

APPENDIX 1

SUMMARY OF SUBMISSIONS

NAME OF RESPONDENT	DETAILS OF SUBMISSION	RESPONSE OF THE COUNCIL
Councillor Gareth Caple	<p>Many railway stations are in a poor state of repair.</p> <p>Trehafoed station Park & Ride is unwelcome, badly signposted and underused. The northbound platform does not have disabled access and the station has poor drainage.</p> <p>Transport for Wales should work with the Council and transport providers in order to promote tourist attractions in the valleys.</p> <p>Concern about the lack of toilets on new Metro rolling stock.</p>	<p>Responsibility for stations located along the Core Valley Lines north of Cardiff has been transferred from Network Rail to Transport for Wales. Maintenance and upgrade is being undertaken as part of the investment in the South East Wales Metro. These works will cover improved access for cyclists and people with reduced mobility as well as addressing the condition and capacity of Park & Ride sites.</p> <p>The Council liaises closely with transport operators and local tourist attractions and in the publicity, the local bus and rail services serving these attractions are highlighted.</p> <p>Transport for Wales is procuring the new rolling stock and is aware of this issue. Rolling stock (PACERS) fitted with toilets which are not accessible to people with restricted mobility have very recently been phased out. It is understood that when the new Metro rolling stock is introduced, passengers may have to disembark at certain stations with toilet facilities and rejoin a later journey.</p>
Councillor Graham Thomas	<p>Additional frequency, as part of the Metro investment, along the Aberdare line will be welcome. The extension of passenger rail services to Hirwaun will be of benefit to the residents of Rhigos and could be extended further to Hirwaun Ind Estate. This could enable more goods to be carried by rail.</p> <p>Current rail fares are prohibitive for employees earning the minimum wage.</p> <p>There should be a close analysis of an integrated transport system that includes links to bus services.</p>	<p>Comments are noted. A Transport for Wales study, with input from the Council, is currently being undertaken into the feasibility of extending passenger rail services from Aberdare to Hirwaun. This proposed scheme will also involve the construction of new intermediate stations and facilities along the extended route. The Council has recently secured the "Chicken Factory" site at Trecynnon which could serve as access and P&R for a new station. The Council has also submitted a bid to the UK Government, under its "Levelling Up" Fund, to fund the construction of a 127 space Park and Share (potentially future P&R) facility at Llwydcoed as part of a first phase – this will include complementary elements such as a new Active Travel bridge over the A4059.</p> <p>TfW Rail has reduced season ticket prices from stations located in the Heads of the Valleys for commuters travelling southwards to Pontypridd and Cardiff.</p> <p>The development of the South East Wales Metro will include the integration of ticketing and co-ordination of bus and rail services, including</p>

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Councillors Robert Bevan & Mark Adams	Extend the Rhondda Fach Relief Road to Maerdy (Phase 2) and to the Rhigos Mountain Top (Phase 3).	<p>better orbital services between valleys. The Welsh Government is currently examining changes to the existing legislation governing the operation of local bus services. It has launched an updated Wales Transport Strategy which reflects these proposals.</p> <p>Both Phases can be classified as major road schemes, with Phase 2 included as a long term aspiration in the current South East Wales Valleys Local Transport Plan. If progressed further, both Phases will be subject to the Welsh Government's Business Case process, prior to any planning and design being undertaken and alignment identified.</p> <p>The Business Case process would provide evidence of the economic, social and environmental cases for developing these particular road schemes. However, any decision to proceed further must take account of the legislation and policies governing climate change, alternative measures that will improve public transport provision along the Rhondda Fach and the Well-being of Future Generations Act.</p> <p>It should be noted that the Welsh Government has recently placed a moratorium on proceeding with new road schemes, pending a full review.</p>
Councillors Geraint Davies & Will Jones	<p>Welcome the development of the South East Wales Metro including the increase in frequency and reduction in journey times.</p> <p>Extend the rail line from Treherbert to Tynewydd to capitalise on the benefits of the improved services.</p>	<p>Comments are noted.</p> <p>The potential extension of rail services from Treherbert to Tynewydd has been included for consideration as part of a wider study looking at improved transport links to/from the Mid Valleys areas. Subject to funding, this study is expected to be commissioned in the current financial year.</p>

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<p>Hirwaun & Penderyn Community Council</p>	<p>Sets out the potential benefits of improved rail frequency and capacity on its residents.</p> <p>Important that adequate funding is available for schemes; ticket costs are affordable; improved services do not undermine local town centre economies.</p> <p>Puts forward a number of measures and schemes to support the South East Wales Metro.</p> <p>There are a number of opportunities that exist to enhance transport accessibility and connectivity in the County Borough. For example, reinstating the rail line between Neath and Merthyr via Hirwaun and making new road developments suitable for a cross-section of users.</p> <p>Puts forward a number of measures to reduce travel demand in RCT whilst encouraging economic growth and tackling climate change.</p>	<p>Comments are noted.</p> <p>All infrastructure schemes will be subject to the Business Case process which identifies whether a scheme is affordable and represents value for money. TfW Rail has reduced season ticket prices from stations located in the Heads of the Valleys for commuters travelling southwards to Pontypridd and Cardiff. It is envisaged that development and 'place making' opportunities will be identified around stations located on the South East Wales Metro network.</p> <p>Comments are noted. Measures and schemes are being looked at by Transport for Wales, in collaboration with the Regional Transport Authority, local authorities and transport operators. For example, the co-ordination of bus and rail services at key interchanges; improvements to stations in terms of making them more accessible and providing better facilities for passengers; extending passenger rail services to Hirwaun. The planned increase in frequency on Valley lines north of Cardiff will increase capacity. Where constraints exist along the single track sections, the provision of double tracks is being examined by Transport for Wales. Significant Sections of dual tracking are proposed as part of the Metro transformation of Core Valley Lines.</p> <p>As the highway authority, the Council has been investing in improvements along the principal bus corridors in RCT. These improvements cover roadside waiting facilities for passengers and tackling delays to local bus services. The Council has also been exploring the widespread provision of electric vehicle charging infrastructure throughout RCT, both in residential areas and at key facilities.</p> <p>Requests for local bus services are brought to the attention of the local bus operators who determine the times and coverage of their commercial network. The role of the Council is to determine whether a social need exists for a local bus service, that is not being met by the commercial network. This is in terms of the availability of alternative services, the level of access to key facilities and destinations and financial costs to the Council.</p> <p>Under current legislation, all new highway schemes must ensure that active travel provision (walking and cycling) is incorporated in the design of the scheme.</p> <p>The proposal to re-open the rail line between Neath and Merthyr Tydfil would be subject to the</p>

		<p>Welsh Government's business case process. Most of the existing rail alignment has not been safeguarded from development and this would have a substantial and negative impact on the engineering feasibility and financial costs of re-opening.</p> <p>The Council has implemented a number of measures across RCT to promote social distancing and accommodate changes to travel patterns as a result of the Covid-19 pandemic.</p> <p>The Council continues to promote homeworking for the majority of staff that are able to do so, thereby reducing travel demand, congestion and carbon footprint.</p> <p>With the support of the Council, local bus and taxis operators are investing in new fleets of modern, fully accessible, low emission vehicles.</p>
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Rhondda Tunnel Society	<p>The rail service will be a key resource bringing a large number of visitors to the Tunnel. An increase in service frequency will be important. The provision of a shuttle bus service and bike hire facilities is envisaged at the terminus station.</p> <p>It is important that the seating arrangement of the new rolling stock is flexible to accommodate cycles as well as wheelchair users and pushchairs.</p> <p>A traffic free cycle path is essential to the Tunnel.</p> <p>There is inadequate Park and Ride facilities at some stations.</p> <p>There is a need to promote sustainable travel to the Tunnel which will have health benefits and relieve traffic congestion.</p>	<p>Comments are noted. See response above.</p> <p>Transport for Wales is procuring the new rolling stock for use on the Core Valley Lines network. The carriages will be fully compliant with existing design standards and the internal layout will ensure sufficient capacity is provided to meet different passenger needs.</p> <p>The Council has commissioned a study to investigate a possible alignment for an active travel route along the Rhondda Fawr. A number of sections have already been constructed to serve key facilities which will eventually form part of a continuous route between Blaencwm and Porth.</p> <p>Responsibility for stations located along the Core Valley Lines north of Cardiff has been transferred from Network Rail to Transport for Wales. Maintenance and upgrade is being undertaken as part of the investment in the South East Wales Metro. These works will cover improved access for cyclists and people with reduced mobility as well as addressing the condition and capacity of Park & Ride sites.</p> <p>The Council, in partnership with a number of organisations and bodies such as Sustrans and Public Health Wales, is undertaking a number of measures to promote active travel and raise awareness of the health, economic and environmental benefits of cycling and walking. In addition to promoting the network of existing active travel routes. Full details are on the Council's website.</p>

		A formal consultation exercise covering the development of active travel routes in Rhondda Cynon Taf will commence shortly, building on the recent online engagement which attracted 695 responses.
Welcome to our Woods Create Your Space	Are supportive of the idea to restore a rail service to Tynewydd village.	The potential extension of rail services from Treherbert to Tynewydd has been included as part of a wider study looking at improved transport links to/from the Mid Valleys areas. Subject to funding, this study is expected to be commissioned in the current Financial year.
Ynysybwl & Coed y Cwm Community Council	Construct a new rail station near Glyncoch with a Park & Ride facility. This will benefit residents who commute from the Ynysybwl area. YCC are fully supportive of investment and enhancement to the current transport system.	Responsibility for existing stations and the development of new stations along the Core Valley Lines network north of Cardiff lies with Transport for Wales. This proposal will need to be subject to achieving a satisfactory business case under the rail industry's GRIP (Governance in Rail Infrastructure Protocol) process. Comments are noted.