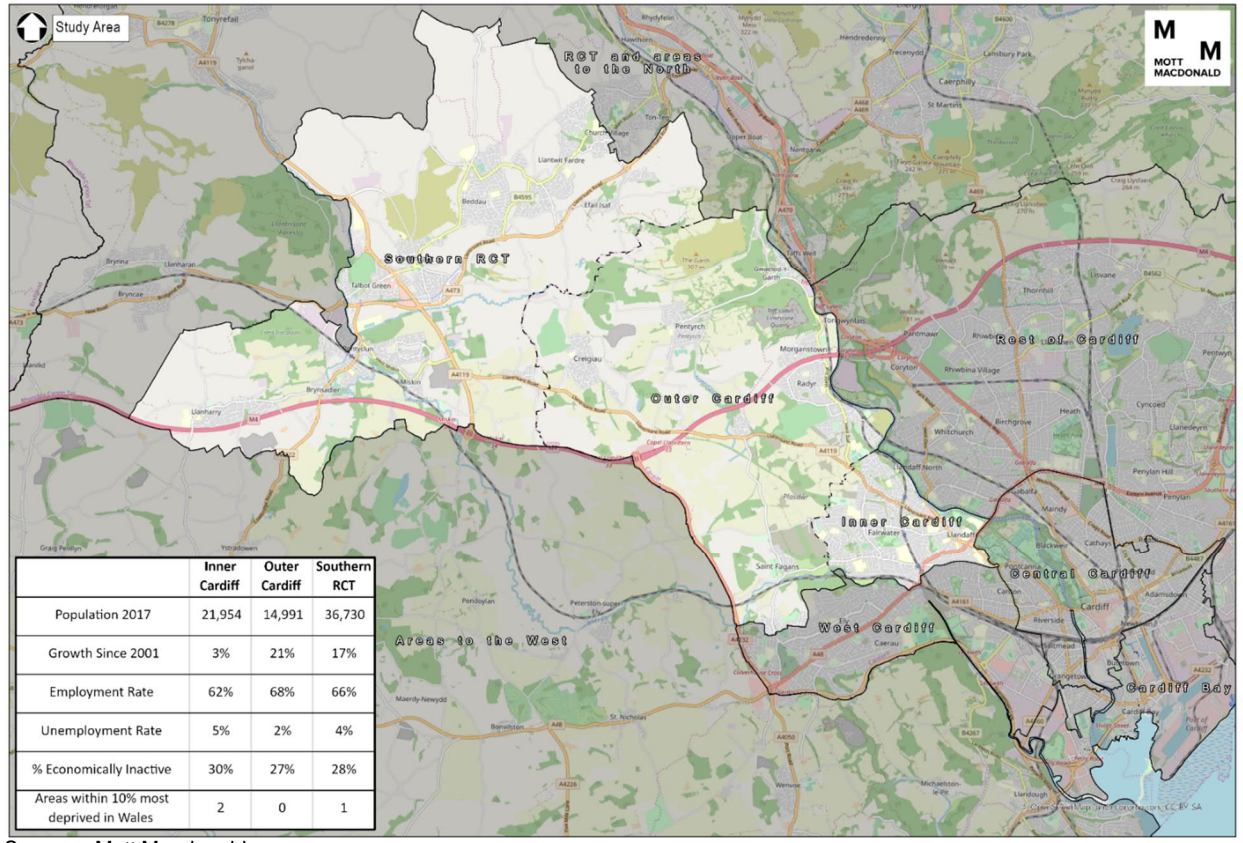
There are only very limited pockets of deprivation in the study area, as measured by the Wales Index of Multiple Deprivation. Of the 46 Lower Super Output Areas within the study area, just three are ranked in the top 10% most deprived in Wales. These are:

- 'Fairwater 7' (located to the north of St. Fagans Road);
- 'Fairwater 4' (located adjacent to Fairwater 7) in Inner Cardiff; and
- 'Tyn-y-Nant 3' in southern RCT in Inner Cardiff.

Most of the neighbourhoods within the Corridor are ranked amongst the 50% 'least deprived' local areas in Wales. However, it is notable that the outer areas of the Corridor (particularly in Rhondda Cynon Taf) perform less well in the 'Access to Services' domain (which reflects a household's ability to access a range of services, using travel time in minutes, using both private and public transport, to access the nearest community services, such as pharmacies, food shops, GPs, post offices, schools, petrol stations and leisure centres) than for the index as a whole.

Although not lying within the study area directly, it is relevant to note that communities to the north of Talbot Green, such as Tonyrefail, Williamstown and within the Rhondda Fawr exhibit higher levels of deprivation, and the North West Corridor is an important artery which they use to access employment and other services in central Cardiff.

Figure 2.1: Definition of the North West Corridor for Baseline Analysis¹⁰



Source: Mott Macdonald

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2.6 Planned Development

Development centred around the Strategic Sites will significantly alter patterns of population density in the Corridor and as such the demand for new transport corridors from these new sites. This section explores the planned developments in more detail, providing information on their current progress and any completions to date.

2.6.1 Strategic Sites in Cardiff

Five of Cardiff's Strategic Sites are described in this section, three of which (sites C, D and E) are located within the North West Corridor itself.

2.6.1.1 Cardiff Site A: Cardiff Central Enterprise Zone

Cardiff Central Enterprise Zone comprises three developments: Capital Quarter, Central Square and Central Quay.

Development at both Central Square and the Capital Quarter is well progressed. At Central Square, the new transport interchange at Marland Street was granted planning permission in autumn 2018 and the HMRC's new premises at Wood Street is currently under construction.

Central Quay is a planned development located to the south of Cardiff Central Station. Planning permission was granted in autumn 2018 for Phase 1 of the development, which will comprise a mixed-use office building, a multi-storey car park and new public realm. A 'masterplan' for the wider area has been created to help shape development over the coming years.

2.6.1.2 Cardiff Site B: Former Gas Works

The former Gas Works, Ferry Road, is in the Grangetown area of Cardiff to the west of the city centre. The site lies outside the North West Corridor to the south. The site has been allocated for a housing-based scheme of 500 homes and other associated community uses although no formal planning permissions have been submitted to date.

2.6.1.3 Cardiff Site C: Plasdwr

Plasdwr is the largest Strategic Site allocated in Cardiff's LDP. The LDP originally made provision for a minimum of 5,000 homes expected to be delivered within the LDP plan period (until 2026) with a further 1,500 homes expected to be delivered post-2026. Based on latest available information, the site has the potential for over 7,000 new homes. The site will have a mix of homes, a secondary school, three primary schools, district and local centres with shops, offices and commercial use.

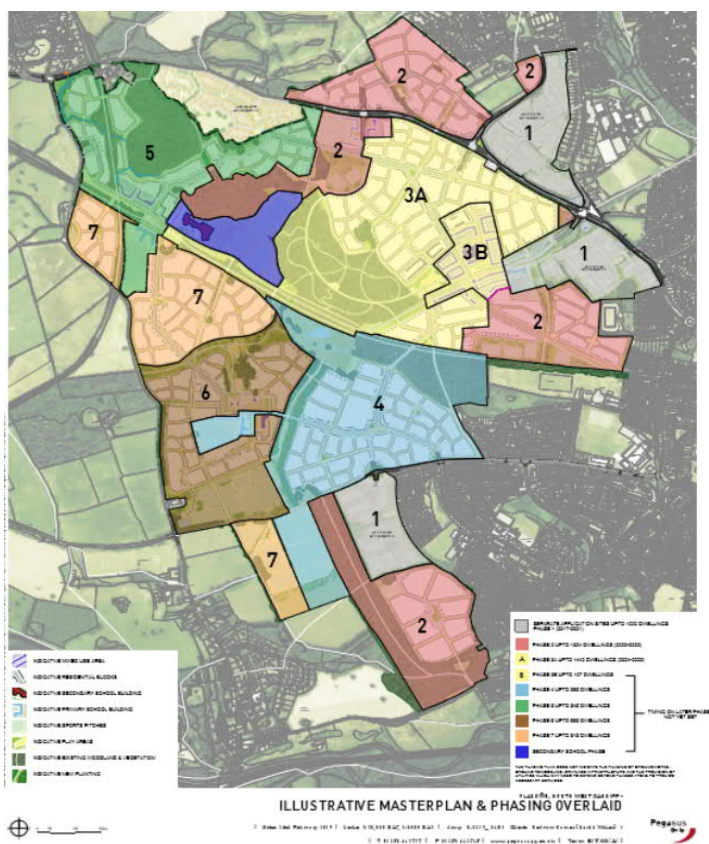
The site is split into four areas. Up to date information on the progress and timescales for the development across these four areas is provided here:

- C1: North West Cardiff – This forms the main part of Strategic Site C. Outline planning permission for 5,970 homes was granted in 2017.
- C2: Goitre Fach Farm – This site is 24 acres and is proposed to contain 263 homes. Outline planning permission was granted in spring 2017 for up to 300 homes. Reserved matters were consented in 2018 for a total of 263 homes. Construction work started in 2018, and by spring 2019, 87 properties had been completed.
- C3: North and South of Llantrisant Road - This area will contain up to 630 homes, including affordable homes, a primary school, and open spaces. Construction has started for site C3.1(1) in early 2017, and 104 homes have been completed as of Autumn 2019.

- C4: South of Pentrebane Road - This area is 22.5 acres and will contain up to 290 homes. The reserved matters application for the north of the site was granted and construction began in late 2017/ early 2018. This part of the site will have 120 homes – as of autumn 2019, 61 homes have been completed. The south of the site has a live reserved matters application for 118 homes.

Taking the four areas together, there are nine planned phases to the Plasdwr development. The eastern side of the site is set to be delivered first, with the western side of the site to follow. Phases 1, 2 and 3B are all scheduled to be complete by 2029. This comprises around 4,000 new homes and covers most of the area lying between the Safeguarded Corridor (see Section 2.6.2.1) and Radyr. Phases 3B onwards have no defined time frame as yet.

Figure 2.2: Plasdwr Phasing¹¹



The nine phases include:

- Phase 1: approved planning application of up to 1,220 dwellings (2017 – 2021);
- Phase 2: up to 1,324 dwellings (2020 – 2025) ;
- Phase 3A: up to 1,442 dwellings (2024 – 2029);
- Phase 3B: up to 127 dwellings;
- Phase 4: up to 965 dwellings;

¹¹ Note site C2 is not in this phasing map as it is a separate application (located above phase 5 area). Construction of this site is underway

- Phase 5: up to 545 dwellings;
- Phase 6: up to 668 dwellings;
- Phase 7: up to 818 dwellings; and
- The secondary school phases.

2.6.1.4 Cardiff Site D: Land North of J33

Land north of J33 has been established for a mixed-use development of 2,000 homes. Outline planning permission has been granted for 1,500 homes, alongside 405 homes on the northern part of the site with reserved matters. As of April 1st 2019, there had been no completions on site although construction is underway.

2.6.1.5 Cardiff Site E: Land South of Creigiau

Land South of Creigiau, will contain approximately 650 homes; there is currently a live application for this although there have been no completions as of April 1st 2019. The proposal includes provision of open space and areas for recreation, improvement to existing highways and pedestrian/ cycle access.

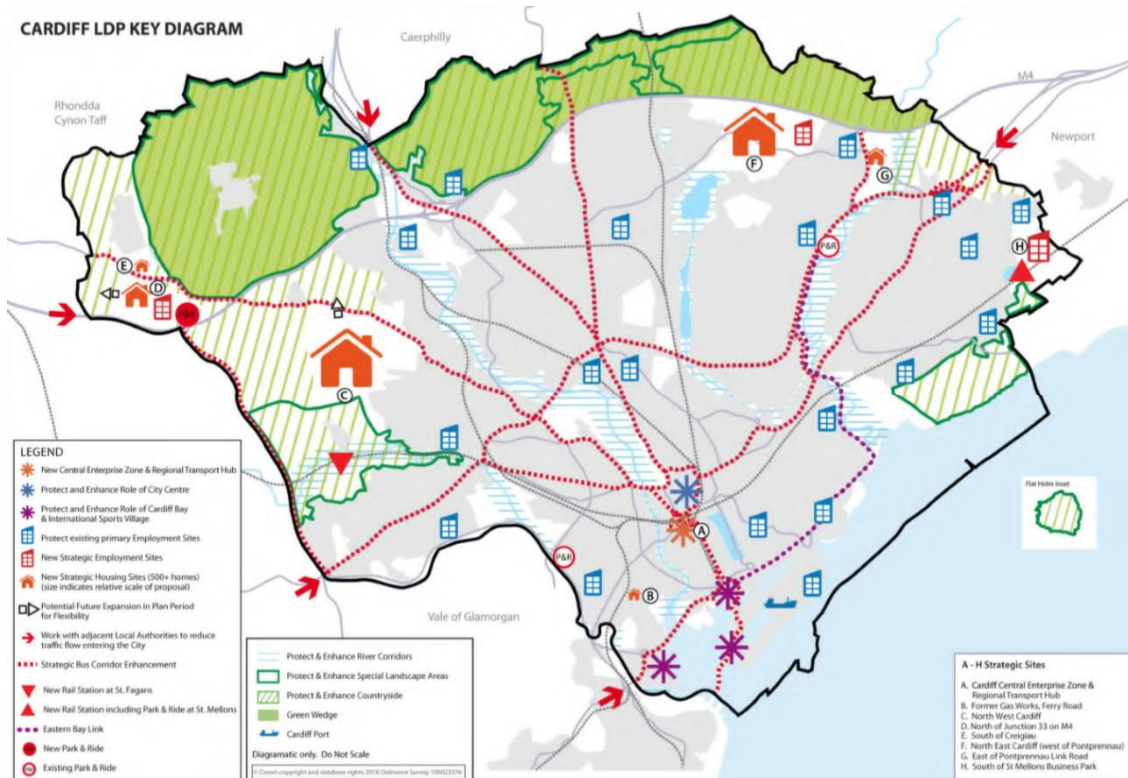
2.6.2 Development Related Transport Proposals

Cardiff's LDP outlines the transport infrastructure improvements to be delivered as part of these developments and the contributions to these schemes required of developers. For Strategic Sites C, D and E this includes:

- Highway and junction improvements along A4119 (Llantrisant Road) and at Junction 33;
- Bus priority measures focussed on the A4119;
- Park and Ride car park for 1,000 spaces (750 spaces accessible from J33 and 250 spaces accessible from A4119);
- Cycle and pedestrian enhancements; and
- Contributions to the cost of operating bus services.

A 'Strategic Bus Corridor' (shown in red in Figure 2.3) has been identified which follows the route of the A4119 from the boundary with Rhondda Cynon Taf, through Radyr/Plasdwr and Llandaff, connecting to the city centre via Cathedral Road and Cowbridge Road East.

Figure 2.3: Cardiff LDP Key Diagram



2.6.2.1 Safeguarded Corridor

The Safeguarded Corridor passes through the centre of the Plasdwr site. The former rail line extended from Waterhall Junction (on what today is the City Line) to Creigiau Quarry. Near Cross Inn, the line connected into the 'Llantrisant and Taff Vale Junction Railway' which linked the Taff Vale Line (between Pontypridd and Cardiff via Llandaff) in the east and the Ely Valley Railway and South Wales Main Line in the west.

Cardiff's LDP takes account of the potential for a new 'metro' route through North West Cardiff following a route, potentially using part or all of the disused rail line. In order not to preclude the delivery of a new route, a corridor running alongside and including the disused line has been protected from development. The protected route was informed by feasibility studies undertaken to inform the LDP^{12,13}. However, it should be noted that the use of the Safeguarded Corridor is only a possible option for the metro extension route and will be subject to further study.

The LDP also requires that land uses, densities and layouts respond positively to any potential future metro routes. This is subsequently reflected in the masterplans for the developments at Plasdwr and Junction 33.

¹² North West Cardiff Corridor Study, 2013 (Cardiff Council / Plymouth Estates / Westgate Park Cardiff Limited / Castell-Y-Mynach Estate).

¹³ Rapid Transit for Cardiff: LDP 2006 – 2026 Strategic Transport Infrastructure (Cardiff Council, April 2013)

2.6.3 Strategic Sites in Rhondda Cynon Taf: Cwm Colliery and Mwyndy/ Talbot Green sites

There are two Strategic Sites allocated in Rhondda Cynon Taf's LDP which lie within the North West Corridor. Strategic Site 6 in Rhondda Cynon Taf (Cwm Colliery and Coking Works) is located between Beddau and Llantwit Fardre. The site was allocated for up to 950 homes and 1.9 hectares of employment land. Strategic Site 7 (Mwyndy / Talbot Green Area) made provision for 500 dwellings, 15 hectares of employment land and additional retail and leisure development.

There have been no housing completions at either Strategic Site. Currently the site at the former Cwm Colliery has an outline approval for the development of 851 residential units and a primary school/ open space and other amenities.

The Mwyndy/ Talbot Green site has outline consent for the town centre, and there is full approval for a superstore within the new town centre development. The construction of the infrastructure for the wider town centre is advanced. In 2017-2018, the outline application was approved for 460 dwellings at Cefn yr Hendy, but this is subject to a village green inquiry.

2.6.4 A4119 Corridor: Regional Rhondda Gateway

The A4119 corridor extends from Junction 34 of the M4 through Llantrisant and Talbot Green towards the Royal Glamorgan Hospital and the employment area at Llantrisant Business Park. The business park is an important regional employment area and includes the Royal Mint and a variety of mainly manufacturing and industrial uses. Further north, the A4119 extends through Coed Ely to Tonyrefail.

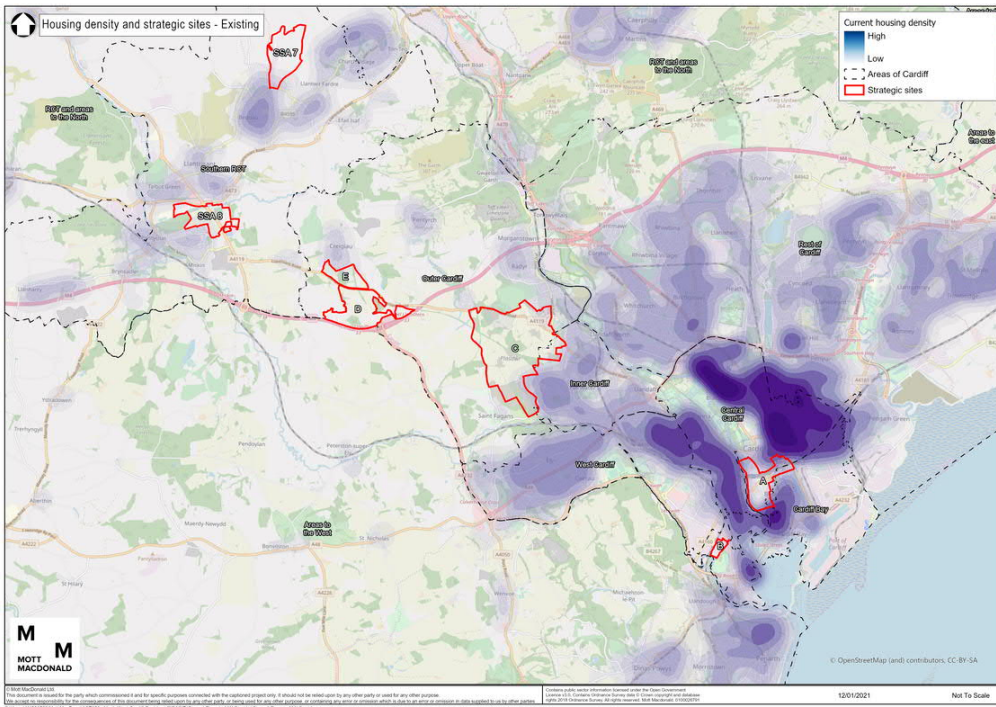
The A4119 Corridor: The Regional Rhondda Gateway has been designated as a Strategic Opportunity Area (SOA) by Rhondda Cynon Taf CBC, reflecting the significant opportunities for job creation and housing to support economic growth. In 2019, Rhondda Cynon Taf CBC secured £2.58m of European funding towards the creation of a quality modern business unit on the former Coed Ely colliery site. This site provides over 15 hectares of reclaimed employment land owned by Welsh Government for new quality industrial and office units for delivery through partnership between public and private sectors.

Rhondda Cynon Taf CBC is progressing plans to dual the A4119 between Ynysmaerdy (Llantrisant Business Park) and Coed Ely. The dualling will act as a catalyst for the Strategic Opportunity Area and in particular the Coed Ely development site, whilst also dealing with existing traffic issues along this corridor.

2.6.5 Impacts of Planned Developments

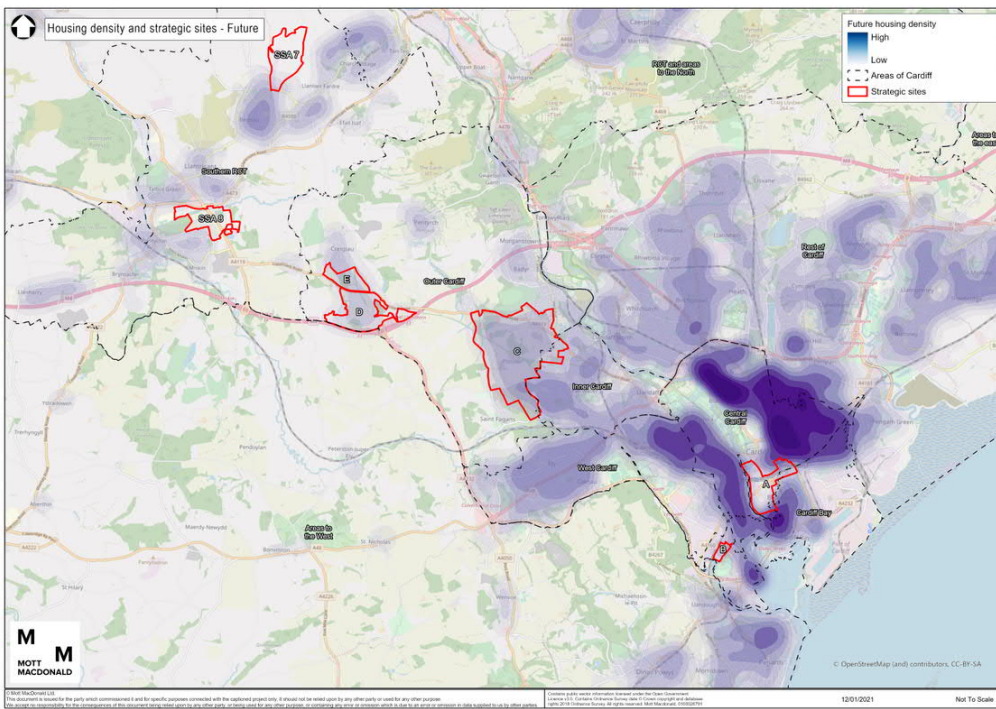
In total, the Strategic Sites within the North West Corridor comprise over 9,000 new houses which are planned across three Strategic Sites in Cardiff within the current LDP period, with a further 1,300 homes at two Strategic Sites in southern Rhondda Cynon Taf.

Figure 2.4: Strategic Sites and Current Housing Density¹⁴



Source: Mott Macdonald

Figure 2.5: Strategic Sites and Future Housing Density (sites C, D and E only)



Source: Mott Macdonald

2.7 Travel Patterns

2.7.1 Commuting

Although the dominant commuting flows are towards Cardiff city centre, commuting flows are complex and the jobs filled by residents of the Corridor are dispersed over a wide area. As of 2011, 32% of commuters resident in Inner Cardiff worked in either Central Cardiff or Cardiff Bay, as compared with 27% of commuters living in Outer Cardiff and 13% of commuters living in southern Rhondda Cynon Taf. A smaller proportion of commuters from the North West Corridor travel to areas of Cardiff Bay (6%) than to central Cardiff (17%).

It is notable that fewer residents of the Corridor commute to jobs in the city centre and Cardiff Bay than those who commute to other parts of the City ('rest of Cardiff'). This reflects the fact that employment in Cardiff is dispersed across different areas of the City. Nevertheless, it should equally be considered that, in contrast to the city centre, employment in the 'rest of Cardiff' will be spread across a wide area. This makes it more challenging to provide direct public transport connections to serve these trips.

As referred to above, a significant proportion of people in Southern Rhondda Cynon Taf work within the Borough. For Southern Rhondda Cynon Taf, 31% of commuters work in some part of Cardiff. This compares with 82% of Inner Cardiff's commuters and 70% of commuters from Outer Cardiff.

In overview, whilst the commuting patterns re-enforce the need to provide connectivity within the North West Corridor and to/from central Cardiff, it also highlights the need to provide for east-west travel and onward connections to other parts of the city region. This requirement was also noted by stakeholders during the Problems, Opportunities and Objectives workshop.

Table 2-1: Commuting outflows by number of people (% of outflows)

Place of work	Place of residence			Total
	Inner Cardiff	Outer Cardiff	Southern RCT	
Inner Cardiff	1,046 (11%)	300 (4%)	225 (1%)	1,571 (6%)
Outer Cardiff	135 (1%)	421 (6%)	241 (2%)	797 (3%)
Southern RCT	99 (1%)	213 (3%)	3,720 (25%)	4,032 (13%)
Central Cardiff	2,486 (25%)	1,392 (20%)	1,391 (9%)	5,269 (17%)
Cardiff Bay	719 (7%)	469 (7%)	589 (4%)	1,777 (6%)
Rest of Cardiff	3,677 (37%)	2,222 (32%)	2,197 (15%)	8,096 (25%)
Areas to the West	668 (7%)	609 (9%)	2,091 (14%)	3,368 (11%)
RCT areas to the North	512 (5%)	813 (12%)	4,020 (27%)	5,345 (17%)
Areas to the East	472 (5%)	414 (6%)	672 (4%)	1,558 (5%)
Total Commuting by North West Corridor Residents	9,814 (100%)	6,853 (100%)	15,146 (100%)	1,571 (100%)

Source: NOMIS

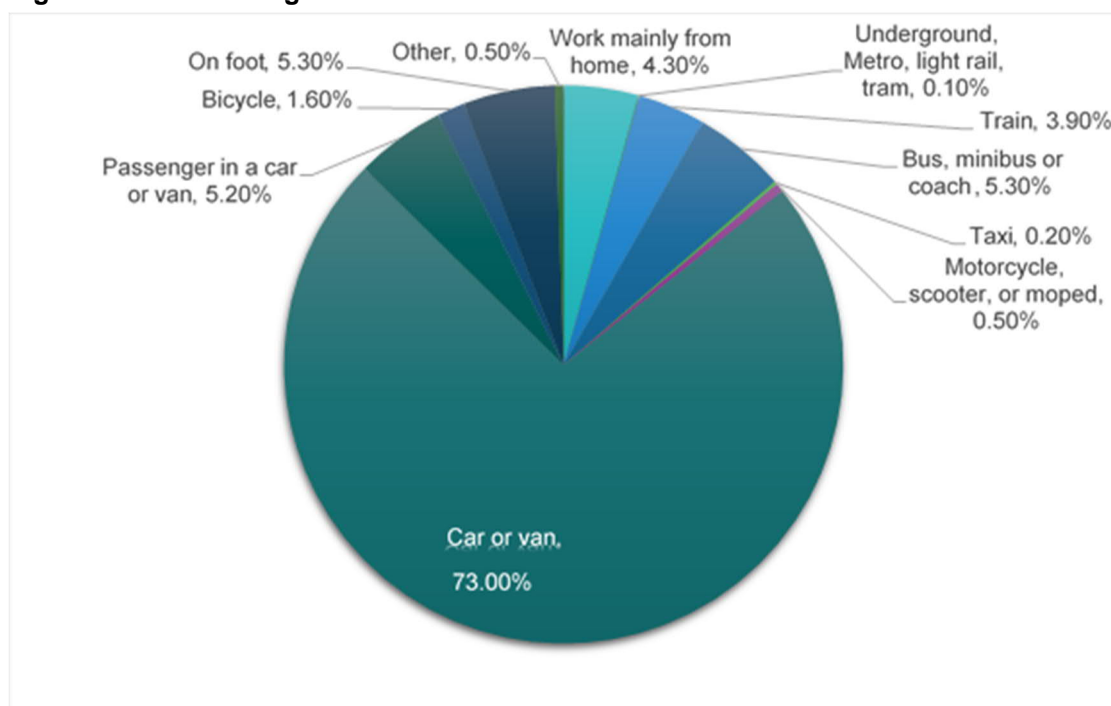
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2.7.1.1 Commuting Mode Shares

Based on the 2011 Census, commuting journeys from the North West Corridor are predominantly made by car. For the Corridor as a whole, over three quarters of residents (73%) commute by car with a further 5% travelling as a passenger in a car or van. Only 9% use public transport and 6% walk or cycle to work. Notably, whilst the dominance of car transport is a feature of the city-region, a higher proportion of the North West Corridor workforce travels by car than the average for either Cardiff or the Cardiff Capital Region as a whole.

Mode shares differ significantly for different parts of the Corridor. Commuters from Inner Cardiff are more likely to travel by bus (13% compared to 6% for the Corridor as a whole). The highest share of journeys using the rail network is found in Outer Cardiff, a high proportion of which are likely to be those using Radyr station. Residents of Southern Rhondda Cynon Taf have a much higher reliance on car transport with only 8% of residents commuting by bus or rail. These differences are likely to reflect the coverage and quality of bus and rail services which is explored further in section 2.8.

Figure 2.6: Commuting Mode Shares: North West Corridor¹⁵



Source: 2011 Census

2.7.2 All Travel (South East Wales Transport Model)

Data has been extracted from the South East Wales Transport Model (SEWTM) to provide further evidence of current and expected travel patterns and transport conditions in the North West Corridor. For the purposes of this analysis, model sectors (areas) have been defined which align with the study area definition illustrated in Figure 2.1. Travel demand and mode share data extracted from SEWTM relates to all trip purposes and provides a representation of travel within a typical hour during the AM or PM peaks or during the 'Inter-Peak' period for the

¹⁵ There are no 'Underground, Metro, Light Rail, Tram' services in south Wales and therefore the inclusion of this category in census responses is likely to be due to respondents whose main place of work is elsewhere in the UK.

year in question. It should not be expected, therefore, that travel patterns and mode shares will match Census data which relates to the reported behaviour of commuters at a point in time in 2011.

The SEWTM analysis provided in this report is based on currently available model runs and no new modelling has been undertaken for the purposes of WelTAG Stage 1. Data from two SEWTM model years (2015 and 2036) has been used to inform this study. Forecasts for 2036 make allowance for expected development at each of the Strategic Sites in Cardiff and Rhondda Cynon Taf. However, it should be noted that the degree of detail applied to the representation of these sites and their local transport networks is limited. Therefore, the analysis should be interpreted as providing an initial indication of the impact of the development sites. During WelTAG Stage 2 – during which demand modelling of potential interventions will take place – more detailed modelling will be required and the assumptions in respect of development sites will need to be updated. Moreover, when interpreting future year SEWTM forecasts, it should be noted that patterns of travel demand and mode shares will be influenced by the provision of transport. Therefore, the analysis provided here represents a situation in which no improvements to the transport network are delivered and shows the resultant trips which may not necessarily reflect the level of demand if constraints on capacity and journey times or costs were lessened.

Across a 24-hour period, on a typical weekday, the total number of trips originating in the North West Corridor is forecast to increase from approximately 100,000 to 157,000 by 2036¹⁶. In 2015, these trips are split 51%:20%:29% between Southern Rhondda Cynon Taf, Outer Cardiff and Inner Cardiff respectively. These proportions change to 38%:38%:24% by 2036, reflecting the very large increase in housing in Outer Cardiff.

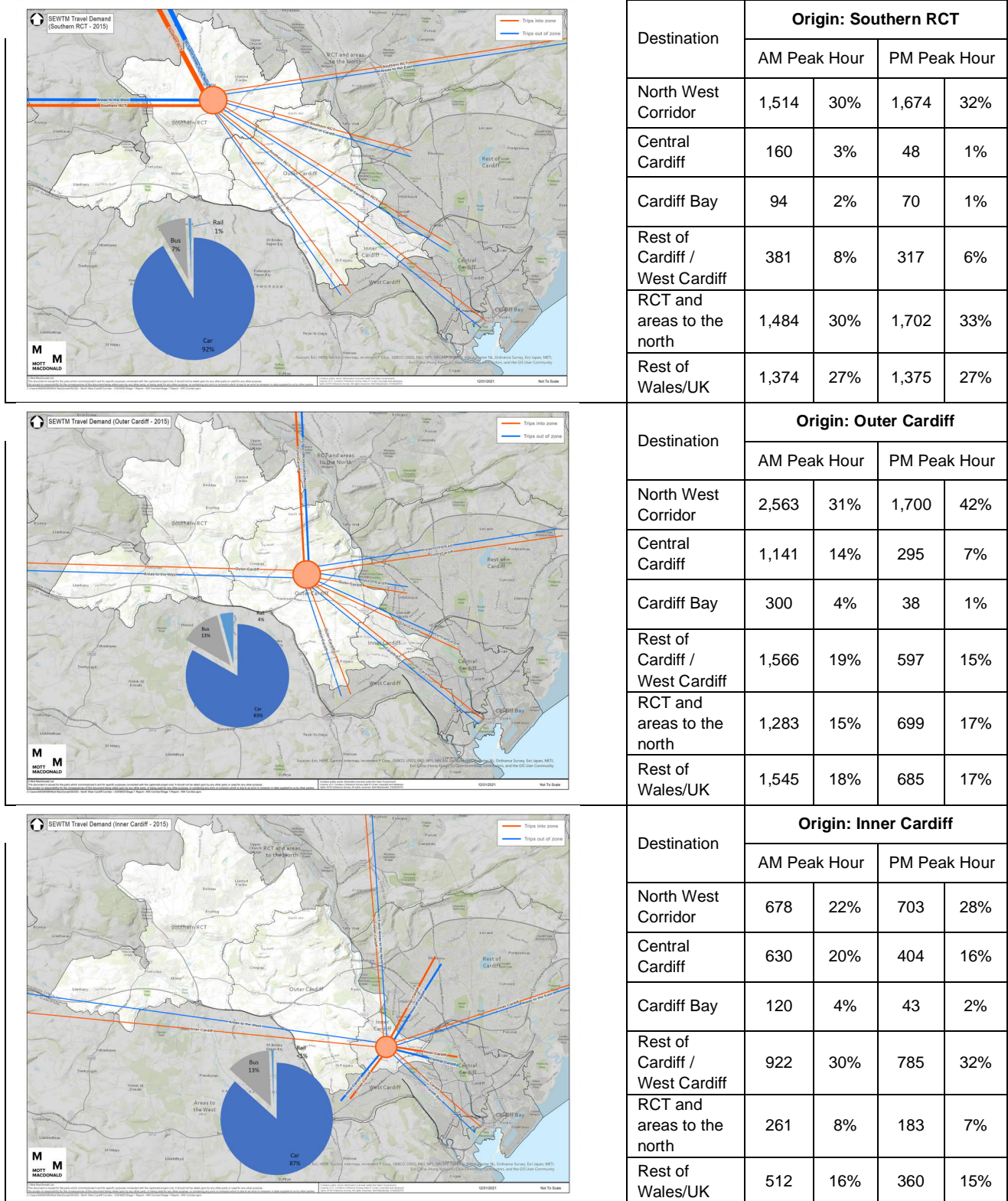
Figure 2.7 shows the travel patterns and mode shares of trips originating in the North West Corridor during the peak hours as forecast for 2036. For the North West Corridor as a whole, 29% of trips originating in the Corridor in the AM peak are destined for other areas of the Corridor, 12% are destined for the city centre and just 3% to Cardiff Bay.

This picture varies significantly across the study area. For Southern Rhondda Cynon Taf, 30% of trips have a destination in other parts of the Borough or the area further north and just 5% of trips are made to the city centre or Cardiff Bay. In contrast, 18% of trips from Outer Cardiff and 24% of trips from Inner Cardiff are bound for the city centre or Cardiff Bay.

Mirroring the 2011 Census travel to work statistics, the public transport mode shares for peak time travel from the North West Corridor shows a higher proportion of public transport trips from Inner or Outer Cardiff as compared with Southern Rhondda Cynon Taf.

¹⁶ Excludes goods vehicles.

Figure 2.7: SEWTM 2036: Travel Patterns and Mode Shares (excludes goods vehicles)¹⁷



Source: South East Wales Transport Model

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2.8 Existing Transport Network and Services

2.8.1 Highway Network

The highway network in the vicinity of the North West Corridor is shown in Figure 2.8. As noted, the North West Corridor has been defined as the area lying broadly between the A4232 (sometimes referred to as the Peripheral Distributor Road, or PDR) to the west and Merthyr Line to the east which runs parallel to the A470 to the north of the M4. The key routes from outer areas of the Corridor towards central Cardiff are the A4232 which is a dual carriageway between Junction 33 of the M4 and Cardiff Bay, and the A473, primarily a single carriageway road which extends from central Cardiff via Llandaff towards Creigiau and onward to Llantrisant/Talbot Green. The A4119 passes to the south of Radyr and passes through the northern part of the Plasdwr Strategic Site. Within Rhondda Cynon Taf, the A4119 provides a radial route towards Cardiff but also extends south to Junction 33 of the M4. The A473 provides the main east-west route connecting the settlements in Southern Rhondda Cynon Taf.

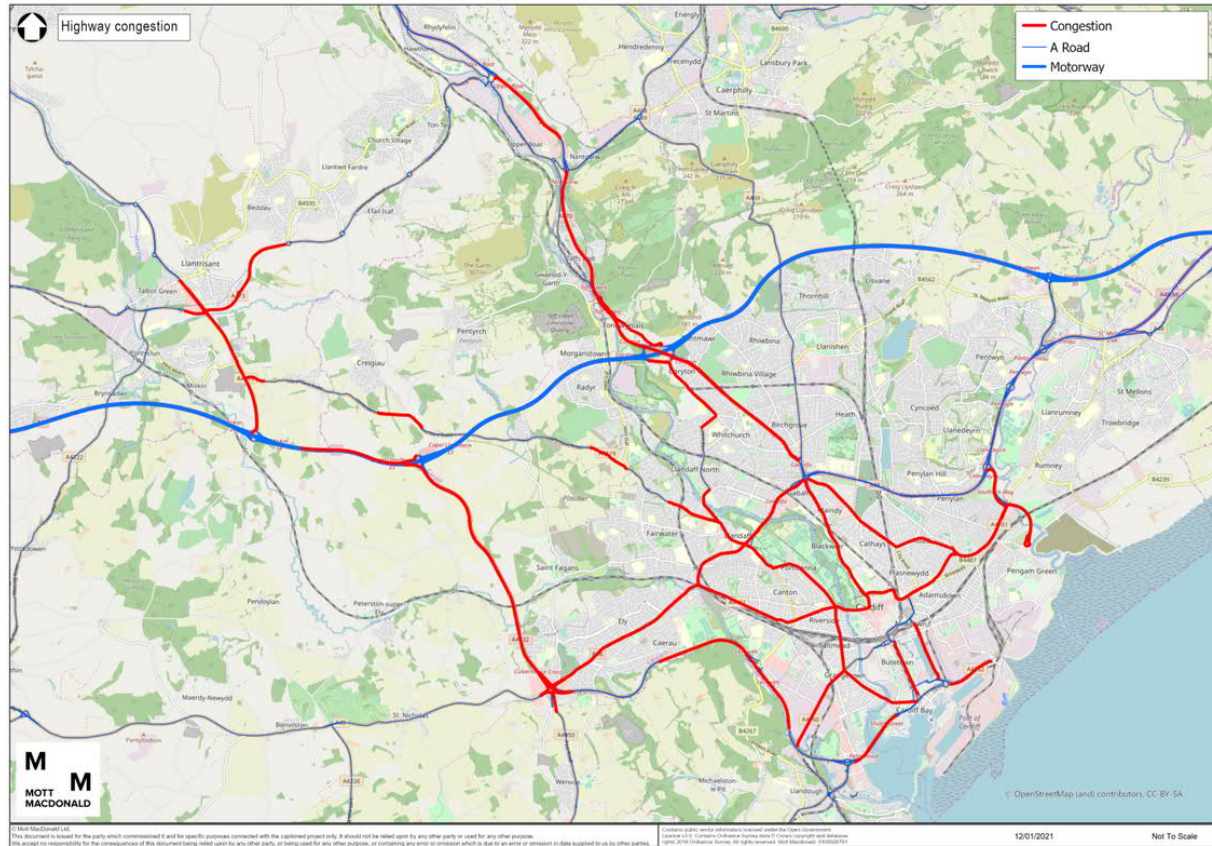
There are multiple pinch points on this network. These are illustrated in Figure 2.8, which highlights parts of the road network which typically suffer peak time congestion issues. Key congestion issues include the following:

- **M4 Junction 33** – on the eastbound carriageway of the M4 and the eastbound off-slip to Junction 33 (AM only), the northbound approach from the A4232 and the entry to the roundabout (AM and PM);
- **M4 Junction 34** – on the A4119 between the A473 roundabout and M4 Junction 34 (southbound in the AM and northbound in the PM), the Junction 34 circulatory and the eastbound on-slip to the M4 (AM only) and the westbound on-slip (PM only);
- **A4232 Link Road** – on the northbound approach to M4 Junction 33, the approaches to Culverhouse Cross, and at the Leckwith Junction;
- **A4119 Llantrisant Road/ Cardiff Road** – various sections of this route experience congestion at peak times although the most severe delays are apparent on the section between Talbot Green and M4 Junction 34 and between Radyr (Clos Park Roundabout) and Penhill Road, including the interchange with the A48;
- **Various routes into the city centre** – including St Fagans Road/Penhill Road/Cathedral Road and Cowbridge Road/Ely Bridge/Lansdowne Road; and
- **On east-west routes in southern Rhondda Cynon Taf** – most notably on the A473 Church Village Bypass between Church Village (Station Road) and Treforest/Upper Boat.

The M4 between Junctions 33 and 34 is subject of a separate WeITAG study¹⁸. The Stage 2 report shortlists a range of capacity improvements for these junctions and for the mainline motorway itself in this location.

¹⁸ A470/M4 Corridor Congestion Study (WeITAG Stage 2) Outline Business Case Report. July 2019

Figure 2.8: Highway Network and Current Peak Time Congestion Issues¹⁹



Source: Mott MacDonald

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2.8.1.1 Impacts of Planned Development

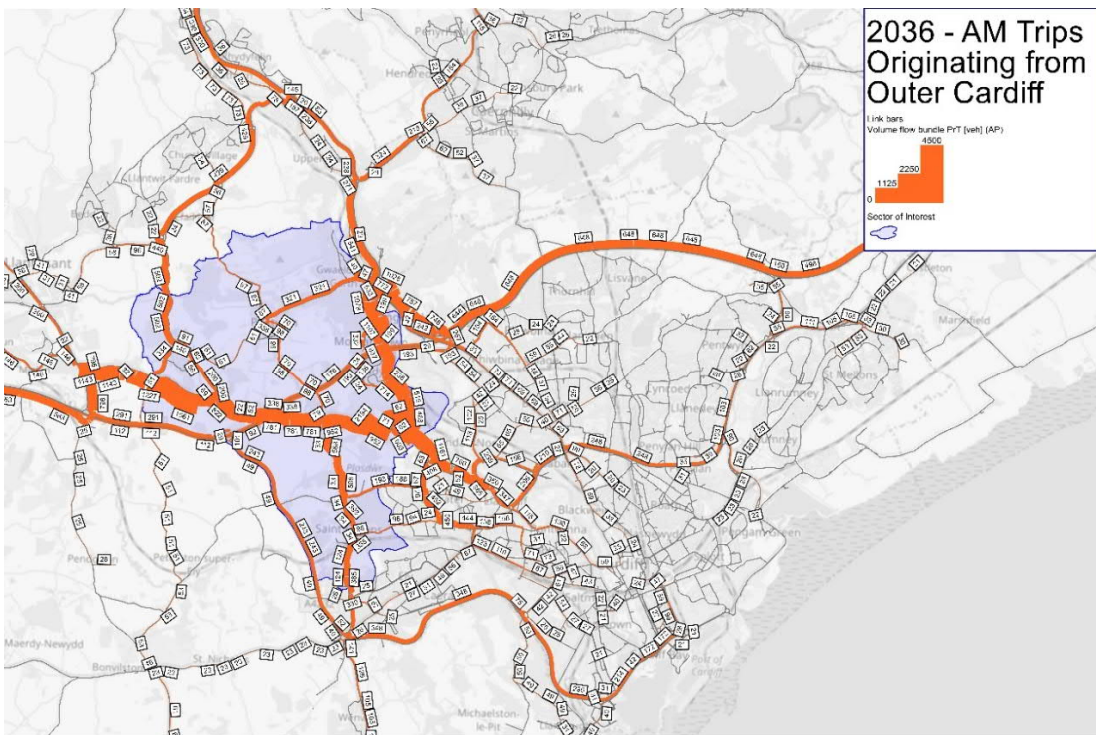
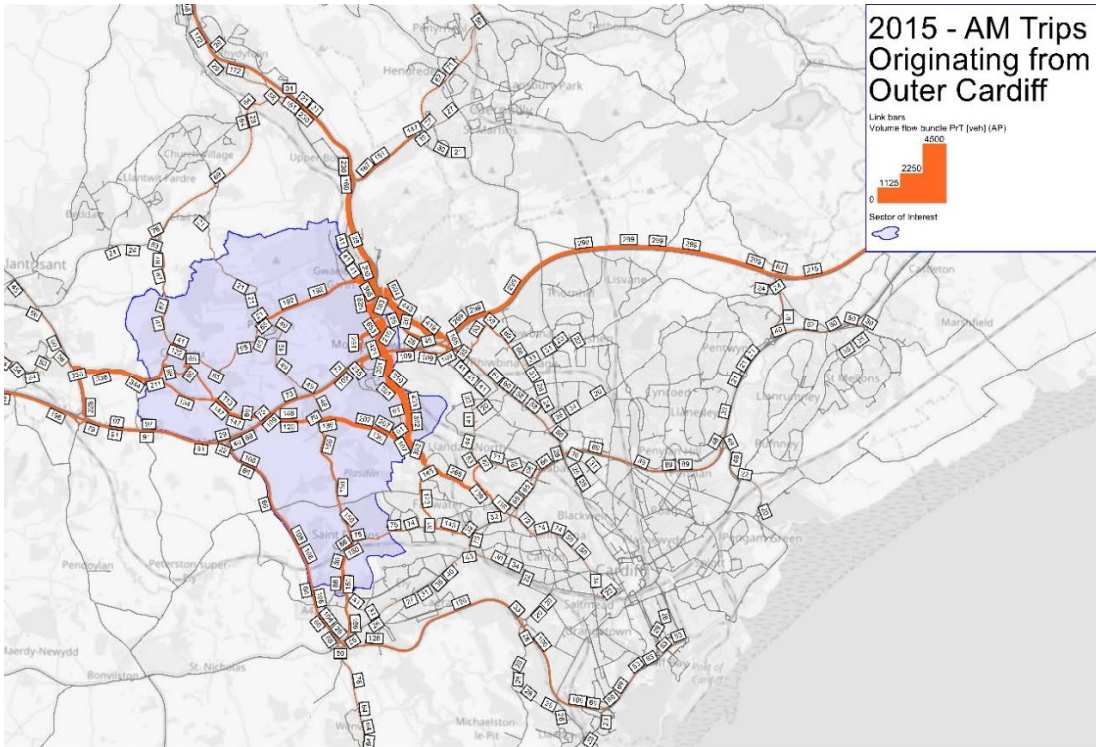
Traffic data from the SEWTM model has been analysed to better understand the potential impact of future demand growth and planned development in the Corridor, particularly in Outer Cardiff and Southern Rhondda Cynon Taf. As noted in section 2.7.2, the future year SEWTM analysis is based on a simplified representation of the future local transport network (both highway and public transport) connecting to the new development and therefore the analysis is intended to provide only an illustration of the patterns of impact rather than an accurate representation of impact. In practice, planned public transport improvements will mitigate these impacts to some degree.

Figure 2.9 and Figure 2.10 show highway trip volumes on the network in the North West Corridor and beyond. The traffic volumes shown relate only to those trips originating from the study area in question: in this case Outer Cardiff and Southern Rhondda Cynon Taf. The first maps show the traffic volumes in 2015. The second maps show the predicted traffic volumes in 2036.

Planned development in Outer Cardiff has a visible impact on highway traffic volumes from this area. Very large increases in traffic are predicted on the A4119 from Plasdwr and the Strategic Sites to the north of the M4. Increases are also evident on the A4232 and on the M4. From Southern Rhondda Cynon Taf, increases in traffic are expected on the A4119 from Llantrisant/Talbot Green to Junction 34 of the M4, and on the A4232. It is notable that the volume of traffic using the A4119 reduces between 2015 and 2036 which is the result of increased congestion on this corridor (due largely to the Strategic Sites in Cardiff) 'choking off' demand from further north on this corridor.

In overview, in the absence of intervention, future demand growth and development is expected to significantly worsen the congestion issues listed in this report.

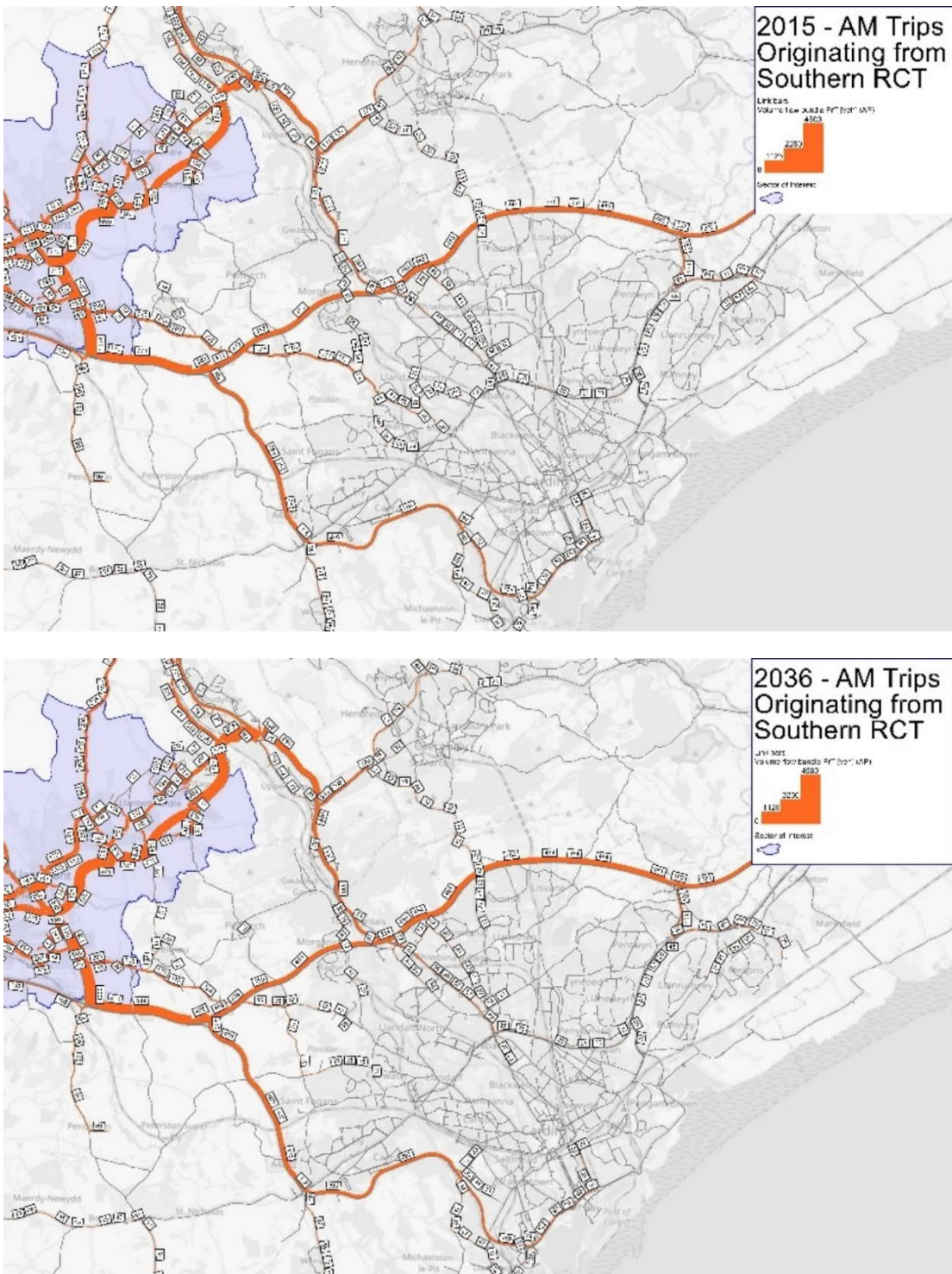
Figure 2.9: Impact of Demand Growth on Highway Traffic Volumes (Outer Cardiff)²⁰



Source: South East Wales Transport Model

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Figure 2.10: Impact of Demand Growth on Highway Traffic Volumes (Rhondda Cynon Taf)²¹



Source: South East Wales Transport Model

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2.8.2 Rail Network and Services

Rail lines that serve the North West Corridor are the City Line and the South Wales Main Line.

The City Line has stations at Ninian Park, Waun-Gron Park, Fairwater, Danescourt and Radyr. There are currently two trains per hour on this line into Cardiff Central Station which ultimately terminate at Coryton. It serves inner areas of the Corridor and Radyr itself. Radyr is served by services via both the City Line (two services per hour) and the Merthyr Line (six services per hour). Given the level of service and the availability of parking at Radyr, this station is likely to attract users from a relatively wide area to the north and west.

Pontyclun station is located on the South Wales Main Line and is served by local stopping services. The station is served by an hourly service during most of the day although additional services stop at the station during the peak so that the service pattern is broadly two trains per hour between 7.00am and 9.00am. However, the spacing of these services reduces the attractiveness of this station.

Each of the stations within the Corridor have experienced rapid growth in demand over the past decade. The largest increases in growth are evident at the stations on the City Line south of Radyr which grew by an average of over 200%. This compares with average growth for stations across Wales of 48%.

Table 2-2: North West Corridor Station Passengers (Entries and Exits)

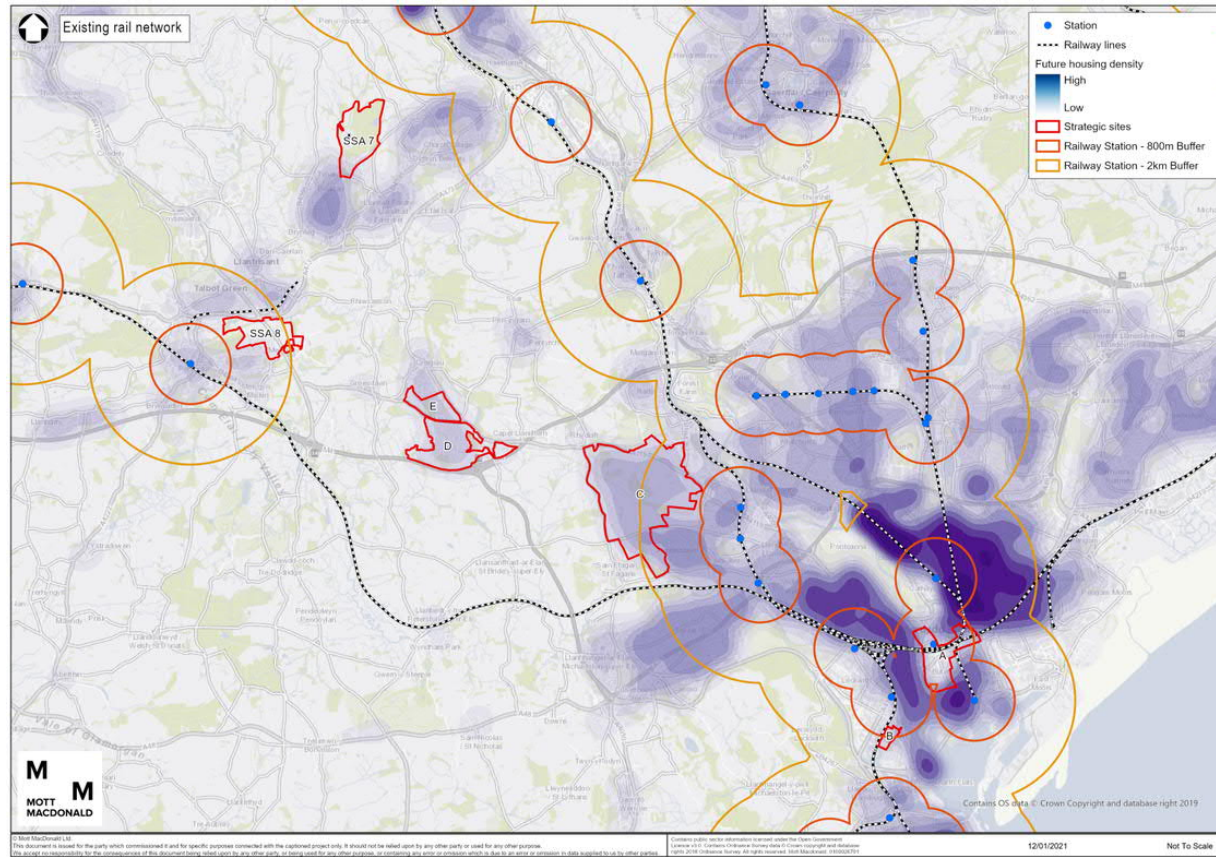
Line	North West Corridor Station	2008/9	2018/19	% Change
City Line	Ninian Park	50,346	135,292	169%
	Waun-gron Park	31,996	126,844	296%
	Fairwater	27,652	102,376	270%
	Danescourt	68,884	132,758	93%
	Radyr	449,530	735,734	64%
South Wales Main Line	Pontyclun	223,148	365,524	64%

Source: Office of Rail and Road

2.8.2.1 Rail Network Coverage

Figure 2.11 shows the rail network in the context of the distribution of housing in the North West Corridor (taking account of the impact of Cardiff's Strategic Sites). Illustrative station catchment areas are also drawn at an 800m (broadly speaking equivalent to a walk-up catchment area) and 2km radius from the station. This highlights the fact that the existing rail network fails to serve large areas of the Corridor including at least part of the Plasdwr development, Strategic Sites D and E, the villages of Creigiau and Pentyrch, and much of Southern Rhondda Cynon Taf between Talbot Green and Church Village.

Figure 2.11: Rail Network and Station Catchment Areas²²



Source: Mott Macdonald

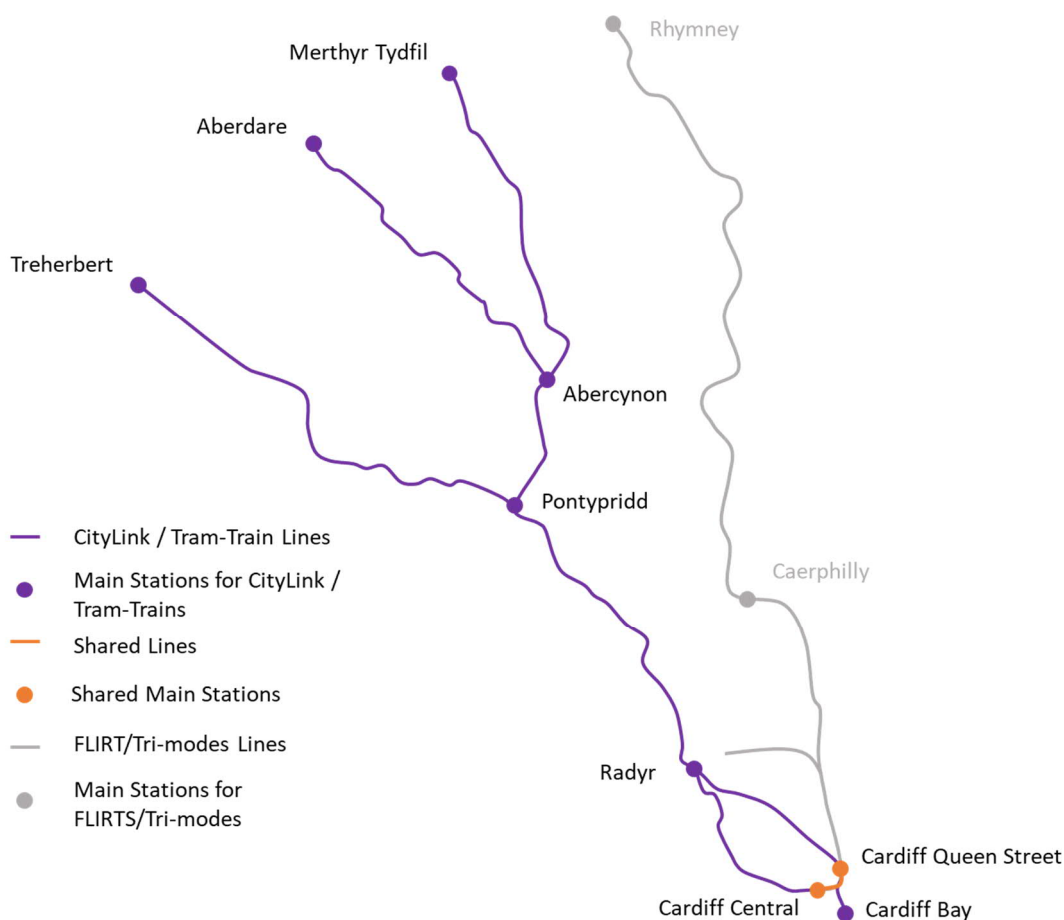
²² Contains OS data © Crown copyright and database right 2019. Contains data from OS Zoomstack. Contains public sector information licensed under the Open Government Licence v3.0. © Crown copyright [and database rights] 2020 OS 100060670

2.8.2.2 South Wales Metro

Very significant changes to the rail network are planned as a result of the new TfW rail franchise and the South Wales Metro. Most pertinently, the City Line will be converted from existing heavy rail trains to tram-train operation as part of the CVL transformation. The network being transferred to tram-train operation is shown in Figure 2.12.

As part of these plans, ownership of the CVL (together with maintenance responsibilities) will transfer from Network Rail to TfW. The devolved portion of the network includes the City Line in addition to the three lines via Pontypridd: Merthyr, Treherbert and Aberdare. The Rhymney line will remain under heavy rail operation using the new Tri-mode FLIRT vehicles.

Figure 2.12: CVL Lines by type of Rolling Stock

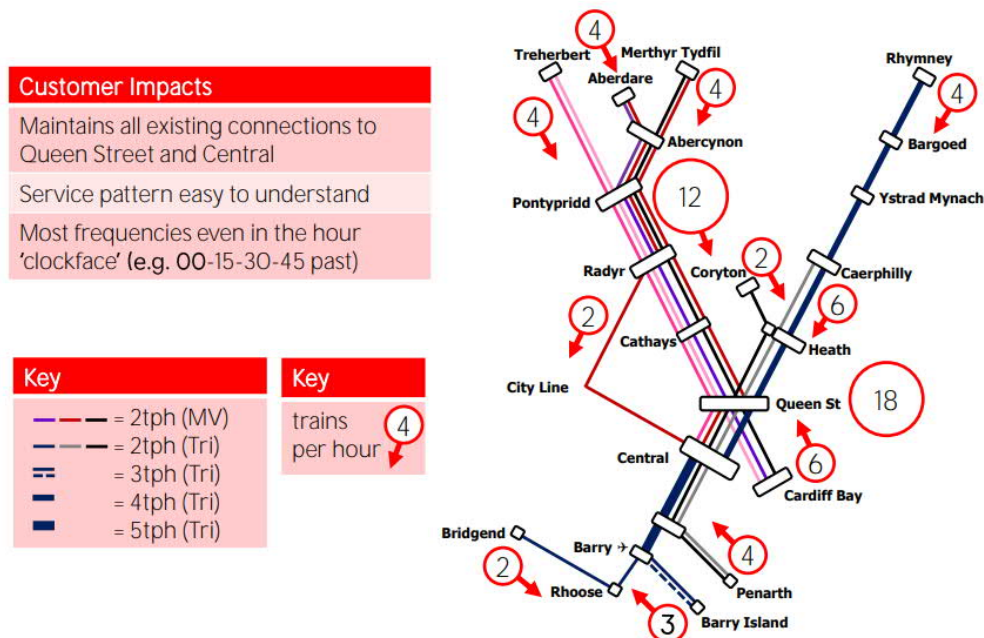


Source: Mott Macdonald

By December 2023 services on the City Line will be operated using Stadler Citylink Metro Tram-train Vehicles. Platforms on the City Line will be extended such that they can accommodate a formation of two 40 metre tram-train vehicles (80 metres in total).

CVL transformation will mean an improvement in the quality and capacity of services on the City Line although the frequency of trains will remain at two trains per hour. Increased frequency on the Merthyr Line from Aberdare, Merthyr and Treherbert to four trains per hour will result in the service pattern from Radyr increasing from 8 to 14 trains per hour.

Figure 2.13: CVL Frequency of services for December 2023



Source: Transport for Wales

2.8.3 Bus Network and Services

There are several bus services which operate through the North West Corridor. Services are provided by three primary operators: Cardiff Bus, New Adventure Travel, and Stagecoach. Existing bus routes connecting the North West Corridor and Cardiff are shown in Figure 2.14. The figure also illustrates the peak time frequency of services.

Peak time bus frequencies on inner areas of the Corridor are reasonably high with at least 4 buses per hour. There is also a regular service between Talbot Green and Cardiff. Outlying areas of the Corridor receive a much less frequent service. For example, there is a single bus per hour from Creigiau. Bus services from Beddau and Llantwit Fardre are more attractive via the A470 (with approximately 2 buses per hour and a journey time of around 1 hour) than via the North West Corridor (which requires passengers to change at Talbot Green with a journey time of around 1 hour 20 minutes).

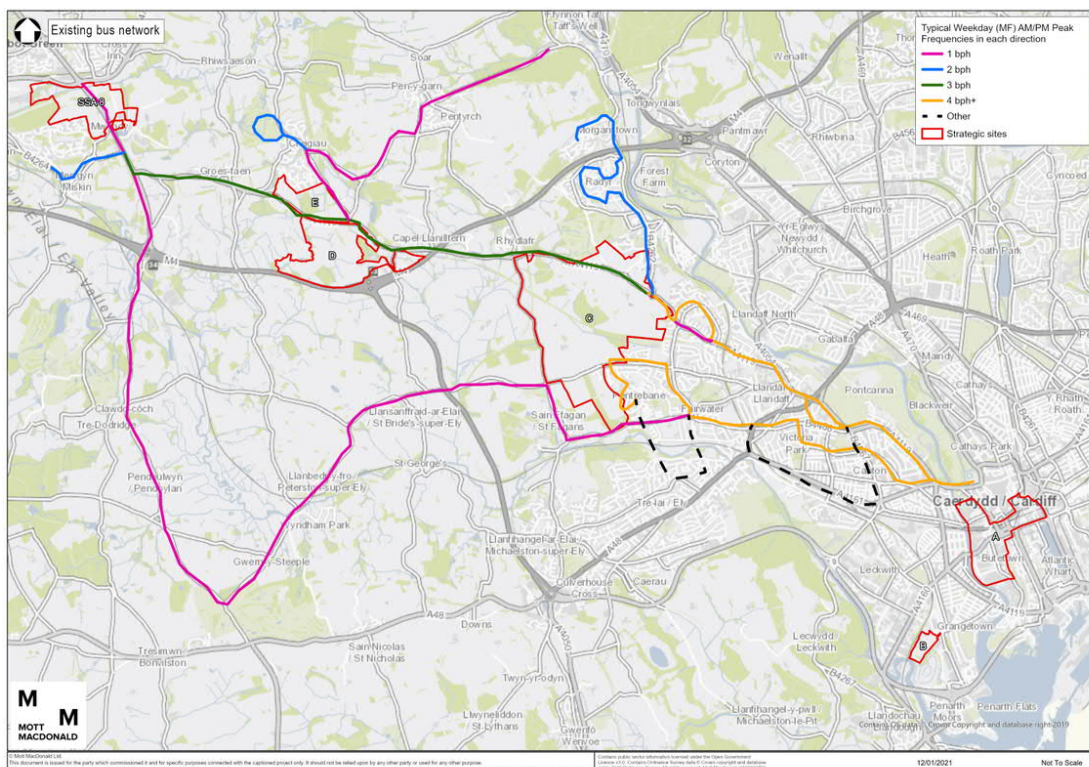
Within the North West Corridor, there is some, albeit limited, competition between existing bus operators. Although certain roads and areas are served by different operators, in practice, these routes are focused on different markets. For example:

- On the A4119 Llantrisant Road corridor, bus services are provided by Cardiff Bus and Stagecoach. The Cardiff Bus routes serve the urban areas of Cardiff such as Danescourt and Radyr with a new service to Rhydlafar. Stagecoach routes are longer distance inter-urban and linking Central Cardiff with places such as Talbot Green and further north. As a

result there are differences in frequencies (Cardiff Bus operating higher frequency services) and pricing (with modest differences in ticket prices); and

- Towards St Fagans and the southern part of the North West Corridor, Cardiff Bus frequent services are supplemented by a local authority supported service that provides a social link to the communities of North East Vale of Glamorgan to Talbot Green.

Figure 2.14: Existing North West Corridor Bus Service Frequency²³



Source: Mott Macdonald

2.8.4 Journey Times

One of the factors which influence the mode shares in the Corridor (set out in 2.7.1.1) are the relative journey times of alternative modes. An illustrative comparison of journey times for car, bus and rail travel is provided in Table 2-3 for selected locations. During peak times, bus journey times are un-competitive with car journeys, particularly from the more northerly areas of the Corridor. For areas of Rhondda Cynon Taf, bus journey times are some 42% higher during the AM and PM peak periods than outside the peaks. Relatively long bus journey times are a product of the nature of bus routes, but also bus journey times are constrained because of the impact of traffic congestion and the lack of segregated bus lanes.

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Table 2-3: Journey times, typical traffic flows peak evening (approx. 17:30) (mins)

Location	Car	Bus	Train
City centre - Pontyclun	24-40	-	12
City centre – Creigiau	22-45	38	-
City centre – Talbot Green	22-45	58	-
City centre – Beddau	26- 45	>1hr	-

Source: Google Maps journey times estimates

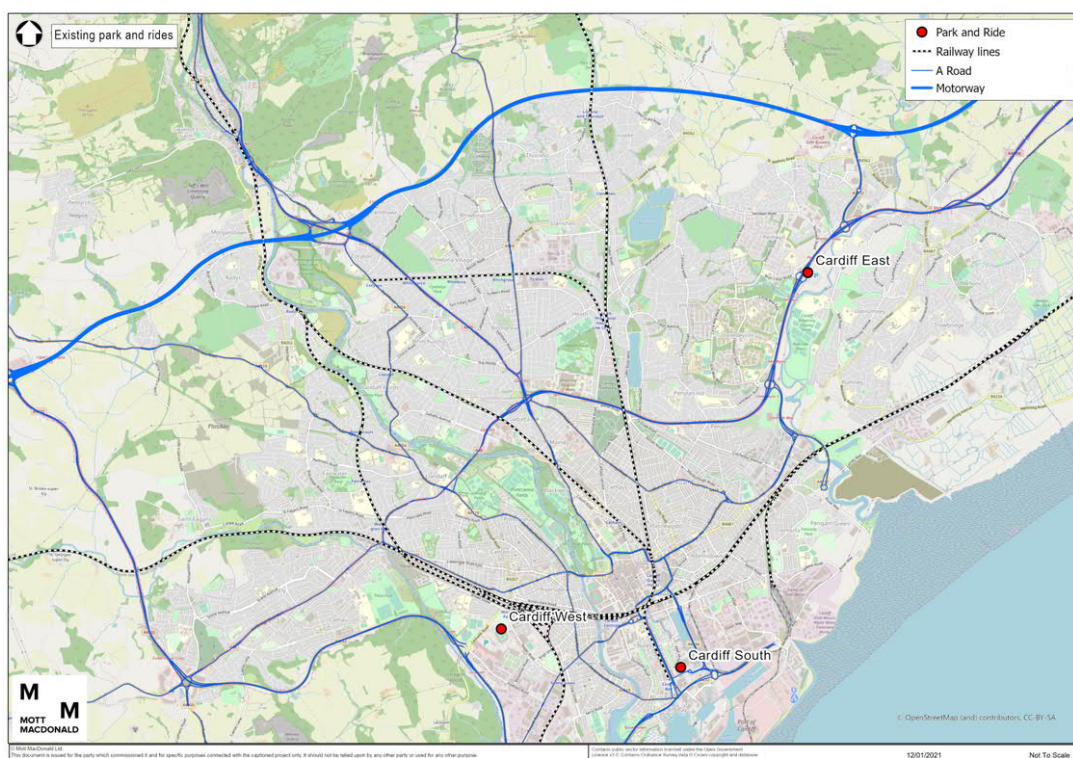
2.8.5 Strategic Park and Ride

There are three large park and ride sites in Cardiff, which can be seen in Figure 2.15. There are also a number of smaller park and ride facilities in the North West Corridor which include:

- Cardiff West Park and Ride – A bus-based park and ride accessible from the A4232 at Leckwith;
- Radyr Station – A recently expanded car park providing 291 parking spaces across the station car park and adjacent park and ride car park; and
- Pontyclun Station – Also recently expanded, the station car park has 50 spaces.

Park and ride provision in the Corridor has a number of drawbacks. The strategic bus park and ride (Cardiff West) requires users from outer areas of the Corridor and beyond to travel a significant distance on the already congested A4232. Radyr station car park provides a useful local function but is not ideally located on the highway network for a 'strategic' park and ride given that accesses to the station are via residential streets. Finally, Pontyclun station car park also provides a useful local function, although capacity is limited and there are constraints likely to prevent further expansion of the car park.

Figure 2.15: Bus Park and Ride Sites in Cardiff²⁴



Source: Mott Macdonald

2.9 Identified Problems

Drawing on the baseline analysis (set out here) and the stakeholder workshop, a range of economic, social, transport and environmental problems have been identified. These have been discussed and agreed with the WeITAG Review Group. Detailing the problems that the project is seeking to address is an important part of the WeITAG process as the problems shape the agreed objectives which in turn influence the shortlisted options.

The key transport, economic, social and environmental problems are listed in the following sections of this report.

2.9.1 Economic and social problems

- The need to accommodate rapid growth in population and employment in the Corridor** – Cardiff's population is predicted to increase from approximately 348,000 in 2014, to 430,000 by 2036²⁵. Within the North West Corridor, a minimum of 7,650 new houses are planned across three Strategic Sites in Cardiff within the current LDP period with a further 1,300 homes at two Strategic Sites in southern Rhondda Cynon Taf. Increased employment in the Corridor is also expected, including at the strategic sites and the 'Regional Rhondda Gateway'. Sufficient infrastructure will need to be provided to serve the increase in

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²⁵ Cardiff Local Transport Plan, p.5

population but also to provide connectivity to employment and services, particularly within the Cardiff Enterprise Zone;

- **Dispersed settlement pattern within the Corridor** – One of the key challenges facing the South East Wales economy is the lack of a major urban conurbation and the fact that population is (relative to other large city-regions such as Greater Manchester) dispersed over a wide area. The lack of a major ‘agglomeration’ contributes to the productivity gap between South Wales and other UK city-regions. This is also reflected in the settlement pattern of the North West Corridor which incorporates inner-city and suburban areas of Cardiff, outlying villages (such as Creigiau) and several towns and villages in Southern Rhondda Cynon Taf; and
- **Some areas with higher levels of deprivation** – For the most part the North West Corridor is characterised by high levels of employment and most areas¹² rank amongst the 50% ‘least deprived’ areas of Wales according to the Wales Index of Multiple Deprivation. However, according to the Index, the study area also contains some localised areas which exhibit higher levels of deprivation and, relevant to this study, perform less well in terms of residents’ access to services. The North West Corridor is also an important artery for a number of more deprived communities to the north of Talbot Green.

2.9.2 Transport problems

- **Development is being planned and delivered in the absence of firm plans for public transport provision** – Strategic Site C (Plasdwr) is in the process of being delivered. Phase 1 (1,220 dwellings) will be completed by 2021. Phase 2 (1,324 dwellings) will be completed by 2025, and Phase 3 (888 dwellings) by 2029. The timescales for other phases are yet to be determined. Strategic Sites D and E comprise 2,000 and 650 homes respectively. Measures are in place or planned to improve bus infrastructure and services (alongside investments in cycling and pedestrian infrastructure) although this falls short of providing a major step-change in the quality and capacity of public transport provision;
- **Further development may be supported by new transport infrastructure** – In some parts of the Corridor, planned development has not been realised as quickly as expected. This may be, at least in part, a reflection of relatively poor transport links. Future land use plans need to be developed alongside in response to long term plans for transport provision. This need is particularly acute in Rhondda Cynon Taf which is about to embark on the development of a new LDP;
- **Timing of transport provision could be important** – Should housing development be delivered in the absence of high quality public transport, this could lock-in a degree of car dependency which may make it more difficult to change transport behaviours in the future; and
- **The North West Corridor and the region as a whole is overly reliant on the private car** – As highlighted in Cardiff City Council’s Transport White Paper, 80% of the 100,000 people who commute into Cardiff from outside the city do so by car (as compared with 85.8% for those commuting from southern Rhondda Cynon Taf into Cardiff). In the North West Corridor, 73% of residents commute by car compared with 67% for south east Wales as a whole²⁶.

2.9.3 Highway

- **Some of the most severe traffic issues in the Cardiff Capital Region are those on the North West Corridor highway network.** Key pinch points are as follows:

²⁶ 2011 Census

- M4 Junction 33;
 - M4 Junction 34;
 - A4232 Link Road;
 - A4119 Llantrisant Road/ Cardiff Road;
 - Various routes into the city centre; and
 - On east-west routes in southern Rhondda Cynon Taf.
- **Accident clusters** (which in turn are associated with traffic disruption and unreliable journey times) include:
 - A4119/M4 Junction 34 – on the A4119 on the approach to the M4 Junction 34;
 - M4 Junction 33 – on the eastbound approach to Junction 33 and the eastbound off-slip; and
 - A4232 Link Road – on the approach to Junction 33 and the approach to Culverhouse Cross.

2.9.4 Bus

- **Cardiff, as a whole, has a lower level of bus use than many comparable cities** – Bus statistics from the 2014 Cardiff Bus Network Study²⁷ show that Nottingham and Tyne and Wear, for example, have 156 and 126 bus journeys per head of population compared to approximately 90 for Cardiff;
- **The frequency of bus services in outer areas of the North West Corridor are low** – Given services are largely provided on a commercial basis, bus routes have evolved around a core network with higher frequencies and a second-tier network with fewer services with sometimes meandering routes;
- **Bus journey times compare poorly with car transport** – Given the limited level of bus segregation on routes, bus journeys are impacted by congestion with an impact on overall journey times;
- **Increased congestion resulting in low bus speeds during peak times** – Bus vehicle tracking data collected for the 2014 Cardiff Bus Network Study has revealed low bus speeds in peak periods. This has shown, for example, that speeds drop to 10kph inbound through Llandaff in the AM peak;
- **Limited bus segregation/ priority in the west of the City** – There are limited stretches of bus lane along Cowbridge Road East (near Victoria Park), Cathedral Road (near Sophia Gardens) and Llantrisant Road (near the BBC and west of the junction with Heol Isaf); and
- **Lack of integrated ticketing between bus operators and between bus and rail** – The Corridor is served principally by three operators (Cardiff Bus, Stagecoach, NAT) but integrated ticketing between operators and between bus and rail modes is limited.

2.9.5 Rail

- **Limited coverage of the rail network in the North West Corridor** – Much of the Corridor is not served by rail with no station within walking distance. The City Line serves inner areas of the Corridor and Radyr but will not provide a local transport option for the new development at Plasdwr. Local services on the South Wales Main Line stop at Pontyclun;

²⁷ Arup 2014 Cardiff Bus Network Study for Cardiff Council

- **Service frequencies fail to meet the Welsh Government’s benchmark of four services per hour²⁸.**
 - There is an hourly service from Pontyclun to Cardiff Central. Extra services up to 2 trains per hour are provided during the peaks although these trains are poorly spaced.
 - Under TfW’s plans for the new franchise, frequencies from Radyr will increase from six to 12 trains per hour by 2024. However, service frequencies on the City Line will remain at two trains per hour; and
- **Poor but improving train quality** – The current quality of rolling stock is poor although a programme of rolling stock upgrades by TfW Rail Services is underway. This includes the delivery of new electric tram-trains to operate on the CVL including the City Line.

2.9.6 Park and Ride

- **The North West of Cardiff lacks a strategic park and ride site to discourage car trips into central areas of Cardiff** – current park and ride capacity includes;
 - Bus-based park and ride at Leckwith which requires drivers to travel a significant distance (via A4232) towards the city centre before boarding a bus;
 - Very limited park and ride capacity at Pontyclun Station; and
 - A recently expanded car park at Radyr albeit this station is not ideally located for a strategic park and ride site given the nature of the local road network.

2.9.7 Environmental Problems

- **Air quality is an issue across south east Wales and is a feature of this Corridor.** Air quality issues include;
 - Generally high regional NOx emissions; and
 - The presence of Air Quality Management Areas at Ely Bridge, Llandaff, city centre (Cardiff) and at Mwyndy and Church Village (Rhondda Cynon Taf).
- **Lack of electrified public transport** – All bus and rail services in the Corridor are currently operated by diesel vehicles which contributes to poor air quality and particulate emissions (although rail services on the CVL will be converted to electric operation from December 2023); and
- **Carbon emissions** – the level of carbon emissions in the transport sector is generally high and, as noted, trips in this Corridor are heavily skewed towards car transport.

2.10 Identified Opportunities

Notwithstanding the challenges set out in section 2.9, a range of opportunities have also been identified which could support the improvement of public transport in the Corridor:

- The population of Cardiff and southern Rhondda Cynon Taf is growing rapidly. Housing and employment development will deliver an increase in demand for transport required to support and justify a new mass rapid transit corridor;
- There is strong political support for a comprehensive public transport solution for the Corridor but also for investment in transport in the Cardiff Capital Region more widely;
- A Safeguarded Corridor for a possible future mass rapid transit has been designated and the potential role of the Corridor is reflected in the masterplans for Cardiff’s Strategic Sites;

²⁸ In 2019, the Minister for Economy and Transport set out a set of principles for connectivity that should be considered when transport schemes are being planned. This includes at least four services per hour in each direction Monday to Saturday at all Metro Stations. <https://gov.wales/written-statement-principles-public-transport-connectivity>

- Improvements to public transport in this Corridor are already in the pipeline. The A4119 has been designated as a Strategic Bus Corridor and works are currently being delivered to increase highway capacity and introduce new segregation of bus services from car traffic. It is expected that a new park and ride facility at Junction 33 will be delivered by the developers of Strategic Site D and forms part of the planning consent for the site;
- Cardiff's cycle superhighway network includes a route to Llandaff with potential to be extended through the North West Corridor;
- The conversion of the CVL (including the City Line) to tram-train provides greater flexibility to consider new services and extensions of the network. The tram-trains (if modified) can be operated on a line-of-sight basis which offers the potential to operate services more flexibly and integrate with road traffic where required;
- Devolution of the CVL provides more local control over the future operation and investment in the network;
- Emerging plans for the redevelopment of Cardiff Central Station, the South side of the station and Callaghan Square offers the opportunity to consider innovative approaches to this interchange, including enhancing active travel; and
- Proposed forthcoming bus legislation may provide an opportunity to plan and implement new bus services in a more co-ordinated manner.

2.11 Identified Constraints

This section details the constraints that have been identified to delivering transport improvements in the Corridor.

2.11.1 Bus Network / Governance Constraints

- There are multiple constraints to achieving an enhanced level of bus segregation on the existing network, particularly in more built-up areas (e.g. Fairwater / Llandaff / Canton / Riverside). Many routes are already heavily congested (which in turn limits options for transferring road space from cars to buses). Limited road space and frontage constraints (e.g. A4119 through Llandaff) reduce the opportunities for bus segregation measures;
- Capacity issues and concerns at several junctions (e.g. A4119 Cardiff Road/A48 Western Avenue and St Fagans Road/A48 Western Avenue) also limit opportunities for bus priority measures;
- Immediate land constraints around most of the existing railway stations (e.g. Pontyclun, Radyr, Danescourt – Waun-gron Park being a possible exception) limit opportunities for improved integrated public transport hubs;
- Largely market-led provision of bus services may require a mixture of pump-priming and/or de-minimis agreements to provide comprehensive bus provision (although new Welsh legislation could provide alternative approaches²⁹); and
- Existing planning agreements to improve bus services are largely based on development completion trigger points.

2.11.2 Rail Network and Operational Constraints

- Capacity constraints at Cardiff Central Station and Cardiff West Junction (specifically the conflicts between City Line and Barry/Penarth Line services) limit the potential for increased services without infrastructure enhancement;

²⁹ White Paper: Improving Public Transport (Welsh Government)

- If required, there are likely to be significant engineering challenges associated with the provision of additional tracks at the approach to Cardiff Central and the Taff River Viaduct and/or the construction of any new platforms at Cardiff Central; and
- The tram-trains on the CVL will be operated using traditional heavy rail signalling and timetabled in the normal way. A modified version of the tram-trains would be required if on-street operation is considered and complexities associated with integrating timetabled and 'service pattern' based services would need to be carefully considered.

2.11.3 Environmental and Social Constraints

Environmental constraints can be better understood for specific options and routes, although potential environmental issues for proposals in this Corridor have been set out here.

- Natura 2000 European Designated Site (Cardiff Beech Woods SAC & Severn Estuary SAC and SPA) within close proximity to the area of assessment;
- Ty Du Moor, Caeau Blaen-Bielly, and Ely Valley Sites of Special Scientific Interest (SSSI) designated for their biological status;
- Numerous Sites of Interest for Nature Conservation (SINCs) and Local Nature Reserves are situated throughout the study area. They are designated for both their habitats and priority species;
- As no formal records have been requested as part of the initial assessment, the types of protected species are currently unknown within the study area. However, from local knowledge, a number of protected species records are present in the Fairwater area including Great Crested Newts (GCN), and Dormice. It is likely that other protected species will be present within the area, which may include bats, otters, badgers, reptiles and schedule 1 birds;
- The impact on species, habitat loss and severance must be established and designed into the scheme, avoiding retro-fitting schemes;
- There are multiple listed buildings and structures and a number of Scheduled Ancient Monuments within the study area;
- Sections of the assessment area are within flood risk areas;
- There are several historic landfills / potentially contaminated land sites within the study area;
- New transport routes could impact habitat severance; and
- A new transport route may introduce severance between communities.

2.11.4 Financial Constraints

- In overall terms, rail services in South Wales require ongoing subsidy. Falling bus patronage is also placing increasing pressure on commercial bus services. Introducing new, high frequency services risks increasing the overall level of public transport subsidy;
- New rapid transit corridors can attract high capital costs and there have been several high-profile projects which have suffered significant cost overruns; and
- Funding for transport improvements may need to be linked to the value of development in the Corridor which creates a dependency between development and transport provision.

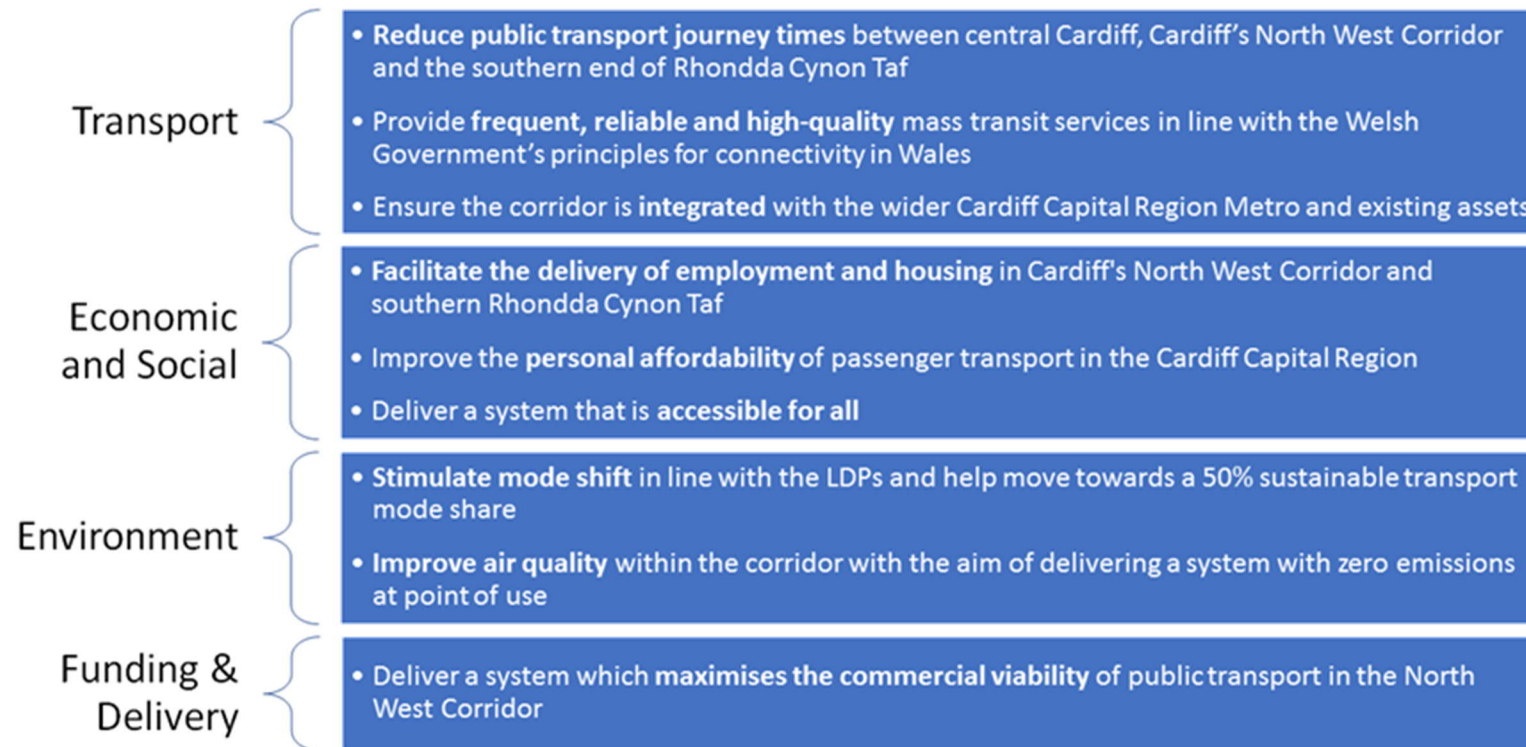
2.12 WelTAG Objectives

A set of WelTAG objectives have been identified which are intended to respond to the problems and opportunities of the Corridor. Draft objectives were presented to stakeholders for discussion and the final objectives were agreed by the WelTAG Review Group. The performance of options

has been assessed according to their ability to meet these objectives and the objectives will continue to guide the project as it progresses through the WeITAG stages towards delivery.

The agreed objectives are shown in Figure 2.16.

Figure 2.16: Agreed WelTAG Objectives



2.12.1 Alignment with Well-Being Goals

As noted, the Well-being of Future Generations (Wales) Act (2015) focuses on sustainability and encourages Wales to take into consideration the long-term economic, environmental, social and cultural impact of its decisions.

The Well-being Impact Evaluation Tool (WELLIE) is a toolkit developed by Mott Macdonald to assess the well-being impact of our projects and has been used to assess how the scheme will impact on well-being. One of the requirements of WELLIE is that the scheme objectives are mapped against the well-being goals to ensure that well-being is integrated throughout this process.

Table 2-4 maps the Scheme objectives against the Well-being Goals, showing that all Well-being Goals are addressed through the scheme objectives, and that all objectives directly contribute to at least one development goal. It also shows how the achievement of objectives can be measured and tracked.

Table 2-4: Scheme objective mapping against the Well-being Objectives

Scheme objectives	Measurement	A Prosperous Wales	A Resilient Wales	A Healthier Wales	A more Equal Wales	A Wales of cohesive communities	A Wales of vibrant/ thriving Welsh Language	A Globally Responsible Wales
1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Change in passenger journey times between key destinations within the Corridor	✓	✓	✓	✓	✓		✓
2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Increasing the number of public transport services per hour from key destinations	✓	✓	✓	✓	✓		✓
3) Ensure the Corridor is integrated with the wider South Wales Metro and existing assets	Provision of additional interchange facilities between car, bus, rail and active travel transport modes	✓	✓	✓	✓	✓		✓
4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	New housing delivered in the Corridor	✓			✓	✓		
5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Generalised cost of transport by public transport modes between key destinations	✓			✓	✓		
6) Deliver a system that is accessible for all	PTAL/ passenger numbers for those with accessibility impairments	✓		✓	✓	✓		
7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Commuter and peak time public transport mode shares trips from the North West Corridor	✓	✓	✓	✓	✓		✓
8) Improve air quality within the Corridor with the aim of delivering a system with zero emissions at point of use	Reduction in NOx emissions Monitoring air quality at AQMAs	✓	✓	✓	✓	✓		✓
9) Deliver a system which maximises the commercial viability of public transport in the North West Corridor	Impact of transport improvements on the public sector subsidy requirement	✓	✓					

2.13 Options Identification and Sifting Process

2.13.1 Process

An options identification and sifting process has been undertaken. Options have been sifted in two stages as illustrated in Figure 2.17.

Figure 2.17: Options Sifting Process



Source: Mott Macdonald

2.13.1.1 Options Identification

The initial list of options was identified following a review of previous proposals for transport improvements in the Corridor. The various studies and historical options, were supplemented by additional options and variants identified during this WelTAG Stage 1 study.

As noted, the focus of this WelTAG assessment is on mass transit solutions for the corridor and therefore options relate to public transport only. Highway improvement schemes for the purposes of increasing capacity for car travel have not been included. Specific interventions to improve active travel measures (walking and cycling) have not been included although it should be noted that new public transport corridors and interchanges provide opportunities to enhance active travel routes and facilities. Such opportunities would need to be considered during more detailed design stages for shortlisted options.

2.13.1.2 Sift 1

All options have undergone a high-level assessment as part of the initial sift ('Sift 1'). At this stage, options were assessed in respect of their technical and operational feasibility, as well as the degree to which they contribute to the objectives.

The technical and operational feasibility assessment has taken account of the following:

- Infrastructure feasibility;
- Operational feasibility;
- Land/highway take;
- Complexity and interdependencies; and
- Extendibility.

Options which were deemed in-feasible or which failed to meet the objectives were discarded at this stage.

2.13.1.3 Sift 2

The 'long list' of options which were progressed into 'Sift 2' were assessed to a higher level of detail and an assessment of their impact against a set of appraisal criteria has been undertaken. The contribution of the options to the well-being goals under the Well-being of Future Generations Act has also been considered.

2.13.2 Modes Assessed

Options for mass transit solutions have been grouped into the following categories:

- Options which relate to the improvement of the **existing rail network**;
- New **tram-train or light rail** route;
- New **BRT** route; and
- **Other** options (e.g. new transport interchanges between car, bus, rail and active travel modes).

The term 'Bus Rapid Transit' refers to a bus system that provides greater capacity, speed and reliability than a conventional bus route. It incorporates 'guided buses'³⁰ as well as conventional buses on segregated routes.

Heavy rail rolling stock was ruled out as an option for a new rail-based route. The reasons for this decision were as follows:

- Heavy rail requires fully segregated running, as well as grade-separated crossings (i.e. subways or bridges) which could be a significant disadvantage for a new route passing through residential areas. This is because the Office of Rail and Road (ORR) do not allow any new level crossings on the UK rail network. Heavy rail route would create a severance between communities;
- Heavy rail would limit the potential for extending the route at its northern extent, as well as to the south of Cardiff Central;
- Track alignment requirements in terms of radii through curves and gradients are more restrictive for heavy rail than for a tram-train or light rail systems;
- Heavy rail would require some sort of Multi Aspect Signalling (MAS) system with a more expensive infrastructure requirement; and
- Most pertinently, the Treherbert, Aberdare and Merthyr services on the CVL will be converted to tram-trains from December 2023 and therefore a heavy rail solution would use different rolling stock to that used on the City Line.

2.14 Sift 1 – Identification of the Long List Options

The Strategic Case summarises the outcomes of Sift 1 and identifies the resultant 'long list' of options. Sift 2 is summarised in the Transport Case.

³⁰ A guided busway is usually a dedicated, buses-only route with buses running on a purpose-built track. The bus is guided along the route so that steering is automatically controlled and, like a tram, the vehicle follows a set path. The bus driver controls the speed of the vehicle.

2.14.1 Existing Rail Network Options

Long list options to enhance the existing rail network are set out in Table 2-5. Rejected options are listed below the table together with a brief summary of the rationale for their exclusion.

Table 2-5: Long List Options: Existing Rail Network

Ref.	Option	Description
Rail 1	Service frequency enhancement: City Line	This line will be converted to tram-train operation as part of the CVL transformation although there are no plans to increase service frequencies beyond the current two trains per hour. This option would double service frequency to the Welsh Government's benchmark for metro services of four trains per hour.
Rail 2	New Station: St Fagans	A new station on the South Wales Main Line in the St Fagans area of Cardiff with options to provide a shuttle bus service to the National Museum of History. There are synergies with 'Rail 7' – increased service frequencies on the South Wales Main Line.
Rail 4	New Station: Ely Mill	A new station at 'The Mill' development site on the City Line between Ninian Park and Waun-gron Park. There are synergies with 'Rail 1' – more frequent services on the City Line.
Rail 7	Service frequency enhancement: South Wales Main Line	Increased service frequencies for local stations on the South Wales Main Line including Pontyclun. This will require an increase in the volume of rail services between Cardiff and Bridgend to provide the opportunity to achieve a better mix of fast and stopping services. Whilst it is feasible to increase frequencies, achieving the Welsh Government's benchmark of four trains per hour will be challenging, but a regular two train per hour timetable is achievable.
Rail 8	New Station: Junction 34 Parkway (Miskin)	A new parkway style station at Junction 34 providing park and ride and bus:rail interchange, together with active travel. This is likely to require highway capacity improvements at Junction 34. There are synergies with Rail 7 – more frequent services on the South Wales Main Line.

2.14.1.1 Rejected Options

The following options were rejected following the initial sift:

- **Rail 3: New Station: Morganstown** – The case for an additional station on the Merthyr Line (with its attendant timetable impacts) is unlikely to be strong given the relatively small local catchment area and the proximity of stations to the north (Taffs Well) and south (Radyr).

2.14.2 New Tram-train and Light Rail Routes³¹

Long list options for new tram-train or light rail route are set out in Table 2-6.

All of the tram-train/light rail options included in the long list involve the construction of a new route on or adjacent to at least part of the route of the Safeguarded Corridor with a connection to the City Line.

A key constraint to achieving the new tram-train options is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. The options set out in Table 2-6 are differentiated only in respect of the solutions proposed in the vicinity of Cardiff West Junction and Cardiff Central. Further details of these capacity issues and detailed consideration of potential solutions is provided in Section 3.4.

There are a number of variants relating to the location of the connection to the City Line and the route to Creigiau which are common to all of the options in Table 2-6 and these are described in further detail in Section 3.3. Conclusions drawn in respect of the choice between tram-train and light rail modes are also provided in Section 3.3.2.

Table 2-6: Long List Options: Tram-train / Light Rail Routes

Ref.	Option title	Description
Tram-train / Light Rail 1	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with no track modifications	A low-cost capacity solution would not involve any infrastructure modifications at Cardiff West Junction / Cardiff Central. Services would continue to operate into existing platforms.
Tram-train / Light Rail 2	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction	This solution would involve track modifications at Cardiff West Junction to reduce conflicts between City Line/North West Corridor and Barry/Penarth services at Cardiff West Junction. Services would use existing platforms at Cardiff Central albeit with changes to platforming arrangements
Tram-train / Light Rail 3	City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central	Under this approach, services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed. Diverting City Line/North West Corridor services to the south of Cardiff Central may be achievable within the existing footprint of the approach to Cardiff Central or, alternatively, could be achieved by constructing a new section of track to the south of existing tracks and building a new Taff Crossing.

³¹ An exercise has been undertaken to simplify the numbering system for these options and therefore the numbering may differ from that presented during stakeholder workshops.

Tram-train / Light Rail 6	City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendyris Street into new platforms to the south of Cardiff Central	The City Line/North West Corridor would divert from existing tracks at the Penarth Curve and follow a new on-street section of track, potentially via Pendyris Street. A new bridge would be constructed to the south of the existing Taff crossing. Services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed.
Tram-train / Light Rail 9	City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park	The City Line/North West Corridor would divert from existing tracks at Ninian Park Road and follow a new on-street section of track, potentially via Sloper Road and Penarth Road. Services would operate into new platforms located to the south of Cardiff Central thereby providing the potential for services to operate to Porth Teigr should this route also be progressed.
Tram-train / Light Rail 12	Creigiau to Pontyclun Station via Cross Inn	Extension from Creigiau to Cross Inn before crossing the A473 and heading west parallel with the A473. The route would potentially follow a disused rail line towards Pontyclun, terminating in a parallel platform at Pontyclun Station.
Tram-train / Light Rail 13	Creigiau to Beddau Strategic Site via Cross Inn	Extension from Creigiau to Cross Inn before crossing the A473 and heading north-east parallel with the A473. The route would potentially follow a disused rail line which extends north, bisecting Beddau and Llantwit Fardre, providing a direct connection to the Strategic Site at Beddau
Tram-train / Light Rail 14	Creigiau to Cross Inn Only	Extension from Creigiau, potentially via the disused railway to a new Terminus in Cross Inn.

2.14.2.1 Rejected Options

The following options were rejected following the initial sift:

- **Tram-train / Light Rail 4: Safeguarded Corridor via the Merthyr Line** – Capacity constraints for additional services operating through Cardiff Queen Street and Cardiff Central are likely to be prohibitive. Moreover, a connection to the Safeguarded Corridor Line via the City Line is likely to be significantly less problematic than a connection via the Cardiff and Merthyr Line;
- **Tram-train / Light Rail 5: City Line and Safeguarded Corridor via South Wales Main Line** – Using the South Wales Main Line would reduce capacity on an already constrained section of railway and would limit the ability to extend tram-train vehicles beyond Cardiff Central;
- **Tram-train / Light Rail 7: City Line and Safeguarded Corridor via new Taff Crossing and on-street section via Tudor Street (with options to connect to City Line at Ninian**

Park or Waun-gron Park) – There are multiple constraints to the achievement of an on-street section of track in a dense urban environment. This would require significant new infrastructure running parallel to the existing railway. Operating services into a new terminus at Wood Street likely to be problematic on event days;

- **Tram-train / Light Rail 8: City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road, connecting to Barry/Penarth Lines near Grangetown before connecting to City Line (with alternative options for connection at Grangetown)** – This involves an on-street section of track in a dense urban environment, requiring significant new infrastructure running parallel to the existing railway and highly complex connections to Barry/Penarth Lines;
- **Tram-train / Light Rail 10: Entirely on-street route connecting directly to the Safeguarded Corridor potentially at Waterhall (various routes)** – Provision of an on-street route of this length would be highly challenging to achieve and would likely render this option unaffordable. Options using the City Line are therefore preferred;
- **Tram-train / Light Rail 11: Options connecting to the city centre via Castle Street** – As for option 10, provision of an on-street route of this length would be highly challenging to achieve and would likely render this option unaffordable; and
- **Tram-train / Light Rail 15: Creigiau to Efail Isaf** – Although feasible, this route fails to connect with large population centres and has limited options for extensions further north and therefore fails to sufficiently meet the objectives.

2.14.3 Bus Rapid Transit (BRT) Routes

Long list options for new BRT routes are set out in Table 2-7.

Table 2-7: Long List Options: Bus Rapid Transit Routes

Ref.	Option	Description
BRT1	New BRT Route: Central Cardiff to Junction 33 via Leckwith Road and A4232	This option uses the A4232 to connect a new strategic park and ride site at Junction 33 with Cardiff city centre. This route is via Wood Street, Ninian Park Road and Leckwith Road before joining the A4232 at the Leckwith Interchange.
BRT1A	New BRT Route: A4232 (northbound and southbound) Bus Gate and Spur to Plasdwr	This option is a permutation of the BRT1. This option would utilise the same route as BRT1 between Cardiff city centre and the A4232. A bus gate and slip road from the A4232 would provide a segregated bus connection into the Plasdwr development from the west. New bus-only slip roads would need to be provided from both the northbound and southbound carriageways of the A4232 connecting onto a new bus-way extending towards Pentreban and Plasdwr.
BRT4	New BRT Route: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater	This option provides a new BRT route between Plasdwr and Cardiff city centre. option provides a new BRT route between Plasdwr and Cardiff city centre. It follows a route via Westgate Street, the A4161 (Cowbridge Road East), the A48, St Fagans Road and Plasmawr Road before connecting into Plasdwr's internal road network.

		<p>A minor variant to this route would be to use Lansdowne Road instead of Cowbridge Road East.</p> <p>Two variants of this option have been identified:</p> <ul style="list-style-type: none"> • An option using Waterhall Road, before potentially joining the disused rail route towards Junction 33 of the M4 and Creigiau; and • An option that penetrates the Plasdwr development further south at Pentrebane Road.
BRT8	New BRT Route: Junction 33 to Talbot Green via A4119	Extension of BRT north of Junction 33, through new development, along existing A4119 corridor towards Talbot Green Centre.

2.14.3.1 Rejected Options

The following options were rejected following the initial sift:

- **BRT2: A4232 via A48 Cowbridge Road West** – This would involve extensive highway reconfiguration including Cowbridge Road West and may not achieve good journey time reliability (e.g. congestion at Culverhouse Cross);
- **BRT3 Central Cardiff to Junction 33 via Cardiff Bay and A4232** – This route has relatively poor journey times as a result of the route through Cardiff Bay;
- **BRT5 Central Cardiff to Plasdwr via Llandaff Fields, Llantrisant Road** – This option would achieve a good journey time but the route through Llandaff Fields, Pontcanna and to the immediate east of Llandaff meadows would meet significant public resistance. In addition, there are environmental designations and land covenants that restrict potential use;
- **BRT6 City Line and Safeguarded Corridor** – This option would achieve a good journey time but would involve the loss of the existing railway route along the City Line and would preclude potential expansion of rail-based services;
- **BRT7 Central Cardiff to Plasdwr via Llandaff village** – Whilst providing a direct route which has had some recent bus priority improvements, this option would offer poor journey time reliability particularly around the congestion pinch point of Llandaff where segregated measures would be difficult to achieve;
- **BRT14 Radyr Station to Plasdwr** – This option would require a change of services at Radyr Station (which will involve a journey time delay) and achieving segregation along Heol Isaf and Kings Road in Radyr would be difficult to achieve;
- **BRT8A: Junction 33 to Talbot Green via M4** – This option would not serve the strategic site north of Junction 33 and may not improve journey time reliability due to congestion at Junction 33 and Junction 34 of the M4 unless a significant level of segregation is in place;
- **BRT9: Plasdwr to Talbot Green via A4119** – Whilst providing a direct link between Plasdwr and the Strategic Sites north of Junction 33 and south of Llantrisant, this option is likely to have longer journey times as compared with a route via the A4232;
- **BRT10 to BRT 13: Junction 33 or Plasdwr to Talbot Green or Beddau via A4119 or Creigiau** – These options were rejected on the basis that overall end to end journey times to/from Talbot Green or Beddau are unlikely to be competitive compared to other routes or modes. For example, a bus-based option from Beddau may be faster if routed through the A470 as opposed to along the North West Corridor; and

- **BRT 14 Radyr Station to Plasdwr** – This route would operate between the station and Plasdwr via Kings Road and Heol Isaf. It would complement the development of a bus:rail and active travel interchange at Radyr Station (Rail 6). However, the proximity of residential properties means that significant segregation could not be achieved and therefore the provision of a BRT route has been rejected.

2.14.4 Other Options

A range of other options included in the long list are set out in Table 2-8.

Table 2-8: Long List Options: Other

Ref.	Option	Description
P&R 1	Junction 33 Strategic Bus Park and Ride	A new strategic bus-based park and ride located at Strategic Site D with direct access to Junction 33.
Rail 5	Waun-gron Park Bus:Rail and Active Travel Interchange	Facilities for a bus:rail and active travel interchange on the former refuse site at Waun-gron park station providing potential interchange between City Line and bus services from the north west and east-west services via the A48 and Cowbridge Road.
Rail 6	Radyr Station Bus:Rail and Active Travel Interchange	A bus:rail and active travel interchange facility at Radyr Station and provision of bus services to connect residential areas of Radyr and Plasdwr to the City Line.

2.14.4.1 Rejected Options

The following two options were considered but discarded:

- **P&R 2: Pontyclun station park and ride expansion** – The car park has already undergone expansion and space for further expansion is limited. The location of this station is unsuited to a strategic park and ride; and
- **P&R 3: Junction 34 bus park and ride** – For the purposes of the North West Corridor, a bus-based park and ride at Junction 33 (P&R 1) is likely to be more effective and providing a connection into the junction at Junction 33 is much less challenging than at Junction 34. A rail-based park and ride (Rail 8) at Junction 34 is preferred.

2.14.5 Complementary Measures – East-West Connections

Although not included in the ‘long list’ of options, two further options have been identified which improve east-west connectivity to/from the Corridor. These options do not align closely with the objectives of the North West Corridor which are focussed on improving journey times within the Corridor itself and between the North West Corridor and central Cardiff. As such, these options are outside the scope of this study and have not been developed in any detail. Nevertheless, it is recognised that these options need to be considered as potential elements of the transport network and may merit further consideration outside of this study. These are:

- **Cardiff Circle Line** – This scheme would provide a connection between the Coryton and Merthyr Lines north of Radyr. The objective of a circle line would be to provide new ways of connecting between suburban areas of Cardiff. New stations on this route at Velindre and

Junction 32 (park and ride) have been proposed³². Under this option, services could operate a circular route via the Coryton Lines and City Lines.

In later stages of the WeITAG process, the operational solution for the City Line and North West Corridor would need to take account of plans or aspirations for the Circle Line and any implications it has for service frequencies through Cardiff West Junction.

It may also be feasible to connect the Circle Line with a new North West Corridor route via the Safeguarded Corridor. As described in Section 3.4.4 of this report, one option for a new tram-train or light rail route would be to connect to the City Line to the north of Danescourt. If this route is preferred, consideration could be given to the provision of a delta junction connection onto the City Line which would allow trains using the North West Corridor to travel north on the City Line to Radyr and onward via the Circle Line.

It should be noted that this variant of the Circle Line is very much exploratory at this stage and there are substantial engineering and environmental constraints that would need to be investigated. No detailed consideration has been given to these options as part of this study, although the option to connect into the City Line north of Danescourt has been retained and therefore further consideration could be given to the 'delta junction' during WeITAG Stage 2.

Whilst the Circle Line concept merits further consideration, it performs a different transport function to the options identified for the North West Corridor and therefore a separate WeITAG study would be required to establish its feasibility, costs and benefits; and

- **East-West Cardiff Bus Priority Corridor** – The bus options considered in this assessment are focussed primarily on providing connections within the North West Corridor itself, as well as providing for journeys to and from central Cardiff. Nevertheless, the importance of east-west connectivity was highlighted during the stakeholder workshops. Of particular importance is providing onward connections to east-west services. In this respect, improvements to bus services on east-west routes via the A48 – aligned to a possible interchange at Waun-gron Park – could be an important complementary measure. Detailed consideration of this option is outside the scope of the North West Corridor study.

2.15 Long List Options

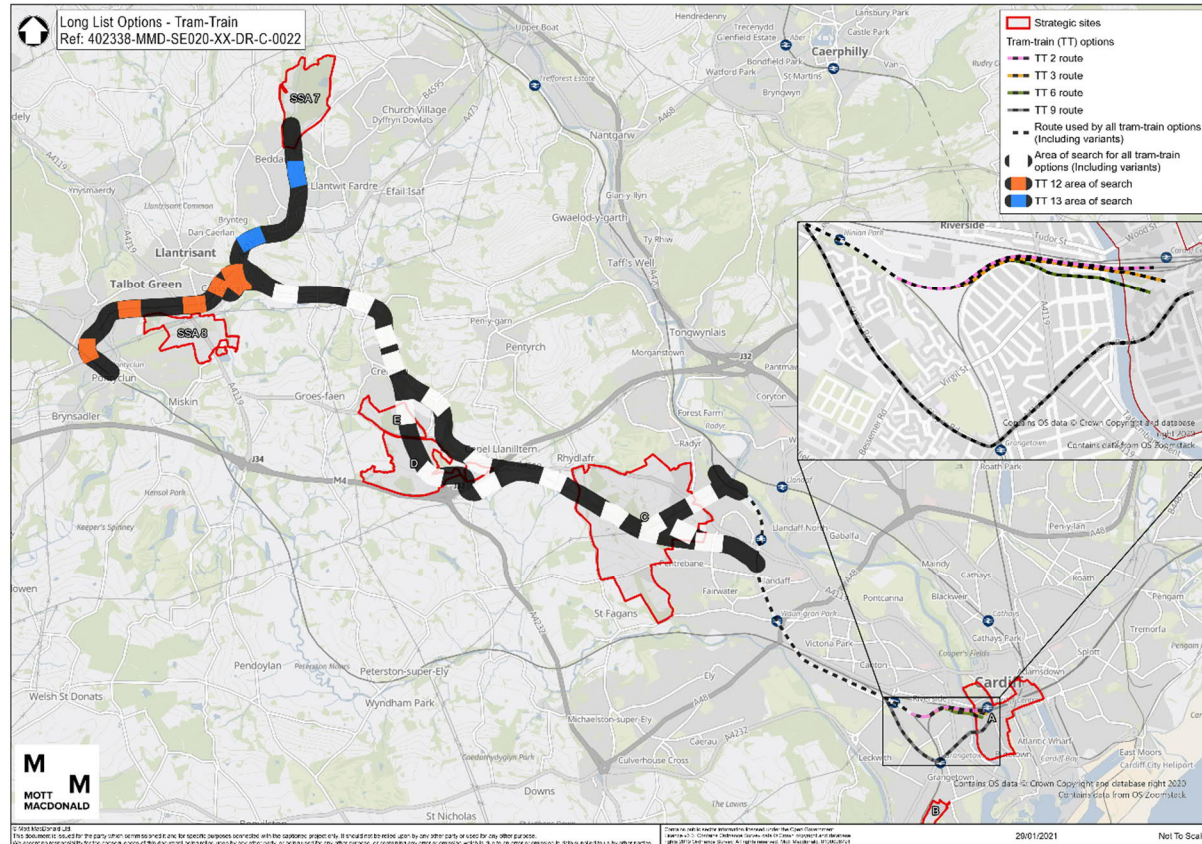
To summarise, the long list options are listed below and shown in Figure 2.18, Figure 2.19 and Figure 2.20. Full route maps are also provided in appendix B.

- Existing Rail Network Enhancements:
 - Rail 1: Service frequency enhancement: City Line;
 - Rail 2: New Station: St Fagans;
 - Rail 4: New Station: Ely Mill;
 - Rail 7: Service frequency enhancement: South Wales Main Line; and
 - Rail 8: New Station: Junction 34 Parkway (Miskin).
- New tram-train / light rail Routes:
 - Tram-train / Light Rail 1: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with no infrastructure modifications;
 - Tram-train / Light Rail 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction;

³² Cardiff Transport White Paper: Transport Vision to 2030.

- Tram-train / Light Rail 3: City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central;
- Tram-train / Light Rail 6: City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendyris Street into new platforms to the south of Cardiff Central;
- Tram-train / Light Rail 9: City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park;
- Tram-train / Light Rail 12: Extension from Creigiau to Pontyclun Station via Cross Inn;
- Tram-train / Light Rail 13: Extension from Creigiau to Beddau via Cross Inn; and
- Tram-train / Light Rail 14: Extension from Creigiau to Cross Inn Only.
- New BRT Routes:
 - BRT1: Central Cardiff to Junction 33 via Leckwith Road and A4232;
 - BRT1A: A4232 (Northbound and Southbound) Bus Gate and Spur to Plasdwr;
 - BRT4: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
 - BRT8: Junction 33 to Talbot Green via A4119.
- Other Options:
 - P&R 1: Junction 33 Strategic Bus Park and Ride;
 - Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange; and
 - Rail 6: Radyr Station Bus:Rail and Active Travel Interchange.

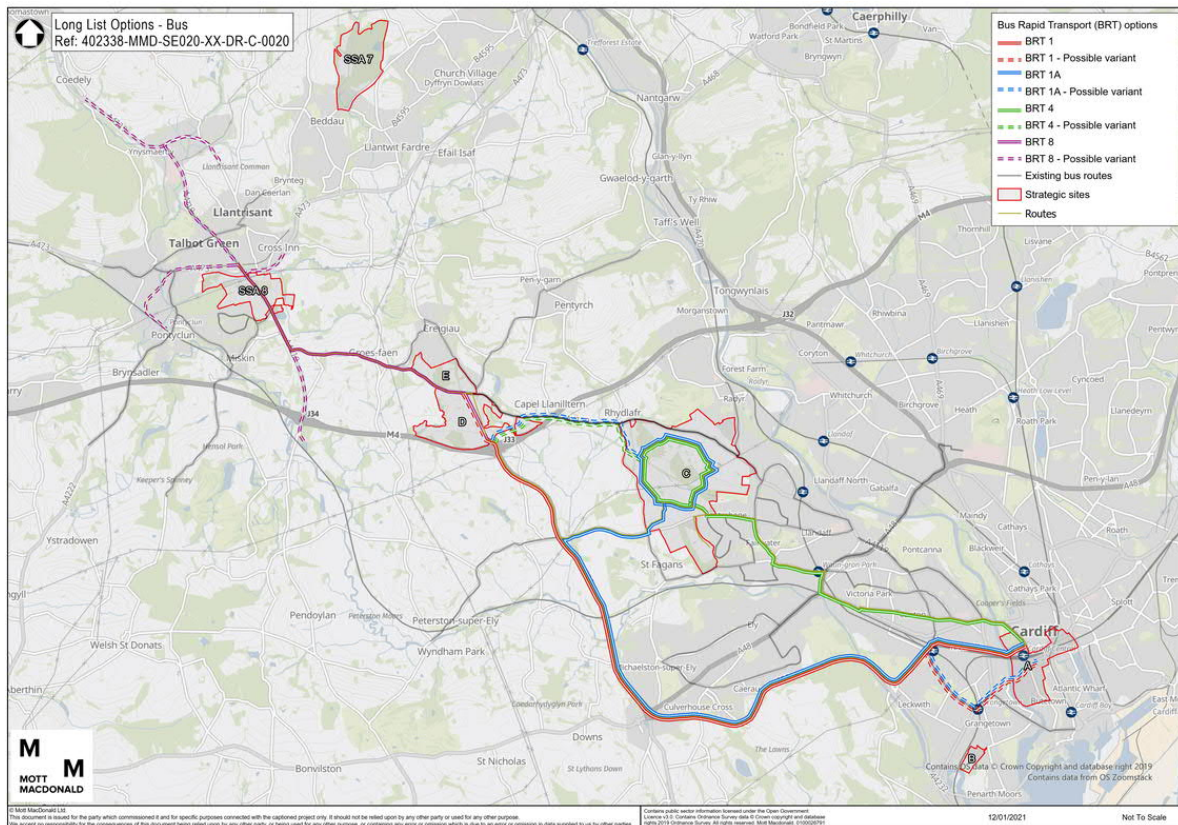
Figure 2.19: Long List Options - Tram-train / Light Rail Routes³⁴



Source: Mott Macdonald

³⁴ Contains OS data © Crown copyright and database right 2019. Contains data from OS Zoomstack. Contains public sector information licensed under the Open Government Licence v3.0. © Crown copyright [and database rights] 2020 OS 100060670

Figure 2.20: Long List Options - Bus Rapid Transit Routes³⁵



Source: Mott Macdonald

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3 Further Option Development

As part of WelTAG Stage 1, further technical development of the public transport options has been undertaken. This has focussed on key operational considerations with respect to tram-train or light rail solutions, the feasibility of improving bus segregation and the role of the Safeguarded Corridor.

3.1 Introduction

This section provides further details of the technical development of the 'long list' of options during WelTAG Stage 1. Much of the effort at this stage has been focussed on issues related to a new tram-train or light rail route. This reflects the additional operational complexity of these options and the need for early consideration of operational and engineering constraints which are material to the feasibility and impact of these options.

3.2 Integration of Transport Modes

3.2.1 Integration of Bus and Rail Modes

A package of measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes.

Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas of the Corridor.

There are opportunities to improve the existing rail network through additional services and new stations. However, much of the North West Corridor is not served by the rail network and therefore such interventions will fail to fully address the problems identified.

The development and assessment of options is organised across the different modes. However, the shortlisted options need to be viewed as an overall package of measures to address transport issues in the Corridor and, in practice, the assessment has taken account of how the various modes combine to provide a comprehensive public transport network for the Corridor.

A phased approach to the implementation of the package of works will see the bus and BRT measures realised first due to the short to medium term benefits, with the construction of the tram-train corridor being completed at a later stage to deliver the full benefits.

3.2.2 Active Travel

As noted, this study does not directly address walking and cycling options. However, delivering new rail or bus route will open up opportunities to provide parallel cycle and pedestrian routes whilst new stations and bus stops can provide better opportunities for people to use a combination of cycling/walking and public transport to make journeys rather than drive.

It is recommended that, at the next stage of development, any new bus or rail corridors are developed on the assumption that, provided space allows, parallel pedestrian/cycleways would also be provided.

Consideration should also be given to how these new routes connect with existing infrastructure. For instance, for the light rail/ tram-train options which route through the Plasdwr development, there is a clear opportunity to investigate how a pedestrian/cycleway could connect with and enhance Cardiff City Council's proposed 'Cycleway 4' (which routes from the City Centre to Llandaff, Danescourt and North West Strategic Development Site via Llandaf fields).

As well as providing opportunities for enhancing active travel, it also needs to be acknowledged that new transport routes can create new barriers to walking and cycling between different areas. The requirements for active travel crossings will need to be assessed as part of the next stage of design although (as illustrated in Figure 3.1) the technological solution for the corridor will affect the type and frequency of crossing that can be provided.

3.3 New Tram-train or Light Rail Routes

3.3.1 Option Development

Options for a new rail route to serve the North West Corridor have been explored in the past, including as part of the development of Cardiff's LDP, and these earlier reports relating to the Corridor have been reviewed in detail. Importantly, all previous assessments of options for a new rail-based solution pre-date the award of the new TfW rail franchise and confirmation of the technological solution for the South Wales Metro and, more specifically, the CVL transformation and the deployment of tram-train style vehicles.

In this context, consideration has been given to:

- The appropriate technological and operational solution for the North West Corridor including consideration of alternative operational solutions using the CVL tram-train technology, and renewed assessment of the relative merits of the CVL tram-trains against light and heavy rail solutions;
- Rail capacity constraints and potential engineering and operational solutions with a focus on the pinch points at Cardiff West Junction and Cardiff Central; and
- Engineering challenges associated with possible routes given the known capabilities of the CVL tram-train vehicles.

Engineering assessment has focused on the major capacity constraints and engineering challenges on the North West Corridor. These include the capacity of Cardiff Central Station and Cardiff West Junction; use of the City Line shared with CVL services; the location for the connection between the City Line and the Safeguarded Corridor; and the potential use of the disused rail lines.

3.3.2 Alternative rail modes

As well as the different routes, consideration has been given to the technical solution for a rail-based solution for the North West Corridor. Given the rejection of a heavy rail solution (as described in 2.13.2), the following three alternative rail modes have been considered:

- Unmodified CVL tram-train vehicles (high-floor) using Multi Aspect Signalling;
- Modified CVL tram-train vehicles (high-floor) using a combination of Multi Aspect Signalling and Line of Sight Operation; or
- Light Rail (low-floor) using Line of Sight Operation.

3.3.2.1 Signalling Options

Before considering the advantages and disadvantages of the alternative modes, it is necessary to set out some key principles of the main approaches to signalling and timetabling which are important differentiators between the modes.

Multi-Aspect Signalling (MAS)

On the City Line, South Wales Main Line and at the approach to Cardiff Central, the existing multi-aspect signalling system ensures a safe braking distance between trains as well as ensuring that points and crossings are set and locked in the correct position.

Conventional signalling systems divide the track into sections (often referred to as blocks) utilising either track circuits or axle counters to detect when trains are occupying blocks. It then informs drivers via colour-coded (multi-aspect) lineside signals if they can proceed into an unoccupied block. This is required for heavy rail operations, where the vehicles' lower acceleration and deceleration capabilities mean they require long distances to stop.

For these systems, the services are operated under a centrally held timetable in order to maximise the number of services, and to ensure they are able to run without disruption in normal circumstances.

Line of Sight Signalling

The majority of tram systems utilise line of sight signalling which is comparable to that used by road users. Like MAS, the driver relies on signals to follow permitted routes. However, unlike MAS, the signals are used purely to control junctions or areas of limited visibility and are operated directly by the vehicles (generally on a 'first come, first served' basis). In other words, there are only simple local interlockings, train detection and protection at junctions.

Elsewhere all responsibility is placed on the driver to ensure that the vehicle does not make an unsafe move. This means that line of sight railways run at significantly lower speeds than signalled ones, although within urban areas with frequent station stops and/or junctions, the differences in overall journey times between MAS and line of sight operations can be minimal. Line of sight systems operate under the supervision of a central control room and use a vehicle location system to drive passenger information and control room display systems. The trains do not generally operate under the control of a centrally held timetable.

3.3.2.2 Timetable vs Service Pattern Operations

As noted, heavy rail systems across the country tend to work to a set timetable, designed to ensure that the service can run without disruption. This is particularly the case where the line has services coming from different destinations, with different rolling stock types, different speeds and different station calls.

On the other hand, a line working to a service pattern will operate on the assumption that the services will call at a station at a specified interval from the previous one. Light Rail or Tram services tend to be operated in this way, as is the case for Manchester MetroLink. This benefits on-street running sections as the services can be controlled to keep the relevant gap between services, instead of having to be fixed to a specific minute in the hour which can become difficult to maintain where there are interactions with pedestrians, cyclists and cars.

Of relevance to the North West Corridor is a case where trains operate between line of sight and MAS sections of track. In this case, when services are delayed in the service pattern/line of sight section, it can have a negative impact once the service re-joins the timetabled section of

the track. In this case, the service will potentially join late (after it's allocated slot on the timetable) or it will be delayed at the junction giving priority to the on-time timetabled service (as is the case for the Sheffield network).

As noted, the CVL rolling stock vehicles that are being procured will operate on the Treherbert, Aberdare, Merthyr and City lines to Cardiff Queen Street, Cardiff Central and Cardiff Bay, will consist of Stadler CityLink tram-train vehicles. At the time of writing, the rolling stock being procured is being specified with heavy rail wheel profiles, and no on-street running communication equipment. However, the vehicle is specified for gradients of up to 6%, a minimum turning radius of approximately 25m, and has the performance characteristics (acceleration, deceleration etc.) to operate on a line of sight basis.

3.3.3 Assessment of Alternative Rail Modes

The advantages and disadvantages of the remaining mode options – unmodified CVL, modified CVL and light rail – are discussed in this section.

3.3.3.1 Unmodified CVL Tram-train vehicles and operation

The latest plans for the CVL operation and tram-train vehicles demonstrates the network will be operated more like a heavy rail network, operating under MAS on a set timetable on the Aberdare, Treherbert, Merthyr and City Lines (Figure 2.12). The exception to this is the Cardiff Bay line, where line of sight operation will be used.

Under this option, a new North West Corridor route would be operated by the CVL tram-train vehicles operating under MAS. Whilst additional vehicles would need to be procured to serve the new line, no modifications to in-cab equipment or wheel profile would be required and there would be no need for a 'sub-fleet' of vehicles for the North West Corridor.

Vehicles will be high-floor to serve the existing high-floor platforms at the almost 60 stations across the CVL with changes being proposed to ensure all platforms are at least 80m in length. These vehicles would still benefit from the performance of tram-train vehicles in terms of enhanced acceleration and deceleration, ability to turn through tight curves of 25m or 30m radius and navigate gradients of 6%. However, they are unable to operate on roads where they share the space with cars due to the lack of relevant equipment and wheel profile. Crossings on the new line potentially could be made as tramway crossings, with the appropriate line speeds and risk assessments. However, these could be considered as heavy rail level crossings by the Office of Rail and Road (ORR) which they no longer allow the introduction of on the UK rail network. Risk assessments would have to demonstrate the safety of these new crossings. In this scenario, there is a possibility that no new level crossings would be allowed resulting in all crossings being in the form of bridges or underpasses.

Key advantages:

- This is the lowest cost option;
- Uses the same vehicles as the rolling stock proposed for the Merthyr, Aberdare and Treherbert lines providing operational flexibility;
- Offers maintenance efficiencies as the additional vehicles could be maintained from the existing Taffs Well depot³⁶;
- No additional requirements for driver training other than route familiarity;

³⁶ We understand that sufficient capacity is built into the design for Taffs Well depot that means that additional vehicles required for the North West Corridor could be accommodated. It is likely, however, that a location for overnight stabling on the North West Corridor would be required.

- No requirement to order a newly specified vehicle from the manufacturer (Stadler);
- Existing rail infrastructure does not need to be modified to accommodate the new vehicles.
- Avoids the issues associated with a mixed operation – vehicles operating between timetabled and line of sight route sections; and
- Indications are that track gradients and curvature associated with the Safeguarded Corridor would be within the capability of the CVL tram-trains.

Key disadvantages:

- The route would need to be segregated from street traffic as the vehicle would not have the appropriate communication equipment for running on-street. Additionally, the wheel profile of the current vehicle specification is not compatible with on-street running;
- The need for segregation severely limits options for pedestrian and road crossings, creating severance similar to that of a heavy rail line; and
- The requirements for segregation limits the potential flexibility to deliver extensions at both the north and south ends of the line.

3.3.3.2 Modified CVL tram-train vehicles and operation

With modifications to the CVL tram-train vehicles they could be made capable of on-street running and operate in a similar manner to a traditional tram. The changes would relate to signalling equipment on board to allow for the vehicles to get priority at junctions with other road users and to be able to set the points on the track as required in on-street running sections.

This option would use the bi-mode tram-train (25kv and on-board batteries) in 'Non-Mainline Light Rail mode'. The section of line shared with the CVL services would be operated under the existing MAS system, and the new sections of line could be operated under line of sight, allowing for lower infrastructure costs. The tram-train could switch from Mainline to Non-Mainline operation as it leaves the City Line in a similar manner to how the tram-train will operate along the Cardiff Bay line.

As noted, the CVL tram-train vehicles have been specified with a standard railway wheel (P8 profile) appropriate for use on Network Rail infrastructure but this profile is not appropriate for on-street running sections and a modified wheel profile would be required similar to the Sheffield tram-train Pilot project. The reason for not addressing this during Phase 2 of the South Wales Metro was to reduce risk associated with the ERDF funding and infrastructure changes that would have been required at all switches and crossings to fit what are known as 'raised' checkrails. If any future extension requires tram-train operation on-street and on Network Rail track, it will require alterations to both the tram-train and the infrastructure (CVL and Network Rail) to implement a "modified" wheel profile as is common in similar systems including Manchester Metrolink and Sheffield Supertram.

Items that may need to be updated on the current tram-train fleet include:

- Modified wheel profile;
- Addition of controls for on-street operation;
- Retro-fitting of 750V DC overhead "spot charging" for recharging on-street; and
- Provision for additional on-board battery packs to extend catenary free range.

The differences in character between 'heavy rail' and 'light rail' styles of operation are illustrated in Figure 3.1. The images on the right-hand side show a road and pedestrian crossing for a system operating under line of sight. Also shown is the requirement for fencing to segregate a

line operating under heavy rail rules as opposed to the softer landscaping that can be achieved by a light rail or tram-train line operating under line of sight.

In practice, it is likely that even with modified tram-train vehicles and operation, large parts of a new rail route would be segregated, without vehicle or pedestrian crossing points, in order to achieve a minimum level of safety, speed and reliability. New sections operating under MAS will continue to require segregated crossings. Nevertheless, this option would permit tramway crossings with normal road signals and safety infrastructure in place for pedestrians and cyclists. Therefore, bridges or underpasses would not be required at crossings on the line of sight sections.

Any on-street running sections would be powered from the batteries, as 25kV is not suitable for use in urban environments. Further analysis will be required to establish the range of the CVL vehicles under battery operation to establish the extent of on-street operation and/or un-electrified track sections that could be incorporated into the design of the new route.

Key advantages:

- The basic vehicle type would be the same as the rest of the CVL fleet and could be maintained from Taffs Well depot;
- Modified vehicles would allow for line of sight operation and on-street running, providing greater flexibility to penetrate into urban areas and to extend the line further north or south;
- At-grade tramway style crossings for pedestrians and cyclists reduce the severance issues created by the new line; and
- Reduced infrastructure costs associated with signalling required.

Key disadvantages:

- The additional costs of procuring modified vehicles including in-cab junction controls for on-street running and potentially larger batteries;
- Requires investment in training for both maintenance staff and drivers;
- Inefficiencies relating to running two separate fleets (spare units cannot be used interchangeable so spares would be required for each fleet);
- Will require modifications to parts of the track shared with the un-modified CityLink vehicles (City Lines, Cardiff Central and tracks up to the Taffs Well Depot); and
- Battery capacity and range may limit the extent of on-street running and/or non-electrified sections.

Figure 3.1: Heavy Rail Lines (on the left) and Tram-train Lines (on the right)



Source: Images from Mott MacDonald

3.3.3.3 Light Rail

This option involves a light rail system using an entirely separate fleet of vehicles to that planned for the CVL network. The light rail vehicles could operate on the same tracks as the CVL tram-trains on the existing City Line with the inclusion of raised checkrails. However, these vehicles would not normally be allowed to run on the mainline, and as such could require segregating services where they operate on parallel routes. This would likely include the City Line between the Leckwith Loop (where freight can access the City Line and head south) and Cardiff Central. Additionally, the vehicles would have to be maintained in a new maintenance facility as well as requiring additional stabling.

New Light Rail rolling stock would be able to match or better a tram-train turning radius, gradients and similar acceleration and deceleration curves, whilst providing the opportunity to be designed to run on-street. This would provide greater flexibility to consider routes that penetrate urban areas. It would also provide greater flexibility in respect of extensions to the line.

The long list options for the North West Corridor all involve use of the City Line which therefore means that North West Corridor services will share track with CVL services via the City Line. Therefore, whilst this option has been specified as operating under 'line of sight' signalling, in practice it will be necessary for the services to operate to a timetable under MAS on the shared section of the City Line.

A new light rail solution could utilise low floor vehicles which would be better suited for urban environments, eliminating the requirements for ramps to be constructed to allow access to high platforms and ensure step-free access to vehicles. However, in this case, the requirement to share part of the City Line with CVL services is a significant barrier to the implementation of low-floor vehicles given that the City Line stations would continue to require high-floor platforms. A possible solution could be the use of a vehicle which combines both low-floor and high-floor exits or incorporating both low and high platforms at each of the stations on the shared section.

Key advantages:

- Enhanced capability in respect of track gradients and curvature which could provide flexibility in considering alternative routes (e.g. through Plasdwr); and
- The new line could be developed to use low-floor vehicles better suited to new stations in urban environments.

Key disadvantages:

- Light rail vehicles would need to be fully segregated from heavy rail tracks on the City Line between the Leckwith Loop and Cardiff Central, determining that a high cost infrastructure solution will be required to achieve this;
- In practice, the ability to fully achieve the benefits of a light rail style of operation (service pattern operation with line of sight signalling and low-floor vehicles) is constrained by the need to share the City Line with CVL tram-trains operating to a timetable;
- A light rail solution would be a wholly new system and would increase costs and may be a relatively small fleet of vehicles. In addition, these will require a new maintenance depot, stabling and a dedicated driver workforce; and

- This option introduces additional operational and commercial complexity to the rail network in south east Wales.

3.3.4 Overall Conclusion

Given the capabilities of the tram-train vehicles planned for operation on the CVL, the case for a bespoke light rail solution would appear to be weak. The indications are that the CVL tram-train vehicles can navigate the gradients and track curvature required to deliver a new North West Corridor rail route. Furthermore, modifications to the CVL tram-train technology could facilitate a tram style operation with improved opportunities for road and pedestrian crossings. The primary advantage of a light rail system over a modified CVL tram-train solution would be the ability to tailor the vehicle specification to the specific requirements of the North West Corridor. Although it should be noted that this flexibility is constrained by the need to operate alongside CVL tram-trains on the shared section of the City Line. This advantage is unlikely to justify the additional costs and complexities associated with procuring a wholly new system.

Whilst the conclusion of this assessment is that a new rail route should be integrated with the CVL operation, there are important differences between a 'modified' and 'un-modified' version of the CVL tram-train vehicle, as outlined above, and these should be considered further in WeITAG Stage 2.

3.4 Rail Capacity Considerations and Potential Measures

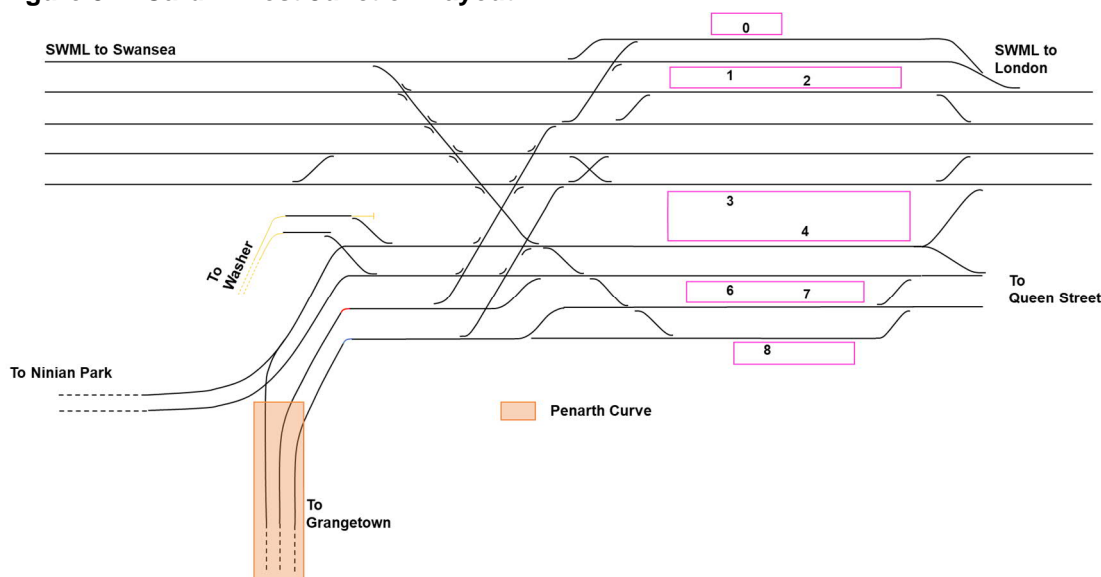
This section describes the capacity issues resulting from an increased service frequency on the City Line / North West Corridor. It goes on to propose a number of possible solutions which have then informed the development of the tram-train options. A separate, targeted study of rail capacity solutions is being undertaken by Mott MacDonald and will be available to inform the development of rail options at WeITAG Stage 2.

3.4.1 Existing Layout and Services

The layout of Cardiff Central and lines to the west is illustrated in Figure 3.2. At present City Line trains, and services using the Barry and Penarth lines, use the four most southerly tracks approaching Cardiff Central from the West. Of these four lines, the City Line services use the two tracks to the north and Barry/Penarth services use the two tracks to the south. Services from both the City and Barry/Penarth lines operate in and out of platforms 6, 7 and 8 at Cardiff Central.

At the Penarth curve, there is an additional section of single track (up Barry Relief line) which allows services to connect from the northern platforms at Cardiff Central (platforms 0, 1, and 2) to the Barry/Penarth lines. This is used by GWR services which use the Vale of Glamorgan line during periods of engineering works on the South Wales Main Line.

Figure 3.2: Cardiff West Junction Layout



Source: Mott Macdonald

Currently, at peak times, there are two services per hour in each direction on the City Line and a total of eight services per hour to Barry and Penarth from the Coryton and Rhymney Lines. Additionally, the timetable allows for one freight movement per hour through Cardiff Central. This gives a total of 10 passenger services and one freight train per hour.

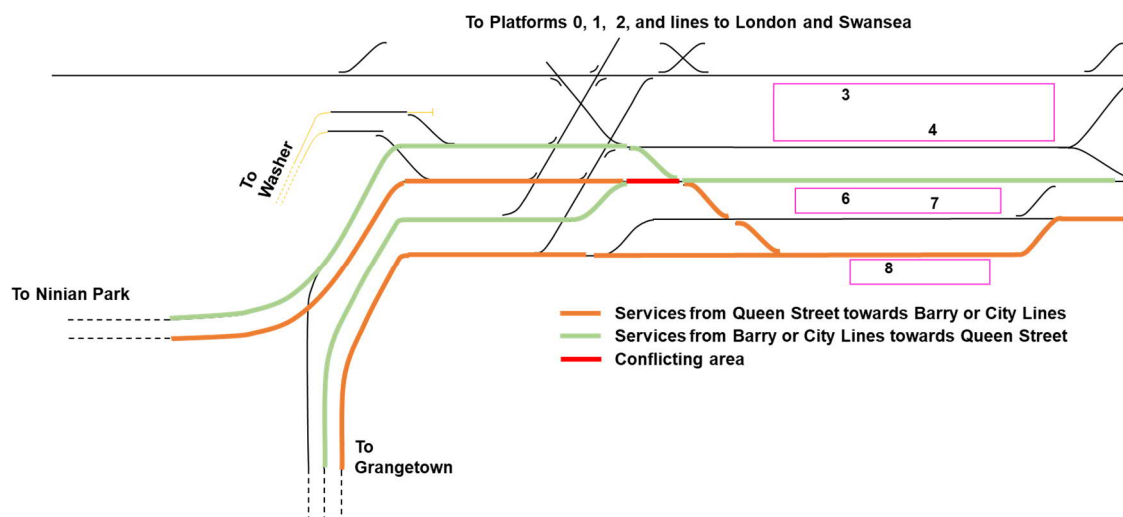
3.4.2 Capacity Constraints

Currently City Line and Barry/Penarth services use platforms 6, 7 and 8, this means that services need to cross over at least one other line to either leave or enter Cardiff Central. Analysis of the junction also indicates that (other than a service departing platform 8, whilst a

second service arrives into platform 6) most other moves conflict or require occupation of a short section of critical single line track. This pinch point is indicated in red in Figure 3.3. Conflicting moves at this section forms the primary constraint on capacity for Barry/Penarth and City Line services, although this needs to be considered alongside constraints on platform capacity at Cardiff Central.

Based on current routing of trains and junction margins, initial analysis suggests that there is capacity for only 10 trains per hour in each direction through the junction (20 movements in total). Based on current service levels, this leaves no paths available through the junction according to the timetable planning rules, and in some hours the junction is currently running at over 100% capacity. However, in practice, the signalling system has lower headway values and a greater level of capacity, enabling more services to operate than the planning rules would suggest is possible. It should be noted that running more services than suggested by the timetable planning rules places a serious risk to network performance and may constrain recovery during times of disruption. Therefore, this is generally avoided.

Figure 3.3: Current Pathing of Services



Source: Mott Macdonald

By December 2023, following transformation of the CVL to tram-train operation, services on the City Line will be operated using Stadler Citylink Metro Vehicles. Services using the Barry Lines to Barry, Penarth and Bridgend will be operated using new Stadler Flirt Tri-mode multiple units. Under the operator's plans, Barry and Penarth services will connect to the Rhymney and Coryton Line services. From December 2023, TfW Rail Services plans indicate that two trains per hour from Pontypridd will divert via the City Line from Radyr to Cardiff Central where the services would turnback (as per the TfW Rail Services Timetable).

The overall volume of CVL services (10 passenger services) will be unchanged. However, TfW has stated its intention to increase service frequencies on the Vale of Glamorgan Line between Bridgend and Cardiff from one to two trains per hour which would therefore result in a requirement to accommodate 11 passenger services.

On the City Line itself (between Ninian Park Junction and Radyr Junction), based on current timetable planning rules (with a 7 minute planning headway), there is capacity for six trains per hour (75% utilisation), potentially increasing to seven trains per hour (88% utilisation) if services are operated at a high level of utilisation. This provides sufficient capacity to operate four trains

per hour on the North West Corridor in addition to two or four services on the City Line. With current signalling, operating in excess of 6 trains per hour may represent a significant performance risk, especially when considering the potential conflicts at Cardiff West Junction. However, this constraint could be overcome with modification of signalling infrastructure on this line should there be a case for increasing frequencies further.

Because of this, the focus of the capacity analysis is on Cardiff West Junction and Cardiff Central. However, capacity constraints on the City Line, including identifying the number of services which would terminate at Radyr and those which would go on to the North West Corridor, would also need consideration.

3.4.3 Potential Solutions

3.4.3.1 Approach

Initial consideration has been given to possible approaches to reducing the capacity constraint at Cardiff West Junction. These are based on high level analysis and a detailed assessment would need to be undertaken before the feasibility, cost and impact of each can be fully assessed and verified. The options would need to be considered in the context of other plans and aspirations for service enhancements on all lines in the medium and longer term and not limited to options for the City Line and the North West Corridor.

In line with the Welsh Government's Principles for Connectivity, the assessment of potential solutions has been undertaken on the basis that a four train per hour service may ultimately be required on the North West Corridor. Should a new tram-train route tie into the existing City Line between Fairwater and Danescourt, achieving at least four trains per hour for all stations would require a total of eight trains per hour via the City Line / North West Corridor. If the new line were to tie into the City Line north of Danescourt (as per the variant described later in this section of the report) then the four train per hour ambition could be achieved with a total of six trains per hour via the City Line/North West Corridor (assuming the requirement to route services from Merthyr/Aberdare/Treherbert via the City Line remains). These services would need to be accommodated alongside eight or nine passenger services on the Barry and Penarth Lines, and a single freight path per hour.

There is precedence for new lines being delivered with lower frequencies of service (for example the Ebbw Vale Line and Vale of Glamorgan Lines were opened with one train per hour). It is acknowledged that a lower frequency of service of two trains per hour may provide sufficient capacity, particularly if services are operated by 2x40metre vehicles as would be possible following the CVL transformation.

A lower frequency of service may be made possible if the line is delivered in a phased manner given that the short-term capacity requirement would be reduced until such time that the line is extended.

The following solutions have been prepared with reference to both short and long-term capacity requirements at Cardiff West Junction and Cardiff Central.

Furthermore, the solutions identified also take account of the proposals set out in Cardiff City Council's Transport White Paper (see section 2.4.1.3) for a 'Crossrail' line that would connect the North West Corridor via a proposed new route between Cardiff Central and Cardiff Bay, and potentially on to East Cardiff.

3.4.3.2 Solutions

In relation to this study four possible ways of resolving the capacity constraint at Cardiff West Junction have been considered and are reflected in the tram-train options included in the long list set out in section 2.14 and shown in Figure 3.5 and appendix B.

1. No Infrastructure Modifications (Tram-train 1)

The theoretical capacity of the junction is determined by the junction margins. At present, a 3-minute gap is required between passenger services. Freight train occupation of the junction is likely to be 3.5 minutes. A low-cost solution involves changing the timetable planning rules to give a revised junction margin of 2.5 minutes. This would be aided by the fact that services will be operated by newer and better performing trains and tram-trains. The revised junction margin may be justifiable on the grounds that a transit speed of 30mph could be assumed for passenger services in the future. Additionally, this would require a review of the Cardiff West infrastructure and connecting lines to ascertain its suitability for upgrade to 30mph. This would give a theoretical junction capacity of 24 trains per hour at 100% utilisation and would enable (subject to running at high levels of utilisation) the ability to run an extra two services per hour per direction.

An initial assessment suggests that platform capacity at Cardiff Central would be available to operate two additional services. In any case, the option may exist for services to/from Treherbert/Aberdare/Merthyr, that would otherwise terminate in the platforms at Cardiff Central, to be extended along the City Line and on to the North West Corridor. Thus, an increase in service frequency on the City Line could be achieved without an increase in platform occupation.

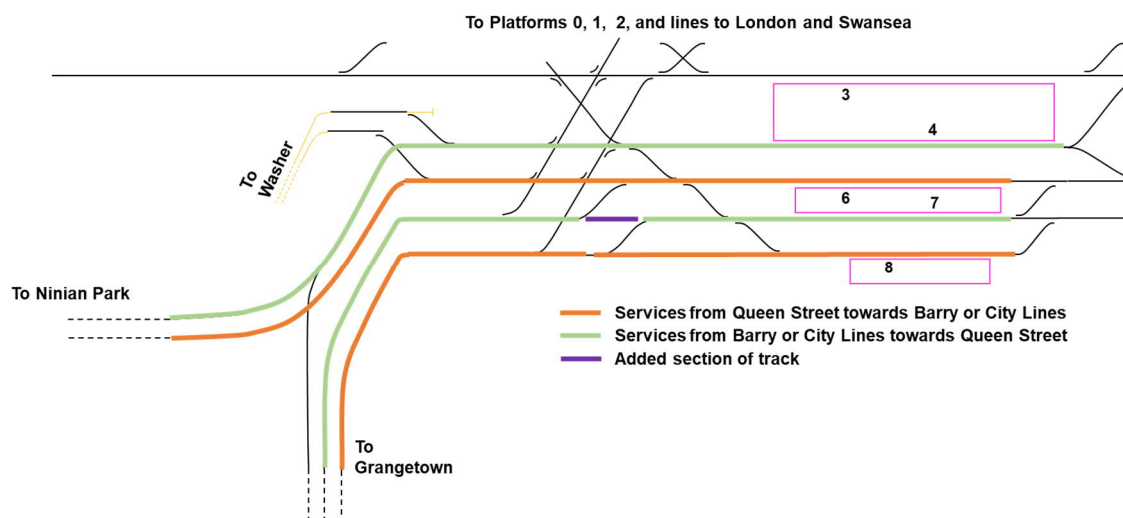
It should be noted that this solution (changing timetable planning rules) does not involve any physical changes to the junction. The actual practical capacity of the junction would be unchanged and therefore an adverse impact on the reliability of services would be expected. TfW would need to be satisfied that the benefits of increased frequency outweigh any negative impacts on reliability and the operator may need to be protected in this respect. This change would require the agreement of Network Rail who would need to evaluate the proposals.

In conclusion, notwithstanding the issues discussed, this option merits further analysis as a means of increasing service frequencies on the City Line in the short term in the absence or in advance of a new North West Corridor. It offers the potential to operate two additional services without incurring capital costs. However, this option is unlikely to be attractive for the purposes of the North West Corridor given that it would restrict service frequencies to two trains per hour on this route (assuming no increase in frequency on the City Line) and because the reliability of services may be less than that expected of a new service. These disadvantages are reflected in the scoring of this option set out in the Transport Case.

2. Connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction (Tram-train 2)

A more invasive option involves altering the track layout at Cardiff West Junction. As noted, the primary capacity constraint at Cardiff West is created by the section of track shared by Barry/Penarth and City Line services (see Figure 3.3). By adding the 'missing' track connection between the inbound and outbound Barry lines (as shown in Figure 3.4), service flows can be properly segregated, and deliver a significant increase in capacity without requiring a change in timetable planning rules. This option would also enable better use of platforms at Cardiff Central with Barry/Penarth services using platforms 7 and 8, and City Line services using platforms 4 and 6. The route of this option is illustrated in Figure 3.5 and appendix B.

Figure 3.4: Service Pathing with Additional Track Section



Source: Mott Macdonald

The infrastructure works required would include slewing of a short existing section of track and installation of a short section of track. Signal interlocking changes at either side of the new connection would be required. High level desk-based assessment suggests large-scale track realignment would not be required. Whilst this remains a significant intervention, the costs are likely to be modest in the context of a new North West Corridor.

The track modifications would improve junction capacity at Cardiff West and permit a significant increase in services through the ability to segregate by line and direction, as well as resulting in a more optimal use of platform capacity at Cardiff Central.

Subject to detailed timetable modelling, it is considered that this option would facilitate an increase of at least four trains per hour. In the context of the North West Corridor, the increase in capacity could facilitate a service pattern of two trains per hour on the City Line to Radyr (as today) and four trains per hour on the North West Corridor. Further work is required to establish the feasibility of increasing service frequencies beyond this.

As for option 1, platform capacity issues could be eased by linking more City Line / North West Corridor services with CVL services via the Merthyr Line that would otherwise terminate in Cardiff Central. It should be noted that any additional services running to Cardiff Queen Street will require a further operational assessment to understand the available capacity east of Cardiff Central.

Depending on the cost, even at lower frequencies (i.e. four trains per hour on the City Line), this option may be preferred to option 1 (no infrastructure modifications) given that it would enable an increase in service frequency without adversely affecting reliability.

Crucially, this option would result in the Barry / Penarth services using the two most southerly tracks into platforms 7 and 8 and City Line / North West Corridor services using the two tracks to the north into platforms 4 and 6. As a result, this option would rule out any direct connection between the City Line / North West Corridor and a new line to Porth Teigr (i.e. the Crossrail

concept) given that this would require a new connection between the two lines to the south of existing platforms at Cardiff Central³⁷.

3. Connecting into new platforms to the south of Cardiff Central (Tram-train 3)

This option would provide the opportunity to operate services into new platforms located to the south of Cardiff Central and, ultimately, onward to Cardiff Bay via a new line to Porth Teigr as envisaged by the 'Crossrail' concept.

This option requires a new junction at or near the Penarth Curve to enable services from the City Line and/or North West Corridor to cross to the south of the Barry Lines before ramping down into new platforms located to the south of the existing station. The issues associated with this option are complex and, as noted, a separate more detailed technical study is underway to establish the feasibility and cost of this approach.

The form of the junction will depend on the frequency of services that need to be accommodated. In the short term, at lower frequencies, an at-grade solution may be feasible and could provide a more affordable option. This would require services to be timed to maximise parallel moves through this junction. However, given aspirations for future service frequencies on these lines, it is likely that a grade-separated junction would ultimately be required. A phased approach could be considered whereby an at-grade solution is used in the short term to facilitate a connection between the City Line and the south of Cardiff Central, to be replaced by a grade-separated junction in the longer term once the North West Corridor services are in operation.

A grade-separated junction (tunnel or flyover) would offer much greater capacity and would allow the City Line/North West Corridor to be fully or partially segregated from the Barry/Penarth Lines and services. While further assessment is required, a tunnel under the Barry Lines at the Penarth Curve is the most likely form of grade-separated junction given the potential height of a flyover and the visual intrusion created by the new structure.

Two variants of this option are outlined below:

Variant 1

Under this variant, a new tunnel or flyover would shift the North West Corridor services onto the existing alignment of the two most southerly tracks (i.e. the current alignment of the Barry Lines). The Barry/Penarth services would be diverted to the north to connect into what is currently the City Lines. This variant involves a realignment of existing tracks and re-routing of services rather than any overall increase in the footprint of the approach to Cardiff Central.

As well as the cost implications, the barriers to this option are potentially significant. Realigning the Barry lines further north may affect the 'third line' at Penarth curve which allows trains to connect from Barry / Penarth into the northern platforms at Cardiff Central. Because it involves substantial track works on both the City Lines and Barry lines, the disruption caused by this option could be a major issue. Furthermore, the signalling upgrades required could be substantial.

This option would provide the same additional capacity as option 2 for both the City and Barry lines coming into Cardiff Central, on the assumption that the track modification which is outlined for option 2 is also implemented.

³⁷ Although it is not the purpose of this work, in theory, a connection between the Barry Line services and Porth Teigr could be provided (in a similar manner to that proposed in tram-train Option 3) However, this would require Barry and Penarth services to be operated using the same tram-train or light rail technology as on the Porth Teigr link rather than the heavy rail tri-mode trains that will be used from 2023.

Variant 2

Under this variant, the North West Corridor services coming from the City Line would be diverted onto a new section of track within the triangular piece of land south of Canton Depot. A tunnel / flyover would connect to a new tram-train route located to the south of the existing Barry Lines. The alignment would run parallel to the existing track. A new bridge would be required to carry the new track across Clare Road followed by a new bridge over the river Taff and into a new station south of Cardiff Central. As such, this option would involve widening the footprint of the approach to Cardiff Central.

The new section of track may need to be a single line section due to the restricted space available. A high-level assessment suggests the length of the single line section would be sufficiently short to allow a high frequency of service notwithstanding the need for trains to wait for the single line section to clear.

Since the North West Corridor vehicles would not use Cardiff West Junction or existing platforms at Cardiff Central, no additional track modifications or signalling upgrades would be required to accommodate planned services on other lines. As the new route would avoid Cardiff West Junction and connect into new platforms to the south of Cardiff Central, this would mean that operations on platforms 6 to 8 would remain as they currently are.

The option would then exist to modify the layout of Cardiff West Junction in a similar way to that described for the medium-cost option in order to increase service frequencies from Barry and Penarth.

The alignment of this variant is illustrated in Figure 3.5 and appendix B.

4. On-Street Solutions

The alternative solution to capacity constraints at Cardiff West Junction and Cardiff Central is to divert the North West Corridor away from this area via an alternative 'on-street' route as illustrated in Figure 3.5 and appendix B. Multiple on-street routes were considered during Sift 1, with two options ultimately being included on the long list. These are:

- Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to the City Line near Ninian Park; and
- Tram-train 6: City Line and Safeguarded Corridor via a new Taff Crossing and potentially on-street section along Pendyris Street.

Both options negate the issues at Cardiff West by diverting North West Corridor tram-trains further west of the Canton depot area via an on-street route, thereby freeing up junction and platform capacity for services via the Barry/Penarth lines. As with option 3, the on-street solutions also provide the opportunity to connect with a new line to Porth Teigr via Cardiff Central and/or Callaghan Square.

3.4.4 Tram-train Route Variants and Engineering Constraints

This section considers the route variants and associated engineering and environmental constraints for the possible tram-train routes. The routes are considered in sections as listed below:

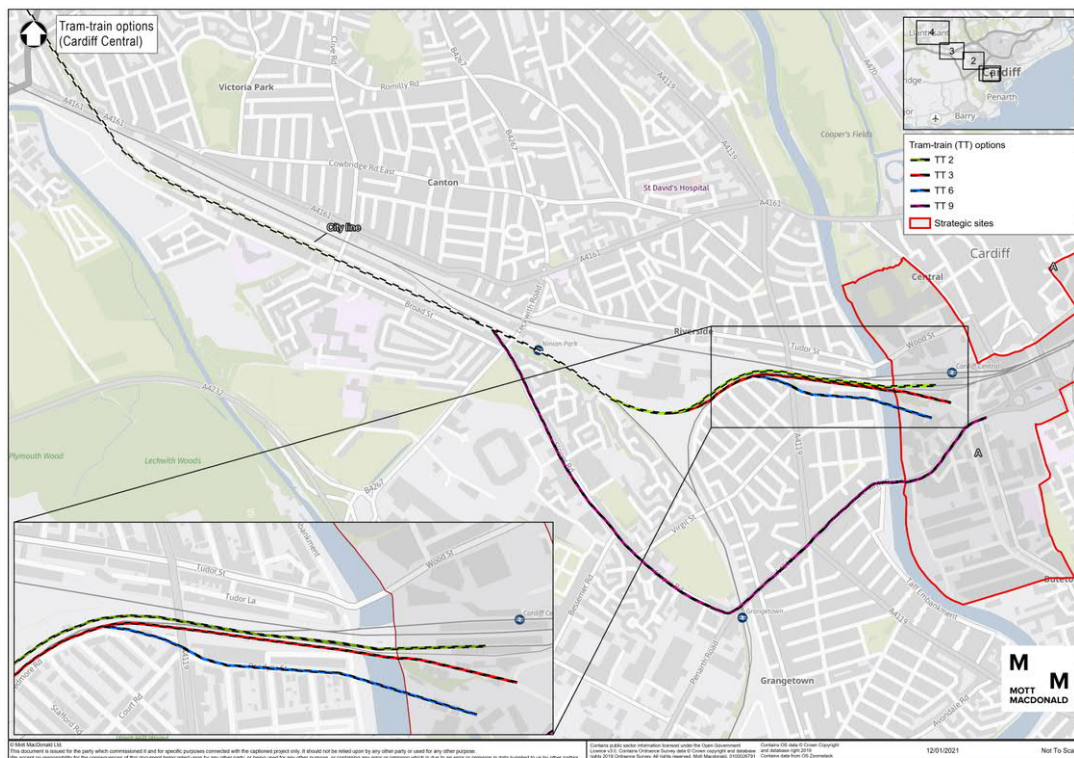
1. Central Cardiff;
2. The City Line connection and Plasdwr;
3. Use of the Safeguarded Corridor;
4. M4 crossing options and connecting into Creigiau; and

5. Routes through Rhondda Cynon Taf.

3.4.4.1 Central Cardiff

The possible route variants and associated engineering and environmental constraints within central Cardiff have been discussed throughout section 3.4. The long list options considered are shown in Figure 3.5 and appendix B.

Figure 3.5: Tram-train Routes – Cardiff Central³⁸



Source: Mott Macdonald

3.4.4.2 City Line Connection and Plasdwr

The most direct route or area of search used for all tram-train options between the City Line and Plasdwr depart from the City Line to the north of Fairwater Station and follow (broadly) the route of the Safeguarded Corridor through Plasdwr. However, a number of variants on this option exist which will require more detailed consideration at WelTAG Stage 2. The options are outlined below and shown in Figure 3.6.

1. Direct route: Connect City Line to the Safeguarded Corridor

As noted, this is the most direct route for all tram-train options between the City Line and Plasdwr. It is the shortest and most direct route with the least engineering constraints.

2. Longer route: Divert from City Line to the north of Danescourt Station

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Another possible connection from the City Line to the Safeguarded Corridor would be to divert from the City Line to the north of Danescourt Station as shown in Figure 3.6. The new route would go up the steep gradient before following an on-street route through Plasdwr and connect with the Safeguarded Corridor near the centre of the development.

A benefit of this variant is that North West Corridor services could stop at Danescourt station. Given that Radyr receives a high frequency of services due to services from Pontypridd via Cardiff Queen Street, this would mean that all intermediate stops on the City Line could be provided for by North West Corridor services. This would have a network capacity benefit by eliminating the need to increase frequencies on the City Line in addition to introducing services on the North West Corridor.

Furthermore, this route provides the option for a 'delta junction' connection to the City Line which would also allow trains to turn north from the North West Corridor towards Radyr. This could be attractive particularly if a connection between the City Line and Coryton Line is considered in the future (as described in 2.14.5).

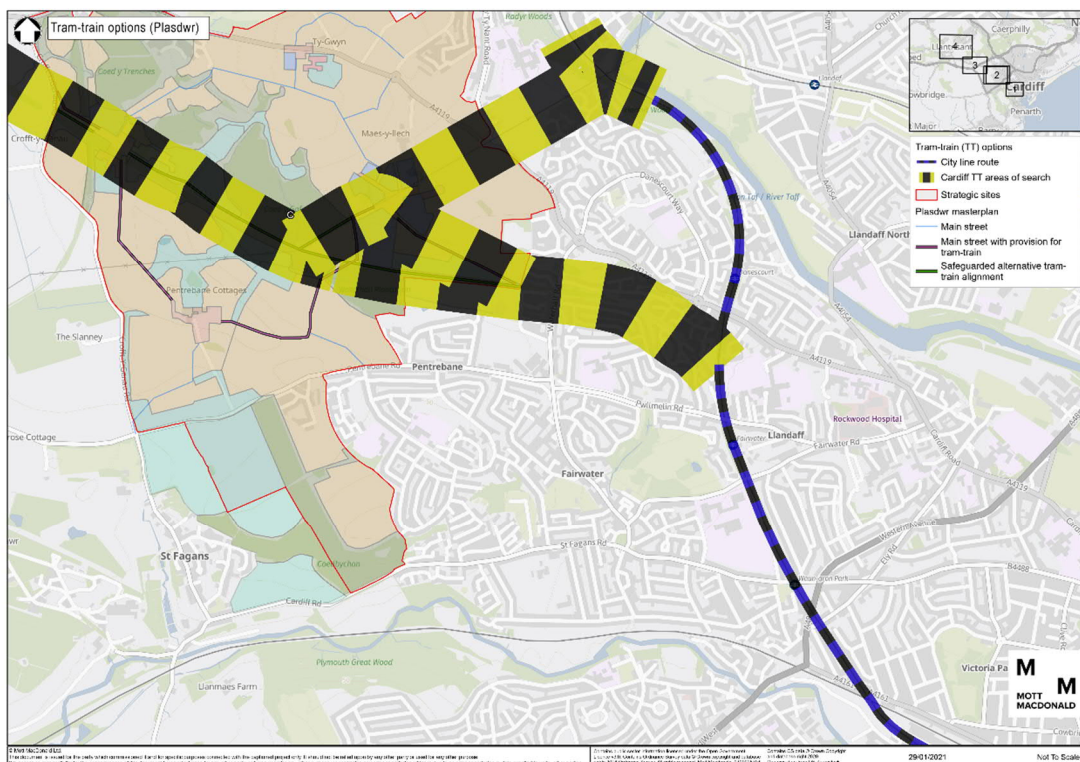
Notwithstanding these advantages, at this stage, this option has a number of feasibility issues and other potential drawbacks. These are as follows:

- This is a less direct route. Diverting from the City Line further north would result in a journey time penalty in the region of 4 minutes as compared to the direct route variant 1; and
- An initial assessment suggests that the gradient from the City Line towards Plasdwr is steeper than the maximum gradient of 6% that a CVL tram-train vehicle can navigate. The route design must aim to overcome this by scaling the gradient diagonally at a suitable gradient of less than 6%. If this is not possible and the gradient is too steep, it may be necessary to consider cut and cover. Cut and cover may be required either way if the adverse impact of locating the route in this area is too significant. Should this option be progressed, further assessment of its feasibility would need to be undertaken given the steep gradient from the City Line, as well as any potential impacts on existing land and developments.

3.4.4.3 Alternative routes through Plasdwr

Alternative routes through Plasdwr have been considered which depart from the Safeguarded Corridor but provide better penetration into the site. These options could provide better access within the development but will likely mean additional costs and longer journey times for passengers not alighting at Plasdwr. These options would likely require on-street running and as such the appropriate modifications to the Metro vehicle discussed in section 3.3.3 would be required.

Figure 3.6: Tram-train Routes – City Line and Plasdwr³⁹



Source: Mott Macdonald

Whichever route is ultimately preferred, there would be an opportunity to provide an active travel corridor alongside the rail line that could form part of the active travel network within Plasdwr but also link with Cardiff's proposed Cycleway 4 towards the City Centre.

3.4.4.4 Use of the Safeguarded Corridor

Although formerly a rail line, constructing a new rail line on or alongside the disused rail corridor is expected to have adverse environmental impacts. The disused line is bounded by greenfield land towards the M4 which has a SSSI directly to the south of the disused railway line in Plasdwr. There are also a number of Ancient Woodlands and SINCs in close proximity or directly adjacent to the disused rail line.

Furthermore, vegetation has grown within the disused rail line and has become a habitat for many species of wildlife. This study has found that a new tram-train route should be offset from the centre of the disused rail line as much as possible to minimise the environmental impact.

3.4.4.5 M4 crossing options and connecting into Creigiau

A number of options have been considered for crossing the M4 and connecting into Creigiau. The two most plausible options are outlined below and illustrated in Figure 3.7.

1. Cross under the M4, potentially via the existing underpass.

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This route follows the Safeguarded Corridor to the south of the M4 and pass under the M4, potentially via the existing underpass. It then serves the Junction 33 park and ride site before passing through Strategic Sites D and E and on to Creigiau.

The underpass has sufficient height and width for tram-train vehicles to pass through. The width is approximately 9m and would allow either single or double track and shared running with road vehicles. However, if there is opportunity to remove road traffic and this interface, service reliability could be improved. The headroom ranges from 5.2m to 7.3m and is sufficient for tram-trains.

2. Cross over the M4 with a new bridge.

This option for crossing the M4 would involve constructing a new rail over road bridge over the motorway. This would require a large structure to achieve the required clearances over the M4 whilst also maintaining the maximum 6% gradient that the tram-trains can navigate. Extensive earthworks would also be required either side. The visual and environmental impact would be significant and might negate this option being considered over option 1 outlined above.

Furthermore, this option could potentially miss out on calling at the Junction 33 park and ride and strategic sites D and E. The route could also impact on the SINC and existing developments as shown in Figure 3.7.

Figure 3.7: Tram-train route – M4 Crossing and Creigiau ⁴⁰



Source: Mott Macdonald

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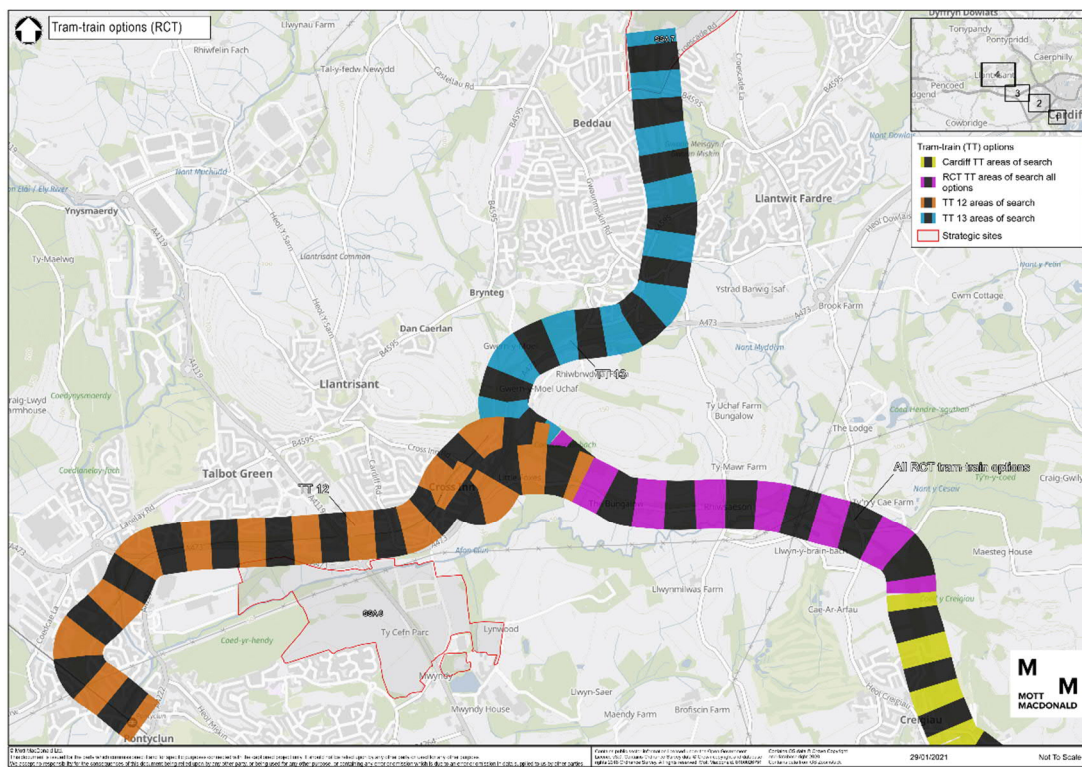
3.4.4.6 Rhondda Cynon Taf

The route beyond Creigiau would potentially require the utilisation of the disused rail lines and involve upgrades to bridges, new road crossings and potential on-street running. However, none of the options present major engineering challenges. The end destination presents three opportunities as below and illustrated in Figure 3.8:

- Extension of the North West Corridor tram-train route beyond Creigiau, potentially via the disused rail route to Cross Inn and onwards towards Beddau;
- Extension of the tram-train route beyond Creigiau, potentially via the disused rail route to Cross Inn before turning westwards and continuing parallel to the A473, terminating alongside existing heavy rail platforms at Pontyclun station; and
- Extension of the tram-train route beyond Creigiau, potentially via the disused route to Cross Inn where a delta junction could provide a Y-shaped route with two spurs; one turning westwards and continuing parallel to the A473, terminating alongside existing heavy rail platforms at Pontyclun station; the other heading north towards Beddau.

Much of the disused rail corridor in this area, along either branch, has been converted to a cycleway. As for the sections in Cardiff, it is expected that a cycleway could be retained alongside the rail line and therefore the current provision would be retained although further work will be required to assess the feasibility of this approach.

Figure 3.8: Tram-train Routes – Rhondda Cynon Taf⁴¹



Source: Mott Macdonald

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3.5 Bus Rapid Transit Routes

As compared with tram-train route, the key advantages of bus-based solutions is that they are more flexible in terms of route options, can be implemented more quickly and expanded in line with the phasing of development, and can be a more effective means of penetrating into residential areas in order to widen the coverage of the public transport network. Notwithstanding the flexibility of bus services (relative to a new rail route) the success of bus corridors can depend to a significant extent on the degree of segregation from traffic congestion and therefore high quality bus based corridors can be costly and complex to implement.

There is no firm definition of 'Bus Rapid Transit'. As noted, it generally refers to a bus system that provides greater capacity, speed and reliability than a conventional bus route. Key features that have been considered in the development of options for the North West Corridor include:

- Fully segregated bus lanes including the potential for a guided busway where higher bus speeds could be achieved;
- Use of bus gates including bus only on-off slip;
- Enhanced bus stops with pre-boarding ticketing facilities; and
- Use of high quality, electric buses.

The images below are from the MetroBus BRT Scheme in the Greater Bristol area and provide examples of each of these features.

Figure 3.9: Examples of BRT related measures



Source: Images from Google

Notwithstanding the enhancements associated with a BRT system, bus-based options have three main challenges that need to be tackled:

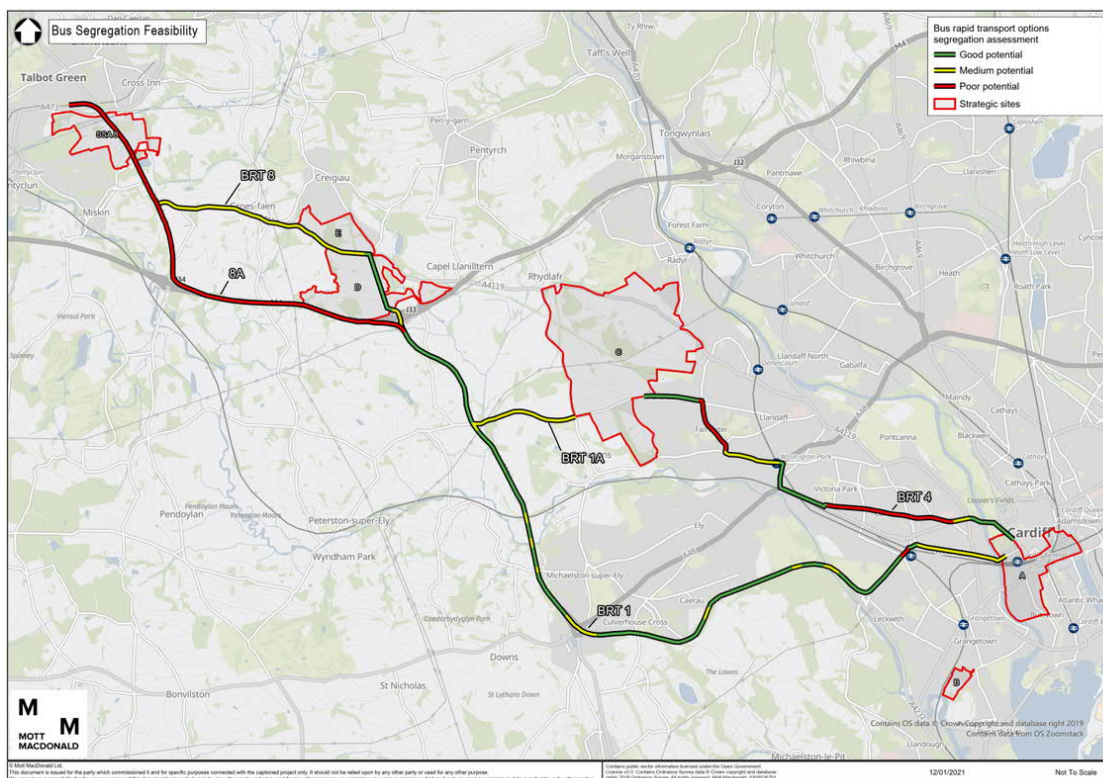
- Faster bus journey times require higher levels of infrastructure segregation and priority from existing road traffic. The level of potential segregation is limited by the range of constraints on each route. These constraints are typically most severe within more dense urban environments where traffic congestion is also likely to be severe.
- Perceptions of buses as an attractive mode of transport is generally poor. Whilst there are many methods to improve the quality of the bus offer (for example, high specification interiors), there is a risk that bus-based options may not achieve the level of desired modal transfer or may not achieve the step-change towards unlocking economic aspirations.
- Whilst the legislative and regulatory bus framework is changing in Wales, bus services are largely provided on a commercial basis. Although there are existing mechanisms around partnerships and additional public subsidy that can be used, guaranteeing and future proofing a consistent service requires planning and agreement. Providing high quality BRT services will require public subsidy as well as capital investment. This will be particularly the case in the immediate years following the introduction of a service when ridership is yet to be fully established.

3.5.1 Bus Segregation Issues

As described in the Strategic Case, one of the key problems with current public transport provision is a combination of low bus speeds and the fact that bus speeds are significantly reduced during peak times. The route options identified use parts of the road network which are also those highlighted in the Strategic Case as suffering from congestion and poor reliability due to accidents. This highlights the fact that the success of any BRT option within the corridor may depend to a significant extent on the degree to which buses can be segregated from traffic.

In developing options for the North West Corridor, a high-level assessment has been made of the potential for bus segregation for the BRT options included in the long list. Bus segregation maps for Cardiff (BRT options 1, 1A and 4) and Rhondda Cynon Taf (BRT option 8) are shown in Figure 3.10. This shows that there are challenges around achieving segregation particularly where there is a lack of off-street parking available, relatively narrow highway width, constrained junction layouts and major structures such as bridges.

Figure 3.10: Bus Segregation Assessment⁴²



Source: Mott Macdonald

3.5.2 BRT Routes – Variants and Constraints

The BRT options have considerable scope for route permutations and extension. These are summarised below.

3.5.2.1 BRT1 Central Cardiff to Junction 33 via Leckwith Road and A4232

This option provides the most direct connection possible between a strategic Park and Ride site at Junction 33 and Cardiff's city centre. As noted, the park and ride site forms part of the planning consent for the Junction 33 Strategic Site. There would be potential to extend the BRT route extension from the planned park and ride at Junction 33 through Strategic Site E and towards Creigiau.

The route follows the A4232 dual carriageway and direct access would be provided from the park and ride site to the junction. If a sufficient level of segregation or bus priority measures can be achieved along Tudor Street, Ninian Park Road and Leckwith Road, this option would effectively provide a limited stop 'express' service between the city centre and Junction 33.

There are two main challenges related to this option:

- Achieving sufficient segregation and priority particularly along Ninian Park Road where any potential loss of on-street parking may face opposition; and

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- Additional measures on the A4232 particularly around the on/off slips which may experience congestion.

Along the dual carriageway, there are opportunities to provide segregated provision for buses although this will require widening of the highway to maintain two lanes for other traffic and would therefore attract a high capital cost. Significant improvements in journey time reliability could be achieved through the provision of bus lanes on the northbound approach to Junction 33. Crucially, some of the more congested sections of the A4232 – at Junction 33 itself, at Culverhouse Cross and at Leckwith - would be more challenging to provide segregation due to the constraints of existing structures and raised sections of the highway.

The main route from the A4232 is via Leckwith Junction, Leckwith Road and Ninian Park Road. Departing the A4232 at Leckwith avoids the need for buses to navigate congested sections through Leckwith Junction and on the viaduct over Cardiff Bay which would be highly challenging to implement bus priority measures.

Based on an initial assessment, this route appears to offer the greatest scope for segregation. An alternative route, potentially via Sloper Road and Penarth Road is slightly less direct but would provide the opportunity for an interchange with the rail network, together with active travel, at Grangetown. This variant merits further assessment at WeITAG Stage 2.

3.5.2.2 BRT1A – A4232 Bus Gate and Spur to Plasdwr:

This option is a permutation on the BRT route via the A4232. This would provide direct access from the eastern edge of the Plasdwr development to the A4232 via a bus gate near St Brides Road. Bus only slip roads would need to be provided from the northbound and southbound carriageways and a new bus-way which would likely be via St Brides Road which crosses underneath the carriageway of the A4232. Because of the infrastructure requirements of this option, this is likely to be a relatively high cost option. Given the timescales for the development of the eastern portion of Plasdwr, this is a potential second phase to BRT1. The two challenges identified above in BRT1 also apply to this option. In addition, there are two further challenges:

- Engineering and environmental considerations around an on/off slip from the A4232 onto St Brides Road; and
- Phasing of the construction of the internal Plasdwr road network and whether a link from St Brides Road/Crofft-y Genau Road can be progressed earlier than planned.

This option is shown using a route following St Brides Road into the internal road layout within Plasdwr. A variant on this option would be to extend the route along Pentrebanne Road in order to serve the Cae St Fagans development of Plasdwr (west of Pentrebanne).

3.5.2.3 BRT4 – Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater:

As set out in the Strategic Case, a variety of urban BRT routes through the North West Corridor in Cardiff have been considered. These are chiefly intended to provide a direct route from Plasdwr to the city centre. The main route included in the long list of options is via Westgate Street, the A4161 (Cowbridge Road East), the A48, St Fagans Road and Plasmawr Road before connecting into Plasdwr's internal road network.

There would be the potential for this option to connect into and follow the Safeguarded Corridor through Plasdwr. However, as described in section 3.6, a conclusion of WeITAG Stage 1 is that a rail-based solution is likely to be preferred for this corridor. Therefore, the variant of BRT4 which has been shown connects into Plasdwr's internal road network via Pentrebanne Road.

From the perspective of bus-based options, a route via the A4232 (BRT1) is likely to provide more competitive journey times between Junction 33 and areas to the north and Cardiff's city centre. Therefore, BRT4 is shown as connecting into Plasdwr's internal road network and penetrating into residential areas. Nevertheless, a possible variant of this option would be to extend the route along the A4119 towards the planned park and ride at Junction 33 and onward towards Creigiau and/or Llantrisant.

Minor variations on the route between Plasdwr and the city centre may be considered during Stage 2, although this route appears to provide the most promise in terms of maximising the portion of the route that is segregated from traffic.

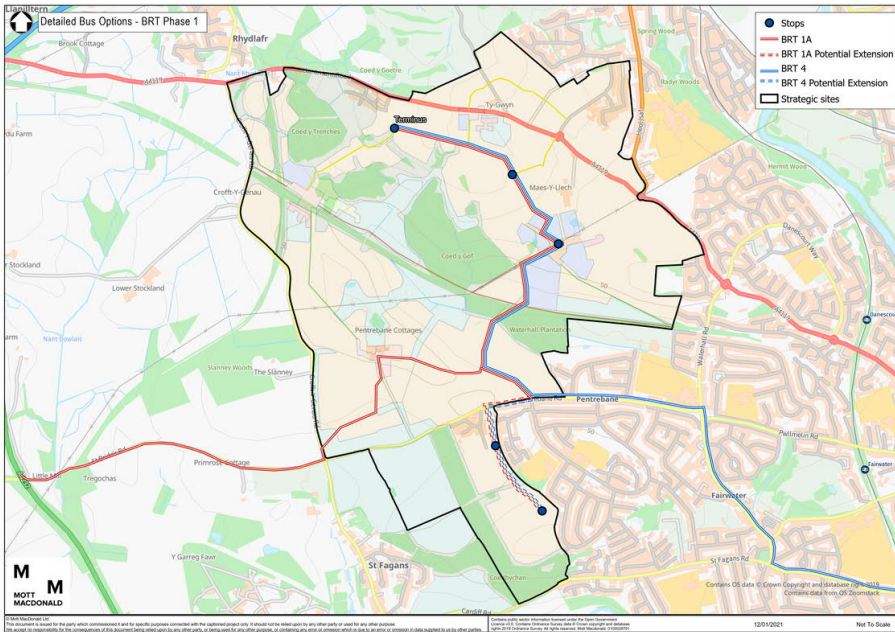
One of the strengths of this option is that there is scope for existing services such as Ely, Fairwater and Pentreban to utilise some of the improvements as well as providing connections at Waun-gron Park station. Links into the Plasdwr area are dependent on the phasing of the construction of the internal road network. The greatest challenge around this option is achieving segregation and improved priority. This includes:

- Along Cowbridge Road East;
- Ely Bridge junction; and
- St Fagans Road.

3.5.2.4 Route through Plasdwr

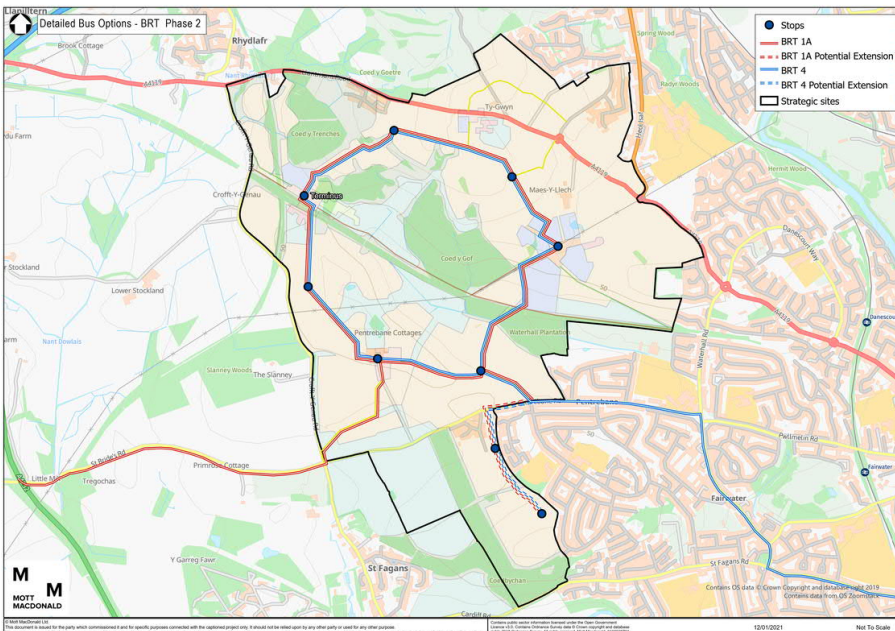
BRT options 1A and 4 serve Plasdwr. Consideration has been given to the potential route through the development itself. This has been designed to provide BRT coverage for the development as a whole and would provide BRT stops at 400 metre intervals. A phased approach could be taken to the implementation of this corridor reflecting the phasing of housing delivery, with the potential route for phase 1 shown in Figure 3.11, and the potential route for phase 2 shown in Figure 3.12.

Figure 3.11: BRT Route through Plasdwr – Phase 1⁴³



Source: Mott Macdonald

Figure 3.12: BRT Route through Plasdwr – Phase 2⁴⁴



Source: Mott Macdonald

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3.5.2.5 BRT8 – Junction 33 to Talbot Green via A4119

BRT8 Links Junction 33 with the centre of Talbot Green. It serves the strategic sites north of Junction 33 and south of Talbot Green. It provides the most direct bus route between Rhondda Cynon Taf and central Cardiff.

Following the A4119 between Llantrisant and Junction 33 is preferred to a route via Junction 34 and the M4 (i.e. BRT 8A). This is because of the level of congestion on the approaches to Junction 34 and at the junction itself, as well as the difficulties and cost of providing bus segregation on the M4. However, should a new parkway style rail station be developed at Junction 34 ('Rail 8'), then consideration would need to be given to the potential for bus priority measures at Junction 34 and on the A4119 if this is to function as a public transport interchange, including with active travel modes, rather than simply a car based park and ride.

At Llantrisant/Talbot Green it is envisaged that BRT 8 would connect into multiple routes in Rhondda Cynon Taf. The potential has been identified for an interchange or 'bus hub' at Talbot Green where bus services from the north, east and west would converge. There would be scope to extend services, and bus priority measures, further north on the A4119 towards the Royal Glamorgan Hospital, Llantrisant Business Park, the Coed Ely development and, ultimately, Tonyrefail. An extension from Talbot Green towards Pontyclun railway station could also be considered. This could use the A473 or, as shown in Figure 3.10, potentially follow part of the disused rail route.

Further east, from Beddau and Llantwit Fardre, bus routes via the A470 corridor may continue to provide the main bus corridor.

3.6 Use of the Safeguarded Corridor: Rail vs BRT Solutions

A key conclusion of WeITAG Stage 1 is that based on currently available evidence, a new tram-train route is likely to have a greater impact on the achievement of the WeITAG objectives than a new BRT route. A tram-train solution provides the greatest scope to minimise public transport journey times, encourage modal shift, and catalyse housing and employment development. Therefore, it is recommended that a tram-train solution is prioritised for the Safeguarded Corridor.

It should be noted however, that implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package.

Table 3-1 provides a high-level assessment of the approximate journey times that could be achieved for the two primary modes: tram-train and BRT. The analysis is based on the typical speeds that can be achieved for each mode taking into account stopping times. For the BRT options, the analysis assumes peak time travel conditions, but it also assumes that bus priority measures are implemented on sections of the route where this is likely to be feasible.

A tram-train service, potentially using the disused rail route and running into Cardiff Central via existing tracks, could have a journey time of as little as 10 minutes from the eastern end of Plasdwr. In contrast, the journey time for a BRT option (following a similar route to BRT 4, assuming improvements in bus segregation and limited bus stops) is estimated to be a minimum of 23 minutes. A key reason for this is that the main constraints to improving bus journey times in the Corridor relate to the road network in central areas of the City between central Cardiff and Plasdwr. Whilst substantial bus segregation could be provided, a fully

segregated, 'free-flow' BRT solution is unlikely to be achievable for the full extent of a BRT route from Plasdwr to central Cardiff.

These differences continue to be felt further along the Corridor with a tram-train journey time advantage over BRT of at least 9 minutes. It is notable that, whilst it would fail to serve Plasdwr and inner areas of the North West Corridor, a BRT route via the A4232 would offer lower journey times from Junction 33 of the M4 and beyond than a route via the Safeguarded Corridor. Therefore, a new rail corridor via the Safeguarded Corridor could be extended into southern Rhondda Cynon Taf whereas the longer journey times for a bus-based solution using the same corridor are likely to be unattractive to passengers.

Table 3-1: Bus and Rail Journey Time Analysis

Approx. journey time to Cardiff Central	Tram-train via Fairwater	BRT via Safeguarded Corridor (via Pentrebane Rd)	BRT via Safeguarded Corridor (via Waterhall)	BRT via A4232
Plasdwr	10	27	23	NA
Junction 33 P&R	17	32	28	24
Creigiau	23	36	32	27

3.6.1.1 Consideration of a Phased BRT and Tram-train Approach

Given the potential timescales involved in the delivery of a new rail route, consideration has been given to the potential for a phased approach whereby the disused rail corridor is initially used as a bus corridor (with potential access routes to the new Corridor from the A4119 to the north and Pentrebane Road from the south) before being replaced by the tram-train route. The rationale for this approach is that a busway could be delivered more quickly and at lower cost and therefore could provide an interim solution.

However, a number of potential disadvantages of this approach have been identified. Whilst the busway could be designed to account for the eventual transformation to a rail corridor, the abortive costs could be significant and may be difficult to justify as an interim measure. The phased approach could be a disruptive solution given that it would involve two phases of construction. Maintaining bus services whilst constructing the rail solution would be challenging and may increase construction timescales. Moreover, for a BRT solution, the benefit of using the disused route may be relatively modest compared with existing routes (e.g. the A4119) given that the primary constraints to achieving competitive journey times are on inner city routes.

Notwithstanding these issues, a phased approach is feasible, and should funders wish to consider this approach further, an exercise could be undertaken during Stage 2 to establish the likely implications for construction costs of a two-stage approach.

4 Transport Case

The transport case considers the impacts and merits of the long list of options and identifies the proposed shortlist of measures that will be progressed for further development and assessment at WelTAG Stage 2. Together, these measures comprise an outline public transport strategy for the North West Corridor.

4.1 Introduction

The Transport Case explores the impact of each of the options in terms of their social, environmental and economic effects. It considers which options are likely to have beneficial impacts and achieve good value for money.

4.2 Approach

4.2.1 Appraisal Criteria

As noted, the options sifting process at WelTAG Stage 1 has been undertaken in two stages. The outcomes of the initial sift were detailed in the Strategic Case. The Transport Case details the outcomes of Sift 2. This stage 2 involves an assessment of the performance of the long list options against a set of WelTAG appraisal criteria. Based on this assessment, better performing options have been included in the shortlist options that will go forward for more detailed assessment at WelTAG Stage 2.

Long list options were assessed according to the following WelTAG appraisal criteria.

Table 4-1: WelTAG Stage 1 Appraisal Criteria

Transport and economic impacts	Social and cultural impacts	Environmental impacts
Journey times	Physical activity	Noise
Journey time reliability	Journey quality	Air quality
Productivity	Accidents	Greenhouse gases
Induced investment and land use change	Access to employment	Landscape
	Access to services	Townscape
	Affordability	Historic environment
	Severance	Biodiversity
	Option value	Water environment

As well as the above 'Transport Case' impacts, the financial cost and feasibility of the options also informs the selection of the shortlist. Therefore, options have also been assessed in respect of the following aspects which relate to the Financial, Commercial and Management Cases.

Table 4-2: WeITAG Stage 1 Financial and Commercial Considerations

Financial case	Commercial and Management (Delivery) case
Capital cost	Engineering complexity and risk
Operating cost or subsidy requirement	Operational complexity and risk
	Consenting risk
	Stakeholder and public acceptability
	Commercial viability

4.2.2 Scoring

In accordance with WeITAG, the significance and scale of the impacts of each option is assessed using a seven-point scale as follows:

Table 4-3: Scoring applied to the WeITAG Stage 1 assessment

	Score
Large beneficial	+3
Medium beneficial	+2
Minor beneficial	+1
Neutral/negligible	0
Minor adverse	-1
Medium adverse	-2
Large adverse	-3

Source: Mott MacDonald

It should be noted that the scoring of options provides a guide for the selection of the shortlist. No attempt has been made to derive an overall average score across all criteria with which to rank the options. This approach acknowledges the fact that many of the options for the North West Corridor are complementary rather than competing with each other. In identifying the final shortlist, consideration is given to how the options will work together as part of an integrated public transport network.

4.3 Options Assessment

4.3.1 WeITAG Stage 1 Scoring

The WeITAG scoring for all of the long list options can be seen in Table 4-4: WeITAG ScoringTable 4-4

Table 4-4: WeITAG Scoring

		Existing rail options					Tram train options/ Light rail options								Bus rapid transit options				Other options			
		Rail1	Rail 2	Rail 4	Rail 7	Rail8	TT1	TT2	TT3	TT6	TT9	TT12	TT13	TT14	BRT1	BRT1A	BRT4	BRT8	Rail 5	Rail 6		
Transport case	Transport and economic impacts	Journey times	+	+	+	+	++	++	+++	+++	++	++	++	+++	+	+	+	++	++	+	+	
		Journey time reliability	-	+	+	-	+	--	++	++	+	+	+	+	+	+	+	+	+	+	+	+
		Productivity	+	+	+	+	0	++	++	++	++	++	++	++	+	+	+	+	+	0	0	
		Induced investment and land use change	0	0	+	0	+	++	+++	+++	+++	+++	+++	+++	+	+	+	+	+	0	0	
	Social and cultural	Physical Activity	+	+	+	+	+	+	++	++	+	+	++	++	+	0	+	+	+	+	+	
		Journey quality	+	+	+	+	+	+	++	++	++	++	++	++	++	+	+	+	+	++	++	
		Accidents	0	0	0	0	0	+	+	+	+	+	+	+	+	0	0	0	0	0	0	
		Access to employment	+	+	+	+	+	+	++	++	+	+	++	++	+	+	+	+	+	0	0	
		Access to services	0	+	+	0	0	+	+	+	+	+	+	+	+	0	0	+	0	+	+	
		Affordability	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Severance	0	0	0	0	0	--	--	--	--	--	--	--	-	0	0	0	0	0	0	
		Option Value	0	+	+	0	+	++	++	++	++	++	++	++	+	0	0	0	0	+	+	
	Environment	Noise	-	-	-	-	-	-	-	-	-	-	--	--	-	0	-	-	-	-	-	
		Air quality	+	-	+	-	0	++	++	++	++	++	++	++	++	++	++	++	++	0	0	
		Greenhouse gases	+	-	+	-	0	++	++	++	++	++	++	++	++	++	++	++	++	0	0	
		Landscape	0	-	0	0	--	--	--	--	--	--	--	--	--	0	-	-	-	0	0	
		Townscape	0	0	0	0	0	--	--	--	--	--	-	-	-	0	0	0	0	0	0	
		Historic Environment	0	+	0	0	0	0	0	0	0	0	-	-	-	0	-	0	0	0	0	
		Biodiversity	0	-	-	0	--	--	--	--	--	--	--	--	--	0	-	--	-	0	--	
		Water Environment	0	0	0	0	--	--	--	--	--	--	--	--	--	0	-	--	-	0	--	
Financial case	Capital cost	N/A	£0 to £10m	£0 to £10m	N/A	£10 to £25m	£100 to £250m	£100 to £250m	£250 to £500m	£250 to £500m	£250 to £500m	£100 to £250m	£100 to £250m	£50 to £100m	£50 to £100m	£25 to £50m	£25 to £50m	£25 to £50m	£0 to £10m	£0 to £10m		
	Operating cost or subsidy requirement	£1m - £3m pa	<£100k pa	<£100k pa	£5m - £10m pa	<£100k pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£5m - £10m pa	£3m - £5m pa	£3m - £5m pa	£100k - £500k	£100k - £500k subsidy	£100k - £500k subsidy	£100k - £500k subsidy	£100k - £500k subsidy	<£100k pa	<£100k pa		
Commercial and delivery case	Engineering Complexity and Risk	Very Low Risk	High Risk	Low Risk	Very Low Risk	Med Risk	High Risk	High Risk	Very High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Med Risk	Very Low Risk	Med Risk		
	Operational Complexity and Risk	High Risk	Med Risk	Low Risk	Med Risk	Low Risk	Very High Risk	Med Risk	Med Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Low Risk	Low Risk	Low Risk	Low Risk	Very Low Risk	Low Risk		
	Consenting Risk	No risk	High Risk	Very Low Risk	No risk	No risk	High Risk	High Risk	High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Low Risk	Low Risk	Low Risk	Low Risk	No risk	No risk		
	Stakeholder and Public Acceptability	No risk	High Risk	Very Low Risk	No risk	No risk	High Risk	High Risk	High Risk	Very High Risk	Very High Risk	High Risk	High Risk	High Risk	Med Risk	Med Risk	Med Risk	Med Risk	Low Risk	Med Risk		
	Commercial Viability	Med Risk	High Risk	Very Low Risk	Med Risk	Med Risk	High Risk	High Risk	Very High Risk	Very High Risk	Very High Risk	Med Risk	Med Risk	Med Risk	Low Risk	Low Risk	Med Risk	Low Risk	Med Risk	Med Risk		

The following sections identify the shortlist options and the rationale for their inclusion. They also explain the rationale for rejecting options at this stage.

4.3.2 Existing Rail Network Options

4.3.2.1 Shortlisted Options

Rail 1: Service frequency enhancement: City Line

The existing frequency of two trains per hour is below other Valleys Lines and fails to meet the Welsh Government's benchmark of four trains per hour for 'metro' stations. Increasing service frequency on the City Line would improve effective journey times and help to encourage greater use of public transport. Whether this option delivers value for money would need to be tested quantitatively during WeITAG Stage 2.

The operational considerations are relatively complex. Theoretically, this option could be achieved in the short term with no additional infrastructure, but this is subject to more detailed examination of train performance impacts and engagement with both Network Rail and Operators on the feasibility of relaxing current train planning rules in relation to Cardiff West Junction.

Should this approach not be achievable then infrastructure changes will be required. A range of broad approaches to increasing capacity at Cardiff West Junction and Cardiff Central were set out in relation to the proposed new tram-train route in Section 3.4. Options include changes to the track layout at Cardiff West Junction, or provision of a new junction between the City Line and Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of the Cardiff Central Station. The latter option is likely to attract higher costs but offers the potential to provide a direct connection between the North West Corridor and City Line and a proposed line to Porth Teigr. In theory, either of the above approaches could be employed to facilitate enhanced services on the City Line in advance of the delivery of a new tram-train route.

The operational solution pursued for the City Line and the business case for investing in enhanced capacity will need to take account of future aspirations of the City Line, North West Corridor and Barry/Penarth Lines in combination.

Rail 4: New Station: Ely Mill

This station is located within a densely populated area. Initial demand forecasts suggest this station could attract in the region of 100,000 trips per annum. This option can be achieved with limited operational impact on existing City Line services albeit with a potential negative impact on journey times. Subject to more detailed analysis it is adjudged that this option would have overall positive economic, social and environmental impacts.

This option has been shortlisted as part of the Welsh Government's 'New Rail Stations Prioritisation' exercise and is included in its' vision for the railway in Wales. Following the delivery of a rail based North West Corridor route there may be potential to operate limited stop services at Ely Mill (in addition to Fairwater, Waun-gron Park and Ninian Park) to reduce journey times whilst maintaining at least four trains per hour to Cardiff Central from each station.

Rail 7: Service frequency enhancement: South Wales Main Line

Service frequencies from Pontyclun are currently inadequate and therefore this option would have a beneficial albeit localised impact. Higher frequencies provide the opportunity to achieve a better mix of fast and stopping services which would, in turn, facilitate timetable improvements

for Pontyclun Station, whilst also strengthening the case for a new station at Junction 34 (Rail 8).

Whilst it is feasible to increase frequencies, achieving the Welsh Government's benchmark of 4 trains per hour will be challenging. Achieving this option would require an increase in the volume of rail services operating between Cardiff and Bridgend. Platform capacity at Cardiff Central is limited for additional terminating services although there is potential to extend up to two existing terminating services to provide additional services per hour west of Cardiff.

The case for increased frequency on the South Wales Main Line is broader than the issues relating to the North West Corridor and the Welsh Government has set out the strategic case for improving services on this line.

Rail 8: New Station: Junction 34 Parkway (Miskin)

A new station at Junction 34 has the potential to improve rail links from Southern Rhondda Cynon Taf and reduce traffic flows on some of the most congested parts of the North West Corridor. This option has been shortlisted in two separate WeITAG Stage 2 assessments: the M4 (Junction 34) to A48 Transport Improvements study, and; the A470/M4 Corridor Congestion Study.

The majority view of stakeholders is that Junction 34 Parkway would be complementary to, rather than competing with, a Junction 33 park and ride (P&R 1). This option would require the delivery of capacity measures at Junction 34 and/or a new link road from the M4 to the A48. The case for the new station may also depend upon increased service frequencies on the South Wales Main Line.

4.3.2.2 Rejected Options

The following existing rail network option was rejected:

- **Rail 2: New Station: St. Fagans** – This station has a limited local catchment area and would fail to address the transport issues in the North West Corridor. Transport connections to the station are potentially problematic and the presence of a new station could have a negative impact on the local road network. A recent Welsh Government station prioritisation exercise considered but did not shortlist this station.

4.3.3 New Tram-train Routes

4.3.3.1 Shortlisted Options

Tram-train 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction

A tram-train route via the Safeguarded Corridor, connecting with the City Line, provides the best opportunity to provide a mass transit solution offering competitive journey times and a high quality of service. Tram-train route via the Safeguarded Corridor achieve the highest scores in respect of transport, economic and social impacts. From an environmental perspective, improvements in air quality and greenhouse gases would need to be weighed against other impacts such as impacts on landscape, biodiversity and the water environment.

The development of a new tram-train corridor could be used to enhance the active travel network in Cardiff although this will require careful design both to incorporate pedestrian and cycleways and to provide sufficient and appropriately located crossings.

Tram-train 2 could provide a relatively low-cost solution to the capacity constraint at Cardiff West Junction / Cardiff Central. Initial indications are that this option would provide the capacity required for the North West Corridor without any degradation in capacity on existing routes. However, this option would preclude the option of connecting the City Lines / North West Corridor to a new route to Porth Teigr.

Detailed assessment of the installation of the track connection at Cardiff West Junction and signalling requirements is required at WelTAG Stage 2. Operational modelling of the proposal will need to be undertaken in consultation with TfW Rail Services and Network Rail.

Tram-train 3: City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central

This option achieves similar scores to tram-train 2 in respect of its economic, social and environmental outcomes. The engineering constraints to delivering this option, whether at-grade or grade-separated, are potentially significant and this option would attract higher capital costs than tram-train 2 (connecting into existing platforms). Nevertheless, if fully segregated, this option would do most to release capacity on other lines and offers the potential to provide a direct connection to Porth Teigr, if those proposals are also progressed. It would also reduce pressure on Cardiff Central in respect of passenger congestion within the station, on platforms, walkways and at gate-lines. At WelTAG Stage 2, an assessment is required to establish whether these benefits outweigh the additional costs.

Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park

This option negates the issues at Cardiff West by diverting North West Corridor tram-trains further west of the Canton depot area via an on-street route. It also provides the opportunity to connect with a new line to Porth Teigr at Cardiff Central and/or Callaghan Square.

A disadvantage is that the more indirect, on-street route would increase journey times for all passengers except those using the stops on this section. It also introduces potential operational issues arising from delays from on-street running that could affect the CVL network.

An on-street route provides the opportunity to penetrate new areas of the city and serve trip generators such as the Cardiff City Stadium. However, there is potential for operational issues during event days at Cardiff City Stadium given the volume of pedestrian traffic generated. Existing accesses would need to be maintained and sufficient road space provided for cars and buses on what are heavily trafficked city centre roads. Furthermore, existing public transport provision in this area is reasonable and will be enhanced by the increased services on the City Line as a result of the North West Corridor implementation.

Whilst this option is technically feasible, it is likely to be challenging to deliver given the constrained space available for a tramway and the potential for disruption during construction of the on-street infrastructure. This is considered a high cost option and may only be considered if the options connecting into Cardiff Central via the City Line prove not to be feasible.

Tram-train 12: Creigiau to Pontyclun Station via Cross Inn

The extension to Pontyclun has potential to follow the disused rail route. There is likely to be space to operate tram-trains into new platforms parallel to the heavy rail platforms at Pontyclun Station providing an effective interchange with services operating on the South Wales Main Line. The design of this option will need to consider how the existing cycleway can be retained and segregation of areas either side of the rail line minimised.

It should be considered that journey times from Pontyclun to Cardiff Central via the South Wales Main line would significantly outperform the tram-train route via the North West Corridor. Should services on the South Wales Main Line be improved, demand for end-to-end trips via the North West Corridor may be limited and therefore this option would need to be justified on the basis of trips between intermediate stations and trips interchanging at Pontyclun to travel west on the South Wales Main Line. Engineering feasibility and environmental impact of the new route requires further assessment at WeITAG Stage 2.

Tram-train 13: Creigiau to Beddau strategic site via Cross Inn

A North West Corridor tram-train route could be extended to Beddau, potentially via the disused rail route. The line would serve a large existing rail catchment area whilst also connecting to the Strategic Site near Beddau. As such, this option could have a substantially positive impact on demand for new housing and employment development in this part of Rhondda Cynon Taf. The primary challenges to achieving this option are likely to be the need for the line to cross the A473 at two locations. As for the other route, this option brings both opportunities and challenges in respect of the provision of active travel.

4.3.3.2 Rejected Options

The following tram-train options were rejected:

- **Tram-train 1: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with low cost capacity solution** – The low-cost approach would provide insufficient capacity for a new North West Corridor. Changing the train planning rules could provide capacity for two additional services through Cardiff West Junction and may be a possibility for the purposes of an incremental improvement in frequency on the City line. However, it is insufficiently robust for the purposes of a new branch line and, in any case, fails to provide the desired frequency of four trains per hour;
- **Tram-train 6: City Line and Safeguarded Corridor via a new Taff Crossing and on-street section, potentially along Pendyris Street, into new platforms to the south of Cardiff Central** – This option has been rejected due to feasibility and cost issues. There are a number of complexities associated with this option including: the requirement for a new Taff Crossing; potential conflicts with plans for the Central Quay development to the south of Cardiff Central Station; complexities associated with the on-street section potentially along Pendyris Street and limitations on road space; the requirement for a road crossing across the heavily trafficked Clare Road; complexities associated with the connection to the existing tracks at Clare Road; and
- **Tram-train 14: Creigiau to Cross-Inn Only** – Extending the line to Cross Inn avoids the costs and complexities of the options which extend further to Pontyclun or Beddau but would deliver only modest benefits given that it would fail to penetrate the major population centres in southern Rhondda Cynon Taf.

4.3.4 New Bus Rapid Transit Routes

4.3.4.1 Shortlisted Options

BRT1 – Central Cardiff to Junction 33 via Leckwith Road and A4232

This option would improve bus journey times and the reliability of bus services between the Strategic Sites to the north of Junction 33 and Cardiff's city centre. In combination with BRT8 it would also significantly improve bus journey times from Rhondda Cynon Taf to the city centre. The extent of the improvement will depend on the level of bus segregation which is possible. If

bus services are subject to the traffic congestion and unreliability that is currently present on this corridor then the services may be unattractive to passengers. The engineering challenges associated with achieving sufficient segregation are likely to be significant given that the provision of bus segregation is likely to require widening of sections of the A4232. These issues are made more challenging because part of the route – including the more congested sections – are raised sections. Because of the uncertainties relating to the scope of bus segregation measures, the costs of this option are highly uncertain at this stage.

This route would maximise the benefits of a strategic park and ride at Junction 33 (P&R1), helping to achieve a small reduction in traffic on the A4232 and on other routes in Cardiff. Assuming electrically powered vehicles, this would contribute to improvements in air quality and reduced greenhouse gas emissions. No negative environmental impacts have been identified at this stage although this assumes no widening of highway boundaries for the purposes of bus priority measures.

BRT1A A4232 Bus Gate and Spur to Plasdwr

This option would also improve bus journey times and journey time reliability for parts of St Fagans and Plasdwr. This option merits further investigation at WelTAG Stage 2. However, further work is required to establish the cost, feasibility and impact of this option. Potentially negative environmental impacts have been identified in respect of the construction of the new bus gate, slip roads and construction of a bus-way along St Brides Road.

BRT4 Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater

This option would improve bus journey times and journey time reliability for inner areas of the North West Corridor and Plasdwr. Should a tram-train option be progressed, it is considered that this BRT route would be complementary as it would serve intermediate locations and would provide better penetration into residential areas, particularly within Plasdwr itself. As for the other BRT options the impact and cost are dependent on the level of bus segregation delivered and a broad spectrum of options exist in this respect.

BRT8 Junction 33 to Talbot Green via A4119

This option works in combination with BRT1 although bus services could also continue along the A4119 towards Radyr and Plasdwr. It would provide enhanced bus journey times and reliability for areas of Rhondda Cynon Taf. It would contribute to lower overall levels of car travel and it therefore scores positively in respect of air quality and greenhouse gas emissions. The environmental impacts of new bus infrastructure would need to be considered during WelTAG Stage 2 as the design of this option is progressed.

4.3.5 Other Options

4.3.5.1 Shortlisted Options

P&R 1: Junction 33 Strategic Bus Park and Ride

This park and ride site effectively forms part of the BRT route via the A4232 (BRT 1). Plans are already in place to deliver this site as part of the development of Strategic Site D. The attractiveness of the park and ride service will depend on the quality of bus services and the level of segregation achieved under BRT 1. This option would contribute to reducing car travel and would therefore deliver improvements in air quality and greenhouse gases.

Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange

A bus:rail and active travel interchange at this location aligns with the shortlisted BRT option serving Plasdwr (BRT 4). The interchange could provide connections with east-west bus routes via the A48 as well as the City Line rail services. Increased service frequencies on the City Line would increase the attractiveness of this interchange. Providing this interchange could be an important measure during the period in advance of the delivery of a new mass transit solution for the Safeguarded Corridor.

Rail 6: Radyr Station Bus:Rail and Active Travel Interchange

From December 2023, a frequent service of 12 trains per hour will operate from Radyr. At present, bus services do not connect directly with the station. Strengthening this interchange could be an important measure during the period in advance of the delivery of a new mass transit solution for the Safeguarded Corridor. Further engagement with bus operators is required to establish the appetite to operate services from the Radyr and Plasdwr area to Radyr station should interchange facilities be provided.

4.4 Final Shortlist

As noted, for the most part, the shortlisted options are complementary. Therefore, the shortlisted options should be seen as comprising an overall strategy for improving transport in the North West Corridor. The final shortlist is listed below and illustrated in Figure 4.1. The shortlist map is also provided in appendix C. Consideration of the phasing of implementation of shortlist options is provided in the Management Case.

Shortlisted options:

- **Existing rail network:**
 - Service frequency enhancement: City Line;
 - New Station: Ely Mill;
 - Service frequency enhancement: South Wales Main Line; and
 - New Station: Junction 34 Parkway (Miskin).
- **New tram-train route:**
 - City Line and Safeguarded Corridor:
 - Connecting into existing platforms at Cardiff Central with track layout modifications at Cardiff West Junction;
 - Connecting into new platforms to the south of Cardiff Central;
 - Via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park;
 - Creigiau to Pontyclun Station via Cross Inn; and
 - Creigiau to Beddau via Cross Inn.
- **New Bus Rapid Transit route:**
 - Central Cardiff to Junction 33 via Leckwith Road and A4232;
 - A4232 Bus Gate and Spur to Plasdwr;
 - Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
 - Junction 33 to Talbot Green via A4119.
- **Other Options:**
 - Junction 33 Strategic Bus Park and Ride;

- Waun-gron Park Bus:Rail and Active Travel Interchange; and
- Radyr Station Bus:Rail and Active Travel Interchange.

4.5 Well-being Assessment

This section identifies a number of impact areas and potential metrics for measuring the well-being of the Scheme at a later stage in the study. This shows that the Scheme is anticipated to positively contribute towards each of the Well-being Goals as established in the Well-being of Future Generations (Wales) Act 2015.

Table 4-5: Well-being Impact Areas

Source: Mott Macdonald

Wellbeing Goal	Relevant Scheme Objectives	Impact Areas	Potential Metrics
A Prosperous Wales	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Journey times	Reduction in passenger journey time
	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services	Improved passenger service levels
	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro	Number of interchanges at Metro nodes
	4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	Employment and housing land	Increased levels of employment land, housing completions within close proximity of interventions
	5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Affordability	Stakeholder engagement, number of people reporting price as a barrier to public transport use
	6) Deliver a system that is accessible for all	Accessibility	Stakeholder engagement/ survey
A Resilient Wales	9) Deliver a system which maximises the commercial viability of public transport in the North West Corridor	Commercial viability	Profit impact
	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	In-vehicle journey times will reduce, causing a decrease in emissions	AQMA monitoring or equivalent air pollution monitoring
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
A healthier Wales	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift will cause increased take up of active travel for first and last miles	Passenger numbers, number using active travel for first and last mile
A More Equal Wales	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring
	1) Reduce public transport journey times between central Cardiff, Cardiff's North West Corridor and the southern end of Rhondda Cynon Taf	Journey times	Reduction in passenger journey time
A Wales of cohesive communities	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services	Improved passenger service levels
	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro	Number of interchanges at Metro nodes
	4) Facilitate the delivery of employment and housing in Cardiff's North West Corridor and southern Rhondda Cynon Taf	Employment and housing land	Increased levels of employment land, housing completions within close proximity of interventions
	5) Improve the personal affordability of passenger transport in the Cardiff Capital Region	Affordability	Stakeholder engagement, number of people reporting price as a barrier to public transport use
	6) Deliver a system that is accessible for all	Accessibility	Stakeholder engagement/ survey
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
A Wales of vibrant and thriving Welsh language	3) Ensure the corridor is integrated with the wider Cardiff Capital Region Metro and existing assets	Integration with the Metro, improved access to Welsh cultural assets	Welsh cultural trip attractors visitor numbers
A Globally Responsible Wales	2) Provide frequent, reliable and high quality mass transit services in line with the Welsh Government's principles for connectivity in Wales	Frequent and reliable services will encourage modal shift	Improved passenger service levels, passenger numbers
	7) Stimulate mode shift in line with the LDPs and help move towards a 50% sustainable transport mode share	Modal shift	Decreased numbers using the private car, increased public transport usage
	8) Improve air quality within the corridor with the aim of delivering a system with zero emissions at point of use	Air quality	AQMA monitoring or equivalent air pollution monitoring

5 Financial Case

The financial case considers the affordability of the proposals in respect of capital and revenue costs. At WelTAG Stage 1 this is based on order of magnitude cost estimates with more detailed cost and affordability assessments undertaken at Stage 2.

5.1 Introduction

The financial case demonstrates the affordability of the options, and the potential source of funding in order to identify any potential funding issues throughout the lifespan of the scheme.

5.2 Option Costs and Risk Assessment

This study considers a broad range of options across multiple transport modes. In the absence of detailed cost estimates, the financial assessment employs cost bands rather than point estimates. A similar approach has been taken to the assessment of operating costs and subsidy requirements. The assessment of cost and cost risk for all of the shortlisted options is summarised in Table 5-1.

Table 5-1: Cost estimates and commentary

Option	Description	Capital cost	Operating cost and subsidy requirement	Commentary
Rail1	Service frequency enhancement: City Line	N/A	£1m- £3m pa	The capital cost of this option will depend on whether changes to the track layout at Cardiff West Junction are required. If the performance impacts of operating additional services within current infrastructure are deemed to be acceptable then it may be possible to deliver this option with no capital investment. The operating cost estimate given here does not take account of the off-setting revenue impact of improved service frequency. Nevertheless, an overall increase in subsidy requirement is expected.
Rail 4	New station: Ely Mill	£0 to £10m	<£100k pa	A new two platform station could be expected to cost less than £10m. By comparison, Pye Corner station in Newport was delivered at a cost of £3.7m in 2014. The revenue impact of Ely Mill station is difficult to assess without more detailed work. Demand forecasting for the New Stations Prioritisations Exercise suggested Ely Mill could attract 100,000 passengers with only 12,000 abstracted from neighbouring stations. This might suggest the station will have an overall positive financial impact although this would need to be weighed against the revenue impact of longer journey times for through passengers.
Rail 7	Increased service frequency on SWML	N/A	£5m- £10m pa	As for the City Line frequency enhancement, no capital costs have been assumed at this stage although the cumulative effect of increased services to/from Cardiff Central could trigger the requirement for capital investment, for example, the delivery of a new Platform 0 at Cardiff Central. The operating cost analysis assumes two additional trains between Cardiff and Bridgend and does not take account of any offsetting increase in fare revenue. In practice there are a variety of options for new services on the South Wales Main Line and the case for these services is much broader than any costs and benefits relating to the North West Corridor.

Rail 8	New park and ride station at J34	£10m - £25m	<£100k pa	This station is likely to attract a high capital cost given the requirement for associated road access improvements, parking areas and interchange facilities. By comparison the recently opened Worcester Parkway station cost £22m, although it should be noted that this station has platforms on two intersecting rail lines. A key area of uncertainty for this option is the cost of highway works at Junction 34. Improvements to Junction 34 are likely to have broader benefits and therefore may not be borne by the station. As for all new station projects, in respect of ongoing revenue impacts, the increase in rail demand needs to be weighed against changes in the timetable to accommodate the extra stop and it is premature to draw any conclusions in that respect at this stage.
Tram-train 2	City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central	£100m - £250m	£5m - £10m pa	A new tram-train route is a high cost option and would represent a major investment in Wales' public transport network. A high degree of caution should be applied when considering the potential cost of this option until further design work has been undertaken. This approach – connecting into existing platforms – is likely to offer the best potential to minimise the costs of capacity measures at Cardiff West Junction / Cardiff Central. The operation cost estimate is based on a high-level assessment of the resource requirements of a four train per hour timetable and excludes off-setting revenue impact. Revenue impacts of the new line are difficult to predict but an overall increase in subsidy requirement of the CVL network is expected. Operating costs are likely to be on the lower end of this range.
Tram-train 3	City Line and Safeguarded Corridor connecting into new platforms to the south of Cardiff Central	£250m- £500m	£5m - £10m pa	As for 'Tram-train 2' this is a high cost option and would represent a major investment in Wales' public transport network. This approach – whereby a new connection would be provided into platforms to the south of Cardiff Central – could have a significant impact on the cost of the project, although further work is required to quantify this with any degree of accuracy. Operating costs are likely to be on the lower end of this range.
Tram-train 9	City Line and Safeguarded Corridor via new on-street route, potentially via Penarth Road and Sloper	£250m- £500m	£5m- £10m pa	Whilst this option eliminates the requirement for capacity enhancements at Cardiff West Junction / Cardiff Central. The inclusion of a significant section of on-street route will introduce significant additional complexity and cost. Operating costs are likely to be on the lower end of this range.

Road before connecting to City Line near Ninian Park				
Tram-train 12	Creigiau to Pontyclun Station via Cross Inn	£100m - £250m	£3m - £5m pa	As for the route in Cardiff, a new tram-train is a high cost option and would represent a major investment in Wales' public transport network. A high degree of caution should be applied when considering the potential cost of this option until further design work has been undertaken. Extending the line to either Pontyclun or Beddau, or delivering a Y-shaped network, is expected to result in an overall increase in the CVL subsidy requirement.
Tram-train13	Creigiau to Beddau via Cross Inn	£100m - £250m	£3m - £5m pa	
BRT1	New BRT Route: Central Cardiff to Junction 33 via Leckwith Road and A4232	£50 to £100m	£100- £500k subsidy	The capital cost of the BRT options is very challenging to predict with any accuracy at this stage and may increase substantially. All things being equal, new BRT routes are likely to be significantly less costly than tram-train route. However, costs will vary depending on the level of bus segregation implemented and therefore further design work will be required before useful cost estimates can be provided. An iterative process is likely to be taken to identifying the optimum level of bus segregation based on the benefits that investment is likely to deliver. Ultimately, the cost will depend on the level of quality of service funders wish to deliver given budget constraints. At this stage, a higher capital cost has been put against those options which involve the provision of new busways (for example, the A4232 Bus Gate and spur) or which involve the provision of bus priority measures in more built-up areas.
BRT1A	New BRT Route: A4232 Bus Gate and Spur to Plasdwr	£25m - £50m	£100- £500k subsidy	
BRT4	New BRT Route: Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater	£25m - £50m	£100- £500k subsidy	
BRT8	New BRT Route: Junction 33 to Talbot Green via A4119	£25m - £50m	£100- £500k subsidy	<p>On some corridors, bus services may be operated on a commercial basis and therefore will require no additional direct subsidy, although it should be noted that even in these cases there may be an indirect effect on Government funding through, for example, concessionary fares payments. Where there are no existing commercial services, subsidy will be required to operate or at least pump-prime services.</p> <p>As for capital cost, the ongoing costs of bus measures will depend on the level and quality of service that is delivered. It is envisaged that a 'BRT' style service would involve frequent service operated using high quality, more environmentally friendly vehicles and operators would need to be incentivised to provide this. As described in the commercial</p>

				case, delivering such services could involve use of directly tendered services or enhanced bus quality partnerships which will require on-going public funding.
Rail 5	Waun-gron Park Bus:Rail and Active Travel Interchange	£0 to £10m	<£100k pa	Investment in new interchange facilities will require one-off capital investment. The costs of these measures may not be substantial in the context of the overall investment required for the Corridor. Ongoing costs of maintenance are likely to be relatively modest. This infrastructure could be maintained by the local authority as is the case with bus stops, or alternatively, in the case of bus:rail and active travel interchange, the requirement to maintain interchanges could be placed on the station owner.
Rail 6	Radyr Station Bus:Rail and Active Travel Interchange	£0 to £10m	<£100k pa	

5.3 Funding and Affordability

As described in the Strategic Case, the North West Corridor has significant potential for future housing and employment development. Facilitating development and contributing to economic growth forms part of the objectives for the Corridor. Much of the development planned for the Corridor, particularly in Cardiff, has already been allocated and funding contributions secured for transport investments, many of which form the baseline for this strategy. However, in the longer term, the second generation of sites in the Corridor provide a further unity to harness the value of development. It is recommended that a more detailed assessment of development potential and the most appropriate mechanisms for capturing the value of land use change is undertaken in WelTAG Stage 2.

Whilst there are opportunities to capture the value of future development, investments of the scale proposed for the North West Corridor will ultimately require public sector grant funding from the Welsh and UK Governments. Moreover, the likelihood is that the public transport measures will require an increase in overall ongoing public transport subsidy. Nevertheless, there are a variety of funding sources and approaches that could form part of the overall approach to funding transport improvements in the Corridor.

The approach to funding and the affordability of the proposals will need to be assessed during WelTAG Stage 2 at the point where preferred options have been identified, costed and programmed. The following broad mechanisms should be considered:

- **Welsh Government Capital Funding** - Direct capital funding from the Welsh Government is likely to be the primary mechanism for the delivery of new large-scale infrastructure;
- **Local Authority Transport Grant Funding** – This is not an alternative funding source per se as the funding ultimately derives from Welsh Government capital budgets. However, for smaller scale projects and project development phases, Welsh Government funding can be allocated to local authorities via the Local Transport Grant process;
- **Welsh Government Non-Profit Distributing Model (NPD)** – A form of public-private partnership funding but the NPD involves a fixed rate return for private investors with surplus profits retained by the public sector;
- **Prudential borrowing** - Public bodies are able to raise capital through the Public Works Loan Board (PWLB) and pay off the loan through revenue spending;
- **City Deal Funding** – The Cardiff Capital Region City Deal comprises at £1.2bn programme of investment. One of the main priorities is the delivery of the South Wales Metro and £738m of the City Deal fund has been pre-allocated for the project. This will be split between the Valley Lines Electrification programme and the wider South Wales Metro scheme. This means that additional City Deal funding for major new transport infrastructure may be limited. A further £495m will be deployed through the Wider Investment Fund. Funds will be invested across three priorities of infrastructure, innovation and challenge (competitiveness interventions). Given the investment in the Metro, funding for transport projects via the Wider Investment Fund may be limited and priority will be given to those projects which create jobs and leverage private sector investment;
- **Central Government** – With the exception of the CVL network, rail infrastructure in Wales continues to be the responsibility of UK Government. The Government has established the Rail Network Enhancement Pipeline (RNEP) approach to funding rail enhancements. This replaces the previous five-year funding cycles. Successful projects progress through five stages – discover, develop, design, deliver and deploy – with decisions being taken to advance projects based on a business case. In particular, the RNEP process is likely to be appropriate for enhancements to the South Wales Main Line and ‘Cardiff Central Station’

(passenger and train capacity) and 'South Wales journey time improvement (Swansea to Cardiff)' have already been included in the cohort of schemes at the 'develop' stage;

- **New Stations Fund (NSF)** – NSF 3 is a £20m fund for investment in new station projects in England and Wales. The amount of funding is severely restricted given that it covers the whole of England and Wales. Nevertheless, the current or future rounds of NSF funding could be a possible avenue to secure UK Government funding or funding contributions for the new station projects identified in this report: Ely Mill (City Line) and Junction 34 (South Wales Main Line);
- **Restoring Your Railway Fund** – The UK Government has been seeking proposals for the restoration of lost rail connections which could apply to the re-use of the Safeguarded Corridor and other disused lines further north. Whilst the deadline for the submission of proposals in 2020 has passed, this policy suggests that the UK Government may be willing to invest in the re-opening of rail lines. It should be considered, however, that there are likely to be many competing proposals for this funding; and
- **Developer Contributions and Land Value Capture** – In respect of the existing Strategic Sites in Cardiff (Sites C, D and E), developer contributions to transport infrastructure improvements have already been negotiated and allocated to projects. In respect of the shortlisted schemes, this includes a requirement to deliver a strategic bus park and ride site at Junction 33. In the longer term, it will be vital to ensure that transport and development within the Corridor are aligned such that transport investment is delivered in a way that facilitated development and, in turn, the value of future development is harnessed to contribute to funding transport. In the context of the south east Wales economy, where the private sector case for investment may be marginal, a balanced approach needs to be taken that avoids stymying development.

A strategic approach is taken to securing developer contributions within the Corridor. There are a range of mechanisms through which developer contributions can be secured or through which changes in land value can be captured, such as:

- **Planning obligations** (i.e. Section 106 Agreements) are agreements made between a developer and the Local Planning Authority (LPA) designed to meet the concerns an LPA may have about meeting the cost of providing new infrastructure made necessary by the development;
- The **Community Infrastructure Levy (CIL)** is a locally determined, fixed-rate development charge designed to help finance the infrastructure needed to deliver infrastructure to support the development of the affected area. Responsibility for legislation related to the CIL has been devolved to the Welsh Government. Rhondda Cynon Taf is one of only three local authorities in Wales to introduce CIL. CIL is not currently in operation in Cardiff. Funds raised from CIL could be ring fenced for transport projects in the Corridor; and
- **Business Rates Retention / Tax Increment Financing (TIF)** permits local authorities to borrow money for infrastructure projects against the anticipated increase in tax receipts resulting from the infrastructure. In the UK, TIFs take the form of increasing the proportion of business rates that are retained by local authorities, which in turn expands the authorities' borrowing capacity. TIF is likely to be suitable only where it is possible to clearly identify the area that is expected to benefit from the transport scheme, and this could be applicable to some projects in the North West Corridor.

6 Commercial Case

Initial consideration has been given to the possible commercial delivery routes for key interventions proposed for the North West Corridor.

6.1 Introduction

The Commercial Case provides information on the procurement strategy for the project, risk allocation and any contractual arrangements. At WeITAG Stage 1, this information is provided in outline at a high level.

6.2 Possible Approaches

The commercial viability of all the shortlisted options for rail and tram-train have been considered and given a banding during the WeITAG scoring and can be seen in Table 4-4. The shortlisted options are wide ranging in terms of their scale and the modes of transport they cover. At this stage it is not practical to provide specific recommendations as to the route to delivery of all the options and therefore initial consideration has been given to the primary delivery options for key interventions.

6.2.1 Rail and Tram-train Options

6.2.1.1 New Stations on Existing Lines

For new stations on the existing rail network, the two main options for procurement are for Network Rail to lead on the design and construction of the station, or for TfW / Welsh Government to deliver the project directly. The most typical approach in the UK is for Network Rail's Infrastructure Projects (IP) division to design and deliver projects using existing supply chains. However, there are many examples of new stations that have been delivered by third parties and handed back to Network Rail as owner and operator of the rail network. This includes Pye Corner station, the most recent new station project delivered in Wales.

Whilst this applies to the proposed station at Junction 34, Ely Mill Station is located on the CVL network which will be transferred to TfW. This means that direct delivery by TfW is the most obvious route for Ely Mill. TfW's delivery mechanisms are discussed in relation to the tram-train options.

Whichever body is responsible for the delivery of the project, the broad contractual options are the same:

- Traditional – separates between design and construction processes;
- Design and Build – in which a single contract is tendered for both the design and construction of the infrastructure asset; and
- Early Contractor Involvement – this approach is used mainly for larger projects. The contractor is involved as an integrated member of the team in the early stages of a project, contribute to the design process, advising on the buildability and sequencing of the project with potential for greater innovation.

Within each of the above approaches there are a spectrum of options for the degree to which risk is transferred to the contractor and this would be a key consideration in later stages of the WeITAG process.

6.2.1.2 New Tram-train Route – Infrastructure

The current Phase 2 South Wales Metro project is being developed in accordance with the requirements of Schedule 3B of the Operator & Development Partner (ODP) Grant Agreement between TfW and Keolis Amey, dated 4 June 2018. The associated design development work has been undertaken by the ODP using a self-assuring process and the works are being delivered by the ODP and a range of Infrastructure Development Partners (IDPs) from TfW's STRIDE framework. The South Wales Central Metro will be fully transformed by December 2023, with the Treherbert, Aberdare and Merthyr branches complete by December 2022.

To facilitate the transformation the CVL, assets will transfer from Network Rail to Welsh Government on the 28 March 2020. In order for this to happen, the necessary regulatory bodies such as the Office of Rail and Road (ORR) and Department for Transport (DfT) have been satisfied by TfW and the ODP that Asset Transfer can take place and that the requirements of the Infrastructure Manager Services can be successfully undertaken by the ODP.

Schedule 3B to the Grant Agreement covers the contractual requirements in regard to CVL and South Wales Metro extendibility options. It is split into two type of services that the ODP can offer:

- Principal Infrastructure Services (CVL Phase 2); and
- Additional Infrastructure Services (Future phases of CVL or improvements elsewhere in Wales).

The Principal Infrastructure Services is the contracted scope of infrastructure work for the CVL Transformation (tram-train services on the Treherbert, Aberdare and Merthyr lines to Cardiff Bay and Cardiff Central, and Tri-mode services from Rhymney and Coryton to Barry and Penarth). There are 4 mechanisms that could realistically be used for procuring services to design and construct extensions to the CVL network:

- ODP self-delivery;
- ODP managing agent with IDP delivery;
- IDP only delivery (using STRIDE; detailed design could be done using the ECS framework); and
- Separate Major Scheme Procurement.

Under the general agreement, TfW can instruct the first two procurement routes using a mechanism called the Additional Infrastructure Services. Any Additional Infrastructure Services carried out by the ODP will be performed in accordance with the provisions of Schedule 3B, the Conditions of Contract for Infrastructure Services and the relevant Package Order. The ODP do not have to accept the Additional Infrastructure Services offered by TfW and in such circumstance could be offered to IDP contractors or TfW may decide to undertake a brand-new procurement.

There would also be an opportunity to use Early Contractor Involvement (ECI) in the development of the design and construction solutions as has been done on Phase 2 where an Infrastructure Delivery Alliance was created. The Alliance Agreement which is known as the 'Craidd Alliance' ('Core Alliance') includes gain / risk share between the alliance partners and a similar mechanism could be used for the proposed extensions.

6.2.1.3 Rolling Stock

There are two ways in which vehicles can be procured:

- Leasing (as per Heavy Rail and CVL Phase 2); and
- Client Purchase (As per UK Light Rail & Metro systems).

For CVL Phase 2 the tram-train vehicles will be leased although TfW has underwritten to retain the vehicles beyond the life of the GA. As part of the current rolling stock contract a further 10 tram-train vehicles are available. This may be insufficient for the purposes of the North West Corridor in combination with the demands of other projects and therefore a new procurement exercise is likely to be required. If a modified fleet of tram-trains is required this would, in any case, trigger the requirement for a new procurement exercise. As for the main fleet, it is likely that the vehicles would be leased by the ODP and underwritten by TfW.

Whilst the requirement for a new procurement exercise complicates the delivery of the North West Corridor and introduces additional risks relating to the cost of rolling stock, it is considered unlikely that any issues relating to the availability of tram-trains of the same type as the wider CVL fleet (albeit potentially modified).

6.2.1.4 Rail Services

New tram-train services on the City Line or a new North West Corridor would be operated by the ODP. The franchise period extends to 2033 and therefore it is envisaged that the service enhancements would be delivered, at least in part, during the current franchise period. These services have not been included as options under the current franchise. Nevertheless, there are mechanisms within the contract that deal with the negotiation of terms for enhanced services.

The shortlisted options also include enhanced frequency on the South Wales Main Line. These services could, in theory, be provided through any combination of the Wales and Borders, Great Western and Cross-Country franchises which currently operate services on the South Wales Main Line into Cardiff Central. The Great Western and Cross-Country franchises are the responsibility of the DfT. Franchise renewal offers an opportunity to look at service enhancements. The franchise renewal process is currently on hold pending the completion of the ongoing Rail Review (the 'Williams Review'). Whilst this process is ongoing, the Great Western Franchise has been extended to March 2023 and the Cross-Country Franchise extended to October 2020.

6.2.2 New Bus Rapid Transit Routes

6.2.2.1 Infrastructure

Bus infrastructure improvements are typically smaller scale projects which are delivered directly by local authorities through existing tender processes and frameworks. However, depending on the approach to packaging, the BRT options set out in this report could be relatively large-scale projects which could either be delivered by a local authority or TfW via the procurement routes set out in 6.2.1.1.

6.2.2.2 Bus Services

The provision of local bus services is largely governed by the Transport Act 1985. This means bus services are largely run on a commercial basis with local transport authorities having a statutory function around monitoring bus networks. The Act gave more powers to the Traffic Commissioners particularly around regulatory market entry requirements, specification of routes and timetables, as well as statutory 56-day notice periods.

There are other ways to improve and specify bus services:

- **Quality bus partnerships** – a voluntary agreement between the local transport authority and bus operators. Usually around matching infrastructure improvement with enhancement to bus services and quality;
- **Open tender** – local authorities can directly tender services which are not currently provided by commercial operators but which are seen as socially necessary;
- **De minimis agreements** – either extensions or additional services to existing commercially operated services; and
- **Planning agreements** – Usually part of the S106 agreements, a new service is provided as part of a development usually for a set period from a development phasing trigger point.

As of March 2020, the legislative framework for bus services is set to change in Wales. The Bus Services (Wales) Bill, which is going through the current term of the Welsh Assembly, will introduce a wider range of measures to improve local bus services. These include:

- Welsh Partnership Schemes;
- Franchising;
- Local authority-run bus services; and
- Improved information.

Table 6-1 summarises the main features of these:

Table 6-1: Proposed main features of the Bus Services (Wales) Bill

Heading	Description
Welsh Partnership Schemes	<ul style="list-style-type: none"> ● Bill will allow local authorities to establish Welsh Partnership Schemes. ● Provides a more comprehensive partnership scheme than the existing Quality Partnership Schemes and voluntary partnerships. ● Delivers shared objective to improve bus service provision ● Intention to introduce a workable partnership scheme which is a genuine collaboration between local authorities and bus operators
Franchising	<ul style="list-style-type: none"> ● Changes to the procedure for developing and making a franchising scheme ● Removal of the current limit on the duration for which a scheme can remain in place ● Guidance to be provided ● Provides a means of addressing challenges with bus service delivery in a local authority area and meeting the needs of the community
Local authority run bus services	<ul style="list-style-type: none"> ● Allows local authorities to provide local bus services directly. ● Allows local authorities to establish own company if they so choose. ● Would be subject to the same competitive restraints as any other commercial operator ● Same process – licensing and registration regime.
Improved information	<ul style="list-style-type: none"> ● More consistent and reliable information data on bus services ● Bus companies provide information about service they intend to vary or cancel ● Allows local authorities to share prescribed information (in restricted circumstances). ● Informs decision making and provision of alternative services where necessary

Source: Mott MacDonald

7 Management Case

Consideration has been given to the phasing of projects in the North West Corridor.

7.1 Introduction

The Management Case demonstrates the plans for delivery, monitoring and evaluation of the scheme. At this stage in the WeITAG process, this is very high level. This section also includes information on the proposed phasing of the North West Corridor scheme.

7.2 Phasing

7.2.1 Phasing Considerations

The options have been packaged across two phases. The phasing takes into account both demand side considerations (in particular the timescales for the delivery of strategic sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

This section is intended to provide a broad indication of the possible approach to phasing and the timescales involved and there may be considerable scope to bring forward the delivery of options if funding is available.

The schemes set out in the following sections are limited to public transport measures only.

7.2.2 Related Constructed Schemes

The following schemes have been constructed or are being constructed as of January 2020:

- A4119 Llantrisant Road bus priority measures, including an inbound bus lane, between Waterhall Road and the Goitre Fach development of Plasdwr;
- Inbound bus lane on the A4119 Llantrisant Road in Llandaff;
- Inbound bus lane on the Cathedral Road near Sophia Gardens; and
- Inbound and outbound bus lane and priority measure on Cowbridge Road East between Ely Bridge and Victoria Park.

The following improvements will be delivered as part of TfW's plans for the rail network:

- Conversion of the City Line to Bi-mode (electric via overhead cables and on-board batteries) tram-train operation as part of the broader CVL transformation;
- Operation of new Stadler City Link Metro tram-train vehicles from December 2023;
- Rolling stock improvements on the South Wales Main Line serving Pontyclun; and
- Extension of platforms lengths on the City Line stations to 80m.

7.2.3 Phase 1

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. Depending on the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing

the quality of interchange between car, bus, rail and active travel modes. Figure 7.1 and appendix C show the phase 1 shortlisted options.

An increase in service frequency on the City Line could be delivered in advance of the CVL transformation in December 2023. However, the CVL transformation provides a logical point at which to deliver the enhancement. Subject to further business case assessment, this enhancement could be included in the plan and allowance made for the additional rolling stock requirement.

A key determinant of the timescale and business case for this option will depend on the operational solution at Cardiff West Junction. As noted, in theory, increased frequency could be achieved without infrastructure changes at Cardiff West although this would come with increased performance risk. Further detailed operational analysis is required to establish whether the performance impacts are acceptable. This is covered in a separate study currently being delivered by Mott MacDonald. Alternatively, given the longer-term aspirations for the City Line, North West Corridor and the Barry and Penarth Lines, a more comprehensive capacity solution could be considered including the possibility of operating the City Line into new platforms to the south of Cardiff Central.

Enhancing the frequency of services on the South Wales Main Line may be out of the control of the Welsh Government because an attractive option of achieving this option would be to extend Great Western Rail services through Cardiff Central although other options exist. Increasing service frequency provides the flexibility to achieve a better mix of fast and stopping services which could benefit local stations including Pontyclun. The business case for enhancing services on the South Wales Main Line would be broader than considerations of the North West Corridor and the Welsh Government has set out the strategic case for enhancing the South Wales Main Line⁴⁶.

The interventions proposed for Phase 1 are shown in Figure 7.1 and appendix C and are listed below.

Shortlisted bus-based measures:

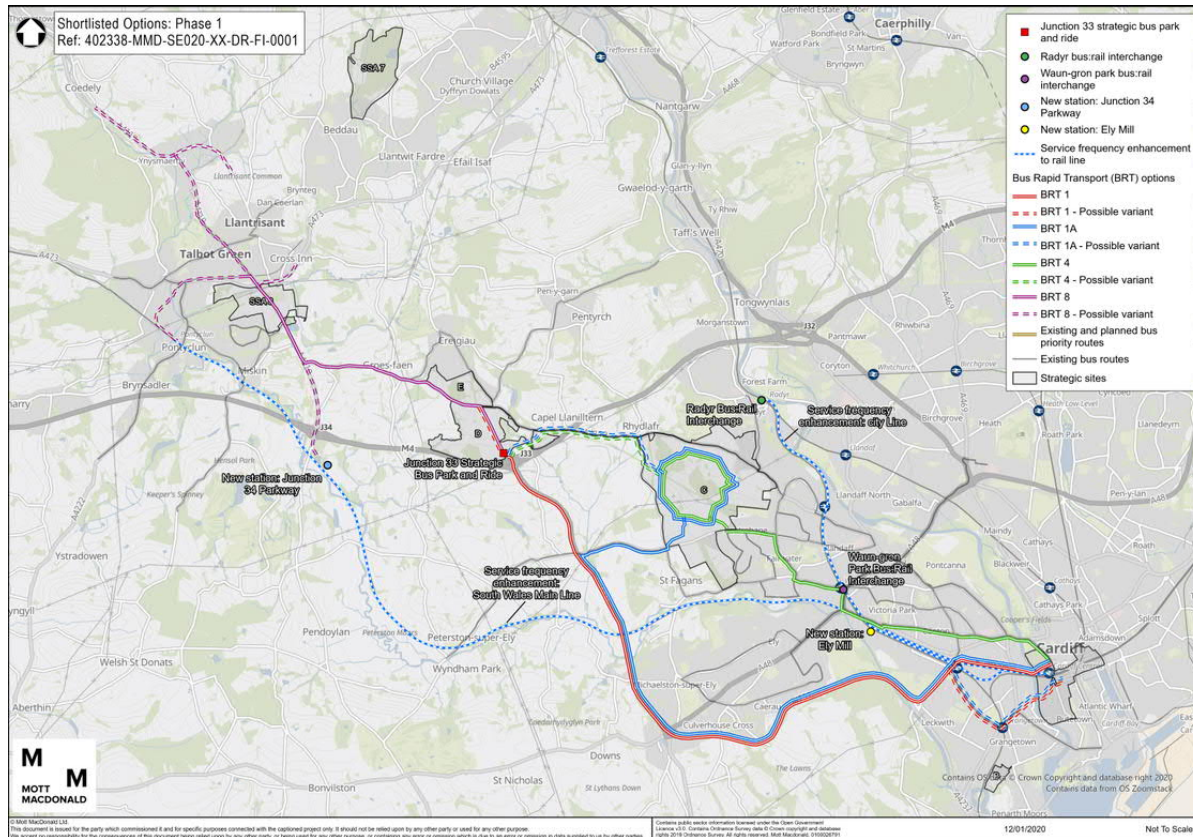
- P&R 1: Junction 33 Strategic Bus Park and Ride;
- Rail 5: Waun-gron Park Bus:Rail and Active Travel Interchange;
- Rail 6: Radyr Station Bus:Rail and Active Travel Interchange;
- BRT1: New BRT route from Central Cardiff to Junction 33 via Leckwith Road and A4232;
- BRT 1A: Bus gate and spur from A4232 (northbound and southbound) to Plasdwr (timescales dependent upon the main internal road network in Plasdwr in place);
- BRT4: New BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park, Fairwater; and
- BRT8: New BRT route from Junction 33 to Talbot Green via A4119.

Shortlisted rail-based measures:

- Rail 1: Service frequency enhancement: City Line;
- Rail 4: New Station: Ely Mill;
- Rail 7: Service frequency enhancement: South Wales Main Line and therefore enhanced services from Pontyclun; and
- Rail 8: New Station: Junction 34 Parkway (Miskin).

⁴⁶ The Rail Network in Wales: The Case for Investment (Professor Mark Barry, September 2018)

Figure 7.1: Phase 1 Shortlisted Options⁴⁷



Source: Mott Macdonald

⁴⁷ Contains OS data © Crown copyright and database right 2019. Contains data from OS Zoomstack. Contains public sector information licensed under the Open Government Licence v3.0. © Crown copyright [and database rights] 2020 OS 100060670

7.2.4 Phase 2

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the South Wales Metro. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

As described in Section 3.6.1.1, consideration could be given to using the disused rail corridor for bus services (linked to BRT 4) in advance of the delivery of a new tram-train solution, although the costs of this approach and the potential for disruption may be prohibitive.

There are no practical barriers to delivering the full Y-shaped network from Cardiff Central to Rhondda Cynon Taf as a single project. However, to improve the affordability of the tram-train project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

Shortlisted Measures – Phase 2a

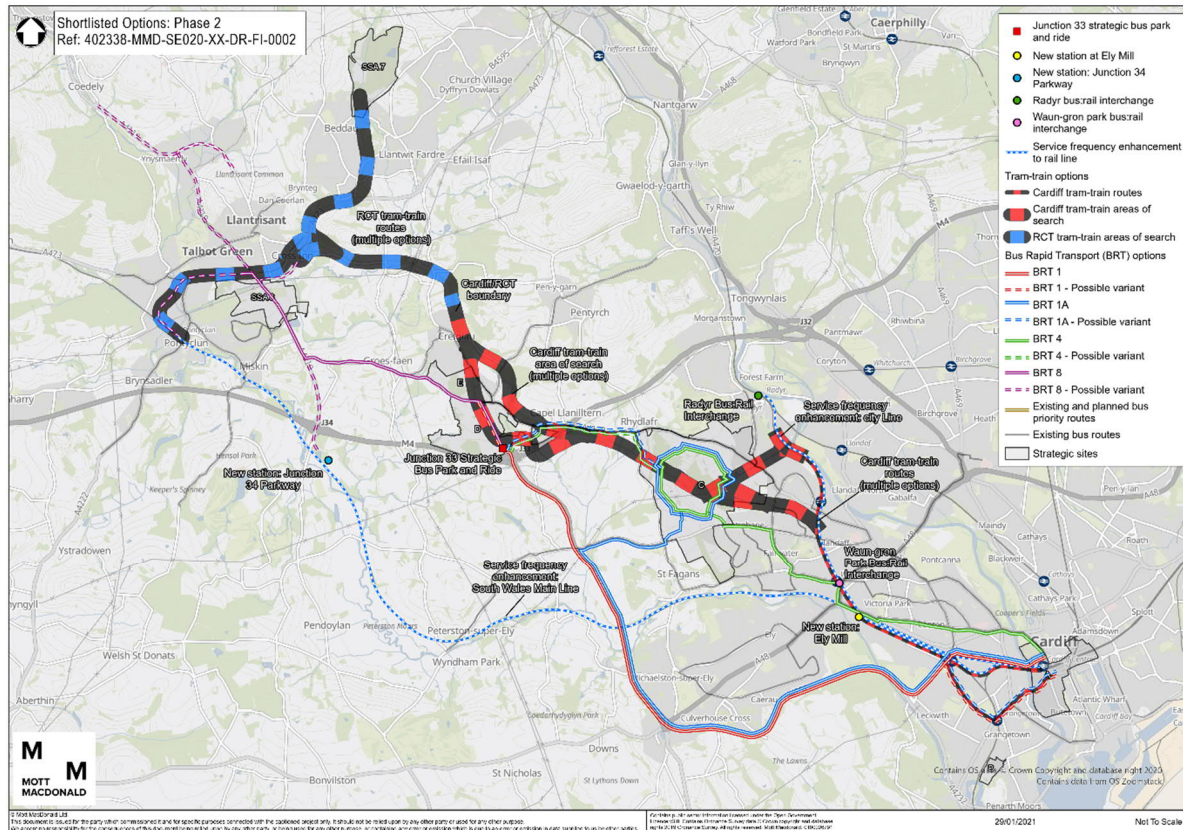
- Tram-train 2: City Line and Safeguarded Corridor connecting into existing platforms at Cardiff Central with a medium cost capacity solution;
- Tram-train 3: City Line and Safeguarded Corridor connecting into new platforms at Cardiff Central with a high cost capacity solution; and
- Tram-train 9: City Line and Safeguarded Corridor via a new on-street route, potentially via Penarth Road and Sloper Road before connecting to City Line near Ninian Park.

Shortlisted Measures – Phase 2b

- Tram-Train 12: Creigiau to Pontyclun Station via Cross Inn; and
- Tram-Train 13: Creigiau to Beddau via Cross Inn.

Figure 7.2 and appendix C show the interventions across Phases 1 and 2 combined.

Figure 7.2: Phase 2 Shortlisted Options⁴⁸



Source: Mott Macdonald

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7.3 Project Management and Governance

The approach to management and governance would be determined on a scheme by scheme basis and therefore no specific consideration has been given to these arrangements at this stage. However, given the breadth of options identified, the following organisations may be involved in delivering transport improvements in the North West Corridor:

- Welsh Government;
- TfW
- TfW Rail Services;
- Cardiff City Council and Rhondda Cynon Taf CBC ;
- Cardiff Capital Region Transport Authority ;
- DfT;
- Network Rail;
- Other Rail Operators; and
- Bus Operators.

7.4 Planning and Consenting

Planning and consenting routes will differ across the package of measures identified for the Corridor and a planning strategy will be required for major projects as part of WelTAG Stage 2.

Network Rail, as a Statutory Undertaker, has certain permitted development rights across England, Wales and Scotland (although under separate legislation) to undertake certain works without further planning permission. However, the construction of new stations is not usually possible under permitted development rights. In such cases, a Transport and Works Act Order (TWAO) is most likely. Measures delivered on the highway network (such as BRT infrastructure) are likely to follow the TWAO route. The benefit of a TWAO is that it wraps up a host of planning conditions and allows scheme promoters to have flexibility to amend designs within the limits of deviations to account for any issues that arise as the scheme progresses.

A new tram-train route is likely to qualify as a Development of National Significance (DNS) as a rail project with a continuous length of more than two kilometres of track. The implications of the DNS process for the tram-train options is explored in greater detail below.

7.4.1 DNS Process

DNS is a consenting process for large infrastructure projects of national importance. The statutory basis for the DNS process is provided by the Planning (Wales) Act 2015, which amends the Town and Country Planning Act 1990, and the Developments of National Significance (Wales) Regulations 2016 (as amended) and subsequent Regulations.

An application for a DNS is dealt with by the Planning Inspectorate on behalf of Welsh Government by an appointed Inspector. The appointed Inspector will then consider evidence from the applicant, the Local Planning Authority and other statutory consultees and interested parties. Through this examination process, the Inspector will write a report to Welsh Ministers with a recommendation as to whether or not the application should be granted planning permission.

7.4.1.1 DNS Projects

The thresholds and criteria for whether a project could qualify as a DNS is set out within the Development of National Significance (Specified Criteria and Prescribed Secondary Consents) (Wales) Regulations 2016 (as amended).

The construction of a railway represents a DNS only if the railway (when constructed):

- Is wholly or partly in Wales;
- Is part of a network operated by an approved operator; and
- Includes a stretch of track that is a continuous length of more than two kilometres.

Additional clarification and details relating to this is set out within the 2016 Regulations and there is a separate criteria for rail freight interchanges, and nothing explicit relating to light rail projects.

It is recommended that the overall consenting approach is reviewed as the project evolves including consideration of the Town and Country Planning Act, Development Consent Order and TWAO processes.

7.4.1.2 Stages of DNS Application

There are four broad stages to the DNS Application process, and these are summarised below:

1. Stage 1: Pre-application engagement and consultation

This stage comprises of inception meetings and pre-application advice, whilst publicising draft proposals, and engaging with a range of stakeholders. It includes the submission of a notification of intention to submit a DNS, and a period of statutory pre-application consultation undertaken by the promoter.

2. Stage 2: Application

This stage relates to the submission of the application along with a Consultation Report. The Planning Inspectorate will then validate and consult on the application, whilst the Local Planning Authority prepares a Local Impact Report. Depending on the nature of the consultation period, there is then a time period for the Applicant to determine whether to amend the planning application.

3. Stage 3: Examination

The appointed Inspector commences examination of the application and determines the procedure to undertake this, which may be written representations, hearing or inquiry, or a combination of all three.

4. Stage 4: Decision

Following receipt of a report with a recommendation from the Inspector, the application is determined by the Welsh Ministers and a decision is issued.

The timescales for a DNS application depend on the nature of the project and the extent of consultation. This will require further assessment during WelTAG Stage 2.

7.5 Regulatory Processes (Tram-train Routes)

Specific and early consideration needs to be given to the regulatory processes involved in the development of a new tram-train route. This section sets out the potential regulatory requirements of the tram-train options.

7.5.1 Regulatory Classification of CVL Phase 2

The majority of the CVL will remain as a mainline railway in accordance with the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) and therefore will be subject to the Railways (Interoperability) Regulations 2011 (RIR) and the Technical Specifications for Interoperability (TSIs). The currently identified exceptions to this are as follows:

- The tram-train will be made exempt by the ORR (current tram-train listing only covers Network Rail Infrastructure);
- The Cardiff Bay branch from Queen Street South Junction to Cardiff Bay will require re-classification from the ORR as non-mainline as defined in ROGS. This branch will be operated using line of sight rules and classified as an “off-street tramway” in accordance with Light Rail Safety Standards Board (LRSSB) Tramway Principles & Guidance 2019. These works will require Safety Verification in accordance with ROGS and an Independent Competent Person (ICP) with experience of UK line of light tramway operations; and
- In accordance with ORR guidance, the new tram-train maintenance depot at Taffs Well, along with the existing train maintenance depot at Canton, should be considered outside of the operational railway and therefore not subject to ROGS or the RIRs.

7.5.2 Extensions to the CVL Network

For the proposed extensions, the rail corridor will fall into one of two categories:

- a. Mainline Heavy Rail – compliant with RIR and vehicles compliant with TSIs; or
- b. Non-mainline Light Rail – Exempt from RIR, vehicles compliant with highway legalisation and Rail Vehicle Accessibility Regulations (RVAR).

Mainline Considerations

It may be possible for the North West Corridor tram-train route considered to be an extension of the CVL asset. New connection agreements are unlikely to be required unless the Corridor includes a new connection from the Network Rail network to facilitate the on-street link between Cardiff Central and the Bay Line via new platforms to the south of Cardiff Central. This section considers some of the key interfaces if the extensions are operated as mainline operations with the extension having to be built in accordance with Railway Group Standards.

Services Agreement

A new Basic Services Agreement with Network Rail will not be required but it may need updating. The Network Rail supplier contracts that will need to be reviewed are:

- i. the CVL Services Agreement (including FTN/GSM-R Services Agreement for cab communication and FTN network for telecoms); and
- ii. the Network Rail Route Services Agreement (including use of Network Rail standards).

Asset Protection Agreements

If the extensions require works to Network Rail infrastructure, such as at Cardiff West Junction, then Network Rail would require asset protection agreements with TfW.

License Holder

From the 28th March 2020 the ODP via Amey Keolis Infrastructure Ltd will be the license holder for the CVL assets and Network rail for their current network.

ORR Regulatory Readiness

Under ROGS, no one is able to operate vehicles or manage infrastructure on the UK railway unless they have obtained the appropriate safety certificate or authorisation. Those operating vehicles require a certificate, and those who operate infrastructure require a safety authorisation. If a train operator also manages infrastructure (or vice versa), they will need both a certificate and an authorisation⁴⁹.

The ODP have obtained the following licences and approvals to undertake their role as Infrastructure Manager for Phase 2. These would also be appropriate for a mainline extension too:

- Safety Authorisation;
- CVL Network Licence;
- Regulated Agreements;
 - Station access agreements; and
 - Track access agreements.
- CVL Station Access Conditions;
- CVL Track Access Contract (compensation and performance regimes);
- Claims Allocation and Handling Agreement;
- The CVL Network Code;⁵⁰
- CVL Access Dispute Resolution Rules;⁵¹
- CVL Network Statement; and⁵²
- Connection Agreements between CVL and NR assets.

Non-Mainline Considerations

If the extensions are developed as non-mainline routes, much of the regulatory processes associated with Mainline Railways can be avoided and leaves TFW as the masters of the destiny of the extension and its network.

The ORR website sets out what rail systems are excluded from the mainline railway requirements of the ROGS⁵³. ROGS allows transport systems to be excluded from the mainline railway requirements where they fall within one or more of the following categories:

1. Metros and other light rail systems;
2. Networks that are functionally separate from the rest of the mainline railway and intended only for the operation of local, urban or suburban passenger services, as well as transport undertakings operating solely on these networks;
3. Heritage, museum or tourist railways that operate on their own networks; and
4. Heritage vehicles that operate on both the mainline and non-mainline railway and comply with national safety rules.

For non-mainline systems, the ORR do not approve the system and schemes have to comply with ROGs though the application of the Safety Verification process using an Independent

⁴⁹ More information in this is available on the ORR website <https://orr.gov.uk/rail/health-and-safety/health-and-safety-laws/rogs/safety-certificates-and-safety-authorisations>

⁵⁰ <https://tfwrail.wales/about-us/core-valley-lines-infrastructure-manager>

⁵¹ <https://tfwrail.wales/about-us/consultation-centre>

⁵² <https://tfwrail.wales/about-us/consultation-centre>

⁵³ <https://orr.gov.uk/rail/health-and-safety/health-and-safety-laws/rogs/exclusions-from-mainline-railway-requirements>.

Competent Person (ICP). When transport operators (transport undertakings or infrastructure managers) introduce new or altered rolling stock or infrastructure, they need to ensure that health and safety considerations are incorporated into their design processes. ROGS contain provisions for the safety management system (SMS) of non-mainline transport operators to include arrangements on how safety verification will be managed. Safety verification is a flexible process to make sure that projects which could significantly increase risk are safe. The arrangements in the SMS must describe the process to control risks arising from the introduction of new or altered vehicles and infrastructure. If these risks are new or significantly increased, a safety verification process must be followed.

Regulatory Elements for non-mainline

- ROGS 2006;
- Rail Vehicle Accessibility Regulations;
- Tramcars and trolley Vehicles (Modification of Enactments) Regulations 1996;
- Roads Traffic Regulations Act 1984 and 1988;
- Road Traffic Signs Regulations and General Directions 2016 (TSRGD); and
- Construction (Design and Management) Regulation 2015 (CDM).

There are no standards for non-mainline systems but the Light Rail Safety and Standards Board has issued the latest version of the Tramway Principles & Guidance document that is followed by many as the minimum requirements for non-mainline schemes.

Needs of the operator

Regardless of whether the system is mainline or non-mainline, there is a need for the Operator of the systems to:

- Produce a Safety Management System (SMS);
- Obtain vehicle authorisations;
- Start and maintain a Design log (rolling stock);
- Start and maintain a Hazid Log;
- Start and maintain an Electro-Magnetic Compatibility Hazard log;
- Start and maintain Change control / Safety Committee Meetings; and
- Comply with the requirements of any Rail Accident Investigation Branch (RAIB) investigations.

CVL Asset Lease

The CVL Asset Lease will need to be updated, where appropriate, to reflect assets that the ODP take responsibility for on the extensions regardless of whether it is Mainline or non-mainline and include items such as:

- The Railway Assets;
- Station Lease and Station Letting Conditions;
- Telecoms Site Agreement and Wayleave Agreement;
- Bridge Agreements;
- Leases for new stabling sites; and
- Review Insurances and public liability cover.

Other items

The following is a list of some of the items that will need to be considered when implementing new extensions:

- Technical Standards (Railway Group Standards. Tramway Principles & Guidance etc.);
- RM3 risk model;
- Sale of Access Rights to follow the requirements of the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016;
- Performance Regime management;
- A Business Continuity Management Plan;
- Operator of Last Resort in case the incumbent company becomes insolvent;
- Confirm whether Phase 2 supplies at Upper Boat (Western Power) and Canton Depot (Network Rail) are sufficient to support the proposed extensions;
- Capacity of the CVL Infrastructure Control Centre (ICC) to cover the extensions (both server room and workstations);
- GSM-R telephony coverage to allow communication with drivers and other staff on the network;
- Extensions may require alterations to the infrastructure design, including the location and length of passing loops, to ensure that the timetable is deliverable and the ODP can meet its obligations;
- Use of FTN/FTNX telecoms network supported by Network Rail Telecoms (NRT) or whether to invest in a bespoke TFW system; and
- Impact of additional services on the Operational Performance of CVL.

7.6 Business Case Process

As set out in Section 1.3, WeITAG follows a five-stage process.

The transport solutions identified for the North West Corridor are wide ranging and cover all public transport models. As a result, this Strategic Outline Case is more similar to a 'programme business case' than a scheme business case. Therefore, for some options, the level of technical design development undertaken at this point is less than would normally be expected at WeITAG Stage 1.

The options identified in this report comprise an overall strategy for transport in the Corridor and it will be important to ensure that a strategic approach to transport improvements in the Corridor is maintained. Nevertheless, to ensure sufficient focus on design development and delivery, it is recommended that, at WeITAG Stage 2, the project is split into several linked scheme level business cases. This could comprise WeITAG Stage 2 business cases for the following:

- North West Corridor tram-train route;
- North West Corridor BRT solutions;
- Ely Mill Station;
- Junction 34 Park and Ride Station; and
- City Line Service Frequency Enhancements.

7.6.1 Appraisal Methods at Stage 2

At Stage 1 of the WeITAG process, much of the focus of the assessment is on the Strategic Case and identifying feasible options. At Stage 2, the emphasis will be on the Transport Case although significant development of the Financial Case, Commercial Cases and, to a lesser extent, the Management Case.

As a corridor business case, Stage 1 has involved the assessment of a large number of options which has limited the level of detail applied in the assessment of options. In respect of each of the business cases identified above, better evidence will be required in respect of capital costs, operating costs, expected transport demand and revenues, and quantifiable benefits.

For each of the shortlist measures, a range of technical studies will need to be undertaken to develop initial designs upon which realistic cost estimates can be made. Development of the operational solution will also be required for bus and rail options from which operating cost assessments can be undertaken.

For the proposed new public transport corridors, it is recommended that the SEWTM model is used as the primary basis for forecasting demand. A multi-modal model will be required for these options given that they involve a step change in transport provision in the corridor, rather than an incremental improvement to existing services. This will also provide an indication of the impact of public transport measures on the highway network. A key driver of demand will be the housing development at the Strategic Sites identified in this report and therefore significant attention will need to be given to the 'coding' of these developments and the transport network that would serve these developments under a 'do minimum' scenario.

For the interventions on the existing rail network, alternative approaches to demand forecasting may be more appropriate either instead of, or in combination with, the SEWTM model. For new stations, demand forecasting approaches based on an assessment of the catchment area for the station and the application of 'trip rates' drawn from comparable stations can be an effective approach. For an incremental increase in service frequency – as is the case for the City Line frequency enhancements – the uplifts in demand set out in the rail industry's Passenger Demand Forecasting Handbook (which can be applied through use of the MOIRA model) is likely to be sufficient.

In respect of the assessment of the shortlisted options, it is likely that the appraisal criteria will be similar to the criteria used at Stage 1 although the level of detail employed in the analysis will be greater and informed by quantitative analysis in many cases.

8 Conclusions

8.1 Key Conclusions

The key findings of this assessment at WelTAG Stage 1 can be summarised as follows:

- A package of measures is required to address the transport issues in the North West Corridor and meet future capacity requirements. This will require investment in existing and new transport infrastructure across all public transport modes;
- Both rail and bus-based solutions are required, and each mode plays a complementary role. Rail-based solutions provide a high quality of service and can minimise journey times between key population centres, whereas bus-based measures are more flexible and provide better penetration into residential areas;
- There are opportunities to improve the existing rail network through additional services and new stations. Shortlisted options include increased service frequencies on the South Wales Main Line and City Lines, and new stations at Junction 34 of the M4 (on the South Wales Main Line) and Ely Mill (on the City Line);
- In areas of the Corridor not served by rail, traditional bus services alone are likely to fail to substantially alter mode shares in the Corridor and reduce the current reliance on the private car. Therefore, there is a good strategic case for a new mass transit corridor;
- Use of the CVL tram-train technology (potentially in a modified form) on the North West Corridor is preferred to the introduction of a wholly new light rail system which would introduce significant extra costs and complexity for relatively modest benefits;
- Notwithstanding the benefits of these improvements, much of the North West Corridor is not served by the existing rail network and therefore such interventions will fail to fully address the problems identified. A new mass transit solution will be required to serve the Strategic Site at Plasdwr and to achieve the step change in public transport provision within the Corridor more generally;
- The Safeguarded Corridor should be earmarked for a rail-based solution, rather than a BRT solution. A rail-based solution provides the greatest scope to minimise public transport journey times and would offer the quality of service expected of a major new rapid transit route;
- Delivering a new North West Corridor tram-train route, combined with enhanced services on the City Line, will necessitate infrastructure changes to overcome capacity constraints through Cardiff West Junction and at Cardiff Central. Three broad approaches to the connection at Cardiff Central have been shortlisted, each of which involves complex trade-offs which need to be considered in the context of wider aspirations for the rail network in the Cardiff Capital Region;
- Extensions of the tram-train route into southern Rhondda Cynon Taf have been shortlisted. Subject to further business case assessment, routes to both Pontyclun and Beddau have potential merit and the ultimate preferred outcome could be a Y-shaped network serving both locations;
- BRT options and improved interchange facilities, including active travel facilities, can play an important role in improving public transport alongside a new tram-train route. BRT is a general term applied to a modern, fast, reliable bus system and the success of any new BRT routes will depend on the degree of segregation achieved. Implementing the BRT measures could deliver some benefits in a shorter timeframe compared to the tram-train solution,

ensuring growth in travel demand from new development is via a low carbon transport network. Therefore, a phased approach for the works could see the tram-train routes being implemented at a later stage, resulting in the full benefits of a complementary tram-train and BRT package;

- In Cardiff, possible BRT routes have been identified via the A4232, connecting with a strategic park and ride facility at Junction 33, and an urban route serving Plasdwr and Fairwater areas with a potential interchange with the City Line at Waun-gron Park. In Rhondda Cynon Taf, BRT corridors via the A4119 could both improve end-to-end services to/from Cardiff and provide connections to park and ride sites at Junction 33 and 34; and
- There will be opportunities, which should be explored at the next stage, to enhance active travel in the corridor by delivering new active travel corridors alongside rail and bus route, as well as enhancing interchange opportunities.

8.2 Shortlisted Options

A shortlist of options has been identified which merit further development and assessment at WeITAG Stage 2.

The enhancements to the existing rail network listed below have been shortlisted for further assessment at WeITAG Stage 2:

- Increased service frequency to at least 4 trains per hour on the City Line between Cardiff Central and Radyr;
- A new station on the City Line at Ely Mill;
- Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
- Enhanced quality of interchange between active travel, bus, rail and car; and
- A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4.

Bus related measures are as follows:

- A strategic bus park and ride at Junction 33 of the M4;
- A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
- A bus gate and spur from the A4232 (northbound and southbound) to Plasdwr;
- A bus and active travel interchange at Waun-gron Park station on the City Line;
- A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater;
- Improved bus:rail and active travel interchange at Radyr station on the City Line; and
- A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

The shortlisted new tram-train routes are as follows:

- A new tram-train route via the City Line and the Safeguarded Corridor between central Cardiff, Junction 33 and Creigiau;
- An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
- An extension of the tram-train route from Creigiau to Beddau via Cross Inn.

A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to

accommodate additional rail services. Three variants of the tram-train solution have been shortlisted. These are:

- Changes in the track layout at Cardiff West Junction to increase the capacity for North West Corridor and/or City Line services operating into existing platforms at Cardiff Central;
- Provision of a new junction between the City Line and the Barry/Penarth Line services at Penarth Curve to enable North West Corridor and/or City Line services to operate into new platforms located to the south of Cardiff Central Station. This option provides the potential for services to operate to Porth Teigr should this route also be progressed; and
- An on-street solution that would divert North West Corridor and/or City Line services away from Cardiff West Junction via an on-street route, potentially via Sloper Road and Penarth Road into new platforms at Cardiff Central and/or Callaghan Square. As above, this provides the potential for a direct link to Porth Teigr.

8.3 Phasing

Consideration has been given to the possible phasing of interventions in the North West Corridor. The phasing takes into account both demand side factors (in particular the timescales for the delivery of Strategic Sites) and supply side factors (the realistic timescales for design development, statutory processes and construction, as well as dependencies with other projects e.g. CVL transformation).

Phase 1 covers the period in advance of the delivery of a new route, potentially on the disused rail corridor. The interventions during this phase are centred on increasing services on the existing rail network, improvements to bus services and enhancing the quality of interchange between active travel, car, bus and rail modes. All of the shortlisted bus related measures (including the proposed new BRT routes) are included in Phase 1. Subject to the availability of funding, each of these shortlisted options could be delivered between 2020 and 2025.

Phase 2 would be focussed on the development of the new tram-train route for the North West Corridor via the City Line and the Safeguarded Corridor. This is a high cost project which would represent a major investment in the Cardiff Capital Region. The business case for the new line will need to be underpinned by passenger demand from Plasdwr and the Strategic Sites north of Junction 33 and south of Plasdwr in combination. If funding is available, this option could be open to passengers towards the end of this decade to coincide with the completion of phases 2 and 3 of the Plasdwr development which are adjacent to the Safeguarded Corridor.

To improve the affordability of the project, consideration could be given to a phased approach whereby the line is constructed between the City Line and Junction 33 or Creigiau initially, followed later by extensions into Rhondda Cynon Taf. Whether the North West Corridor tram-train route is delivered as a single project or delivered in phases is largely a policy decision that would need to be determined by funders.

8.4 Next Steps

It is recommended that the shortlisted options are taken forward for more detailed design development and assessment at WelTAG Stage 2.

9 Appendices

- Appendix A includes maps of the options which were initially identified
- Appendix B includes maps of the options which were taken forward to the long list appraisal
- Appendix C includes maps of the shortlisted options

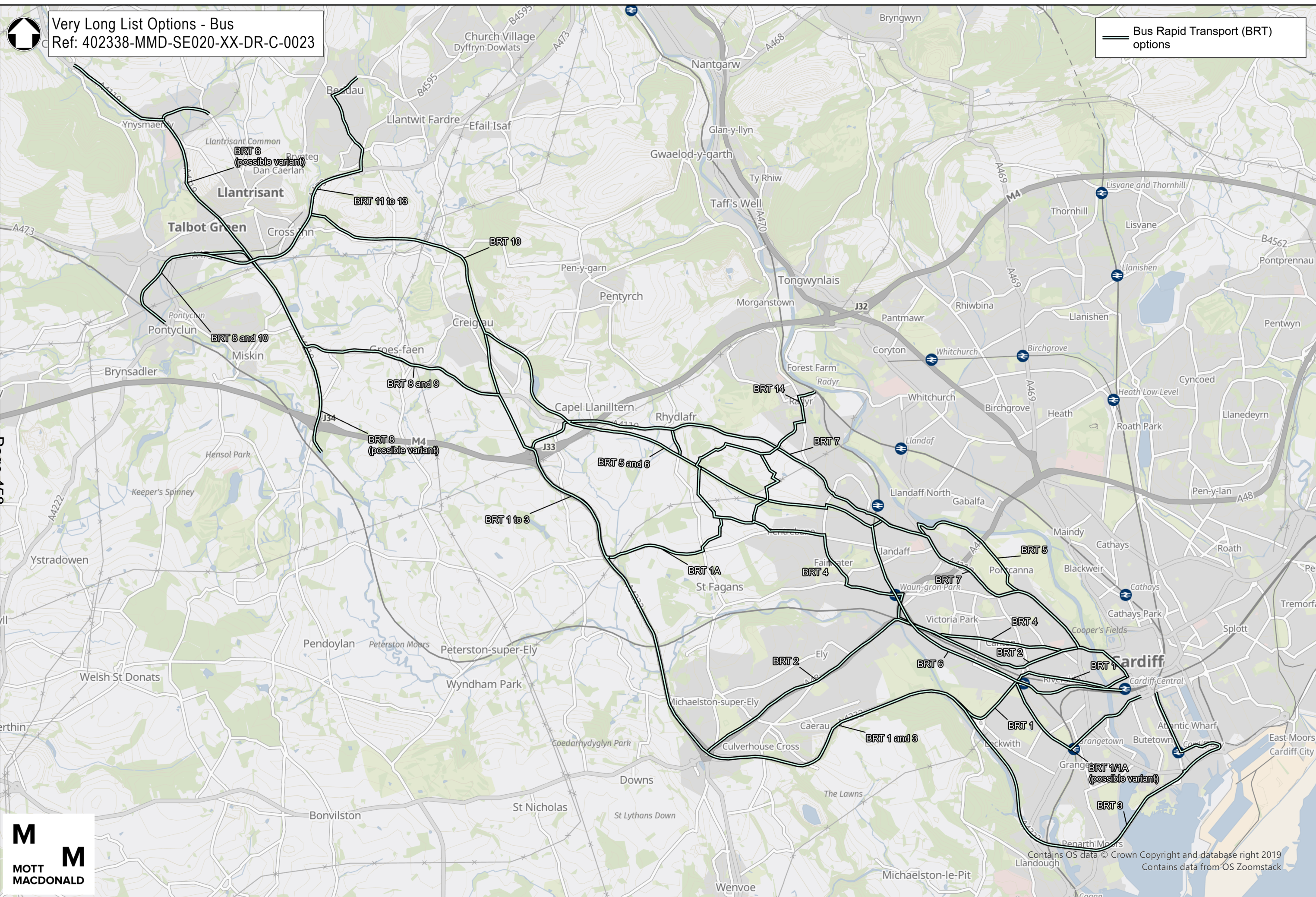
Appendix A: Initially Identified Options Maps



Very Long List Options - Bus
 Ref: 402338-MMD-SE020-XX-DR-C-0023

Bus Rapid Transport (BRT) options

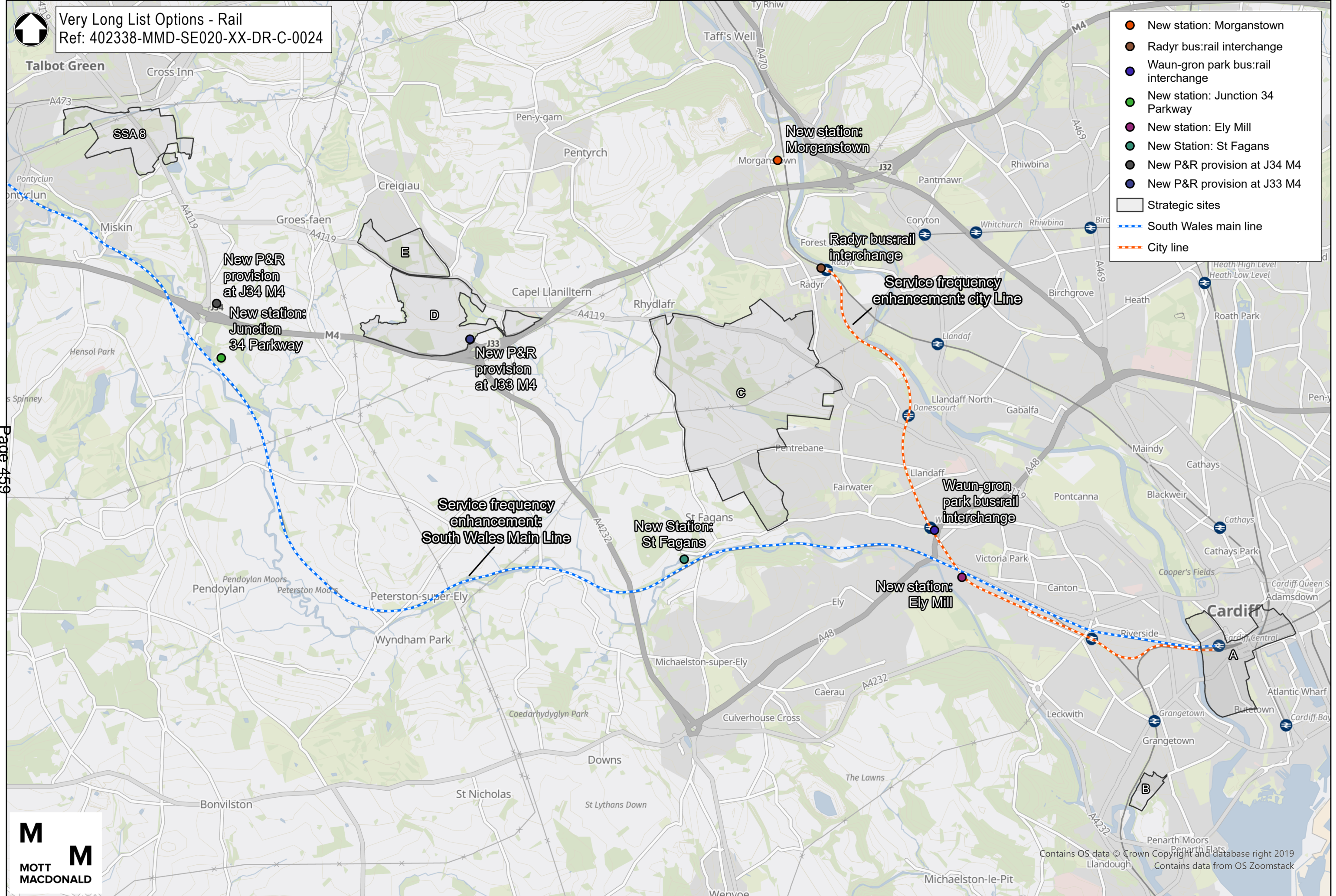
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Very Long List Options - Rail
 Ref: 402338-MMD-SE020-XX-DR-C-0024

- New station: Morganstown
- Radyr bus: rail interchange
- Waun-gron park bus: rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- New Station: St Fagans
- New P&R provision at J34 M4
- New P&R provision at J33 M4
- Strategic sites
- - - South Wales main line
- - - City line

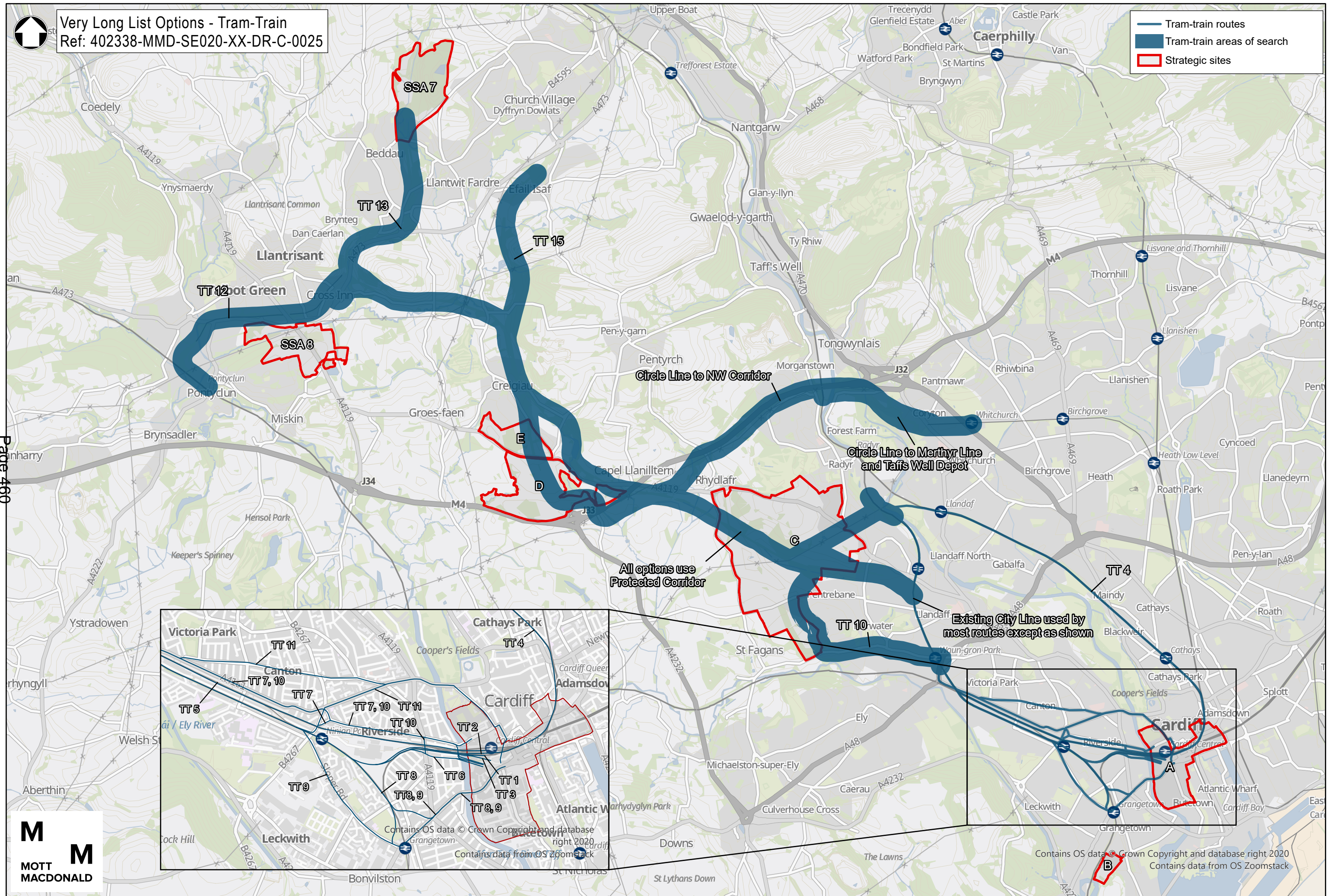


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- Tram-train routes
- Tram-train areas of search
- Strategic sites



Appendix B: Long List Options Maps

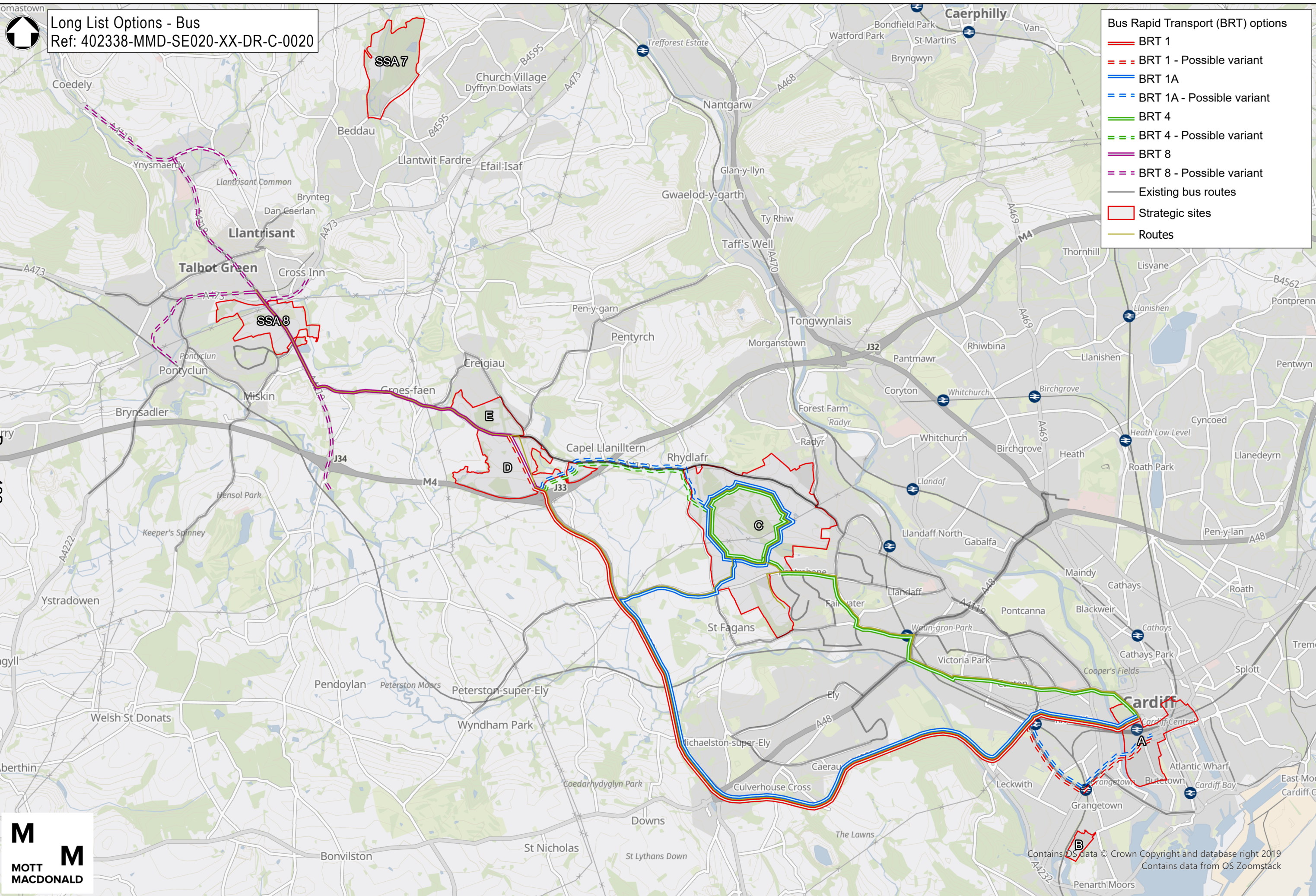


Long List Options - Bus
 Ref: 402338-MMD-SE020-XX-DR-C-0020

Bus Rapid Transport (BRT) options

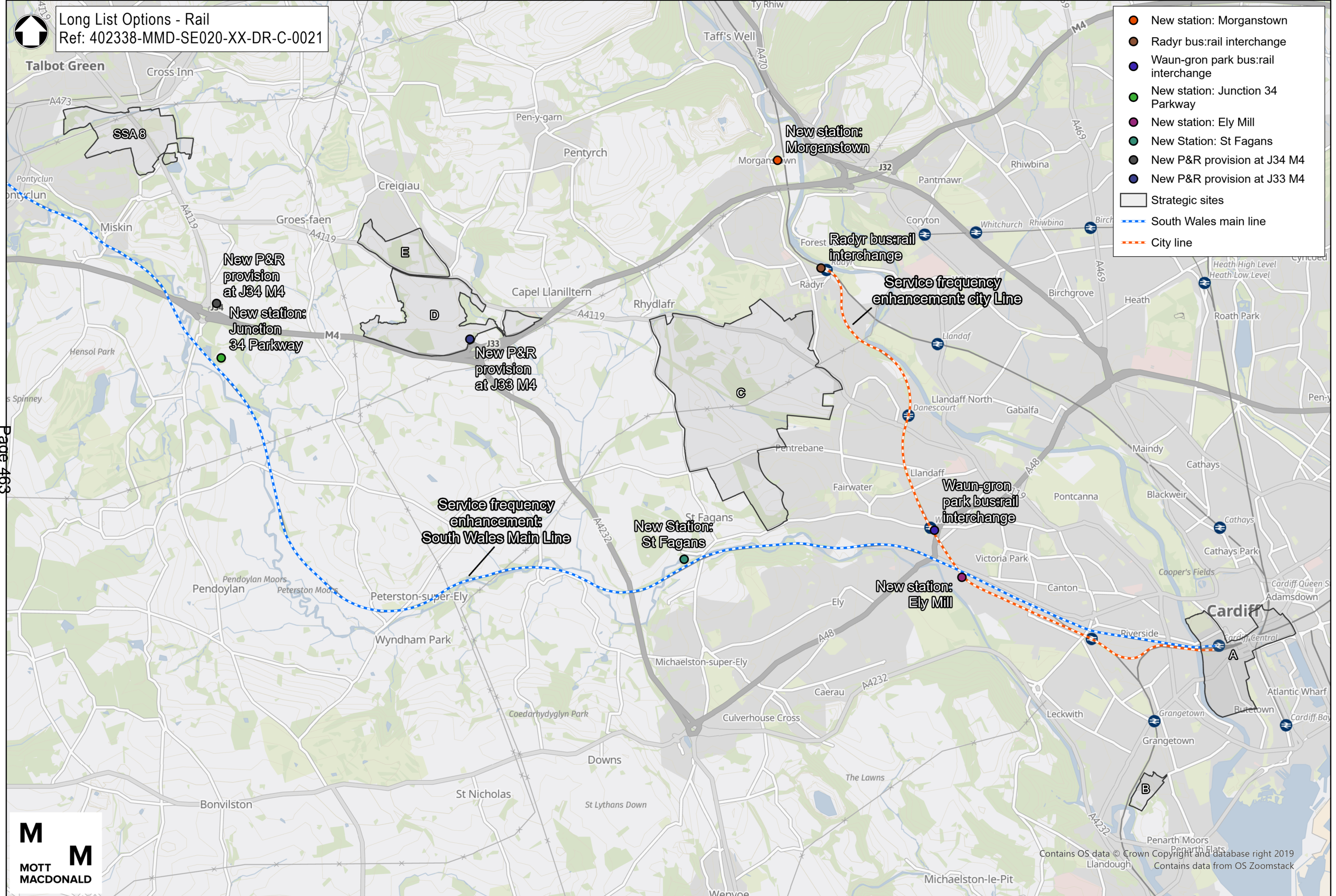
- BRT 1
- - - BRT 1 - Possible variant
- BRT 1A
- - - BRT 1A - Possible variant
- BRT 4
- - - BRT 4 - Possible variant
- BRT 8
- - - BRT 8 - Possible variant
- Existing bus routes
- Strategic sites
- Routes

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- New station: Morganstown
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- New Station: St Fagans
- New P&R provision at J34 M4
- New P&R provision at J33 M4
- Strategic sites
- - - South Wales main line
- - - City line



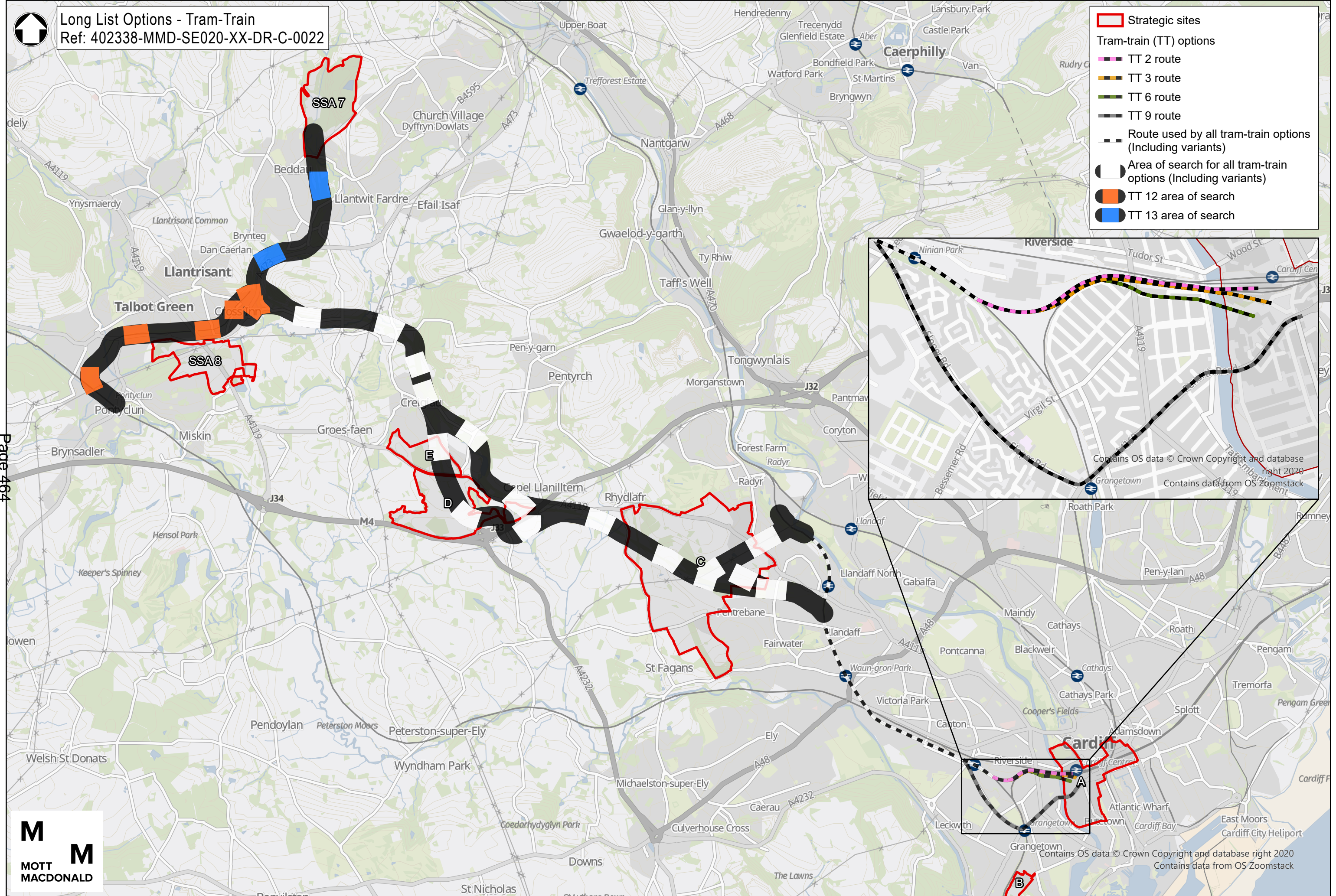
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Strategic sites

Tram-train (TT) options

- TT 2 route
- TT 3 route
- TT 6 route
- TT 9 route
- Route used by all tram-train options (Including variants)
- Area of search for all tram-train options (Including variants)
- TT 12 area of search
- TT 13 area of search



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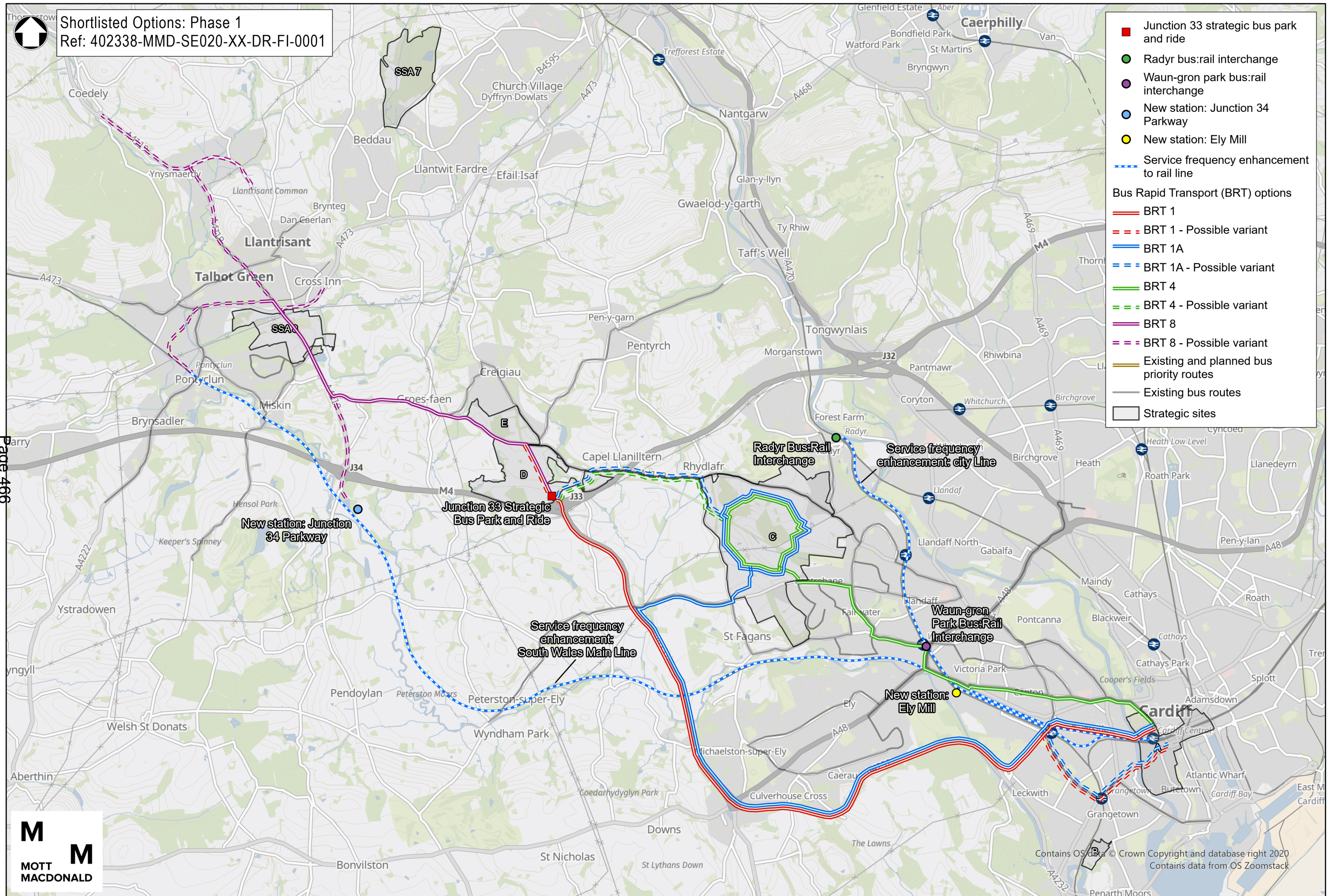
Appendix C: Shortlisted Options Maps



Shortlisted Options: Phase 1
 Ref: 402338-MMD-SE020-XX-DR-FI-0001

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- Junction 33 strategic bus park and ride
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- New station: Junction 34 Parkway
- New station: Ely Mill
- Service frequency enhancement to rail line
- Bus Rapid Transport (BRT) options**
- BRT 1
- BRT 1 - Possible variant
- BRT 1A
- BRT 1A - Possible variant
- BRT 4
- BRT 4 - Possible variant
- BRT 8
- BRT 8 - Possible variant
- Existing and planned bus priority routes
- Existing bus routes
- Strategic sites

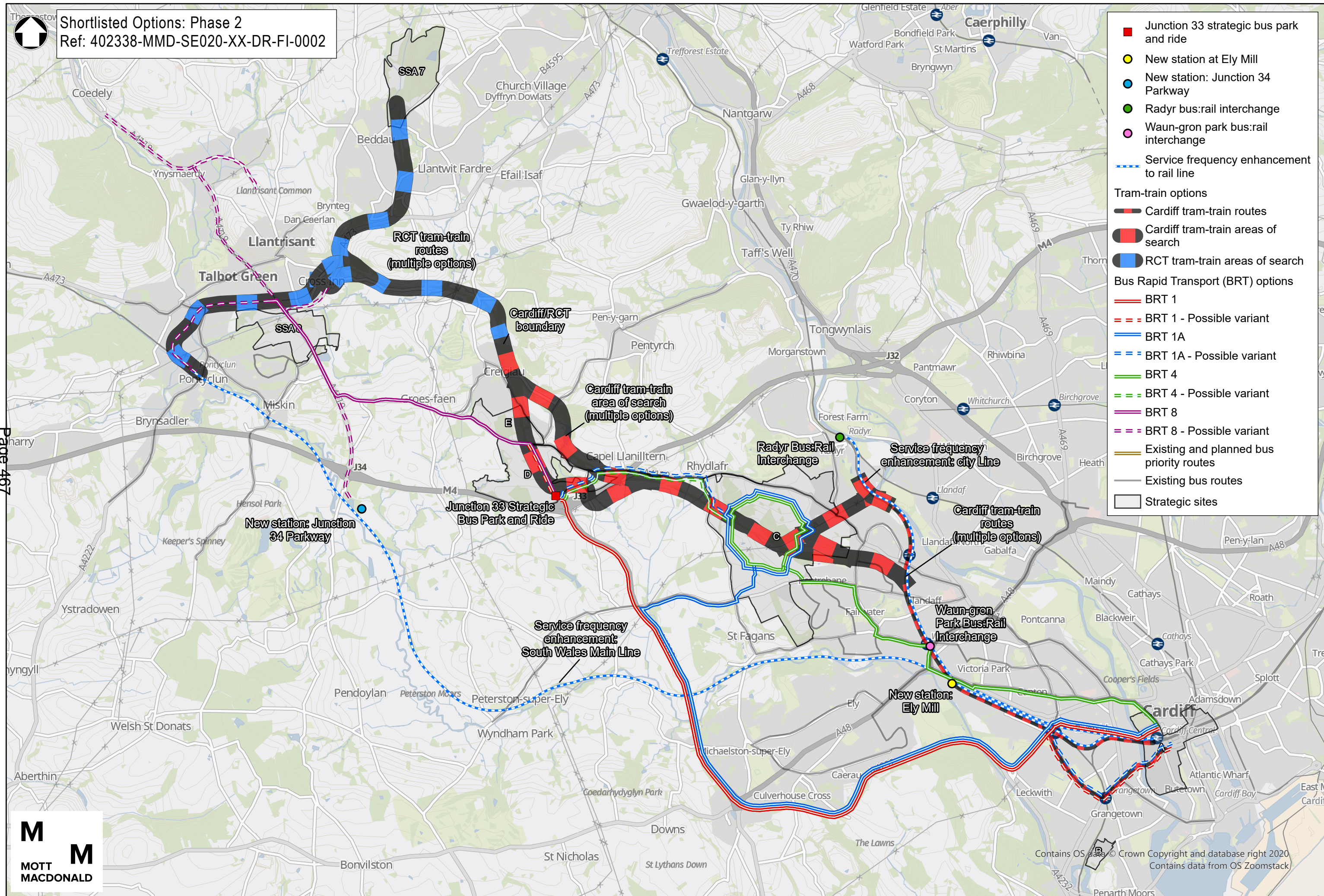


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Shortlisted Options: Phase 2
 Ref: 402338-MMD-SE020-XX-DR-FI-0002

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- Junction 33 strategic bus park and ride
- New station at Ely Mill
- New station: Junction 34 Parkway
- Radyr bus:rail interchange
- Waun-gron park bus:rail interchange
- - - Service frequency enhancement to rail line
- Tram-train options**
- █ Cardiff tram-train routes
- █ Cardiff tram-train areas of search
- █ RCT tram-train areas of search
- Bus Rapid Transport (BRT) options**
- BRT 1
- - - BRT 1 - Possible variant
- BRT 1A
- - - BRT 1A - Possible variant
- BRT 4
- - - BRT 4 - Possible variant
- BRT 8
- - - BRT 8 - Possible variant
- Existing and planned bus priority routes
- Existing bus routes
- Strategic sites



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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

UK GOVERNMENT LEVELLING UP FUND – OPPORTUNITIES IN RHONDDA CYNON TAF

REPORT OF THE DIRECTOR, PROSPERITY & DEVELOPMENT IN DISCUSSIONS WITH THE RELEVANT PORTFOLIO HOLDER (CLLR BEVAN)

Author(s): Simon Gale

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide Cabinet with a summary of the UK Government Leveling Up Fund and the potential project opportunities and timescales for the development, appraisal, and submission of project applications

2. RECOMMENDATIONS

It is recommended that the Cabinet:

- 2.1 Considers the content of the report and agrees to progress development of a project application package for submission as set out in section 5 of the report.

3. REASONS FOR RECOMMENDATIONS

- 3.1 To ensure that the Council is able to take advantage of the resources available for funding projects from the first round of the Levelling Up Fund which has a deadline of 18th June 2021.

4. BACKGROUND

- 4.1 The £4.8 billion Levelling Up Fund (LUF) will invest in infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.
- 4.2 The Levelling Up Fund is a capital only fund, administered by the Ministry of Housing, Communities and Local Government (MHCLG), Department for Transport (DfT) and HM Treasury (HMT). References to the 'Secretary of State' in the Fund guidance are to the Secretary of State for Housing, Communities and Local Government, Secretary of State for Transport and the Chancellor of the Exchequer.
- 4.3 The UK Government has identified the following priority areas for investment:
- **Transport investment** - including (but not limited to) public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. The Fund is requesting proposals for high-impact small, medium and by exception larger local transport schemes to reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users.
 - **Regeneration and town centres investment** - to upgrade eyesore buildings and dated infrastructure, acquire and regenerate brownfield sites for business use, invest in secure community infrastructure and crime reduction, and bring public services and safe community spaces into town and city centres.
 - **Cultural investment** - maintaining, regenerating, or creatively repurposing museums, galleries, visitor attractions (and associated green spaces) and heritage assets as well as creating new community-owned spaces to support the arts and serve as cultural spaces.
- 4.4 Local authorities will lead the bids for their areas and can submit a number of bids determined by the number of parliamentary constituencies wholly within the local authority boundary. Therefore, a total of **three bids** can be submitted from Rhondda Cynon Taf, representing the Rhondda, Cynon and Pontypridd Constituencies with an additional transport based bid which can cover one or more constituencies.

- 4.5 Rhondda Cynon Taf has been categorised as a Priority 1 of three priority categories which will give an advantage as part of the assessment process. Consultation and support will be expected to be gained for bids from the MPs whose constituencies will be hosting bids as well as appropriate consultation with the public and other organisations. To support the development of bids and working more closely with the UK Government a one off £125,000 capacity building grant will automatically be made available.
- 4.6 A capital bid can be for an individual project or a package of up to three projects, of up to £20 million in value per bid, or in exceptional cases up to £50m per bid for larger transport projects. Both individual and package bids can contain proposals within a single theme, or across multiple themes, so long as they form part of a coherent, consistent proposal. All bids must be submitted in full with all supporting documentation, and where appropriate the approval of the responsible authority on the **18th June 2021**. Projects will need to demonstrate investment or delivery on the ground in 2021-22. In addition to this, all projects must be fully completed by 2024.
- 4.7 The level of detail and evidence required to complete the application process is significant and is based on the HM Treasury guidance on completing project business cases. This Five Case Model requires evidence for detailed assessment that will include – Strategic, Economic, Commercial, Financial and Management Cases. The assessment and prioritisation of projects will be on a competition/scored basis.
- 4.8 There will be a three staged approach to assessment and decision making.:
- Stage 1 Gateway: The first stage is a pass/fail gateway criterion, where bids will be assessed against whether they can deliver some LUF expenditure in 2021/22.
 - Stage 2 Assessment and Shortlisting Bids: Bids will be assessed against the criteria set out in the Prospectus to deliver a shortlist of the strongest bids.

- Stage 3 Decision Making: Once bid assessment and moderation has concluded, and the shortlist is drawn up, Ministers will make funding decisions.

4.9 UK Government intend to announce the outcome following the three-stage assessment process during the Autumn of 2021

5. **PROPOSED PROJECTS**

5.1 There will be a benefit in preparing and submitting bids for the first round of Applications as this will give more time to develop and deliver projects and the level of competition from other Welsh authorities is likely to be less. As outlined above, the level of detailed information on the projects that is required to successfully complete the application in terms of the Five Case Business Plan Model is significant so a focused package of relatively well developed projects will be necessary to do well in a competitive selection process. The Fund guidance also requires that all relevant statutory procedures and a physical site start of works should be achieved in the current financial year. The proposals set out below offer an opportunity for robust applications, although challenging, in the timescale for submission by 18th June.

5.2 **Pontypridd Constituency** – Based on the Council's continuing delivery of projects aimed at realising the ambitions of the 'Pivotal Ponty' Strategic Opportunity Area previously agreed by Cabinet.

Muni Arts Centre – Full Redevelopment – This project to redevelop the Muni Arts Centre, will bring this prominent empty building back into productive use as a state of the art music and theatre venue in the heart of Pontypridd Town Centre. It is a key opportunity to bring forward the full redevelopment phase. Concept designs have already been completed by architects engaged by Awen, with phase 1 redevelopment works currently underway with current costs at £380k with £250k WG TRI and £130k RCT.

Full redevelopment costs are currently projected to be approximately £5.9M based on the appointed architects design team but will be subject to further change and development. The levelling up fund bid will be 90% (£5.31M) of the total development cost.

- 5.3 **Rhondda Constituency** - Based on delivery of the Porth Regeneration Strategy which is approved and in place and has been subject to public consultation, the Porth Transport Hub is a key project which is ready to start on site this financial year and meets all the key criteria set out in the Levelling Up Funding guidance.

The Porth Transport Hub is a key element of the approved Porth Regeneration Strategy and its delivery will be vital to the success of the Strategy. The Transport Hub is the largest project within the Strategy's programme and will serve as an anchor for comprehensive regeneration, development and investment across Porth Town Centre and the surrounding area. The transport network modernisation via the South Wales Metro development and an increase in trains, the development of the Porth Transport Hub is timed perfectly to coincide with most significant investment in the Welsh rail network development in decades, and provides a prime opportunity to capitalise upon the benefits. The Porth Transport Hub will be a new transport interchange facility which will serve as the focal point for bus travel in Porth. The facility will house all necessary amenities for operations by the main bus provider in the area, Stagecoach.

The total cost of the project is £6.6M with a bid to the Levelling Up Fund of £3.6M. External funding of £3M has already been secured therefore, there is no requirement for additional match funding.

- 5.4 **Cynon Valley Constituency – The former Mayhew Chicken Factory site in Trecynon, Aberdare** provides a significant redevelopment opportunity for a mixed use comprising modern business premises and park and ride facility as preparation for the future extension of the passenger rail line beyond Aberdare.

This will be achieved through a newly developed business site which can host a number of modern light industrial units and park and ride facilities, with EV charging facilities and an active travel bridge. The project will serve to reverse the loss of the previous employment use on the site and build a modern light industrial business park, creating quality jobs for local people in a regionally important area and addressing the lack of modern industrial units in the region to support SME growth through Improved productivity.

Current projected costs for the Modern Light Industrial Unit Development is £6.5M. Projected Costs for the park and ride facility

and active travel bridge are £3.1M. Therefore, total estimated project cost is £9.6M and the levelling up fund will be bid will be 90% of the total development cost (£8.7M).

5.5 **Transport Project Opportunities** - An options appraisal of potential transport projects currently planned and in development has been carried out in relation to the Levelling Up Fund application and assessment criteria. As a result of this, the **A4119 Ely Road Dualling** is most advanced with all necessary planning consents in place and major advanced utility diversions being undertaken this year. The main scheme can commence during the next financial year, with project completion within the set time scales. This project also fits well in terms of its strategic importance and contribution to economic benefit for the area.

5.6 The proposed improvement is therefore not only integral to the regional strategic highway network, it is also linked to part of the Strategic Opportunity Area (SOA) *The A4119 Corridor: The Regional Rhondda Gateway* and to the wider economic opportunities for the western area of the County Borough and the Cardiff Capital Region.

The transportation and regeneration benefits of the project include:

- It will improve connectivity to Tonyrefail and surrounding areas.
- It will facilitate and further unlock development of the strategically important Coed Ely site (approximately 14.32 ha) and encourage investment in the wider area.
- It will improve access to existing and new businesses at Llantrisant Business Park, the Royal Glamorgan Hospital and the wider areas.
- It will improve reliability and journey times especially for public transport, which will enhance the viability of local and regional bus services using the route.
- It will encourage more active travel and healthier lifestyles by improving opportunities for walking and cycling.

5.7 The total cost of the project is £19.4M with a bid to the Levelling Up Fund of £11.4M. Existing RCT and external funding of £8M has already been secured therefore, there is no requirement for additional match funding.

6. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

- 6.1 There is no requirement for an Equality Impact Assessment or Socio-Economic Analysis for the purposes of this report but on a project basis the requirements for assessments will be met at the appropriate stages of project development.

7. WELSH LANGUAGE IMPLICATIONS

- 7.1 There is no requirement for a Welsh Language Impact Assessment with this report although on a project basis Welsh Language Impact Assessments will take place as part of the project development process.

8. CONSULTATION / INVOLVEMENT

- 8.1 There is no requirement for a consultation associated with this report although on a project basis relevant consultation with stakeholder organisations and the public will be necessary and already have taken place or will take place as part of the project development process.

9. FINANCIAL IMPLICATION(S)

- 9.1 There is a requirement for a minimum of 10% match funding for each bid, this can come from Local Authorities and/or third parties. At this stage, submitting the applications does not commit the Council to any additional match funding requirements. If successful, full funding packages will be developed in line with the due diligence of reviewing the terms of any offer from UK Government.
- 9.2 As referenced in the report, £125K funding is automatically available to use to build capacity. It is anticipated that any costs associated with developing bids will be met from this allocation.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 10.1 No legislation has been considered in relation to this report. It should be noted that the bidding process itself must take account of the Lead Authority's legal obligations including the Public Sector Equality Duty.

11. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 11.1 The successful delivery of the projects set out above will make a significant positive contribution to all of the priorities of our Community Plan. The **People, Places and Prosperity** priorities will be very well served by the mix of modern business premises, public transport and active travel facilities and state of the art cultural facilities that will be provided as a result of the delivery of the proposals for the Levelling Up Fund applications.

The successful delivery of the investment proposals will also directly contribute to the goals of the Well- Being of Future Generations Act. In particular the economic and environmental well-being of Wales, supporting the delivery of a prosperous Wales, a more resilient Wales and a Wales of cohesive communities.

12. CONCLUSION

- 12.1 The UK Government Levelling Up Fund provides the Council with an opportunity to access financial support to bring forward significant priority projects as outlined above. There will be an added benefit in preparing and submitting bids for the first round of Applications as this will give more time to develop and deliver projects and the level of competition from other Welsh authorities is likely to be less.

Other Information:-

Relevant Scrutiny Committee

[ARTICLE 6 – OVERVIEW AND SCRUTINY COMMITTEE](#)

(Terms of Reference of each of the Scrutiny Committees to assist Officers with selecting the correct Committee.)

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

REPORT OF THE DIRECTOR PROSPERITY & DEVELOPMENT IN DISCUSSIONS WITH THE RELEVANT PORTFOLIO HOLDER (CLLR Bevan)

Background Papers

- Levelling Up Fund: Prospectus
- Levelling Up Fund: Technical Note

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RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

HOME OFFICE – WIDENING ASYLUM SEEKER DISPERSAL SCHEME

REPORT OF DIRECTOR – PUBLIC HEALTH, PROTECTION AND COMMUNITY SERVICES IN DISCUSSIONS WITH THE RELEVANT PORTFOLIO HOLDER CLLR RHYS LEWIS, CABINET MEMBER FOR STRONGER COMMUNITIES, WELL-BEING AND CULTURAL SERVICES

Author(s): Cheryl Emery – Interim Head of Community Safety and Community Housing

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek support for the participation of the Council in the Home Office Widening Asylum Seeker Dispersal Scheme.

2. RECOMMENDATIONS

It is recommended that Cabinet:

- 2.1 Approve participation in the Widening Asylum Seeker Dispersal Scheme within the County Borough, building on the positive experience and learning gained from the delivery of the Vulnerable Persons Resettlement Scheme and the Vulnerable Children's Resettlement Scheme.
- 2.2 Agree that the Director, Public Health, Protection and Community Services can start discussions with the Home Office, WSMP and Clearsprings Ready Homes to determine how many individuals/families can be supported in Rhondda Cynon Taf.

3. REASONS FOR RECOMMENDATIONS

- 3.1 In March 2021, the Home Office advised there were approximately 10,000 asylum seekers in contingency accommodation (hotels) in England, largely in the Kent and London areas. Significant backlogs in the system to process applications have been caused by the pandemic and there is an urgent need for all areas of the UK to contribute to supporting asylum seekers to move into more suitable, temporary accommodation while their applications for asylum are processed.
- 3.2 Cardiff, Swansea, Wrexham and Newport are the four areas of Wales that are currently designated as Asylum Seeker Dispersal areas. All four local authorities remain committed to the programme however additional support from all Wales LAs

is required in order to contribute to the Home Office target of supporting a further 800 individuals to be accommodated in Wales in coming months.

- 3.3 The Vulnerable Persons Resettlement Scheme and the Vulnerable Children's Resettlement Scheme currently in place continues to operate sustainably, with excellent partnership work taking place between third sector organisations, the University Health Board and the Local Authority. There are also very strong links with Further and Higher Education establishments within the Authority and the coordinated approach to RCTCBC's work has received widespread recognition. Participation in the Wider Dispersal Scheme would build on this partnership approach and contribute to the Welsh Governments stated ambition that Wales is a Nation of Sanctuary.

4. BACKGROUND

- 4.1 The Home Office is responsible for fulfilling the United Kingdom's obligation under the 1951 United Nations Convention relating to the status of Refugees (The Geneva Convention) and ensuring that those genuinely fleeing persecution are given the protection they need.
- 4.2 To achieve this, the UK Visa and Immigration (UKVI) provides support services for Asylum Seekers, failed Asylum Seekers and Refugees. Statutory provision is in accordance with Immigration and Asylum Act 1999 and the Asylum Support Regulation 2000.
- 4.3 The UK has a proud history of granting asylum to those who need it. The number of asylum applications to the UK peaked in 2002 at 84,132. After that the number fell sharply to reach a twenty-year low point of 17,916 in 2010, before rising again to reach 35,737 in 2019.
- 4.4 Due to a shortage of known and suitable accommodation in existing dispersal areas, to assist with future planning and the requirement to create equitable distribution of people seeking asylum amongst Local Authorities in the UK, the Home Office have requested that every Local Authority / District Authority participates in the Widening Dispersal Scheme to increase opportunities throughout the UK where Asylum Seekers can reside.
- 4.5 On 5th March 2021, a meeting was convened with WLGA, inviting Chief Executives of all Wales Local Authorities to discuss assisting with Widening Dispersal. The Home Office are looking for an 'In Principal Agreement' that permits an accommodation provider contracted by the Home Office to source accommodation for people seeking asylum.
- 4.6 The Home Office has not predetermined the number of people to be placed in each area but want to establish a dialogue that identifies the needs of each Local Authority and to agree a way forward that works to enable participation.

5. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

- 5.1 In order to comply with the statutory duties contained with the Equality Act 2010 and meet our Socio-economic duty in providing services which can improve inequality of outcome for people who face socio-economic disadvantage. A full Equality Impact Assessment will be required to fully assess the impact of taking forward the widening the Asylum Seeker Dispersal Scheme within the County Borough.

6. WELSH LANGUAGE IMPLICATIONS

- 6.1 There are no positive or negative impacts of the proposal on the Welsh Language. The proposal at this time is primarily concerned in the first instance in starting discussions with the Home Office, WSMP and Clearsprings Ready Homes.

7. DEFINITIONS

- 7.1 Asylum is protection given by a country to someone fleeing from persecution in their own country. An Asylum Seeker is someone who has applied for asylum and is awaiting a decision on whether they will be granted Refugee status. An asylum applicant who does not qualify for refugee status may still be granted leave to remain in the UK for Humanitarian or other reasons. An Asylum Seeker whose application is refused at initial decision may appeal the decision through an appeals process and, if successful, may be granted leave to remain.
- 7.2 If the application is accepted, an Asylum Seeker will generally be granted 5 years refugee status. Successful applicants can work, live and study in the UK and access public funds.

8. ACCOMMODATION AND SUPPORT

- 8.1 Participating Authorities do not need to source or maintain properties as this is done by Clearsprings Ready Homes in Wales (MEARS and SERCO in other regions). Clearsprings Ready Homes accommodate and support Asylum Seekers in the private rented sector and equip accommodation (including rent, licensing, furnishing property maintenance and payment of utility bills). They work closely with the Authority to identify suitable locations to source accommodation that is economically viable and with access to public transport routes and in proximity to community services.
- 8.2 They provide full support for individuals and families into a community whilst their asylum application is being assessed. The length of stay in asylum accommodation can be anywhere between 6 months and 2 years, depending on the complexity of the case.
- 8.3 Migrant Help have been contracted by the Home Office to deliver 'Advice, Issue Reporting and the Eligibility Contract' (AIRE). They employ Community Liaison Coordinators who can assist in new areas in a multi-agency approach.

8.4 Migrant Help will work in tandem with Clearsprings Ready Homes across potential new areas in Wales.

9. CEASING SUPPORT

9.1 For those who are granted protection, their access to cash support and accommodation will cease within 28 days of receiving the decision in relation to their application.

9.2 Those individuals who have been refused asylum can appeal and will continue to receive support whilst they have an appeal outstanding. When they exhaust their appeal rights, cash support and accommodation will cease 21 days after the final decision.

9.3 At present people without children whose appeal has not been upheld are expected to return their country of origin. However, Section 4 support may on occasions continue to be provided if there is a short-term barrier to them leaving. If they refuse to leave, removal can be enforced (but not to all countries).

9.4 At present, for families with children under 18, accommodation and cash support only ceases if someone is granted asylum. Families who are refused asylum at present remain supported by UKVI if they have children under 18 and until their youngest child is 18.

10. CONSULTATION/INVOLVEMENT

10.1 Prior to acceptance of any individuals into RCT, extensive consultation will be carried out with the Home Office, WSMP and Clearsprings Ready Homes.

11. FINANCIAL IMPLICATIONS

11.1 Accommodation and support are funded by the Home Office directly, therefore no funding will be given to the Local Authority. Any additional costs associated with Education or Social Care needs of individuals or families arriving in RCT as part of this scheme will need to be met by the Council through existing budgets.

11.2 Whilst a decision on an Asylum Seeker's 'Right to Remain' as a refugee is made, all living costs are covered by the Home Office through their delivery partner Clearsprings Ready Homes.

11.3 Should an individual be granted Leave to Remain, there may be on-going welfare benefit costs until the person secures employment and becomes financially independent. Eligibility to claim Housing Benefit is determined by the status awarded when someone enters the UK. If granted the right to reside, then the entitlement to claim housing benefit would be at Local Housing Allowance rates for properties.

12. LEGAL IMPLICATIONS/LEGISLATION CONSIDERATIONS

- 12.1 The power to enforce a Local Authority to participate in widening dispersal exists under the Immigration and Asylum Act 1999. The Minister has made it clear to UKVI that engagement with all Local Authorities will be undertaken and will ensure that all options are exhausted before use of these powers will be considered.
- 12.2 The Council has neither the statutory duty nor the power to provide financial support or accommodation to Asylum Seekers. Section 95 of the Immigration and Asylum Act 1999 provides that the Secretary of State may provide or arrange for the provision of support for Asylum Seekers and their dependents who appear to be destitute. Section 95 support is paid via an Aspen Card, which can be used to withdraw cash as well as used in shops to buy provisions
- 12.3 If an Asylum Seeker is granted Refugee Status, Humanitarian Protection, Discretionary Leave (unless a 'No Recourse to Public Funds' condition is attached); or Indefinite Leave to Remain, they are then able to access mainstream benefits on the same basis as a British National. Where an Asylum Seeker is granted one of these statuses the Council may have a statutory obligation to prevent homelessness.
- 12.4 Failed Asylum Seekers may remain in the UK with no recourse to public funds until they are served with removal directions by the Home office. Section 115 of the Immigration and Asylum Act 1999 states that a person will have 'no recourse to public funds' if they are subject to Immigration control. Public funds include welfare benefit and public housing.

13. CONCLUSION

- 13.1 In participating in the Widening Dispersal Scheme, the Council would be making a practical and humanitarian commitment to assist some of the most vulnerable persons fleeing conflict in their home country.
- 13.2 The strength of partnership working in Rhondda Cynon Taf, along with the support of the local communities has been integral to the success of the Vulnerable Persons Resettlement Scheme and the Vulnerable Children's Resettlement Scheme. Participation in the Widening Dispersal Scheme will provide us with the opportunity to build on this success.

Relevant Scrutiny Committee

Health and Well-being Scrutiny Committee



LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

17TH JUNE 2021

REPORT OF DIRECTOR – PUBLIC HEALTH, PROTECTION AND COMMUNITY SERVICES IN DISCUSSIONS WITH THE RELEVANT PORTFOLIO HOLDER (CLLR. RHYS LEWIS, CABINET MEMBER FOR STRONGER COMMUNITIES, WELL-BEING AND CULTURAL SERVICES)

HOME OFFICE – WIDENING ASYLUM SEEKER DISPERSAL SCHEME

Background Papers

None.

Officer to contact:

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