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For all enquiries relating to this agenda please contact Rebecca Barrett
(Tel: 01443 864245 Email: barrerm@caerphilly.gov.uk)

Date: 13th September 2017

Dear Sir/Madam,

A meeting of the **Regeneration and Environment Scrutiny Committee** will be held in the **Sirhowy Room, Penallta House, Tredomen, Ystrad Mynach** on **Tuesday, 19th September, 2017** at **5.30 pm** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so. A simultaneous translation will be provided if requested.

Yours faithfully,

A handwritten signature in blue ink that reads 'Chris Burns'.

Chris Burns
INTERIM CHIEF EXECUTIVE

AGENDA

	Pages
1 To receive apologies for absence.	
2 Declarations of Interest.	
Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on this agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers	
To approve and sign the following minutes: -	
3 Regeneration and Environment Scrutiny Committee held on 4th July 2017.	1 - 8

A greener place Man gwyrddach

Correspondence may be in any language or format | Gallwch ohebu mewn unrhyw iaith neu fformat



- 4 Consideration of any matter referred to this Committee in accordance with the call-in procedure.
- 5 To receive a verbal report by the Cabinet Member(s).
- 6 Regeneration and Environment Scrutiny Committee Forward Work Programme. 9 - 22
- 7 To receive and consider the following Cabinet report*: -
1. Visit Wales ERDF Projects - The Monmouthshire and Brecon Canal Adventure Triangle - 19th July 2017.

** If a member of the Scrutiny Committee wishes for the above Cabinet report to be brought forward for review at the meeting please contact Rebecca Barrett, 01443 864245, by 10.00 a.m. on Monday, 18th September 2017.*

To receive and consider the following Scrutiny reports:-

- 8 Phasing Out of Communities First, Proposals for Revised Welsh Government Priorities and Associated Staff Re-Structure. 23 - 54
- 9 Active Travel Integrated Network Map. 55 - 168
- 10 Speed Limit Review of A and B Class Roads Within Caerphilly County Borough. 169 - 268
- 11 Apportionment of Highway Maintenance Budget 2017/2018. 269 - 304

Circulation:

Councillors J. Bevan, D.T. Davies (Chair), C. Elsbury, Mrs C. Forehead (Vice Chair), R.W. Gough, A.G. Higgs, A. Hussey, S. Kent, Ms P. Leonard, J. Ridgewell, J. Scriven, G. Simmonds, A. Whitcombe, T.J. Williams, W. Williams and B. Zaplatynski

And Appropriate Officers

Agenda Item 3



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD AT PENALLTA HOUSE, YSTRAD MYNACH ON
TUESDAY, 4TH JULY 2017 AT 5.30 P.M.

PRESENT:

Councillor D.T. Davies - Chair - Part of meeting
Councillor Mrs C. Forehead – Vice-Chair - Presiding

Councillors:

J. Bevan, R.W. Gough, A.G. Higgs, S. Kent, Mrs P. Leonard, J. Ridgewell, J. Scriven,
G. Simmonds, W. Williams, B. Zaplatynski

Cabinet Members:

N. George (Neighbourhood Services), S. Morgan (Economy, Infrastructure, Sustainability and Wellbeing of Future Generations Champion), Mrs E. Stenner (Environment and Public Protection)

Together with:

C. HARRY (Corporate Director - Communities), M.S. Williams (Head of Community and Leisure Services), T. Stephens (Interim Head of Planning), D. Whetter (Interim Head of Regeneration), R. Roberts (Performance Manager), I. Raymond (Performance Manager Officer), P. Rossiter (Energy and Water Officer), C. Forbes-Thompson (Interim Head of Democratic Services), E. Sullivan (Scrutiny Officer) and R. Barrett (Committee Services Officer)

1. CHAIR'S WELCOME

The Chair welcomed both new and returning Members to the first meeting of the Regeneration and Environment Scrutiny Committee following the local elections. He referred to the constructive nature of the work undertaken by the Committee and was confident that this would continue in the future.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors C. Elsbury, A. Hussey, A. Whitcombe and T.J. Williams.

3. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course of the meeting.

4. MINUTES - 28TH MARCH 2017

RESOLVED that the minutes of the Regeneration and Environment Scrutiny Committee meeting held on 28th March 2017 (minute nos. 1 - 11) be approved as a correct record and signed by the Chair.

5. CALL-IN PROCEDURE

There had been no matters referred to the Scrutiny Committee in accordance with the call-in procedure.

6. REPORT OF THE CABINET MEMBERS

The Scrutiny Committee received verbal reports from Councillors Mrs E. Stenner, S. Morgan and N. George, which had been circulated to Members in advance of the meeting.

Councillor Mrs E. Stenner (Cabinet Member for Environment and Public Protection) reminded Members that the review of the current LDP has been deferred by Council, pending a decision on the creation of a strategic development plan to provide a land allocation plan for the region. This has implications for the Planning department, who are continuing to receive applications for large housing developments in view of the Council's lack of housing land supply (currently estimated at around 2 years which has improved on last year's calculation of 1.5 years). Moving forward, Officers are playing an active part at City Region level, and once a decision is taken on a statutory strategic development plan or a regional strategy, Members will need to consider the next steps in regards to the LDP. Survey work and other evidence-collection is continuing, in addition to meetings with neighbouring authorities regarding collaborative working. Work has also commenced on a regeneration strategy for the county borough, with workshops held regarding regeneration proposals for the Caerphilly basin.

The Cabinet Member also referred to the work of the Council's Countryside Team, with visitor numbers to country parks increasing year on year and an 85% satisfaction rate for visitors in 2016. The Team is also responsible for public footpaths, more than 80% of which are readily usable, which exceeds the Welsh Government (WG) target of 54%. Additionally, Rural Development Plan Officers are continuing to secure grant funding for local businesses, with a further 13 local projects under consideration (a potential £850,000 in expenditure).

A Member sought clarification on the rationale behind the 13,500 new homes calculated in the LDP as being required (in view of a projected population increase of 2000 people) and also requested further information on the outcomes of previous regeneration strategies developed by the Council and other agencies. It was confirmed that arrangements would be made to circulate the required information to Members in due course.

The report from Councillor S. Morgan (Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations Champion) outlined the updated proposals for the Monmouthshire and Brecon Canal Adventure Triangle project, which will be considered by Cabinet on 19th July 2017. The project will seek European and WG funding to allow the Council to work with Visit Wales and Torfaen Council, to implement a regionally significant, cross-border management project that builds on existing tourism facilities and aims to increase visitor numbers. Cabinet as Trustees of Blackwood Miners Institute will also

consider a report on the arts centre's budget and its operational programme for 2017/18, which will highlight an increase in attendees to in recent years despite a reduction to the net budget and will outline the need for this trend to continue.

The Cabinet Member referred to his recent visits to the tourism and cultural venues across the county borough as part of his new portfolio and explained that each facility presents its own major challenges in consideration of the wider financial climate. The Scrutiny Committee were advised that in the near future, they will be asked to consider a number of difficult proposals regarding these facilities and how these can best be delivered sustainably and within the imposed financial constraints, while still benefitting future generations of residents and visitors to the county borough.

Members were also updated on the South Wales Metro project, which has four bidders competing to run rail transport and improve rail infrastructure. These improvements include increased rail frequency and one of the early beneficiaries should be the Rhymney Valley line. It is hoped that Scrutiny Committee will be updated on the successful bid in the autumn.

A Member referred to limited car parking availability in the proximity of Blackwood Miners Institute and suggested that this could be improved upon to encourage an increase in visitor numbers. The Cabinet Member advised that free parking is already available after 6pm in several nearby car parks.

Clarification was sought on the proposals to be considered and the Cabinet Member confirmed that this would encompass a review of all tourism and cultural venues across the county borough. Members agreed that it would be useful for site visits to these venues to be arranged as part of this review. Officers confirmed that this would be progressed accordingly and gave assurances that this would be a very comprehensive review, which would form part of a wider review of services across the Communities Directorate. A Member also requested that any such reports be circulated well in advance to allow the Scrutiny Committee sufficient time to consider the anticipated in-depth content of the report. Officers confirmed that they would take account of the timescales when preparing such items for consideration.

Councillor N. George (Cabinet Member for Neighbourhood Services) referred to the Year End Performance report to be considered later that evening, which shows that the Community and Leisure Services division has again performed well in 2016/17. Key highlights include being well ahead of the WG recycling target, ensuring that the Authority is classed as a "low risk" fleet operator by VOSA/DVSA, maintaining a high level of turnover and customer satisfaction in building cleansing, recovering all burial service costs and increasing the number of direct debit memberships within the Leisure Service. Members were advised of the challenging financial times ahead and of the need for these front-line services to adjust accordingly.

The Cabinet Member also explained that the public and Councillors will need to accept a new level of service delivery moving forward which takes account of the new financial climate. In terms of the Community and Leisure Service there are three key challenges over the next couple of years, including the future shape of the Waste Management Service and resultant level of budget provision, adoption of a Sport and Leisure Strategy and the review/rationalisation of the Leisure Facilities stock, and the continued delivery of crucial front-line services in accordance with the Medium Term Financial Plan. Arising from this, a Member referred to the Sport and Leisure Strategy and spoke of the need for investment across leisure centres to encourage their continued usage.

The Cabinet Members were thanked for their reports and for responding to the queries raised.

7. REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE FORWARD WORK PROGRAMME

Emma Sullivan (Scrutiny Officer) presented the report, which outlined details of the Regeneration and Environment Scrutiny Committee Forward Work Programme (FWP).

Members were advised that the FWP includes all reports identified at the Scrutiny Committee meeting held on 28th March 2017 and outlines the reports planned for the period July 2017 to October 2017. The Scrutiny Committee were asked to consider the FWP alongside the Cabinet Work Programme as appended to the report and to suggest any changes prior to it being finalised and published on the Council's website. Members were advised that there had been no changes to the FWP since the agenda papers were published, and were encouraged to attend the FWP workshop arranged for 20th July 2017, which will assist them in formulating and prioritising their work programme for the year ahead.

A Member suggested the following potential items for inclusion: the examination of Welsh Government Policy of Improving GDP/GVA Wellbeing of Future Generations, the effects of Welsh Government Policy on Child Poverty, and the Welsh Government Policy of Improving GDP/GVA and the spending deficit currently being experienced in Wales (tax raised in relation to Welsh Government spending), and agreed to forward the details to Officers. The Officer confirmed that the suggested items would be considered by the Committee at the forthcoming workshop and they would take the decision on their possible inclusion in the forward work programme. It was also suggested that it would be useful for a specific email distribution list to be set up for use by Committee Members, and Officers agreed to progress this accordingly.

Having noted the contents of the Forward Work Programme, Members agreed that it be published on the Council's website.

8. CABINET REPORTS

None of the Cabinet reports listed on the agenda had been called forward for discussion at the meeting.

REPORTS OF OFFICERS

Consideration was given to the following reports.

9. YEAR END PERFORMANCE REPORT FOR ENGINEERING, COMMUNITY AND LEISURE, AND REGENERATION AND PLANNING

Christina Harrhy (Corporate Director – Communities) presented the report, which provided Members with a performance update of the Communities Directorate. The report reviewed performance against objectives, highlighted the exceptions, and set out key objectives/priorities for the next twelve months, including any risks that may hinder performance. Details of performance within each service area (Engineering, Community and Leisure, and Regeneration and Planning) together with their objectives and priorities for the year ahead were summarised within the report.

Members were advised that 2016/17 offered a generally positive year in terms of service performance. However, a number of future challenges have been identified, and action plans have been developed and captured in service improvement plans for 2017/18. Balancing the demands of increasing legislation and rising public expectations against reducing budgets remains the biggest challenge across the service area. However, the service area is well placed to respond to such challenges, but it must be recognised that reductions to some current service delivery standards over the next few years will be inevitable.

During the course of the ensuing debate, queries were received on the indicators displaying the number of jobs created by Business Grants and the number of people supported into employment through the Communities First programme. A Member enquired about the types of jobs and contract types being created or accessed by these schemes, in order to ascertain the quality of employment on offer, and suggested it would be useful for this information to be included in future reports of this nature. Officers acknowledged the importance of ensuring access to good quality jobs and confirmed that they would circulate further information on these indicators to Members following the meeting.

A Member referred to a decrease in visitor numbers at New Tredegar Winding House during 2016-17 and queried whether the vacant marketing and events post for this venue would be filled. Officers explained that this would be unlikely in the future arising from a need to balance the staff cost against the potential income generation and the need for savings going forward. It was also noted that footfall in some town centres had not been recorded in some town centres over a period of several weeks due to equipment breakdowns. Officers confirmed that new data recorders are due to be installed by the end of August, which should provide a more accurate footfall measurement for 2017/18.

Discussion took place regarding the indicators against Parks and Bereavement Services and the impact of reduced grass cutting frequencies across the county borough. Members were reminded of the MTFP savings achieved by reducing the frequency of cuts and that the Council continues to maintain discretionary areas, given that statutory requirements are only applicable to grass cutting along highways. Officers explained that growth rates are subject to unpredictable weather conditions and outlined the adaptability of the programme (in that later cuts can be rescheduled during hot dry spells and applied later in the year as required). Members were also advised that environmental legislation prohibits hedgerow flailing between February and July and that weed spraying is programmed for later in the year to minimise the rate of regrowth over the summer months. A Member raised safety concerns regarding hedge growth along pavements and agreed to send a list of affected locations to Officers.

Following consideration of the report, Members noted its contents, together with the progress made against performance objectives within the Communities Directorate for 2016/17.

10. UPDATE ON THE TASK AND FINISH GROUP REVIEW OF THE OPERATION AND MANAGEMENT OF HIGHWAY OWNED COUNCIL CAR PARKS

It was noted that this item had been moved forward on the agenda with the agreement of the Scrutiny Committee.

Cath Forbes-Thompson (Interim Head of Democratic Services) presented the report, which outlined the work undertaken by the Car Parks Task and Finish Group to date and sought the views of the Scrutiny Committee in respect of completing the project.

It was explained that the Task and Finish Group was set up to consider the operation and management of highway owned council car parks within Caerphilly County Borough, having been endorsed by the Regeneration and Environment Scrutiny Committee on 29th March 2016. At its first meeting, the Group agreed the methodology for its review, including site visits, a workshop to consider enforcement, existing provision, concessions and restrictions, payment methods, a meeting to hear evidence from invited external witnesses and a meeting to conclude and form recommendations. The Group has collated a number of findings to date arising from these actions, details of which were included in the report.

It was explained that in order to complete the review, the Group would need to meet and consider the evidence gathered and come to conclusions and form recommendations. However, due to several membership changes since its inception, there are only two Task and Finish Group Members remaining that have been involved throughout the process, who do not consider that they are in a position to complete the review.

The Scrutiny Committee were therefore asked to consider whether they wished to accept the Task and Finish Group report and form its own conclusions and recommendations (**Option 1**), reconstitute the Group with new membership to complete the review (**Option 2**), terminate the Group with no further action (**Option 3**) or revisit the Group at a later date once civil enforcement is determined and revise the terms of reference accordingly (**Option 4**).

Members were referred to the ongoing proposals regarding the decriminalisation of parking enforcement and were advised that the Council is currently liaising with other local authorities and Gwent Police on how a collaborative service could be delivered. It was explained that consideration will be given to both on-street and off-street parking as part of this matter and would form part of future reports to the Scrutiny Committee once civil enforcement is determined. Members noted the quality of the information already collected by the Task and Finish Group and suggested that this could be incorporated into such reports.

A Member queried whether the Council would seek to take a collaborative or standalone approach to the new civil parking enforcement arrangements. Officers explained that whilst there is potential for the Authority to provide a standalone service for the county borough, there would be a need for consistency across local authorities (as to whether a targeted or balanced approach is undertaken) in order to successfully enforce parking matters. Officers also gave examples of other police forces where parking enforcement has been decriminalised and the ways in which the relevant local authorities administer this function.

Following consideration of the report, it was moved and seconded that **Option 4** as contained in Section 4.39 of the report be approved. By a show of hands (and in noting there was 1 abstention) this was agreed by the majority present.

RESOLVED that the Task and Finish Group be revisited at a later date and the terms of reference be revised accordingly once civil enforcement is determined (Option 4).

11. PRESIDING CHAIR

Councillor D.T. Davies (Chair) gave his apologies to the Scrutiny Committee for his early departure and left the meeting owing to another engagement. Councillor Mrs C. Forehead (Vice-Chair) moved to the position of Chair for the remainder of the meeting.

12. WELLBEING OBJECTIVE: CARBON MANAGEMENT - REDUCE OUR CARBON FOOTPRINT - ANNUAL REPORT - YEAR END 2016/17

Paul Rossiter (Energy and Water Officer) presented the report, which highlighted key progress against Wellbeing Objective WO4 - Carbon Management: Reduce Our Carbon Footprint for the period April 2016 to March 2017.

Members were reminded that the Local Government Measure 2009 requires all local authorities in Wales to set and publish a set of Improvement Objectives, which are used by the Wales Audit Office (WAO) to evaluate the Council's likelihood of improvement and subsequent level of actual improvement that is achieved for the citizens of Caerphilly. At the beginning of 2016/17, it was recommended that progress of the Wellbeing Objective: **Carbon Management: Reducing our carbon footprint**, would be reported to the Regeneration and Environment Scrutiny Committee for regular performance monitoring.

In line with the Carbon Reduction Strategy, the Wellbeing Objective focuses on 4 priorities to reduce emissions: Good Housekeeping, Invest to Save, Design and Asset Management, and Renewable Technology. Details of the actions taken against each of these priorities were outlined in the report and its appendices. There has generally been steady progress made

across most of the actions and elements of this objective (with some actions having been strengthened considerably and others sacrificed to boost these weaker areas) and therefore the overall level of progress to date on this objective is deemed to be partially successful.

Officers highlighted improvements in water conservation awareness as a result of guidance and training activities offered to staff, which have resulted in cost savings and rebates in excess of £18,000. The Authority has installed technology through the Invest to Save Scheme that has resulted in carbon and cost reductions, and has implemented projects (such as LED lighting in a number of its buildings) that have reduced annual carbon figures by circa 125 tonnes. With regards to asset management, three energy inefficient comprehensive schools and two primary schools are being replaced with more efficient schools, and guidance is provided to building managers to improve building efficiency. Although there is no specific budget for renewable energy technologies, funding was approved at the end of the reporting period for photovoltaic (PV) panels to be installed at Newbridge and Caerphilly leisure centres and Tir y Berth Depot during 2017/18.

Discussion took place on the sources of funding available for carbon reduction initiatives and Officers also provided further information on the savings and other benefits that can be achieved with the installations of PV schemes (which have a minimum lifespan of 20 years).

Following consideration of the report, Members noted its contents and the progress made to date in meeting the actions set out in the action plan, and unanimously agreed with the Officer's judgement of "partially successful" delivery of the Wellbeing Objective.

The meeting closed at 6.50 p.m.

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 19th September 2017, they were signed by the Chair.

CHAIR

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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

**SUBJECT: REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE
FORWARD WORK PROGRAMME**

**REPORT BY: ACTING DIRECTOR OF CORPORATE SERVICES AND SECTION 151
OFFICER**

1. PURPOSE OF REPORT

1.1 To report the Regeneration and Environment Scrutiny Committee Forward Work Programme.

2. SUMMARY

2.1 Forward Work Programmes are essential to ensure that Scrutiny Committee agendas reflect the strategic issues facing the Council and other priorities raised by Members, the public or stakeholders.

3. LINKS TO STRATEGY

3.1 The operation of scrutiny is required by the Local Government Act 2000 and subsequent Assembly legislation. The Forward Work Programmes contribute to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2016 by ensuring there is an effective scrutiny function and that council policies are scrutinised against the following goals:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

4. THE REPORT

4.1 The Regeneration and Environment Scrutiny Committee forward work programme includes all reports that were identified at the scrutiny committee meeting on 4th July 2017 and workshop held on 20th July 2017. The work programme outlines the reports planned for the period September 2017 to June 2018.

4.2 The forward work programme is made up of reports identified by officers and members and has been prioritised into three priority areas, priority 1, 2 or 3. Members are asked to consider the work programme alongside the cabinet work programme and suggest any changes before it is published on the council website. Scrutiny committee will review this work programme at

every meeting going forward alongside any changes to the cabinet work programme or report requests.

- 4.3 The Regeneration and Environment Scrutiny Committee Forward Work Programme is attached at Appendix 1. The Cabinet Forward Work Programme is attached at Appendix 2.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report contributes to the well-being goals as set out in links to strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in that by ensuring the scrutiny function is effective when reviewing services and policies and ensure it considers the wellbeing goals.

6. EQUALITIES IMPLICATIONS

- 6.1 There are no specific equalities implications arising as a result of this report.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no specific financial implications arising as a result of this report.

8. PERSONNEL IMPLICATIONS

- 8.1 There are no specific personnel implications arising as a result of this report.

9. CONSULTATIONS

- 9.1 There are no consultation responses that have not been included in this report.

10. RECOMMENDATIONS

- 10.1 That Members consider any changes and agree the final forward work programme prior to publication.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To improve the operation of scrutiny.

12. STATUTORY POWER

- 12.1 The Local Government Act 2000.

Author: Emma Sullivan, Scrutiny Officer

Consultees: Christina Harray, Corporate Director - Communities
Catherine Forbes-Thompson, Interim Head of Democratic Services

Appendices:

Appendix 1 Regeneration and Environment Scrutiny Committee Forward Work Programme.
Appendix 2 Cabinet Work Programme.

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Regeneration & Environment Scrutiny Committee Forward Work Programme September 2017 to July 2018			
Meeting Date: 19th September 2017			
Subject	Purpose	Key Issues	Witnesses
Communities First (P1)	To outline the impact of the decision made by WG to “phase out” Communities First and outline a proposal that aligns with WG new guidance	Highlight the impact of the decision made by WG to phase out Communities First Seek the views of the committee on the new proposals that align with WG new guidance prior to Cabinet consideration.	Tina McMahon
Speed Limit Review of A & B Class Roads within CCBC (P2)	To explain the Speed review process to Members and advise of the outcomes and way forward.	Highlight those stretches of the Council’s highway network that will be changing speed restrictions.	Marcus Lloyd
Apportionment of Highway Maintenance Budget 17/18 (P2)	To provide members with details of the proposed apportionment of the highway maintenance budget for 2017/2018.	For members to provide comment on how the highways budget apportionment is proposed to be spent during 2017/18 and consider if the proposed apportionment is the most appropriate way to spend the budget whilst taking on board the required MTFP savings and how these can be achieved through efficiencies and use of new technologies limiting the effect on front line service delivery.	Marcus Lloyd
Active Travel Integrated Network Map (P2)	To seek the views of the committee on the proposed Active Travel Integrated Network Map prior to Cabinet consideration and then submission to Welsh Government.	To consider the proposed map and its appropriateness, as well as consider any financial considerations.	Marcus Lloyd

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 31st October 2017			
Subject	Purpose	Key Issues	Witnesses
Proposals to commence a consultation exercise to close Pontllanfraith Leisure Centre	To consider proposals to commence a consultation exercise to close Pontllanfraith Leisure Centre		Christina HARRY
Management of Trees (P2)	To seek the views of the scrutiny committee on the current management arrangements in relation to trees and the formal adoption of a tree strategy	To consider the strategy proposed and the resources towards it and consider any associated risks identified.	Mark S. Williams Mike Headington
Street Lighting (P2)	To seek the views of the committee in relation to a series of options that aim to reduce the future pressure of increased energy costs.	To consider each option and its financial implications against the ability to reduce energy consumption.	Marcus Lloyd
Budget Monitoring Report 2017/18 (P2)	To consider the budget monitoring report.	To consider any pressures and associated mitigation measures.	Mike Eedy

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: December 2017 -- MTFP Special Meeting			
Subject	Purpose	Key Issues	Witnesses
Draft Savings Proposals for 2018/19			
Draft Budget Proposals for 2018/19			

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 12th December 2017			
Subject	Purpose	Key Issues	Witnesses
Annual Performance Report – Planning (P2)	To consider the annual performance report for the planning service, prior to submission to WG.	To consider any variances to the previous year.	Tim Stephens
Decriminalization of Parking (P1)	To consider the options available to us following the announcement from Gwent Police that they wish to transfer on-street parking enforcement to the councils across the Gwent area.	To determine the approach that the Council wishes to take in exercising this power.	Marcus Lloyd
Planning Consultation Procedure for Applications that Involve Telecommunication Masts (P2)	To consult Scrutiny on the planning consultation procedure for applications that involve telecommunication masts	To consider whether the number of properties consulted and the impact that has on resources is justified, particularly in terms of the level of response.	Tim Stephens

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 13th February 2018			
Subject	Purpose	Key Issues	Witnesses
Budget Monitoring Report 2017/18 (P2)	To consider the budget monitoring report	To consider any variances and associated mitigation measures.	Mike Eedy
Tourism Venues (P1)	To consider the current operation of tourism venues and their ability to reduce council subsidy, through difference operating models.	To consider the current financial position and to consider various options in order to ensure a sustainable financial model over the medium to long term.	Paul Hudson Site Visits

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 27th March 2018			
Subject	Purpose	Key Issues	Witnesses
Waste Review (P1)	To consider various options of delivery following the detailed option appraisal carried out by WG consultants.	Consideration of each model in terms of budget and recycling performance and a view is sought from the committee on any preferences.	Mark S Williams

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 15th May 2018			
Subject	Purpose	Key Issues	Witnesses
Street Scene Review (GM, Cleansing, Parks, Cemeteries) (P1)			
Local Development Plan (LDP) Update (P2)	To consider the current position of the local development plan and consider a way forward.	To consider a way forward in the context of any regional development of a strategic development plan or equivalent.	Rhian Kyte
Regeneration Strategy (P2)	To consider the existing strategy and our performance against it and consider a draft strategy that reflects the changing landscape and priorities	To consider the performance made against the existing strategy and to consider a proposed new strategy.	Rhian Kyte
Decriminalisation of Parking (P1)	Having previously considered the approach to be taken by the council, this report provides the detail delivery of the enforcement of on street parking across the county borough	To consider the cost, income and resource requirements of delivering on-street parking enforcement as well as the reputation of the council.	Marcus Lloyd

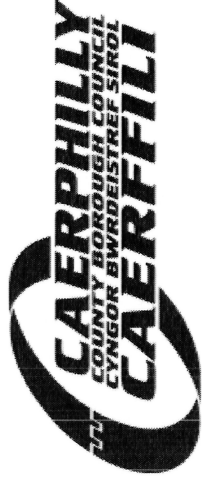
Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Meeting Date: 26th June 2018			
Subject	Purpose	Key Issues	Witnesses
Community Centres (P1)	To consider how the community centres are currently operated and to set out a new delivery model in the context of the MTFP.	To consider the current method of delivery, the financial position and the risks and to consider a new delivery model.	Mark S Williams/Jeff Reynolds
Highway Maintenance Plan (P2)	To consider all the procedures that ensure we fulfil our statutory duty, prior to adoption by Cabinet.	To consider the procedures within the plan, check their robustness and ascertain if you are satisfied that they fulfil our statutory duty.	Marcus Lloyd

Regeneration & Environment Scrutiny Committee Forward Work Programme
APPENDIX 1

Date To Be Confirmed			
Subject	Purpose	Key Issues	Witnesses
Leisure Strategy (P1) (Special Meeting of Scrutiny)	To update the Committee on the outcome of the Sport & Leisure Review (s) agreed by the Committee at its June 2016 meeting.	<ul style="list-style-type: none"> To consider the recommendations of the WAO report. Next steps in terms of adoption of strategy by the Authority. 	Mark S Williams
Vibrant Viable Places Proposal (P3)	To consult on the Viable Vibrant Places (VVP) grant bid proposals.	The report will outline the Welsh Government (WG) VVP funding criteria and submission timetable which currently waits to be published. It will detail the bid being made by CCBC for funding to engage the local community in a range of social, environmental and economic projects.	Awaiting for confirmation from WG. Anticipated the following officers will attend: Tina McMahon Jane Roberts-Waite Dave Whetter

(Key P1,2,3,4 – Priority 1,2,3 or 4)



Cabinet Forward Work Programme

APPENDIX 2

20TH SEPTEMBER 2017	Key Issues	Service Area
Anti Money Laundering and Anti Fraud Polices	To seek Cabinet approval of update policies in relation to Anti-Fraud, Bribery and Corruption and Anti-Money Laundering	Corporate Finance
Demolition of Oakdale and Pontllanfraith Comprehensive Schools	The report seeks to progress the demolition of the now vacant school buildings on the Oakdale and Pontllanfraith Comprehensive School sites.	Property Services
Community Centre Management Committees - CCBC Representation	The report seeks approval of the nominations for Member representation upon the Council's Community Centre Management Committees.	Community & Leisure Services
Proposals to Commence a Consultation Exercise to Close the Pontllanfraith Leisure Centre	To seek Cabinet approval to commence the closure of Pontllanfraith Leisure Centre in conjunction with the opening of Islwyn High School and support the sale and development of the Pontllanfraith High School / Leisure Centre campus.	Community and Leisure Services
20TH OCTOBER 2017	Key Issues	Service Area
Active Travel Integrated Network Map	The Cabinet report will seek endorsement of the Active Travel Integrated Network Map prior to submission to the Welsh Government in November 2017 in order to meet the Council's statutory obligations.	Housing
Annual Performance Report 2016/17	The Annual Performance Report is a statutory requirement and an important part of the Council's Performance Framework. The Council is required to assess its own performance and provide the public with a balanced picture of that performance. In addition, the report must also show how the Council performed against the Well-being Objectives.	Public Protection
Air Quality Action Plan	This report will advise Cabinet on the outcome of a public consultation exercise on the draft Hafodyrnys Air Quality Action Plan and seek approval of the final Action Plan.	Public Protection
Phasing Out of Communities First, Proposals for Revised Welsh Government Priorities and Associated Staff Re-Structure.	The report details the phasing out of Communities First between 1st April 2017 and 31st March 2018 within a 30% budget cut, and the proposals for a new programme model from 1st April 2018 to 31st March 2022 within a designated budget not yet confirmed by Welsh Government.	Community Regeneration



Cabinet Forward Work Programme

APPENDIX 2

Risca - Tesco Development Section 106 Agreement - Commitment of Funding	To outline and agree the priority projects to be implemented via the S106 funding resulting from the Tesco development.	Engineering
18TH OCTOBER 2017	Key Issues	Service Area
Car Salary Sacrifice Scheme	To advise Cabinet of the implications of HMRC changes in relation to the treatment of tax and national insurance for the Car Salary Sacrifice Scheme and to make appropriate recommendations on the future of the Scheme.	Human Resources
Proposal for the Development of a Combined Sensory and Communication Service (SENCOM) Made Up of the Visual Impairment (VI) Service, Hearing Impairment (HI) Service and the Communication Intervention Team.	The report sets out the consultation and project group activities undertaken to scope and develop an action plan to combine the Visual Impairment Service, the Hearing Impairment Service and the Communication Intervention Team, under a single employer and governance structure operated by Torfaen CBC	Education
1ST NOVEMBER 2017	Key Issues	Service Area
Wales Audit Office Review of the WHQS Programme	To advise members on the outcome of the WAO Review of the WHQS Programme. The report will highlight the key findings of the WAO Review, detail the key recommendations and actions to be taken by officers to address these.	Housing
15TH NOVEMBER 2017	Key Issues	Service Area
The Management of Trees Rheolaeth Coed	To seek the approval of Cabinet to formally adopt a Tree Strategy, following consideration at Scrutiny Committee.	Communities and Leisure
29TH NOVEMBER 2017	Key Issues	Service Area



Cabinet Forward Work Programme

APPENDIX 2

13TH DECEMBER 2017	Key Issues	Service Area
Council Tax Base	The report provides details of the Council Tax base for 2018/19 for tax setting purposes and the collection percentage to be applied.	Corporate Finance
Affordable Homes New Build Proposals	To confirm the new build Council Housing programme, including the preferred delivery option in order for the Council to utilise the Affordable Housing Grant funding that has been allocated to CCBC.	Housing



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

SUBJECT: PHASING OUT OF COMMUNITIES FIRST, PROPOSALS FOR REVISED WELSH GOVERNMENT PRIORITIES AND ASSOCIATED STAFF RE-STRUCTURE.

REPORT BY: CORPORATE DIRECTOR COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To outline the phasing out of the Communities First programme and the proposed implementation of the Legacy and Employment Fund.
- 1.2 To outline the departmental re-structure and recruitment period enabling a seamless transition to the Welsh Government's revised priorities and associated funding.
- 1.3 Members to consider if the proposals detailed within the report are appropriate and effective against the funding and policy criteria offered by Welsh Government.
- 1.4 Members views are sought on the approach to the phasing out of Communities First and the proposed approach to the new programmes, associated milestones and staff structure prior to seeking Cabinet approval.

2. SUMMARY

- 2.1 Since 1st April 2012, Communities First has been a Community Focused Tackling Poverty Programme with a geographical focus, concentrating on the most deprived communities in Wales.
- 2.2 The programme has been based on 52 Clusters (groups of Lower Super Output Areas) across Wales, identified through the Welsh Index of Multiple Deprivation. Within Caerphilly there are currently four clusters:
 - Caerphilly Basin
 - Mid Valleys East
 - Mid Valleys West
 - Upper Rhymney Valley

The current Communities First areas are included in **Appendix 1**.

- 2.3 The programme has delivered against 101 performance indicators across the themes of Prosperity, Health and Learning. Staff funded by the programme have been expected to deliver against the key indicators identified, enabling us to clearly demonstrate their role within the programme. In addition to the Communities First programme there are currently two Council funded Community Regeneration Coordinators who have provided management support for the Communities First programme as well as providing support to communities outside the programme. These teams work collaboratively with the Communities 4 Work

programme funded through the European Social Fund (ESF) and the LIFT team also funded by Welsh Government. The current full Community Regeneration team structure is included in **Appendix 2**.

- 2.4 In addition, Communities First has funded 8 delivery staff based in Gwent Association of Voluntary Organisations (GAVO), 4 delivery staff and 65% of a management post in Groundwork, as well as the Manager, revenue costs and 2.5 full-time equivalent youth workers in Senghenydd Youth Drop In Centre (SYDIC).
- 2.5 On 11th October Carl Sargeant AM, Cabinet Secretary for Communities and Children, made a statement which outlined Welsh Government's intention to create a more prosperous nation of resilient communities. The Cabinet Secretary announced that he is "*minded to phase out the Communities First Programme while establishing a new approach to meet the challenges of the future*".
- 2.6 On the 14th February 2017, following a period of engagement with communities and stakeholders, the Cabinet Secretary confirmed that Communities First would be phased out between 31st March 2017 and 1st April 2018. Communities First funding will continue at 70% of 2016/17 levels until 31st March 2018.
- 2.7 The coming year provides the opportunity for a transition period which secures the legacy of Communities First whilst moving to a fresh approach to building resilient communities. Central to this approach are the 'Three E's':
- **Employability:** ensuring communities are ready and able to work
 - **Empowerment:** making sure communities are engaged and empowered to have their voices heard in the decisions that affect them; and
 - **Early Years:** giving children the best start in life
- 2.8 A full restructure of the Community Regeneration team will be required in order to continue delivering the Communities for Work and LIFT programmes, as well as implementing the new Welsh Government initiatives, which will be funded from 1st April 2018. Both the Employment Support Fund and Legacy Fund, which are successors to the existing Communities First programme, are explained in more detail throughout the report.
- 2.9 In previous years the Communities First grant has been awarded to the Third Sector as well as Local Authorities, and where Local Authorities have been the grant recipients a partnership approach to delivery through Collaborative Agreements has been accepted. However, from 1st April 2018 Local Authorities only will be awarded the new Legacy and Employment Support funds. The Communities for Work and Employment Support delivery and structure are prescribed by Welsh Government and delivered by Local Authorities on their behalf through a Memorandum of Understanding. These programmes cannot be outsourced. The Legacy programme should be an integral part of both programmes, providing the administration and wider support for those with complex barriers to employment. In addition the new Legacy programme should influence the re alignment of core public sector budgets. Whilst elements of the Legacy fund could be delivered by third sector organisations they would have to be appropriately procured.

3. LINKS TO STRATEGY

- 3.1 The programmes contribute to the Well-being Goals within the Well-being of Future Generations Act (Wales) 2016. Moving forwards into the new way of working will still need to evidence commitment to the 'five ways of working'
- *A prosperous Wales*
 - The programmes aim to support, young people, adults and families to achieve their personal goals which may include raising aspirations, children's development, and employability skills and build life skills for their future. In addition they support families to

improve their resilience, financial management, and literacy skills as well as support them to gain confidence to move on to employment support programmes, which aim to support and grow our economy.

- *A resilient Wales*
 - Many of the programmes encourage delivery of and use of local community based provision for sustainability of local resources.
- *A healthier Wales*
 - The Healthy schemes are embedded into practice across many of the programmes projects, encouraging healthy eating and activity, as well as reinforcing healthy behaviour messages, like no smoking. There are also key health messages throughout the various projects. Using local community based provision for delivery of the programmes encourages walking rather than driving to settings and groups. Employment project participants are supported to access public transport.
- *A more equal Wales*
 - The programmes have a main objective to encourage opportunities to return / start employment as the main route out of poverty. Reduce the impact of poverty on children, young people, adults and families through supporting them to access interventions, building confident and resilient communities and promoting positive development and attainment.
- *A Wales of cohesive communities*
 - A criticism of the Communities First, LIFT and Communities for Work programmes is the geographical targeting of postcodes, this also acts as a way to support those communities in the most concentrated areas of need. The geographical nature enables targeting of resources; creation of well resourced quality community based provision and builds a value to their local area, which other families want to access. However, joint planning and collaboration with the other three anti poverty programmes and ESF non CF employment support has attempted to mitigate this issue.
- *A Wales of vibrant culture and thriving Welsh language*
 - Facebook pages and communications are now bilingual so that choices can be made as well as having translation into other languages as needed.
- *A globally responsible Wales*
 - Wellbeing is embedded through practice, including programme / project delivery and the new specification designs.

4. THE REPORT

The Transition Plan

- 4.1 Communities First funding from 1st April 2017 to 31st March 2018 is 70% of 2016/17 levels. It is for Caerphilly County Borough Council as the Lead Delivery Body (LDB) to profile the funding throughout the year. Welsh Government has given LDBs maximum flexibility to spend grant awards in a way that suits local need. The LDBs can choose to fund Communities First projects through to March 2018, or phase out funding and activities and transition to a new approach at an earlier point.
- 4.2 The phasing out of Communities First has provided an opportunity to adopt a more integrated and targeted approach, in particular with the Housing Division, stitching the various programmes together for greater impact in some of our most deprived housing estates. It also offers opportunities to join up public services more widely, both across the Council and with partners, to maximise their impact and ensure value for money at a time when public funding is under pressure.
- 4.3 An **Outline** transition plan was submitted to Welsh Government on **31st March 2017**. The plan set out Caerphilly's approach to the transition, our intended timescales and type of projects to be continued in year. The Welsh Government endorsed Caerphilly's Outline Plan on 12th April 2017. The plan is attached in **Appendix 3**.

- 4.4 A **full** transition plan was submitted on **31st May 2017**. Due to the timescales Welsh Government recognised that these were subject to formal processes and agreement and are not yet fully endorsed by the Council.

The Phasing Out of Communities First

- 4.5 The Communities First budget received from WG for 2016/17 was approximately £2.902m. Following the announcement from the Cabinet Secretary, for 2017/18 this budget has reduced by 30% to approximately £2.031m (a saving of £870k). For the period between 2018 and 2020, (whilst the employability support element of the programme will be protected), we have received confirmation from WG that our allocation from the Legacy fund will be £547k per annum.
- 4.6 This is a fundamental change to both the depth and breadth of the programme as we know it and consequently this will require a different delivery model for both the short and longer term.
- 4.7 The phasing out of the programme will be flexible to reflect the reduction in budget and an expected continual reduction in staff resources. The Communities First team will adopt a whole area approach rather than a dedicated cluster area approach, utilising staff expertise across all areas. Areas will be prioritised according to greatest need as identified above and delivery in non priority areas gradually withdrawn between 1st April 2017 and 31st June 2017. Projects identified for continuation at present will be phased out over a longer period to 31st December 2017; and staff contracts have been extended accordingly. Therefore, to ensure a seamless transition from Communities First to the new way of working will require a re-structure and recruitment period between 1st January 2018 and 31st March 2018.
- 4.8 Both GAVO and Groundwork Caerphilly have opted to utilise the total 2017/18 budget available from April 1st 2017 until December 2017. Whilst this is not ideal from a delivery perspective it has been agreed that this approach be accepted to enable both organisations to effectively manage their own transition from Communities First to meet their organisational needs. Early indications of the end date for each has enabled us to factor this into our transition arrangements. The Caerphilly contribution from Communities First to both GAVO and Groundwork is relatively small in comparison to contributions from other Local Authority areas. For example in Blaenau Gwent, where GAVO has been the Lead Delivery Body for the programme. It is also worth noting that the wider voluntary sector is under increasing pressure with reduced funding outside of Communities First.
- 4.9 Cluster Managers have considered the projects in the 2016/17 delivery plans and utilised project performance figures, participation levels, budget allocations & value for money and links to the 3 E's agenda (Employment in particular) to determine which projects to take forward. Consideration has also been made as to whether particular projects could be delivered by partners where appropriate, either in the near future or the longer term.
- 4.10 Cluster Managers have also discussed outline delivery through the transition phase with the Senior Employment Mentor in the borough; ensuring projects meet not only the direct employability support needs of participants but also their wider needs e.g. improved mental health & wellbeing and digital skills.
- 4.11 The database for monitoring participant numbers and outcomes will be maintained throughout the transitional period, providing evidence for reporting purposes but also continually informing the development of the legacy programme.
- 4.12 In line with the WG focus on Employment as the best route out of poverty, the delivery of employability support & associated opportunities for training will remain a priority. However to reflect the reduction in budget allocation during 2017/18, there will be a reduction in the number of single courses previously arranged by individual Clusters. The team will take a joint approach to delivery of courses, so whilst there will be less individual courses available, they will be open to a larger number of participants from a wider range of areas. Communities for

Work and LIFT participants will continue to benefit from Communities First training provision where appropriate.

- 4.13 Work undertaken as part of the digital inclusion agenda will continue, supporting participants' digital literacy levels and enabling them to fully participate in an increasingly digital world. This will include the provision of basic IT training and accredited training where required. To support the sustainability of this provision in our communities as the programme phases out we will continue to maintain & develop the already substantial network of digital volunteers operating in the borough, primarily via the Digital Friday's initiative.
- 4.14 Most elements of delivery work undertaken as part of the previous 'Healthier Communities' theme will continue during the transitional period and options for low/no cost delivery have been explored. Links built via the Neighbourhood Care Networks (NCNs) means there is demand and a volume of participants for the Healthy Lives project (health education & physical activity). It is low cost, flexible and can be adapted to meet the needs of the participants. The XPERT programme operates on an Aneurin Bevan University Health Board (ABUHB) (and national) basis, however due to capacity issues within the health board, the programme in Caerphilly is currently delivered by Communities First staff. Maintaining the project through the transitional period will allow sufficient time for the Public Service Board & NCNs to review the outcomes of XPERT & other programmes delivered by Communities First and determine if they deem them a priority for consideration of any funds they hold.
- 4.15 The overall physical activity programme will be reduced and sessions with consistently low attendance will be phased out between April and June 2017. Subsequent to the summer period, sessions in areas which are unlikely to form part of the legacy bid will be withdrawn by December 2017. The StreetGames project will be continued across the borough funded by Welsh Government directly to StreetGames. A focus on sustaining local doorstep hubs will be a priority. CCBC will work collaboratively with StreetGames to identify the location of these hubs to fall in line with the plans for the identified priority areas as part of the Legacy programme. There are currently vacancies in the physical activity posts which will not be back filled; and the remaining staff will cover sessions across the borough, outside of their previous Cluster areas.
- 4.16 Mental health & wellbeing provision (classes) will be retained through the transitional period and wherever possible will be tailored towards supporting people back into work, but also the long term unemployed, for whom poor mental health may be a barrier. Communities First staff support for programmes currently co-delivered with partners in the Primary Care Mental Health Team (Stress Control & Activate Your Life) will be withdrawn by December 2017 at a time mutually agreed with the Health Board, to ensure the excellent working relations built are not compromised. Key self-help groups will continue to be supported while the programme is phased out; and referrals made to our partners including MIND, Hafal and Growing Spaces for any customers who require further ongoing support. GAVO Development Officers will lead on this work, supporting the groups with plans for long term sustainability following the end of the Communities First programme. The successful Men's Sheds projects will be supported to become sustainable in the longer term. There are also opportunities to refer participants currently enrolled with Communities First to the new Groundwork Wales 'Wood To Work' programme, funded by the RDP.
- 4.17 The successful Foodbank project within the Upper Rhymney Valley cluster will continue to be supported via CF Funding within the 2017-18 year. However, it is currently unclear if any funding will be available to maintain the project post March 2018; and therefore staff will also use this transition time to explore alternative funding options, given the vital nature of this resource as a support for families in poverty.
- 4.18 Current delivery within schools will be phased out at the end of the summer term, with provision for young people in full time education requiring a full phase out by 31st March 2018. As part of this approach, the Learning Pathway Centres (LPC) and the School Support project will be maintained until July 2017 with the option of extending support only until December 2017 in line with staff contracts. However, the Family element of the LPC provision will cease

as these staff have been lost. Personal & Social Development and Youth Crime Prevention projects will be maintained and will focus on providing the best possible exit for young people currently supported. The Extra-Curricular Qualifications projects will be removed due to reduced capacity of staff and the associated project budget as part of the savings. Projects being delivered in schools in the St James area (& St Martins Comprehensive School) will continue, with reduced budgets. As Lansbury Park is a key regeneration area these projects are likely to form a component of the Legacy fund post March 2018.

- 4.19 An illustration is detailed in **Appendix 6** which shows the phasing of the above projects and also highlights what programmes will be retained.

Implementation of the Legacy Fund, from April 2018

- 4.20 The Welsh Government has allocated £547,000 of Legacy funding to Caerphilly CBC. Caerphilly's proposal will require a more detailed evaluation of the existing Communities First areas with a re-focus on a smaller number of prioritised geographical areas, to reflect the Welsh Government's new focus on the three E's and Adverse Childhood Experiences. The move to the new way of working will require new, but fewer staff roles to facilitate a focused, concentrated and integrated effort where poverty and social deprivation is particularly prevalent, recognising that sustainable employment is the best route out of poverty. A seamless transition from Communities First to the new way of working will require a re-structure and recruitment period that includes the whole Community Regeneration team, including the two Community Regeneration Coordinators funded by the Council, between **1st January 2018 and 31st March 2018**. It may be possible to undertake a tender process to out source elements of the programme if required at a later date. However, with a particular focus on service re-alignment it is felt the Council would be best placed to undertake this role as the Community Regeneration department is also responsible for the delivery of both the Communities for Work and Employment Support programmes. The Legacy programme is integral to both these programmes and their delivery need to be intrinsically linked to provide a holistic, collaborative approach to addressing poverty.
- 4.21 This new delivery model will reflect the Welsh Government's focus on the three E's; using the Indicators for Adverse Childhood Experiences in addition to the Welsh Index of Multiple Deprivation (WIMD) to identify priority areas, with a move to both an asset based approach to community development and co production of services for the areas. Asset mapping of agreed communities will be undertaken to discover the community's strengths and capacities. It will reflect the methodology that underpins Children's Zones, each area being locally driven to match local circumstances and the development of a multi-disciplined governance and leadership structure that can respond to local circumstances. This approach is at the forefront of the '**Our Valleys, Our Future**', produced by the Ministerial Task Force and launched on 20th July 2017. *"It is important that the valleys are not defined by its challenge with local communities and local people at the heart of the work"*
- 4.22 It is this approach that will be implemented initially in Lansbury Park as a consequence of the Deep Place Study commissioned by Caerphilly CBC, undertaken by Dr Mark Lang. The scale of the challenge in Lansbury requires a commitment over many years, which will require an approach to public service provision that seeks to better coordinate services to achieve maximum impact. We intend to adopt a place based focus, with a review of public services to assess how well they meet the outcomes required by residents, and how they could improve impact and value for money. Again this is highlighted in the '**Our Valleys, Our Future**' plan , *'public services need to be more responsive to the needs of local communities and there is a general need to join services up more effectively to maximise their impact, especially as funding is so tight'*. The role of the Public Service Board is key to implementing this approach; and having endorsed the approach to Lansbury Park it provides an opportunity to develop this approach across a number of key areas across the county borough. The move to a new way of working in Lansbury has already commenced and is overseen by the Coalition for Change, from within existing Communities First budgets to facilitate a focused, concentrated and integrated effort where poverty and social deprivation is particularly prevalent.

4.23 The following areas have been identified as suggested priority areas for a new collaborative model that embraces a Co-Production approach to service delivery:

- Rhymney
- Fochriw
- Phillipstown
- Cefn Hengoed
- Park Estate (Bargoed)
- Ty Sign (Risca)
- Graig-y-Rhacca
- Lansbury Park

4.24 These areas not only feature in the top 10% most deprived areas in the Welsh Index of Multiple Deprivation, they also suffer from extremely high incidents of Adverse Childhood Experiences (ACE's). the statistics used to support and evidence the inclusion in the new programme can be found in **Appendix 5**

The Employment Support Fund

4.25 This grant is principally to provide for additional infrastructure to support the Communities for Work programme and take forward the learning from LIFT. From 1st April 2018 the funding for LIFT (currently £150,349) will be included within this budget but will be additional to the ESF funded Communities for Work programme. The programme design has been provided by Welsh Government and the Council will deliver on their behalf through a Memorandum of Understanding. This programme can not be outsourced to other providers.

4.26 While a final budget figure has yet to be confirmed by WG, the total amount will be approximately £800,000 per financial year. Initial indications are that this programme will run through to 2022.

Communities Facilities Programme (CFP)

4.30 An additional £4 million will be added to the existing capital budget of £2 million. From 2017-18, Welsh Government will welcome well-worked bids into the refocused programme for capital resource. Bids will be considered that help protect valuable community assets where renovations, alterations and/or conversions can enable a sustainable future to be secured.

4.31 They will be particularly keen for stakeholders, both as part of the CFP and in their transition planning, to consider the opportunities afforded by effective co-location of services. Similarly, we would wish to see an effective synthesis of capital and revenue sources and strategic coherence (including in terms of relation to the Three E's and Legacy funding).

4.32 Whilst guidance has yet to be received from Welsh Government, early discussion with WG has indicated Caerphilly's intention to apply to this grant to support developments at Lansbury Park.

5. WELL-BEING OF FUTURE GENERATIONS

5.1 This proposal contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act.

6. EQUALITIES IMPLICATIONS

- 6.1 No impact assessment has been undertaken on this report, however many individuals and groups who fall under the protected characteristics, and wider issues covered by the Council's Strategic Equality Plan, are often affected to a greater extent by poverty and the related causes; therefore any reduction in resources would have a negative impact on those individuals and groups.

7. FINANCIAL IMPLICATIONS

- 7.1 The Communities First budget for 2016/17 was £2,902,016.00, broken down as follows:

Salaries	Management	Training	Travel & Sub	Premises	Projects	CIP	Totals
489,279.00	29,464.00	4,000.00	15,200.00	89,688.00	133,440.00	25,000.00	786,071.00
486,940.00	29,347.00	5,000.00	11,200.00	17,175.00	79,975.00	25,000.00	654,637.00
488,418.00	29,421.00	4,000.00	14,200.00	22,525.00	70,505.00	25,000.00	654,069.00
605,791.00	35,289.40	4,000.00	16,950.00	39,353.00	80,855.60	25,000.00	807,239.00
2,070,428.00	123,521.40	17,000.00	57,550.00	168,741.00	364,775.60	100,000.00	2,902,016.00

- 7.2 The Offer Letter for 2017/18 was received on 14th March 2017 with the budget confirmed as **£2,031,411** as a single budget. Therefore a total saving of **£870,605** was required
- 7.3 To ensure equity, partner organisations were advised to plan for a budget reduction of 30% from 1st April 2017

Organisation	Staff Costs	Man Costs	Other / Hub Costs	Total	30% reduction	Differential
SYDIC	46,422		11,089	57,511	17,253	40,257
GAVO	249,124			249,124	74,737	174,387
Groundwork	108,264		16,000	124,264	37,279	86,985
White Rose			41,779	41,779	12,534	29,245
Graig Y Rhacca			18,528	18,528	5,558	12,970
Total	403,810	0	87,396	491,206	147,362	343,844

- 7.4 Each organisation was asked to provide a full breakdown of their financial plan for the grant, with an offer to profile so they receive full payment in the first quarter with the understanding that the extent of the reductions later on will obviously be greater. Where redundancy is applicable it is proposed they meet their redundancy costs from within this budget.
- 7.5 The budget allocation for the Council's youth service in 2016/17 was £469,830 for staff and £134,250 delivery budget. Therefore a budget reduction of **£181,224** will be required for 2017/18, reducing the youth service Communities First budget to **£422,691**. The impact of these savings on the Youth Service in 2017/18 could be significant. It has therefore been agreed that from 1st April 2017 the Hub Team Coordinator and Administration will be funded from Families First, with an associated saving of **£58,758** to Communities First. Current delivery within schools will need to be phased out at the end of the summer term. The exclusion of support for young people in full time education from April 2018 will require a full phase out by 31st March 2018.
- 7.6 For the period between 2018 and 2020 we have received confirmation that our allocation of the Legacy fund will be approximately £547k per annum. This reduction in the current programme is likely to have a major impact upon our voluntary sector partners and the Council alike.

- 7.7 Whilst the Communities First staff and associated delivery budgets are provided by the Welsh Government, within the Terms and Conditions of the grant and the recent draft guidance it is not the intention of the Welsh Government to provide associated redundancy costs for Local Authorities. Redundancy would be in line with CCBC policy and redundancy costs borne by the Council. These costs will vary according to grade and length of service and whether the staff are eligible for and can be re-deployed. The redundancy costs could be significant (circa £350,000 - £400,000). This is the case for any externally funded post currently on the establishment. If this situation arose, the Council would consider the overall financial implications and consider redeployment in accordance with the Council's HR policies and where appropriate funding and other mitigation measures would be taken accordingly. Provision has been made for redundancy costs corporately. Although due to the proposed new structure and staff transferring these costs should be much lower.
- 7.8 The Welsh Government recognises the potential impact to third sector organisations and, particularly, that they could be faced with redundancy decisions.
- 7.9 Local Authorities may consider providing financial support from within their 2017/18 funding allocations for statutory redundancy costs for **staff funded by Communities First only** where, without meeting these one off costs, the third sector organisation's stability would be jeopardised putting them at risk of closure. Local Authorities should carry out their own due diligence work to ensure compliance with employment law. The approximate voluntary sector redundancy cost as of 17th July 2017 has been calculated at circa:
- o Gwent Association of Voluntary Organisations - £25,387
 - o Groundwork – £5,890
 - o Senghenydd Youth Drop In Centre - £3,097
- 7.10 Whilst the redundancy costs associated with CCBC Communities First staff are not being met by Welsh Government, they will, however, fund the 3rd sector's redundancy costs through their grant allocation, as set out above.
- 7.11 Whilst the new structures have yet to be costed, it is assumed they will all be deliverable within the funding available. When all the new Job Descriptions have been evaluated the costing exercise can be completed.

8. PERSONNEL IMPLICATIONS

- 8.1 The decision taken by Welsh Government to phase out Communities First has significant personnel implications for the whole Community Regeneration team, Youth Service and the voluntary sector. Community Regeneration currently employs 50 members of staff across a number of different funding sources. Gwent Association of Voluntary Organisations did employ 8 staff through the Caerphilly Communities First programme however 3 have managed to secure alternative employment with 5 currently on notice. Of the four Groundwork posts 2 have secured alternative employment. The two full time equivalent youth worker posts in Senghenydd Youth Drop in Centre are also on notice. As outlined in 2.7 only Local Authorities will be grant recipients from 1st April 2018. The Communities for Work and Employment Support delivery and structure are prescribed by Welsh Government and delivered by Local Authorities on their behalf through a Memorandum of Understanding. These programmes cannot be outsourced. The Legacy programme should be an integral part of both programmes, providing the administration and wider support for those with complex barriers to employment. In addition the new Legacy programme should influence the re alignment of core public sector budgets. Whilst elements of the Legacy fund could be delivered by third sector organisations they would have to be appropriately procured.
- 8.2 It is proposed that the restructure of the Community Regeneration team takes place throughout the remainder of the calendar year. The milestones for its implementation are as follows:

- Approval sought by Corporate Management and Cabinet PDM in **July 2017**
- Phasing out of the Communities First programme through to **31st December 2017**
- Consultation with Regeneration Scrutiny in **September 2017**
- Cabinet approval for new delivery model and associated resources - **November 2017**
- Recruitment exercise to restructure and fill positions within the new structure to take place **November - December 2017**
- Implementation of the new structure from **January 2018**, transitioning through to begin delivery of new programmes in **April 2018**.

8.3 As per proposed structure found in **Appendix 4**, Community Regeneration will split into 3 teams that will work collaboratively across all programmes and priorities: Programme Management, Employment Support (Communities for Work and Employment Support Fund) and Legacy.

Delivery of the Employment Support Fund

8.4 The current Caerphilly Employment Support model lends itself well to the proposed Welsh Government structure, as a single employment support offer was established from the onset of the Communities for Work programme. Discussions with Welsh Government on 5th June 2017 have resulted in a request for Caerphilly to implement the new model sooner than anticipated, from within the existing Communities First and LIFT budgets until 31st March 2018, to ensure a smooth transition into the new grant from 1st April 2018.

The Welsh Government has now confirmed the structure for this new fund as follows:

- 8 Employment Support staff
- 4 Participation Officers
- 1 Employer Liaison Officer
- 1 management post to support the existing management structure

8.5 In addition to the above WG funded posts, 1 Finance Officer, 1 Admin Assistant, 1 Programme Support Manager and an additional Triage Worker will be funded by the management costs procured through The Communities for Work, Employment Support and Legacy programme. In addition to core costs available due to the loss of two grade 10 posts in Community Regeneration and a possible contribution from Housing. Costs to fund delivery are currently being finalised and the final structure will be reflective of the total budget available. The proposed structure for the Employment Support Fund is also included in **Appendix 4**.

8.6 It has been agreed by Welsh Government that the existing 4 Communities First Employment Support staff and the 2 LIFT staff will be transferred into the Employment Support posts within the new structure. The additional posts will be initially ring fenced to Community Regeneration staff at risk of redundancy before going through the usual recruitment channels. Application will be via an expression of interest that will demonstrate the essential job requirements. Welsh Government has requested this be carried out as soon as possible.

8.7 Communities for Work staff contracts have been extended until 31st March 2020 and the LIFT contracts until 31st March 2018. Due to Finance staff being only part funded by C4W, their contracts have not yet been extended as they will form part of the new Employment Support Fund.

8.8 Whilst the delivery model and associated staffing structures for Communities for Work and the Employment Support Fund have been prescribed by Welsh Government the Local Authority has more flexibility with the Legacy Fund. The proposed Caerphilly Legacy model is intended to retain the most effective elements of the Communities First programme whilst supporting the requirements of the Employability and Empowerment themes from the Three E's. The three proposed Legacy Managers and their support officer will oversee 8 priority areas, managing a move to asset based community development whilst designing an intense community engagement exercise to ensure residents can actively engage in developing services across all public services, to ensure they meet the needs of communities. They will

lead on the integration and collaboration of services across the Council and public sector partners. They will also ensure the programme supports the delivery needs of the employment support programme, working closely with the Employment Manager. The specialist Health and Mental Health officers have provided vital support to individuals with complex barriers to work, complimenting the support provided by the Employment Support Mentors. The male engagement officer has been identified through experience of delivering programmes over many years and through consultation with partners who find working age males the most difficult to engage. Both Family Liaison posts will be retained for St James and St Martin's Schools supporting families from Lansbury Park. The youth workers will provide support to those young people who experience Adverse Childhood Experiences.

- 8.9 The current contracts for Communities First staff have only been extended until 31st December 2017, due to budget constraints and to facilitate a departmental re-structure between January 2018 and April 2018. The two Community Regeneration Coordinators, currently core funded, will be included within the re-structure to reflect the required changes to delivery post Communities First. The consultation process commenced on the 3rd July 2017, involving affected staff, their relevant Trade Unions, HR, and Management. In line with the restructure, there will be a mixture of slotting into posts and filling on a ring fenced basis. Any displaced qualifying employees will then be supported through the redeployment process. Staff unable to secure suitable alternative employment will be entitled to a redundancy payment, in line with Council policy.

9. CONSULTATIONS

- 9.1 All responses from consultations have been incorporated in the report

10. RECOMMENDATIONS

- 10.1 Members views are sought on the approach to the phasing out of Communities First and the proposed approach to the new programmes, associated milestones and staff structure prior to seeking Cabinet approval.

11.0 REASONS FOR THE RECOMMENDATIONS

- 11.1 To facilitate the transition from the Communities First programme and meet the Welsh Government requirements to deliver the new Employment and Legacy grants.

12. STATUTORY POWER

- 12.1 Local Government Act 2000

Author: Tina McMahon, Community Regeneration Manager
Consultees: Cllr Lisa Phipps, Cabinet Member Homes and Places
Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations
Cllr Tudor Davies, Chair of Environment and Regeneration Scrutiny
Christina Harrhy, Corporate Director Communities
Shaun Cousins, Chief Housing Officer
Stephen Harris, Interim Head of Corporate Finance
Jane Roberts-Waite, Strategic Coordination Manager
Shaun Watkins, Principal Personnel Officer
David Roberts, Principal Group Accountant

Appendices:

Appendix 1 – Current CF Areas

Appendix 2 – Current Staff Structure

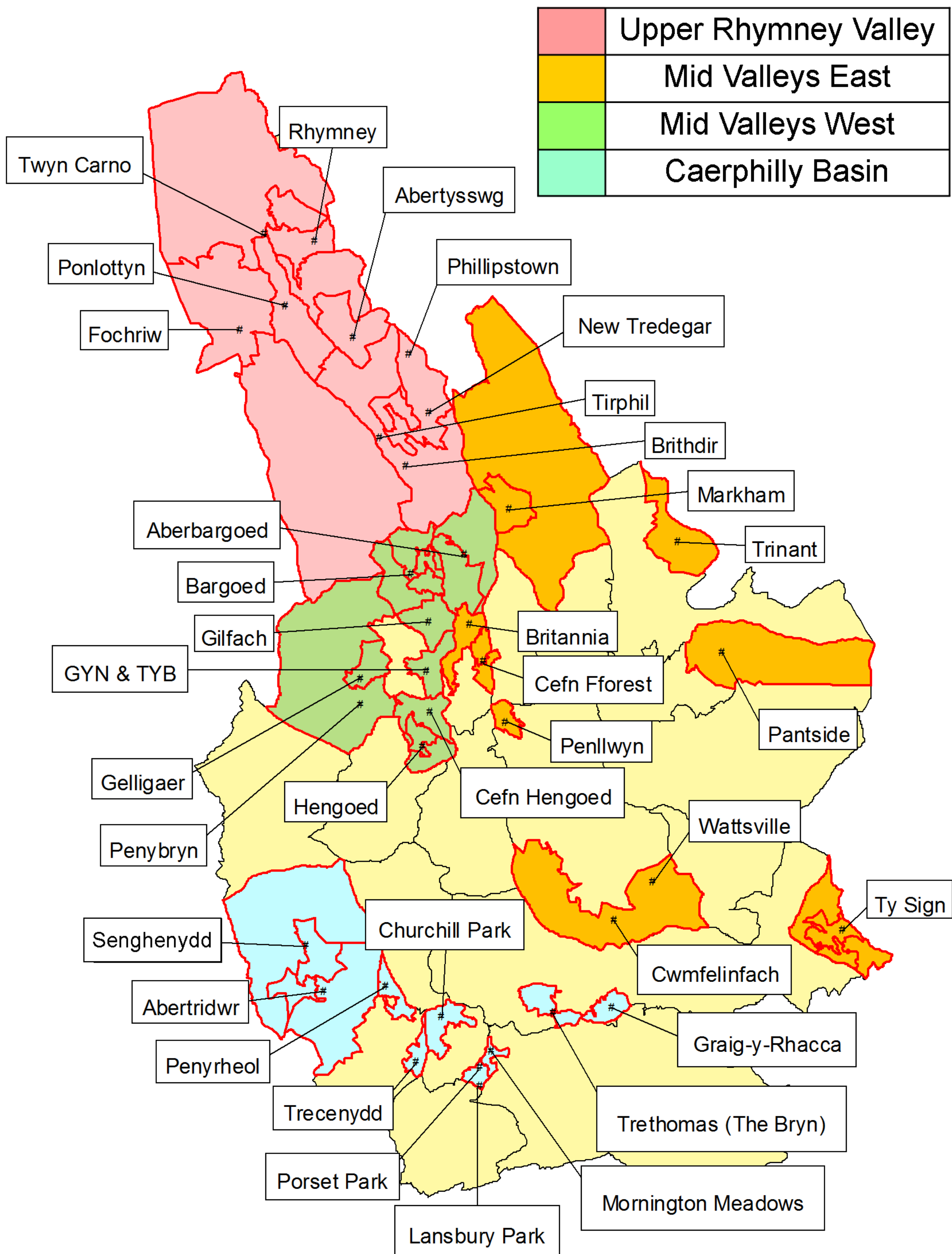
Appendix 3 – CF Transition Plan

Appendix 4 – Proposed Staff Structure (Restructure)

Appendix 5 – Communities Stats Data

Appendix 6 – CF Project End Timescales

Communities First New Phase



COMMUNITY REGENERATION STRUCTURE

Upper Rhymney Valley

Cluster Manager
 Employment Support Officer
 Health & Wellbeing Officer
 Administration & Monitoring Assistant
 Mental Health Officer
 Physical Activity Officer

Mid Valleys West

Cluster Manager
 Employment Support Officer
 Health & Wellbeing Officer
 Administrative & Monitoring Assistant
 Mental Health Officer
 Physical Activity Officer

Mid Valleys East

Cluster Manager
 Employment Support Officer
 Health & Wellbeing Officer
 Administration & Monitoring Assistant
 Mental Health Officer
 Physical Activity Officer

Caerphilly Basin

Cluster Manager
 Employment Support Officer
 Health & Wellbeing Officer
 Administration & Monitoring Assistant
 Mental Health Officer
 Physical Activity Officer

Employment Support (LIFT & CfW)

Family Employment Mentors (LIFT)
 Adult Employment Mentors x4
 Youth Employment Mentors x4
 Triage Workers x4

Caerphilly CBC Central Support (Borough-Wide)

Community Regeneration Manager

Central Support
 Programme Development Officer
 Research & Monitoring Officer
 Admin Assistant

Central Admin
 Admin & GIS Officer
 Admin Assistant

Employment Support
 Senior Employment Mentor (LIFT & CfW)

Digital Inclusion
 Community Regeneration Co-ordinator
 Digital Inclusion Officer
 Digital Inclusion Officer

Physical Activity
 CF Physical Activities Co-ordinator

Community Regeneration
 Community Regeneration Co-ordinator

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Caerphilly County Borough Council – Communities First Transition Outline Plan

Please note, due to constraints relating to the fact that we are currently within a pre-election period, this plan is based on officer proposals only at this stage; and therefore will be subject to formal consultations and approval prior to final confirmation.

The planning and implementation approach you have taken or intend to take

There is increasing policy interest in identifying community assets. When practitioners begin with a focus on what communities have, as opposed to what they don't have, a community's efficacy in addressing its own needs increases, as does its capacity to lever in external support. Currently services are designed to 'fill gaps' and 'fix problems' creating dependency and disempowering individuals who become passive recipients of services.

Caerphilly's approach to Community Regeneration will provide community development practitioners with a new perspective on building bridges with communities, whilst building on the legacy and relationships developed through the Communities First programme and mobilising individual and community assets, thus enabling a process of co-production, with community members as active agents in their own and their families' lives. Co production requires users of services to be seen as experts in their own circumstances and capable of making decisions, while service providers move from being fixers to facilitators. This will necessitate new relationships to be developed with front line professionals, and an enabling role adopted.

Proposals for the Legacy funding will require a more detailed evaluation of the existing Communities First areas with a re-focus on a smaller number of prioritised geographical areas focusing on indicators for Adverse Childhood Experiences. Locally collected data will inform how the areas are identified and the subsequent delivery model will reflect the Welsh Government's new focus on the three E's, with a move to both an assets based approach to community development and co production of services for the area. Asset mapping of agreed communities will be undertaken to discover the community's strengths and capacities. It will reflect the methodology that underpins Children's Zones, each area being locally driven to match local circumstances, developing a governance and leadership structure that can respond to local circumstances. The Public Service Board, partner organisations and communities will need to be involved and appropriate internal governance systems followed and evidenced in this process.

The following areas have been proposed for support from the Legacy Fund and for priority delivery from 1st July 2017 until the end of the Communities First programme.

- St James 3 and 4 (Lansbury Park)
- Twyn Carno 1 and Moriah 3 (Rhymney)
- Bargoed 4 (Park Estate, Gilfach)
- Bedwas, Trethomas and Machen 6 (Graig y RHacca)
- New Tredegar 3 (Phillipstown)
- Hengoed 2 (Cefn Hengoed)
- Penyrheol 8
- Darren Valley 2 (Fochriw)
- Penyrheol 4 (Trecenydd)
- Ty Sign

Whilst the priority areas have yet to be formally approved by Council, they consist of the ten most deprived communities in Caerphilly Borough, the following data is currently being collated to further support the areas' inclusion and provide a base line to identify local outcomes and monitor progress. It is anticipated that many of the successful Communities First projects that cannot be mainstreamed will continue in these areas well into the Legacy period.

Data Sources (at present time – more to be added):

- Rent Arrears (over £500)
- Housing Evictions
- Housing Court Orders
- Tenancy Support Visits
- Complaints relating to Antisocial Behaviour
- Referrals to Supporting People
- Referrals to Supporting Family Change
- Families supported in relation to domestic violence (Llamau)
- Referrals for Substance Misuse Support - Adults (Kaleidoscope)
- Referrals for Substance Misuse Support – Young People (Drugaid)
- 4 Strike Process Referrals
- Council Tax Arrears

It is this approach that will be implemented initially in Lansbury Park as a consequence of the Deep Place Study commissioned by Caerphilly CBC, undertaken by Dr Mark Lang. The report can be found here:

<http://www.caerphilly.gov.uk/CaerphillyDocs/News/LansburyParkDeepPlacePlan.aspx>

The scale of the challenge in Lansbury requires a commitment over many years, which will require an approach to public service provision that seeks to better coordinate services to achieve maximum impact. We intend to adopt a place based focus, with a review of public services to assess how well they meet the outcomes required by residents, and how they could improve impact and value for money. The role of the Public Service Board is key to implementing this approach, and having endorsed the approach to Lansbury Park it provides an opportunity to develop this across a number of key areas across the borough. The move to a new way of working in Lansbury will commence from 1st April 2017, from within existing Communities First budgets to facilitate a focused, concentrated and integrated effort where poverty and social deprivation is particularly prevalent.

The current Caerphilly employment support model lends itself to the proposed Welsh Government structure, as a single employment support offer was established from the outset of the Communities for Work programme. Therefore, it is proposed that the existing Communities First infrastructure, 7 staff and associated budget that currently supports both LIFT and Communities for Work be ring fenced in readiness for the new grant from 1st April 2018.

As the Employment Grant additional resources have been conformed as follows:

- 8 additional employment support staff (2 of which are current LIFT employees)
- 4 participation officers
- 1 employer Liaison officer
- 1 management post to support the existing management structure

*** The proposed employment structure can be found in appendix 4 of the main Scrutiny report. (September 2017)**

To facilitate a timely move to the new structure it is proposed that the 4 current Communities First Employment Support staff and 2 LIFT staff are transferred into the new model as soon as possible funded from within the existing Communities First and LIFT budgets until 31st March 2017, this is to ensure a smooth transition into the new grant from 1st April 2018.

Current delivery within schools will be phased out at the end of the summer term, with provision for young people in full time education requiring a full phase out by 31st March 2018. The Youth and Family team will be reconfigured in order to accommodate the reduction in the team. The team will continue to deliver support to schools and to Learning Pathway Centres, but there will be very limited support for families of these children and young people as there is no family support staff to deliver this work. Heads and Leads of the associated educational provision will be informed that all support will come to an end as of December 2017.

Finances

The final finance figures will be available in due course following imminent meetings with both the CfW & new Employment fund leads around how this will be implemented throughout the financial year.

How communities have been or will be included in developments and decisions and how the community involvement plan has been reflected

Due to time constraints and recent election period it has not been possible to conduct any formal consultation with the community prior to the submission of this outline plan. However, there has been regular communication between the council and community groups & organisations and other key stakeholders through each stage of the process since the Ministers announcement. This will continue at each milestone of the transition programme and planning of future programmes.

All Clusters have conducted Cluster Steering Group meetings, within which they have informed local stakeholders and community representatives of the current position regarding Communities First; and have sought their views on outline transition plans. On a general basis, community involvement is also ongoing via the processes outlined within each Cluster's Community Involvement Plan, which provide various and ongoing opportunities for the community to be informed and included in decision making.

The likely timescale for your exit from CF. Do you plan a phase out extending to March 2018 or earlier?

The phasing out of the programme will be flexible to reflect the reduction in budget and an expected continual reduction in staff resources. The Communities First team will adopt a whole area approach rather than a dedicated cluster area approach, utilising staff expertise across all areas. Areas will be prioritised according to greatest need as identified above and delivery in non priority areas gradually withdrawn between 1st April 2017 and 31st June 2017. Projects identified for continuation will continue until 31st December 2017 and staff contracts have been extended accordingly. Consultation on and formal agreement for proposals for Legacy funding will now take place over the next few months To ensure a seamless transition from Communities First to the new way of working a re-structure and recruitment period between 1st January 2018 and 31st March 2019 will take place.

The decision to phase out Communities First has significant personnel implications for the whole Community Regeneration team. Community Regeneration currently employs 50 members of staff across a number of different funding sources.

**** The current structure can be found in appendix 2 of the main Scrutiny report. (September 2017)***

The two Community Regeneration Coordinators funded by the Council will be included within the re-structure to reflect the required changes to delivery post Communities First. It is anticipated that budgets from both WHQs and Community Regeneration will be utilised to maximise impact from the Legacy Fund.

The consultation process will commence on the 3rd July 2017, involving affected staff, their relevant Trade Unions, HR, and Management. In line with the restructure, there will be a mixture of slotting into posts and filling on a ring fenced basis. Any displaced qualifying employees will then be supported through the redeployment process. Staff unable to secure suitable alternative employment will be entitled to a redundancy payment, in line with Council policy. These costs will vary according to grade and length of service and whether the staff are eligible for and can be re-deployed. However, with 32 staff in Community Regeneration, 2 in Finance and 11 in Education, there are 45 CCBC employees currently funded by Communities First and the redundancy costs could be significant (circa £300,000).

The Communities for Work staff contracts have been extended until 31st March 2020 and the LIFT contracts until 31st March 2018.

Both Gwent Association of Voluntary Organisation and Groundwork Caerphilly have opted to utilise the total 2017/18 budget available from April 1st 2017 until the end of December 2017. Whilst this is not ideal from a delivery perspective it has been agreed that this approach be accepted to enable both organisations to effectively manage their own transition from Communities First to meet their organisational needs. Early indications of the end date for each has enabled us to factor this into our transition arrangements.

Your intended approach to projects delivered in partnership with other Welsh Government funding streams.

The principles of partnership working and integration are key factors within the development of all Welsh Government funding streams within Caerphilly. We work closely with a vast range of partners from the public, private and third sectors; including the Local Health Board, Department of Work and Pensions, GAVO, Groundwork, Citizens' Advice Bureau, local police, schools, businesses, voluntary organisations and many more. This level of partnership working is an essential part of truly integrating with the local community to deliver meaningful outcomes, whereby services work together to maximise both referrals and the value of interventions through the sharing of resources, expertise, opportunities and access to customers. Some of the anti-poverty programmes also deliver in partnership with others working regionally in development with other programme managers and partner organisation managers although delivering a local solution. Partnership working is intrinsic to the delivery of the programmes which cannot achieve the outcomes without working with others.

As a result of this approach it has been agreed that from 1st April 2017 the Hub Team Coordinator and associated Administration will be funded from Families First. The Parent Network is currently jointly commissioned by Communities First, Families first and Flying

Start. From 1st April 2017 the budget allocated from Communities First will be funded by Families First. Discussions are on-going with the Families First Board and the programme leads for Flying Start and Supporting People to identify the key elements of the Communities First programme they wish to retain and can support through their programmes or require representation at the Public Service Board for consideration for main stream funding.

Flying Start will continue to work with families to support their engagement and confidence to access employment support through Communities First, Communities for Work and LIFT and the new Employment Fund to ensure families have the opportunity and support to break the cycle of poverty. This collaborative approach amongst the anti-poverty programmes in particular has enabled the development of customer “pathways” across a range of themes, including Employment, Family Learning and Mental Health, which track the transition of children, young people, adults or families through the different programmes and enables sharing of best practice for delivery, prevents duplication when planning and delivering services and maximises resources.

Involvement is intrinsic to the delivery of the anti poverty programmes, 3 of which have funded Caerphilly Parent Network to ensure that participation is built in to development and delivery through their wide engagement and development of parent forum across the borough. Parents, children and practitioners are seen as equal partners and have shaped delivery in communities to ensure the provision is in the right location and accessible as well as embedded in the community. An aim of the programmes has always been to empower local communities through involvement whilst addressing the causes and impacts of poverty. Staff regularly work with local community members and/or community organisations in the development of projects; and project participants are given frequent opportunities to feedback through project monitoring systems, to enable them to shape project delivery and ensure that needs are being met.

Moving forward a closer collaboration with Housing and in particular the Welsh Housing quality programme will be a priority. Coordinating capital and revenue regeneration funding will become paramount to maximise opportunities to develop social and economic outcomes from capital investment. Legacy funding will compliment areas benefitting from infrastructure, environmental and housing improvement to ensure a holistic programme of regeneration in line with the Rhymney regeneration programme, where VVP funding complimented a targeted initiative of community support through Communities First has proven to be extremely successful.

The basis on which you will determine which projects to take forward.

Cluster Managers have considered the projects in the 2016/17 delivery plans and utilised project performance figures, participation levels, budget allocations & value for money and links to the 3 E's agenda (Employment in particular) to determine which projects to take forward. Consideration has also been made as to whether particular projects could be delivered by partners where appropriate, either in the near future or the longer term.

Cluster Managers have also discussed outline delivery through the transition phase with the Senior Communities for Work Mentor in the borough; ensuring projects meet not only the direct employability support needs of participants but also their wider needs e.g. improved mental health & wellbeing and digital skills.

The database for monitoring participant numbers and outcomes will be maintained throughout the transitional period, providing evidence for reporting purposes but also continually informing the development of the legacy programme.

In line with the WG focus on Employment as the best route out of poverty, the delivery of employability support & associated opportunities for training will remain a priority. However to reflect the reduction in budget allocation during 2017/18, there will be a reduction in the number of single courses previously arranged by individual Clusters. The team will take a joint approach to delivery of courses, so whilst there will be less individual courses available, they will be open to a larger number of participants. Communities for Work and LIFT participants will continue to benefit from Communities First training provision where appropriate.

Work undertaken as part of the digital inclusion agenda will continue, supporting participants' digital literacy levels and enabling them to fully participate in increasingly digital world. This will include the provision of basic IT training and accredited training where required. To support the sustainability of this provision in our communities as the programme phases out we will continue to maintain & develop the already substantial network of digital volunteers operating in the borough.

Most elements of delivery work undertaken as part of the previous 'Healthier Communities' theme will continue during the transitional period and options for low/no cost delivery have been explored. Links built via the NCNs means there is demand and a volume of participants for the Healthy Lives project (health education & physical activity). It is low cost, flexible and can be adapted to meet the needs of the participants. The XPERT programme operates on an ABUHB (and national) basis, however due to capacity issues within the health board, the programme in Caerphilly is currently delivered by Communities First staff. Maintaining the project through the transitional period will allow sufficient time for the Public Service Board & NCNs to review the outcomes of XPERT & other programmes delivered by Communities First and determine if they deem them a priority for consideration of any funds they hold.

The overall physical activity programme will be reduced and sessions with consistently low attendance will be phased out between April and June 2017. Subsequent to the summer period, sessions in areas which are unlikely to form part of the legacy bid will be withdrawn by December 2017. The StreetGames project will be continued across the borough, with a focus on sustaining local doorstep hubs. The location of these hubs will fall in line with the plans for the identified priority areas as part of the Legacy programme.

There are currently vacancies in the physical activity posts, which will not be back filled and the remaining staff will cover sessions across the borough, outside of their previous Cluster areas. As part of budget saving measures external providers (coaches, instructors) will not be utilised.

Mental health & wellbeing provision (classes) will be retained through the transitional period and wherever possible will be tailored towards supporting people back into work but also the long term unemployed, for whom poor mental health may be a barrier. Communities First staff support for programmes currently co-delivered with partners in the Primary Care Mental Health Team (Stress Control & Activate Your Life) will be withdrawn by December 2017 at a time mutually agreed with the Health Board to ensure the excellent working relations built are not compromised. Key self-help groups will continue to be supported while the programme is phased out. GAVO Development Officers will lead on this work, supporting the groups with plans for long term sustainability following the end of the Communities First programme. The successful Men's Sheds projects will be supported to become sustainable in the longer term. There are also opportunities to refer participants currently enrolled with Communities First to the new Groundwork Wales 'Wood To Work' programme, funded by the RDP.

Current delivery within schools will be phased out at the end of the summer term, with provision for young people in full time education requiring a full phase out by 31st March 2018. As part of this approach, the Learning Pathway Centres (LPC) and the School Support

project will be maintained until July 2017 with the option of extending support only until December 2017 in line with staff contracts. However, the Family element of the LPC provision will cease as these staff have been lost. Personal & Social Development and Youth Crime Prevention projects will be maintained and will focus on providing the best possible exit for young people currently supported. The Extra-Curricular Qualifications Projects will be removed due to reduced capacity of staff and the associated project budget as part of the savings. Projects being delivered in schools in the St James area (& St Martins Comprehensive School) will continue, with reduced budgets. As Lansbury Park is a key regeneration area these projects are likely to form a component of the Legacy fund post March 2018.

Following careful consideration several projects will be completely withdrawn in April 2017, which will contribute to the reduction in budget allocation and allow remaining budget to be utilised to maximum effect.

The Parent Learning Project in Caerphilly Basin Cluster has had consistently mixed success in previous years and the budget for this can be reallocated Schools based projects in St James and St Martins. This will also ensure better targeting of participants and link with employment agenda more directly, which can be specifically referenced to the Lone Parent Proposal included in the Deep Place Study.

Cooking classes do not form part of the vision for the programme going forward i.e. employability and will cease at the end of March 2017. However, should a need be identified in the communities included as part of the Legacy programme then this is something that can be revisited and delivered on a small scale as necessary.

The Heolddu (Comprehensive School) Project (operating in Mid Valleys West only) will be withdrawn in April 2017. The School has benefitted from the funding provided by Communities First over recent years but this is no longer sustainable. The project has demonstrated that it is worthwhile so the school will be given the opportunity to maintain the project if they have sufficient resources.

How results will be monitored

Moving forward, results will be monitored against a range of measures, collected and reported via a combination of quantitative and qualitative methods. We are working in close partnership with staff responsible for developing the Caerphilly Wellbeing Plan, to ensure outcomes/measures are aligned with strategic priorities as a means of further integrating future work with that of mainstream services and the Public Service Board. This process is ongoing, with final outcomes due to be developed in Autumn 2017.

Within the employability grant, a range of quantitative measures will be identified and reported on, including number of people entering employment, number starting placements etc; however these will be underpinned by more detailed qualitative data, reported via case studies and narratives, which will be collected as part of a case work approach, whereby each participant will have a personal record or portfolio, detailing their progress and distance travelled.

Measuring success within the Legacy Fund will be slightly more complex and determined according to local need within each community. Where individual projects or initiatives are developed, these will be monitored using standard quantitative (e.g. evaluation forms) and qualitative (e.g. case studies, focus groups) measures. Staff working within communities will also seek to compile overall community plans detailing the services and organisations working within each area. These plans will be dynamic, whereby they can be used to report upon activities, projects, improvements etc. as a means to track progress and change within

each community as a result of co-production and bending of existing services, in addition to any new projects that are delivered. Within specific areas, these plans will also be aligned to the development of Children's Zones as per the Children First initiative. Baseline data is currently being collated to demonstrate need across a range of issues, including rent arrears, antisocial behaviour, referrals to support services such as homelessness, substance misuse and domestic violence support etc. Where possible, this data may also be reviewed on an annual basis to reflect the changing situation over time.

Details or a plan for involvement of the Public Services Board.

The Public Service Board has been fully briefed to date by both Caerphilly CBC and Welsh Government. A report has been submitted to the Board in relation to Welsh Government timescales as well as Caerphilly's initial outline proposal for phasing out Communities First. Further discussions will take place to identify gaps in provision that will occur, with representation made to the Public Service Board for consideration.

Each Public Service Board member has now nominated a senior representative to sit on the newly established 'Coalition for Change'. This will be the decision making body that has the authority to change priorities, allocated resources and command support from their respective agencies, leading on a Total Place approach to public service reform that seeks to better coordinate services to achieve maximum impact. It will adopt a place based focus and conduct a radical review of public and third sector services to assess how well they meet the outcomes required by residents, and how they could improve impact and value for money. Their role will also be to over see the establishment of the Children's First pioneer area.

The Community Regeneration Manager has been fully involved during the on going identification of the Well Being Objectives, and associated plan, ensuring the impact of phasing out Communities First is understood and considered. Further meetings with the Public Service Board are planned to discuss options for alternative delivery mechanism for a number of health related services, including the community based Primary Mental Health Therapies, Xpod and XPERT programmes. This has also been discussed at the NCN, GP Cluster meetings due to the high number of GP referrals received for these programmes.

Commitment to the 'Five Ways of Working'

Programme and delivery planning is consistent with 'The Five Ways of Working' as defined within the sustainable development principle in the Act, in that places are planned and buildings developed accordingly to meet the changing demands of communities. The workforce is trained and recruited to meet the planned projections of numbers needed in the different geographical areas, or in the different target vulnerable groups, and projects deliver flexibly to maximise efficiency. Programme performance will be influenced by those indicators identified within "The Caerphilly We Want" Local Well Being Assessment.

The long term aim of delivery during 2017/18 and beyond is to raise aspirations & employment opportunities, as well as increase family resilience in communities. A long term goal is to break the cycle of poverty and impact on long term economic activity of the next generation. By forming and maintaining links with partners, particularly those within the employment sector, as well as local businesses, the programme is able to plan for future

trends and demands within the labour market, to ensure long term sustainability of outcomes.

Moving forwards into the new way of working will still continue to evidence commitment to:

A Prosperous Wales

The programme will aim to support, young people, adults and families to achieve their personal goals which may include raising aspirations, children's development, employability skills, increase attendance at provision and build life skills for their future. In addition it supports families to improve their resilience, financial management, and literacy skills as well as support them to gain confidence to move on to employment support programmes, which aim to support and grow our economy.

A Resilient Wales

Many of the programmes encourage delivery of and use of local community based provision for sustainability of local resources. The principles of Asset Based Community Development will also be employed to ensure that existing community assets are used to their best advantage, thereby maximising the potential for community resilience.

A Healthier Wales

The Healthy schemes will be embedded into practice across many of the projects, encouraging healthy eating and activity, as well as reinforcing healthy behaviour messages, like no smoking. Using local community based provision for delivery of the programmes encourages walking rather than driving to settings and groups. Employment project participants are supported to access public transport.

A More Equal Wales

The programme's main objective will be to encourage opportunities to return / start employment as the main route out of poverty. Reduce the impact of poverty on children, young people, adults and families through supporting them to access interventions, building confident and resilient communities and promoting positive development and attainment.

A Wales of Cohesive Communities

A criticism of the Communities First, LIFT and Communities for Work programmes is the geographical targeting of postcodes, however, this also acts as a way to support those communities in the most concentrated areas of need. The geographical nature of the proposal enables targeting of resources; creation of well resourced quality community based provision and builds a value to their local area, which other families want to access.

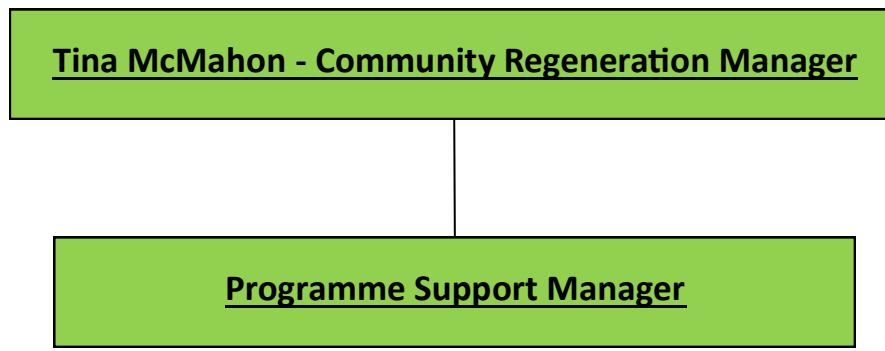
A Wales of Vibrant Culture and Thriving Welsh Language

Facebook pages and communications will be bilingual so that choices can be made as well as having translation into other languages as needed. As per the recommendations of Baroness Andrews' report, the programme will link to wider initiatives such as the Fusion programme; and partners within the cultural sector to add value to employment and training programmes and explore opportunities for enhancing and promoting employability through cultural activity.

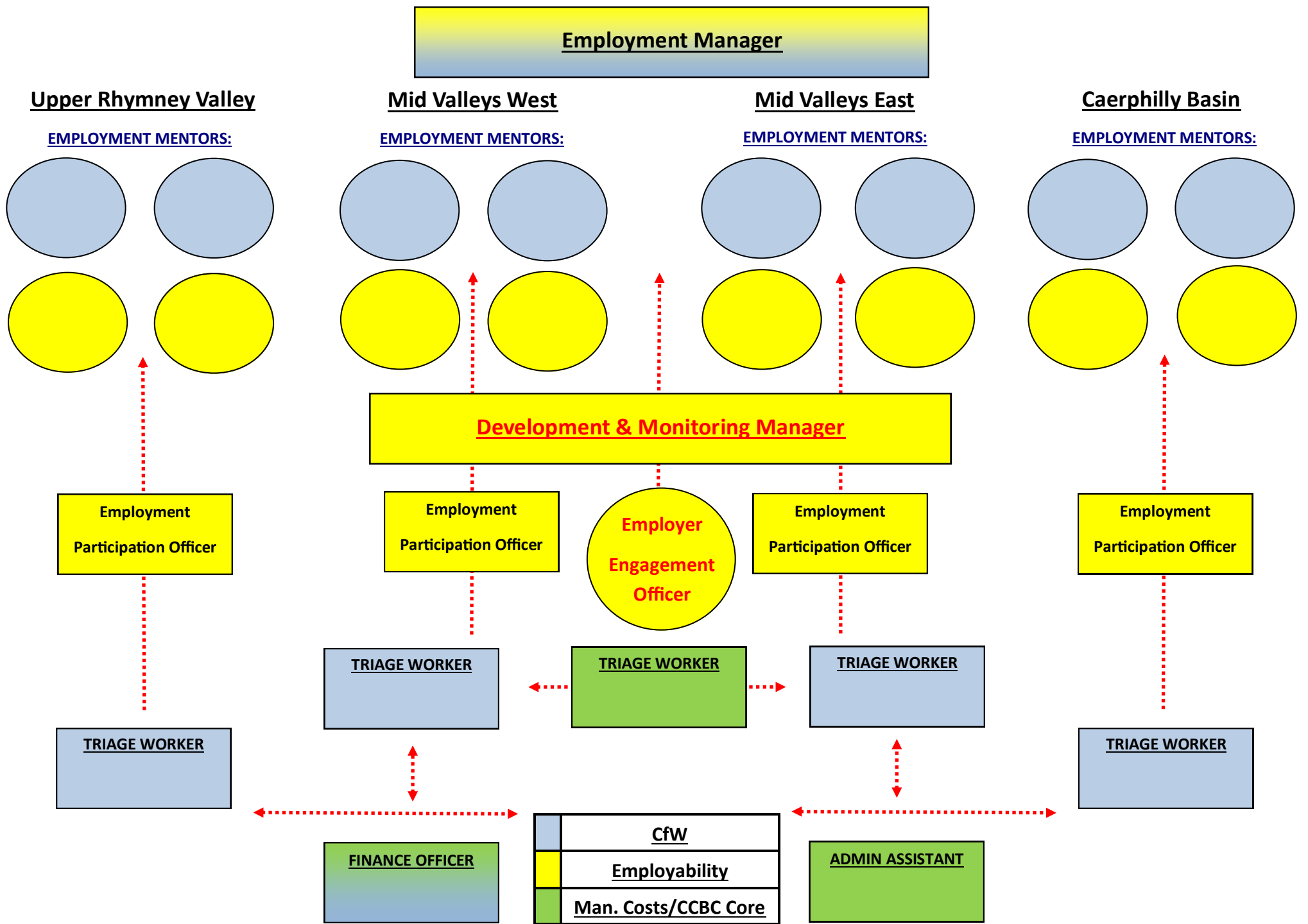
A Globally Responsible Wales

Wellbeing is embedded through practice, including programme / project delivery and the new specification designs.

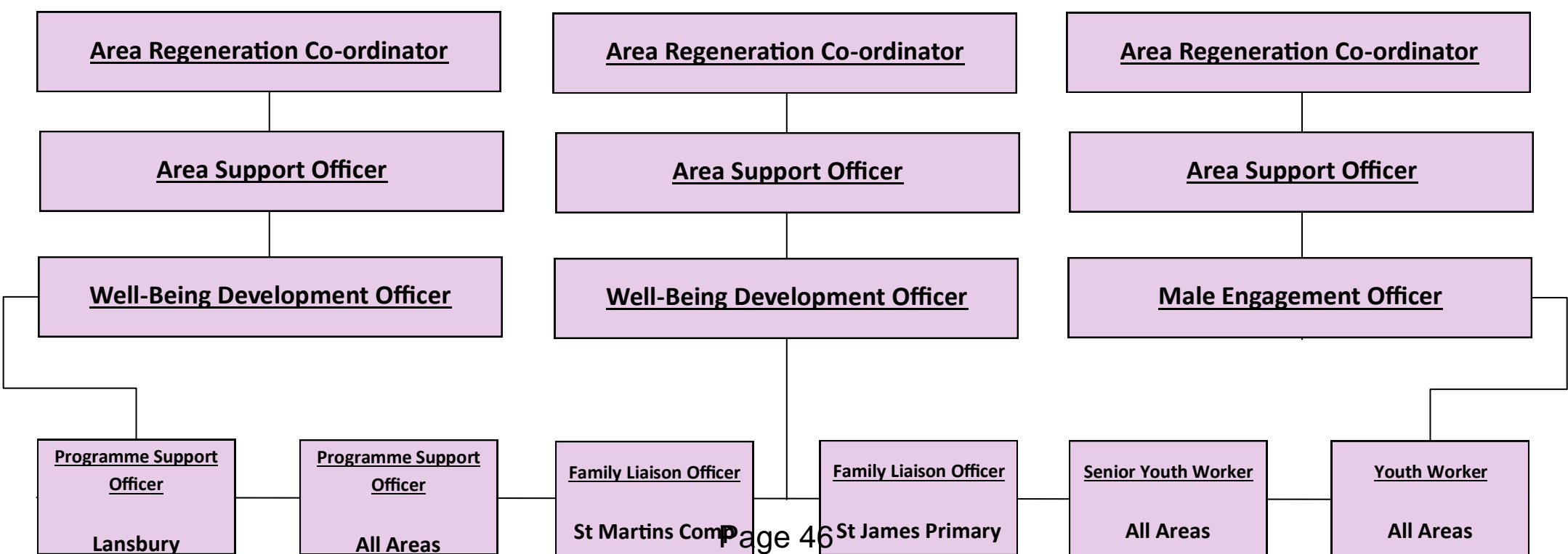
PROGRAMME MANAGEMENT



EMPLOYMENT SUPPORT



LEGACY



New Communities and Data**Welsh Index of Multiple Deprivation, 2014**

Community	Primary LSOAs covering community /estate	Ranking according to Welsh Index of Multiple Deprivation, 2014
Lansbury Park (Including Porset Park)	St James 3	1
	St James 4	107
Rhymney	Twyn Carno 1	7
	Moriah 3	62
Park Estate	Bargoed 4	23
Graig y Rhacca	BTM 6	25
Phillipstown	New Tredegar 3	70
Cefn Hengoed	Hengoed 2	88
Fochriw	Darren Valley 2	126
Ty Sign	Risca East 2	426

Child Poverty Data – Children in Income Deprived Households

Community	Primary LSOAs covering community /estate	Proportion of children aged 0-3 in income deprived households	Number of children aged 0-3 in income deprived households
Graig y Rhacca	BTM 6	75%	115
Rhymney	Twyn Carno 1	66%	50
	Moriah 3	55%	45
Phillipstown	Phillipstown	65%	80
Lansbury Park (Including Porset Park)	St James 3	62%	65
	St James 4	56%	50
Park Estate	Bargoed 4	60%	65
Fochriw	Darren Valley 2	60%	40
Cefn Hengoed	Hengoed 2	52%	55
	Hengoed 1	32%	25
Ty Sign	Risca East 2	54%	45

Kaleidoscope Referrals

Area		No of referrals	Children involved	Primary substance									
				Heroin	Alcohol	Cocaine	Amphetamines	Cannabis	Methadone	Dihydro-codeine	Benzodia zepines	Subutex	Codeine
Rhymney	Rhymney (South)	21	20	6	8	1		3			2		1
	Rhymney (North)	11	3	7	4								
	Ty Coch Estate	7	2	4	2	1							
Ty Sign	Ty Sign (Lower)	22	20	7	8	1	2	1	1			1	1
	Ty Sign (Upper)	6	7	4	2								
Lansbury	Lansbury Park	12	16	3	6		2	1					
	Porset Park	4	3	2	2								
Gilfach (Park Estate)		9	10	2	7								
Fochriw		2	2	1			1						
Phillipstown		8	8	2	3			3					
Graig y Rhacca		6	3		4	1		1					
Cefn Hengoed		3	4	1		1				1			

Supporting People Referral Data

Referrals made

Area		Referrals	Male	Female
Gilfach (Park Estate)		270	90	175
Rhymney	Rhymney South	256	111	142
	Rhymney North	226	98	125
Cefn Hengoed		153	43	107
Lansbury	Porset Park	151	51	99
	Lansbury Park	99	48	50
Phillipstown		109	30	78
Fochriw		71	23	47
Graig y Rhacca		39	12	25

CCBC Evictions 01.04.16 – 31.03.17

Community	No. Evictions	Reasons for Eviction
Lansbury Park	4	Rent Arrears x 3; ASB x 1
Ty Sign	3	Rent Arrears
Rhymney	2	Rent Arrears
Pantside	1	Left Before Eviction

Anti-social Behaviour/Nuisance calls reported to Tenancy Enforcement Section (TES) 01.04.16-31.03.17

Area	Number of referrals to TES	
Rhymney – North and South	60	
Lansbury	Lansbury Park	49
	Porset Park	18
Graig y Rhacca	37	
Ty Sign	34	
Gilfach Site (Park Estate)	22	
Fochriw	11	
Cefn Hengoed	4	
Phillipstown	1	

The definitions of ASB (in reference to calls above):

- 'Where conduct is capable of causing nuisance or annoyance to a person in relation to that persons occupation of residential premises or the conduct is capable of causing housing related nuisance or annoyance to any person' (*Housing related* means directly or indirectly relating to the housing management function)
- 'Conduct that has caused or is likely to cause harassment, alarm, or distress to any person where the anti-social behaviour has occurred in a public place'

Generally including:

- Noise,
- Harassment, Intimidation and threatening behaviour
- Verbal and written abuse
- Substance misuse – drugs and alcohol – supply, cultivation, use or misuse
- Vandalism/ property damage
- Physical violence
- Domestic Abuse
- Hate related incidents

Domestic Abuse Conference Calls (DACC) Reports

AREA		NUMBER OF CALLS
RHYMNEY N & S		33
GILFACH SITE (Park Estate)		23
TY SIGN		18
G.Y.R.		16
LANSBURY	LANSBURY PARK	14
	PORSET PARK	9
CEFN HENGOED		5
FOCHR IW		4
PHILLIPSTOWN		1

Relates to Council Tenants over period 01.04.16 – 31.03.17.

The DACC is a daily report of all DV related incidents reported to the Police in the last 24 hours. As long as the person has consented to share information or they meet the threshold for concern, then the data will feature in the report. CCBC then research to see if the person is a Council tenant and if they can offer support, check property damage, secure locks etc.

Families Supported by Llamau re: domestic violence 01.04.16 – 31.03.17

Community		No. Families Supported
Lansbury Park		16
Ty Sign		14
Rhymney	North	9
	South	1
Graig y Rhacca		8
Gilfach (Park Estate)		6
Fochriw		4
Phillipstown		4
Cefn Hengoed		3

CCBC Tenancy Support Officer Visits 01.04.16 – 31.03.17

Community	No. Support Visits (individual number of properties)
Lansbury Park	193
Rhymney	163
Graig y Rhacca	157
Ty Sign	104
Gilfach (Park Estate)	90
Phillipstown	41
Cefn Hengoed	34
Fochriw	23
Porset Park	20

Citizens' Advice Bureau – Financial/Debt Support by Ward and by Advice Type

Community	Primary Ward(s) covering community/estate	Benefits	Consumer	Debt	Discrimination	Education	Employment	Financial	Health	Housing	Immigration	Legal	Relationships	Tax	Travel	Utilities	Other
Park Estate	Bargoed	167	16	85	2	0	18	23	6	44	0	23	27	2	2	32	15
Lansbury Park (Including Porset Park)	St James	121	4	57	0	0	10	18	4	15	1	5	8	1	1	14	6
Rhymney	Moriah	120	3	50	0	1	8	16	2	19	0	7	15	2	0	11	3
	Twyn Carno	55	1	29	0	0	4	7	0	4	1	2	2	0	0	5	3
Grays Rhacca	BTM	112	8	73	0	1	9	42	3	24	0	13	18	2	2	15	10
Cefn Hengoed	Hengoed	111	8	49	0	1	6	19	2	14	0	14	17	3	3	12	6
Phillipstown	New Tredegar	106	8	54	0	1	10	24	8	16	0	17	18	0	1	19	3
Ty Sign	Risca East	75	13	30	0	1	12	18	5	9	0	14	8	1	3	3	17
Fochriw	Darren Valley	37	4	14	0	0	10	9	1	10	0	2	8	1	3	4	7

Projects	Phasing out timescale:				
	31 st Mar 2017	30 th Jun 2017	31 st Dec 2017	31 st Mar 2018	Continuing post Mar 2018
PROSPEROUS THEME					Transition Period
Employment Support	[Blue arrow from 31st Mar 2017 to 31st Mar 2018]				
Digital Fridays (Drop-in IT Support)	[Blue arrow from 31st Mar 2017 to 31st Mar 2018]				
Rhymney Foodbank	[Blue arrow from 31st Mar 2017 to 31st Mar 2018]				
Youth Crime Prevention Project	[Blue arrow from 31st Mar 2017 to 31st Mar 2018]				
Citizens' Advice Bureau Outreach (Outreach Service – Shared Outcomes project)	[Blue arrow from 31st Mar 2017 to 31st Mar 2018]				

Volunteer-run continuation

Projects	Phasing out timescale:				
	31 st Mar 2017	30 th Jun 2017	31 st Dec 2017	31 st Mar 2018	Continuing post Mar 2018
LEARNING THEME					Transition Period
St Martins/St James School Family Support	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
Pupil Inclusion (Learning Pathway Centres)	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
School Support (Primary School Additional Support)	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
Personal and Social Development (Youth)	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
Cattwg Project (Community Learning & Volunteering)	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
Digital Inclusion Classes	[Green arrow from 31st Mar 2017 to 31st Mar 2018]				
Tiny Tots Toy Library	[Green arrow from 31st Mar 2017 to 30th Jun 2017]				
Parent Engagement (Learning Pathway Centres)	[Green arrow from 31st Mar 2017 to 30th Jun 2017]				
Extra Curricular Qualifications	[Green arrow from 31st Mar 2017 to 30th Jun 2017]				
Heolddu Achievement Project (School attendance & attainment support)	[Green arrow from 31st Mar 2017 to 30th Jun 2017]				
Adult/Parent Learning	[Green arrow from 31st Mar 2017 to 30th Jun 2017]				

Continued through Education

Projects	Phasing out timescale:				
	31 st Mar 2017	30 th Jun 2017	31 st Dec 2017	31 st Mar 2018	Continuing post Mar 2018
HEALTHIER THEME					Transition Period
Physical Activity Programme	[Red arrow from 31st Mar 2017 to 31st Mar 2018]				
Streetgames (Door-Step Sport Sessions)	[Red arrow from 31st Mar 2017 to 31st Mar 2018]				
Mental Health Classes (Community based. eg. Living Life to the Full)	[Red arrow from 31st Mar 2017 to 31st Mar 2018]				
Mental Health Support Sessions (Peer Support)	[Red arrow from 31st Mar 2017 to 31st Mar 2018]				
Healthy Lives (XPOD, XPERT, Foodwise)	[Red arrow from 31st Mar 2017 to 31st Mar 2018]				
Community Cooking	[Red arrow from 31st Mar 2017 to 30th Jun 2017]				
Broadening Horizons (Confidence, self-esteem & Mental Health Support)	[Red arrow from 31st Mar 2017 to 30th Jun 2017]				

Continuing in legacy areas only



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

SUBJECT: ACTIVE TRAVEL INTEGRATED NETWORK MAP

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To seek Members' views on the draft Active Travel Integrated Network Map and to report responses from the public consultation, prior to its presentation to Cabinet for approval.

2. SUMMARY

- 2.1 The Active Travel (Wales) Act 2013 places new duties on local authorities (LAs) in Wales to produce and publish active travel maps. The first stage required LAs to produce an Existing Routes Map. Caerphilly CBC's Existing Routes Map was approved by the Welsh Government in April 2016. The next stage requires all LAs in Wales to produce an Active Travel Integrated Network Map (INM) by November 2017. A 12-week public consultation on Caerphilly CBC's draft INM has been undertaken and of the 121 questionnaire responses received, 98% stated they support the proposed routes included in the draft INM. Approval of the final version of the INM is required to enable submission of the map to the Welsh Government by the deadline.

3. LINKS TO STRATEGY

- 3.1 The Active Travel INM contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales,
 - A healthier Wales,
 - A more equal Wales,
 - A Wales of cohesive communities, and
 - A globally responsible Wales.
- 3.2 Contributes towards the Council's Corporate Priority to 'promote the benefits of an active and healthy lifestyle'.
- 3.3 Contributes to the Council's 2017/18 Well-being Objective to 'close the gap in life expectancy for residents between the most and least deprived areas in the borough'.
- 3.4 Engineering Services Division Objective: To provide safe and efficient transport and land drainage infrastructure through quality services delivered by means of cost effective management, maintenance and improvement of the networks.

- 3.5 Engineering Services Division Objective: To encourage with others, the provision and use of public transport to help protect the environment and to enhance opportunities for work and leisure.
- 3.6 Engineering Services Division Objective: To work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.

4. THE REPORT

- 4.1 The Active Travel (Wales) Act 2013 came into force in September 2014 and places new duties on LAs in Wales to produce and publish active travel maps.
- 4.2 Active travel means walking and cycling, including the use of mobility scooters, for everyday journeys. This includes journeys to school, to work, to the shops or to access services, such as health or leisure centres. Active travel does not include walking and cycling for recreational purposes. Active travel is important in promoting healthier lifestyles and reducing the negative impacts of traffic upon our neighbourhoods and communities.
- 4.3 The Act aims to make active travel the most attractive option for shorter journeys. In addition to producing active travel maps, the Act requires LAs in Wales to deliver year on year improvements in active travel routes and facilities, to make enhancements to routes and facilities for pedestrians and cyclists in new road schemes, to have regard to the needs of walkers and cyclists in a range of other highway authority functions and to promote active travel.
- 4.4 The Act only applies to specific 'designated' areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. Those communities/ areas included within the Act within Caerphilly County Borough are as follows:
- Aberbargoed, Abercarn, Abertridwr, Bargoed, Blackwood, Caerphilly, Cwmfelinfach, Llanbradach, Machen, Nelson, New Tredegar, Newbridge, Pontllanfraith, Pontlottyn, Rhymney, Risca, Wattsville, Ynysddu, Ystrad Mynach.
- 4.5 The first stage of the Act required local authorities to produce an Existing Routes Map (ERM) by January 2016. The map shows routes within the area that are suitable for active travel and which meet standards set by the Welsh Government. As such the ERM does not show all available walking and cycling routes within the area. Caerphilly CBC's ERM was submitted to the Welsh Government by the deadline and approved in April 2016. The ERM was well received by the Welsh Government and was one of only five LA submissions to be approved immediately.
- 4.6 The next stage of the Act requires all LAs in Wales to produce an Active Travel Integrated Network Map (INM) by November 2017. This will set out the LA's plans for improving active travel routes and facilities over the next 15 years. The map will show the proposed future network of key walking and cycling routes and will include short, medium and longer term schemes. The INM is an aspirational map and the development and delivery of the routes shown on the INM will be dependent on the availability of funding for active travel schemes.
- 4.7 Caerphilly CBC's draft INM has been developed following a review of existing walking and cycling proposals included in Caerphilly CBC's Local Development Plan (LDP) and Local Transport Plan (LTP) and an information gathering exercise with Caerphilly CBC Members, Officers, the Youth Forum and members of the public that took place during Summer/Autumn 2016. Suggestions made during the information gathering stage have been assessed to ensure the proposed improvements are able to meet the standards for active travel routes set by the Welsh Government. The resulting draft INM that has been developed includes proposals for over 100 walking and cycling route improvements.

- 4.8 The consultation version of the draft INM is included as Appendix 1. The map includes details of:
- The existing active travel routes already approved by the Welsh Government following submission of the ERM,
 - A small number of proposed additions to the ERM,
 - Future proposals for improving and expanding the active travel network, which forms the basis of the INM.
- 4.9 A 12-week public consultation on Caerphilly CBC's draft INM has been undertaken, as required by the Welsh Government. Details of the consultation are included in section 9 below. All comments received during the consultation have been reviewed and are detailed in the Active Travel INM Consultation Report (Appendix 2). As a result there are a number of proposed changes to the INM that will be incorporated into the final version prior to its submission to the Welsh Government. The proposed changes to the INM are listed in Appendix 3.
- 4.10 The Welsh Government requires that proposals within a LA's INM are identified as short, medium and longer term schemes and are prioritised in terms of these timescales. This stage of the process is required to be undertaken following the public consultation. Appendix 4 lists each of Caerphilly CBC's active travel proposals as either short (1-5 years), medium (5-10 years) or long-term (10-15 years) schemes. The process of prioritising the active travel proposals into these timescales has been based upon information known about each proposal at the current time. The short-term schemes focus on those proposals that are considered to have a large benefit to communities and have the potential to be progressed and delivered in the short-term.
- 4.11 The development and delivery of the proposals will be dependent on funding becoming available for active travel schemes, for example through the Welsh Government. The requirements of future funding opportunities for active travel may influence which schemes are progressed in the short-term, in order to ensure those schemes that have the greatest likelihood of obtaining funding are prioritised.
- 4.12 The final version of the Active Travel INM is required to be submitted to the Welsh Government for approval by 3rd November 2017. Following this, there is a requirement that the INM will need to be reviewed and resubmitted within the next three years following Welsh Government approval of the INM.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 The Active Travel Integrated Network Map contributes to the Well-being Goals as set out in Section 3 above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act as follows:
- Long term – The proposals aim to improve the active travel network in the County Borough for the long-term benefit of all e.g. through increasing opportunities for active travel and improving access to employment, education and services.
 - Prevention – The active travel proposals aim to encourage more walking and cycling for everyday journeys and aim to bring about a change in behaviour that will have a positive impact on wider policy objectives e.g. through reducing reliance on the car and promoting healthier lifestyles.
 - Integration – The schemes contribute to wider objectives e.g. CCBC's LDP and LTP objectives, City Deal objectives of improving economic performance and tackling worklessness by improving access to employment and the requirements of the Active Travel (Wales) Act 2013.

- Collaboration – Input from Caerphilly CBC Elected Members, Officers, the Youth Forum and members of the public has informed the development of the draft INM.
- Involvement – The draft INM has been subject to a 12-week public consultation that has been shared widely with statutory consultees, key external stakeholders, Caerphilly CBC Members and relevant officers, Town and Community Councils, equalities groups and members of the public.

6. EQUALITIES IMPLICATIONS

- 6.1 The Active Travel INM has undergone Caerphilly CBC's Equalities Impact Assessment (EIA) process. The completed EIA form is included as Appendix 5.
- 6.2 Stakeholders in affected minority groups were consulted during the Active Travel INM consultation process in accordance with the Council's Equalities Consultation and Monitoring Guidance document. The consultation information was also sent to Caerphilly CBC officers with an equalities remit for wider dissemination to their contacts. Further details of comments received in relation to equalities issues are included in the Active Travel INM Consultation Report (Appendix 2).
- 6.3 The EIA identified that the Active Travel INM aims to improve accessibility for all sections of the community to a range of services including employment, education, retail, healthcare and leisure facilities. It also identified that equalities issues will need to be considered on a scheme-by-scheme basis during the development and delivery of the Active Travel INM, such as issues of equal access, the impact of active travel schemes on particular groups e.g. in terms of disability, gender or age and the requirements of the Welsh Language Standards.

7. FINANCIAL IMPLICATIONS

- 7.1 The Active Travel INM is an aspirational, long-term plan that sets out Caerphilly CBC's active travel proposals for the next 15 years. The development and delivery of the routes shown on the INM will be dependent on the availability of funding for active travel schemes. External funding sources will need to be secured, for example from the Welsh Government, to progress and deliver the proposals shown within the map.

8. PERSONNEL IMPLICATIONS

- 8.1 There are no personnel implications.

9. CONSULTATIONS

- 9.1 The draft Active Travel INM has been subject to a 12-week public consultation, as required by the Welsh Government. Full details of the public consultation are included in the Active Travel INM Consultation Report, which is attached as Appendix 2. The consultation included statutory consultees, key external stakeholders, Caerphilly CBC Members and relevant officers, Town and Community Councils, equalities groups and members of the public. The full of external consultees that were contacted directly is included in Appendix 2. Officers attended the Caerphilly County Borough Access Group and Caerphilly CBC's Youth Forum to encourage participation in the INM consultation by equalities groups.
- 9.2 A dedicated active travel web page on the Caerphilly CBC website included details of the consultation, an online version of the draft INM and a consultation questionnaire. The consultation was promoted via Caerphilly CBC's Newslines, social media and by email to a

range of internal and external contacts. This included members of the public who had requested to be involved in the consultation and Caerphilly CBC Officers with a remit for wider dissemination to stakeholders e.g. to community partnerships and groups. Hard copies of the draft INM and the consultation questionnaire were available at libraries across the County Borough and consultation sessions were also held at seven libraries.

- 9.3 In total 121 respondents completed the consultation questionnaire and a further 8 email responses and 1 petition were received during the consultation period. Of the questionnaire responses received, 98% stated they support the proposed routes included in the draft INM and only 3% stated that certain routes should be removed. All consultation responses that were received have been reviewed and are detailed in the Active Travel INM Consultation Report (Appendix 2). The proposed changes to the Active Travel INM that have resulted from the consultation process are summarised in Appendix 3. The proposed changes will be incorporated into the final version of the Active Travel INM.
- 9.4 The comments received on this report from the list of consultees have been incorporated within the report.

10. RECOMMENDATIONS

- 10.1 To seek Members' views on the draft Active Travel INM and proposed changes following the public consultation, prior to reporting to Cabinet for approval.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To enable Caerphilly CBC's Active Travel INM to be submitted to the Welsh Government by the 3rd November 2017 deadline and meet the Council's statutory obligations.

12. STATUTORY POWER

- 12.1 Active Travel (Wales) Act 2013.

Authors: Gemma Thomas – Principal Engineer – Transport Strategy and Road Safety
Liz Gibby – Senior Assistant Engineer – Transport Strategy and Road Safety

Consultees: Cllr. Sean Morgan – Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations Champion
Cllr. Tudor Davies – Chair of Regeneration and Environment Scrutiny Committee
Cllr. Christine Forehead – Vice Chair of Regeneration and Environment Scrutiny Committee
Chris Burns – Interim Chief Executive
Christina Harray – Corporate Director of Communities
Gail Williams – Interim Head of Legal Services and Monitoring Officer
Marcus Lloyd – Acting Head of Engineering Services
Clive Campbell – Transportation Engineer Manager
Anwen Rees – Senior Policy Officer – Equalities and Welsh Language
Mike Eedy – Finance Manager
Shaun Watkins – Principal Personnel Officer

Appendices:

- Appendix 1 Caerphilly County Borough Council Active Travel Integrated Network Consultation Map
Appendix 2 Active Travel Integrated Network Map – Consultation Report
Appendix 3 Proposed changes to the Caerphilly CBC Active Travel Integrated Network Map
Appendix 4 Active Travel Integrated Network Map – List of short, medium and long term proposals
Appendix 5 Active Travel Integrated Network Map – Equalities Impact Assessment Form

Cyngor Bwrdeistref Sirol Caerffili

Map Ymgynghoriad Rhwydwaith Integredig Teithio Llesol

Caerphilly County Borough Council

Active Travel Integrated Network Consultation Map

Page 60

Yn cynnwys ychwanegiadau arfaethedig
i'r Map Llwybrau Presennol Teithio Llesol

Includes Proposed additions to the Active
Travel Existing Routes Map



Mangwyrdach i fyw, gweithioc ac ym weld
A greener place to live, work and visit

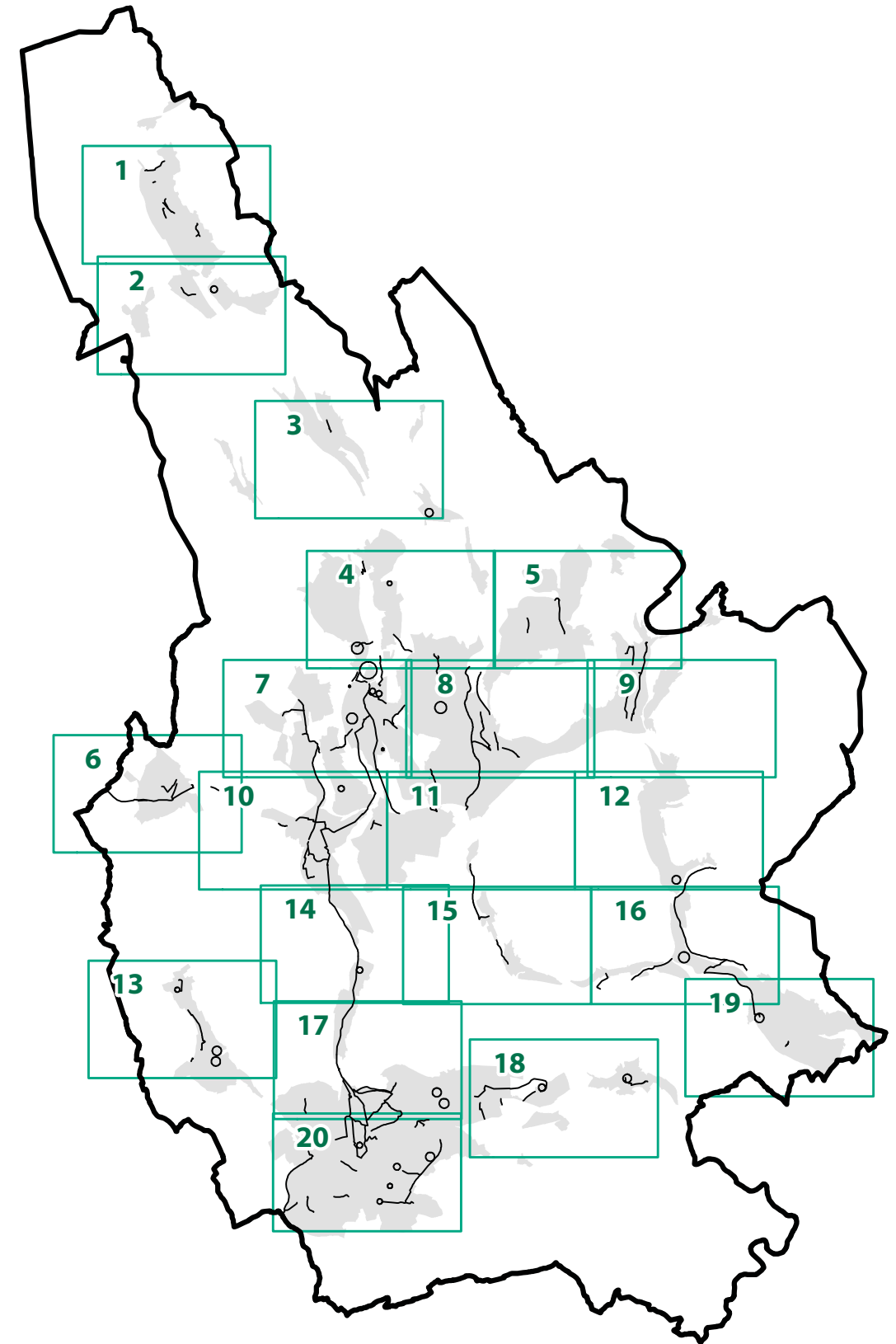


Allwedd:/Key:

Cynigion Map Rhwydwaith Integredig		Integrated Network Map Proposals	
Cerdded		Walking	
Beicio		Cycling	
Cerdded a Beicio		Walking and Cycling	
Ychwanegiad Arfaethedig i Fap Llwybrau Presennol		Proposed Addition To Existing Routes Map	

Ystâd Ddiwydiannol		Industrial Est
Llyfrgell		Library
Parc Gwledig		Country Park
Canolfan Ymwelwyr		Visitor Centre
Ysbyty/Meddygol		Hospital/Medical
Ysgol		School
Gorsaf Bws		Bus Station
Stadiwm Chwaraeon		Sport Stadium
Gorsaf Rheilffordd		Railway Station

Map Llwybrau Presennol Mabwysiedig		Adopted Existing Routes Map	
Llwybr Beicio (ar heol,heb Arwahanu)		Cycle Route (on road,Non Segregated)	
Llwybr Beicio (ar heol, Arwahanu)		Cycle Route (on road, Segregated)	
Llwybr troed/llwybr beicio arwahanu (ar hyd yr heol)		Segregated footpath/cycle track (alongside road)	
Llwybr troed/llwybr beicio arwahanu (i ffwrdd o'r heol)		Segregated footpath/cycle track (away from road)	
Llwybr troed/llwybr beicio lle rhennir defnydd (ar hyd yr heol)		Shared use footpath/cycle track (alongside road)	
Llwybr troed/llwybr beicio lle rhennir defnydd (i ffwrdd o'r heol)		Shared use footpath/cycle track (away from road)	
Croesfan heb ei rheoli		Uncontrolled Crossing	
Croesfan reoledig		Controlled Crossing	



Mae'r llwybrau a ddangosir ar y Map Rhwydwaith Integredig Teithio Llesol Arfaethedig yn aliniadau dangosol sy'n gallu bod yn amodol ar newid wrth i lwybrau pellach gael eu datblygu.
The routes shown on the Proposed Active Travel Integrated Network Map are indicative alignments that may be subject to change as routes are further developed.

Cyf. Tud.	Cymuned	Ward	Cyfeirnod Cyswllt	Disgrifiad	Statws	Cerdded Beicio
13	Senghenydd	Cwm Aber	INMC84	Cyswllt llwybr troed newydd o safle Saw Mill i Ysgol Gynradd Nant-y-parc. Yn gysylltiedig â datblygiad y safle yn y dyfodol.	Newydd	Cerdded
13	Senghenydd	Cwm Aber	INMC85	Gwella'r cysylltiad presennol i'r Ganolfan Iechyd er mwyn darparu cyswllt a rennir ar gyfer cymuned Senghenydd. Cysylltiadau o ganol y pentref i gyfleusterau chwaraeon a'r ysgol leol.	Diwygiad	Cerdded a Beicio
13	Abertridwr	Cwm Aber	INMC86	Diwygio'r cysylltiad presennol. Yn cysylltu â'r ysgol leol drwy'r llwybr presennol (ccbc 12).	Diwygiad	Cerdded a Beicio
13	Senghenydd	Cwm Aber	INMC97	Ysgol Gynradd Nant-y-parc - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
4	Aberbargod	Aberbargod	INMC8	Cyswllt defnydd a rennir di-draffig newydd o Aberbargod i Orsaf Drenau Bargod. Yn cysylltu â Llwybr Teithio Llesol Presennol (ccbc 4a).	Newydd	Cerdded a Beicio
4	Aberbargod	Aberbargod	INMC91	Ysgol Gynradd Bro Sannan - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
12/16	Trecelyn	Abercarn Crosskeys Gorllewin Rhisga	INMC27	Cyswllt newydd o bentref Rhisga i Ffordd Goedwig Cwmcarn. Yn cysylltu â Crosskeys a thrwy'r llwybr presennol (ccbc 11) i Ganol Tref Rhisga.	Newydd	Cerdded a Beicio
18	Graig-y-rhaca	Bedwas, Tretomos a Machen	INMC82	Gwelliannau i Lwybr Teithio Llesol presennol (ccbc 15e) - Lôn Redbrook	Diwygiad	Cerdded a Beicio
18	Machen	Bedwas, Tretomos a Machen	INMC76	Diwygiad i lwybr presennol o ardal Chatham ym Machen ar hyd glan yr afon i ganol y pentref ac Ysgol Gynradd Machen.	Diwygiad	Cerdded a Beicio
18	Graig-y-rhaca	Bedwas, Tretomos a Machen	INMC77	Llwybr newydd yn rhannol di-draffig ochr yn ochr â'r briffordd o Graig-y-rhaca i Ysgol Uwchradd Bedwas. Yn cysylltu â Llwybr Teithio Llesol Presennol (ccbc 15f).	Newydd	Cerdded a Beicio
18	Bedwas	Bedwas, Tretomos a Machen	INMC78	Yn gwella'r llwybr presennol ac yn darparu mynediad uniongyrchol newydd i Ystâd Ddiwydiannol Pant Glas a Chanol Pentref Tretomos. Yn cysylltu â'r llwybr RhBC 4 a Llwybr Teithio Llesol Presennol (ccbc 15e).	Newydd	Cerdded a Beicio
18	Tretomos	Bedwas, Tretomos a Machen	INMC79	Yn gwella'r cyswllt presennol i Ganol Pentref Tretomos. Yn cysylltu â'r llwybr RhBC 4 a Llwybr Teithio Llesol Presennol (ccbc 15e).	Diwygiad/Newydd	Cerdded a Beicio
17	Bedwas	Bedwas, Tretomos a Machen	INMC94	Ysgol Fabanod Bedwas - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
8	Coed Duon	Coed Duon / Pontllan-fraith/ Penmaen	INMC41	Llwybr newydd beicio/cerdded di-draffig o Faes-y-coed/Ystâd Ddiwydiannol Penmaen i Glwb Rygbi Coed Duon (Canol y Dref).	Newydd	Cerdded a Beicio
4/8	Coed Duon	Cefn Fforest	INMC40	Gwelliannau i'r cyswllt di-draffig o Grove Park i Ysgol Gyfun Coed Duon.	Diwygiad	Cerdded a Beicio
4	Cefn Fforest / Britannia	Cefn Fforest / Pengam	INMC46	Yn gwella'r cyswllt, cyswllt rhannol di-draffig o Britannia i Ysgol Gynradd Cefn Fforest gan gynnwys siopau a gwasanaethau.	Diwygiad/ Newydd	Cerdded a Beicio
7	Pengam	Cefn Fforest / Pengam	INMC50	Yn gwella'r cyswllt ar lwybr troed presennol ar gyfer defnydd ar y cyd rhwng Cefn Fforest ac Ysgol Gyfun Cwm Rhymni.	Newydd/ Diwygiad	Cerdded a Beicio
16/19	Crosskeys/Rhisga	Crosskeys / Gorllewin Rhisga	INMC30	Cyswllt newydd o RhBC47 (ccbc10d) i Ganol Tref Rhisga yn darparu mynediad i addysg/hamdden/gwasanaethau a chyfleusterau.	Newydd	Cerdded a Beicio
16	Crosskeys / Wattsville	Crosskeys / Ynys- ddu	INMC53	Yn gwella Llwybr Teithio Llesol presennol ar y llwybr ffordd o Wattsville i Crosskeys (ccbc 10b)	Diwygiad	Cerdded a Beicio

5/9	Crymlyn / Treowen	Crymlyn	INMC34	Yn gwella mynediad a chysylltiadau o Dreowen i Ysgol Gynradd Lefel Uchel Crymlyn (SRIC).	Newydd	Cerdded
3	Markham	Crymlyn	INMC95	Ysgol Gynradd Markham - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
5/9	Crymlyn / Trecelyn	Crymlyn / Trecelyn	INMC28	Cyswllt newydd o Grymlyn i Drecelyn (Yn cysylltu Canol y Dref/Gorsaf Rheilffordd ac Ysgol Gyfun Trecelyn). Yn cysylltu â ccbc16.	Newydd	Cerdded a Beicio
4	Gilfach	Gilfach	INMC9	Cyswllt newydd o Gilfach Fargod/Ysgol Gymraeg Gilfach Fargod i gyfleusterau hamdden.	Newydd	Cerdded a Beicio
10	Hengoed	Hengoed	INMC98	Ysgol Gynradd Hengoed - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
10	Cefn Hengoed	Hengoed	ccbc20	Ychwanegiad arfaethedig i'r Map Llwybrau Teithio Llesol Presennol (cymuned Cefn Hengoed).	Wedi'i adeiladu	Cerdded a Beicio
7/10	Ystrad Mynach / Penpedairheol / Cefn Hengoed	Hengoed, Ystrad Mynach a Catwg Sant	INMC24	Gwelliannau i gyswllt cerdded a beicio presennol a newydd o Benpedairheol a Chefn Hengoed i Lwybr RhBC 47 (drwy safle datblygu newydd Cwm Calon).	Newydd/ Diwygiad	Cerdded a Beicio
7	Cefn Hengoed / Tir-y-berth	Hengoed / Catwg Sant	INMC14	Gwelliannau i lwybr presennol sy'n cysylltu Cefn Hengoed i Bentref Tir-y-berth (cyflogaeth, hamdden a gwasanaethau).	Diwygiad	Cerdded
14/17	Llanbradach	Llanbradach	INMC88	Mae cyswllt pentref Llanbradach yn cysylltu â CCBCINMC25 a CCBCINMC87. Yn ffurfio rhan o Lwybr Llinellol Cwm Rhymni coll. Gallai gynnwys gwelliannau i gerddwyr.	Newydd	Cerdded a Beicio
14	Llanbradach	Llanbradach	INMC99	Ysgol Gynradd Cwm Glas - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
17	Caerffili	Llanbradach/ Morgan Jones	INMC103	Cyswllt beicio newydd (rhan o linc i Lanbradach) a chroesi'r A469 ar y groesfan goleuadau traffig. Yn darparu mynediad i siopau, gwasanaethau a gwaith. (Rhan o Lwybr Llinellol Cwm Rhymni).	Newydd	Beicio
17	Caerffili	Llanbradach / Morgan Jones	INMC68	Cyswllt cerdded newydd (rhan o gyswllt i Lanbradach) ac yn croesi'r A469 ar groesfan goleuadau traffig. Yn darparu mynediad i siopau, gwasanaethau a chyflogaeth. (Rhan o Lwybr Llinellol Cwm Rhymni).	Newydd	Cerdded a Beicio
17	Pwll-y-pant	Llanbradach / Morgan Jones	INMC87	Cyswllt newydd yn cysylltu cymuned Llanbradach i Ystâd Ddiwydiannol Pontygwindy gan ddefnyddio'r drosbont presennol.	Newydd	Cerdded a Beicio
10	Maes-y-cwmwr	Maes-y-cwmwr	INMC89	Yn darparu parth 20mya o amgylch Ysgol Gynradd Maes-y-cwmwr, yn cynnwys storio beiciau a gwelliannau mynediad (Cynllun Llwybrau Diogel mewn Cymunedau).	Newydd	Cerdded a Beicio
7/10/11	Maes-y-cwmwr / Pengam	Maes-y-cwmwr / Pengam	INMC26	Cyswllt newydd o Drelyn i RhBC 47 yn cysylltu â Llwybrau Teithio Llesol Presennol (ccbc 8a) gan ddarparu mynediad i Ganol Tref/Gorsaf Fysiau Ystrad Mynach a Gorsaf Rheilffordd Hengoed.	Newydd/ Diwygiad	Cerdded a Beicio
20	Eneu'r-glyn / Parc Churchill	Morgan Jones	INMC55	Cyswllt newydd o Lwybr Teithio Llesol presennol (ccbc13) i Orsaf Eneu'r-glyn.	Newydd	Cerdded a Beicio
20	Eneu'r-glyn / Parc Churchill	Morgan Jones	INMC56	Cyswllt newydd o Lwybr Teithio Llesol presennol (ccbc13) i Asda.	Newydd	Cerdded a Beicio
20	Eneu'r-glyn / Parc Churchill	Morgan Jones	INMC57	Yn darparu cyswllt o Orsaf Eneu'r-glyn i Asda Heol Pontygwindy.	Newydd	Cerdded a Beicio
20	Eneu'r-glyn / Parc Churchill	Morgan Jones	INMC58	Diwygiad i gyswllt cerdded presennol o'r Llwybr Teithio Llesol Presennol (ccbc13) i Asda ac Ystâd Ddiwydiannol Pontygwindy.	Diwygiad	Cerdded
17/20	Caerffili	Morgan Jones	INMC64	Yn gwella'r llwybr cerdded presennol o Barc Manwerthu Crossways i Heol Pontygwindy. Yn cysylltu ag ardaloedd manwerthu a phreswyl.	Diwygiad	Cerdded
20	Caerffili	Morgan Jones	INMC67	Llwybr defnydd a rennir rhannol di-draffig newydd ac yn cynnwys cyfleuster croesi ar Ffordd Pontygwindy. Yn cysylltu â CCBCINMC56 ac yn darparu mynediad i siopau, gwasanaethau a chyflogaeth.	Newydd	Cerdded a Beicio
17/20	Caerffili	Morgan Jones	INMC69	Cyswllt cerdded a beicio newydd (rhan o gyswllt i Lanbradach). Angen croesfan a reolir ar yr A469 / A468. Yn dibynnu ar gynllun gwella cyffordd Pwll-y-pant. Yn cysylltu â CCBCINMC56. (Rhan o Lwybr Llinellol Cwm Rhymni).	Newydd	Cerdded a Beicio

17/20	Caerffili	Morgan Jones	INMC65	Cyswllt defnydd a rennir newydd ar hyd y llwybr rhannol di-draffig presennol. Yn cysylltu Parc Manwerthu Crossways ag Ystâd Ddiwydiannol Pontygwindy. Yn cysylltu â CCBCINMC64, CCBCINCM66 a CCBCINMC69.	Diwygiad/Newydd	Cerdded a Beicio
17	Parc Churchill / Llanbradach	Morgan Jones / Llanbradach	INMC59	Cyswllt newydd o Eneu'r-glyn i Ystâd Ddiwydiannol Pontygwindy ac Asda. Yn cysylltu â CCBCINM57.	Newydd	Cerdded a Beicio
17	Caerffili	Morgan Jones/Bedwas, Tretomos a Machen	INMC66	Cyswllt defnydd a rennir newydd ar hyd y llwybr presennol. Yn cysylltu ag Ystâd Ddiwydiannol Tŷ Bedwas/Lôn y Pandy a datblygiad manwerthu Crossways (rhwydwaith ehangach). Yn cysylltu â CCBCINMC65 a CCBCINMC68.	Newydd	Cerdded a Beicio
1	Rhymni	Moriah	INMC5	Gwelliannau i gyswllt presennol o Ysgol Gynradd Brynawel drwy ardal hamdden i Mount Batten (Ardal Breswyl).	Diwygiad	Cerdded a Beicio
2	Rhymni / Abertyswg	Moriah	INMC90	Ysgol Gynradd Rhymni Newydd - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
6	Nelson	Nelson	INMC15	Gwell cyswllt rhwng Ysgol Fabanod Llanfabon a Gorsaf Fysiau Nelson/Canol y Pentref drwy Ashgrove.	Diwygiad	Cerdded
6	Nelson	Nelson	INMC16	Cyswllt llwybr troed newydd ger yr A472 sy'n cysylltu ardal Llanfabon i siopau a gwasanaethau.	Newydd	Cerdded
6/10	Nelson	Nelson	INMC17	Yn creu troedffordd ddi-dor sy'n cysylltu Nelson â Gorsaf Rheilffordd Ystrad Mynach ar ochr ddeheuol y briffordd. (Mae angen 2 ran o'r droedffordd).	Newydd	Cerdded
6	Nelson	Nelson	INMC18	Cysylltiadau dangosol o safle datblygiad Tŷ Du i Orsaf Fysiau Nelson/Llwybr Teithio Llesol Presennol (RhBC 47)(ccbc6) a Gorsaf Abercynon trwy CBSau Merthyr a Rhondda Cynon Taf. Llwybrau'n gysylltiedig â datblygiad y safle.	Newydd	Cerdded a Beicio
3	Tredegar Newydd	Tredegar Newydd	INMC7	Gwella cyswllt defnydd a rennir o Ysgol Gynradd y Rhosyn Gwyn i Dreffilip trwy Stryd yr Ysgol.	Newydd	Cerdded a Beicio
9	Trecelyn	Trecelyn	INMC29	Cyswllt newydd o Ysgol Gynradd Tynewydd i Ganol Tref Trecelyn drwy safle'r datblygiad.	Newydd	Cerdded a Beicio
9/12	Trecelyn / Abercarn	Trecelyn / Abercarn	ccbc16	Ychwanegiad arfaethedig i'r cyswllt Cerdded/Beicio ar y Map Llwybrau Teithio Llesol Presennol o Abercarn/West End i Ganol Tref Trecelyn/y Ganolfan Hamdden/yr Ysgol Gyfun a gwasanaethau.	Wedi'i adeiladu	Cerdded a Beicio
7	Pengam	Pengam	INMC44	Y cyswllt newydd o'r Llwybr Teithio Llesol presennol (ccbc4b) i Glan-y-nant. Yn cynnwys cyfleusterau croesi i gerddwyr ar gyffordd â signalau.	Newydd	Cerdded
4/7	Pengam/Britannia	Pengam	INMC45	Gwell cyswllt o Lwybr Teithio Llesol Presennol (ccbc4b) i Ystâd Ddiwydiannol Pengam.	Diwygiad/Newydd	Cerdded a Beicio
7	Pengam	Pengam	INMC47	Cyfleuster croesi newydd wrth fynedfa gyffordd â signalau Ysgol Gyfun Cwm Rhymni. Yn gwella hygyrchedd ar gyfer y gymuned Trelyn.	Newydd	Cerdded
7	Pengam	Pengam	INMC48	Gwell cyswllt o Fairview i Ysgolion Cynradd ym mhentref Trelyn a hefyd yn cysylltu â CCBCINMC 19.	Diwygiad/Newydd	Cerdded a Beicio
7	Pengam	Pengam	INMC92	Ysgol Gynradd Trelyn (cyfrwng Saesneg) - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
7	Pengam	Pengam	INMC96	Ysgol Gymraeg Trelyn - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
5	Coed Duon	Penmaen	INMC42	Cyswllt defnydd a rennir newydd o R/A Maes-y-coed i Lwybr Teithio Llesol Presennol (ccbc 5) a Chanol Tref Coed Duon ar hyd Ffordd Fenter Sirhywi (A4048).	Newydd	Cerdded a Beicio
8	Maes-y-coed	Penmaen	INMC43	Cyfleuster croesi i gerddwyr newydd ar y B4254 (croesfan heb ei reoli) sy'n cysylltu â llwybrau troed presennol yn cysylltu Maes-y-coed i Ystâd Ddiwydiannol Penmaen ac Ysgol Gynradd Pontllan-fraith.	Newydd	Cerdded
8	Oakdale	Penmaen	INMC83	Llwybr defnydd a rennir newydd (di-draffig) yn darparu cyswllt i Oakdale o Ysgol Uwchradd Islwyn newydd. Yn cysylltu â gwelliannau a wnaed gan y prosiect Cymunedau Llwybrau Diogel Oakdale.	Newydd	Cerdded a Beicio

5	Oakdale	Penmaen	ccbc17	Ychwanegiad arfaethedig i'r Map Llwybrau Teithio Llesol Presennol. Cynllun "Llwybrau Diogel mewn Cymunedau" Oakdale. Yn cysylltu â CCBCINMC81.	Wedi'i adeiladu	Cerdded a Beicio
5	Oakdale	Penmaen a Chrymlyn	INMC81	Cyswllt newydd o Groespenmaen i Lwybr Teithio Llesol presennol (ccbc5). Yn cysylltu â chyflogaeth a'r Ysgol Uwchradd Islwyn newydd.	Newydd	Cerdded a Beicio
20	Pen-yr-heol	Pen-yr-heol	INMC61	Yn cysylltu Llwybrau Teithio Llesol presennol (ccbc13 a ccbc12) drwy bont sy'n llwyr anabl-gyfeillgar i gwblhau'r Llwybr Cwm Aber i Ganol Tref Caerffili.	Newydd	Cerdded a Beicio
20	Pen-yr-heol	Pen-yr-heol	INMC62	Cyswllt newydd i gysylltu Llwybrau Teithio Llesol presennol (ccbc13 a ccbc12) er mwyn darparu gwell mynediad i Ysgol Gyfun Cenydd Sant ar gyfer cymunedau Eneu'r-glyn / Pen-yr-heol.	Newydd	Cerdded a Beicio
17	Pen-yr-heol	Pen-yr-heol	INMC74	Yn gwella'r cyswllt cerdded presennol i Ysgol Gynradd Cwm Ifor. Yn creu cyswllt cerdded a beicio a rennir.	Newydd/ Diwygiad	Cerdded a Beicio
20	Trecenydd	Pen-yr-heol / Morgan Jones	INMC60	Cyswllt newydd o'r Llwybr Teithio Llesol presennol (ccbc13) i Barc Busnes Trecenydd.	Newydd	Cerdded
20	Caerffili	Pen-yr-heol / Martin Sant	INMC63	Cyswllt newydd a mwy uniongyrchol/gwell i gysylltu ardal basn Caerffili i gyflogaeth yn Rhondda Cynon Taf/Caerdydd drwy Daith Taf. Cynllun traws-ffiniol. Yn cysylltu â Llwybr Teithio Llesol (ccbc 13) presennol.	Newydd	Cerdded a Beicio
20	Caerffili	Pen-yr-heol / Martin Sant	INMC70	Gwella llwybr di-draffig presennol drwy danffordd sy'n cysylltu ystadau tai gorllewinol Caerffili i gyflogaeth (Ystâd Ddiwydiannol y Gorllewin) ac ar hyd y llwybr RhBC 4 (Rhwydwaith Llwybrau Teithio Llesol Presennol ccbc14a) i Ganol Tref Caerffili.	Diwygiad/Newydd	Cerdded a Beicio
20	Penrhos	Pen-yr-heol / Martin Sant	INMC73	Yn cwblhau cyswllt cerdded a beicio i ystâd tai/ardal fasnachol yn cysylltu i CCBCINMC63 (cyswllt trawsffiniol i Heol Nantgarw/Taith Taf).	Newydd	Cerdded a Beicio
19	Pontllan-fraith	Pontllan-fraith	INMC32	Yn darparu cyswllt o Lwybr Rhwydwaith Beicio Cenedlaethol 47 (Llwybr Teithio Llesol Presennol (ccbc8b)) ar draws yr A472 i Bontllan-fraith.	Newydd	Beicio
11	Pontllan-fraith	Pontllan-fraith	INMC35	Darparu llwybr defnydd a rennir o ardal breswyl Penllwyn i Ysgol Gynradd y Bryn, siopau a gwasanaethau lleol.	Newydd/ Diwygiad	Cerdded a Beicio
11	Pontllan-fraith	Pontllan-fraith	INMC36	Yn darparu cyswllt o ardal breswyl y Bryn i Lwybr RhBC 47 (ccbc8a). Yn cynnwys rhannau newydd o lwybr cerdded a beicio ac yn croesi'r A472 trwy drosbont ffordd bresennol.	Newydd/Diwygiad	Cerdded a Beicio
11	Pontllanfraith / Coed Duon	Pontllan-fraith	INMC37	Yn darparu cyswllt o Bontllan-fraith i Ddatblygiad Manwerthu'r Gogledd yng Nghoed Duon.	Newydd	Beicio
8	Pontllan-fraith	Pontllan-fraith	INMC38	Yn gwella'r cysylltiad rhwng Maes-y-ffynnon/Heol Trecelyn, a'r Parc Diwydiannol gyda Phenmaen/Ysgol Gynradd Pontllan-fraith.	Diwygiad	Cerdded a Beicio
8	Pontllan-fraith	Pontllan-fraith	INMC39	Cyswllt newydd o Barc Diwydiannol Penmaen i'r Uwchfaes, Coed Duon (cyswllt CCBCINMC37).	Newydd/ Diwygiad	Cerdded a Beicio
8	Y Bryn	Pontllan-fraith	ccbc19	Ychwanegiad arfaethedig i'r Map Llwybrau Teithio Llesol Presennol. Cynllun "Llwybrau Diogel mewn Cymunedau" Ysgol Gynradd y Bryn.	Wedi'i adeiladu	Cerdded a Beicio
2	Pontlotyn	Pontlotyn	INMC6	Cyswllt newydd di-draffig o ystâd tai Brynhyfryd i Ganol Pentref Pontlotyn drwy Safle'r Ysgol - mae angen i gynllun datblygu'r safle ymgorffori Llwybr Teithio Llesol defnydd a rennir.	Newydd / Diwygiad	Cerdded a Beicio
19	Tŷ Sign	Dwyrain Rhisga	ccbc18	Ychwanegiad arfaethedig i'r Map Llwybrau Teithio Llesol Presennol. Cynllun "Llwybrau Diogel mewn Cymunedau" Tŷ Sign.	Wedi'i adeiladu	Cerdded a Beicio
19	Rhisga	Gorllewin Rhisga	INMC33	Gwell cyswllt o Ganol Tref Rhisga i fynediad Ystâd Ddiwydiannol Pont-y-meistr o ran manwerthu, cyflogaeth a gwasanaethau.	Diwygiad	Cerdded
7	Glan-y-nant	Catwg Sant	INMC10	Gwella'r cyswllt presennol o Gilfach i Orsaf Pengam - Llwybr Cerdded.	Diwygiad	Cerdded
7	Glan-y-nant	Catwg Sant	INMC11	Cyswllt beicio newydd a grëwyd ar y briffordd o Gilfach/Ysgol Lewis i Orsaf Pengam.	Newydd	Cerdded a Beicio
7	Gelligaer	Catwg Sant	INMC12	Cyswllt teithio llesol newydd o Ffordd y Crochendy i Ystâd Ddiwydiannol Penallta (ar Heol y Gogledd yn ymuno â cbcINMC24).	Newydd	Cerdded a Beicio
7	Gelligaer	Catwg Sant	INMC13	Gwella'r cyswllt presennol o ganol pentref Gelligaer i Ysgol Gynradd Glyn Gaer.	Diwygiad	Cerdded a Beicio

7/10	Ystrad Mynach / Tir-y-berth / Trelyn	Catwg Sant / Pengam / Ystrad Mynach	INMC19	Cyswllt newydd o bentref Pengam i Ganol Tref Ystrad Mynach ger yr A469. Rhan goll o Lwybr Llinellol Cwm Rhymni. Yn darparu mynediad at gyflogaeth a gwasanaethau (gan gynnwys croesfan i gerddwyr ger Ysgol Gyfun Lewis i Ferched).	Newydd	Cerdded a Beicio
7	Glan-y-nant	Catwg Sant	INMC49	Gwell llwybrau cerdded a beicio lleol i orsaf Pengam. (Cynllun Metro Potensial).	Newydd	Cerdded a Beicio
20	Caerffili	Sant Iago	INMC72	Llwybr cerdded a beicio newydd uniongyrchol i Orsaf Rheilffordd Caerffili a Chanol y Dref. Yn cynnwys cysylltiadau i Barc Lansbury a thrwy groesfan bresennol i Mornington Meadows. Creu llwybr di-dor i ymuno â llwybr RhBC 4 (Llwybr Teithio Llesol Presennol ccbc15c) o'r gyfnewidfa fysiau a rheilffordd.	Newydd	Cerdded a Beicio
20	Caerffili	Sant Iago	INMC75	Gwella'r cyfleuster croesi sy'n cysylltu Ystâd Tai Parc Lansbury i Llwybr RhBC4 (Llwybr Teithio Llesol Presennol ccbc15c).	Newydd	Cerdded a Beicio
20	Caerffili	Sant Iago	INMC101	Gwella llwybr troed presennol i orsaf reilffordd/canol tref Caerffili, yn cysylltu i Barc Busnes Caerffili. Yn cysylltu â CCBCINMC72.	Newydd	Cerdded a Beicio
20	Rhydri / Mornington Meadows	Sant Iago / Morgan Jones	INMC80	Llwybr cerdded/beicio newydd i ystâd tai Mornington Meadows. Yn cysylltu â thrafnidiaeth gyhoeddus, siopau, cyflogaeth a gwasanaethau.	Diwygiad/ Newydd	Cerdded a Beicio
20	Caerffili	Martin Sant	INMC71	Gwella llwybr cerdded i ganol y dref (angen ymchwiliadau tir). Yn cysylltu â llwybr RhBC 4 (Llwybr Teithio Llesol presennol ccbc 14b) ac Ystâd Ddiwydiannol y Gorllewin.	Newydd	Cerdded
20	Caerffili	Martin Sant	INMC93	Ysgol Gynradd y Twyn - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynllun i gael ei ddatblygu.	Newydd	Cerdded a Beicio
20	Caerffili	Martin Sant	INMC102	Gwella llwybrau cerdded a beicio lleol i orsaf Caerffili. (Cynllun Metro Potensial).	Newydd	Cerdded a Beicio
1	Rhymni	Twyn Carno	INMC1	Cyswllt newydd o Dŷ-Coch i lwybr presennol (ccbc1a) ac Ystâd Ddiwydiannol Blaenau'r Cymoedd	Newydd	Cerdded a Beicio
1	Rhymni	Twyn Carno	INMC2	Cyswllt newydd o lwybr presennol (ccbc1b) i'r Ysgol Gynradd, Canol Tref a chyfleusterau Hamdden.	Newydd	Cerdded a Beicio
1	Rhymni	Twyn Carno	INMC3	Cyswllt newydd o lwybr presennol (ccbc1a) i ardal breswyl Twyn Carno.	Newydd	Cerdded a Beicio
1	Rhymni	Twyn Carno	INMC4	Cyswllt traffig amgen o lwybr presennol (ccbc1b) yn uniongyrchol i Orsaf Rhymni.	Newydd	Cerdded a Beicio
	Dd.y.B.	Wardiau amrywiol ledled y fwrdeistref.	INMC100	Mae ysgolion yn datblygu eu Cynlluniau Teithio ysgol - Ysgolion Uwchradd - Lewis i Ferched ac Ysgol Lewis, Pengam. Ysgolion Cynradd - Pengam, Rhisga, Machen, Santes Helen, Plas-y-felin, Coed Duon, Graig-y-rhaca, Cwmcarn, Waunfawr, Tir-y-berth, Gilfach Fargod, Ysgol Iau Bedwas, Cwmaber - Iau a'r Cyfnod Sylfaen. - Cynllun dyfodol posib o ran llwybrau diogel mewn cymunedau. Cwmpas y cynlluniau i gael eu datblygu.	Newydd	Cerdded a Beicio
11/15	Ynys-ddu/Wyllie	Ynys-ddu	INMC51	Diwygio cyswllt presennol sy'n cysylltu Wyllie i Ysgol Gynradd Ynys-ddu.	Diwygiad	Cerdded a Beicio
16	Wattsville	Ynys-ddu	INMC52	Yn gwella cyswllt presennol i Wattsville o Llwybr Teithio Llesol presennol (ccbc10a).	Newydd/ Diwygiad	Cerdded a Beicio
15	Cwmfelin-fach	Ynys-ddu	INMC54	Gwell llwybr defnydd a rennir rhwng Ynys-ddu a Chwmfelin-fach drwy'r parc. Yn cysylltu Ysgolion Cynradd ac yn darparu mynediad at wasanaethau.	Newydd	Cerdded a Beicio
10	Ystrad Mynach	Ystrad Mynach	INMC20	Llwybr troed newydd o RhBC47 i Barc Busnes Tredomen drwy'r B4245. Yn darparu llwybr mwy uniongyrchol i ganol tref Ystrad Mynach,.	Newydd/ Diwygiad	Cerdded
10	Ystrad Mynach	Ystrad Mynach	INMC21	Diwygio llwybr presennol sy'n cysylltu ardal breswyl i'r Ysbyty, cyfleusterau hamdden a Gorsaf Ystrad Mynach. (Cynllun Metro Potensial).	Diwygiad	Cerdded a Beicio
10	Ystrad Mynach	Ystrad Mynach	INMC22	Diwygio llwybr troed presennol i ddefnydd a rennir yn cynnwys adran beicio ar ffyrdd lleol. Yn cysylltu'r coleg i'r llwybr i'r Orsaf y ffafir gan ffyrwyr sy'n teithio ar y rheilffyrdd. (Cynllun Metro Potensial).	Diwygiad	Cerdded a Beicio

10	Ystrad Mynach	Ystrad Mynach	INMC23	Cyswllt newydd o Lwybr RhBC 47 ar hyd llinell reilffordd segur i orsaf Ystrad Mynach. Yn gofyn am dir rheilffordd a throsbont dros yr A472 er mwyn darparu cyswllt di-draffig uniongyrchol i mewn i'r orsaf ar gyfer cerdded a beicio. (Cynllun Metro Potensial)	Newydd	Cerdded a Beicio
10	Ystrad Mynach	Ystrad Mynach	INMC31	Cyswllt newydd o ganol tref Ystrad Mynach i Barc Busnes Dyffryn. Yn cysylltu â CCBCINMC19 a CCBCINM25. Rhan o Lwybr Llinellol Cwm Rhymni.	Newydd	Beicio
10/14	Ystrad Mynach / Llanbradach / Caerffili	Ystrad Mynach / Llanbradach / Morgan Jones	INMC25	Cyswllt beicio dangosol o Ystrad Mynach (Parc Busnes Dyffryn cyffordd â goleuadau traffig) i Lanbradach. (Rhan goll o Lwybr Llinellol Cwm Rhymni).	Newydd	Beicio

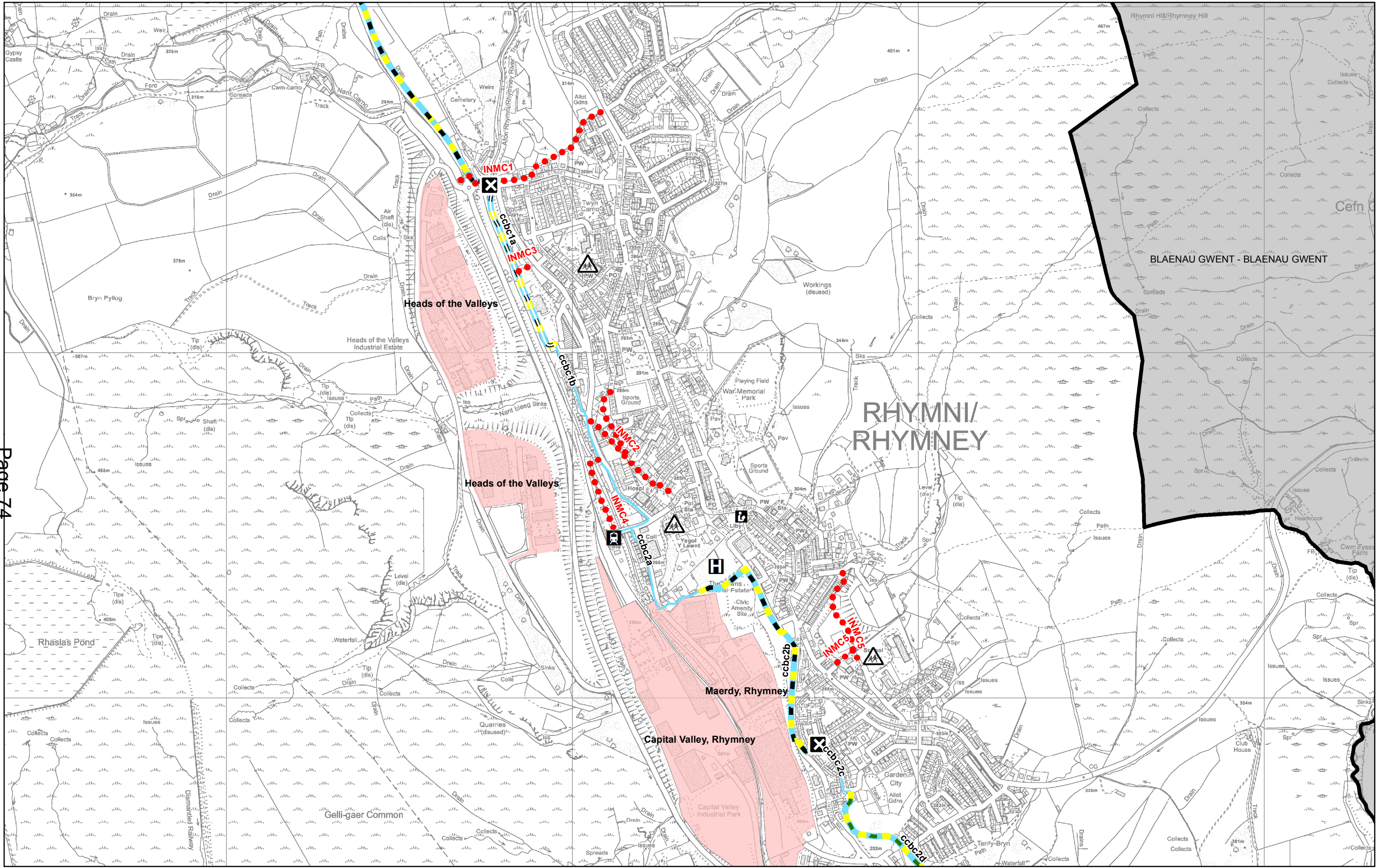
Page Ref.	Community	Ward	Link Reference	Description	Status	Walking Cycling
13	Senghenydd	Aber Valley	INMC84	New footway link from Saw Mill site to Nant-y-Parc Primary. Linked to future development of the site.	New	Walking
13	Senghenydd	Aber Valley	INMC85	Improve existing link to Health Centre to provide a shared use link for the Senghenydd community. Links from village centre to sports facilities and the local school.	Upgrade	Walking and Cycling
13	Abertridwr	Aber Valley	INMC86	Upgrade existing link. Connects to local school via existing route (ccbc 12).	Upgrade	Walking and Cycling
13	Senghenydd	Aber Valley	INMC97	Nant y Parc Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
4	Aberbargoed	Aberbargoed	INMC8	New shared use traffic free link from Aberbargoed to Train Station at Bargoed. Links to Existing Active Travel Route (ccbc4a).	New	Walking and Cycling
4	Aberbargoed	Aberbargoed	INMC91	Ysgol Bro Sannan Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
12/16	Newbridge	Abercarn Crosskeys Risca West	INMC27	New link from Risca to Cwmcarn Forest Drive. Connects to Crosskeys and via existing route (ccbc 11) to Risca Town Centre.	New	Walking and Cycling
18	Graig-y-Rhacca	Bedwas Trethomas and Machen	INMC82	Improvements to existing Active Travel Route (ccbc 15e) - Redbrook Lane	Upgrade	Walking and Cycling
18	Machen	Bedwas, Trethomas & Machen	INMC76	Upgrades an existing path from Chatham area of Machen along riverside to village centre and Machen Primary School.	Upgrade	Walking and Cycling
18	Graig-y-Rhacca	Bedwas, Trethomas & Machen	INMC77	New part traffic free route alongside the highway from Graig-Y-Rhacca to Bedwas High School. Links to NCN route 4 Existing Active Travel Route (ccbc 15f).	New	Walking and Cycling
18	Bedwas	Bedwas, Trethomas & Machen	INMC78	Improves existing route and provides new direct access to Pant Glas Industrial Estate and Trethomas Village Centre. Connects to NCN route 4 and Existing Active Travel route (ccbc 15e).	New	Walking and Cycling
18	Trethomas	Bedwas, Trethomas & Machen	INMC79	Improves an existing link to Trethomas Village Centre. Connects to NCN route 4 and Existing Active Travel route (ccbc 15e).	Upgrade/ New	Walking and Cycling
17	Bedwas	Bedwas, Trethomas and Machen	INMC94	Bedwas Infants School -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
8	Blackwood	Blackwood/ Pontllanfraith/ Penmaen	INMC41	New traffic free cycling/walking route from Woodfieldside/Penmaen Industrial Estate to Blackwood Rugby Club (Town Centre).	New	Walking and Cycling
4/8	Blackwood	Cefn Forest	INMC40	Enhancements to the traffic free link from Grove Park to Blackwood Comprehensive School.	Upgrade	Walking and Cycling
4	Cefn Forrest/ Britannia	Cefn Forest / Pengam	INMC46	Improved link, part traffic free link from Britannia to Cefn Forest Primary School including shops and services.	Upgrade/New	Walking and Cycling
7	Pengam	Cefn Forest/Pengam	INMC50	Improved link on an existing footpath for shared use between Cefn Forest and Ysgol Gyfun Cwm Rhymni.	New/Upgrade	Walking and Cycling
16/19	Crosskeys/Risca	Crosskeys/ Risca West	INMC30	New link from NCN47(ccbc10d) to Risca Town Centre provides access to education/leisure/services and facilities.	New	Walking and Cycling
16	Crosskeys/ Wattsville	Crosskeys/ Ynysddu	INMC53	Improves an existing Active Travel on road route from Wattsville to Crosskeys (ccbc 10b)	Upgrade	Walking and Cycling
5/9	Crumlin/Treowen	Crumlin	INMC34	Improves access and links from Treowen to Crumlin High Level Primary School (SRIC).	New	Walking


3	Markham	Crumlin	INMC95	Markham Primary School -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
5/9	Crumlin/ Newbridge	Crumlin/ Newbridge	INMC28	New link from Crumlin to Newbridge (Connects Town Centre/Rail Station & Newbridge Comprehensive School). Links to ccbc16.	New	Walking and Cycling
4	Gilfach	Gilfach	INMC9	New link from Gilfach Fargoed/Ysgol Gymraeg Gilfach Fargoed to leisure facilities.	New	Walking and Cycling
10	Cefn Hengoed	Hengoed	ccbc20	Proposed addition to the Active Travel Existing Routes Map (Cefn Hengoed community).	Built	Walking and Cycling
10	Hengoed	Hengoed	INMC98	Hengoed Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
7/10	Ystrad Mynach/ Penpedairheol/ Cefn Hengoed	Hengoed, Ystrad Mynach & St Cattwg	INMC24	Improvements to an existing and new walking and cycling link from Penpedairheol and Cefn Hengoed to NCN Route 47 (via the new development site Cwm Calon).	New/Upgrade	Walking and Cycling
7	Cefn Hengoed/ Tir-y-berth	Hengoed/ St Cattwg	INMC14	Improvements to an existing path that links Cefn Hengoed to Tiryberth Village (employment leisure and services).	Upgrade	Walking
14/17	Llanbradach	Llanbradach	INMC88	Llanbradach Village link connects to INMC25 and INMC87. Forms part of the missing Rhymney Valley Linear Route. Could include pedestrian improvements.	New	Walking/ Cycling
14	Llanbradach	Llanbradach	INMC99	Cwm Glas Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
17	Caerphilly	Llanbradach/ Morgan Jones	INMC68	New walking link (part of a link to Llanbradach) and crosses the A469 at signalised crossing. Provides access to shops, services and employment. (Part of the Rhymney Valley linear route).	New	Walking
17	Caerphilly	Llanbradach/ Morgan Jones	INMC103	New cycling link (part of a link to Llanbradach) and crosses the A469 at signalised crossing. Provides access to shops, services and employment. (Part of the Rhymney Valley linear route).	New	Cycling
17	Pwllypant	Llanbradach/ Morgan Jones	INMC87	New link connecting the community of Llanbradach to Pontygwindy Industrial estate via existing overbridge.	New	Walking/ Cycling
10	Maesycwmmmer	Maesycwmmmer	INMC89	Provides a 20mph zone surrounding Maesycwmmmer Primary School, includes cycle storage and access improvements(Safe Routes in Communities Scheme).	New	Walking and Cycling
7/10/11	Maesycwmmmer/ Pengam	Maesycwmmmer/ Pengam	INMC26	New link from Fleur de Lis to NCN 47 connecting to Active Travel Existing Routes (ccbc 8a) providing access to Ystrad Mynach Town Centre/Bus Station/Hengoed Rail Station.	New/Upgrade	Walking and Cycling
20	Energlyn/ Churchill Park	Morgan Jones	INMC55	New link from existing Active Travel Route (ccbc13) to Energlyn Station.	New	Walking and Cycling
20	Energlyn/ Churchill Park	Morgan Jones	INMC56	New link from an existing Active Travel Route (ccbc 13) to Asda.	New	Walking and Cycling
20	Energlyn/ Churchill Park	Morgan Jones	INMC57	Provides a link from Energlyn Station to Asda Pontygwindy Road.	New	Walking and Cycling
20	Energlyn/ Churchill Park	Morgan Jones	INMC58	Upgrade to existing walking link from existing Active Travel Route (CCBC13) to Asda and Pontygwindy Industrial Estate.	Upgrade	Walking
17/20	Caerphilly	Morgan Jones	INMC64	Improves existing walking route from Crossways Retail Park to Pontygwindy Road. Connects to retail and residential areas.	Upgrade	Walking
20	Caerphilly	Morgan Jones	INMC67	New shared use route part traffic free and includes crossing facility on Pontygwindy Road. Connects to INMC56 and provides access to shops services and employment.	New	Walking and Cycling
17/20	Caerphilly	Morgan Jones	INMC69	New walking and cycling link (part of a link to Llanbradach). Requires a controlled crossing on the A469/A468. Dependant on Pwllypant junction improvement scheme. Connects to INMC56. (Part of the Rhymney Valley linear route).	New	Walking and Cycling
17/20	Caerphilly	Morgan Jones	INMC65	New shared use link along existing part traffic free path. Connects Crossways Retail Park and Pontygwindy Industrial estate. Links to INMC64, CCBCINCM66 and INMC69.	Upgrade/ New	Walking and cycling
17	Churchill Park/ Llanbradach	Morgan Jones/ Llanbradach	INMC59	New link from Energlyn to Pontygwindy Industrial Estate and Asda. Connects to INMC57.	New	Walking and Cycling

17	Caerphilly	Morgan Jones/Bedwas Trethomas and Machen	INMC66	New shared use link along existing path. Connects to Bedwas House Industrial Estate/Pandy Lane and Crossways retail development (wider network). Links to INMC65 and INMC68.	New	Walking and Cycling
1	Rhymney	Moriah	INMC5	Improvements to an existing link from Brynawel Primary School via recreational area to Mount Batten (Residential Area).	Upgrade	Walking and Cycling
2	Rhymney/ Abertysswg	Moriah	INMC90	New Rhymney Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
6	Nelson	Nelson	INMC15	Improved link between Llanfabon Infants School and Nelson Bus Station/Village Centre via Ashgrove.	Upgrade	Walking
6	Nelson	Nelson	INMC16	New footway link adjacent to the A472 linking Llanfabon area to shops and services.	New	Walking
6/10	Nelson	Nelson	INMC17	Creates a continuous footway linking from Nelson to Ystrad Mynach Rail Station on southern side of highway. (2 sections of footway required).	New	Walking
6	Nelson	Nelson	INMC18	Indicative links from Ty Du development site to Nelson Bus Station/Existing Active Travel Route (NCN Route 47)(ccbc6) and Abercynon Station via Merthyr CBC and RCT. Routes linked to development of the site.	New	Walking and Cycling
3	New Tredegar	New Tredegar	INMC7	Improved shared use link from White Rose Primary School to Phillipstown via School Street.	New	Walking and Cycling
9	Newbridge	Newbridge	INMC29	New link from Ty Newydd Primary School to Newbridge Town Centre through development site.	New	Walking and Cycling
9/12	Newbridge/ Abercarn	Newbridge/ Abercarn	ccbc16	Proposed addition to the Active Travel Existing Routes Map Walking/Cycling link from Abercarn/West End to Newbridge Town Centre/Leisure Centre/Comprehensive School and services.	Built	Walking and Cycling
7	Pengam	Pengam	INMC44	New link from existing Active Travel Route (ccbc4b) to Glan-y-Nant. Includes pedestrian crossing facilities at signalised junction.	New	Walking
4/7	Pengam/Britannia	Pengam	INMC45	Improved link from Existing Active Travel Route (ccbc4b) to Pengam Industrial Estate.	Upgrade/New	Walking and Cycling
7	Pengam	Pengam	INMC47	New crossing facility at the signalised junction access to Ysgol Gyfun Cwm Rhymni. Improves accessibility for the Fleur de Lis community.	New	Walking
7	Pengam	Pengam	INMC48	Improved link from Fairview to Primary Schools at Fleur de Lis and also connects to INMC 19.	Upgrade/New	Walking and Cycling
7	Pengam	Pengam	INMC92	Fleur-de-Lys Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
7	Pengam	Pengam	INMC96	Ysgol Gymraeg Trelyn -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
5	Oakdale	Penmaen	ccbc17	Proposed addition to the Active Travel Existing Routes Map. Oakdale "Safe Routes in Communities" scheme. Links to INMC81.	Built	Walking and Cycling
8	Blackwood	Penmaen	INMC42	New shared use link from Woodfieldside R/A to Active Travel Existing Route (ccbc 5) and Blackwood Town Centre along Sirhowy Enterprise Way(A4048).	New	Walking and Cycling
8	Woodfieldside	Penmaen	INMC43	New B4254 pedestrian crossing facility (uncontrolled crossing) which connects to existing footways links Woodfieldside to Penmaen Industrial Estate and Pontllanfraith Primary School.	New	Walking
5	Oakdale	Penmaen	INMC83	New shared use path (traffic free) provides a link to Oakdale from the new Islwyn High School. Connects to improvements made by the Oakdale Safe Routes in Communities project.	New	Walking and Cycling
5	Oakdale	Penmaen and Crumlin	INMC81	New link from Croespenmaen to existing Active Travel Route (ccbc5). Connects to employment and new Islwyn High School.	New	Walking and Cycling
20	Penyrheol	Penyrheol	INMC61	Connects existing Active Travel Routes (ccbc13 and ccbc12) via DDA compliant bridge completing the Aber Valley Route to Caerphilly Town Centre.	New	Walking and Cycling
20	Penyrheol	Penyrheol	INMC62	New link connecting existing Active Travel routes (ccbc13 and ccbc12) providing improved access to St Cenydd Comprehensive School for the Energlyn/Penyrheol community.	New	Walking and Cycling

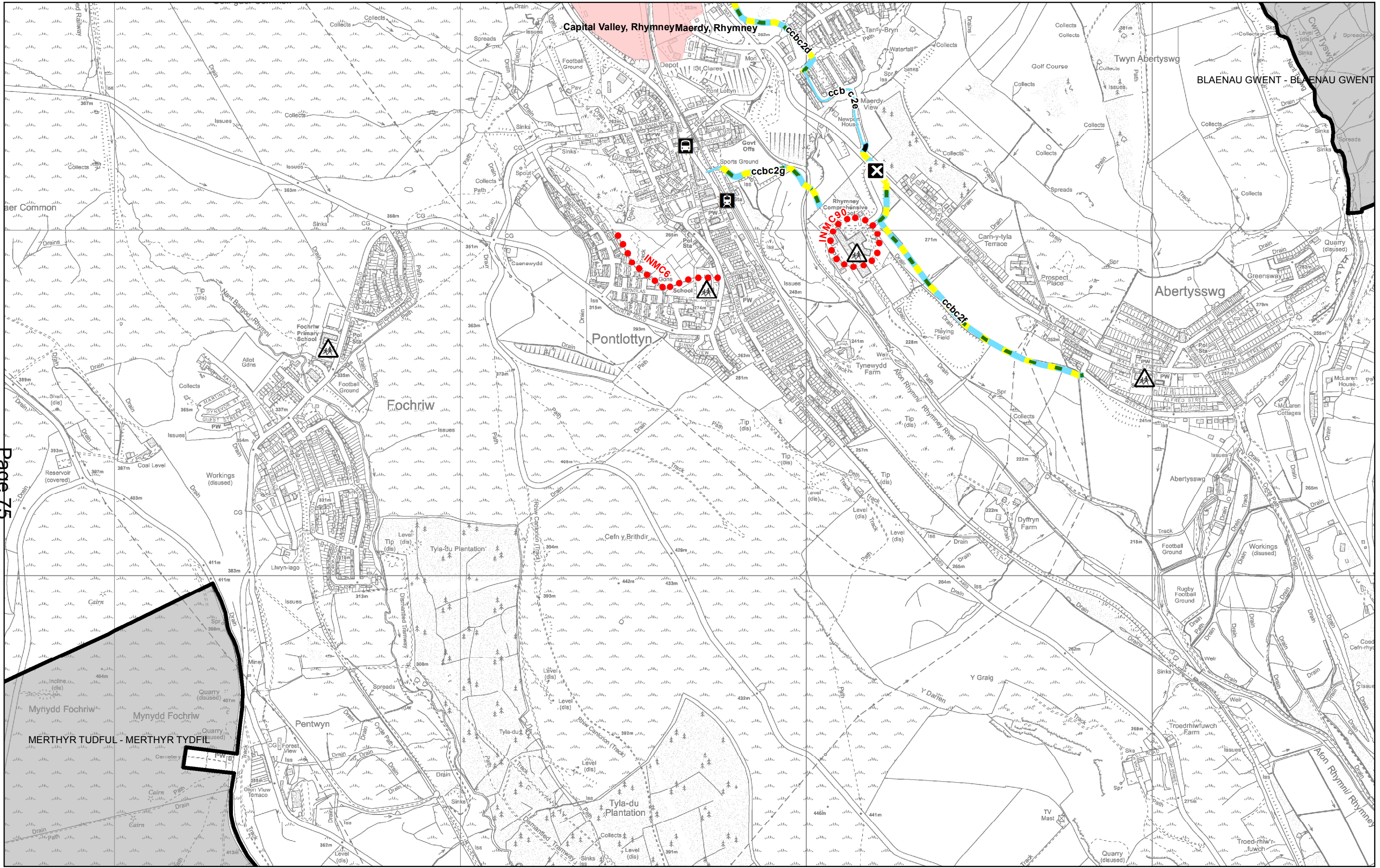
17	Penyrheol	Penyrheol	INMC74	Improves an existing walking link connecting to Cwm Ifor Primary School. Creates a shared walking and cycling link.	New/ Upgrade	Walking and Cycling
20	Trecenydd	Penyrheol/ Morgan Jones	INMC60	New link from existing Active Travel Route (ccbc13) to Trecenydd Business Park.	New	Walking
20	Caerphilly	Penyrheol/ St Martins	INMC63	New and more direct/ enhanced link connecting the Caerphilly basin area to employment in RCT /Cardiff via the Taff Trail. Cross boundary scheme. Connects to existing Active Travel Route (ccbc 13).	New	Walking and Cycling
20	Caerphilly	Penyrheol/ St Martins	INMC70	Improves an existing traffic free path via an underpass connecting Caerphilly western housing estates to employment (Western Industrial Estate) and via the NCN route 4 (Existing Active Travel Routes Network ccbc14a) to Caerphilly Town Centre.	Upgrade/ New	Walking and Cycling
20	Penrhos	Penyrheol/ St Martins	INMC73	Completes a walking and cycling link to housing estate/commercial area connects to INMC63 (cross boundary link to Nantgarw Road/Taff Trail).	New	Walking and Cycling
19	The Bryn	Pontllanfraith	ccbc19	Proposed addition to the Active Travel Existing Routes Map. Bryn Primary School "Safe Routes in Communities" scheme.	Built	Walking and Cycling
11	Pontllanfraith	Pontllanfraith	INMC32	Provides a link from the National Cycle Network Route 47 (Active Travel Existing Route (ccbc8b)) across the A472 to Pontllanfraith.	New	Cycling
11	Pontllanfraith	Pontllanfraith	INMC35	Provides a shared use path from Penllwyn residential area to Bryn Primary School, local shops and services.	New/ Upgrade	Walking and Cycling
11	Pontllanfraith	Pontllanfraith	INMC36	Provides a link from the Bryn residential area to NCN Route 47(ccbc8a). Includes a new sections of walking and cycling path and crosses the A472 via an existing road overbridge.	New/ Upgrade	Walking and Cycling
8	Pontllanfraith/ Blackwood	Pontllanfraith	INMC37	Provides a link from Pontllanfraith to the Northern Retail Development in Blackwood.	New	Cycling
8	Pontllanfraith	Pontllanfraith	INMC38	Improves the link between Springfield /Newbridge Road, Industrial Park and Penmaen/Pontllanfraith Primary School.	Upgrade	Walking and Cycling
8	Pontllanfraith	Pontllanfraith	INMC39	New link from Penmaen Industrial Park to Highfield, Blackwood (Link INMC37).	New/ Upgrade	Walking and Cycling
2	Pontlottyn	Pontlottyn	INMC6	New traffic free link from Brynhyfyrd housing estate to Pontlottyn Village Centre via School Site - Site development plan needs to incorporate shared use Active Travel route.	New /Upgrade	Walking and Cycling
19	Ty Sign	Risca East	ccbc18	Proposed addition to the Active Travel Existing Routes Map. Ty Sign "Safe Routes in Communities" scheme.	Built	Walking and Cycling
19	Risca	Risca West	INMC33	Improved link from Risca Town Centre to Pontymister Industrial Estate access to retail, employment and services.	Upgrade	Walking
7	Glan y Nant	St Cattwg	INMC10	Improvements to an existing link from Gilfach to Pengam Station - Walking Route.	Upgrade	Walking
7	Glan y Nant	St Cattwg	INMC11	New cycle Link created on highway from Gilfach/Lewis School to Pengam Station.	New	Walking and Cycling
7	Gelligaer	St Cattwg	INMC12	New active travel link from Pottery Road to Penallta Industrial Estate (at North Road joins INMC24).	New	Walking and Cycling
7	Gelligaer	St Cattwg	INMC13	Improvements to an existing link from Gelligaer Village centre to Glyn Gaer Primary School.	Upgrade	Walking and Cycling
7/10	Ystrad Mynach/ Tir-y-berth/Fleur de Lis	St Cattwg/Pengam/ Ystrad Mynach	INMC19	New link from Pengam to Ystrad Mynach Town Centre adjacent to the A469. Missing part of the Rhymney Valley Linear Route. Provides access to employment and services (includes a pedestrian crossing near Lewis Girls Comprehensive School).	New	Walking and Cycling
7	Glan-y-Nant	St Cattwgs	INMC49	Enhanced local walking and cycling routes to Pengam station. (Potential Metro scheme).	New	Walking and Cycling
20	Caerphilly	St James	INMC101	Improves an existing footpath to Caerphilly railway station/town centre connects to Caerphilly Business Park. Connects to INMC72.	New	Walking and Cycling
20	Caerphilly	St James	INMC72	New walking and cycling route direct to Caerphilly Rail Station and Town Centre. Includes links to Lansbury Park and via an existing crossing to Mornington Meadows. Creates a continuous route to join NCN route 4 (Existing Active Travel route ccbc15c) from bus and rail interchange.	New	Walking and Cycling


20	Caerphilly	St James	INMC75	Improves the crossing facility connecting Lansbury Park Housing estate to NCN Route 4 (Existing Active Travel Route ccbc15c).	New	Walking and cycling
20	Rudry/ Mornington Meadows	St James / Morgan Jones	INMC80	New walking/cycling path to Mornington Meadows housing estate. Links to public transport, shops, employment and services.	Upgrade/ New	Walking and Cycling
20	Caerphilly	St Martins	INMC102	Enhanced local walking and cycling routes to Caerphilly station. (Potential Metro Scheme)	New	Walking and Cycling
20	Caerphilly	St Martins	INMC71	Improves a walking route to town centre (requires land investigations). Connects to NCN route 4 (existing Active Travel Route ccbc 14b) and Western Industrial Estate.	New	Walking
20	Caerphilly	St Martins	INMC93	The Twyn Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
1	Rhymney	Twyn Carno	INMC1	New link from Ty-Coch to existing route (ccbc1a) and the Heads of the Valleys Industrial Estate	New	Walking and Cycling
1	Rhymney	Twyn Carno	INMC2	New link from existing route (ccbc1b) to the Primary School, Town Centre & Leisure facilities.	New	Walking and Cycling
1	Rhymney	Twyn Carno	INMC3	New link from existing route (ccbc1a) to Twyn Carno residential area.	New	Walking and Cycling
1	Rhymney	Twyn Carno	INMC4	Alternative traffic free link from existing route (ccbc1b) direct to Rhymney Station.	New	Walking and Cycling
	N/A	Various Wards across the County Borough.	INMC100	Schools developing their school Travel Plans - Comprehensive Schools - Lewis Girls and Lewis School, Pengam. Primary Schools - Pengam, Risca, Machen, St Helens, Plas y Felin, Blackwood, Graig-y-Rhacca, Cwmcarn, Waunfawr, Tir-Y-Berth, Gilfach Fargoed, Bedwas Junior School, Cwmaber Junior and Infants schools. - Potential future safe routes in communities schemes. Scope of schemes to be developed.	New	Walking and Cycling
11/15	Ynysddu/Wyllie	Ynysddu	INMC51	Upgrades an existing link connecting Wyllie to Ynysddu Primary School.	Upgrade	Walking and Cycling
16	Wattsville	Ynysddu	INMC52	Improves an existing link to Wattsville from existing Active Travel Route (ccbc10a).	New/ Upgrade	Walking and Cycling
15	Cwmfelinfach	Ynysddu	INMC54	Improved shared use route between Ynysddu and Cwmfelinfach through the park. Connects Primary Schools and provides access to services.	New	Walking and Cycling
10	Ystrad Mynach	Ystrad Mynach	INMC20	New footpath from NCN47 to Tredomen Business Park via B4245. Provides a more direct route to Ystrad Mynach, Town Centre.	New/ Upgrade	Walking
10	Ystrad Mynach	Ystrad Mynach	INMC21	Upgrades an existing path which links a residential area to the Hospital, leisure facilities and Ystrad Mynach Station. (Potential Metro scheme).	Upgrade	Walking and Cycling
10	Ystrad Mynach	Ystrad Mynach	INMC22	Upgrades an existing footpath to shared use includes section which is cycling on local roads. Links college to Station preferred route for pupils travelling by rail. (Potential Metro scheme).	Upgrade	Walking and Cycling
10	Ystrad Mynach	Ystrad Mynach	INMC23	New link from NCN Route 47 along redundant rail line into Ystrad Mynach station. Requires rail land and road overbridge across A472 will provide a direct traffic free link into the station for walking and cycling. (Potential Metro scheme)	New	Walking and Cycling
10	Ystrad Mynach	Ystrad Mynach	INMC31	New link from Ystrad Mynach Town Centre to Dyffryn Business Park. Connects to INMC19 and INMC25. Part of the Rhymney Valley Linear Route.	New	Cycling
10/14	Ystrad Mynach/ Llanbradach/ Caerphilly	Ystrad Mynach/ Llanbradach/ Morgan Jones	INMC25	Indicative cycle link from Ystrad Mynach (Dyffryn Business Park signalised junction) to Llanbradach. (Missing part of the Rhymney Valley Linear Route).	New	Cycling



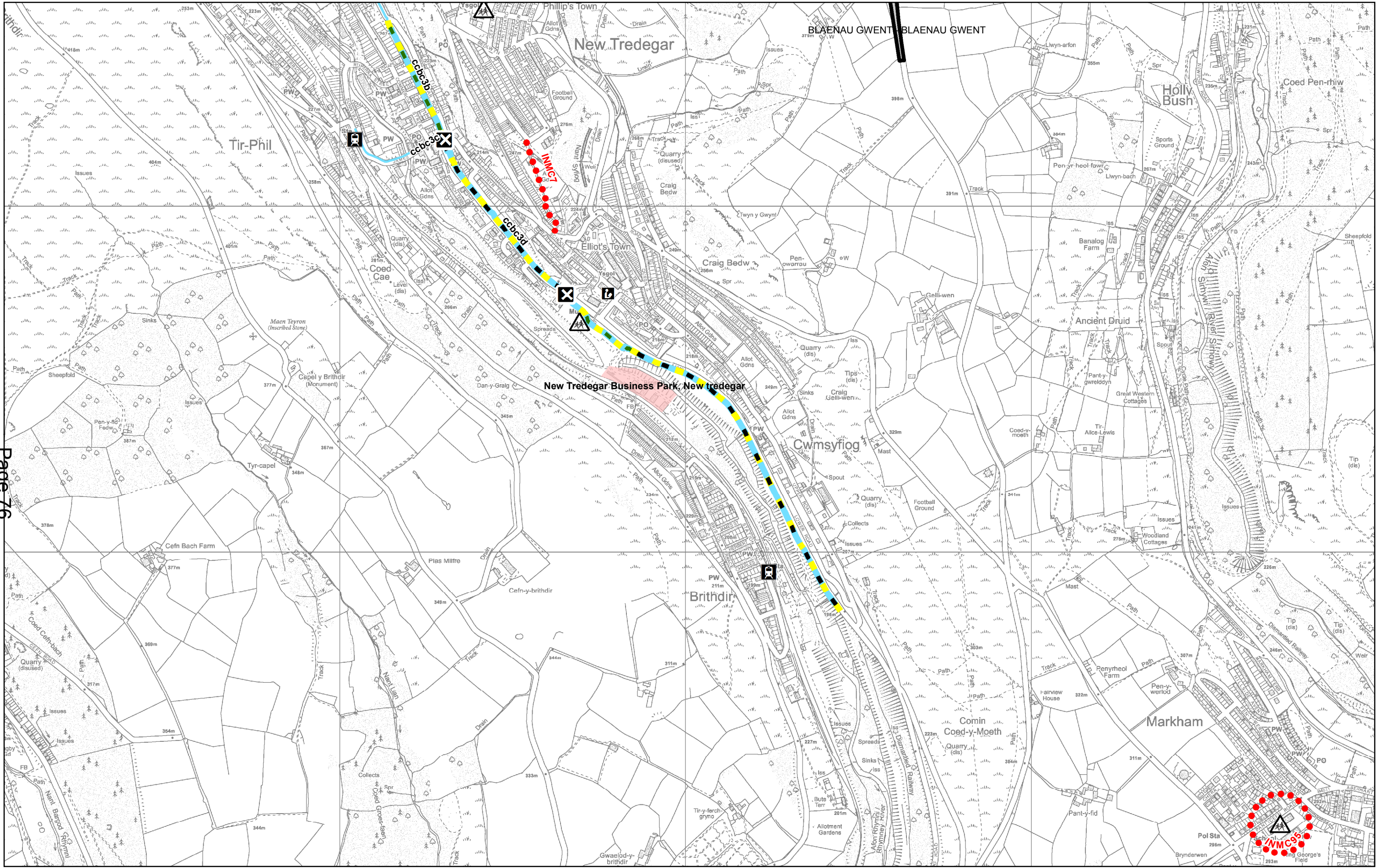
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Map Rhwydwaith Integredig Teithio Llesol
Active Travel Integrated Network Map



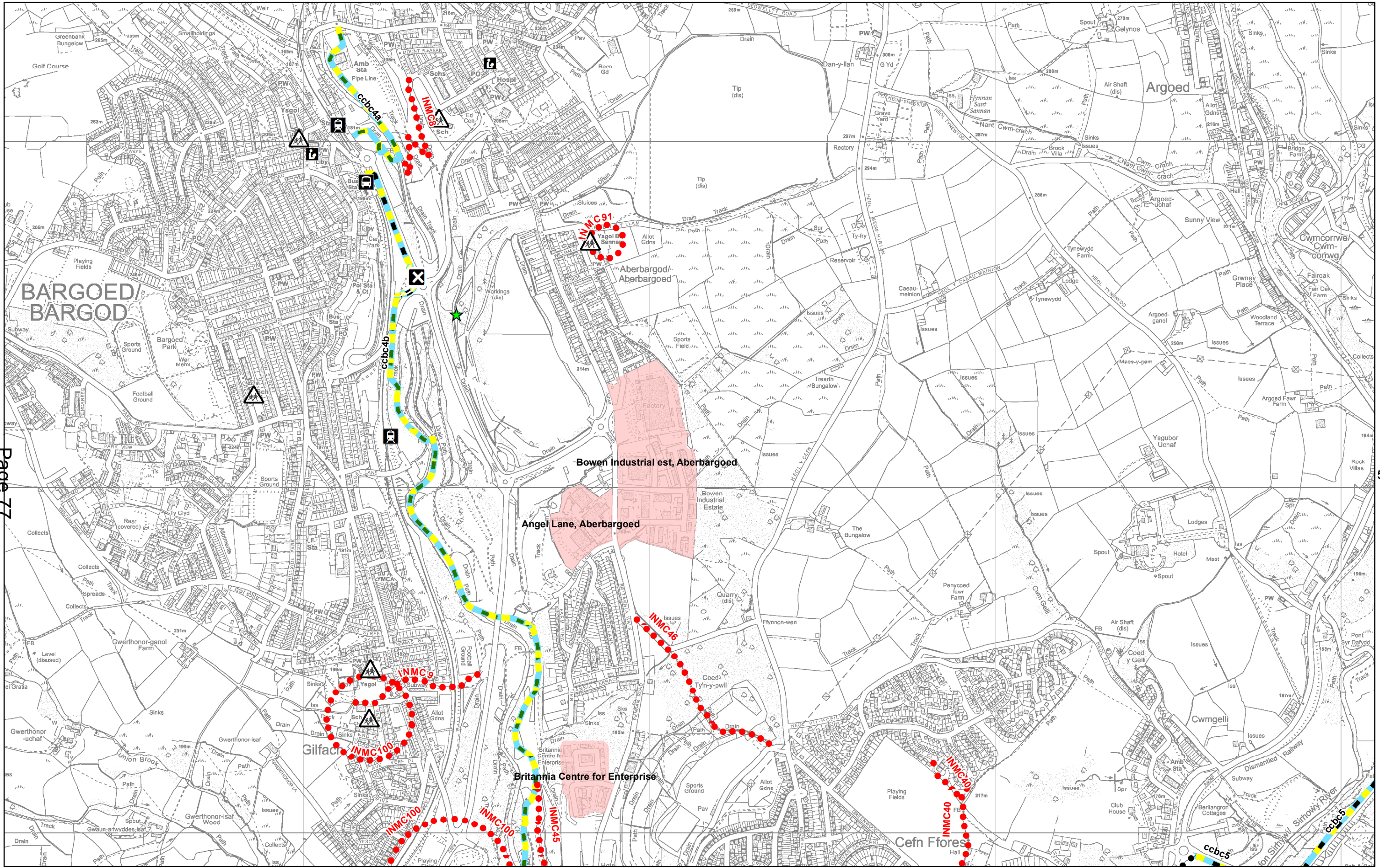
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Map Rhwydwaith Integredig Teithio Llesol
Active Travel Integrated Network Map



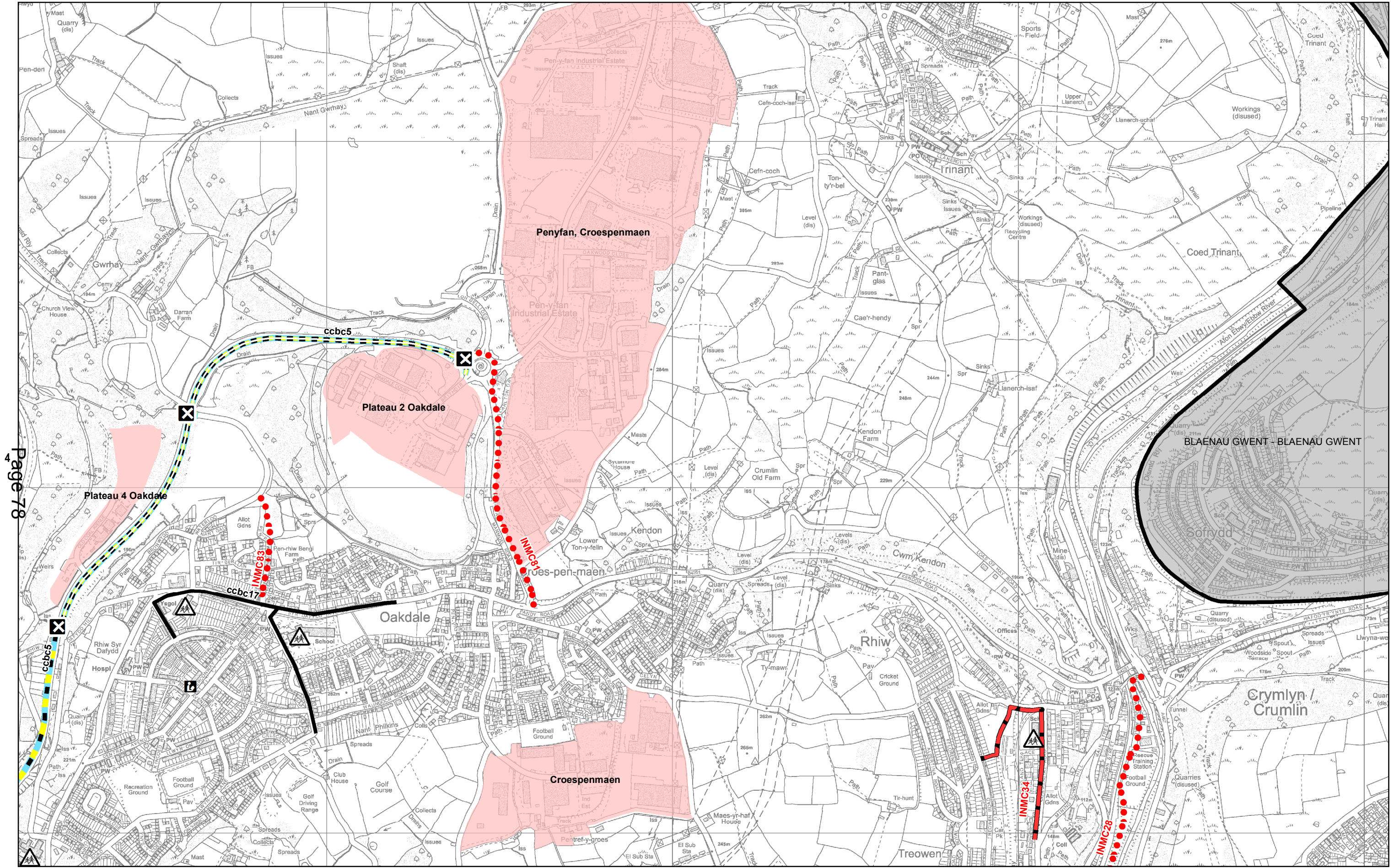
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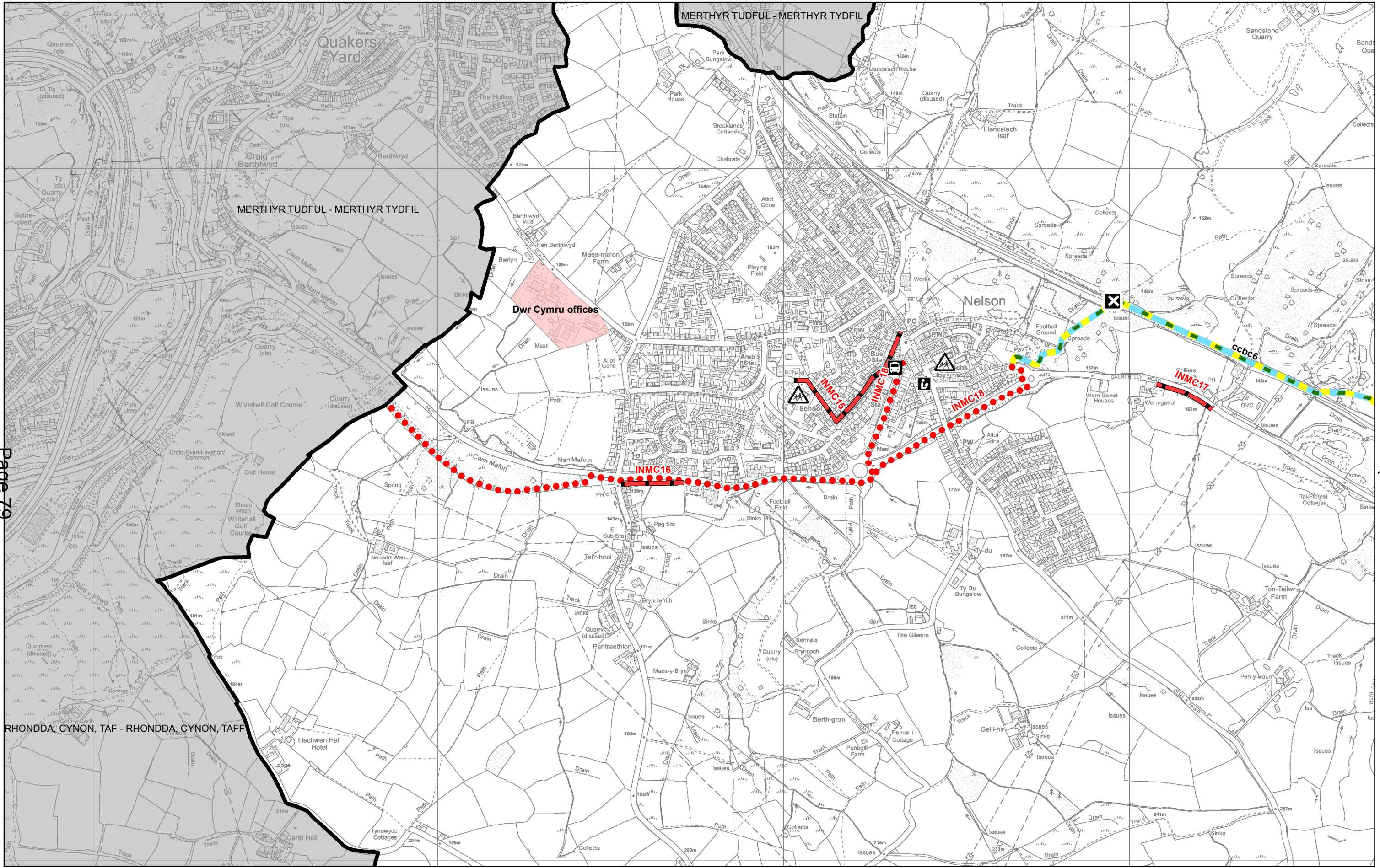
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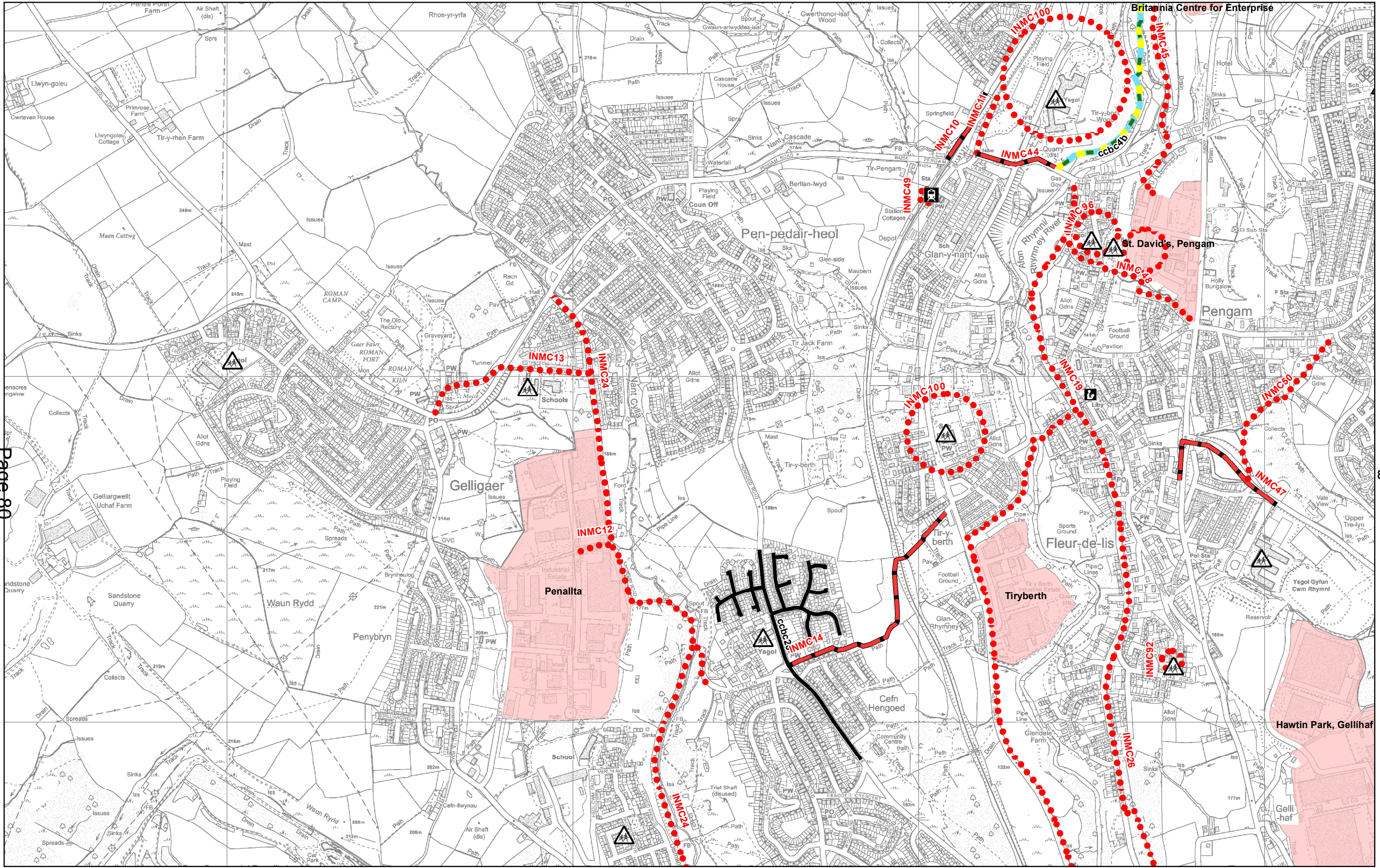
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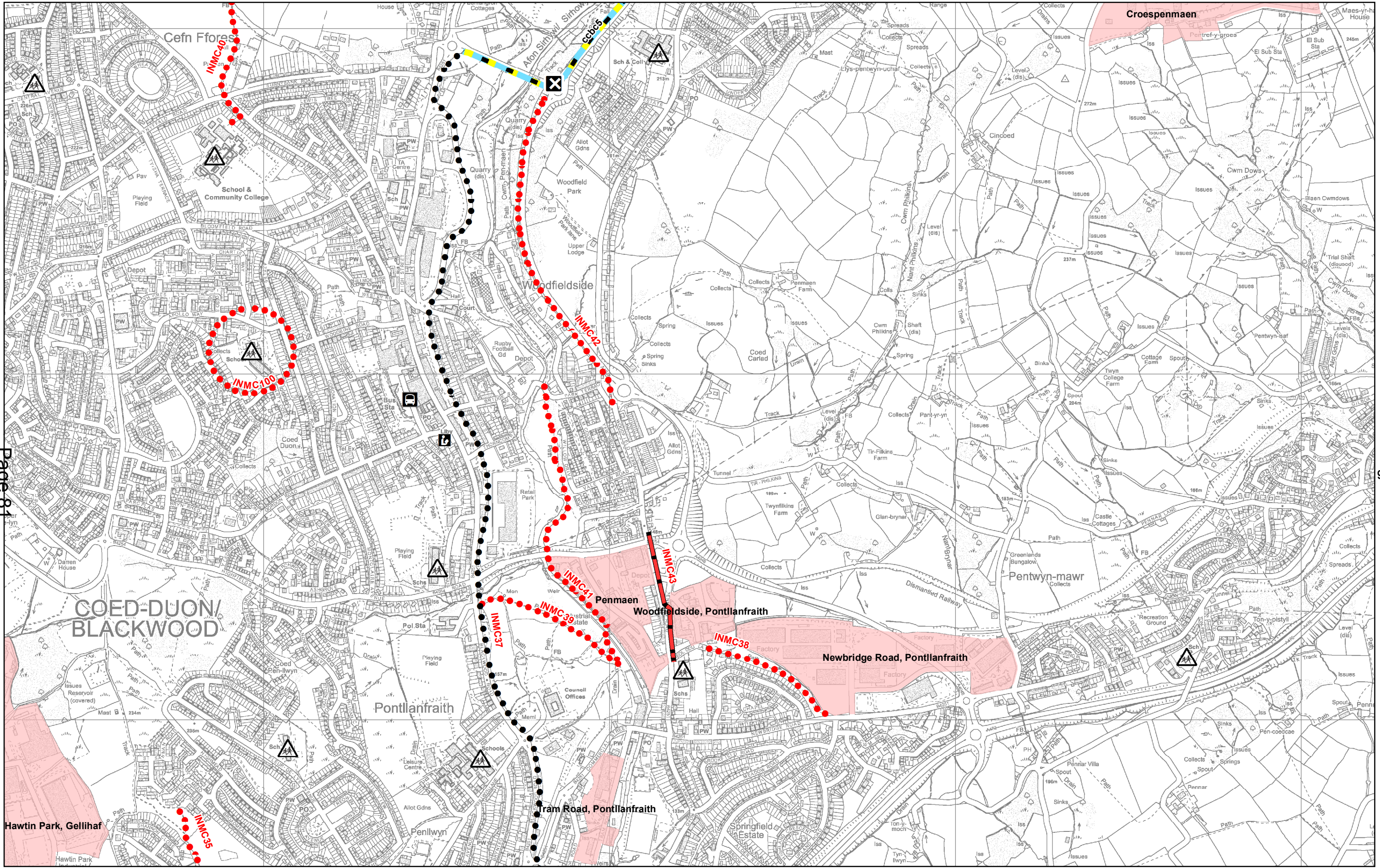
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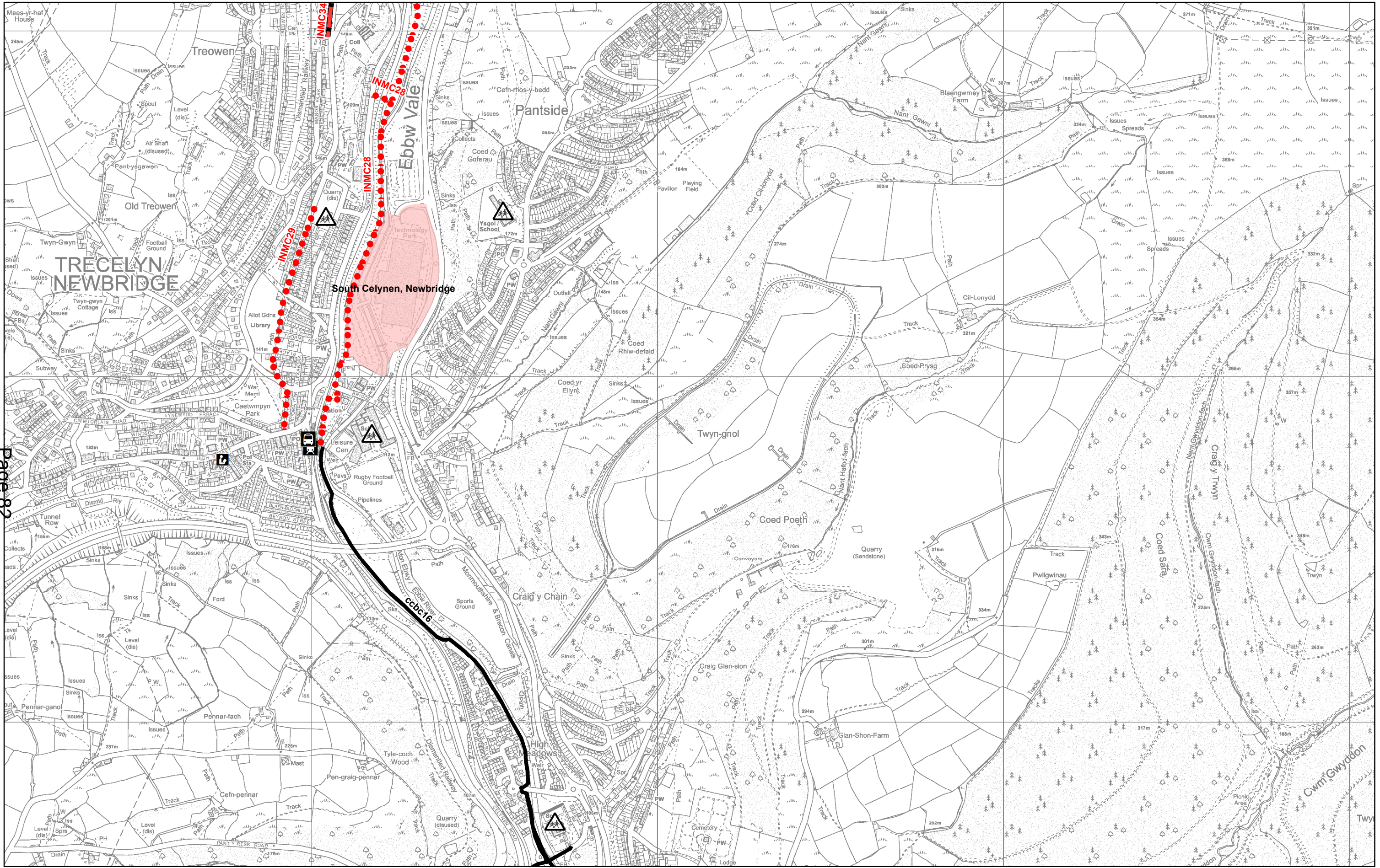



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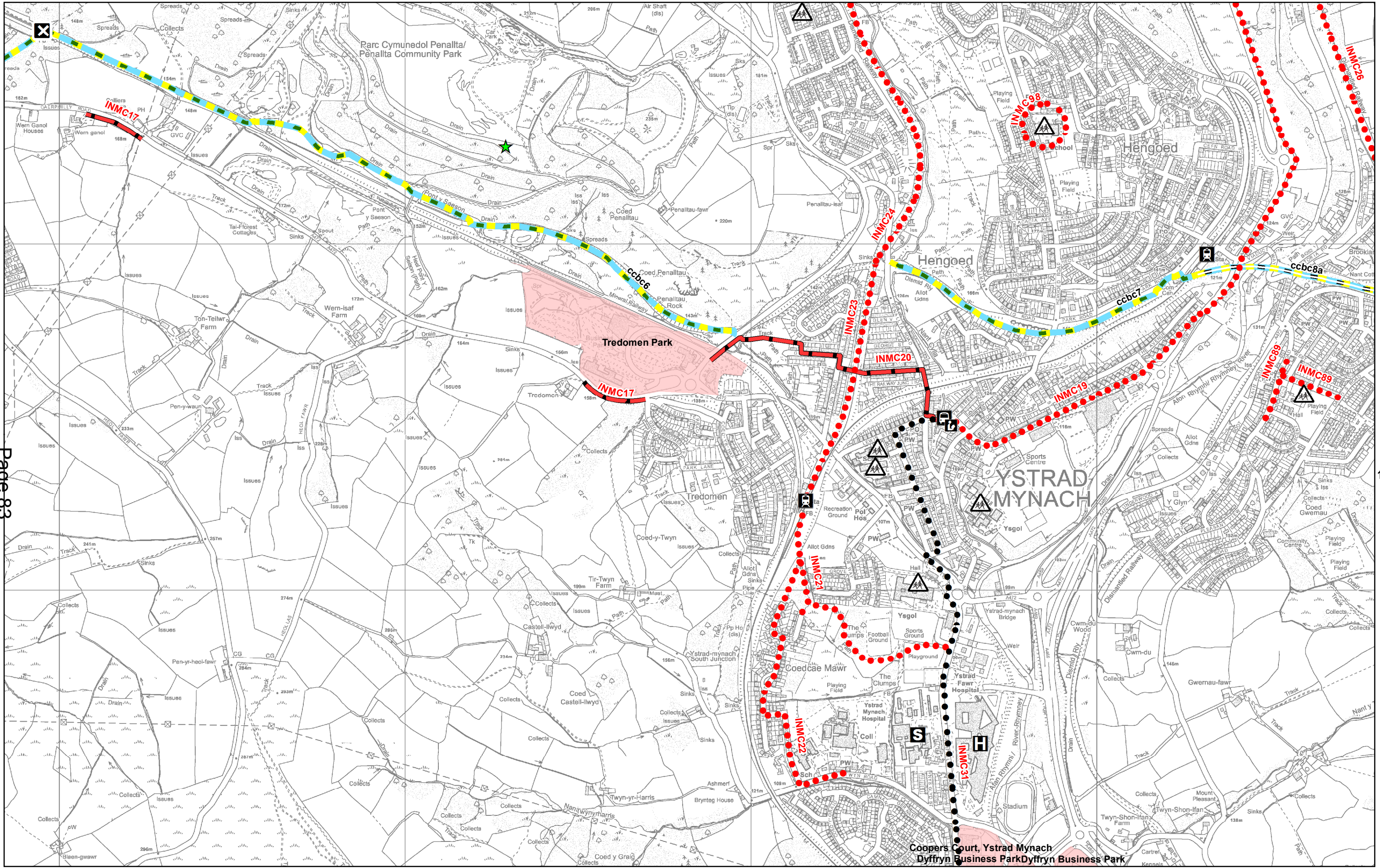
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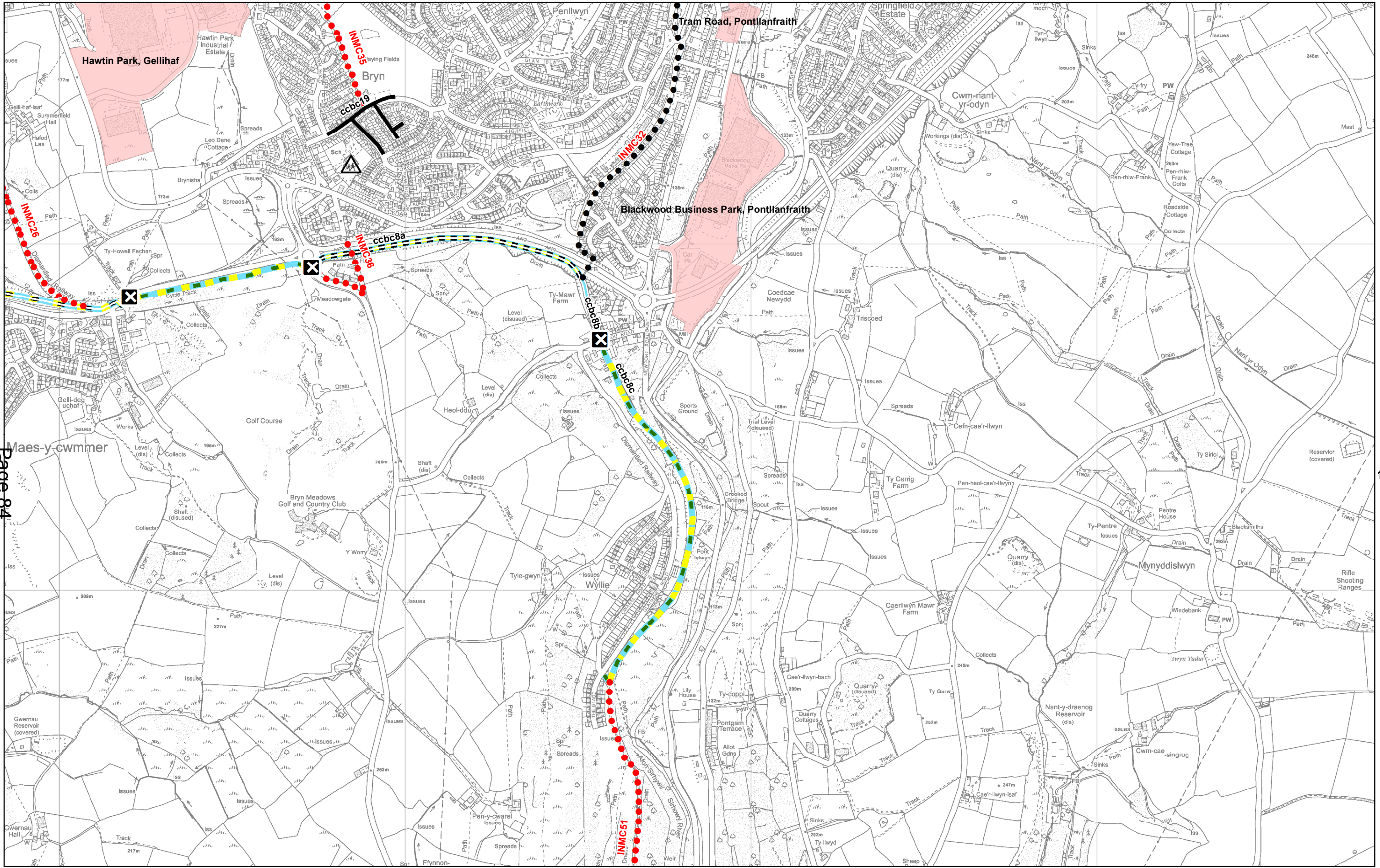
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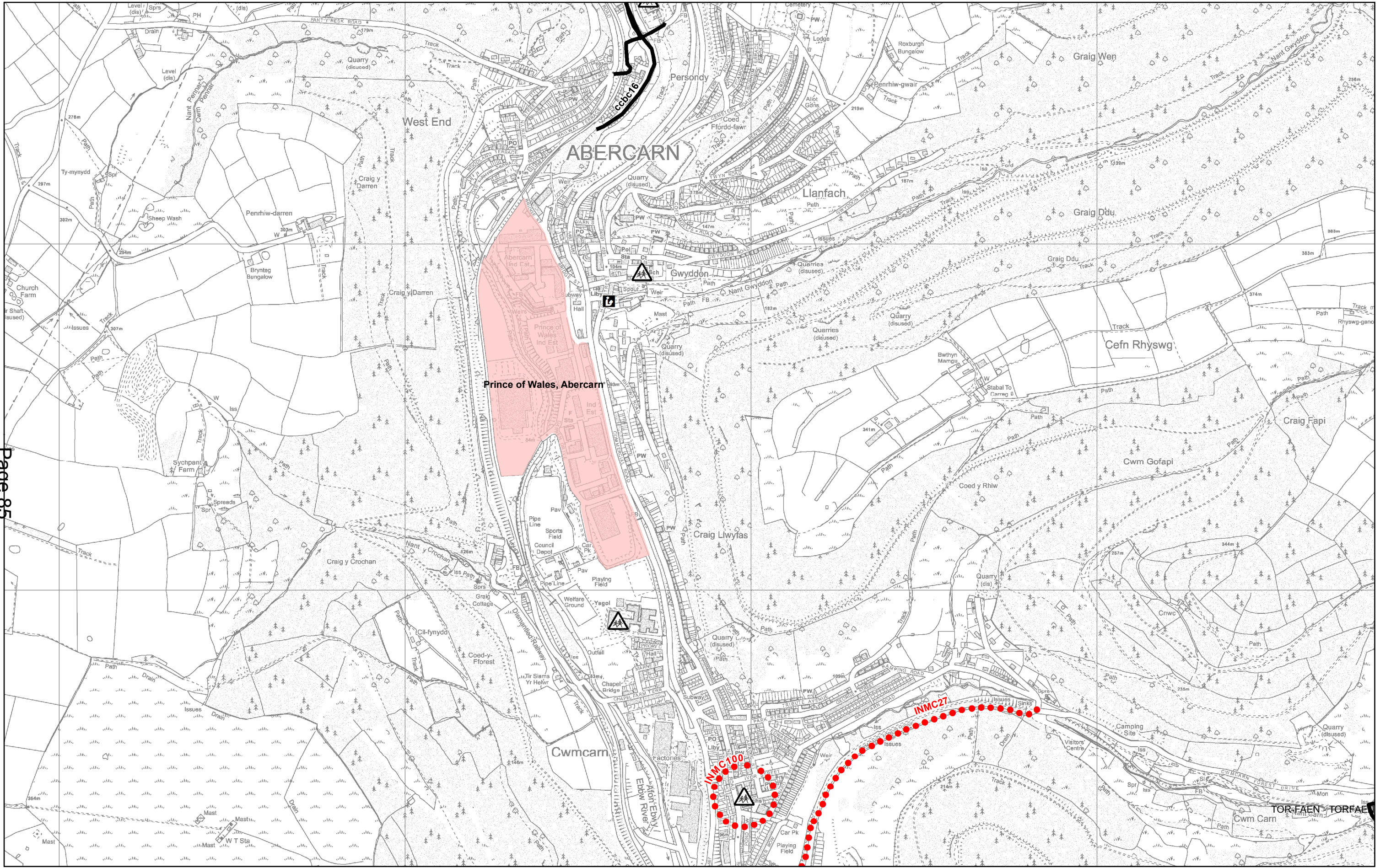
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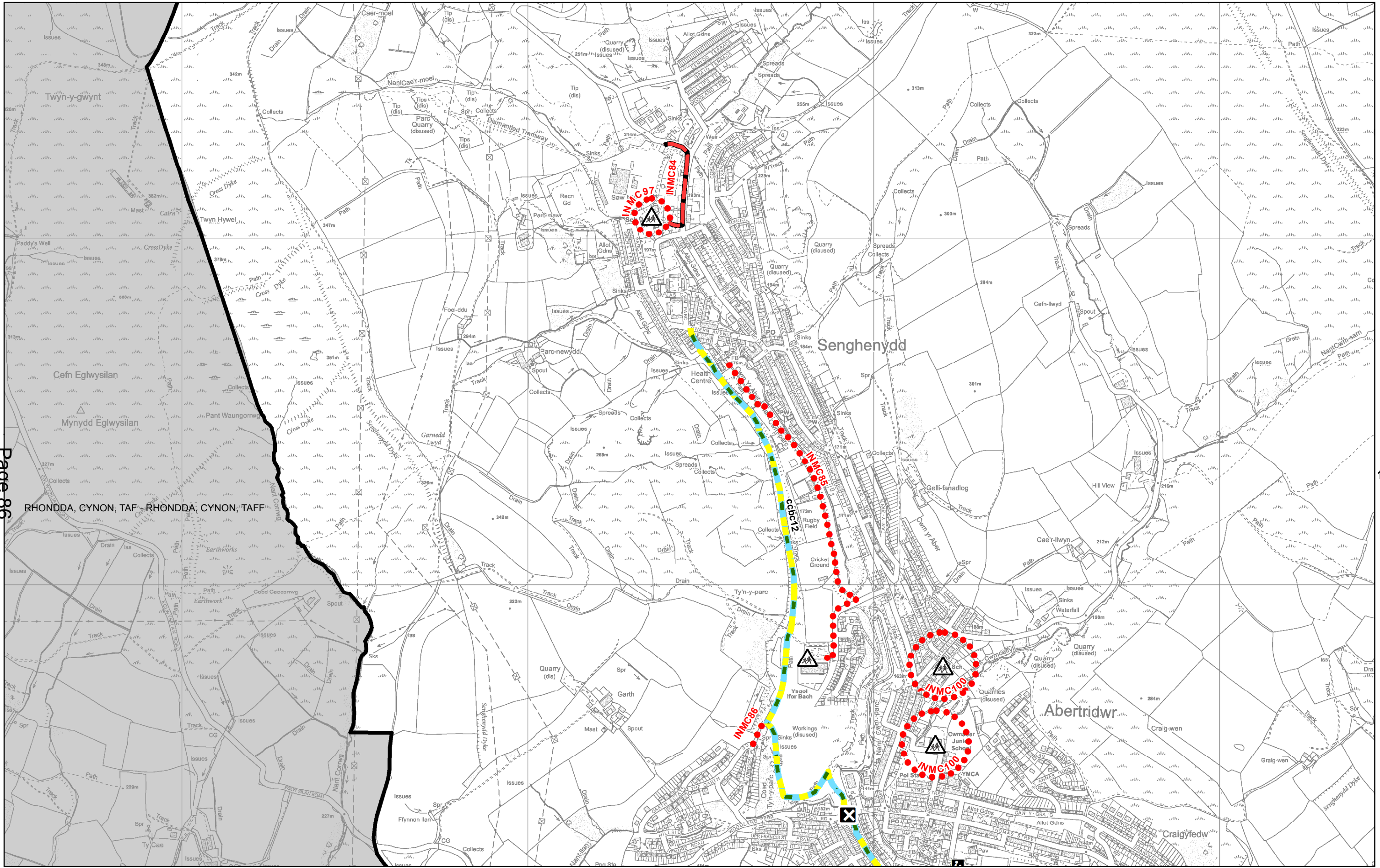
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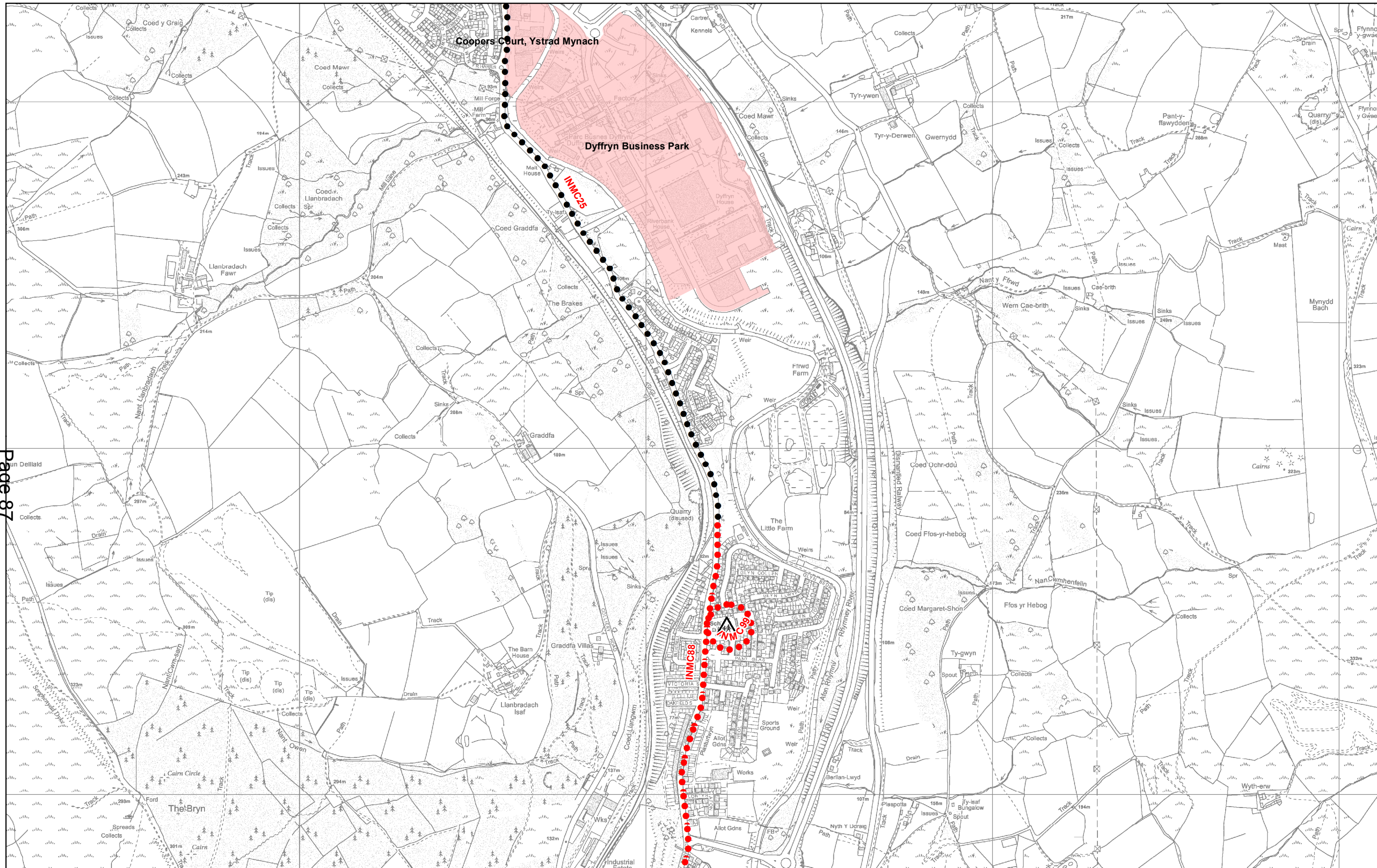
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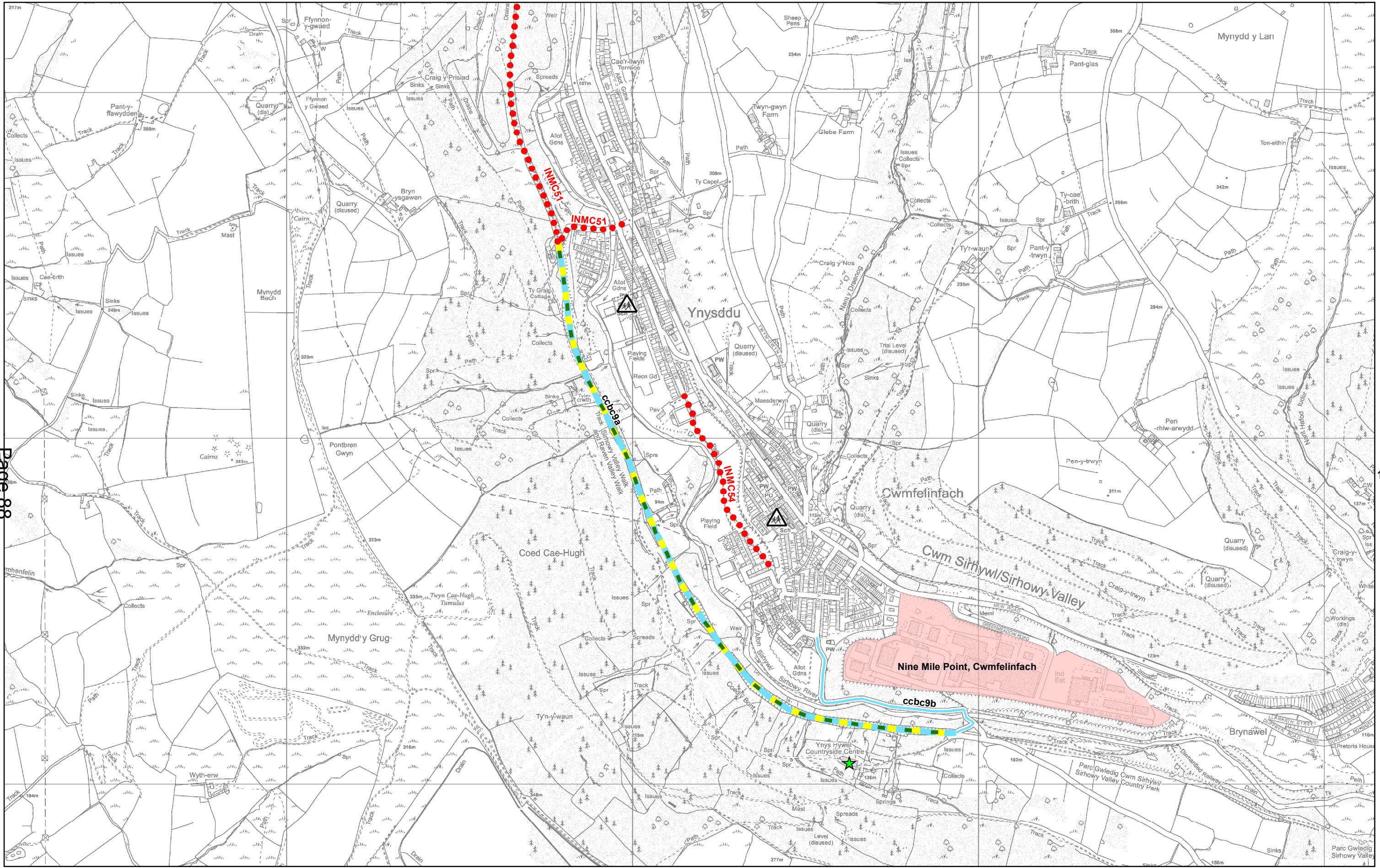
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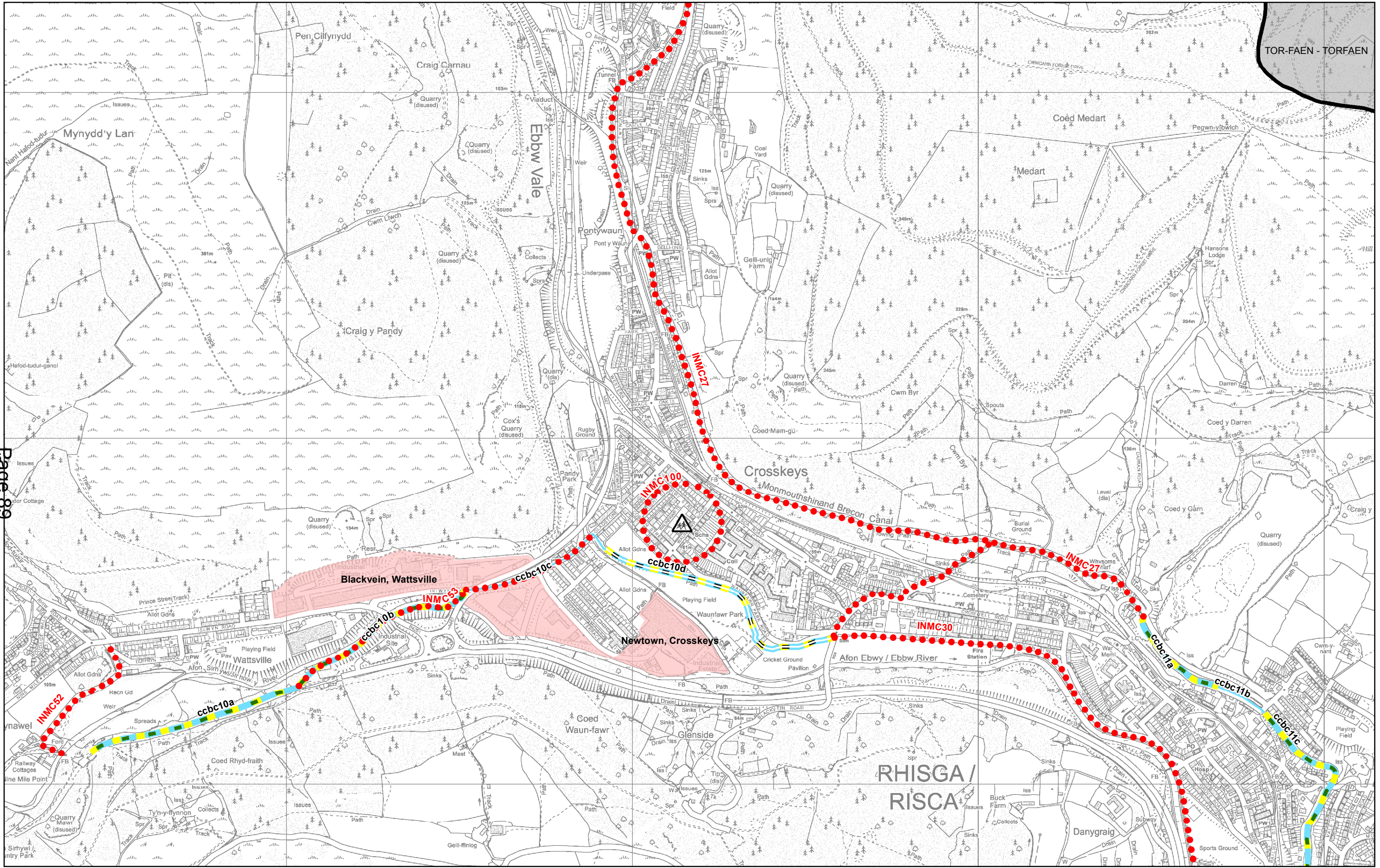



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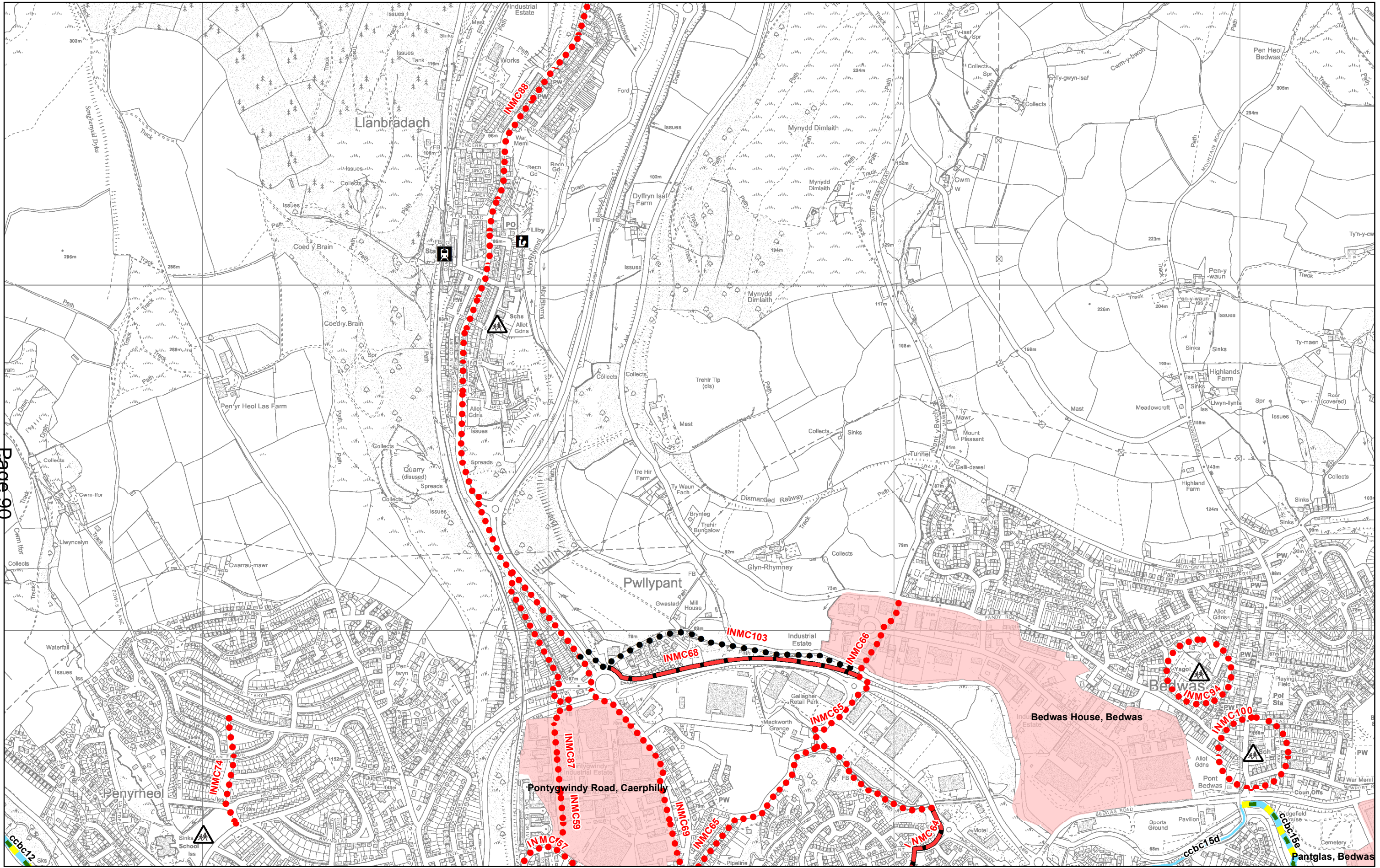
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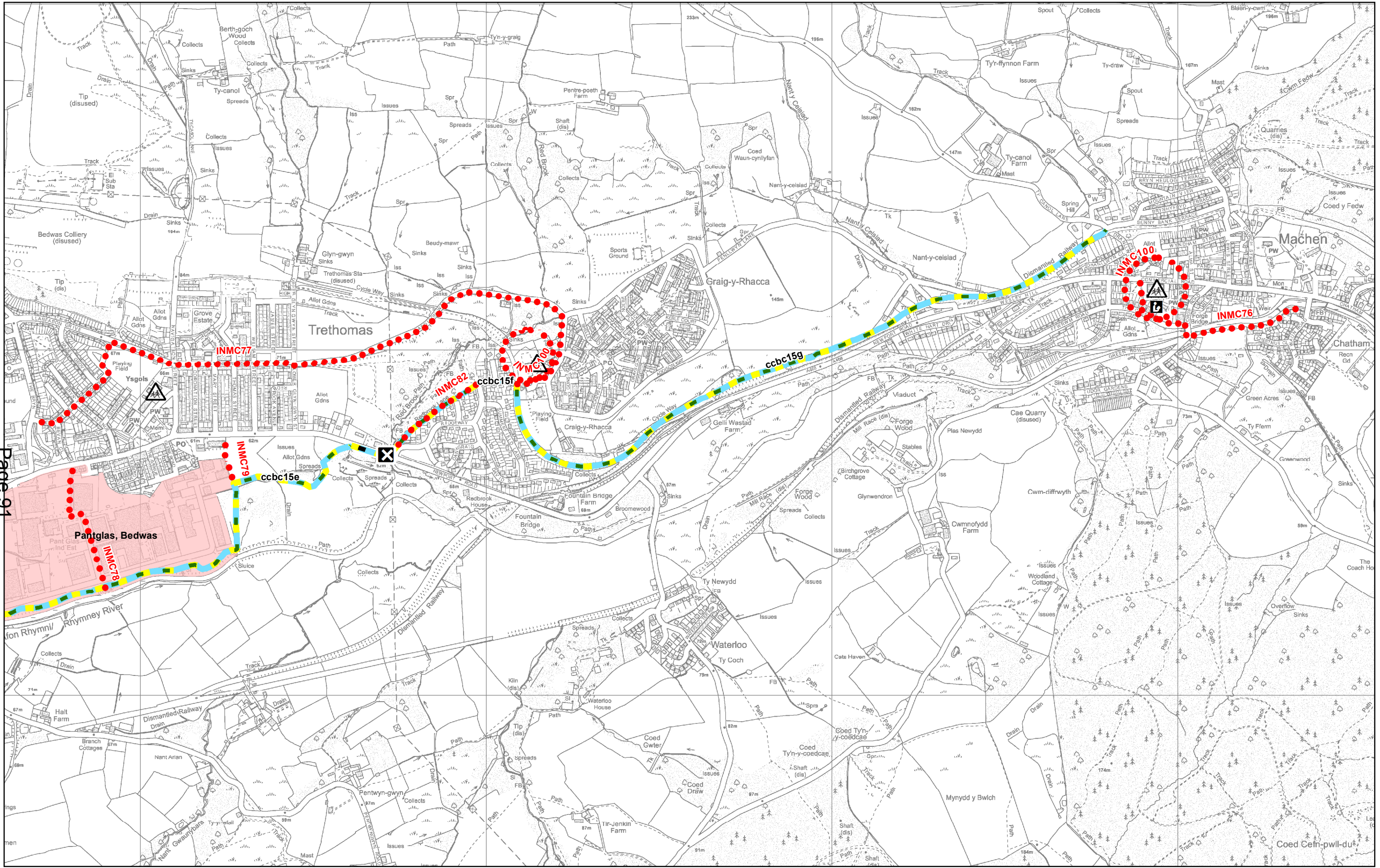
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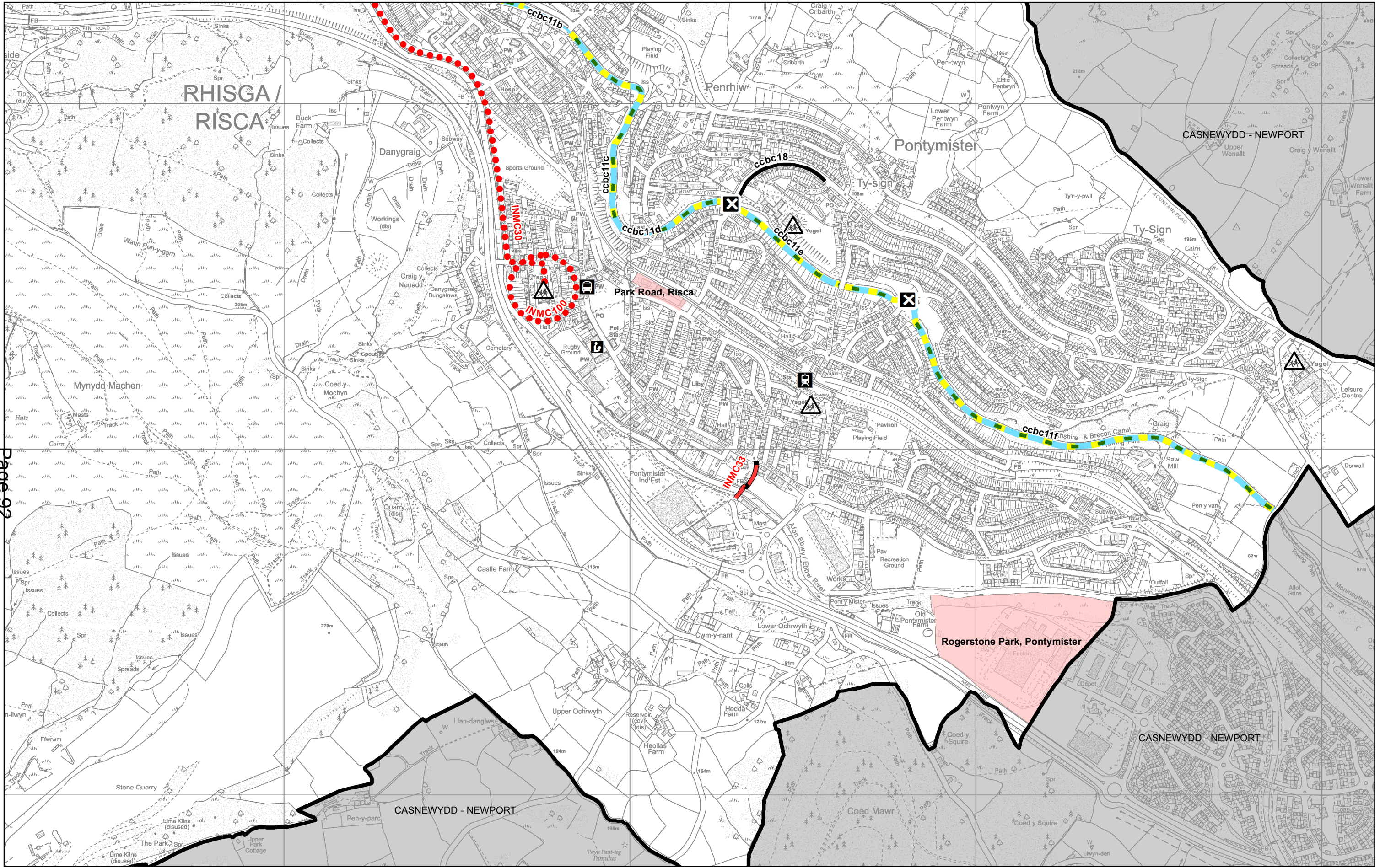
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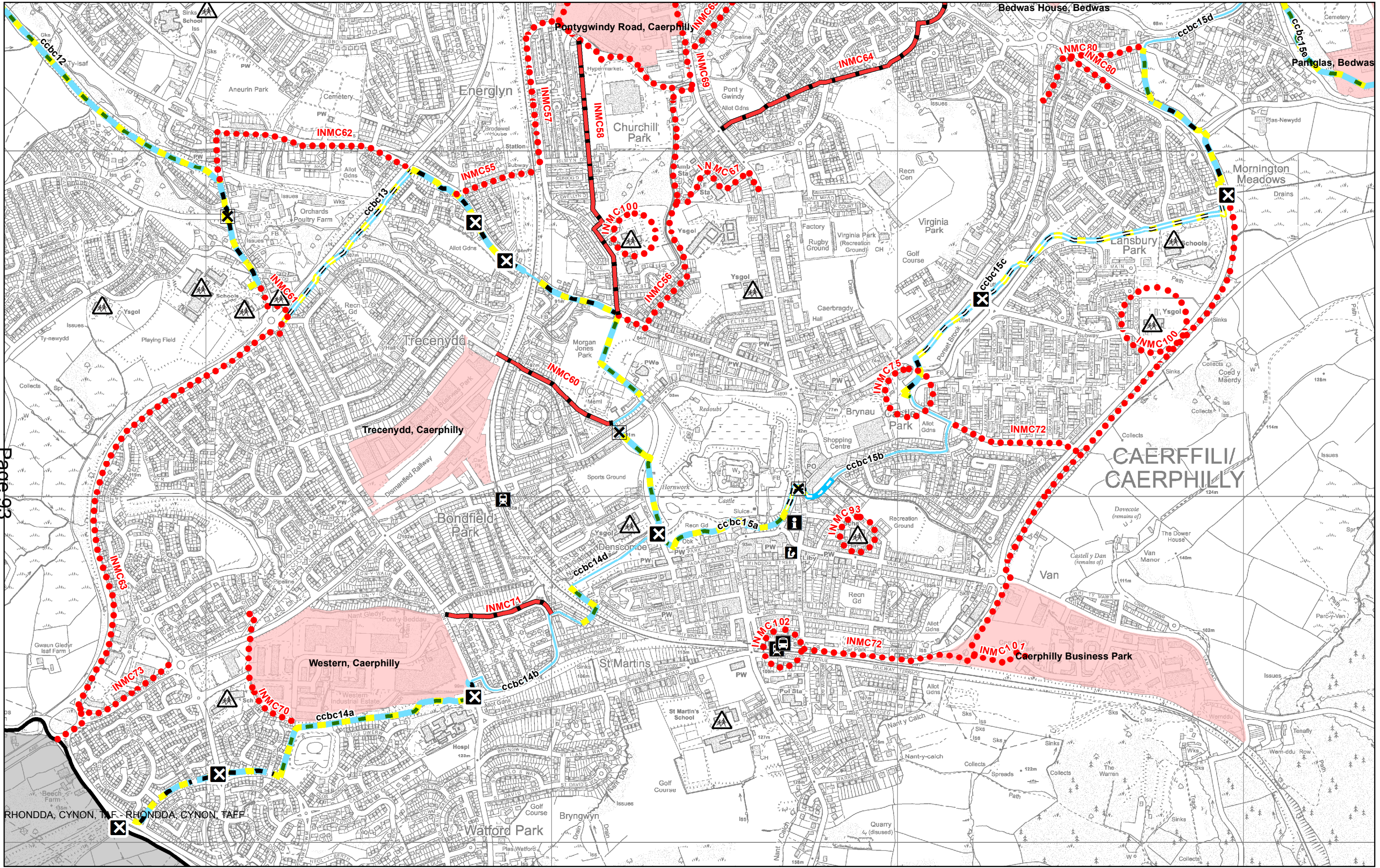
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Active Travel Integrated Network Map

Consultation Report – July 2017

1. Public Consultation Process

- 1.1 The draft Active Travel Integrated Network Map (INM) has undergone a 12-week period of public consultation, as required by the Welsh Government. The consultation included statutory consultees, key external stakeholders, Local Authority Members and relevant officers, Town and Community Councils and equalities groups. The full list of external consultees that were contacted directly is included in Annex 1.
- 1.2 A questionnaire was developed to assist people in responding to the consultation. A copy of the questionnaire is included as Annex 2. A dedicated active travel web page on the Caerphilly CBC website included details of the consultation, an online version of the draft INM and the consultation questionnaire. The active travel web page had 2544 hits in total during the consultation period.
- 1.3 The consultation was promoted via Caerphilly CBC's Newline, social media and by email to a range of internal and external contacts. This included members of the public who had requested to be involved in the consultation and Caerphilly CBC Officers with a remit for wider dissemination to stakeholders e.g. to community partnerships and groups. All email contacts were sent a link to the active travel web page on the Caerphilly CBC website.
- 1.4 Hard copies of the draft INM and the consultation questionnaire were available at all libraries across the County Borough and in Caerphilly CBC's Members' library. Seven active travel consultation sessions were also held at libraries. These sessions were advertised on Caerphilly CBC's website, on social media, in the libraries themselves and via five town centre gazettes. In total 87 people visited the library sessions and discussed the active travel consultation with officers. Officers also attended the Caerphilly County Borough Access Group and Caerphilly CBC's Youth Forum to encourage participation in the INM consultation by equalities groups.

2. Responses to the Consultation

- 2.1 A total of 121 completed consultation questionnaires were received during the consultation period. In addition 8 further email consultation responses and 1 petition were received. All responses have been summarised and reviewed in this consultation report.
- 2.2 A summary of the responses to the questions asked in the consultation questionnaire is as follows.

Question 1 – Do you support the proposed routes included in the draft Integrated Network Map?

Number of responses to question - 121

Yes – 98%

No – 2%

Question 2 – Should any of the proposed routes shown be removed from the Integrated Network Map?

Number of responses to question – 118

Yes – 3%

No – 97%

Question 3 – Should any additional route proposals be included in the Integrated Network Map?

Number of responses to question – 106

Yes – 42%

No – 58%

2.3 To summarise the above:

- The vast majority of respondents supported the proposed routes included in the draft INM.
- The vast majority of respondents did not feel that any of the proposed routes should be removed from the draft INM.
- Almost half of those that responded to the question felt that additional route proposals should be included in the draft INM.

3. Summary of comments received and proposed changes to the Active Travel Integrated Network Map

3.1 All comments received during the consultation have been reviewed and consideration given to whether any changes to the Active Travel INM are required. The following sections detail the comments received and Caerphilly CBC's response to each of the comments.

3.2 A consultation session with Caerphilly CBC's Youth Forum was held in May 2017 to encourage participation in the consultation by young people. This session built upon a previous information gathering session with the Youth Forum in January 2017 that informed the development of the draft INM. Comments received during the consultation session with the Youth Forum are also summarised in the tables below.

3.3 Any proposed changes to the Active Travel INM as a result of the consultation, are highlighted in bold in the following tables.

3.4 Reasons given for not supporting the proposed routes included in the draft Integrated Network Map

3.4.1 The consultation questionnaire asked respondents to provide reasons if they did not support the proposed routes included in the draft INM. Only three respondents stated that they did not support the proposed routes and provided the following reasons.

Comment received	Response to comment (Proposed changes to the INM in bold)
As usual, there is a greater amount of time and money spent in the Rhymney Valley, i.e. from Rhymney all the way down to Caerphilly and then up to Senghenydd, down through Bedwas. The Sirhowy Valley always loses out to the Rhymney Valley.	It is considered that the INM contains a good spread of route proposals across the County Borough. Any specific proposals for active travel routes that come forward in the Sirhowy Valley will be considered for inclusion in the future development of the INM.
I cannot support the proposed route map as it stands as it is not fair to all in particular the people who will be living at the significant housing expansion at Waterloo, Machen and indeed the surrounding area.	The inclusion of an additional active travel proposal relating to the proposed housing development at Waterloo is considered in section 3.6.6 below.
It appears that two proposed active travel routes utilise level crossings namely INMC27 proposes a walking and cycling route over the Kings Head Level crossing at Medart Street, Crosskeys and a shared use footpath/ cycleway to the east of Nelson using the Gelligaer Level Crossing. Network Rail has a national programme of level crossing closures due to the safety risk such crossings pose to pedestrians, cyclists and rail users. The proposed active travel routes mentioned above would increase the usage of a level crossing by pedestrians and cyclists and therefore Network Rail raises an objection to the inclusion of these routes. Any crossing over the railway line must be either an overbridge or subway and not a level crossing.	Comments in relation to level crossings noted. It should be noted that the two level crossings referred to in the INM are existing level crossings and are already available for use by pedestrians and cyclists. Further consideration is given to the two level crossings in section 3.5.1 below. It should also be noted that a new Operator and Development Partner (ODP) will be appointed in 2018 to operate rail services across Wales and to develop plans for, implement and operate Metro services on the Core Valley Lines. The ODP may adopt a different approach to level crossings and discussions will be undertaken with the ODP at the appropriate time in the future development of the INM.

3.5 Comments received in relation to whether any of the proposed routes should be removed from the INM

3.5.1 The consultation questionnaire asked respondents to provide details of any proposed routes they felt should be removed from the INM. Only four respondents to the survey felt that proposed routes should be removed and provided the following details.

Comments received	Response to comment (Proposed changes to the INM in bold)
I think priority should be given to areas where children's safety is at risk. Lots of projects in the draft propose 'upgrades' where facilities already exist. I think sites that require essential pedestrian facilities, which currently have none, should take priority. Caerphilly local area has already had lots of money spent on it and will have Pwllpant roundabout project completed.	Comments noted. The Welsh Government requires all schemes in the INM to be prioritised into short, medium and long-term schemes. The comments relate to INMC47 (new crossing facility at the signalised junction access to Ysgol Gyfun Cwm Rhymni), which has been prioritised as a short-term scheme. No change proposed to INM.
Most of the ones in the Rhymney Valley.	No specific reasons provided for the removal of the proposed routes in the Rhymney Valley. No change proposed to INM.
Crumlin – Newbridge.	No specific reasons provided for the removal of the proposed route from Crumlin to Newbridge. No change proposed to INM.
Route INM27 where the proposed walking and cycling route crosses over the Kings Head Level Crossing to the east of Medart Street, Crosskeys. Shared use footpath/ cycleway east of Nelson where the path uses Gelligaer Level Crossing.	The comment refers to two existing level crossings. Both level crossings are already in use and provide an access from proposed and existing active travel routes into the communities of Crosskeys and Nelson respectively. It is important that links into communities are retained to encourage use of the routes for active travel journeys. No specific improvements to the level crossings have been identified at this stage, but discussions will be undertaken with Network Rail (or equivalent following award of the new franchise) should a potential improvement to a level crossing be identified. No change proposed to INM.

3.5.2 Comments made by the Youth Forum in relation to whether any of the proposed routes should be removed from the INM are as follows.

Comments received	Response to comment (Proposed changes to the INM in bold)
INMC40 (enhancements to the traffic free link from Grove Park to Blackwood Comprehensive School) – no need for it as there are existing paths already.	Comment noted that this is an existing route. It is considered that the proposal should be retained in the INM as some small-scale improvements could enhance the route for shared use. No change proposed to INM.

Comments received	Response to comment (Proposed changes to the INM in bold)
INMC91 (Ysgol Bro Sannon Primary School – potential future Safe Routes in Communities scheme) – take off as a good road.	Comment noted. It is considered that the proposal should be retained in the INM as the scope of the scheme will depend on the outcome of Ysgol Bro Sannon’s School Travel Plan. No change proposed to INM.
INMC7 (Improved shared use link from White Rose Primary School to Phillipstown via School Street) – can’t work out why route is included – no point to it so should be removed.	Comment noted. It is considered that the proposal should be retained in the INM as some small-scale improvements could enhance the route for shared use. No change proposed to INM.

3.6 Comments received in relation to whether any additional route proposals should be included in the INM

3.6.1 The consultation questionnaire asked respondents to provide details of any additional route proposals that they felt should be included in the INM. Over 40 respondents to this question felt that additional proposals should be included. Such suggestions were also provided in response to later questions within the consultation questionnaire and via those that responded to the consultation by email.

3.6.2 All comments received relating to additional route proposals have been included in the tables below and have been split by area for ease of reference. Due to the length of responses received, some suggestions have been summarised and the main points highlighted in the tables below. All suggestions for additional route proposals have been reviewed on site prior to the response being developed.

3.6.3 General comment received

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Two respondents provided comments about east-west active travel routes:</p> <ul style="list-style-type: none"> • More cross-valley links. Transport/ accessibility plans over recent years always seem to focus on the linear valley routes (easy fixes and quick wins). We need to have cross-valley considerations for truly integrated communities and social access (variety/ options etc.) • There is a notable lack of east west routes. Is there a case for looking at increasing east-west links? 	<p>Comments noted. The INM currently includes a number of east-west community connections e.g. INMC18 linking Nelson and Abercynon, INMC46 linking Britannia and Cefn Fforest, INMC14 linking Tir-y-Berth and Cefn Hengoed. The topography and steep gradients of valley communities are often a limiting factor in the provision of cross-valley east-west active travel routes. Any specific proposals that come forward for cross-valley and east-west links will be considered for inclusion in the future development of the INM. No change proposed to INM.</p>

3.6.4 Comments received about the Heads of the Valleys area

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Hangar Youth and Community Centre, Bedwellty Road, Aberbargoed.</p>	<p>The INM includes a proposal for a future Safe Routes in Communities scheme at Bro Sannon Primary (INMC91). The scope of the scheme has yet to be developed and will consider routes to and from the Hangar in Aberbargoed. Ysgol Bro Sannon's walking bus currently uses a route from the Hangar. It is proposed that the wording of INMC91 be changed to include reference to the Hangar Youth and Community Centre.</p> <p>Proposed change to INM – Include reference to the Hangar Youth and Community Centre, Aberbargoed in description of INMC91.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
Deri to Bargoed should be included.	The Act only applies to specific ‘designated’ areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. The Deri community is not included within the Act and as such the INM does not include routes to and from Deri. No change proposed to INM.
Gypsy Castle to Dowlais to complete route to Asda from Rhymney.	It is considered that the completion of the route from Rhymney Bridge to Dowlais via Gypsy Castle would provide an active travel connection to employment (e.g. Pant Industrial Estate) and retail from the Rhymney community. The Welsh Government is currently progressing design of the route as part of the A465 Heads of the Valleys dualling works. It is considered that an additional active travel proposal to complete this route should be included in the INM. Proposed change to INM – Include an additional active travel route proposal to complete the National Cycle Network Route 46 from Rhymney Bridge to Dowlais.
A trail for hill walkers/ ramblers connecting Rhymney Bridge with existing walking trails in Brecon Beacons National Park e.g. Beacons Way.	Proposal would not be an active travel route but would be aimed at tourism and leisure use. Suggestion passed to CCBC Tourism. No change proposed to INM.
In Fochriw (running north of Coronation Crescent) – rough path, not good for cycling or walking. Comment provided by youth forum.	The Act only applies to specific ‘designated’ areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. The Fochriw community is not included within the Act and as such the INM does not include routes to and from Fochriw. No change proposed to INM.
Brithdir to Aberbargoed ‘line’ should be included and there is no lighting on it at all. Comment provided by youth forum.	Comment noted. Due to the location and remote nature of the route, it is not considered at this stage that the route would be used for active travel journeys e.g. to work, to school or to the shops. Further evidence would be required to confirm that the journey purpose would comply with the active travel definition. The route may be considered for inclusion in the future development of the INM. No change proposed to INM.

Comment received	Response to comment (Proposed changes to the INM in bold)
INMC8 (new shared use link from Aberbargoed to Bargoed train station) should have lighting. Comment provided by youth forum.	Comment noted. The provision of lighting to be considered in the development and design of the scheme.
There is a break between ccbc4a and ccbc4b. Is this intentional? Is there a proposal to join them up?	Comment noted. Active travel routes link to a specific destination, which in the case of both ccbc4a and ccbc4b is Bargoed town centre. It will not always be the case that active travel routes link directly to each other. There is no proposal at this stage to provide an active travel link between ccbc4a and ccbc4b due to the constraints of the existing highway network at this location. Any specific proposals that come forward for alternative alignments for the route will be considered in the future development of the INM. No change proposed to INM.

3.6.5 Comments received about the Mid Valleys area

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Five comments made reference to an east-west route linking Newbridge with communities to the west e.g. Pentwynmawr, Gelligroes, Pontllanfraith, Blackwood. Three of these made specific reference to the opening of Pennar Tunnel in Pentwynmawr:</p> <ul style="list-style-type: none"> • No east-west links between Blackwood and Newbridge. Given Newbridge is currently the closest and most easily accessed rail station shouldn't we prioritise these? • Ideally linking Newbridge to Gelligroes and Cwmcarn via a cycling route. Currently Newbridge is a bit cut off in that respect. This may also provide safer routes to schools in Pentwynmawr and Abercarn. This may be difficult but investigating the old railway line from Pontllanfraith to Newbridge may be a possibility. • Pennar Tunnel cycle/ walk way from Pentwynmawr to Newbridge following old rail line. Consultation on this was on 4th March 2011. • Newbridge - Pontllanfraith Primary School via Hall's Tramroad and Pennar Tunnel, with link to Pentwynmawr Primary School. • No cross valley links between Newbridge/ Pontllanfraith. An opportunity to press for opening of Pennar Tunnel? 	<p>Comments noted. Proposals for links between Newbridge and communities to the west have not been identified at this stage, as a suitable alignment for an east-west active travel route linking these areas is difficult to identify. At this stage it is not considered that a route through Pennar Tunnel would generate significant active travel journeys. Any specific proposals that come forward for links from Newbridge to communities to the west will be considered for inclusion in the future development of the INM. No change proposed to INM. In relation to the comment regarding a route from Newbridge to Cwmcarn, the INM currently includes a route that links Newbridge and Abercarn i.e. ccbc16. An additional proposal for a link between Abercarn and Cwmcarn is considered below.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Five comments were received relating to a route providing links between Abercarn and Cwmcarn i.e.</p> <ul style="list-style-type: none"> • INMC27 Pontywaun - ccbc16 West End Abercarn, linking Cwmcarn Primary, Cwmcarn High and Ysgol Gymraeg Cwm Gwyddon. • Maybe a route from Abercarn to Cwmcarn Forest Drive. • Cwmcarn to Abercarn. • There are no links between Abercarn and Cwmcarn. • There are no links serving the Prince of Wales (employment). 	<p>Comments noted. It is considered that a route between Abercarn and Cwmcarn has the potential to be used for active travel journeys e.g. to the Prince of Wales Industrial Estate. Due to the constrained nature of the local highway network, it is considered that the most appropriate and direct alignment for an active travel route would be alongside the A467 linking the two communities. There was on-site evidence of the existing footway along the A467 being used for walking and cycling journeys. It is proposed that a route between Abercarn and Cwmcarn be added to the INM. The development and design of the proposal would need to consider how best to link the route to the wider active travel network and into the two communities.</p> <p>Proposed change to INM – Include an additional active travel route proposal linking Abercarn and Cwmcarn along the A467.</p>
<p>Four respondents made reference to the Ysgol Gyfun Cwm Rhymni School Travel Plan e.g. Ysgol Gyfun Cwm Rhymni is developing a school travel plan, so please could this be included in the map too.</p>	<p>The INM already includes a proposal linked to those schools that are developing School Travel Plans (INMC100). It is proposed that Ysgol Gyfun Cwm Rhymni be included within this scheme proposal, as the school has now begun the process of developing a School Travel Plan.</p> <p>Proposed change to INM – Include Ysgol Gyfun Cwm Rhymni within INMC100 as a potential future Safe Routes in Communities scheme, as the school is now developing a School Travel Plan.</p>
<p>Why not put more cycle routes down through the Sirhowy Valley. It's much prettier and cleaner than the Rhymney valley.</p>	<p>It is considered that the INM contains a good spread of route proposals across the County Borough. Any specific proposals that come forward in the Sirhowy Valley will be considered for inclusion in the future development of the INM. No change proposed to INM.</p>
<p>Sort out Maescymmer. There are two free flowing bypasses that are compromised by a bottleneck. Major traffic hold up every working day both in and out of the area.</p>	<p>Comment relates to the highway network in Maescymmer not to active travel proposals.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>An improved link between Ystrad Mynach Station and cycle route ccbc6 through Penallta Park. Currently the route which I cycle regularly either involves cycling on a busy main road, or on a pavement, neither of which are ideal.</p>	<p>The INM already includes proposals to improve links between Ystrad Mynach rail station and ccbc6 through Penallta Park e.g. INMC20 and INMC23. INMC20 is currently shown as a walking route improvement and it is considered that there is potential to also improve this route for cycling. There is also the potential to use Station Road, which is already traffic calmed, as an on-road cycle link from INMC20 to the vicinity of Ystrad Mynach train station. It is proposed that these changes to INMC20 be included in the INM.</p> <p>Proposed change to INM – Change INMC20 from a walking proposal to a walking and cycling proposal and extend route to include Station Road, Ystrad Mynach.</p>
<p>The Bwl Road in Nelson should have a footpath from the entrance to Lon-y-Celyn linking to Shingrig Road (B4255) which is on the main bus route.</p>	<p>The constraints of the existing highway network at this location, e.g. the narrowness of the road and frontage development, limit the scope for the provision of a footway along Bwl Road, Nelson. An alternative alignment for the provision of a walking link from Lon-y-Celyn to Shingrig Road would need to be considered prior to its inclusion in the INM. No change proposed to INM at this stage.</p>
<p>Ysgol Gyfun Cwm Rhymni, Fleur-de-Lis Primary School, Pengam Primary School, Ysgol Gymraeg Trelyn - students from these schools need to cross the A4049 and there is poor provision for pedestrian safety.</p>	<p>An active travel proposal to provide a pedestrian crossing on the A4049 is already included in the INM i.e. INMC47. No change proposed to INM.</p>
<p>Connect the cycle route from The Walk direct to Penallta Park.</p>	<p>There is an existing access point from The Walk, Ystrad Mynach onto the cycle route that connects to Penallta Park i.e. ccbc7. It is considered that there is potential to improve this link, particularly for walking and it is proposed that this be included in the INM.</p> <p>Proposed change to INM – Include an additional proposal to improve the existing walking link from The Walk, Ystrad Mynach onto ccbc7. Also include an additional existing active travel route that connects ccbc6 and ccbc7 to provide a continuous link from The Walk directly to Tredomen</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
	Park and Penallta Park.
Connecting Pontllanfraith health centres to end of INMC39.	There is an existing proposal in the INM to provide a new walking and cycling route from Woodfieldside/ Penmaen Industrial Estate to Blackwood town centre (INMC41). It is considered that there is potential to extend INMC41 and improve existing paths to provide direct access to the health centres in Pontllanfraith. This will also connect to INMC39. Proposed change to INM – Extend INMC41 to provide a direct walking and cycling link to the health centres in Pontllanfraith.
A safe walking route to Crumlin High Level School from Woodview up narrow lane past Rhiwfarm Crescent, William Street and Parry Terrace - down the steep hill - Hillside to the school on Commercial Road.	The highway network at this location is very narrow and constrained. It is not considered that there is scope to provide an active travel walking route along the highway at this location. Signage to indicate 'pedestrians in road' will be relocated to a more visible/ prominent position in 2017/18 as part of the Crumlin Safe Routes in Communities scheme. No change proposed to INM.
Crossing to Pontymister Industrial Estate at west end to join to existing path. Improve bridge at east end for cycles. Improve links to public transport and train station cycle storage.	The suggestion for a crossing at the western end of Pontymister Industrial Estate would require the provision of a new bridge across the River Ebbw. This would be a significant scheme to construct and the location of the bridge would involve land ownership issues. It is not considered that such a significant proposal for a new active travel link at this location should be included in the INM at this stage. There is an existing proposal in the INM to improve the walking link from Risca to the eastern end of Pontymister Industrial Estate (INMC33). It is not considered that improvements to the bridge at this location for cycling would have great benefit for active travel journeys due to the lack of onward cycling links into Risca. Any specific proposals that come forward for wider improvements to active travel routes into Risca will be considered for inclusion in the future development of the INM. The INM does not currently include proposals for additional cycle storage provision at train stations, but this will

Comment received	Response to comment (Proposed changes to the INM in bold)
	be considered on a site by site basis in the future development of the INM. No change proposed to INM.
Improved route to Risca Primary School from Pontymister.	Comment noted. The INM currently includes a proposal relating to the development of Risca Primary School's School Travel Plan (INMC100). Potential improvements to routes used by pupils to school, e.g. from Pontymister, will be considered as part of the development of the School Travel Plan. No change proposed to INM.
Cwmcarn Scenic Drive Crosskeys - Risca between the bypass and River Ebbw.	The INM already includes a proposal to provide a link from Cwmcarn Forest Drive to Risca (INMC27). No change proposed to INM.
Difficult to cross road at McDonald's roundabout (Newbridge) if using train from Abercarn. Have to cross a very busy main road.	The INM currently includes an existing, off-road active travel route between Newbridge rail station and Abercarn (ccbc16) that avoids the need to cross the road at this location. Due to an alternative active travel route being available, there are no proposals identified at this stage to improve the crossing point at this location. No change proposed to INM.
Upgrade path from Pottery Road Cefn Hengoed to Penallta Industrial Estate to link in with East Road on Penallta Industrial Estate. This is a traditional route for people living in Cefn Hengoed to access factories on Penallta Industrial Estate which has been blocked off during periods of housing development.	A pedestrian route at this location has been provided as part of the Cwm Calon housing development. There is no scope to widen the route for shared-use by pedestrians and cyclists due to land issues and therefore no improvements to the existing route have been identified. No change proposed to INM.
Route from Crumlin High Level - football field to end of Kennard Terrace (joins with rail end of INMC34).	It has been assumed that the comment refers to an informal sports field to the rear of Crumlin High Level Primary. It is not considered that the route would be used for active travel journeys, as the route would only link to an informal area of land/ sports facility. No change proposed to INM.
Extension to the cycle path after Hollybush on the path from Blackwood – Hollybush.	The Act only applies to specific 'designated' areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. The Hollybush community is not included within the Act and as such the INM does not include routes to and from Hollybush. No change proposed to INM.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>It is unsafe getting from Risca Community School /leisure centre down to Risca. Have to travel across fields to get to canal. No lighting on canal. Need lighting along canal so that it can be used after school to get home and used for leisure. Comment provided by youth forum.</p>	<p>Comment noted. Proposals for active travel links to Risca Community School have not been identified at this stage. Proposals for improved routes to and from school are identified through the School Travel Plan process. The INM currently includes details of those schools that have recently completed or are in the process of developing their School Travel Plans. Risca Community School has previously developed a School Travel Plan, but this is over 10 years old. Risca Community School will be considered for inclusion in the future development of the INM, once the process of updating the School Travel Plan is progressed. Due to the canal setting, the wide range of uses it supports and ecology issues, it is not considered appropriate at this stage to provide lighting along the canal in this area. No change proposed to INM.</p>
<p>Currently a path through woodland from Panside to school and shops (parallel to Hilltop Crescent). Although a lot of people use it is not very safe – dark, not tarmacked etc. Comment provided by youth forum.</p>	<p>The suggested route has a steep gradient, is set back from houses/ surveillance and has limited natural light as it passes through a wooded area. Routes/ footways along the existing highway network are considered more appropriate for active travel journeys e.g. to school. No change proposed to INM.</p>
<p>A path is needed by Greenwood Road, Cefn Fforest (near school). Islands on road are dangerous, more crossings needed. Comment provided by youth forum.</p>	<p>Unsure of specific location being referred to as there are existing footways and no islands along Greenwood Road. Comment may refer to islands at Twynyffald Road/ Cefn Road junction. The INM already includes a proposal to improve the link from Grove Park to Blackwood Comprehensive School (INMC40). Road crossings at this location will be considered as part of the development and design of INMC40. No change proposed to INM.</p>
<p>Path linking Tir-y-Berth to Bryn Siriol, Penpedairheol (past Olivers Skips) – overgrown, should be better maintained and have better lighting. Comment provided by youth forum.</p>	<p>The suggested route is considered too remote and the gradient too steep over a significant distance for active travel journeys, in line with the Welsh Government standards. No change proposed to INM.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
Goes off Penallta Road before cycle path and links to near Glyngaer Primary along disused railway – boggy, no lights, not entirely paved. Comment provided by youth forum.	Unsure of the specific location being referred to but it has been assumed that the comment refers to Hengoed Primary not Glyngaer Primary. The suggested route is considered too remote and the gradient too steep over a significant distance for active travel journeys, in line with the Welsh Government standards. No change proposed to INM.
INMC46 (improved link from Britannia to Cefn Fforest Primary) needs lighting. Comment provided by youth forum.	Comment noted. The provision of lighting to be considered in the development and design of the scheme.
Shared use of National Cycle Network Route 47 ends east of Nelson and doesn't continue north west to CCBC boundary with Merthyr Tydfil CBC.	<p>Comment noted. It is considered that the existing shared-use route from Nelson to the county boundary with Merthyr CBC does have the potential to be used for active travel journeys. For example, a comment has been received through the consultation from a respondent who uses the route from Trelewis to travel to Ty Penallta in Tredomen. The continuation of the route into the Merthyr county borough is included within Merthyr CBC's ERM. It is proposed that an additional route from ccbc6 to the Merthyr county boundary is included within Caerphilly CBC's INM as an existing active travel route.</p> <p>Proposed changed to INM – Include an additional existing active travel route from ccbc6 in Nelson to the Merthyr county boundary.</p>
Route through Bedwlwyn Road, Ystrad Mynach. Very dangerous for walkers and the main walking route between Hengoed and Ystrad Mynach. Nursery Rhymes Day Nursery are located along this route and have to cross multiple children over a busy road.	Bedwlwyn Road, Ystrad Mynach has footways along each side and a steep gradient. No specific improvements for active travel have been identified at this stage. Any specific proposals that come forward for improvements to the route will be considered for inclusion in the future development of the INM. No change proposed to INM.
What about Penpedairheol access link to Glan-y-nant/ Pengam?	Unsure of the specific location of the suggested route. Proposals for links between Penpedairheol and Glan-y-nant/ Pengam have not been identified at this stage. Any specific proposals that come forward will be considered for inclusion in the future development of the INM. No change proposed to INM.
What about Penybryn to Tredomen/ Ystrad offices/ village/ train station?	Comments noted. Proposals for links between Penybryn and Ystrad Mynach have not been identified at this stage. There are existing footpath links between Penybryn and Penallta Industrial Estate, but the steep gradients and

Comment received	Response to comment (Proposed changes to the INM in bold)
	the route through the Industrial Estate are not considered appropriate to be designated as active travel routes in line with the Welsh Government standards. Any specific proposals that come forward will be considered for inclusion in the future development of the INM. No change proposed to INM.
Blackwood to all local train stations.	The INM already includes proposals to provide a cycle link from Blackwood to National Cycle Network Route 47, which will improve access to Hengoed train station (INMC32 and IMNC37). No change proposed to INM.
What about joining Ebbw Vale/ Crosskeys to Wattsville?	Unsure of the specific location of the suggested route. The INM already includes active travel proposals between Crosskeys and Wattsville i.e. ccbc10, INMC53 and INMC52. No change proposed to INM.
There is no link between Oakdale/ Penyfan (employment) and Crumlin (potential rail station).	Comment noted. The INM does not include active travel links to the potential rail station at Crumlin at this stage, due to the timescales linked to the potential future development of the rail station. A suitable alignment for an active travel route directly linking Oakdale/ Penyfan and Crumlin that would meet the Welsh Government standards is unlikely to be identified due to the gradient/ topography of the area. Alternative alignments for links in the area would need to be considered. Any specific proposals that come forward for links between Oakdale/ Penyfan and Crumlin and links to a potential rail station at Crumlin will be considered for inclusion in the future development of the INM. No change proposed to INM.
No link between Ty Du and potential rail station at Nelson (Northern end of Handball Court). Possible extension of INMC18?	Comment noted. The INM does not include active travel links to the potential rail station at Nelson at this stage, due to the timescales linked to the potential reinstatement of passenger services along the Ystrad Mynach to Trelewis rail line and the future development of a rail station at Nelson. The inclusion of links to a potential rail station will be considered in the future development of the INM. No change proposed to INM.
Links between Ystrad Mynach rail station and town centre are overly long and tortuous – a more direct route would seem to be needed.	Comment noted. The constrained nature of the existing highway network limits the scope of providing direct links between Ystrad Mynach rail station and the town centre. It is has already been proposed above that INMC20 be

Comment received	Response to comment (Proposed changes to the INM in bold)
	extended to include Station Road, Ystrad Mynach and this will improve links between the rail station and the town centre. Any additional proposals that come forward for improved links to the town centre will be considered for inclusion in the future development of the INM. No change proposed to INM.
There is no link south from Ynysddu – need to link to Crosskeys rail station.	Comment noted. Proposals for active travel links from Ynysddu to Crosskeys rail station have not been identified at this stage. It should be noted that the existing Sirhowy Valley cycle route does provide an off-road connection from Ynysddu to Crosskeys. This section of route is not currently included in the INM as the link is remote from communities and it is not considered at this stage that it would be well used for active travel journeys. This section of route will be considered for inclusion in the future development of the INM should evidence of usage of the route for active travel journeys become available. No change proposed to INM.
There is no direct link to Crosskeys Rail station.	Comment noted. Proposals for links directly into Crosskeys rail station have not been identified at this stage due to the constraints of the local highway network e.g. limited scope to improve the existing access to the station due to the rail bridge over High Street, Crosskeys. Any specific proposals that come forward for active travel links to Crosskeys rail station will be considered for inclusion in the future development of the INM. No change proposed to INM.
No links to Risca rail station.	Comment noted. Proposals for links directly to Risca rail station have not been identified at this stage. Any specific proposals that come forward for active travel links to Risca rail station will be considered for inclusion in the future development of the INM. No change proposed to INM.
No links south from Risca Town Centre.	Comment noted. Proposals for links south from Risca town centre have not been identified at this stage. Any specific proposals that come forward for active travel links south from Risca town centre will be considered for inclusion in the future development of the INM. No change proposed to INM.

3.6.6 Comments received about the Caerphilly Basin area

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Three respondents made reference to active travel routes to/ from the proposed Waterloo housing development:</p> <ul style="list-style-type: none"> Proposed housing development at old 'Paint Works' site. No proposed route shown linking to National Cycle Network. A direct route into Riverside Path would be much preferred than climbing up/ down to the Trethomas to Machen cycle path and where? It would also provide a ready made and ideal link to Caerphilly railway station and town access. Perhaps as a condition of the development, it could include the construction of a footbridge over the river? The network map should show a proposed route from Waterloo Machen to the National Cycle Network at Trethomas River Walk. This will support active travel to Pant Glas Industrial Estate, Bedwas High School, Bedwas Primary School, Tyn-y-Wern Primary School, Ty Bryn Surgery, Tesco, Spar, Co-op plus many more facilities. There are no routes linking to Waterloo. As a major housing site (with planning permission) shouldn't we be planning links? 	<p>Comments noted. Specific active travel proposals to the housing development at Waterloo have not been identified at this stage and will be considered as part of the future development of the INM. It is considered that the INM would benefit from the inclusion of a proposal highlighting that future active travel routes will be identified to link into the Waterloo housing development.</p> <p>Proposed change to INM – Include an additional proposal highlighting that future active travel routes will be identified to link into the Waterloo housing development.</p>
<p>INMC85 (shared-use link for the Senghenydd community) does not link into ccbc12. To facilitate longer trips it should.</p>	<p>It is considered that a connection between INMC85 and ccbc12 would benefit active travel journeys, e.g. to school, and improve network connectivity. It is proposed that an extension to INMC85 to link directly to ccbc12 be included in the INM.</p> <p>Proposed change to INM – Extend INMC85 from Senghenydd to provide a direct link to ccbc12 in the vicinity of Ysgol Ifor Bach, Abertridwr.</p>
<p>Where you have an uncontrolled crossing just below the Watford in Caerphilly. This should be changed to a controlled crossing. At present this crossing is very dangerous with cars playing chicken all the time. School children</p>	<p>Comments noted. The feasibility of any active travel improvements at this location, including the provision of a controlled crossing point, will need further consideration prior to inclusion in the INM. It should be noted that there have</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
and pedestrians try and cross here and very soon there will be a serious accident. There should also be an additional crossing further up the hill.	been no recorded personal injury collisions at the uncontrolled crossing at this location over the past 10 years. The suggestion will be considered for inclusion in the future development of the INM. No change proposed to INM.
Tunnel to Cardiff	The suggestion for a tunnel to Cardiff is unfeasible. No change proposed to INM.
Walking/ cycle link between INMC65 and INMC80 through Parc Pontypany.	A link between INMC65 and IMC80 is considered feasible and would provide an active travel link from Mornington Meadows into Crossways Retail Park and to the wider active travel network. It is proposed that this extension to INMC80 be included in the INM. Proposed change to INM – Extend INMC80 through Parc Pontypany to link directly to INMC65.
NCN 4 - Caerphilly Station via St Martin's Road	The constraints of the existing highway network, e.g. width of road and on-street parking, limit the scope for cycling improvements along St Martin's Road, Caerphilly. The existing highway is available for use for cycling but no improvements have been identified at this stage that would improve the environment for active travel. There are existing footways on both sides of the road and therefore no pedestrian improvements have been identified at this stage. No change proposed to INM.
Looking at the map of Caerphilly, there isn't much that goes through the town in a roughly North/ South direction. St Cenydd Road and Pontygwindy Road could be a good inclusion for extra routes.	Comment noted. The constraints of the existing highway network, e.g. width of Pontygwindy Road and St Cenydd Road and on-street parking along St Cenydd Road, limit the scope for cycling improvements along both roads. There are footways on both sides of the roads and the existing highway is available for use for cycling. No improvements have been identified at this stage that would improve the environment for active travel. Any alternative proposals that come forward for north-south links through Caerphilly town will be considered for inclusion in the future development of the INM. No change proposed to INM.
Pedestrian lights need to be placed on the roundabout by Peters Pies (Bedwas), as it's used daily by children walking to and from high schools. It's a dangerous intersection and even if they walked up past the Fishermans Inn there are no pedestrian lights to ensure safe crossing	Comments noted. There are future proposals for a highway network improvement scheme at this location i.e. A468 Bedwas Bridge Roundabout. Active travel improvements, including the potential provision of controlled crossing points, will be considered as part of

Comment received	Response to comment (Proposed changes to the INM in bold)
of the road and again it is quite a dangerous intersection. If the route was made safer you would encourage more children to walk.	the future development of this highway improvement scheme. Any proposed future improvements to pedestrian crossing points will be incorporated into the future development of the INM. It should be noted that school transport is currently provided for comprehensive pupils travelling from the Caerphilly area to Bedwas High School if they are within the school catchment. No change proposed to INM.
Develop old railway line alongside Lansbury Park for leisure/ walking.	The INM already includes a proposal to provide an active travel route along the alignment of the old railway line alongside Lansbury Park (INMC72). Development and design of the proposal will consider the most appropriate alignment for the route i.e. along the route of the railway or along the highway verge. No change proposed to INM.
Could provide a zebra crossing and lights by Twyn School.	The INM already includes a proposal for a potential future Safe Routes in Communities scheme at the Twyn Primary School (INM93). The scope of the scheme has yet to be developed and will consider the need for additional pedestrian crossing points in the vicinity of the school. No change proposed to INM.
Could you please put a zebra crossing on Cardiff Road, Caerphilly opposite Greggs.	There is an existing pelican crossing on Cardiff Road to the north of this location and no further active travel improvements have been identified at this stage. The feasibility/ need for any further crossing points along Cardiff Road will need further consideration prior to inclusion in the INM. No change proposed to INM at this stage.
Caerphilly area.	No specific details of additional route proposal provided. Any specific proposals that come forward in the Caerphilly area will be considered for inclusion in the future development of the INM. No change proposed to INM.
Any Caerphilly routes - Caerphilly to Rudry.	The Act only applies to specific 'designated' areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. The Rudry community is not included within the Act and as such the INM does not include routes to and from Rudry. No change proposed to INM.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Would like to see a cycling/ walking path linking Graig y Rhacca to the existing cycle route via Penllwyn Lane, but would need to be widened to be safer. It would make sense because to get to Machen from Graig-y-Rhacca, you would need to go to Trethomas and then down there (basically making a circle). Comment provided by youth forum.</p>	<p>Penllwyn Lane considered unsuitable as an active travel route due to gradient of some sections, remote nature and potential for conflict with traffic. Narrow lane with no scope to widen without significant land acquisition. No change proposed to INM.</p>
<p>Two respondents made reference to Pwllpant roundabout and that there is no link between INMC87 and INMC69.</p>	<p>Comments noted. It is proposed that active travel proposal INMC69 be extended to link to INMC87 along the A468/A469 highway verge. A link at this location will be provided as part of the Pwllpant roundabout highway improvement works.</p> <p>Proposed change to INM – Extend INMC69 to link directly to INMC87 along the A468/A469 highway verge at Pwllpant roundabout.</p>
<p>Proposed housing development at Catnic Caerphilly. At design stage get developer to provide links into INMC69 and INMC65.</p>	<p>Suitable active travel connections will be sought at all new development sites. Links into the development at the Catnic site in Caerphilly have previously been considered as part of the planning process and will be provided where possible. No additional proposals to be included in the INM at this stage at this location. No change proposed to INM.</p>
<p>Pandy Road, Bedwas suitable for conversion into cycle route and links into Cherry View Estate. This will also encourage use from the recently approved housing development at Pandy Road.</p>	<p>Suitable active travel improvements will be sought at all new development sites. The constraints of the existing highway network, e.g. width of road and on-street parking, limit the scope for walking and cycling improvements along Pandy Road, Bedwas. The existing highway is available for use for cycling but no improvements have been identified at this stage that would improve the environment for active travel. No change proposed to INM.</p>
<p>Existing alternative Route 4 along Church Street, Bedwas and continue into Hillside Terrace to link into Llanfabon Drive not marked.</p>	<p>The constraints of the existing highway network, e.g. width of road and on-street parking, limit the scope for walking and cycling improvements along Church Street and Hillside Terrace, Bedwas. The existing highway is available for use for cycling but no improvements have been identified at this stage that would improve the environment for active travel. It should be noted that this is not</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
	a designated alternative route for National Cycle Network Route 4. No change proposed to INM.
INMC64 at exit/ entry on Pontygyndy Road install a safe crossing point, which will via Rhos Street give a link into INMC56.	Comment noted. The feasibility of any active travel improvements at this location, including the provision of a crossing point on Pontygyndy Road, will be considered during the development of INMC64. No change proposed to INM.
Existing route ccbc15g shown only as far as Llanfabon Drive bridge. Doesn't continue to end at its Glyn Gwyn Street entrance. This could save valuable pounds as this route is already built to NCN standard.	The route being referred to is not currently owned or maintained by Caerphilly CBC and remains the responsibility of Sustrans. The route is therefore not shown on the INM as an existing active travel route. The route is already available for use by pedestrians and cyclists. The youth forum has raised concerns about evidence of drug use along this route and these comments have been passed to Sustrans. The INM includes an alternative route proposal linking Graig-y-Rhacca to Bedwas High School alongside the existing highway network (INMC77). It is considered that this alternative alignment would be more suitable for use for school journeys as it is less remote. No change proposed to INM.
Where link INMC77 emerges from Pant Glas Industrial Estate at main road A468 beside Evolution Cars, opposite Bevan Close or divert westwards towards the existing pelican crossing (upgrade to toucan?) and link up via the Bryn. This will provide a north/ south route into Pant Glas Industrial Estate and a 'cross town' link to Route 4/ Rhymney riverside path.	Comment noted. It has been assumed that the comment relates to INMC78 not INMC77. Improvements to the existing A468 pelican crossing are considered difficult, due to visibility constraints at the point where INMC78 emerges onto the A468 and as there is limited scope to widen the footway for shared-use in the vicinity of Evolution Cars without significant re-alignment of the A468. No change proposed to INM.
Provide a safe cycle crossing (toucan?) at entrance to Western Industrial Estate/ Moathouse Pub/ Bondfield Park/ St Margarets Road. This would provide a much safer crossing, especially at rush hours, and provide a through route to Aber Station. This could help reduce the sea of commuter cars in Nu-Aire/ PHS and other car parks.	There is already a proposal in the INM to improve a walking route to Western Industrial Estate and Caerphilly town centre i.e. INMC71. The provision of an improved crossing point at this location on Lon-y-Llyn will be considered during the development of the proposal. No change proposed to INM.
INMC60 into East Avenue, Trecenydd – improve by installing vandal proof lighting?	Comment noted. The provision of lighting to be considered in the development and design of individual schemes.
At Penclawdd, Mornington Meadows, Porset	Comment noted. The most appropriate

Comment received	Response to comment (Proposed changes to the INM in bold)
Stream end, provide a route between the existing garages to link up with the footpath at INMC80.	alignment for INMC80 into Mornington Meadows will be considered during the development and design of the scheme. No change proposed to INM.
Path ccbc15c/ National Cycle Network Route 4 crossing point to Lansbury Park from Bedwas Road. Upgrade crossing to 'single alternative flow'. The present speed of vehicles entering/ leaving does not provide a safe crossing for an 8 year old child, the recommended starting age for safe riding on the National Cycle Network.	<p>Comment noted. There is currently traffic calming in place on the approach to the crossing point from Lansbury Park. The junction with Bedwas Road also acts as a traffic calming feature to slow traffic. A priority working would not be feasible at this location due to the proximity of the Bedwas Road junction. No issues were observed on site with pedestrians and cyclists using the crossing point. It is considered that small-scale improvements could be implemented to enhance the crossing point and that the INM would benefit from an additional proposal highlighting areas where small-scale improvements are proposed to the existing active travel network. It should be noted that it is not considered that all sections of the National Cycle Network would be suitable for use by an 8 year old child as some sections are on-road.</p> <p>Proposed change to INM – Include an additional proposal highlighting locations where small-scale improvements are proposed to the existing active travel network. This will include the pedestrian/ cyclist crossing point at the entrance to Lansbury Park from Bedwas Road (ccbc15c). Scope of schemes to be developed.</p>
It would be better for the route through Morgan Jones Park to enter the park via the entrance opposite number 106, rather than having cyclists mixing with traffic along the lane behind Nantgarw Road. This entrance would be preferable to vulnerable cyclists mixing with traffic when riding through the car park at the library end. This is a vulnerable area with drivers, having taken children to the park, pay less attention looking out for cyclists than to other cars.	Comment noted. The suggestion would require an alternative route through Morgan Jones Park to be used for cycling. A number of considerations would need to be taken into account when considering the most appropriate route for cycling through the park, such as the potential for conflict between cyclists and vulnerable child pedestrians within the more heavily used areas of the park. Discussions will need to be undertaken with Caerphilly CBC Parks regarding the feasibility of an active

Comment received	Response to comment (Proposed changes to the INM in bold)
	travel route using the suggested entrance and alternative route through the park. The suggestion will be considered for inclusion in the future development of the INM, following discussions with Caerphilly CBC Parks. No change proposed to INM at this stage.
Overall lacks direct north/south links between Caerphilly Town Centre and Asda area. This could be overcome by upgrading the existing rear access lanes along the east of Pontygwindy Road, via Charles Street and Lawrence Street then rear access lane of houses on Bedwas Road to cross Bedwas Road at B&M Stores and into ccbc15c by Morrisons petrol station.	Comment noted. Proposals for north-south links in the vicinity of Pontygwindy Road, Caerphilly have not been identified at this stage, as a suitable alignment for an active travel route at this location is difficult to identify due to the constraints of the local highway network. It is not considered at this stage that the use of the rear lanes in this area would be a suitable environment for an active travel route. Any alternative proposals that come forward for north-south links in Caerphilly town will be considered for inclusion in the future development of the INM. No change proposed to INM.
Plans to develop housing for Virginia Park Golf and Driving Range? Don't miss the boat on this one to incorporate links/ entrance to other nearby routes e.g. Park Avenue area. You missed the Meadowland Close on the old Venosa Industrial Estate big time.	Comment noted. Suitable active travel connections will be sought at all new development sites. No additional proposals to be included in the INM at this stage. No change proposed to INM.
Regarding the footbridge at St. Cenydd roundabout, would the installation of twin ramps, sufficiently wide enough apart for mobility scooters to travel up and down make it DDA compliant? This would save a lot of money instead of having to replace it and probably many others within Caerphilly CBC.	Comment noted. Design options for the footbridge to be considered in the development of the proposal i.e. INMC61. No change proposed to INM.
Does not provide any routes, links to Caerphilly Leisure Centre, hence the need for several safe crossing points along Pontygwindy Road to encourage young children and adults too, to ride to the swim pool, tennis coaching etc. and so reverse the culture of being taken by car for 'healthy exercise'.	The INM already includes a proposal to provide a crossing facility on Pontygwindy Road in the vicinity of Caerphilly Leisure Centre i.e. INMC67. No change proposed to INM.
What about Llanbradach to Bedwas (avoiding extremely busy roads).	Comment noted. The INM currently includes proposals to provide links from Llanbradach towards Caerphilly and Bedwas e.g. INMC88,

Comment received	Response to comment (Proposed changes to the INM in bold)
	INMC68, INMC103 and INMC66. Alternative potential alignments for a direct route between Llanbradach and Bedwas across open land are considered remote and would have limited opportunities for active travel journeys. Any specific alternative proposals that come forward for a route between Llanbradach and Bedwas will be considered for inclusion in the future development of the INM. No change proposed to INM.
An additional route that does not take you up lanes from Bedwas to Caerphilly is needed.	Comment noted. The INM currently includes proposals that provide links from Bedwas to Caerphilly e.g. INMC65 and INMC66. Proposals for further links between Bedwas and Caerphilly have not been identified at this stage. Any specific proposals that come forward for further routes between Bedwas and Caerphilly will be considered for inclusion in the future development of the INM. No change proposed to INM.
At the corner of the Bridge End Inn public house, Bedwas the pavement narrows to pram width meaning we have to walk in single file. At this same point is the Church Road and Newport Road junction, which is another bottle neck for road traffic which often becomes blocked at school run times. This spot is particularly dangerous as vehicles often swing over the narrow pavement at this point either at speed or manoeuvring through the stationary traffic. Improved safety suggestion – wider pavement.	Comment noted. The highway network at this location is very constrained. It is not considered that there is scope to widen the footways at the Church Street and Newport Road junction due to the narrow carriageway width along Church Street. It is difficult to identify improvements at this location that would enhance the pedestrian environment. No feasible active travel improvements have been identified at this stage. No change proposed to INM.
I feel it would be beneficial if Bedwas High School was also included bearing in mind that it is this age group that start to walk/ cycle to school unaccompanied. Children attending Infant and Primary Schools are mostly likely to be accompanied by an adult.	The INM already includes a proposal for an improved route from Graig-y-Rhacca to Bedwas High School (INMC77). Additional proposals for active travel links to Bedwas High School have not been identified at this stage. Proposals for improved routes to and from school are identified through the School Travel Plan process. The INM currently includes details of those schools that have recently completed or are in the process of developing their School Travel Plans. Bedwas High School has previously developed a School Travel Plan, but this has not been updated for some time and is almost 10 years old. Bedwas High School will be considered for inclusion in the future development of the INM, once the process of updating the School Travel Plan is progressed. No change proposed to INM.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Detailed comments received relating to the traffic light controlled crossing at A468 The Square, Bedwas and difficulties for pedestrians using the crossing. These have been summarised as follows:</p> <ul style="list-style-type: none"> • Walking to school towards Bedwas in the morning – during the pedestrian phase, the pedestrian crossing point is blocked by stationary/ slow moving traffic on the A468 or by traffic moving through the crossing from Church Road/ Newport Road, Bedwas. • Walking home from school from Bedwas in the afternoon – pedestrians are required to cross the A468 in three phases, having to wait on traffic islands in between each phase. This is not a pleasant experience as pedestrians are stranded between lanes of traffic. As a result a lot of people cross without waiting for the pedestrian phase in the traffic signals, which sets a bad example and is dangerous. <p>Comments suggest that perhaps the sequencing and timings of the lights could be reviewed and improved for increased pedestrian safety and crossing experience.</p>	<p>Comments noted. It is difficult to identify pedestrian improvements at this location due to the need to maintain a balance between providing controlled pedestrian crossing facilities and maintaining efficiency of the A468 strategic route. Future highway improvement schemes are proposed at the Greenway/ Bedwas Road junction and the A468 Bedwas Bridge Roundabout, which will aim to improve the efficiency of the junctions along the A468 and reduce the problems caused by queuing traffic. No change proposed to INM.</p>
<p>Crossing the bridge on Old Bedwas Road – there is no footpath and the bridge has to be crossed in single file. There is an increasing amount of traffic crossing the bridge at school run times. Exiting the bridge is particularly of concern as some vehicles leave the main road at speed and close to the right hand side corner of the bridge. Improved safety suggestions – signage warning of pedestrians and cyclists on the bridge, traffic slowing measures on the A468 approach to the bridge, white line pedestrian space road markings across the bridge.</p>	<p>Comment noted. It is considered that some small-scale improvements could be implemented to the bridge to highlight its use by pedestrians e.g. signage. It has been suggested above that the INM would benefit from an additional proposal highlighting areas where small-scale improvements are proposed to the existing active travel network. It is proposed that this location on an existing active travel route be included.</p> <p>Proposed change to INM – Include an additional proposal highlighting locations where small-scale improvements are proposed to the existing active travel network. This will include the bridge</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
	<p>crossing on Old Bedwas Road (ccbc15d). Scope of schemes to be developed.</p>
<p>Detailed comments received relating to the Pandy Road/ Church Road junction, Bedwas that have been summarised as follows:</p> <ul style="list-style-type: none"> • Very busy at school run times and reference made to the junction becoming busier in the future due to the planning approval for houses to be built further along Pandy Road. • Impossible to see if any traffic is turning into Pandy Road from Church Road/ Newport Road direction. • Equally as dangerous if you attempt to cross on the junction itself, although visibility is better to see vehicles turning into Pandy Road. • Kerb at the junction is high and buses have to swing round the corner. • Delivery vehicles and cars park/ drop off at this point despite yellow lines. <p>Improved safety suggestions – designated pedestrian crossing point, zebra crossing, warning signs, additional school crossing person.</p>	<p>Comments noted. The INM already includes proposals relating to the development of Bedwas Junior and Bedwas Infants School Travel Plans (INMC100 and INMC94). Potential improvements to routes to school, including the area around the Pandy Road/ Church Road junction, will be considered as part of the development of the School Travel Plans. It should be noted that the planning approval for the residential development at land north of Pandy Road, Bedwas includes a funding contribution for the development of these School Travel Plans and for the delivery of improvements identified through the travel planning process e.g. walking buses, scooter and cycle parking, infrastructure improvements. As the scope of proposals INMC94 and INMC100 is yet to be developed, no change is proposed to the INM at this stage.</p>

3.7 Route proposals that respondents felt should be Caerphilly CBC's top priorities for improving for active travel

3.7.1 The consultation questionnaire asked respondents to provide details of the three route proposals that should be Caerphilly CBC's top priorities for improving for active travel. Proposals that were mentioned five times or more by respondents are detailed below and include responses provided by Caerphilly CBC's Youth Forum.

3.7.2 Proposals that were mentioned 15+ times by respondents

- INMC47 – New crossing facility at the signalised junction access to Ysgol Gyfun Cwm Rhymni. INMC47 was mentioned less than 15 times in response to this question, however a petition was also received during the consultation period that related to this proposal. Further details are provided in section 3.8.3 below.
- INMC24 – Improvements to an existing and new walking and cycling link from Penpedairheol and Cefn Hengoed to National Cycle Network Route 47 (via the new development site at Cwm Calon).

3.7.3 Proposals that were mentioned between 10 and 14 times

- A number of respondents made reference to the route connecting Ystrad Mynach, Llanbradach and Caerphilly. This includes proposals INMC31, INMC25 and INMC88.

3.7.4 Proposals that were mentioned between 5 and 9 times

- INMC72 – New walking and cycling route direct to Caerphilly rail station and town centre. Includes links to Lansbury Park and via an existing crossing to Mornington Meadows.
- INMC63 – New and more direct/ enhanced link connecting the Caerphilly basin area to employment in RCT/ Cardiff via the Taff Trail.
- INMC28 – New link from Crumlin to Newbridge.
- INMC48 – Improved link from Fairview to primary schools at Fleur-de-Lis.
- INMC23 – New link from National Cycle Network Route 47 along redundant rail line into Ystrad Mynach station.
- INMC92 – Fleur-de-Lis Primary School – potential future Safe Routes in Communities Scheme.
- INMC19 – New link from Pengam to Ystrad Mynach town centre adjacent to the A469.

3.8 Other comments received about the draft INM

3.8.1 The consultation questionnaire asked respondents to provide any other comments they had about the draft INM. The comments are summarised in the table below and includes comments from those that responded to the consultation via email.

3.8.2 A number of supportive comments were received in response to this question. These did not require any changes to the INM to be considered and are therefore not included in the table below. Annex 3 provides a summary of the supportive comments received.

Comment received	Response to comment (Proposed changes to the INM in bold)
Some proposed routes seem to already exist in some form.	The INM proposals include a number of upgrades/ improvements to existing routes.
Unclear if this is for example an additional cycle lane or walking route? The latter would be nice, if keeping environmentally friendly.	The key to the INM details whether the routes are walking only, cycling only or shared-use routes.
It will be important that these routes meet the different needs of walkers/ cyclists, e.g. appropriate levels of segregation, direct routes, continuous infrastructure.	Comments noted. Issues to be considered in the development and design of individual schemes.
Not travel related but maybe under the same department/ scheme. The mountain biking in the Cwmcarn Scenic Drive has been voted as good as any in the world, this is testament to the team that helped make it. Now I am under the impression that the future of the Scenic Drive is under threat because of the potential damage caused by the deforestation that is happening in the area. I think the future of the drive and the cycling should be made a priority by the council (who always claim to have no money but have lots in reserve).	Comments not related to active travel. Comments passed to CCBC Tourism.
Two of the most intimidating junctions for cyclists in Caerphilly are the roundabout at the top of GE hill (Caerphilly Road meeting with Nantgarw Road) and the Cedar Tree roundabout (A468/A469). The St Cenydd Rd roundabout on the A468 closely follows. Any provision that improves those roundabouts for cyclist would be a huge benefit.	The INM already includes proposals to provide new shared-use routes in the vicinity of these three roundabouts e.g. INMC63 and INMC69. No change proposed to INM.

Comment received	Response to comment (Proposed changes to the INM in bold)
A key would have been helpful to understand the integrated map (or perhaps I didn't see it). The map is very confusing from an outsider to the project.	A key is included as part of the draft INM. The visibility and format of the INM's key will be considered in developing the final version of INM. Proposed change to INM – Review the visibility and format of the INM's key to ensure the INM is as user-friendly as possible.
Car parks should be provided with rapid electric vehicle charge points.	Comment not related to active travel. Comment passed to CCBC Traffic Management.
Why is so much money constantly be ploughed into the Rhymney Valley and Caerphilly Town? It's like flogging a dead horse. Why can't more money be spent in the Sirhowy Valley?	It is considered that the INM contains a good spread of route proposals across the County Borough. Any specific proposals that come forward in the Sirhowy Valley will be considered for inclusion in the future development of the INM.
Have begun to use the cycle path/ walkway from Ty Penallta to Nelson as far as Trelewis, Quakers Yard and along the Taff Trail to home as a walking route and on bike. However unable to use it from early November to late March due to lighting. Not sure if solar lighting is an option for the future but presumably cost and/or theft vandalism is an issue that would prevent this. It's a shame I can only use active travel for six months of the year.	Comments noted. A number of sections of the National Cycle Network in the County Borough do not have lighting provided. This is particularly the case with more remote sections of route that are some distance from the urban environment. The provision of lighting on routes is influenced by a number of factors e.g. ecology matters along more remote sections, ongoing maintenance and energy costs and the likely level of usage of a route for active travel journeys. The provision of new lighting on active travel routes will focus on key links that are likely to have substantial use for active travel e.g. journeys to school. It is not considered that this section of the NCN from Tredomen to the county boundary with Merthyr would be heavily used for active travel journeys. No change proposed to INM.
I request as much traffic free cycling/ walking routes as possible please. I would like to know how paths will be maintained and kept clear of broken glass and debris (which is a current problem on existing paths).	Comments noted. The majority of route proposals in the INM are traffic-free routes. All designated active travel routes will be subject to an agreed Caerphilly CBC inspection regime and maintenance issues will be dealt with accordingly.
In view of the fact that the plan is an aspirational map for the next 15 years, limited availability of funding and the previous failure to complete the existing footpath/cycle way from Cwm Calon to link with NCN 47 are the Council examining the possibility of any sponsorship of sections by local business, joint funding with Community Councils etc.?	Comments noted. The potential of match funding from a variety of sources will be considered in the development and design of individual schemes.

Comment received	Response to comment (Proposed changes to the INM in bold)
Ysgol Gyfun Cwm Rhymni School Travel Plan is being developed – this is not included on your map.	Comment previously considered in 3.6.5 above and proposed that Ysgol Gyfun Cwm Rhymni School Travel Plan be included within INMC100 of the INM.
Important to coordinate timing of train and bus travel.	Comment not related to active travel. Issue being considered as part of the Metro initiative.
Please start to get plan into action as soon as possible.	The INM is an aspirational map that sets out Caerphilly CBC's Active Travel proposals for the next 15 years. The development and delivery of the routes shown on the INM will be dependent on the availability of funding for Active Travel schemes.
Segregated cycling route needed on INMC64 (Crossways Retail Park to Pontygwindy Road).	<p>INMC64 is currently shown on the INM as an improvement to an existing walking route. It is considered that there is scope to improve the route of INMC64 for both walking and cycling. It is proposed that the INM be changed to include INMC64 as a walking and cycling route improvement.</p> <p>Proposed change to INM – Change INMC64 (Crossways Retail Park to Pontygwindy Road) from a walking proposal to a walking and cycling proposal.</p>
More paths to all schools.	The INM already includes a number of proposals to improve active travel routes to schools. Additional proposals will be identified through the development of School Travel Plans e.g. by those schools referred to in INMC100.
Please consider use of appropriate (i.e. rural off road) cycle paths by horse riders. We are very vulnerable road users who share our bridle paths with bikes and are very keen that we should in turn be able to share designated cycle routes.	Comments noted. The needs of vulnerable users to be considered in the development and design of individual schemes. It should be noted that the majority of active travel proposals are within more urban areas due to the definition of active travel focusing on journeys to work, school, services etc.
Add seats for resting along the way.	Comment noted. To be considered in the development and design of individual schemes.
Clear and concise signage would be very necessary. Sometimes people may think a path is private ground and not use it.	Comment noted. To be considered in the development and design of individual schemes.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>Trails not joined by cycle lanes not cordoned off so nothing to stop cars (people on phones) crossing over into bike lanes. Need to ban cars round schools. Encourage youngsters to cycle to school.</p>	<p>Comments noted. The majority of proposals in the INM are off-road routes that will not require cyclists to cycle on-road. Accessibility and safety issues will be considered in the development and design of individual schemes. Caerphilly CBC works closely with schools across the county borough to encourage more walking and cycling to school e.g. through the development of School Travel Plans and the delivery of National Standards Cycle Training.</p>
<p>It seems disjointed. Few routes seem to join up.</p>	<p>The active travel proposals within the INM all aim to link communities/ residential areas to an active travel destination e.g. for work, education, retail, health, leisure etc. Active travel links are provided to services and facilities and do not necessarily provide a connection to other active travel routes. The active travel network will be developed over time to provide more linkages to the existing active travel network.</p>
<p>Although the proposed routes are prepared for walking to work it would also be helpful if they can also be developed for leisure walking.</p>	<p>All active travel routes delivered will be available for leisure use, in addition to being used for active travel journeys.</p>
<p>The proposed suggested route in Waterloo would provide a safe active travel route away from the very busy A468, help to promote economic growth in the Bedwas, Trethomas and Machen ward, lessen the amount of car journeys on the A468 and help to reduce the environmental impact of traffic in the area and help fulfil some of the Council's Wellbeing objectives. I also believe this should be part of a planning obligation.</p>	<p>Comment noted. Active travel proposals to the Waterloo housing development have been considered in 3.6.6 above. It has been proposed that the INM includes an additional proposal to highlight that future active travel routes will be identified to link into the Waterloo housing development.</p>
<p>In principle, Network Rail supports the identification of active travel routes across Caerphilly County Borough, however the Council must ensure that no such crossing utilise level crossings. Network Rail must be advised of any active travel routes which utilise land or structures within our ownership and which may have implications for the management and maintenance of our land or structures. In this respect I note that some active travel routes do relate to structures and land within Network Rail ownership and therefore I would advise you to contact Network Rail's Asset Protection Wales Team in advance of finalising any routes. The initial point of contact is assetprotectionwales@networkrail.co.uk</p>	<p>Comments noted in relation to level crossings and the need to advise Network Rail if active travel routes utilise land or structures within Network Rail ownership. Consultation to be undertaken with Network Rail (or equivalent following award of the new franchise) at the appropriate time as the development of individual schemes is progressed.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
I walk my children to school most days. I think a lot more dropped kerbs are needed as we sometimes cycle and scooter.	Comment noted. Any specific proposals for additional dropped kerbs will be considered for inclusion the future development of the INM.
Some of these proposed routes need lighting (INMC2 in particular).	Comment noted. The provision of lighting to be considered in the development and design of individual schemes.
I think the quality of improvements is probably an important factor in their success. Assuming success is people using the new routes. I'm a cyclist and a walker, the state of pathway for cycling is important to me. In bad weather tarmac is much nicer than a gravel pathway because it's not only quicker but cleaner.	Comments noted. The surface of active travel routes to be considered in the development and design of individual schemes.
The cycle path between Cwm Calon and Ystrad should be completed. It has been left half finished. There are around 800 houses at Cwm Calon, who could then have the option to walk/ cycle to the train station.	Welsh Government requires all proposals in the INM to be prioritised into short, medium and long-term schemes. The proposal being referred to is already in the INM, i.e. INMC24, and has been prioritised as a short-term scheme.
Solar lighting of cycle paths and walkways for winter use.	Comment noted. The provision of lighting to be considered in the development and design of individual schemes.
INMC94 and INMC100 Bedwas Infant and Junior Schools – on the map the area for the routes indicated by the red dotted line are very limited in area, in that the school catchment areas for children walking to the schools is much larger. I appreciate that these schemes have yet to be developed but do feel it is important that the catchment areas are taken into consideration in the planning development stage.	The red dotted areas shown on INM94 and INMC100 indicate the location of the relevant schools and do not represent the scope of the schemes. The School Travel Plans that are developed will consider the whole school catchment area. Proposed change to INM – Include an explanation of the School Travel Plan icon within the INM's key.
I am encouraged by the plan that you have sent me. I want to particularly urge you to prioritise linking Llanbradach to the other parts of the network via the Rhymney linear route – the proposed upgrades are important and I hope will be done soon.	Welsh Government requires all proposals in the INM to be prioritised into short, medium and long-term schemes. The proposal in the INM linking Llanbradach to Caerphilly (INMC88) has been prioritised as a short-term scheme.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>I am a big fan of the traffic calming that has been done at the South end of Llanbradach, and I hope that this is made permanent. I hope you will maintain the current traffic calming at either end of Llanbradach, but I would hope that you would consider altering them to include a bike lane along the pavement edge so that cyclists can continue straight on, and do not have to swing out into traffic. It would be great if the road through Llanbradach could have marked cycle routes if this is possible. One other possibility is to cut off some of the corner between Llanbradach and Pwll-y-Pant – there is a wood there and there are paths there at the moment. If one of these was paved so cyclists could cycle along them, rather than along the main highway, that would be wonderful.</p>	<p>Comments noted. The INM already contains a proposal to connect Llanbradach south towards Caerphilly town (INMC88). Comments to be considered in the development and design of the scheme. No change proposed to INM.</p>
<p>A generic consultation response was received from Sustrans, which is being sent to each local authority in response to their INM consultation. Due to the length of the response, this is included in Annex 4 for reference.</p>	<p>Comments noted. Specific comments raised in relation to infrastructure to be considered in the development and design of individual schemes.</p>
<p>The route of the Ysgol y Llawnt walking bus – surface needs to be improved for scootering and need for warning signs before bottom of Goshen Street.</p>	<p>Comments noted. Proposal INMC2 in the INM follows the route of the Ysgol y Llawnt walking bus. Comments to be considered in the development and design of the scheme.</p>
<p>Link from Route 47 to Nelson village via Wern – would access from wheelchairs be possible over railway? Would benefit elderly walkers, pushchairs and cycles too.</p>	<p>Comment noted. Discussions would be needed with Network Rail (or equivalent following award of the new franchise) regarding any proposed improvements to level crossings, in light of Network Rail's comments about their programme of level crossing closures (refer to section 3.4.1). No change proposed to INM at this stage.</p>
<p>The reference ccbc3 is not on the list of schemes.</p>	<p>The link referenced ccbc3 is an existing active travel route. The list of schemes only includes details of the INM proposals and does not include details of the existing active travel routes that have previously been approved by the Welsh Government. No change proposed to INM.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
The existing and proposed routes in many cases do not actually meet up – what happens between them?	The active travel proposals within the INM all aim to link communities/ residential areas to an active travel destination e.g. for work, education, retail, health, leisure etc. Active travel links are provided to services and facilities and do not necessarily provide a connection to other active travel routes. The active travel network will be developed over time to provide more linkages to the existing active travel network.
There seems no rationale behind the identification of the proposed routes – what are we trying to connect?	Each active travel route proposal provides a link from an origin (e.g. a community/ residential area) to an active travel destination (e.g. employment, education, retail etc.). The INM includes a description of each scheme proposal and this includes details of the services/ facilities that the proposed route provides a connection to and from.
If we are identifying schools for safe routes, should we also be identifying major destinations to be treated in the same way i.e. town centres, employment centres, tourist attractions, service centres, transport hubs and interchanges?	The INM identifies those schools that have developed or are in the process of developing a School Travel Plan, but where the scope of any potential active travel proposal has yet to be developed. Schools have specifically been identified in this way due to there being a dedicated funding stream available for delivering improvements to walking and cycling routes to schools i.e. Safe Routes in Communities. No such dedicated funding stream is currently available for other destinations e.g. employment, town centres, public transport interchanges etc. The INM will therefore continue to focus on only identifying specific route proposals to these other destinations. No change proposed to INM.

3.8.3 In addition to the above comments, a number of responses were received in relation to pedestrian safety and the provision of a pedestrian crossing facility on the A4049, Fleur-de-Lis. The individual responses received via the consultation questionnaire or by email are summarised as follows:

- The A4049 is a very busy, high-speed road and is very hard to cross. It needs pedestrian safety measures. The speed limit of the road is 40mph and incidents/ accidents have occurred on this road and junction. The road is used by industrial vehicles/ HGVs accessing businesses at nearby industrial estates.
- The INMC47 proposal is really needed for safer transport and walking/ cycling on and around the A4049 e.g. to improve pedestrian safety for students in four schools and to allow residents to access local businesses and local industrial estates without using their car.

- The dangerous road, pedestrian hazards and the lack of a pedestrian crossing facility makes access to Fleur-de-Lis, local employment destinations and a range of community facilities difficult and hazardous e.g. shops, the library, sports clubs, youth clubs, a children's park, bus stops and the community centre. This particularly affects young people, older people and those with mobility problems.
- Improved pedestrian safety on the A4049 in Fleur-de-Lis will connect residents to key sites such as schools, workplaces, health centre, care homes, sport clubs and shopping areas in Fleur-de-Lis. It will encourage people to rely less on their cars when making short journeys. It will improve the pedestrian safety of children, elderly and people with disabilities in our community.

3.8.4 In addition to the consultation responses, a petition was received with 173 signatures and comments regarding community concerns about pedestrian safety due to traffic volumes and speed on the A4049 and the lack of pedestrian crossing facilities. This consultation report does not include the detail of each comment received via the petition. The petition has been dealt with separately in line with Caerphilly CBC's procedure for petitions.

3.8.5 The Active Travel INM response in relation to the comments is that the proposal to provide a new pedestrian crossing facility at the A4049/ B4254 traffic signals is already included as a proposal within the draft INM i.e. INMC47. The Welsh Government requires all the proposals within the INM to be prioritised into short, medium and long-term schemes. The proposal INMC47 has been prioritised as a short-term scheme.

3.8.6 One comment received from respondents was that pupils from Fleur-de-Lis Primary, Pengam Primary and Ysgol Gymraeg Trelyn also cross the A4049, in addition to pupils from Ysgol Gyfun Cwm Rhymni. It is proposed that this additional detail be added to the INM description of INMC47.

Proposed change to INM – Expand the description of INMC47 to include reference to Fleur-de-Lis Primary, Pengam Primary and Ysgol Gymraeg Trelyn.

3.9 Comments received in relation to equalities issues

- 3.9.1 The consultation questionnaire asked respondents to provide details if they felt that any of the proposals would affect them because of issues relating to equalities e.g. age, disability, ethnic origin, gender, gender reassignment, marital status, religious or non-religious belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents. The comments received are detailed in the table below.
- 3.9.2 A number of general, supportive comments were received from respondents in response to this question. These did not require any changes to the INM to be considered and are therefore not included in the table below. Annex 3 provides a summary of all supportive comments received.

Comment received	Response to comment (Proposed changes to the INM in bold)
<p>The INMC92 Fleur-de-Lis Primary School - Potential future safe routes in communities scheme, proposal will enable me to visit family and friends in the Bryngwyn area. Currently volume and speed of traffic inhibits this due to my limited mobility. I am also extremely concerned for my grandchildren who live in Bryngwyn who will be attending Fleur-de-lis Primary school in the next few years. A safe place to cross the road is currently missing which makes children and adults very vulnerable.</p>	<p>Comments noted. INMC92 is already included as a proposal in the INM. The scope of a potential Safe Routes in Communities scheme at this location is yet to be developed and will be informed by the issues raised in the Fleur-de-Lis Primary School Travel Plan.</p>
<p>As a parent of Welsh speaking children, I feel we are disadvantaged on a pedestrian safety issue if Cwm Rhymni School Transport Plan is not included in the map. It should also be highlighted that the English speaking secondary schools have pedestrian safety measures in place already.</p>	<p>Comment previously considered in 3.6.5 above and it has been proposed that the INM be changed to include the Ysgol Gyfun Cwm Rhymni School Travel Plan within INMC100.</p>
<p>Any environmental improvements of this nature will help to improve all of our lives 'for the better' (providing they enhance and not damage the local biodiversity and surrounding environments and consider minority group constraints i.e. mobility/ disability/ physiological/ psychological) and don't promote opportunities for enviro-crime or anti-social behaviour.</p>	<p>Comments noted. The issues raised will be considered in the development and design of individual schemes.</p>
<p>The Welsh medium school, Ysgol Gyfun Cwm Rhymni is the only Secondary school in CCBC to not have pedestrian safety measures in place for students.</p>	<p>Comment refers to the provision of a pedestrian crossing facility at the signalised junction access to Ysgol Gyfun Cwm Rhymni. This proposal is already included in the INM i.e. INMC47. Welsh Government requires all schemes in the INM to be prioritised into short, medium and long-term schemes. INMC47 has been prioritised as a short-term scheme.</p>

Comment received	Response to comment (Proposed changes to the INM in bold)
I speak Welsh and feel that the Welsh schools are treated differently to the English speaking schools and we don't get public funding for safety.	All schools throughout the County Borough are treated equally in the development of proposals to encourage walking and cycling to school. A key factor in identifying measures to encourage safe and sustainable travel to school is through the development of a School Travel Plan. Caerphilly CBC works closely with schools across the County Borough to help develop and deliver School Travel Plans. It is crucial that schools engage with, lead on and take responsibility for the development of a School Travel Plan, which will identify issues associated with the journey to school and measures to encourage more walking and cycling to school. The School Travel Plan is the first step in identifying a potential scheme that may subsequently secure external funding for delivery e.g. through Safe Routes in Communities.
I have two children that attend the school (Ysgol Cwm Rhymni) every day and I cross the road regularly as well. I have a partial vision disability and the vehicles move far too fast to be safe for me to cross.	Comment refers to the INM proposal to provide a new pedestrian crossing facility at the signalised junction access to Ysgol Gyfun Cwm Rhymni (INMC47). This proposal is already included in the INM. Welsh Government requires all proposals in the INM to be prioritised into short, medium and long-term schemes. INMC47 has been prioritised as a short-term scheme.
Welsh schools need transport/ travel plans finalised and included on the map - as they are not marked for Ysgol Gyfun Cwm Rhymni.	Comment previously considered in 3.6.5 above and it has been proposed that the INM be changed to include the Ysgol Gyfun Cwm Rhymni School Travel Plan within INMC100.
Important to have Welsh language signage.	Comment noted. To be considered in the development and design of individual schemes. All schemes will be designed to comply with the Welsh Language Standards.

4. Conclusion

4.1 The public consultation process has resulted in a number of proposed changes to the INM as detailed in the above Consultation Report. These will be incorporated into the final version of the INM prior to submitting the INM to the Welsh Government in November 2017. A summary of the proposed changes to the INM are as follows:

- Include reference to the Hangar Youth and Community Centre, Aberbargoed in description of INMC91.
- Include an additional active travel route proposal to complete the National Cycle Network Route 46 from Rhymney Bridge to Dowlais.
- Include an additional active travel route proposal linking Abercarn and Cwmcarn along the A467.
- Include Ysgol Gyfun Cwm Rhymni within INMC100 as a potential future Safe Routes in Communities scheme, as the school is now developing a School Travel Plan.
- Change INMC20 from a walking proposal to a walking and cycling proposal and extend route to include Station Road, Ystrad Mynach.
- Include an additional proposal to improve the existing walking link from The Walk, Ystrad Mynach onto ccbc7. Also include an additional existing active travel route that connects ccbc6 and ccbc7 to provide a continuous link from The Walk directly to Tredomen Park and Penallta Park.
- Extend INMC41 to provide a direct walking and cycling link to the health centres in Pontllanfraith.
- Include an additional existing active travel route from ccbc6 in Nelson to the Merthyr county boundary.
- Include an additional proposal highlighting that future active travel routes will be identified to link into the Waterloo housing development.
- Extend INMC85 from Senghenydd to provide a direct link to ccbc12 in the vicinity of Ysgol Ifor Bach, Abertridwr.
- Extend INMC80 through Parc Pontypandy to link directly to INMC65.
- Extend INMC69 to link directly to INMC87 along the A468/A469 highway verge at Pwllpant roundabout.
- Include additional proposal highlighting locations where small-scale improvements are proposed to the existing active travel network. This will include the pedestrian/ cyclist crossing point at the entrance to Lansbury Park from Bedwas Road (ccbc15c) and the bridge crossing on Old Bedwas Road (ccbc15d). Scope of schemes to be developed.
- Review the visibility and format of the INM's key to ensure the INM is as user-friendly as possible.
- Change INMC64 (Crossways Retail Park to Pontygwindy Road) from a walking proposal to a walking and cycling proposal.
- Include an explanation of the School Travel Plan icon within the INM's key.

- Expand the description of INMC47 to include reference to Fleur-de-Lis Primary, Pengam Primary and Ysgol Gymraeg Trelyn.
- 4.2 It will be important to ensure that the consultation responses that have been received continue to be considered during the development and design of schemes within the INM.

Annex 1 – List of External Consultees

An email with details about the consultation and a link to the Caerphilly CBC Active Travel web page was sent directly to the following external consultees:

- Action on Hearing Loss Cymru
- Age Concern
- Age Cymru
- Aneurin Bevan Local Health Board
- Arriva Trains Wales
- Axiom Manufacturing Services Ltd, Newbridge
- Bi Cymru
- Bikeshredz Ltd, Caerphilly
- Blaenau Gwent County Borough Council
- Brecon Beacons National Park Authority
- Bridgend County Borough Council
- Bridges into Work
- British Deaf Association
- British Horse Society
- British Motorcyclists Federation
- Bus Users Cymru
- Cadw
- Caerphilly Business Forum
- Caerphilly County Borough Access Group
- Caerphilly Cycling Club
- Caerphilly Parent Network
- Caerphilly Ramblers
- Caerphilly Runners
- Campaign for Better Transport
- Canal and River Trust
- Cardiff Capital Region
- Cardiff City Council
- Changing Faces
- Coleg Gwent
- Coleg y Cymoedd
- Community Transport Association (Wales)
- Confederation of British Industry (Wales)
- Confederation of Passenger Transport (Wales)
- Cwmcarn Paragon Cycling Club
- Cwm Taf Local Health Board
- Cyclists Touring Club (Cymru)
- Deafblind Cymru
- Disability Can Do
- Disability Wales
- Dwr Cymru Welsh Water
- Federation of Small Businesses (Wales)
- First Cymru
- First Great Western
- Freight Transport Association (Wales)
- Friends of the Earth Cymru
- GAVO
- Gelligaer Ramblers
- General Dynamics, Blackwood

- Groundwork
- Guide Dogs
- Gwent Education Multi-Ethnic Service (GEMS)
- Gwent Police
- Institute of Directors (Wales)
- Islwyn Ramblers
- Living Streets
- Machen Miggly Moos
- Marine Society and Sea Cadets
- Menter Iaith Caerffili
- Merthyr County Borough Council
- Monmouthshire County Council
- NAT Group
- National Bureau for Students with Disabilities
- National Trust
- Natural Resources Wales
- Network Rail
- Newport City Council
- One Voice Wales
- Open Spaces Society
- Passenger Focus
- Primary and Secondary Schools in Caerphilly County Borough
- Public Health Wales
- RAC Foundation
- Race Council Cymru
- Race Equality First
- Railway Paths
- Rainbow Group
- Ramblers Cymru
- Rhondda Cynon Taf Access Group
- Rhondda Cynon Taf County Borough Council
- Royal National Institute of Blind People Cymru
- Sight Cymru
- SNAP Cymru
- South Wales Chamber of Commerce
- South Wales Trunk Road Agency
- Stagecoach in South Wales
- Stonewall Cymru
- Stroke Association
- Sustrans
- The Crown Estate
- The Wildlife Trust of South and West Wales
- Torfaen County Borough Council
- Town and Community Councils
- Umbrella Gwent
- University of South Wales
- Vale of Glamorgan Council
- VALREC
- Wales Council for Deaf People
- Wales Council for Voluntary Action
- Wales TUC
- Welsh Cycling
- Welsh Government

- Welsh ICE
- Wheels for Wellbeing
- WLGA
- Woodland Trust
- YMCA
- Yr Urdd

Annex 2 – Consultation Questionnaire



Active Travel Integrated Network Map Survey

Caerphilly County Borough Council’s draft Active Travel Integrated Network Map (INM) shows the local authority’s plans for improving active travel routes over the next 15 years.

We are keen to hear your views on the draft INM that has been developed. When providing comments, please bear in mind that an active travel route must connect to a destination, such as a workplace, school, shopping area or facility e.g. health centre. If you are providing comments on specific routes, please provide location details and scheme reference numbers.

Q1 Do you support the proposed routes included in the draft Integrated Network Map?

Yes

No.....

Q2 If no, please provide your reasons below:

Q3 Should any of the proposed routes shown be removed from the Integrated Network Map?
Yes
No.....

Q4 If yes, please provide details:

Q5 Should any additional route proposals be included in the Integrated Network Map?
Yes
No.....

Q6 If yes, please provide details

Q7 Which are the 3 route proposals that should be Caerphilly CBC's top priorities for improving for active travel?
1
2
3

Q8 Do you have any other comments on the draft Integrated Network Map?

Q9 If you feel that any of these proposals will affect you as an individual because of any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents) please give details below.

About you

The following questions are asked only to ensure that we achieve a representative sample and you do not have to answer these questions. We promise that this information is totally confidential and will not be given to anyone else ever.

Q10 Where do you live (nearest town or village)?

Q11 If applicable, where do you travel to work or education (nearest town or village)?

Q12 Are you

Male

Female

Transgender

Q13 Which age group are you in?

under 25

26-35

36-50

50+

Q14 Do you have a disability, long term illness or health problem?

Yes

No

Q15 If yes, does your disability, long term illness or health problem limit your mobility?

Yes

No

Q16 What is your ethnicity?

White

Black/African/Caribbean

Asian

Mixed/Multiple

Other

If other, please write in:

Many thanks for taking part in the consultation. Your views are important to us.

Thank you for taking the time to complete this questionnaire. Please return your completed survey to any CCBC library. Alternatively you can post to: Liz Gibby, Engineering Division, CCBC, Ty Dyffryn, Dyffryn Industrial Estate, Ystrad Mynach, CF82 7TW. This survey is also available online at: www.caerphilly.gov.uk

Annex 3 – Summary of supportive comments received from respondents

- All good ideas, making it safer to walk and cycle will make people a lot healthier.
- Sustainable travel should be the priority. I write as a car owner, motorbike owner and pedal bike owner - there is an urgent need to make walking and cycling the better option - investment in motor transport only increases motorised travel which is bad for health, road congestion, the environment, the economy etc. Compared with schemes for improving motor transport, these walking and cycling routes are much better value in the long term as they change the options and long-term behaviour of travellers. They should all be built as soon as possible.
- Current proposals all look promising. Lets hope funding is approved/ made available to further stimulate our communities back to life and help reduce the dependency on cars and aid improvements to the health and well-being of our citizens. This needs to be clearly identified, understood, communicated, promoted and driven forward (fully implemented) by influential and determined organisational leaders 'who know how to make a difference'.
- I think it's a good idea to take bicycles off busy roads.
- Shows that CCBC is interested in improving the lives of people in Rhymney.
- Fantastic proposals.
- All very good.
- I think overall any initiatives that help people to walk or cycle safely are to be commended.
- These proposals will create a better safer environment for those who wish to walk, cycle etc.
- It shall improve things.
- Will promote usage of under-utilised areas.
- I will not use them for walking to work but will use them for leisure. I already use some of them.
- As INMC24 runs just past my house it gives me an opportunity for walks and bike rides connecting to the rest of the existing cycle network with my children.
- INMC24 makes perfect sense as much of this route has been started by Redrow as part of the Cwm Calon development.
- I have three children and live in Forge Mill. The improvements to Ystrad Mynach will make walking safer for them and make us more likely to walk the mile walk to school instead of driving into an already congested town.
- The upgrade of route INMC61 and INMC62 to join ccbc13 – good idea which will avoid the need to carry bikes over the footbridge at St. Cenydd roundabout.
- I really want to encourage my children to cycle and walk more, so I am excited that these proposals will provide safe and accessible routes from our home in Llanbradach.
- I am relieved to see that the draft document includes pedestrian safety in Fleur-de-Lis. In particular measures to improve pedestrian safety on the A4049, for example a pedestrian crossing.

Annex 4 – Consultation response received from Sustrans

Sustrans INM Engagement and consultation response

Sustrans believes facilitating and encouraging Active Travel as an alternative means to motorised transport for the purpose of making everyday journeys is key to building a healthier, more sustainable way of getting around in our everyday lives and changing the way we travel.

It's important because Wales is facing a number of serious challenges that active travel can help to address. Many of these challenges feature in the goals of the Well-being of Future Generations Act including: health; the environment; prosperity; equality and community cohesion.

Approach

Sustrans believes that the INM approach under the Active Travel Act offers the opportunity to deliver safe, attractive places to live, where walking and cycling are the obvious choices for short journeys and that routes for cycling are clear, coherent and connected.

The INM process represents an opportunity to change how streets, roads and urban spaces are designed and advocates an approach that places pedestrians and cyclists on an equal, if not preferential footing, to motorised modes. Delivery of the INM is an opportunity to identify where and how this can happen.

Sustrans strongly endorses optimising the approach to the INM development through defining key network aims at the outset, which will in turn determine how available data is used to identify trip generation and destination points and journey planning to generate desire lines. For example, prioritisation of routes to school will require different data sets and network considerations than a town centre or transport interchange.

Sustrans recognises that the delivery of schemes within the broad aim needs to fit with wider strategic priorities and consider appropriate resources for delivery within identified timescales. We are also aware that this is the first iteration of the authority's INM and that further routes and priorities can be established with later revisions and developments as part of the ongoing ATA process.

Common elements

Although each individual local authorities INM will vary with specific local considerations and priorities, there are elements which should form part of any effective INM approach such as:

- Setting overarching targets and KPIs to achieve them, linked to the council's key strategies and plans. Eg. An ambition to double the number of cycling trips from defined baseline and for 60% of journeys to be made by sustainable transport by 2026.
- Developing a collaborative approach between local authority departments and with external agencies to mainstream delivery and promotion of infrastructure. This approach to active travel is essential to maximising the benefits from development and implementation of the INM. This should also include defining the ambitions for

INM development in terms of achieving high standards under ATA design guidance as well as innovative approaches to solving problems and influencing future development.

In terms of infrastructure, key elements should include:

- **Routes reviewed and developed in line with the underlying principles** - Coherent, Direct, Safe, Attractive and Comfortable.
- **Continuous routes between key points** –continuous linkages between trip generation and destination points for identified routes. Broken routes defined by infrastructure type or pass/fail criteria are unlikely to be effective for a public-facing INM.
- **Existing Routes** – all upgraded to ATA Design Standards, including routes that ‘Passed’ pedestrian & cycle audit.
- **Time delays at signalised crossings** – need to minimise as a general approach. This is often cited as a key issue for pedestrians.
- **Comfort** – dropped (flush) kerbs, smooth surfaces. Generally good practice and in line with ATA Design guidance to ensure consistency.
- **Desire lines** – need to be catered for and linked to any local demand and evidence from consultation data. Redevelopment of signalised junctions should include all red phases to allow diagonal crossings for pedestrians, and ideally cyclists if possible.
- **Access controls** – reduce or remove wherever possible. Need to link provision to evidenced or known activity rather than general approach. Needs to be site specific solution and compliant with latest guidance.
- **Pavement parking and other route obstructions** – obstruction of footways and existing Active Travel infrastructure is a significant problem and a strong deterrent to usage. Civil enforcement should consider opportunities to address persistent problems and councils should review procedures where other services may be impacting on infrastructure e.g. waste collection and obstruction by domestic bins.
- **Signing** – needs to be consistent and relevant to level of infrastructure e.g. wayfinding strategy for local urban areas aimed at pedestrians, strategic direction signing for National Cycle Network and primary routes within urban areas. Statutory instructional signing should confirm to current ATA design standards and updated TSRGD guidance, avoiding negative signing such as ‘cyclists dismount’ and ‘route end’.

Appendix 3 - Proposed changes to the Caerphilly CBC Active Travel Integrated Network Map

- Include reference to the Hangar Youth and Community Centre, Aberbargoed in description of INMC91.
- Include an additional active travel route proposal to complete the National Cycle Network Route 46 from Rhymney Bridge to Dowlais.
- Include an additional active travel route proposal linking Abercarn and Cwmcarn along the A467.
- Include Ysgol Gyfun Cwm Rhymni within INMC100 as a potential future Safe Routes in Communities scheme, as the school is now developing a School Travel Plan.
- Change INMC20 from a walking proposal to a walking and cycling proposal and extend route to include Station Road, Ystrad Mynach.
- Include an additional proposal to improve the existing walking link from The Walk, Ystrad Mynach onto ccbc7. Also include an additional existing active travel route that connects ccbc6 and ccbc7 to provide a continuous link from The Walk directly to Tredomen Park and Penallta Park.
- Extend INMC41 to provide a direct walking and cycling link to the health centres in Pontllanfraith.
- Include an additional existing active travel route from ccbc6 in Nelson to the Merthyr county boundary.
- Include an additional proposal highlighting that future active travel routes will be identified to link into the Waterloo housing development.
- Extend INMC85 from Senghenydd to provide a direct link to ccbc12 in the vicinity of Ysgol Ifor Bach, Abertridwr.
- Extend INMC80 through Parc Pontypany to link directly to INMC65.
- Extend INMC69 to link directly to INMC87 along the A468/A469 highway verge at Pwllpant roundabout.
- Include an additional proposal highlighting locations where small-scale improvements are proposed to the existing active travel network. This will include the pedestrian/ cyclist crossing point at the entrance to Lansbury Park from Bedwas Road (ccbc15c) and the bridge crossing on Old Bedwas Road (ccbc15d). Scope of schemes to be developed.
- Review the visibility and format of the INM's key to ensure the INM is as user-friendly as possible.
- Change INMC64 (Crossways Retail Park to Pontygwindy Road) from a walking proposal to a walking and cycling proposal.
- Include an explanation of the School Travel Plan icon within the INM's key.
- Expand the description of INMC47 to include reference to Fleur-de-Lis Primary, Pengam Primary and Ysgol Gymraeg Trelyn.

Active Travel Integrated Network Map – List of short, medium and long term proposals

The tables below indicate the timeline for delivery of the Active Travel Integrated Network Map proposals. These improvements are prioritised into short term (1-5 years), medium term (5-10 years) and long term projects (10-15 years). Active Travel Integrated Network map improvements are included in each time period, based on information known about each proposal. In 3 years time there will be an opportunity to review the Active Travel Integrated Network Map and this will result in the programme being revisited.

It is important to note that the Active Travel Integrated Network Map has no committed funding stream for delivery. Consequently, any programme will be further influenced by funding opportunities. The short-term plan will therefore need to be prioritised to make sure that those projects being progressed have the greatest likelihood of obtaining funding.

The following tables include the proposed changes to the INM as detailed in Appendix 3 of the Active Travel Integrated Network Map scrutiny report.

Short Term Proposals (1-5 years)

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route	Walking or Cycling proposal
INMC1	Rhymney	Twyn Carno	New link from Ty-Coch to existing route (ccbc1a) and the Heads of the Valleys Industrial Estate	New	Walking and Cycling
INMC17	Nelson	Nelson	Creates a continuous footway linking from Nelson to Ystrad Mynach Rail Station on southern side of highway. (2 sections of footway required).	New	Walking
INMC19	Ystrad Mynach/ Tir-y-berth/Fleur de Lis	St Cattwg/ Pengam/ Ystrad Mynach	New link from Pengam to Ystrad Mynach Town Centre adjacent to the A469. Missing part of the Rhymney Valley Linear Route. Provides access to employment and services (includes a pedestrian crossing near Lewis Girls Comprehensive School).	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC20	Ystrad Mynach	Ystrad Mynach	Part new shared use route links to NCN47 and Tredomen Business Park via the B4245. Provides a more direct route to Ystrad Mynach Town Centre, bus and railway station.	New/ Upgrade	Walking and Cycling
INMC21	Ystrad Mynach	Ystrad Mynach	Upgrades an existing path which links a residential area to the Hospital, leisure facilities and Ystrad Mynach Station. (Potential Metro scheme).	Upgrade	Walking and Cycling
INMC22	Ystrad Mynach	Ystrad Mynach	Upgrades an existing footpath to shared use includes section which is cycling on local roads. Links college to Station preferred route for pupils travelling by rail. (Potential Metro scheme).	Upgrade	Walking and Cycling
INMC24	Ystrad Mynach/ Penpedairheol/ Cefn Hengoed	Hengoed, Ystrad Mynach & St Cattwg	Improvements to an existing and new walking and cycling link from Penpedairheol and Cefn Hengoed to NCN Route 47 (via the new development site Cwm Calon).	New/ Upgrade	Walking and Cycling
INMC44	Pengam	Pengam	New link from existing Active Travel Route (ccbc4b) to Glan-y-Nant. The feasibility study will need to consider enhanced pedestrian crossing facilities at the Glan-y-Nant signalised junction.	New	Walking
INMC46	Cefn Forrest/ Britannia	Cefn Forest / Pengam	Improved link, part traffic free link from Britannia to Cefn Forest Primary School including shops and services.	Upgrade/ New	Walking and Cycling
INMC47	Pengam	Pengam	New crossing facility at the signalised junction. Improves access to Ysgol Gyfun Cwm Rhymni for the Fleur-de-Lis community and also improves access to Fleur-de-Lis, Pengam and Ysgol Gymraeg Trelyn Primary Schools.	New	Walking
INMC48	Pengam	Pengam	Improved link from Fairview to Primary Schools at and also connects to INMC 19.	Upgrade/ New	Walking and Cycling
INMC53	Crosskeys/ Wattsville	Crosskeys/ Ynysddu	Improves an existing Active Travel on road route from Wattsville to Crosskeys (ccbc 10b).	Upgrade	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC61	Penyrheol	Penyrheol	Connects existing Active Travel Routes (ccbc13 and ccbc12) via DDA compliant bridge completing the Aber Valley Route to Caerphilly Town Centre.	New	Walking and Cycling
INMC62	Penyrheol	Penyrheol	New link connecting existing Active Travel routes (ccbc13 and ccbc12) providing improved access to St Cenydd Comprehensive School for the Energlyn/Penyrheol community.	New	Walking and Cycling
INMC63	Caerphilly	Penyrheol/ St Martins	New and more direct/ enhanced link connecting the Caerphilly basin area to employment in RCT /Cardiff via the Taff Trail. Cross boundary scheme. Connects to existing Active Travel Route (ccbc 13).	New	Walking and Cycling
INMC68	Caerphilly	Llanbradach/ Morgan Jones	New walking link (part of a link to Llanbradach) and crosses the A469 at signalised crossing. Provides access to shops, services and employment. (Part of the Rhymney Valley linear route).	New	Walking
INMC72	Caerphilly	St James	New walking and cycling route direct to Caerphilly Rail Station and Town Centre. Includes links to Lansbury Park and via an existing crossing to Mornington Meadows. Creates a continuous route to join NCN route 4 (Existing Active Travel route ccbc15c) from bus and rail interchange.	New	Walking and Cycling
INMC73	Penrhos	Penyrheol/ St Martins	Completes a walking and cycling link to housing estate/commercial area connects to INMC63 (cross boundary link to Nantgarw Road/Taff Trail).	New	Walking and Cycling
INMC75	Caerphilly	St James	Improves the crossing facility connecting Lansbury Park Housing estate to NCN Route 4 (Existing Active Travel Route ccbc15c) also links to INMC65.	New	Walking and cycling
INMC88	Llanbradach	Llanbradach	Llanbradach Village link connects to INMC25 and INMC87. Forms part of the missing Rhymney Valley Linear Route. Could include pedestrian improvements.	New	Walking/ Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC89	Maesycwmmmer	Maesycwmmmer	Provides a 20mph zone surrounding Maesycwmmmer Primary School, includes cycle storage and access improvements (Safe Routes in Communities Scheme).	New	Walking and Cycling
INMC91	Aberbargoed	Aberbargoed	Ysgol Bro Sannan Primary School - Potential future safe routes in communities scheme. Will include consideration of the route connecting to Hangar Youth and Community Centre, Aberbargoed. Scope of scheme to be developed.	New	Walking and Cycling
INMC101	Caerphilly	St James	Improves an existing footpath to Caerphilly railway station/town centre connects to Caerphilly Business Park. Connects to INMC72.	New	Walking and Cycling

Medium Term Proposals (5-10 years)

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC2	Rhymney	Twyn Carno	New link from existing route (ccbc1b) to the Primary School, Town Centre & Leisure facilities.	New	Walking and Cycling
INMC5	Rhymney	Moriah	Improvements to an existing link from Brynawel Primary School via recreational area to Mount Batten (Residential Area).	Upgrade	Walking and Cycling
INMC9	Gilfach	Gilfach	New link from Gilfach Fargoed/Ysgol Gymraeg Gilfach Fargoed to leisure facilities.	New	Walking and Cycling
INMC11	Glan y Nant	St Cattwg	New cycle Link created on highway from Gilfach/Lewis School to Pengam Station.	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC12	Gelligaer	St Cattwg	New active travel link from Pottery Road to Penallta Industrial Estate (at North Road joins INMC24).	New	Walking and Cycling
INMC13	Gelligaer	St Cattwg	Improvements to an existing link from Gelligaer Village centre to Glyn Gaer Primary School.	Upgrade	Walking and Cycling
INMC14	Cefn Hengoed/ Tir-y-berth	Hengoed/ St Cattwg	Improvements to an existing path that links Cefn Hengoed to Tiryberth Village (employment leisure and services).	Upgrade	Walking
INMC16	Nelson	Nelson	New footway link adjacent to the A472 linking Llanfabon area to shops and services.	New	Walking
INMC18	Nelson	Nelson	Indicative links from Ty Du development site to Nelson Bus Station/Existing Active Travel Route (NCN Route 47)(ccbc6) and Abercynon Station via Merthyr CBC and RCT. Routes linked to development of the site.	New	Walking and Cycling
INMC25	Ystrad Mynach/ Llanbradach/ Caerphilly	Ystrad Mynach/ Llanbradach/ Morgan Jones	Indicative cycle link from Ystrad Mynach (Dyffryn Business Park signalised junction) to Llanbradach. (Missing part of the Rhymney Valley Linear Route).	New	Cycling
INMC26	Maesycwmmmer / Pengam	Maesycwmmmer / Pengam	New link from Fleur de Lis to NCN 47 connecting to Active Travel Existing Routes (ccbc 8a) providing access to Ystrad Mynach Town Centre/Bus Station/Hengoed Rail Station.	New/ Upgrade	Walking and Cycling
INMC28	Crumlin/ Newbridge	Crumlin/ Newbridge	New link from Crumlin to Newbridge (Connects Town Centre/Rail Station & Newbridge Comprehensive School). Links to ccbc16.	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC29	Newbridge	Newbridge	New link from Ty Newydd Primary School to Newbridge Town Centre through development site.	New	Walking and Cycling
INMC30	Crosskeys/ Risca	Crosskeys/ Risca West	New link from NCN47 (ccbc10d) to Risca Town Centre provides access to education/leisure/services and facilities.	New	Walking and Cycling
INMC31	Ystrad Mynach	Ystrad Mynach	New link from Ystrad Mynach Town Centre to Dyffryn Business Park. Connects to INMC19 and INMC25. Part of the Rhymney Valley Linear Route.	New	Cycling
INMC32	Pontllanfraith	Pontllanfraith	Provides a link from the National Cycle Network Route 47 (Active Travel Existing Route (ccbc8b)) across the A472 to Pontllanfraith.	New	Cycling
INMC36	Pontllanfraith	Pontllanfraith	Provides a link from the Bryn residential area to NCN Route 47(ccbc8a). Includes a new section of walking and cycling path and crosses the A472 via an existing road overbridge.	New/ Upgrade	Walking and Cycling
INMC38	Pontllanfraith	Pontllanfraith	Improves the link between Springfield /Newbridge Road, Industrial Park and Penmaen/Pontllanfraith Primary School.	Upgrade	Walking and Cycling
INMC40	Blackwood	Cefn Forest	Enhancements to the traffic free link from Grove Park to Blackwood Comprehensive School.	Upgrade	Walking and Cycling
INMC43	Woodfieldside	Penmaen	Enhancements to the existing B4254 uncontrolled pedestrian crossing which connects to existing footways, links Woodfieldside to Penmaen Industrial Estate and Pontllanfraith Primary School.	Upgrade	Walking.
INMC45	Pengam/ Britannia	Pengam	Improved link from Existing Active Travel Route (ccbc4b) to Pengam Industrial Estate.	Upgrade/ New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal
INMC49	Glan-y-Nant	St Cattwg	Enhanced local walking and cycling routes to Pengam station. (Potential Metro scheme).	New	Walking and Cycling
INMC50	Pengam	Cefn Forest/ Pengam	Improved link on an existing footpath for shared use between Cefn Forest and Ysgol Gyfun Cwm Rhymni.	New/ Upgrade	Walking and Cycling
INMC54	Cwmfelinfach	Ynysddu	Improved shared use route between Ynysddu and Cwmfelinfach through the park. Connects Primary Schools and provides access to services.	New	Walking and Cycling
INMC55	Energlyn/ Churchill Park	Morgan Jones	New link from existing Active Travel Route (ccbc13) to Energlyn Station.	New	Walking and Cycling
INMC56	Energlyn/ Churchill Park	Morgan Jones	New link from an existing Active Travel Route (ccbc 13) to Asda.	New	Walking and Cycling
INMC65	Caerphilly	Morgan Jones	New shared use link along existing part traffic free path. Connects Crossways Retail Park and Pontygwindy Industrial estate. Links to INMC64, CCBCINCM66 and INMC69.	Upgrade/ New	Walking and cycling
INMC66	Caerphilly	Morgan Jones/ Bedwas Trethomas and Machen	New shared use link along existing path. Connects to Bedwas House Industrial Estate/Pandy Lane and Crossways retail development (wider network). Links to INMC65 and INMC68.	New	Walking and Cycling
INMC67	Caerphilly	Morgan Jones	New shared use route part traffic free and includes crossing facility on Pontygwindy Road. Connects to INMC56 and provides access to shops services and employment.	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC69	Caerphilly	Morgan Jones	New walking and cycling link (part of a link to Llanbradach). Requires a controlled crossing on the A469/A468. Dependant on Pwllypant junction improvement scheme. Connects to INMC56 and INMC87. (Part of the Rhymney Valley linear route).	New	Walking and Cycling
INMC70	Caerphilly	Penyrheol/ St Martins	Improves an existing traffic free path via an underpass connecting Caerphilly western housing estates to employment (Western Industrial Estate) and via the NCN route 4 (Existing Active Travel Routes Network ccbc14a) to Caerphilly Town Centre.	Upgrade/ New	Walking and Cycling
INMC71	Caerphilly	St Martins	Improves a walking route to town centre (requires land investigations). Connects to NCN route 4 (existing Active Travel Route ccbc 14b) and Western Industrial Estate.	New	Walking
INMC76	Machen	Bedwas, Trethomas & Machen	Upgrades an existing path from Chatham area of Machen along riverside to village centre and Machen Primary School.	Upgrade	Walking and Cycling
INMC77	Graig-y-Rhacca	Bedwas, Trethomas & Machen	New part traffic free route alongside the highway from Graig-Y-Rhacca to Bedwas High School. Links to NCN route 4 Existing Active Travel Route (ccbc 15f).	New	Walking and Cycling
INMC78	Bedwas	Bedwas, Trethomas & Machen	Improves existing route and provides new direct access to Pant Glas Industrial Estate and Trethomas Village Centre. Connects to NCN route 4 and Existing Active Travel route (ccbc 15e).	New	Walking and Cycling
INMC79	Trethomas	Bedwas, Trethomas & Machen	Improves an existing link to Trethomas Village Centre. Connects to NCN route 4 and Existing Active Travel route (ccbc 15e).	Upgrade/ New	Walking and Cycling
INMC80	Rudry/ Mornington Meadows	St James / Morgan Jones	New walking/cycling path to Mornington Meadows housing estate. Links to public transport, shops, employment and services.	Upgrade/ New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC85	Senghenydd	Aber Valley	Improve existing link to Health Centre to provide a shared use link for the Senghenydd community. Links from village centre to sports facilities, the local school and existing active travel route ccbc 12.	Upgrade	Walking and Cycling
INMC86	Abertridwr	Aber Valley	Upgrade existing link. Connects to local school via existing route (ccbc 12).	Upgrade	Walking and Cycling
INMC90	Rhymney/ Abertyswg	Moriah	New Rhymney Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC92	Pengam	Pengam	Fleur-de-Lys Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC93	Caerphilly	St Martins	The Twyn Primary School - Potential future safe routes in communities' scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC94	Bedwas	Bedwas, Trethomas and Machen	Bedwas Infants School -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC95	Markham	Crumlin	Markham Primary School -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC96	Pengam	Pengam	Ysgol Gymraeg Trelyn -Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC97	Senghenydd	Aber Valley	Nant y Parc Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC98	Hengoed	Hengoed	Hengoed Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC99	Llanbradach	Llanbradach	Cwm Glas Primary School - Potential future safe routes in communities scheme. Scope of scheme to be developed.	New	Walking and Cycling
INMC102	Caerphilly	St Martins	Enhanced local walking and cycling routes to Caerphilly station. (Potential Metro Scheme)	New	Walking and Cycling
INMC103	Caerphilly	Llanbradach/ Morgan Jones	New cycling link (part of a link to Llanbradach) and crosses the A469 at signalised crossing. Provides access to shops, services and employment. (Part of the Rhymney Valley linear route).	New	Cycling
INMC104	Rhymney	Twyn Carno	New link to complete the National Cycle Network Route 46 from Rhymney Bridge to Dowlais. Provides a new and improved route connecting Rhymney to shops, services and employment located in the Dowlais area of Merthyr Tydfil CBC.	New	Walking and Cycling
INMC105	Abercarn	Abercarn/ Cwmcarn	New shared use route to connect Cwmcarn to Abercarn. Links to existing active travel route ccbc16 and INMC27. Proposed alignment is adjacent to the A467.	New	Walking and Cycling
INMC106	Ystrad Mynach	Ystrad Mynach	Provides an improvement to the walking link which connects to existing active travel route ccbc7 and provides access to Ystrad Mynach Town Centre, services and facilities.	Upgrade	Walking
INMC107	Machen	Bedwas, Trethomas & Machen	Waterloo Housing Development site- Future active travel sustainable routes will be identified to connect the site to Caerphilly, Bedwas and existing Active Travel routes.	New	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC108	N/A	Various Wards across the County Borough.	Small scale improvements to Existing Active Travel Routes at a number of locations across the County Borough including the cycling/walking crossing point at the entrance to Lansbury Park from Bedwas Road (ccbc15c) and the bridge crossing on Old Bedwas Road (ccbc15d). Scope of schemes to be developed.	New	Walking and Cycling

Long Term Proposals (10-15 years)

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC3	Rhymney	Twyn Carno	New link from existing route (ccbc1a) to Twyn Carno residential area.	New	Walking and Cycling
INMC4	Rhymney	Twyn Carno	Alternative traffic free link from existing route (ccbc1b) direct to Rhymney Station.	New	Walking and Cycling
INMC6	Pontlottyn	Pontlottyn	New traffic free link from Brynhyfryd housing estate to Pontlottyn Village Centre via School Site - Site development plan needs to incorporate shared use Active Travel route.	New /Upgrade	Walking and Cycling
INMC7	New Tredegar	New Tredegar	Improved shared use link from White Rose Primary School to Phillipstown via School Street.	New	Walking and Cycling
INMC8	Aberbargoed	Aberbargoed	New shared use traffic free link from Aberbargoed to Train Station at Bargoed. Links to Existing Active Travel Route (ccbc4a).	New	Walking and Cycling
INMC10	Glan y Nant	St Cattwg	Improvements to an existing link from Gilfach to Pengam Station - Walking Route.	Upgrade	Walking

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC15	Nelson	Nelson	Improved link between Llanfabon Infants School and Nelson Bus Station/Village Centre via Ashgrove.	Upgrade	Walking
INMC23	Ystrad Mynach	Ystrad Mynach	New link from NCN Route 47 along redundant rail line into Ystrad Mynach station. Requires rail land and road overbridge across A472 will provide a direct traffic free link into the station for walking and cycling. (Potential Metro scheme)	New	Walking and Cycling
INMC27	Newbridge	Abercarn Crosskeys Risca West	New link from Risca to Cwmcarn Forest Drive. Connects to Crosskeys and via existing route (ccbc 11) to Risca Town Centre.	New	Walking and Cycling
INMC33	Risca	Risca West	Improved link from Risca Town Centre to Pontymister Industrial Estate access to retail, employment and services.	Upgrade	Walking
INMC35	Pontllanfraith	Pontllanfraith	Provides a shared use path from Penllwyn residential area to Bryn Primary School, local shops and services.	New/ Upgrade	Walking and Cycling
INMC37	Pontllanfraith/ Blackwood	Pontllanfraith	Provides a link from Pontllanfraith to the Northern Retail Development in Blackwood.	New	Cycling
INMC39	Pontllanfraith	Pontllanfraith	New link from Penmaen Industrial Park to Highfield, Blackwood (Link INMC37).	New/ Upgrade	Walking and Cycling
INMC41	Blackwood	Blackwood/ Pontllanfraith/ Penmaen	New traffic free cycling/walking route from Woodfieldside/Penmaen Industrial Estate to Blackwood Rugby Club (Town Centre). Also includes a link to Pontllanfraith Health Centre.	New	Walking and Cycling
INMC42	Blackwood	Penmaen	New shared use link from Woodfieldside R/A to Active Travel Existing Route (ccbc 5) and Blackwood Town Centre along Sirhowy Enterprise Way(A4048).	New	Walking and Cycling
INMC51	Ynysddu/ Wyllie	Ynysddu	Upgrades an existing link connecting Wyllie to Ynysddu Primary School.	Upgrade	Walking and Cycling

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC52	Wattsville	Ynysddu	Improves an existing link to Wattsville from existing Active Travel Route (ccbc10a).	New/ Upgrade	Walking and Cycling
INMC57	Energlyn/ Churchill Park	Morgan Jones	Provides a link from Energlyn Station to Asda Pontygwindy Road.	New	Walking and Cycling
INMC58	Energlyn/ Churchill Park	Morgan Jones	Upgrade to existing walking link from existing Active Travel Route (CCBC13) to Asda and Pontygwindy Industrial Estate.	Upgrade	Walking
INMC59	Churchill Park/ Llanbradach	Morgan Jones/ Llanbradach	New link from Energlyn to Pontygwindy Industrial Estate and Asda. Connects to INMC57.	New	Walking and Cycling
INMC60	Trecenydd	Penyrheol/ Morgan Jones	New link from existing Active Travel Route (ccbc13) to Trecenydd Business Park.	New	Walking

Link Ref	Community	Ward	Description	Status i.e. New or upgraded route.	Walking or Cycling proposal.
INMC64	Caerphilly	Morgan Jones	Upgrades an existing walking route to a shared use path linking Crossways Retail Park to Pontygwindy Road. Connects to retail and residential areas.	Upgrade	Walking and Cycling
INMC74	Penyrheol	Penyrheol	Improves an existing walking link connecting to Cwm Ifor Primary School. Creates a shared walking and cycling link.	New/ Upgrade	Walking and Cycling
INMC81	Oakdale	Penmaen and Crumlin	New link from Croespenmaen to existing Active Travel Route (ccbc5). Connects to employment and new Islwyn High School.	New	Walking and cycling
INMC82	Graig-y-Rhacca	Bedwas Trethomas and Machen	Improvements to existing Active Travel Route (ccbc 15e) - Redbrook Lane	Upgrade	Walking and Cycling
INMC84	Senghenydd	Aber Valley	New footway link from Saw Mill site to Nant-y-Parc Primary. Linked to future development of the site.	New	Walking
INMC87	Pwllypant	Llanbradach/ Morgan Jones	New link connecting the community of Llanbradach to Pontygwindy Industrial estate via existing overbridge.	New	Walking/ Cycling
INMC100	N/A	Various Wards across the County Borough.	Schools developing their school Travel Plans - Comprehensive Schools - Lewis Girls, Ystrad Mynach, Ysgol Gyfun Cwm Rhymni and Lewis School, Pengam. Primary Schools - Pengam, Risca, Machen, St Helens, Plas y Felin, Blackwood, Graig-y-Rhacca, Cwmcarn, Waunfawr, Tir-Y-Berth, Gilfach Fargoed, Bedwas Junior School, Cwmaber Junior and Infants schools. - Potential future safe routes in communities schemes. Scope of schemes to be developed.	New	Walking and Cycling

Programmed and Completed Schemes (as of July 2017)

The tables below include those schemes that are programmed for delivery in 2017/18 and those that are completed and will be added into the Active Travel Existing Routes Map. The inclusion of the built Active Travel Routes in the Caerphilly County Borough existing routes map will be subject to evaluation and approval by Welsh Government.

Programmed

Link Ref	Community	Ward	Description	Status	Walking Cycling
INMC34	Crumlin/ Treowen	Crumlin	Improves access and links from Treowen to Crumlin High Level Primary School (SRIC).	New	Walking

Built

Link Ref	Community	Ward	Description	Status	Walking Cycling
ccbc16	Newbridge/ Abercarn	Newbridge/ Abercarn	Proposed addition to the Active Travel Existing Routes Map Walking/Cycling link from Abercarn/West End to Newbridge Town Centre/Leisure Centre/Comprehensive School and services.	Built	Walking and Cycling
ccbc17	Oakdale	Penmaen	Proposed addition to the Active Travel Existing Routes Map. Oakdale "Safe Routes in Communities" scheme. Links to INMC (ccbc83).	Built	Walking
ccbc18	Ty Sign	Risca East	Proposed addition to the Active Travel Existing Routes Map. Ty Sign "Safe Routes in Communities" scheme.	Built	Walking
ccbc19	The Bryn	Pontllanfraith	Proposed addition to the Active Travel Existing Routes Map. Bryn Primary School "Safe Routes in Communities" scheme.	Built	Walking

Link Ref	Community	Ward	Description	Status	Walking Cycling
ccbc20	Cefn Hengoed	Hengoed	Proposed addition to the Active Travel Existing Routes Map (Cefn Hengoed community).	Built	Walking and Cycling
ccbc21	Ystrad Mynach	Ystrad Mynach	Proposed addition to the Active Travel Existing Routes Map connects ccbc6 to ccbc7 along the NCN Route 47. Links Penallta Park to Hengoed/Cefn Hengoed and Ystrad Mynach Town Centre.	Built	Walking and Cycling
ccbc22 (INMC83)	Oakdale	Penmaen	New shared use path (traffic free) provides a link to Oakdale from the new Islwyn High School. Connects to improvements made by the Oakdale Safe Routes in Communities project.	Built	Walking
ccbc23	Nelson	Nelson	Proposed addition to the Active Travel Existing Routes Map. Connects ccbc6 to the County Boundary with Merthyr Tydfill County Borough. Provides a cycling link between Treharris and Ystrad Mynach along the NCN Route 47.	Built	Walking and Cycling

EQUALITY IMPACT ASSESSMENT FORM

April 2016

THE COUNCIL'S EQUALITIES STATEMENT

This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.

We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL or other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.

NAME OF NEW OR REVISED PROPOSAL*	Active Travel Integrated Network Map (INM)
DIRECTORATE	Communities
SERVICE AREA	Transport Strategy and Road Safety
CONTACT OFFICER	Liz Gibby 01495 235059
DATE FOR NEXT REVIEW OR REVISION	Active Travel INM to be submitted to the Welsh Government in November 2017. There is a requirement that the INM will need to be reviewed and resubmitted within 3 years following Welsh Government approval of the INM.

***Throughout this Equalities Impact Assessment Form, 'proposal' is used to refer to what is being assessed, and therefore includes policies, strategies, functions, procedures, practices, initiatives, projects and savings proposals.**

INTRODUCTION

The aim of an Equality Impact Assessment (EIA) is to ensure that Equalities and Welsh Language issues have been proactively considered throughout the decision making processes governing work undertaken by every service area in the Council as well as work done at a corporate level.

The form should be used if you have identified a need for a full EIA following the screening process covered in the [Equalities Implications in Committee Reports](#) guidance document (available on the [Equalities and Welsh Language Portal](#) on the Council's intranet).

The EIA should highlight any areas of risk and maximise the benefits of proposals in terms of Equalities. It therefore helps to ensure that the Council has considered everyone who might be affected by the proposal.

It also helps the Council to meet its legal responsibilities under the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, the Welsh Language (Wales) Measure 2011 and supports the wider aims of the Well-being of Future Generations (Wales) Act 2015. There is also a requirement under Human Rights legislation for Local Authorities to consider Human Rights in developing proposals.

Specifically, Section 147 of the Equality Act 2010 is the provision that requires decision-makers to have 'due regard' to the equality implications of their decisions and Welsh Language Standards 88-97 require specific consideration of Welsh speakers under the Welsh Language Standards (No.1) Regulations 2015.

The Older People's Commissioner for Wales has also published 'Good Practice Guidance for Equality and Human Rights Impact Assessments and Scrutinising Changes to Community Services in Wales' to ensure that Local Authorities, and other service providers, carry out thorough and robust impact assessments and scrutiny when changes to community services are proposed, and that every consideration is given to mitigate the impact on older people and propose alternative approaches to service delivery.

The Council's work across Equalities, Welsh Language and Human Rights is covered in more detail through the [Equalities and Welsh Language Objectives and Action Plan 2016-2020](#).

This approach strengthens work to promote Equalities by helping to identify and address any potential discriminatory effects before introducing something new or changing working practices, and reduces the risk of potential legal challenges.

When carrying out an EIA you should consider both the positive and negative consequences of your proposals. If a project is designed for a specific group e.g. disabled people, you also need to think about what potential effects it could have on other areas e.g. young people with a disability, BME people with a disability.

There are a number of supporting guidance documents available on the [Equalities and Welsh Language Portal](#) and the Council's Equalities and Welsh Language team can offer support as the EIA is being developed. Please note that the team does not write EIAs on behalf of service areas, the support offered is in the form of advice, suggestions and in effect, quality control.

Contact equalities@caerphilly.gov.uk for assistance.

PURPOSE OF THE PROPOSAL

1	<p>What is the proposal intended to achieve?</p> <p>The Active Travel (Wales) Act 2013 came into force in September 2014 and places new duties on local authorities (LAs) in Wales to produce and publish active travel maps. Active travel means walking and cycling, including the use of mobility scooters, for everyday journeys. This includes journeys to school, to work, to the shops or to access services, such as health or leisure centres. Active travel does not include walking and cycling for recreational purposes. Active travel is important in promoting healthier lifestyles and reducing the negative impacts of traffic upon our neighbourhoods and communities.</p> <p>The Act requires all LAs in Wales to produce an Active Travel Integrated Network Map (INM) by November 2017. The INM sets out the LA's plans for improving active travel routes and facilities over the next 15 years. The map shows the proposed future network of key walking and cycling routes and will include short, medium and longer term schemes.</p> <p>Caerphilly CBC's draft INM has been developed following a review of existing walking and cycling proposals included in Caerphilly CBC's Local Development Plan and Local Transport Plan and an information gathering exercise with Caerphilly CBC Members, Officers, the Youth Forum and members of the public that took place during Summer/Autumn 2016. Suggestions made during the information gathering stage have been assessed to ensure the proposed improvements are able to meet the standards for active travel routes set by the Welsh Government. The resulting draft INM that has been developed includes proposals for over 100 walking and cycling route improvements.</p>
2	<p>Who are the service users affected by the proposal?</p> <p>The Act only applies to specific 'designated' areas in Wales, which have been determined by the Welsh Government and are based on the population size of settlements. Those communities/ areas included within the Act within Caerphilly County Borough are as follows: Aberbargoed, Abercarn, Abertridwr, Bargoed, Blackwood, Caerphilly, Cwmfelinfach, Llanbradach, Machen, Nelson, New Tredegar, Newbridge, Pontllanfraith, Pontlottyn, Rhymney, Risca, Wattsville, Ynysddu, Ystrad Mynach.</p> <p>The Active Travel (Wales) Act 2013 aims to make active travel the most attractive option for shorter journeys for all sections of the community in the above areas. The Active Travel INM sets down proposed improvements to the active travel network in Caerphilly County Borough for the benefit of residents and visitors to the area. The delivery of the schemes set out in the Active Travel INM will affect the public generally as all sections of the community will have the opportunity to use the active travel network to access employment, education, services, facilities etc.</p> <p>The INM is an aspirational map and the development and delivery of the routes shown on the INM will be dependent on the availability of funding for active travel schemes.</p>

IMPACT ON THE PUBLIC AND STAFF

<p>3</p>	<p>Does the proposal ensure that everyone has an equal access to all the services available or proposed, or benefits equally from the proposed changes, or does not lose out in greater or more severe ways due to the proposals?</p> <p>The Active Travel INM aims to improve accessibility by walking and cycling (including the use of mobility scooters) for all sections of the community, to a range of services including employment, education, retail, healthcare and leisure facilities. The Active Travel INM promotes equal opportunities for active travel modes as it seeks to improve access to services and facilities through prioritising a low cost mode of travel. The focus upon schemes to improve access by walking and cycling will benefit those who do not have access to a car.</p> <p>Different sections of the community will have different accessibility needs. It is important that these needs are understood and taken into account in the design of individual active travel schemes that are delivered through the Active Travel INM. There will be the opportunity to consider the needs of all users, including more vulnerable groups, on a scheme-by-scheme basis, as funding becomes available for scheme delivery.</p>
	<p>Actions required:</p> <p>Issues of equal access to be considered on a scheme-by-scheme basis during the delivery of the Active Travel INM.</p>
<p>4</p>	<p>What are the consequences of the above for specific groups?</p> <p>Different sections of the community will have different accessibility needs. In terms of the consequences of the Active Travel INM for particular groups, it is considered that the impact of the schemes delivered through the Active Travel INM may affect people differently in terms of their disability, gender or age. It is important that such needs are understood and taken into account in the design of individual active travel schemes that are delivered through this Active Travel INM. There will be the opportunity to consider the needs of all users, including more vulnerable groups, on a scheme-by-scheme basis, as funding becomes available for scheme delivery.</p>
	<p>Actions required:</p> <p>The impact of active travel schemes on particular groups e.g. in terms of disability, gender or age, to be considered on a scheme-by-scheme basis during the delivery of the Active Travel INM.</p>

5	<p>In line with the requirements of the Welsh Language Standards. (No.1) Regulations 2015, please note below what effects, if any (whether positive or adverse), the proposal would have on opportunities for persons to use the Welsh language, and treating the Welsh language no less favourably than the English language.</p> <p>The requirements of the Welsh Language Standards will need to be considered on a scheme-by-scheme basis during the development and delivery of active travel schemes.</p> <p>All information made available to the public in relation to the Active Travel INM will be in line with the requirements of the Welsh Language Standards e.g. consultation information, the final version of the Active Travel INM and any supporting information.</p>
	<p>Actions required:</p> <p>The requirements of the Welsh Language Standards to be considered on a scheme-by-scheme basis during the development and delivery of active travel schemes.</p>

INFORMATION COLLECTION

6	<p>Is full information and analysis of users of the service available?</p> <p>The Active Travel INM aims to improve accessibility by walking and cycling (including the use of mobility scooters) for all sections of the community to a range of services including employment, education, retail, healthcare and leisure facilities.</p> <p>The consultation process detailed in section 7 below has aimed to engage with a wide range of potential users of the active travel network.</p>
	<p>Actions required:</p> <p>None.</p>

CONSULTATION

7 What consultation has taken place?

A 12-week public consultation on Caerphilly CBC's draft INM has been undertaken, as required by the Welsh Government. Full details of the public consultation are included in the Active Travel Integrated Network Map Consultation Report. A dedicated Active Travel web page on the Caerphilly CBC website included details of the consultation, an online version of the draft INM and a consultation questionnaire. The consultation was promoted via Caerphilly CBC's Newsline, social media and by email to a range of internal and external contacts. Hard copies of the draft INM and the consultation questionnaire were available at libraries across the County Borough and consultation sessions were also held at seven libraries.

The consultation included statutory consultees, key external stakeholders, Local Authority Members and relevant officers (including CCBC's Equalities and Disability Access Officers for wider dissemination to their contacts), Town and Community Councils and equalities groups. The equalities groups that were emailed directly with details about the consultation are as follows:

- Action on Hearing Loss Cymru
- Age Concern
- Age Cymru
- Bi Cymru
- Bridges Into Work
- British Deaf Association
- Caerphilly County Borough Access Group
- Caerphilly Parent Network
- Changing Faces
- Deafblind Cymru
- Disability Can Do
- Disability Wales
- Guide Dogs
- Gwent Education Multi-Ethnic Service (GEMS)
- Menter Iaith Caerffili
- National Bureau for Students with Disabilities
- Race Council Cymru
- Race Equality First
- Rainbow Group
- Rhondda Cynon Taf Access Group
- Royal National Institute of Blind People Cymru
- Sight Cymru
- SNAP Cymru
- Stonewall Cymru
- Stroke Association
- Umbrella Gwent
- VALREC
- Wales Council for Deaf People
- Wales Council for Voluntary Action
- YMCA
- Yr Urdd

	<p>Officers also attended the Caerphilly County Borough Access Group and Caerphilly CBC's Youth Forum to encourage participation in the INM consultation by equalities groups. It is also worth noting that one of the Youth Forum priorities for 2017/18 was 'more lights on cycle paths and walkways'.</p> <p>The consultation questionnaire asked respondents to provide details if they felt that any of the proposals would affect them because of issues relating to equalities e.g. age, disability, ethnic origin, gender, gender reassignment, marital status, religious or non-religious belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents.</p> <p>All comments received during the consultation have been reviewed and consideration given to whether any to the Active Travel INM are required. Specific equalities issues raised during the consultation are detailed in section 3.9 of the Active Travel INM Consultation Report. Changes proposed to the INM following the consultation are included in section 4 of the Active Travel INM Consultation Report.</p> <p>In addition a previous consultation on the South East Wales Valleys Local Transport Plan (undertaken in 2014) highlighted that active travel routes should consider the needs of those who cannot walk or cycle or use adapted bikes and that shared-use routes/ spaces should consider the needs of those who are blind or partially sighted.</p>
	<p>Actions required:</p> <p>The impact of active travel schemes on particular groups e.g. in terms of disability, gender or age, to be considered on a scheme-by-scheme basis during the delivery of the Active Travel INM.</p>

MONITORING AND REVIEW

<p>8</p>	<p>How will the proposal be monitored?</p> <p>Monitoring will focus upon the active travel schemes and improvements that are delivered through the Active Travel INM. The Active Travel (Wales) Act 2013 requires LAs to report to the Welsh Government changes in level of use of active travel routes. Monitoring of usage of active travel routes will be necessary to meet this duty.</p> <p>In addition, the Welsh Government's 'Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013' states that, as part of the development of individual active travel schemes, monitoring should be considered from the outset and that any bids for funding will need to include details of how the success of the scheme will be monitored. It also states that the type of monitoring that is undertaken will depend upon a number of factors relevant to the specific scheme itself, including accessibility of the scheme and the funding available. It should be noted that, in terms of usage of the active travel improvements that are delivered, the main focus will be upon overall numbers of people using a new facility rather than usage by particular groups.</p>
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	The Engineering Division's Service Request system will record future requests from the public in relation to any issues raised about the active travel network or new facilities that are provided.
	<p>Actions required:</p> <p>Monitoring of usage of active travel routes will be undertaken as necessary to meet the requirements of the Welsh Government.</p>

9	<p>How will the monitoring be evaluated?</p> <p>Monitoring of active travel improvements, as detailed above, will be reported on an annual basis to the Welsh Government. The methods of monitoring detailed above will be reviewed in light of any feedback received from the Welsh Government, any specific issues about active travel routes raised by the public and through collaborative working with other LAs in SE Wales.</p>
	<p>Actions required:</p> <p>Monitoring of usage of active travel routes will be undertaken as necessary to meet the requirements of the Welsh Government.</p>

10	<p>Have any support / guidance / training requirements been identified?</p> <p>No training requirements identified at this stage.</p>
	<p>Actions required:</p> <p>None.</p>

11	<p>Where you have identified mitigating factors in previous answers that lessen the impact on any particular group in the community, or have identified any elsewhere, please summarise them here.</p> <p>The following to be considered on a scheme-by-scheme basis during the development and delivery of the Active Travel INM:</p> <ul style="list-style-type: none"> • Issues of equal access. • The impact of active travel schemes on particular groups e.g. in terms of disability, gender or age • The requirements of the Welsh Language Standards.
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12	<p>What wider use will you make of this Equality Impact Assessment?</p> <p>This report will be an appendix to the Active Travel Integrated Network Map Scrutiny/ Cabinet report. This EIA will be considered during the development and delivery of schemes within the Active Travel INM.</p>
	<p>Actions required:</p> <p>As above.</p>

Completed by:	Gemma Thomas
Date:	20.07.17
Position:	Principal Engineer – Transport Strategy and Road Safety
Name of Head of Service:	Marcus Lloyd



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

**SUBJECT: SPEED LIMIT REVIEW OF A AND B CLASS ROADS WITHIN
 CAERPHILLY COUNTY BOROUGH**

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To seek views and support from the Regeneration and Environment Scrutiny Committee on the methodology, outcomes and recommendations of a speed limit review of A and B class roads within Caerphilly County Borough prior to Public Notice being given.

2. SUMMARY

- 2.1 The Speed Limit Review has established that the majority of the existing speed limits within the borough are appropriate and conform to National guidance.
- 2.2 The Speed Limit Review across the classified highway network has identified a number of locations where changes should be considered in order to ensure that the speed limits posted on the highway comply with Welsh Government's evaluation criteria. Consequently it is recommended that changes be made to the existing speed limits at these locations whilst others be treated with speed management measures.
- 2.3 Members views are sought on the recommendations of the speed limit review prior to Public Notice being given.

3. LINKS TO STRATEGY

- 3.1 The report links directly to the Council's priority to ensure that communities are safe, green and clean places to live and to improve residents' quality of life through the setting of appropriate speed limits on the main A and B class roads within the County Borough.
- 3.2 The recommended course of action contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2016:
- *A prosperous Wales*
 - *A healthier Wales*
 - *A Wales of cohesive communities*
 - *A globally responsible Wales*

4. THE REPORT

4.1 Background

4.1.1 In 2009 Welsh Government issued new guidance for 'Setting Local Speed Limits in Wales' and requested that Local Authorities undertake a review of existing speed limits on their main A and B class roads. Therefore the following work has been undertaken:

- All speed limits on A and B class roads within the county borough have been reviewed in accordance with Welsh Government's 'Setting Local Speed Limits in Wales' guidance;
- Locations have been identified that would benefit from the introduction of speed management measures (in accordance with the Council's Speed Management Strategy) where there is widespread disregard for current speed limits.

4.1.2 The purpose of the Speed Limit Review was to analyse the speed limits of strategic routes (Class A and B roads) through the County Borough to establish whether they comply with current guidance and to ensure that a consistent approach has been applied when setting speed limits throughout the County and across Wales.

4.1.3 The 'Setting Local Speed Limits in Wales 2009' guidance in Appendix 1 supersedes that previously contained in Circular Road 1/93 (Department of Transport / Welsh Office 1993) although it builds on the same principles over many years. The guidance and implementation of change relates to the classified A and B county roads but also provides advice on setting limits in urban and rural areas. The classified A and B roads network moves transport between towns and cities and provides opportunities for residents to travel and enables businesses to get their goods and services to the market place. Transport networks that function well help provide employment opportunities, and improve access to services and markets whilst making efficiency enhancements and attracting inward investment. The efficiency of the Transport System is important but Highway Authorities must also give consideration to the safety, role, and design of a road when setting local speed limits.

4.1.4 In order to apply a consistent approach when carrying out the review and setting local speed limits on Local Authority Roads, the guidance considerations have been applied. This will ensure the limits are consistent and have similar attributes to those in other parts of the A and B road network throughout Wales. The following are the key points Welsh Government has identified.

Key points:

- Speed limits should be evidence led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel.
- Speed limits should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.
- Highway authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Changes to existing local speed limits could be lower or higher depending upon the conditions and evidence.
- The guidance is to be used for setting all local speed limits on trunk and county roads, (excluding motorways) whether single or dual carriageways in both urban and rural areas.
- The guidance should also be used as the basis for future assessments of local speed limits, for developing route management strategies, and for developing speed management strategies dovetailing with Local Transport Plans.

4.2 Review

4.2.1 Officers in the Engineering Services Division have completed a review of the existing speed limits in the borough in accordance with Welsh Government's guidance and Caerphilly County Borough Council's adopted Speed Management Strategy. A number of the borough's major A

and B roads pass through town centres such as Caerphilly, Blackwood and Aberbargoed and these town centre sections are not always considered strategic roads/links, as they are highly populated with pedestrians and motorists. Therefore they are classified as urban areas with 30mph speed limits. The restricted (30mph) speed limits on these sections of road conform to current guidance and a detailed analysis was not carried out for each, as the existing 30mph speed limits are considered appropriate.

4.2.2 Speed surveys were carried out on a number of defined links/routes and the mean speed data collected was the main guide for assessing the appropriate speed limit. The mean speed record is now the standard measure for use in appraisals and is considered the appropriate speed measurement for setting speed limits as it is an indicator of what motorists consider is the appropriate speed to travel. The collision rate has been considered in conjunction with the mean speed where a speed limit order is applied/considered for lower than the national speed limit. (The national speed limit for cars is 70mph on dual carriageways, 60mph on single carriageways in rural areas and 30 mph in built up areas). Other important factors such as the general standard of the road, the number of junctions and adjacent development have also been taken into account. The classified highway network must have an appropriate reason for a speed limit when the standard of the road is good and there are few junctions or limited adjacent development. All of these principles have been used where appropriate to assess the existing speed limits along the classified roads in the County Borough.

4.2.3 In Caerphilly County Borough there are six A class roads and eleven B class roads, all of which have been reviewed as part of this process. Details of the routes are shown in the maps in Appendix 2A and 2B and listed below:

- A467
- A468
- A469
- A472
- A4048
- A4049
- B4251
- B4252
- B4254
- B4255
- B4256
- B4257
- B4263
- B4511
- B4591
- B4600
- B4623

4.3 Methodology

4.3.1 In order to review each road an assessment process has been developed in accordance with the 'Setting Local Speed Limits in Wales' guidance and the Council's adopted Speed Management Strategy. Full details of the assessment process are provided in Appendix 3 to this report.

4.3.2 In order to review each road they were split into a number of different links (excluding any urban classified areas) that represent either a change in the road's speed limit or in the nature of the carriageway. For each link, speed, volume and collision data was collected and analysed. By following the consistent assessment process in Appendix 3 some links have been highlighted due to poor collision records or high vehicle speed averages, and recommended changes to the road's speed limit or the inclusion of road safety measures have been recommended.

4.3.3 A total of 96 links were identified for evaluation against the Welsh Government Speed Limit Review Criteria split into the following classifications:

- The six A class Roads in the County Borough were divided into 68 links for analysis
- The eleven B class roads in the County Borough were divided into 28 links for analysis

4.4 Data

4.4.1 A summary of the traffic survey results and collision data for the 96 individual road links is provided in Appendix 4A and 4B to this report.

4.5 Summary of Recommendations

- 4.5.1 The review has determined that the vast majority of the existing speed limits within the County Borough conform with the 'Setting Local Speed Limits in Wales' guidance and only a small number of road sections have been identified as requiring further consideration/revisions of the existing speed limit.
- 4.5.2 The table in Appendix 5 provides a summary of the recommendations from the speed limit review, details of which have been forwarded to officers in relevant service areas and local ward members where changes have been proposed. Following this consultation exercise a number of comments and objections have been received, details of which are also provided in the table for information.
- 4.5.3 For those links that are highlighted for further review, each link will be looked at individually where either a change in the road's speed limit or further safety measures will be included. Minor additions could be added for those links where the mean speed is just above the current speed limit, such as vehicle activated signs (VAS), road markings, countdown markers or hatch markings. However for those links where the mean speed is considerably higher than the speed limit, minor engineering works would be required unless an increase in the speed limit has been recommended. These minor engineering works could include priority gateways, build outs or localised narrowing of the carriageway.
- 4.5.4 Gwent Police's Traffic Management Advisor has been involved in the assessment process and supports the majority of the recommendations contained within this report. However concerns have been raised regarding the proposed changes for A469 Link 7 Puzzle House Junction.
- 4.5.5 Members will be contacted individually in due course to discuss the recommendations outlined in Appendix 5 and the additional requests received for changes to be made to the speed limits in their respective wards. All proposed changes to the speed limits will be subject to the standard traffic regulation order process which involves a statutory consultation process with relevant parties including Ward Members, local residents and the Chief Constable of Gwent Police and Public Notice being given.
- 4.5.6 The recommendations would need to consider the responses from the Statutory consultation process and the amount of works would be reviewed to establish phasing based on available funding streams e.g. Welsh Government grants.

4.6 Way Forward

- 4.6.1 Based on the comments received to date, further consultations will need to be carried out before the recommendations contained in Appendix 5 can be taken forward. It is therefore recommended that the review continues and, following receipt of comments received from Regeneration and Environment Scrutiny Committee, discussions will be held with individual ward members and Gwent Police's Traffic Management Advisor in due course. It should be noted that further public consultations will also need to be carried out and Public Notice given before a delegated decision can be made by the Head of Service in conjunction with the Cabinet Member on whether each individual recommendation contained in Appendix 5 of this report should be taken forward or amended.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 The proposals within this report contribute to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that it supports:
- Long Term – Setting of appropriate speed limits will benefit the efficiency and safety of the highway network into the long term.

- Prevention – A number of the proposed recommendations will help to create a safer highway network that could help to prevent/reduce road traffic collisions in the future.
- Integration – The recommendations contained within this report will help to ensure that a consistent approach is being applied to setting speed limits throughout the County Borough and across Wales.
- Collaboration – The methodology employed has been developed by Welsh Government and is to be used by all Local Authorities across Wales.
- Involvement – All of the proposals contained within this report will be subject to a formal consultation exercise with the public and all interested stakeholders.

6. EQUALITIES IMPLICATIONS

- 6.1 This report is for information purposes, so the Council's Equalities Impact Assessment process does not need to be applied at this stage but will be considered as part of any traffic regulation orders that are taken forward in due course and any changes would be subject to a Statutory consultation process. Changes to speed limits can have a detrimental impact on people who fall under the protected characteristic groups, in particular children, older people, people with disabilities such as mobility, hearing and visual impairments.

7. FINANCIAL IMPLICATIONS

- 7.1 Changes to the speed limits as recommended in the report would need to be funded from existing revenue budgets and/or from additional financial resources to be taken forward as part of a future programme of works.

8. PERSONNEL IMPLICATIONS

- 8.1 None.

9. CONSULTATIONS

- 9.1 All comments received have been incorporated in the report.

10. RECOMMENDATIONS

- 10.1 Members are to review the methodology and consider its appropriateness.
- 10.2 Members are asked for their views on the proposed recommendations as set out in section 4.5 of this report.
- 10.3 Officers take these views, together with any others received, prior to the Head of Service making a delegated decision in conjunction with the Cabinet Member to progress the recommendations as identified following further consultations.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 In order to comply with Welsh Government's request that Local Authorities undertake a review of all speed limits on their main A and B class roads.

12. STATUTORY POWER

12.1 Road Traffic Regulation Act 1984.

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Cllr Sean Morgan – Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing and Future generations Champion
Cllr Eluned Stenner, Cabinet Member for Environment and Public Protection
Cllr D T Davies - Chair of Regeneration and Environment Scrutiny Committee
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Shaun Watkins, Principal Personnel Officer

Background papers:

Report to Regeneration and Scrutiny Committee – 16 September 2008

Welsh Assembly Government consultation on draft guidance for setting local speed limits

Appendices:

Appendix 1	Setting Local Speed Limits in Wales guidance
Appendix 2A and 2B	Map of routes considered within speed limit review
Appendix 3	Speed limit review assessment process
Appendix 4A and 4B	Traffic survey and collision data
Appendix 5	Summary of recommendations and comments received



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Department for the Economy and Transport



Setting Local Speed Limits in Wales

Guidance

Welsh Assembly Government Circular No: 24/2009

Date of Issue: October 2009

Replaces Circular Roads 1/93 (Department of Transport / Welsh Office 1993)



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Section 1: Introduction

Key points:

- Speed limits should be evidence led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel.
- Speed limits should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.
- Highway authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Local speed limits could be lower or higher depending upon the conditions and evidence.
- This guidance is to be used for setting all local speed limits on trunk and county roads, (excluding motorways) whether single or dual carriageways in both urban and rural areas.
- This guidance should also be used as the basis for future assessments of local speed limits, for developing route management strategies, and for developing speed management strategies dovetailing with Regional Transport Plans.
- Highway authorities are asked to review the speed limits on all of their A and B roads, and implement any necessary changes, by 31st December 2014 in accordance with this guidance.

Background

- 1.1 The Welsh Assembly Government is committed to reducing road traffic collisions and injuries, and developing safer environments for all road users, within a road system which strengthens rural communities and aids wider economic, social and environmental objectives in a sustainable way.
- 1.2 Speed limits play a fundamental role in effective speed management designed to encourage, help and require road users to adopt appropriate and safe speeds. They are a key indicator of the nature and risks posed by the road environment to both motorised and non-motorised road users. Speed limits should, therefore, be evidence led and seek to reinforce people's assessment of what is a safe speed to travel, encouraging self-compliance and not being seen by drivers as a target speed at which to drive in all circumstances.
- 1.3 The overall speed limit framework, including the setting of national limits for different road types, and to which exceptions to the general limits can be applied, is the responsibility of central government. Currently the three national speed limits for cars and motorcycles are:
 - 30mph on street lit roads (sometimes referred to as Restricted Roads);
 - 60mph on rural single carriageway roads;
 - 70mph on dual carriageways and motorways.

- 1.4 These national limits are not, however, appropriate to all roads and highway authorities can, based on local needs and considerations, set 'local speed limits' that differ from the respective national speed limit.
- 1.5 This guidance for highway authorities supersedes that previously contained in Circular Roads 1/93 (Department of Transport / Welsh Office 1993).
- 1.6 This guidance builds on many of the underlying principles of Circular Roads 1/93 reflecting some important developments in speed management policies / research and the relationship between speed and the risk of collisions, together with the severity of injury and actual speeds being driven on rural roads.
- 1.7 The guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. It brings together the main features of other published guidance on speed limit related issues including speed related road traffic regulation and signing, street lighting, speed limits in rural communities, and 20mph speed limits and zones.
- 1.8 The guidance should be read in conjunction with the relevant legislation, including the Traffic Signs Regulations and General Directions 2002, together with comprehensive advice set out in the appropriate Traffic Advisory Leaflets.
- 1.9 Section 268 of the Transport Act 2000 enables a local highway authority to designate any of the roads for which it has direct responsibility as a Quiet Lane or Home Zone and introduces the concept of use orders and speed orders for these roads. As speed orders do not impose speed limits, but rather specify speeds below which measures can be introduced to constrain traffic, they are not dealt with explicitly within these guidelines.

Priorities for Action

- 1.10 This guidance should be used as the basis for:
 - future assessments of local speed limits;
 - developing route management strategies;
 - developing speed management strategies dovetailing with Regional Transport Plans.
- 1.11 Highway authorities are asked to:
 - review, in accordance with this guidance, the speed limits on all of their A and B roads, implementing and documenting any changes by 31st December 2014;
 - also consider the use of speed management measures, where appropriate on their other roads, in accordance with their statutory duty in respect of road safety;
 - address routes with problems of collisions and injuries, or where there is a widespread disregard for current speed limits.
- 1.12 This guidance will continue to be reviewed in the light of experience and future policy developments. The Welsh Assembly Government intends to monitor and evaluate the usefulness of its guidance to highway authorities and to review the results of its use on the ground. This information will be used to inform any future reviews of the Road Safety Strategy for Wales.

Section 2: Background and Objectives

Key points:

- Highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations.
- Local speed limits should ideally be considered as part of a package of measures to manage vehicle speeds.

2.1 The following is a list of publications that have defined government policy in relation to speed management:

- 1997 White Paper on the Future of Transport;
- New Directions in Speed Management (DETR 2000a);
- Tomorrow's Roads – Safer for Everyone¹;
- The Road Safety Strategy for Wales¹;
- Transport Act 2000; and
- TRL Speed Assessment Framework.

2.2 The key objectives of this guidance are:

- the provision of up-to-date and consistent advice to highway authorities;
- improved clarity and consistency of speed limits across Wales that will reflect a level of consistency with England;
- the setting of more appropriate local speed limits, including lower or higher speed limits where conditions dictate;
- local speed limits which better reflect the needs of all road users, not just motorised vehicles;
- improved quality of life for local communities and a better balance between road safety, accessibility, and environmental objectives, especially in rural communities;
- improved recognition and understanding by road users of the risks involved on different types of road, the speed limits which apply, and the reasons why;
- improved respect for speed limits, and in turn improved self compliance;
- continued reductions in the number of road traffic collisions, injuries, and deaths in which excessive or inappropriate speed is a contributory factor.

2.3 Speed limits are, however, only one element of speed management. Ideally local speed limits should be part of a package of measures to manage speeds. For example this could include engineering, landscaping, education, driver information, training, and publicity work to respect the needs of all road users and raise the driver's awareness of their

¹ A new national road safety strategy incorporating casualty reduction targets for beyond 2010 is currently being prepared.

environment. Within their overall network management responsibilities, these measures should enable highway authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings.

- 2.4 If an unrealistically low speed limit is set in isolation, it is likely to be ineffective and lead to disrespect from drivers. This would require significant, but avoidable, enforcement costs and could also result in many drivers continuing to travel at unacceptable speeds, thus increasing the risk of injury collisions.

Section 3: The Underlying Principles of Local Speed Limits

Key points:

- The Welsh Assembly Government is responsible for determining local speed limits on the motorway and trunk road network. Local highway authorities are responsible for determining speed limits on the local road network.
- It is important that highway authorities and the police work together in determining any changes to speed limits.
- Alternative speed management options should always be considered before a new speed limit is introduced.
- The underlying aim should be to achieve a 'safe' distribution of speeds which reflects the function of the road and the impacts on the local community. The needs of vulnerable road users and communities must be fully taken into account.
- Highway authorities will wish to satisfy themselves that the benefits exceed the disbenefits before introducing or changing a local speed limit.
- The characteristics of the road and the needs of the vulnerable road user should be considered as factors when setting a speed limit.
- Mean speeds should be used as the basis for determining local speed limits.
- The minimum length of a speed limit should generally be not less than 600 metres although it may be appropriate to use shorter lengths in some circumstances.
- Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility at a bend.

- 3.1 This section identifies who is responsible for determining local speed limits, on which roads, together with the underlying principles which should guide such decisions.
- 3.2 The Welsh Assembly Government is responsible for determining local speed limits on the motorway and trunk road network, and local highway authorities for determining local speed limits on the local road network.
- 3.3 It is important that highway authorities and the police work together in determining, or considering, any changes to speed limits. Neighbouring highway authorities should also work together to ensure consistency of speed limits, especially where roads cross boundaries.

Considerations in Setting Local Speed Limits

- 3.4 A study of road traffic collisions and casualties should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different road users. Community

concerns should also be considered. Improvements in the collision rate or quality of life may be achieved by other speed management measures, hence these alternatives should be considered before proceeding with a new speed limit.

- 3.5 Before introducing or changing a local speed limit, highway authorities will wish to satisfy themselves that the benefits exceed the disbenefits. Many of the costs and benefits do not have monetary values associated with them, but highway authorities should include an assessment of the following factors:
- conditions and facilities for vulnerable road users, including the visual and physical impact of signing;
 - the level of community severance by moving traffic;
 - potential collision and casualty savings;
 - the level of public anxiety;
 - the environmental impact;
 - traffic flow and emissions;
 - journey time reliability;
 - the cost of associated engineering or other physical measures and their maintenance;
 - the cost and visual impact of signing and possible environmental impact of engineering or other physical measures;
 - the practicalities of enforcement.

The Underlying Principles

- 3.6 The underlying aim of speed management policies should be to achieve a safe distribution of speeds which reflects the function of the road and the needs of the local community.
- 3.7 As well as being a key indicator of whether a local speed limit is appropriate, the estimated collision and injury savings should also be an important factor when considering changes to a local speed limit.
- 3.8 The characteristics of the road, such as its geometry and adjacent land use, should be a key factor when setting a speed limit. Drivers are likely to respect lower limits where they can see there are potential hazards, for example in residential areas, shopping streets and outside schools.
- 3.9 Appropriate speed limits are those that complement the road geometry and environment, and the following factors are important:
- road function (strategic, through traffic, local community access etc);
 - road user composition (including existing and potential levels of pedestrian, cyclist, horse rider, motorcyclist and drivers / riders of different types of vehicle);
 - road geometry (width, sight-lines, bends, junctions and accesses etc);
 - community severance;
 - road environment (rural, residential, shop frontages, schools etc);
 - level of adjacent development.

- 3.10 The needs of vulnerable road users must be fully taken into account in order to further encourage their mobility and improve their safety. Setting appropriate speed limits is a particularly important element in urban safety management, with significant benefits for pedestrians and cyclists. Similarly as vehicle speeds are generally higher on rural roads, collision severity and the risk to vulnerable road users are also greater. In both situations speed management strategies should seek to protect local community life.
- 3.11 In order to influence driven speeds to below a new lower local limit it is important that the limit is signed correctly and consistently. Any new limit should also be accompanied by education and, where appropriate, effective engineering changes to the road itself. Without these measures the actual driven speeds are unlikely to be reduced to below the new limit.
- 3.12 Mean speeds should be used as the basis for determining local speed limits as these reflect what the majority of drivers perceive as an appropriate speed for the road. The aim should be for the mean speed driven on the road to be at or below the posted speed limit. Consequently, it may be necessary to consider additional measures to influence the speed distribution.
- 3.13 The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes along the route. This can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function. Anything shorter is not recommended. The terminal points of speed limits need to take account of local circumstances, such as gradients, bends, hump-backed bridges or other hazards, access to industrial / residential estates and visibility of the terminal signs.
- 3.14 For consistency within routes, separate assessments should be made for each 600 metre length of road for which a different speed limit is being considered. The final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.
- 3.15 Occasionally a shorter length of 40mph or 50mph speed limit may be appropriate as an intermediate transition between a national limit and a lower limit, for example on the outskirts of rural communities or urban areas with adjoining intermittent development. The use of such transitional limits should be restricted to where immediate speed reduction causes real difficulty or is likely to be less effective.
- 3.16 Speed limits should not be used to address isolated hazards such as a simple junction or bend, since speed limits are difficult to enforce over short lengths. Other measures such as warning signs, carriageway markings, junction improvements, super-elevation of bends, adequate footways and new or improved street lighting are likely to be more effective.
- 3.17 Where several roads with different limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, the roundabout itself should take the lower limit. If all the approach roads have the same limit, the roundabout should have that same limit.
- 3.18 An advisory speed limit recommends a maximum speed although this is not enforced. These are often set at roadworks, on sections of roads with bends or other hazards or in areas frequented by vulnerable road users such as outside schools. Advisory speed limits are generally signed in accordance with Diagram No 513.2 of the Traffic Signs Regulations and General Directions 2002.

Section 4: The Legislative Framework

Key points:

- All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.
- Any permanent speed limits below 30mph, other than 20mph limits or zones, require individual consent from the Welsh Assembly Government.
- For the purpose of determining whether or not a road is restricted, street lighting may extend not only to street lamps provided by highway authorities, but also to their provision by town or community councils with the consent of the respective highway authority.
- Unless an order has been made and the road is signed to the contrary, a 30mph speed limit applies where there are three or more street lamps illuminating the carriageway and placed not more than 183 metres apart.
- Highway authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with The Traffic Signs Regulations and General Directions 2002. Signing that is contrary to the Regulations must not be installed without first seeking authorisation.
- Highway authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.
- Vehicle activated signs must not be used as an alternative to static speed limit signing, but as an additional measure to warn or remind drivers as appropriate.

Main Speed Limit Legislation

- 4.1 This section summarises the current legislative framework governing the setting of local speed limits and speed limit signing. Highway Authorities should comply with this and any subsequent legislative and technical advice.
- 4.2 Most road traffic law pertaining to speed limits is contained in the Road Traffic Regulation Act 1984 (RTRA 1984). Other relevant legislation includes the Highways Act 1980 where Sections 90A-F cover road humps and Sections 90G-I cover other traffic calming works.
- 4.3 Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed limit order making process. Section 82(1)(a) defines a restricted road in England and Wales as a road which is provided with "a system of street lighting furnished by means of lamps placed not more than 200 yards (183 metres) apart". Section 81 specifically makes it an offence for a person to drive a motor vehicle at a speed of more than 30mph on a restricted road.
- 4.4 The establishment of speed limits is also a method through which legal sanctions can be brought to bear on those who exceed the limit set on a particular road. It is, therefore, important to preserve carefully all records relating to the making and validity of a speed limit and associated signage.

- 4.5 All speed limits, other than those on restricted roads, should be made by order under Section 84 of the RTRA 1984. This includes the making of a 30mph speed limit on an unlit road.
- 4.6 The Welsh Assembly Government's policy on the use of Section 82 (2) is that it should be used only to reinstate restricted road status in those cases where a road which has a system of street lighting has previously had its restricted road status removed.
- 4.7 If a road with street lighting has a 40mph limit and this is to be reduced to 30mph, it is necessary to both revoke the 40mph order under Section 84 and apply Section 82 to reinstate restricted road status. Similarly, where a speed limit of 30mph is imposed by order under Section 84 because there is no street lighting, that order should be revoked if street lighting is subsequently provided.
- 4.8 Whilst the Welsh Assembly Government believes that it is legally permissible to use Section 82 to create a 30mph speed limit on an unlit stretch of road, it considers that the best practice is to use Section 84, since this is more in line with the common sense implication that the term 'restricted road' implies the presence of street lights. That said, current speed limits of 30mph on unlit roads that have been made using Section 82 are not in the Welsh Assembly Government's view illegal and there is no requirement to make retrospective speed limit orders. However, it is recommended that highway authorities use Section 84 for future orders.
- 4.9 Any permanent speed limits below 30mph, other than 20mph limits or zones require individual consent from the Welsh Assembly Government.

Street Lighting

- 4.10 For the purpose of determining whether or not a road is restricted, street lighting (as set out in paragraph 4.3) may extend not only to street lamps provided by highway authorities, but also their provision by town or community councils with the consent of the respective highway authority.
- 4.11 Direction 11 of The Traffic Signs Regulations and General Directions 2002 defines the requirements for the placing of speed limit repeater signs. This states that speed limit repeater signs cannot be placed along a road on which there is a system of street lighting and which is subject to a 30mph speed limit. The definition of repeater signs includes the use of carriageway markings validating the speed limit.
- 4.12 The Welsh Assembly Government will not make exceptions to this rule. It should be assumed that, unless an order has been made and the road is signed to the contrary, a 30mph speed limit applies where there is a system of street lighting.

Speed Limit Signing

- 4.13 Whilst increased understanding and acceptance of speed limits will help compliance, drivers are ultimately aided by clear, visible and regular signing which enables them to unhesitatingly know what speed limit is in force.
- 4.14 Under Section 85 of the RTRA 1984 it is the duty of the highway authority to erect and maintain prescribed speed limit signs on their roads. The Traffic Signs Regulations and General Directions 2002 prescribe the designs and conditions of use for traffic signs including speed limit signing in England, Scotland and Wales.

- 4.15 Highway authorities must follow these Regulations when signing speed limits. Special authorisation must be sought if highway authorities wish to deviate from that which is prescribed and signing that is contrary to the Regulations must not be installed without first seeking authorisation. Special authorisation applications should be sent to the Welsh Assembly Government.
- 4.16 All signs displaying a mandatory speed limit must either comply fully with the regulations, or have been specially authorised. Failure to provide signs in this manner effectively means that no offence is committed by the person exceeding the speed limit, resulting in failed prosecutions.
- 4.17 Lower maximum speed limits apply on certain roads to certain classes of vehicles. These are set out in Schedule 6 of the RTRA 1984 and in the Highway Code. Drivers of these vehicles are expected to be aware of this and follow these special limitations without having to be reminded by specific speed limit signs for particular vehicles. Highway authorities are, therefore, not permitted to erect different speed limit signs relating to different classes of vehicle.
- 4.18 The main types of speed limit, traffic calming, safety camera and related signing, along with directions for their use, can be found in the Traffic Signs Regulations and General Directions 2002.
- 4.19 Appendix A details in principle the layout of speed limit signs.
- 4.20 Further detailed advice on the form and siting of speed limit signs is given in Chapter 3 of the Traffic Signs Manual and Traffic Advisory Leaflet 1/95 (DoT 1995).
- 4.21 Vehicle activated signs (VAS), triggered by approaching vehicles, have been developed to help address the problem of inappropriate speed. They must not be used as an alternative to static speed limit signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.
- 4.22 The legislation does not prescribe the use of countdown markers on the approach to speed limit terminal signs, and highway authorities must therefore apply for special authorisation before they can be installed.

Section 5: Speed Limits in Urban Areas

Key points:

- Lower speeds benefit all users of urban roads, especially vulnerable road users.
- Highway authorities are encouraged to adopt the Institution of Highways and Transportation's Urban Safety Management Guidelines. The guidelines propose the use of a road hierarchy approach which reflects a road's function, the mix of vehicular traffic that it carries and its use by vulnerable road users.
- The national speed limit in urban areas is currently 30mph.
- Highway authorities are encouraged to consider any new speed limits or modifications to existing limits on an individual case-by-case basis.
- The Welsh Assembly Government encourages and supports 20mph speed limits and zones at appropriate locations. 20mph limits may even be introduced on trunk roads in exceptional circumstances, generally over short lengths and for limited times of the day.
- 40 mph speed limits may be used where the highway features provide suitable facilities to accommodate the movements of all road users who normally use that length of road. 40mph speed limits will tend to be located on generally higher quality suburban roads or those on the outskirts of towns and villages where there is limited development.
- 50mph speed limits can be implemented on urban dual carriageways, radial routes or bypasses where the road environment and characteristics are appropriate. Generally vulnerable road users will not use or seek to cross these routes.

Scope

- 5.1 This section provides specific guidance on the setting of local speed limits in urban areas. Highway authorities should comply with this guidance and any subsequent legislation and technical advice.
- 5.2 Urban roads by their nature are complex as they should seek to cater for a wide variety of user activities and should provide for safe travel on foot, by pedal cycle and by motorised vehicle. Lower speeds benefit all urban road users and setting appropriate speed limits is, therefore, an important factor in improving urban safety. Highway authorities are encouraged to adopt the Urban Safety Management Guidelines published by the Institution of Highways and Transportation. These Guidelines propose the use of a road hierarchy approach which reflects a road's function, the mix of vehicular traffic that it carries and its use by vulnerable road users. Within this approach the principle should be to ensure that the traffic travels on suitable roads at an appropriate speed.
- 5.3 The national speed limit in urban areas is currently 30mph, representing a balance between the mobility and safety of road users, especially the more vulnerable groups. Local speed limits of 20mph are encouraged where appropriate, particularly in situations

where there is a risk to vulnerable road users. Highway authorities can also implement 40mph and 50mph limits on urban roads where conditions are suitable.

5.4 Whenever considering the introduction of new speed limits or modifications to existing limits, highway authorities should review proposals on an individual case-by-case basis.

5.5 For further information on appropriate urban speed limits, other than 30mph limits, see paragraphs 5.6 to 5.17 inclusive and Appendix C.

20mph Speed Limits and Zones

5.6 Highway authorities may implement 20mph speed limits and zones where appropriate, particularly in residential areas, and this is encouraged and supported by the Welsh Assembly Government. Such limits may either be full time or restricted to specified hours of the day.

5.7 20mph speed limits may be used on trunk roads in exceptional circumstances, generally over short lengths and for limited times of the day.

5.8 To be successful, 20mph speed limits and zones should ideally be self enforcing. Highway authorities should take account of the level of police enforcement required before installing either of these measures and must always formally consult the police when considering their use.

5.9 Where highway authorities introduce 20mph speed limits for part of the day (e.g. around school hours), care should be taken to ensure that signing is clear and unambiguous to drivers.

5.10 20mph speed limits should only be used for individual roads or for a small network of roads. Research indicates that 20mph speed limits should only be used where mean vehicle speeds are 24mph or below or where traffic calming measures are planned as part of the speed management strategy.

5.11 20mph zones have a proven casualty reduction benefit and are usually used in town centres, residential areas and in the vicinity of schools. Their purpose is to create conditions in which drivers naturally drive at around 20mph largely due to vulnerable road user activity.

40 and 50mph Speed Limits

5.12 Whilst 30mph is the current national standard speed limit for urban areas, 40 and 50mph speed limits may be used in appropriate circumstances.

5.13 Roads suitable for 40mph are generally of a higher quality than 30mph roads and they tend to be located on the outskirts of towns and villages. In addition, they will generally be of good width, layout and alignment, and will often be bounded by limited development usually set back from the road.

5.14 The movement of vulnerable road users will be catered for by the provision of footways and/or cycleways to at least one if not both sides of the carriageway. Pedestrian / cycle crossing places will exist at locations where movements are likely to occur and these crossings will often be of a controlled nature.

5.15 50mph speed limits may be used where appropriate on urban dual carriageways, radial routes or bypasses where the design and layout of the road is intended to cater for

vehicular traffic only. These roads will generally have either segregated junctions or positive traffic control at intersections and there will be little or no roadside development.

- 5.16 The nature of the roads will tend to discourage vulnerable road user movements along and across the road. Where vulnerable road users are likely to seek to cross a 50mph road, positive controls should exist or be provided probably located at intersections.
- 5.17 When considering the use of 40 and 50mph speed limits, highway authorities should always assess the potential impact on local communities, including segregation of communities and the effect on vulnerable road users.

Speed Limit Signing

- 5.18 The signing that may be used to indicate the presence and nature of a speed limit, including repeater signs, is specified in legislation and technical advice.
- 5.19 In general the signing arrangements associated with speed limits are:
- Where the road is lit by a system of street lamps placed not more than 200 yards (183 metres) apart provided by the highway authority or by a town or community council with the consent of the respective highway authority, 30mph speed limit terminal signs only may be provided. If a system of street lighting, as specified, does not exist then 30mph repeater signs are required at regular intervals along the road(s) covered by the limit. Carriageway markings indicating the speed limit are considered to be a repeater sign and consequently 30mph markings are not permitted on roads subject to a 30mph speed limit, where a conforming system of street lighting exists;
 - A 20mph speed limit is indicated by terminal speed limit signs and 20mph repeater signs at regular intervals along the road(s) covered by the limit;
 - Terminal 20mph signs are used at zone boundaries, along with speed reducing features within the zone. No additional speed limit or traffic calming signs are required within a 20mph zone;
 - For 40 and 50mph speed limits terminal signing and repeater signs are required. For details of the necessary layouts for such signing, see Appendix A.

Section 6: Speed Limits in Rural Areas

Key points:

- The current national speed limit on rural single carriageway roads is 60mph and a limit of 70mph applies on rural dual carriageways.
- 40 and 50mph speed limits may be used where appropriate, and the speed limit in rural towns and villages should generally be 30mph. Highway authorities should, however, consider each location on a case-by-case basis.
- Highway authorities are encouraged to adopt the Institution of Highways and Transportation's Rural Safety Management Guidelines.
- Speed limits should be appropriate for the nature of the road and its use by all types of road user. Factors that should be considered include its strategic importance, if it has a local access or recreational function and if it passes through or severs a local community. In addition, its geometry, the topography of the area and its use by vehicles and vulnerable road users should also be considered.
- The TRL Speed Assessment Framework may be used in borderline cases where the choice of the appropriate speed limit is not clear.
- Generally the minimum length of a speed limit should be 600 metres. Highway authorities may, however, lower this to 400 metres and, in exceptional circumstances, to 300 metres.

Scope

- 6.1 This section provides specific guidance on the setting of local speed limits in rural areas. Highway authorities should comply with this guidance and any subsequent legislation and technical advice.
- 6.2 The current national speed limit (for cars and motorcycles) on rural single carriageway roads is 60mph with a 70mph speed limit on rural dual carriageways.
- 6.3 Speed limits should be considered as only one part of rural safety management and highway authorities are encouraged to adopt the Institution of Highways and Transportation's Rural Safety Management Guidelines. The guidelines propose the use of a road hierarchy approach which reflects the road's function, the mix of vehicular traffic, use by vulnerable road users, its characteristics, its surroundings and the potential safety and environmental impacts.
- 6.4 When considering the provision of a speed limit or modifications to an existing limit, highway authorities should seek a balance between the needs of differing road users. Factors to be considered include:
 - the appropriateness of the current speed limit;
 - the numbers and types of collisions;

- the road's function and traffic mix;
- local access needs;
- any recreational functions;
- community severance and social factors;
- its use by vulnerable road users;
- vehicular use;
- the road environment;
- the road's geometry.

6.5 Highway authorities are encouraged to consider any new speed limits or modifications to existing limits on an individual case-by-case basis.

Speed Limits on Single Carriageway Rural Roads

6.6 In most instances the road's function, usage and characteristics (see paragraphs 6.4 and 6.12) should enable highway authorities to determine an appropriate limit for the individual length of single carriageway rural road. An assessment framework has been developed by TRL as a means of helping decisions in borderline cases where the choice of speed limit is not clear, or for those roads with high collision rates. A web link to the assessment framework is contained in Appendix D.

6.7 The Assessment Framework uses mean speeds and differentiates between two tiers of roads based on their traffic function:

- Upper Tier – those roads with primarily a through function where mobility is important, typically A and B roads;
- Lower Tier – those roads with a local or access function where quality of life benefits are important, typically C and unclassified roads.

6.8 The number and types of road traffic collisions on the affected length of road is a key factor to be considered when setting speed limits. Collision thresholds can provide a guide to those collisions that may occur on a road carrying a given level of traffic and acknowledges a balance between safety and mobility. The suggested speed limits, relative to collision thresholds, for the two tiers are:

Upper Tier A and B roads

- 60mph: High quality strategic roads. When using the Assessment Framework the collision rate should be below a threshold of 35 injury collisions per 100 million vehicle kilometres;
- 50mph: Lower quality strategic roads. When using the Assessment Framework the collision rate should be above a threshold of 35 injury collisions per 100 million vehicle kilometres and/or mean speed is already below 50mph;
- 40mph: where highway authorities consider this to be justified on the basis of, for example, road geometry, the level of development, environmental issues or use by vulnerable road users;
- 30mph: generally the norm in villages;

- 20mph: generally only in exceptional circumstances.

Lower Tier C and Unclassified Roads

- 60mph: only the best quality roads with a mixed function (i.e. partial traffic flow and local access). In the longer term these roads should ideally be assessed using the guidance for upper tier roads;
- 50mph: lower quality roads with a mixed function. When using the Assessment Framework the collision rate should be below a threshold of 60 injury collisions per 100 million vehicle kilometres;
- 40mph: roads with a predominantly local, access or recreational function, or it forms part of a recommended route for vulnerable road users. When using the Assessment Framework the collision rate should be above 60 injury collisions per 100 million vehicle kilometres;
- 30mph: generally the norm in villages;
- 20mph: where appropriate, for example in residential areas and in the vicinity of schools.

6.9 It is important to note that the above does not imply that speed limits should automatically be reduced, especially if the collision records are above the thresholds. Whilst the collision rate is an important factor in determining what speed limit is appropriate, the types of collision are an equally important factor. Highway authorities should review the types of collision that have historically occurred during the preceding 5 years, with particular reference to collisions which may have been speed related.

Dual Carriageway Rural Roads

6.10 Rural dual carriageways will generally be subject to the standard national speed limit, currently 70mph. However, a lower limit may be appropriate if a collision history or specific local circumstances indicate that this cannot be achieved safely. An example of local circumstances is where vulnerable road user activities occur and/or where a significant collision history exists which cannot be resolved by other engineering means.

Rural Towns, Villages and Other Residential Communities

6.11 Fear of traffic can affect people's quality of life within communities and the speed limit in rural towns and villages should be similar to those applying to urban areas, i.e. generally 30mph with 20mph speed limits or zones where appropriate. However, the speed limits in rural communities should be considered on a case-by-case basis.

6.12 Traffic Advisory Leaflet 1/04 sets out current advice on achieving lower speed limits in villages. This includes a broad definition of what constitutes a village, namely 20 or more houses (on one or both sides of the road) over a minimum length of 600 metres. Highway authorities are encouraged to use their discretion in deciding what speed limit is appropriate, taking into account other key buildings, features and issues, including:

- schools;
- pre-school groups;
- shops, cafés, public houses, restaurants and filling stations;
- banks and post offices;

- bus stops;
- tourist attractions;
- community halls;
- residential and nursing homes;
- day care centres;
- doctors' surgeries;
- playing fields, sports facilities and children's playgrounds;
- levels of deprivation.

- 6.13 It may also be appropriate to consider the use of 20mph limits or zones in rural communities, as detailed in paragraphs 5.6 to 5.11 inclusive.
- 6.14 In situations where the broad definition of a village is not met and there is a lesser degree of development, or where engineering measures are not practical or cost effective to achieve a 30mph limit, but a reduction from the national speed limit is considered to be appropriate, highway authorities should consider alternative lower limits of 40 or 50mph.
- 6.15 In some circumstances it may be appropriate to consider a 'buffer' speed limit of 40mph prior to the 30mph terminal speed limit signs at the entrance to a community, in particular where there are outlying houses or features beyond the community boundary or roads with high approach speeds. For the latter, highway authorities might also need to consider other speed management measures to support the speed limit message and encourage compliance.
- 6.16 Generally the minimum length of a speed limit should be 600 metres. However, highway authorities may lower this to 400 metres, and in exceptional circumstances, to 300 metres. Shorter lengths are not recommended.

Speed Limit Signing

- 6.17 The signing that may be used to indicate the presence and nature of a speed limit, including repeater signs, is specified in legislation and technical advice.
- 6.18 The signing arrangements associated with speed limits on rural roads are:
- where the national speed limit for a rural single carriageway road applies and no street lighting exists, terminal signing only is required as referred to in Appendix A;
 - for 40 and 50 mph speed limits terminal signing and repeater signs are required. For details of the necessary layouts for such signing, see Appendix A.
- 6.19 For details of signing arrangements for 30mph speed limits, together with 20mph speed limits and zones, see Section 5.

Section 7: Bibliography

Legislation

- Highways Act 1980
- Road Traffic Regulation Act 1984
- Road Traffic Acts 1988 and 1991
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, SI 1996/2489
- Department for Transport, Highway (Road Humps) Regulations 1999, SI 1999/1025
- Department of the Environment, Transport and the Regions, SI 1999/1026. The Highways (Traffic Calming) Regulations 1999
- Road Traffic Regulation Act (Amendment) Order 1999, SI 1999/1608 – 20mph Speed Limits
- The Traffic Signs Regulations and General Directions 2002 (with amendments to General Directions in 2004, Regulations in 2006 and both in 2005 and 2008)
- Road Traffic Regulation Act 1984 as amended by the Transport Act 2000
- Traffic Management Act 2004
- Road Safety Act 2006

Circulars

- DETR Circular 05/99, 20mph speed limits
- DfT Circular 1/06, setting local speed limits on roads in England

Traffic Advisory Leaflets

- 3/90 Urban Safety Management Guidelines IHT 1990
- 3/93 Traffic Calming Special Authorisation. DoT 1993
- 11/93 Rumble Devices DoT 1993
- 12/93 Overrun Areas DoT 1993
- 13/93 Gateways DoT 1993
- 1/94 VISP (Village Speed Control Working Group) – A Summary DoT 1994
- 2/94 Entry Treatments DoT 1994
- 1/95 Speed Limit Signs: A Guide to Good Practice DoT 1995
- 7/95 Traffic Islands for Speed Control DoT 1995
- 2/96 75mm High Road Humps DoT 1996
- 7/96 Highways (Road Humps) Regulations DoT 1996
- 2/97 Traffic Calming on Major Roads: A49, Craven Arms, Shropshire DoT 1997
- 12/97 Chicane Schemes DoT 1997

- 1/98 Speed Cushion Schemes DfT 1998
- 9/99 20mph Speed Limits and Zones DfT 1999
- 14/99 Traffic Calming on Major Roads: A Traffic Calming Scheme at Costessey, Norfolk. DfT 1999
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- 10/00 Road humps: discomfort noise and ground-borne vibration DfT 2000
- 11/00 Village Traffic Calming-Reducing Accidents DfT 2000
- 12/00 Urban street activity in 20mph zones – Ayres Road area Old Trafford DfT 2000
- 8/02 Home Zones – Public Participation DfT 2002
- 1/03 Vehicle Activated Signs DfT 2003
- 1/04 Village Speed Limits DfT 2004
- 2/04 Rural traffic calming – Bird Lane, Essex DfT 2000
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- 1/05 Rumblewave surfacing DfT 2005
- 2/05 Traffic Calming Bibliography DfT 2005
- 2/06 Speed Assessment Framework DfT 2006
- 1/07 Fire and Ambulance Services Traffic Calming: A Code of Practice DfT 2007

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- Welsh Assembly Government (2003) Road Safety Strategy for Wales
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- Lynam D, Hill J, Barker J (2004) Developing a Speed Management Assessment Framework of Rural Single Carriageway Roads TRL PPR 025, 2004

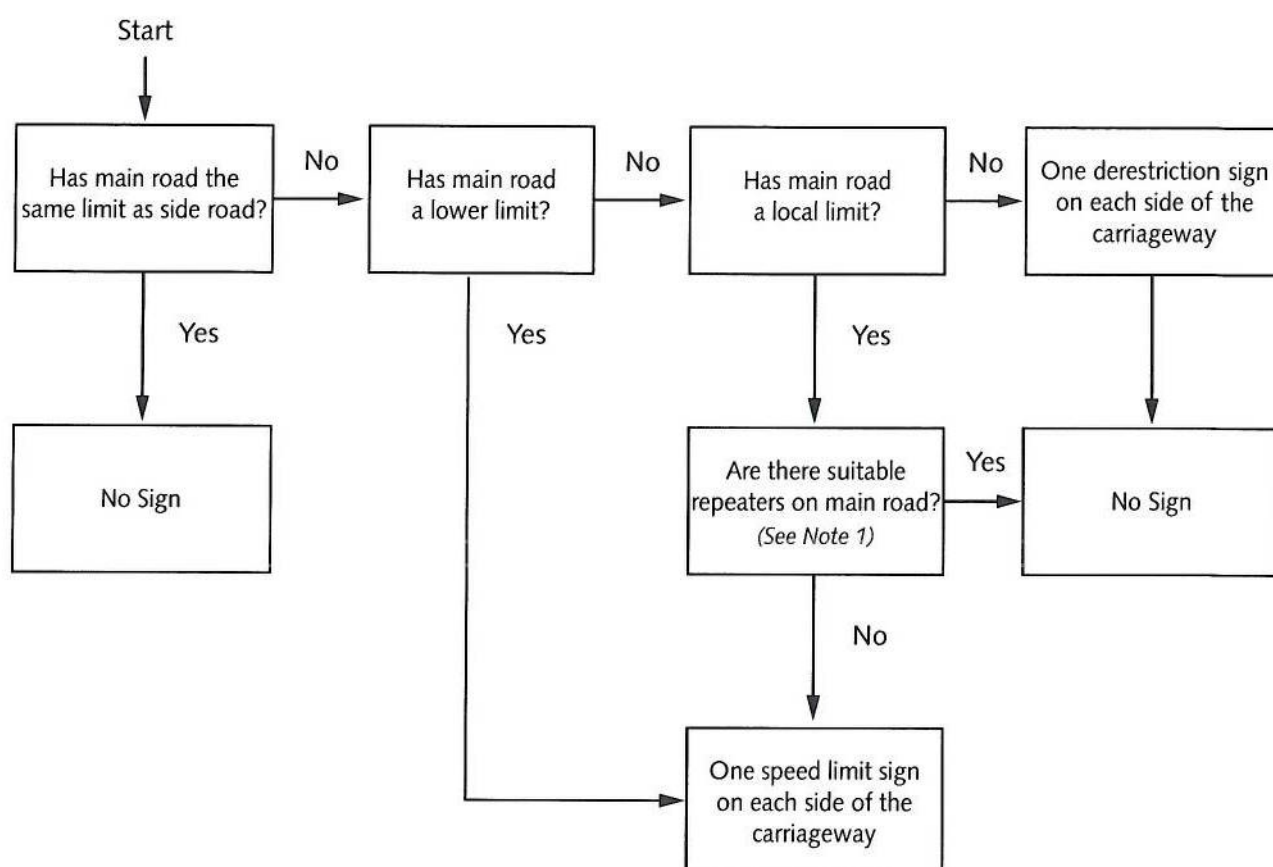
- Collision Analysis on Rural Roads – a Technical Guide, TRL PPR 026, 2004
- Home Zone Design Guidelines IHIE 2002
- Transport in the Urban Environment IHT 1997
- Design Manual for Roads and Bridges TA 87/04 Traffic Calming on Trunk Roads DfT 2004

Useful Websites

- www.wales.gov.uk
- www.roadsafetywales.co.uk
- www.dft.gov.uk
- www.trl.co.uk

Appendix A: Speed Limit Signing Guidance

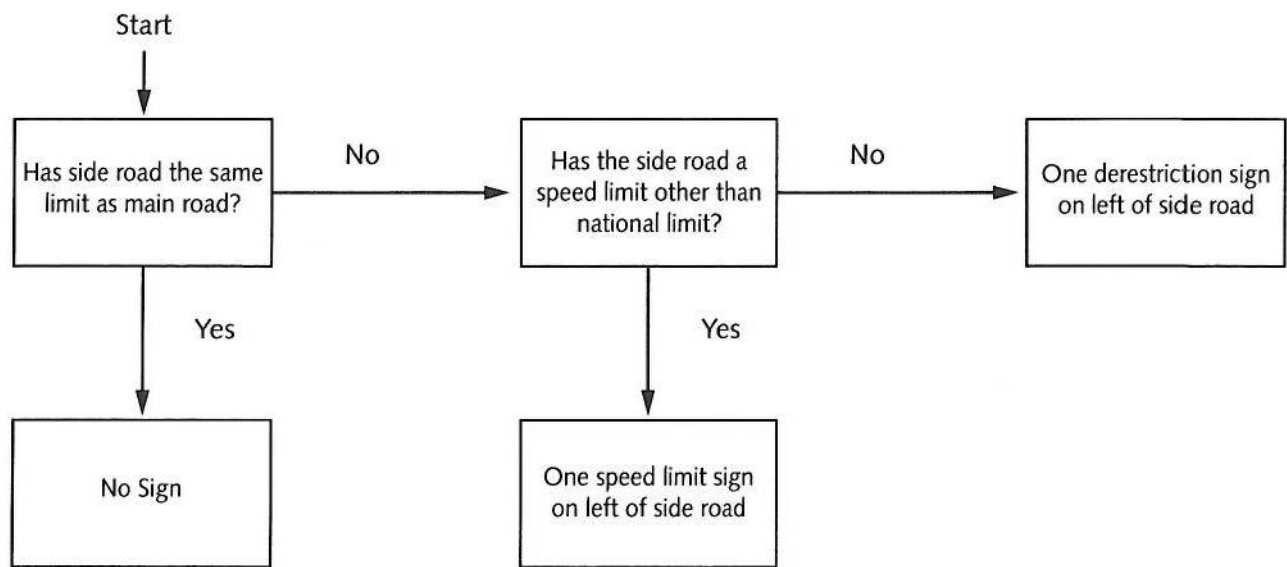
Figure A.1 – Speed Limit and Derestriction Signs at Side Road Junctions to Face Vehicles Entering Main Road



Notes

1. For details of the requirements for repeater signs, see Traffic Advisory Leaflet 1/95.
2. See also note 2 on Figure A.3.
3. 'Derestriction' means 'National Speed Limit applies'.

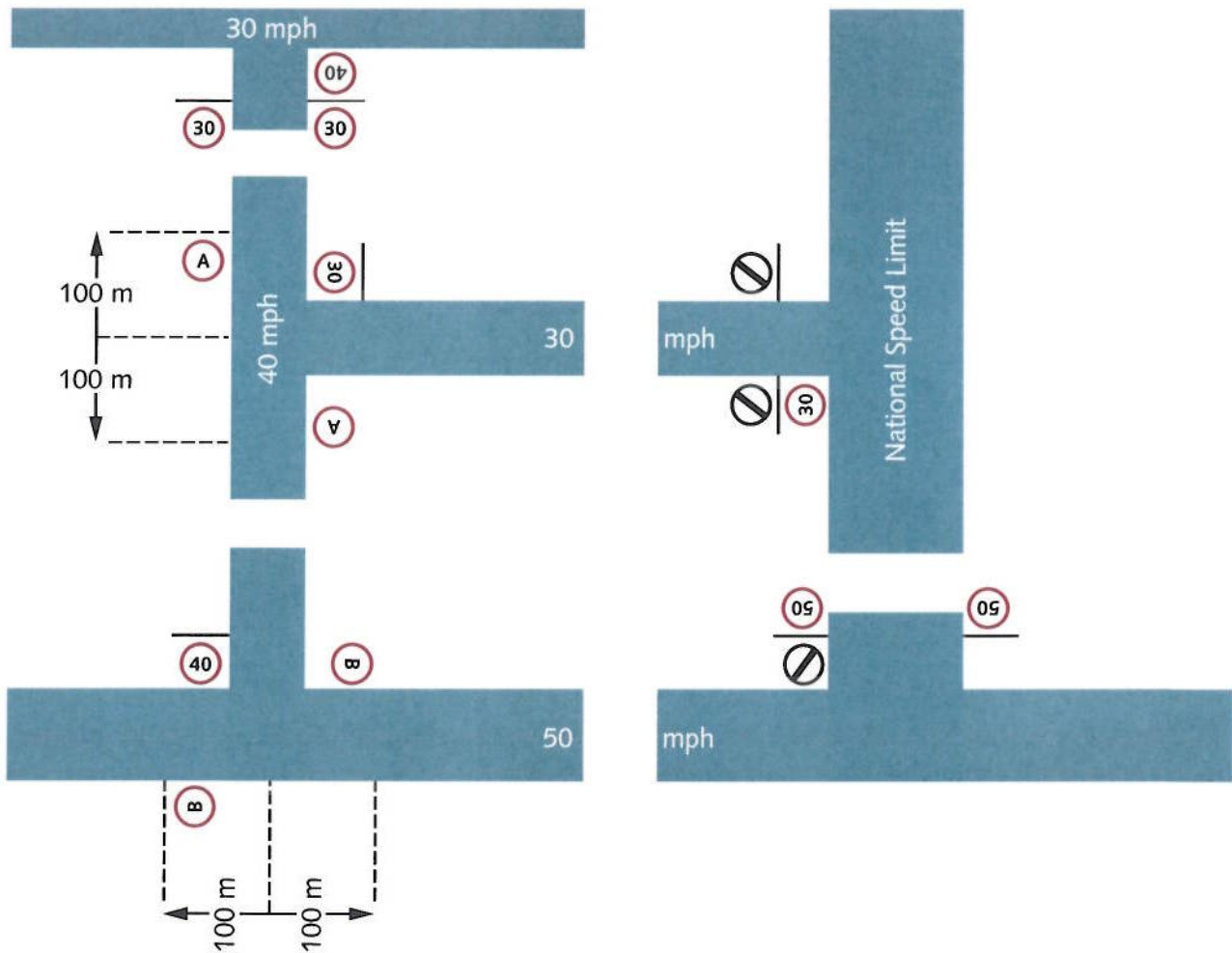
Figure A.2 – Speed Limit and Derestriction Signs at Side Road Junctions to Face Vehicles Entering Side Road



Notes

1. 'Derestriction' means 'National Speed Limit applies'.
2. See also note 2 on Figure A.3.

Figure A.3 – Typical Layout for Speed Limit Signs at Side Road Junctions on Single Carriageway Roads



Key

- | | | | |
|--|--------------------|--|-------------------------|
| | } Terminal Signing | | - Derestriction Signing |
| | | | - 40 Repeaters |
| | | | - 50 Repeaters |

Notes

1. This is diagrammatic, not to scale and is not an exhaustive description of all situations.
2. No side road signs need be illuminated.
3. Wherever it is specified that one sign shall be placed on the left-hand side of side road there is an option to place a similar sign on the other side of the road as well.
4. For details of the requirements for repeater signs, see Traffic Advisory Leaflet 1/95.
5. 'Derestriction' means 'National Speed Limit applies'.

Appendix B: Glossary

Word / Phrase	Definition
85 th Percentile Speeds (also see Mean Speeds)	If the speeds of all motorists are ranked from slowest to fastest, the "85 th percentile speed" separates the slower 85% from the fastest 15%
A Roads	Main roads connecting larger conurbations and providing a strategic traffic flow function
Advisory Speed Limit	Non mandatory suggested maximum speed limit provided in particular circumstances
Areas Of Outstanding National Beauty	Landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them (Designated as such by the National Parks and Access to the Countryside Act 1949)
B Roads	Secondary level roads connecting local communities and the A road network
C Roads	Minor local distributor and access roads often connecting communities
Collision Rate	Number of collisions relating to a length of road and traffic flow normally expressed in million vehicle kilometres
Community Severance	Splitting of community by the presence of a road and/or travel behaviour on that road
Countdown Markers	Non prescribed sign used to indicate distance to a speed limit boundary
Dual Carriageway	Highway divided down the middle by a barrier that separates opposing flows of traffic
Equestrians	Persons involved with horse activities
Exceptional	A set of circumstances or conditions which, in the opinion of the highway authority, deviate widely from the norm
Excessive Speed	Travelling speed greater than the posted speed limit
Gradients	Rate of increase or decrease in the elevation of a surface
Highway Authorities	In Wales this means the 22 local authorities with responsibility for local roads and the Welsh Assembly Government having responsibility for trunk roads and motorways
Highway Code	Driving standards booklet providing rules and guidance on the use of roads. Applicable in England, Scotland and Wales
Inappropriate Speed	A travelling speed not be-fitting the prevailing conditions and circumstances. An inappropriate speed may be less than the posted speed limit
Mean Speeds (also see 85 th percentile speeds)	The sum of a series of speed readings divided by the number of speed readings taken

Word / Phrase	Definition
Motorised Road Users	Drivers / riders / passengers using cars, motorcycles, buses etc.
National Speed Limit	The standard speed limit established by the government for different types of roads
Non-Motorised Road Users	Include pedestrians, pedal cyclists, horse-riders etc
Recreational Function	In this context, a road that primarily provides access to areas where persons will travel to undertake leisure activity (e.g. national parks)
Regional Transport Plans	Plans to develop policies which are implemented by local authorities for a specific time period
Restricted Road	A 30mph road by virtue of a system of street lighting furnished by means of lamps placed not more than 200 yards (183 metres) apart (Road Traffic Regulation Act 1984)
Road Geometry	Size, shape, width, surface, alignment, gradient and geometry of the highway
Rural Areas	The countryside including villages, hamlets and small towns
Rural Road	A road within a rural area, generally subject to a speed limit greater than 40mph
Single Carriageway	Most common type of road with no physical separation (i.e. central reservation) between opposing flows of traffic
Speed Limits	Maximum permitted speed allowed by law on a specific length of road set by speed limit order or national standards
Sustainable	Meeting the needs of today without compromising the needs of tomorrow
Trunk Road	The trunk road network in Wales is a system of strategic routes of national importance that caters for the through movement of long distance traffic. It is uniquely the part of the transport system for which the Welsh Ministers as the trunk road authority have direct responsibility
Unclassified Roads	Minor roads with lower traffic densities than on A, B or C roads
Urban Areas	Built up areas such as cities or towns
Urban Road	A road within an urban area, generally subject to a speed limit of 40mph or less
Vehicle Activated Signs	Generic term for a type of road traffic sign which displays a message conditional upon the presence, or speed, of a road vehicle
Village	Generally 20 or more houses, on one or both sides of the road, over a minimum length of 600 metres
Vulnerable Road User	Vulnerable road users include pedestrians, pedal cyclists, motor cyclists, horse-riders, children, the elderly, people with physical disabilities and/or mobility, sight, hearing or learning difficulties

Appendix C: Speed Limits in Urban Areas

Speed Limit (mph)	Characteristics
20	Generally used in town centres, residential areas and in the vicinity of schools where there is a high presence of vulnerable road users.
30	The current national speed limit for roads located in urban areas.
40	<p>A speed limit that may be used on urban roads of a higher quality. The road will normally be of good width and layout, and will often be bounded by limited development generally set back from the road.</p> <p>These roads will often tend to be located on the outskirts of towns and village communities.</p> <p>The needs of pedestrians and pedal cyclists will normally be catered for by facilities at the sides of the carriageways and pedestrian/cyclist crossing places will exist at appropriate locations.</p>
50	This speed limit should only be used on high standard urban dual carriageways, radial routes or bypasses where the design and layout of the road is intended for vehicular traffic only. There should be little or no roadside development and generally negligible need for vulnerable road users to use or cross these roads.

Fuller details are set out in Section 5.

Appendix D: Speed Assessment Framework

For Use When Considering Borderline Cases On Single Carriageway Roads In Rural Areas

1. Speed limits should be considered as only one part of rural safety management. The first priority where collision rates are high should be to seek cost effective improvements to reduce these rates, targeting the collision types that are over-represented.
2. If high rates persist, despite these measures, then lower speed limits may also be considered. However, speed limits on their own without supporting physical measures, driver information and publicity or other measures will not necessarily change driver behaviour and, therefore, result in substantial numbers of drivers continuing to travel at unacceptable speeds. This may lead to significant enforcement costs. So every effort should be made to achieve an appropriate balance between speeds, speed limits, the needs of vulnerable road users and the local community, road design and other measures. This balance may be delivered by introducing one or more speed management measures in conjunction with a new or modified speed limit and/or as part of an overall route safety strategy.
3. The Speed Assessment Framework documentation can be found at the following web address and in Traffic Advisory Leaflet 2/06.

www.trl.co.uk/research_development/improving_safety/user_safety/speed_management_assessment_framework_spreadsheet.htm
4. The basis for the Speed Assessment Framework procedure is:
 - a firm theoretical basis for choosing speed limits for road functions taking account of safety, mobility and environmental factors;
 - roads classified into two tiers based on road function;
 - closer integration of speed limit choice with more general rural road safety management measures;
 - mean speed;
 - local flexibility of choice within a consistent overall procedure.
5. The Assessment Framework combines safety and mobility costs to show how the total cost and the balance between the component costs change if different choices of speed limit are made. For a particular road type, total cost is similar over a relatively wide speed range, with mobility benefits being exchanged for safety benefits as speeds decrease.
6. A simple two-tier functional hierarchy should be used, with roads having either a primarily through traffic (upper tier) or local access (lower tier) function. Both need to be provided safely. Mobility benefits will be more important for the upper tier than for the lower tier roads, whilst environmental benefits are likely to be of greater importance for the lower tier roads.

7. There may be many roads below A and B classification which serve a mixed through traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged against the criteria for upper tier roads. If however, for all or parts of these roads, there is a substantial potential risk to vulnerable road users, these sections should be assessed against the criteria for lower tier roads.
8. Decisions on speed limits should take account of other collision reduction measures that might be applied. To help in this process a technical guide "Collision Analysis on Rural Roads" has been developed (downloadable from the TRL website) which provides information on typical collision rates and typical proportions of different collision types on different types of rural road. These can be used to judge whether other site or route specific measures might be appropriate, which would reduce either speeds or collisions along the route.
9. Mean speed should be used for the assessment. For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required.
10. The aim should be to align the speed limit to the prevailing conditions and all vehicles moving at speeds as close to the posted speed limit as possible. An important step in introducing any new speed limit is to gain agreement with the local police.
11. The aim of the Framework approach is to achieve a consistent application of speed limit policy throughout the country. However, local issues in relation to particular routes can be reflected in the functional tier to which the road is assigned and also through final decisions on acceptable mean speeds for each limit, on the importance given to local community and environmental factors and on the choice of additional measures that could change the appropriate speed limit regime recommended.

Selection Procedure

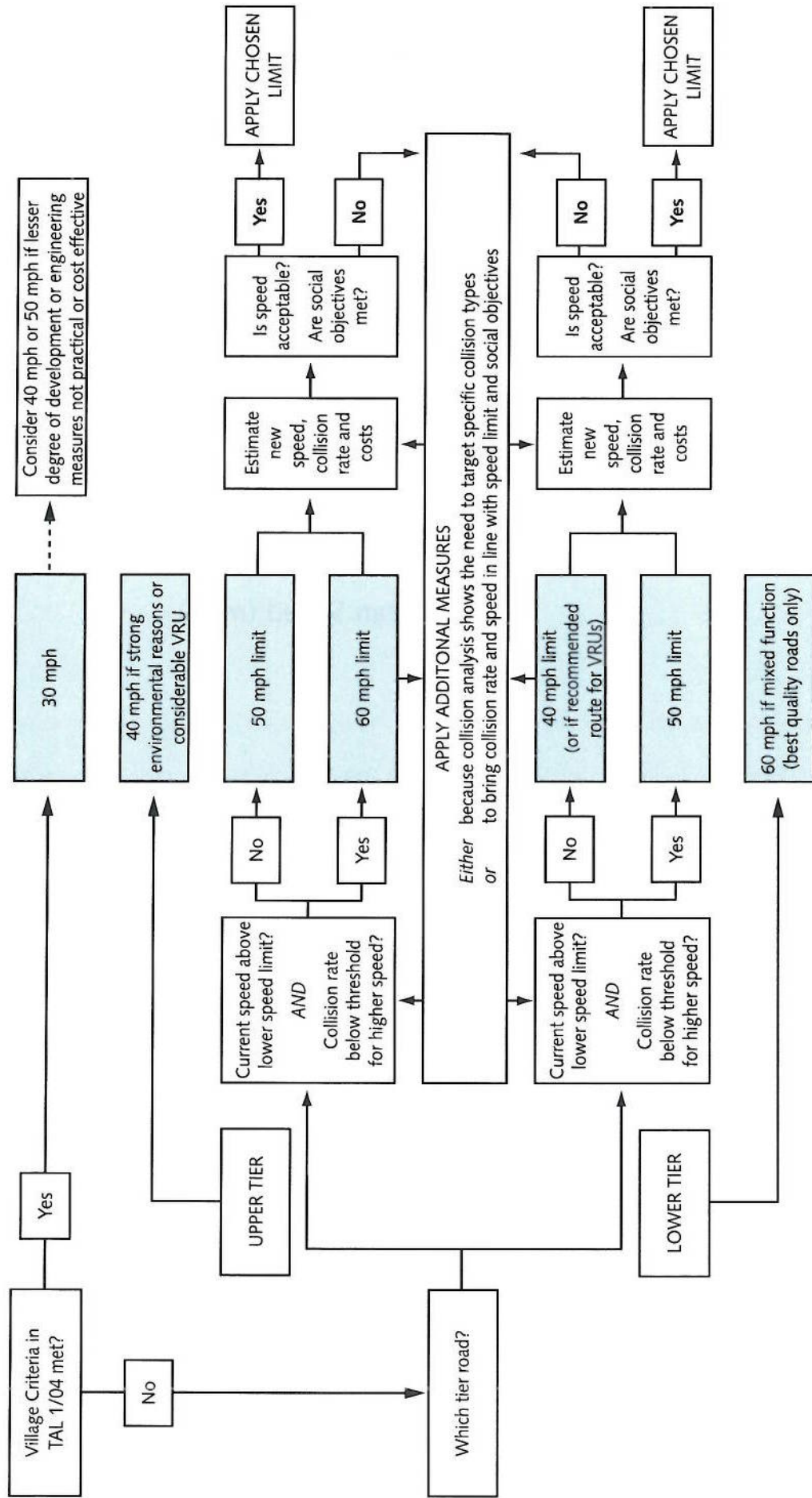
12. Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.
13. A flow chart for the decisions to be made for selecting speed limits for rural single carriageway roads is given in *Figure D1*. It includes the following steps:
 - Step 1 – consider if the level of development requires special treatment;
 - Step 2 – consider which functional tier is appropriate for the road;
 - Step 3 – measure the current mean speed and collision rate (i.e. injury collisions per 100 million vehicle km);
 - Step 4 – check the collision rates against acceptable thresholds;
 - Step 5 – if the collision rate is high, check the proportion of different collision types against the investigatory thresholds recommended in 'Collision Analysis on Rural Roads' and consider whether site or route treatment is appropriate before deciding the speed limit;

Step 6 – if a speed limit lower than the current one is indicated, estimate the mean speed and collision rate and the influence on social factors that would result from implementing the new limit;

Step 7 – check that these values are acceptable; if not consider whether further measures are necessary to bring speed and collision rates into balance.

14. For mean speeds to be acceptable, they should be no higher than the posted limit after it has been implemented. Research shows that for a typical distribution of vehicle speeds on single carriageway rural roads, the 85th percentile speed is about 6mph above the mean speed for roads with a 50mph limit and about 8mph above mean speed on roads with a 60mph limit. Setting acceptable mean speeds at or below the limit is, therefore, consistent with current enforcement thresholds.
15. The choice of speed limits within each tier should take account of the following:
 - whether the collision rate is below the appropriate threshold of injury collisions per 100 million vehicle kilometres;
 - whether there is substantial development;
 - whether the road forms part of a recognised route for vulnerable road users.
16. The bands of appropriate collision rates by speed and speed limit are illustrated in *Figures D2 and D3*. If walking, cycling, equestrians, community or environmental factors are particularly important on the road section, consideration should be given to using the lower limit even if the collision rate is below the threshold shown.
17. The influence of development should be taken into account through the following factors:
 - if the road section qualifies for village status, the advice in Traffic Advisory Leaflet 1/04 should be followed;
 - if the section does not meet the definition in the Traffic Advisory Leaflet 1/04 for a village, but the level of development is at least half the density implied in Traffic Advisory Leaflet 1/04 (over a minimum of 600 metres), a speed limit of 40mph should be considered.
18. Other factors that would strengthen the case for a 40mph limit are a high incidence of bends or junctions, a high collision rate, specific development in terms of schools and public houses and vulnerable road user movements.

Figure D.1 – Flowchart for Choice of Speed Limit in Borderline Cases on Single Carriageway Roads in Rural Areas



VRU = Vulnerable Road Users

Figure D.2 – Speed limit zones in terms of mean speed and collision rate for upper tier roads

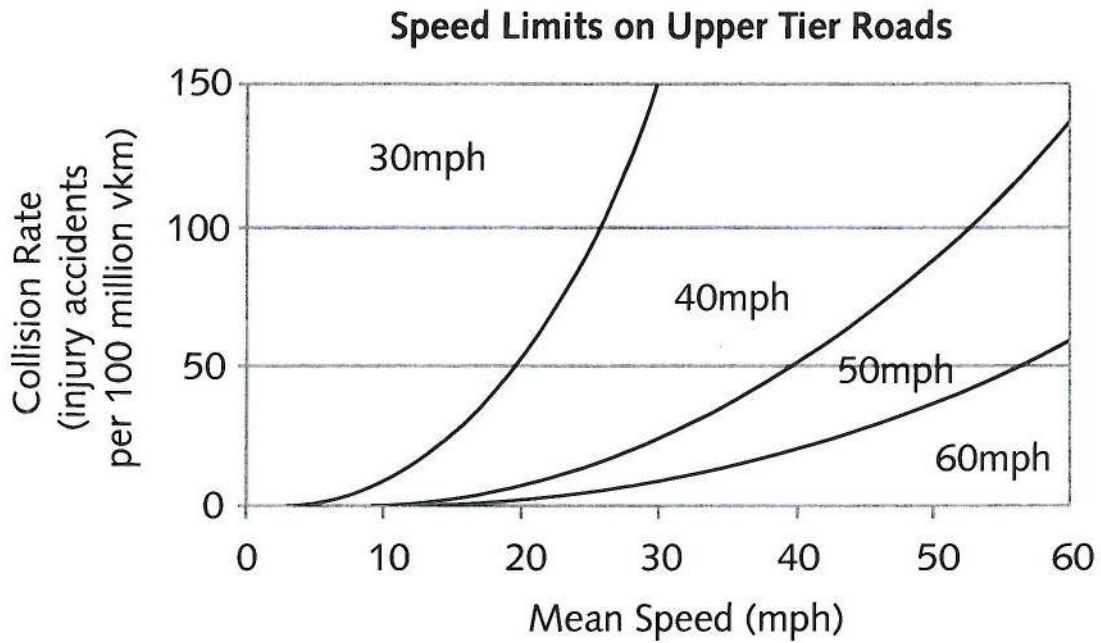
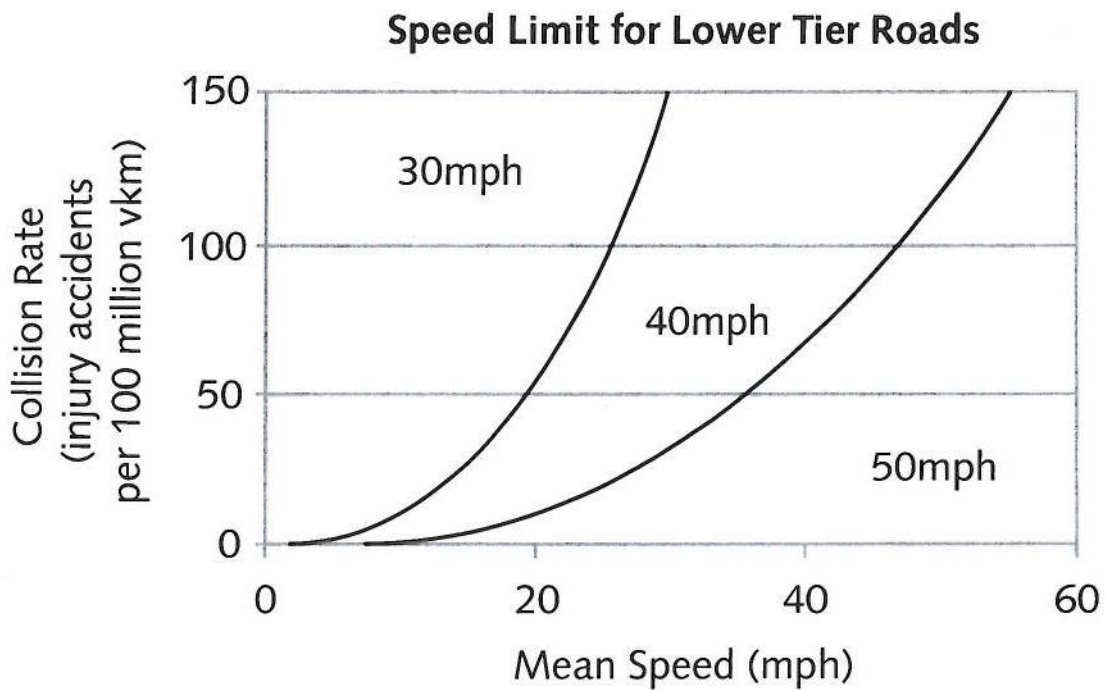
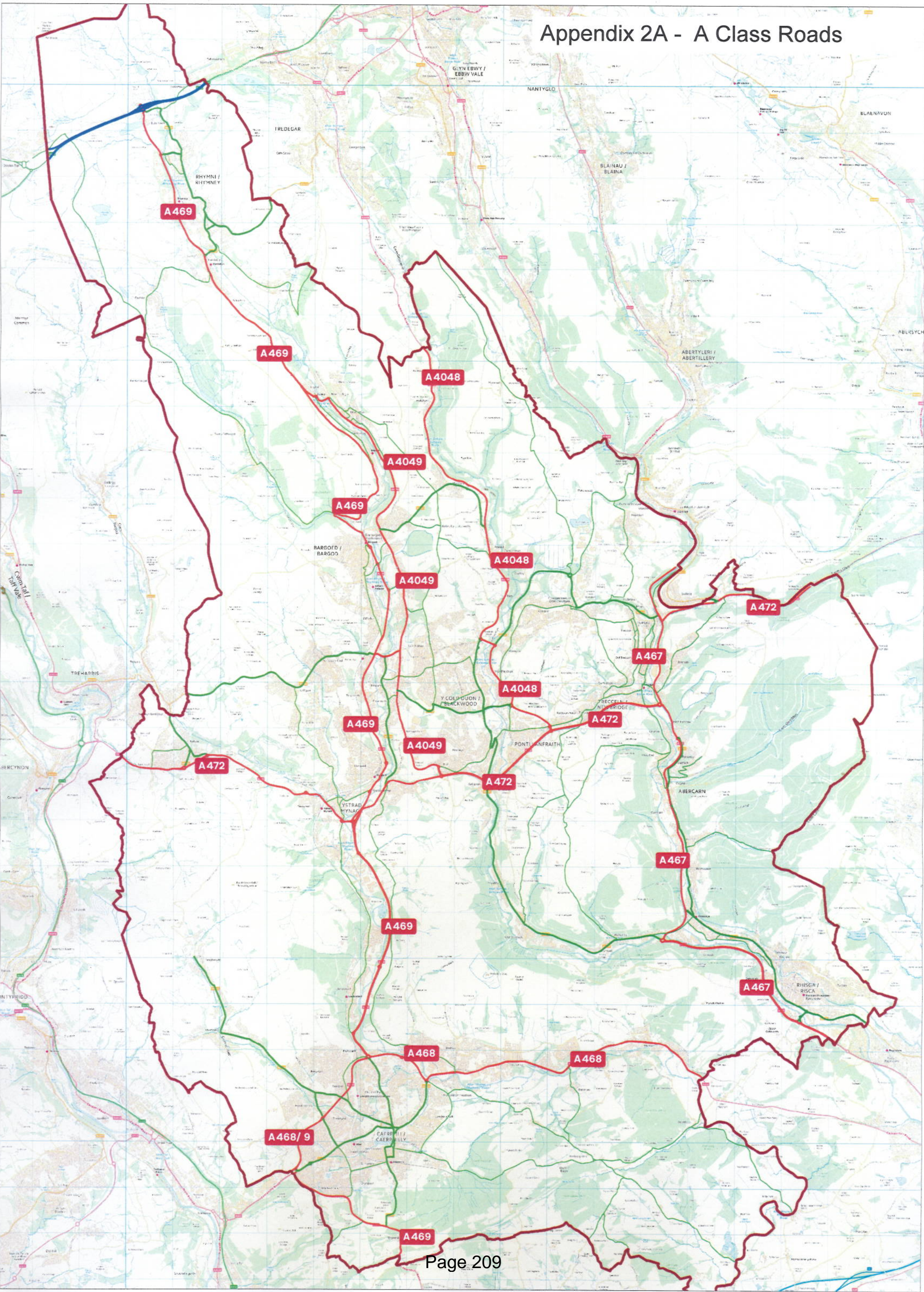


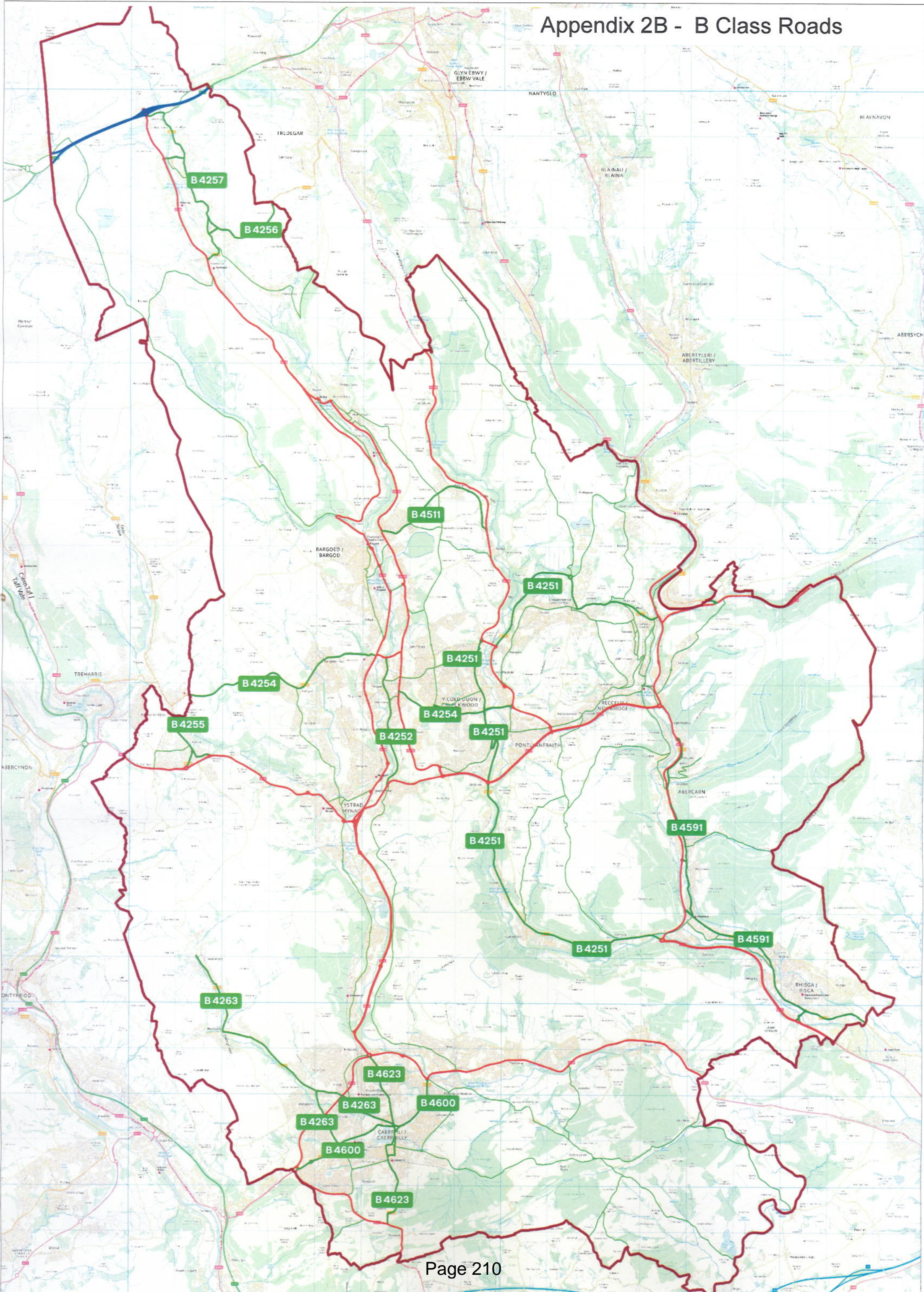
Figure D.3 – Speed limit zones in terms of mean speed and collision rate for lower tier roads



Appendix 2A - A Class Roads



Appendix 2B - B Class Roads



Appendix 3 - Methodology

Speed Limit Review Assessment Process – Developed from the Setting Local Speed Limits in Wales Guidance (Welsh Assembly Government Circular No 24/2009)

In order to carry out the assessment a process was followed that included several stages being used to consider each classified road in the County Borough. The following is a description of the stages/process.

Stage 1 – Assign the link into an appropriate **functional tier**. Depending on the type of road under consideration it will either be classed as an upper or lower tier route.

Functional Tiers

Depending on the characteristics of the road, links are either classified as upper or lower tier routes. These tiers have different collision rate thresholds which help identify the appropriate speed limit. Functions are defined as follows:

- **Upper Tier** – those roads with a primarily through function where mobility is important, typically major A and B roads.
- **Lower Tier** – single carriageway roads passing through a community, or having a local access or recreational function where quality of life benefits are important. A community is defined as an area with 20 or more homes/properties which have frontages onto the route being assessed.

Stage 2 – Collect data and information for each link including the link's road length, mean speed of traffic, average annual daily traffic flow and the number of collisions per year.

Stage 3 - Compare the recorded mean speed of vehicles on the road with the road's current speed limit. If the mean speed is higher than the speed limit's intervention level, consider a review of the speed limit or measures to bring the traffic speed within an accepted range for the existing speed limit.

Stage 4 - Calculate the link's **collision rate** and compare the figure against the evaluation rate for the current posted speed limit. If the rate is below the level to justify the speed limit consider the recorded mean speed, function and role of the road recommend the appropriate action after considering the characteristics in stage 5.

Collision Rates

The number of road traffic collisions is a key factor to be considered when setting speed limits. In order to review each link, a collision rate per 100 million vehicle kilometres has been used, which can be calculated by following the formula below:

$$\text{CollisionRate} = \frac{\text{CollisionsPerYear} \times 100,000,000}{365 \times \text{AverageAnnualDailyTrafficFlow} \times \text{RouteLength}}$$

In order to calculate this figure, a collision per year rate is gathered by calculating the number of collisions per year along the link within a three-year period and obtaining a yearly average for use in the calculation. For all links/calculations traffic collisions for a three-year period beginning on the 1st of January 2010 and ending on the 31st of December 2012 were used for consistency.

The Welsh Government circular sets out guidance with regards to acceptable collision rates for various speed limits and functional tiers as follows:

“Upper Tier Roads

- *60mph: high quality strategic roads with few bends, junctions or accesses. When the assessment framework is being used, the accident rate should be below a threshold of 35 injury accidents per 100 million vehicle kilometres.*
- *50mph: lower quality strategic roads, which may have a relatively high number of bends, junctions or accesses. When the assessment framework is being used, the accident rate should be above a threshold of 35 injury accidents per 100 million vehicle kilometres and/or the mean speed already below 50mph.*
- *40mph: where there is a high number of bends, junctions and accesses, substantial development, where there is a strong environmental or landscape reason, or where the road is used by considerable numbers of vulnerable road users.*
- *30mph: should be the norm in villages where appropriate.*

Lower Tier Roads

- *60mph: only the best quality roads with a mixed function (i.e. partial traffic flow and local access) with a few bends, junctions or accesses (in the longer term these roads should be assessed using the upper tier criteria).*
- *50mph: lower quality roads with a mixed function where there are relatively high number of bends, junctions or accesses. When the assessment framework is being used, the accident rate should be below a threshold of 60 injury accidents per 100 million vehicle kilometres.*
- *40mph: roads with a predominantly local, access or recreational function, or where the road forms part of the recommended route for vulnerable users. When the assessment framework is being used, the accident rate should be above 60 injury accidents per 100 million vehicle kilometres.*
- *30mph: should be the norm in villages where appropriate”.*

Stage 5 - Consider whether the characteristics are applied correctly in terms of the speed limit and function of the road and technical requirements; the characteristics including:

- length of the speed limit section;
- the location of the speed limit gateways;
- and whether the link fits in with the consistency of speed limits across the borough;

If any of these characteristics are considered to not match the Welsh Government guidance or function and characteristics the link was consider further.

Stage 6 - If the link has been identified for **further review**. At this stage the appropriate measures are identified. For example road safety measures that address a localised safety problem or address higher than acceptable traffic speeds in an urban environment or consideration is given to the appropriate change to the current posted speed limit.

Each appraisal is based on a minimum road length of 600m.

Further Review

For each site that was highlighted for further consideration recommendations have been made. The recommendations either suggest a change in the road’s speed limit or safety

measures to reduce the traffic speeds. In some cases the gateway of the speed limit has been considered.

However if the recorded mean speed is considerably higher than the speed limit, engineering works might not be appropriate and in these circumstances an increase in the posted speed limit will be considered.

The following provides more information on the processes used to carry out the review the Caerphilly County Borough Speed Limits.

Mean Speeds

In order to review whether a link's mean speed is acceptable, an evaluation based on Caerphilly County Borough Councils adopted 'Speed Management Strategy' has been carried out. This strategy includes policies, practices and procedures and is used to deal with any road traffic speed related complaints.

For each link the vehicle mean speed has been compared against the road's current speed limit. The 'Speed Management Strategy', speed intervention levels have been applied for various speed limits. Any mean speed rate above an intervention level has been highlighted for further review. The intervention levels for each speed limit used are as follows:

Current Speed Limit (mph)	Intervention Levels (mph)
30	32
40	43
50	53*
60	63*
70	73*

Any vehicle mean speed that is significantly lower/higher than the road's current speed limit has been examined further to see whether there's any reason to reduce/increase the road's posted speed limit.

* Intervention levels for speed limits of 50mph and above are based on the levels given for 30mph and 40mph limits within the 'Speed Management Strategy'.

Length of Speed Limit

When reviewing the various links, one issue to take into consideration is the length of the speed limit. According to 'Setting Local Speed Limits in Wales', 'the **minimum length of a speed limit** should be **600 metres**' although 'highway authorities may, however, lower this to 400 metres and, in exceptional circumstances, to 300 metres'.

Short speed limit sections used to slow down vehicles on approach to tight bends are not recommended and will be highlighted and reviewed. This is based on the 'Setting Local Speed Limits in Wales' guidance that quotes 'speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility at a bend'.

Further considerations should also be made to whether the location of speed limit gateways are positioned correctly and are not positioned on bends, located too close or too far away from village (settlement boundaries), or are based in locations of poor visibility. It is also

important to evaluate the speed limits to the characteristics of a route/link to keep consistency across the Borough and Wales as far as this is practicable.

Presentation

For each link the following data and information has been produced:-

- Maps,

The “Speed Assessment Record” includes; a description of the link’s carriageway and the surrounding environment, the link’s length and width of carriageway, current speed limit, mean speed, estimated “Annual Average Daily Traffic Flow” and calculated collision rates.

- A plan has been created showing the location of the classified road and the length of the link, and where the speed and volume data was recorded.
- The original speed and volume data records.
- Photos along the carriageway in both directions along the link.

Each link has a record which includes where applicable a recommended action with the rationale for the recommendation.

Appendix 4A

A467 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow (A.A.D.T)	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	County Boundary to Risca R/B	Upper	0.88	70 (National)	54.35	34427	1.0	9.04	No
2	Risca R/B to Full Moon R/B	Upper	3.775	70 (National)	62.2	28611	1.333	3.38	No
3	Full Moon R/B to Cwmcarn R/B	Upper	2.0	50	46.25	24288	1.0	5.64	No
4	Cwmcarn R/B to Abercarn R/B	Upper	2.82	50	44.6	22844	0.333	1.42	No
5	Abercarn R/B to Trecelyn R/B	Upper	0.83	40	36.55	26487	0.333	4.15	No
6	Trecelyn R/B to Panside Junction	Upper	0.33	30	30.85	24636	1.0	33.7	No
7	Panside Junction to south of Aiwa Signals	Upper	0.2	40	43.7	21256	0.333	21.48	Yes
8	South of Aiwa Signals to Crumlin Signals	Upper	1.34	60 (National)	44.15	21379	1.0	9.56	No
9	Crumlin Signals to County Boundary	Upper	1.56	60 (National)	49.25	16579	0	0	No

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

A467 – Remediation Measures

1. Link 7 – Panside Junction to south of Aiwa Signals

- Functional Tier: Upper road
- Length of link: 0.2km
- Current Speed Limit: 40mph
- Mean Speed: 43.7mph
- A.A.D.T: 21,256 vehicles
- Collision Rate per 100 million vehicle kilometres: 21.48

Link Description

This consists of a very short 40mph speed limit section with a wide carriageway that curves gradually in a north-south direction. The link contains a continuous footpath next to the northbound lane. The link does not include any adjacent development or junctions, however a major junction leading towards Panside is located just south of the link, where the speed limit is 30mph and the nearby area includes several adjacent houses and parked vehicles. To the north is a national speed limit section that leads towards Crumlin traffic lights. The 40mph section is used to slow down southbound traffic that's travelling around the slight bend towards Panside junction, where cross road vehicle movements and congestion can occur.



Figure A1: Northbound approach to the 40mph section

Areas of Concern

- Mean speed of 43.7mph that is almost 10% higher than the road's speed limit.
- An extremely short speed limit section of 200m, which is below the recommended minimum speed limit length of 600m according to the 'Setting Local Speed Limits in Wales' guidance.
- The characteristics of the link are similar to that of the national speed limit section to the north of link 7.

Proposed Actions (Link 7):

- 1) **Remove the short speed limit section by increasing the limit from 40mph to 60mph (National), AND**
- 2) **Include countdown markers and/or road markings on the bend to remind motorists travelling in a southbound direction to slow down whilst approaching Panside junction. Increase the size of the 30mph gateway signs and cut back any overgrowth to facilitate better visibility at Panside junction and of the road traffic signs.**

A468 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
<i>'Penrhos Roundabout to Pwllpant Roundabout reviewed as part of the A469 Speed Limit Review'</i>									
1	Pwllpant R/B to Crossways R/B	Upper	0.69	40	41.6	24444	0.667	10.83	No
2	Crossways R/B to Bedwas Bridge R/B	Upper	0.74	40	40.35	19842	0	0	No
3	Bedwas Bridge R/B to Trethomas	Upper	1.2	40	31.7	17743	1	12.87	No
4	Trethomas	Lower	1.275	30	23.7	14142	4	60.78	No
5	Trethomas to Machen	Upper	1.55	40	39.05	9677	0.667	12.18	No
6	Machen	Lower	1.75	30	31.6	8677	0.667	12.03	No
7	Machen to County Boundary	Upper	0.77	40	41.35	9878	0.333	12.01	No

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

A469 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow (A.A.D.T)	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	A465 to Pontlottyn	Upper	3.125	60 (National)	52.4	7599	0.667	7.691	No
<i>'Pontlottyn Village – 30mph'</i>									
2	Pontlottyn to Troedrhifwuch	Upper	1.292	60 (National)	46	7896	0.333	8.952	No
3	Troedrhifwuch to Tirphil	Upper	1.7	40	41.75	7980	0.333	6.732	No
4	Tirphil	Upper	0.608	30	36	1510	0	0	Yes
5	Tirphil to Brithdir	Upper	1.434	40	39.25	2066	0	0	No
6	Brithdir Cementary	Upper	2.14	60 (National)	38.85	2543	0	0	No
7	Deri Junction	Upper	0.14	40	25.2	2526	0.333	258.24	Yes
8	Station Rd, Bargoed	Upper	1.0	30	30.5	7132	0.667	25.61	No
9	Station Rd R/B to Bargoed R/B	Upper	0.349	40	37.35	7281	0	0	No
10	Bargoed R/B to Britannia R/B	Upper	0.585	50	43.05	12075	0	0	No
11	Britannia R/B to Lewis Boys School	Upper	1.0	50	52.4	9432	0	0	Yes
12	Tir-y-berth	Upper	2.0	30	28.7	13560	1	10.102	No
13	Tir-y-berth to Tesco's R/B	Upper	1.686	40	42.2	17485	2	18.587	No
14	Tesco R/B to Ystrad Mynach R/B	Upper	0.7	60 (National)	44.1	19457	1	20.116	No
15	Ystrad Mynach R/B to Twyn Sion Ifan R/B	Upper	0.665	40	37.85	30223	1.333	18.176	No
16	Twyn Sion Ifan R/B to Wingfield R/B	Upper	2.685	70 (National)	61	28595	1.667	5.947	No
17	Wingfield R/B to Coed-y-Brain R/B	Upper	1.534	70 (National)	51	27633	1.667	10.772	No
18	Coed-y-Brain R/B to Pwllypant R/B	Upper	0.55	40	39.9	37815	1	13.173	No

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow (A.A.D.T)	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
19	Pwllpant R/B to Trecenydd R/B	Upper	1.7	60 (National)	39.5	30971	2	10.407	No
20	Trecenydd R/B to Penrhos R/B	Upper	1.378	60 (National)	43.05	30787	1.667	10.763	No
21	Penrhos R/B to Watford	Upper	1.6	40	41.2	8304	2.667	54.988	No
22	Watford to Boundary	Upper	2.0	60 (National)	41.8	12482	2.333	25.608	Yes

Further Review of Link 22 (explained further under A469 – Remediation Measures)

Link	Length (km)	Current Speed Limit (mph)	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
22A (North)	1.15	60 (National)	0.667	12.724	No
22B (South)	0.85	60 (National)	1.667	43.038	Yes

Highlighted zones

Speed limit length below 600m
Mean Speed above Speed Limit Intervention Level
Mean Speed considerably lower than Speed Limit
Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

A469 – Remediation Measures

1. Link 4 – Tirphil

- Functional Tier: Upper road
- Length of link: 0.608km
- Current Speed Limit: 30mph
- Mean Speed: 36mph
- A.A.D.T: 1510 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link Description

The link consists of a straight section of carriageway with good sight lines through a very short residential area that contains less than 20 houses. There are no junctions throughout the village, whilst the width of the carriageway is slightly narrow. The link contains two rows of terraced housing on different sides of the carriageway, which are not adjacent to each other. A few parked cars are located outside these terraced houses, whilst on the opposite side of the road double yellow lines restrict any parking. Footpaths are located outside the terraced housing, however they are limited and footpaths are not present on any section of the route on both sides of the road. The link is between two 40mph speed limits in a rural environment.



Figure C1: A469 route through Tirphil village

Areas of Concern

- Mean Speed is 6mph above the current speed limit.
- The link does not meet the village definition of 20 or more houses and a length of 600m, as defined in the 'Traffic Advisory Leaflet' (Department of Transport). Should the speed limit be higher than the standard village limit of 30mph?
- Whilst this is a classified A road the traffic flow is below 2000 vpd and therefore does not prohibit remedial measures based on capacity.

Proposed Action (Link 4):

- 1) **Consider engineering measures at either end of the residential area in order to reduce the speed of vehicles approaching the residential section, AND**
- 2) **Vehicle Activated Sign (VAS) to be located along the 30mph road.**

2. Link 7 – Deri Junction

- Functional Tier: Upper road
- Length of link: 0.14km
- Current Speed Limit: 40mph
- Mean Speed: 25.2mph
- A.A.D.T: 2526 vehicles
- Collision Rate per 100 million vehicle kilometres: 258.24

Link Description

This is a very short section of 140m that includes a junction and property access on a hairpin bend. The carriageway has very good width and includes a footpath next to the southbound lane. A national speed limit is located to the north of the link, whilst there is a small residential area with a 30mph limit to the south. 40mph speed limit signs for oncoming southbound traffic are located extremely close to the bend, and there is arguably not enough warning of the bend ahead. The 40mph section is used to control approach speeds to the bend.



Figure C2: Hairpin bend next to Deri Junction access

Areas of Concern

- Extremely high Collision Rate of 258.24.
- Collision Rate to be considered as an anomaly. This is due to the short link length, and the fact there has only been one accident in a three-year period.
- Length of the 40mph speed limit below the recommended minimum length of 600m. In exceptional circumstances a length of 300m is accepted.
- According to the guidance 'speed limits should not be used to attempt to solve reduced forward visibility at a bend'.
- 30mph speed limit signs on entrance to link 8 are located quite a distance away from the village itself, approximately 170m.
- The section between the village (link 8) and speed limit signs (between link 7 and 8) remains rural without any adjacent development, and the 30mph signs could be located closer to the village



Figure C3: 30mph gateway signs on entrance to residential area

Proposed Actions (Link 7):

- 1) **Increase the speed limit on the bend from 40mph to a national speed limit, and include a ‘bend ahead with a recommended maximum speed of 40mph’ sign, as well as road markings that would warn southbound traffic to slow down.** The change in speed limit will result in the removal of an under length speed limit.

AND

- 2) **Increase the speed limit along Groes-Faen Terrace (rural road towards Deri) from 40mph to national in order to tie in with the change in limit at the bend.** No collisions have been recorded along this stretch of road within a three-year period.

AND

- 3) **Re-locate the 30mph gateway signs closer to the village.** Current gateway signs located approximately 200m away from the village edge.

NB - Following a site visit/discussions with Gwent Police’s Traffic Management Advisor it is considered that a 40mph speed limit should be maintained in order to help reduce traffic speeds on the approach to the bend at Puzzle House junction. In view of this, it is recommended that:

- The length of the current 30mph speed limit on Factory Road is reduced and the existing 40mph speed limit is extended on the eastern approach to Puzzle House junction.
- The current section of 40mph speed limit is increased to National from the junction as far as the existing 30mph signs to the south of Groesfaen Terrace.

3. Link 11 – Britannia Roundabout to Lewis Boys’ School

- Functional Tier: Upper road
- Length of link: 1.0 km
- Current Speed Limit: 50mph
- Mean Speed: 52.4mph
- A.A.D.T: 9432 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link Description

The link contains a standard width single carriageway section with very good sight lines in a rural environment. The road includes a short bridge section over a small valley, whilst there is no adjacent development or footpaths. There are no junctions along the length of the route. To the north past Britannia roundabout, there is a similar 50mph section otherwise known as link 10. This link has similar characteristics to link 11 and is located in a rural environment, however it is half the length (0.585km) of link 11 and its mean speed (43.05mph) is below the road's speed limit. To the south is Tir-y-berth that contains a 30mph speed limit.

Areas of Concern

- Mean Speed of link 11 (52.4mph) above the current Speed Limit (50mph)
- Nature and characteristics of the road is similar to other roads in the borough that have a national speed limit rather than a 50mph limit.



Figure C4: Southbound view along link 11



Figure C5: Southbound view along link 10

Proposed Action (Link 11):

- 1) Increase the speed limit of link 11 from 50mph to national (60mph).
- AND

- 2) **Increase the speed limit of link 10 from 50mph to national (60mph) in order to keep consistency along the route.** Compared to link 11, link 10 is shorter section of just 0.585km with a lower mean speed of just 43.05mph. However the carriageway's characteristics is similar to link 11 and it is felt that a longer national speed limit section would be preferred over the lack of continuity one would have if the speed limit consistently change at every roundabout along the A469.

4. Link 19 – Pwllpant Roundabout to Trecenydd Roundabout

The link's mean speed (39.5mph) is considerably lower than the current speed limit of 60mph. However the link has one of the highest traffic A.A.D.T in the borough of 30,971 vehicles and often faces congestion during peak hours. Although the average mean speed is 37.2 mph during evening and early morning hours the mean speed is often recorded over 50mph, therefore:

No action required.

5. Link 22 – Watford to County Boundary

- Functional Tier: Upper road
- Length of link: 2.0 km
- Current Speed Limit: 60mph
- Mean Speed: 41.8mph
- A.A.D.T: 12,482 vehicles
- Collision Rate per 100 million vehicles – 25.608

Link Description

The link can be split into two different sections, the southern and northern sections. The southern section next to the county boundary includes a carriageway that winds and undulates, and contains restricted visibility for motorists. The northern section is straighter, bends less and has a wider carriageway. The data was collected in the northern straighter section near to the Mountain Rd junction. The whole of the link is located in a very rural environment.



Figure C7: Northbound route near the county boundary

Area of Concern

Although the national speed limit is suitable for the majority of the link, it feels too high for the winding, undulating section next to the boundary, where vehicles are likely to be travelling below 40mph. To provide an accurate assessment of the link it

has been split into two different zones, 22A represents the northern section, and 22B representing the southern section. No speed data has been collected in 22B, however it is possible to provide collision rates for both sections by using the A.A.D.T figure collected from the original data.

Link	Length (km)	Current Speed Limit (mph)	Collision Rate per year	Collision Rate per 100 million vehicle km's
22A (North)	1.15	60 (National)	0.667	12.724
22B (South)	0.85	60 (National)	1.667	43.038

The collision rate in the winding section is high and above the threshold of 35 collisions per 100 million vehicle kilometres. A reduction in the speed limit from national to 40mph could assist in reducing the collision rate figure and provide a safer environment for motorists. It would also fit in with the 40mph limit on the other side of the boundary in Cardiff.

Proposed Action (Link 22):

Reduce the southern part of the link that contains a winding, undulating carriageway from the current national speed limit to 40mph. The proposed site for the new speed limit change from national to 40mph can be seen in Figure C9, where the **orange route represents a 40mph limit** and the **blue route represents a national speed limit**.

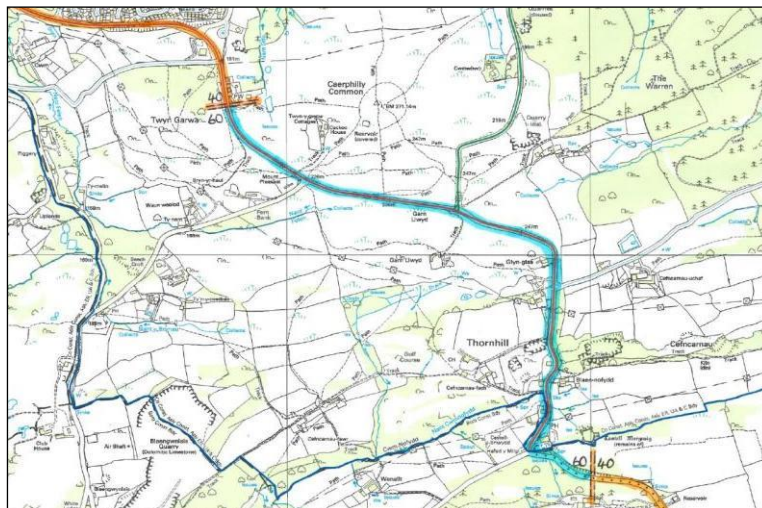


Figure F8: Current view of Caerphilly Mountain speed limits



Figure F9: The proposed speed limit changes along Caerphilly Mountain

A472 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	County Boundary to Hafodyrynys	Upper	1.2	60 (National)	44.1	20767	0	0	No
2	Hafodyrynys	Lower	0.6	30	30.45	17277	0	0	No
3	Hafodyrynys to Crumlin	Upper	0.56	60 (National)	37.35	15397	0.667	21.183	No
4	Crumlin	Lower	0.59	30	29.65	20568	0.333	7.526	No
5	Newbridge to Pentwynmawr Roundabout	Upper	2.5	70 (National)	56.8	22933	1	4.779	No
6	Pentwynmawr R/B to Gelligroes R/B	Upper	1.75	70 (National)	59.65	18054	0.333	2.891	No
7	Gelligroes R/B to Crown R/B	Upper	1.0	70 (National)	52.75	22289	2	24.584	No
8	Bryn Meadows R/B to Maesycwmmmer	Upper	0.52	60 (National)	35.5	26112	1	20.177	No
9	Maesycwmmmer to Ystrad Mynach R/B	Upper	1.82	30	29.5	21445	0.667	4.680	No
10	Ystrad Mynach R/B to Tredomen R/B	Upper	1.25	30	29.4	21063	3	31.218	No
11	Tredomen R/B to Nelson East R/B	Upper	2.35	60 (National)	44.3	15535	1.667	12.508	No
12	Nelson East R/B to Nelson West R/B	Upper	0.52	60 (National)	45.95	12088	0.667	29.057	No
13	Nelson West R/B to Llwynycelyn Terrace	Upper	0.77	40	34.4	18995	0.667	12.488	No
14	Llwynycelyn Terrace to County Boundary	Upper	0.55	60 (National)	42.65	21767	0.667	13.985	No

Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit threshold
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

A472 – Remediation Measures

1. Link 3 – Hafodyrynys to Crumlin

The link's mean speed of 37.35mph is considerably lower than the road's current speed limit of 60mph. However the data was collected near the speed limit gateways to the west of Hafodyrynys. Motorists will either by beginning to slow down whilst approaching a 30mph limit, or increasing their speed on entering a national speed limit section. The link's characteristic, which includes a three-lane carriageway, rural location and lack of adjacent development, is similar to many other national speed limit sections.

No action required.

2. Link 8 – Bryn Meadows Roundabout to Maesycwmmer

The link's mean speed (35.5mph) is way below the road's current speed limit (National – 60mph). Due to the major difference between the mean speed and limit a reduction of the road's speed limit was considered. There has a comparatively low collision rate that does not support reducing the current limit for the road.

However the link's A.A.D.T is 26,112 vehicles, higher than any other section along the A472. The link is short, and the road is often congested resulting in a slower vehicle mean speed. During evening hours, motorists take advantage of the quieter conditions and reach speeds of 45mph.

No action required.

A4048 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow (A.A.D.T)	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Pentwynmawr R/B to Penmaen Road R/B	Upper	1.03	50	49.65	15546	0.333	5.7	No
2	Penmaen Road R/B to Woodfieldside R/B	Upper	0.51	50	40.25	17598	0.333	10.18	No
3	Woodfieldside R/B to Chartist Bridge	Upper	0.95	50	48.8	12017	0	0	No
4	Chartist Bridge	Upper	0.3	40	35.6	16443	0	0	No
5	Chartist Bridge to Argoed	Upper	1.7	40	39.2	7690	0.333	6.99	No
6	Argoed	Lower	1.2	30	40.2	4521	0.333	16.83	Yes
7	Argoed to Hollybush	Upper	2.74	50	47.85	5666	0.667	11.76	Yes
8	Hollybush	Lower	0.62	30	32	5427	0	0	Yes
9	Hollybush to County Boundary	Upper	1.17	60 (National)	44.2	5274	0.667	29.6	No

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

A4048 – Remediation Measures

1. Link 6 – Argoed

- Functional Tier: Lower road
- Length of link: 1.2 km
- Current Speed Limit: 30mph
- Mean Speed: 40.2mph
- A.A.D.T: 4521
- Collision Rate per 100 million vehicle kilometres: 16.83

Link Description

The link contains a fairly straight carriageway with good sight lines through Argoed village. The village is long and narrow. Several rows of terraced housing are located next to the northbound adjacent to the carriageway, additional housing/development is set back from the main road on both sides of the main road. Several parking bays are located outside along the route. The carriageway is of standard width for the majority of the route, although there are also some horizontal/central hatch markings within the carriageway that aims to visibility reduce carriageway width to manage the speed of traffic. A small section of route near to the southern edge of Argoed village bends and undulates slightly. There are a few junctions along this link, whilst the data was collected near to Penylan Rd junction, where the carriageway is relatively wide.



Figure E1: Carriageway section to the south of Argoed village

Areas of Concern

- Mean speed of 40.2mph is much higher than the road's current speed limit of 30mph.
- According to the 'Speed Management Strategy' set by CCBC, mean speed of above 37mph warrants consideration of engineering measures and enforcement to control vehicle speeds through the village.
- The carriageway has a very straight alignment, whilst at certain locations the carriageway is quite wide; therefore it is difficult to restrict the speeds of vehicles to 30mph.
- The road needs to remain a 30mph speed limit due to the residential nature of the surrounding area and the pedestrian crossing demand in this part of the village.
- Rows of terraced housing to the north of the village are separated by straight carriageway alignments, where the characteristics of the road are similar to a 40mph speed limit road.

Proposed Action (Link 6):

A combination of engineering works and low cost works could be used to reduce the speed of passing vehicles. These might include built out gateways to narrow the width of the road or coloured road markings, as well as vehicle activated signs (VAS) on both sides of the carriageway to compliment the existing VAS. Although traffic mobility through the village is important, additional horizontal or vertical traffic calming measures would assist in reducing the mean speed and dependant on the HGV flow might be considered if the site constraints make these options feasible.

2. Link 7 – Argoed to Hollybush

- Functional Tier: Upper road
- Length of link: 2.74 km
- Current Speed Limit: 50mph
- Mean Speed: 47.85mph
- A.A.D.T: 5666 vehicles
- Collision Rate per 100 million vehicle kilometres: 11.76

Link Description

The link consists of a rural single carriageway road that includes a few bends. The carriageway is of standard width, an intermittent footpath is located on both sides of the road. There is no adjacent development next to the road, however there are some junctions and at one point houses are within sight of the carriageway. One of the road's side junctions provides access to Markham village, whilst the majority of the junctions provide access to country lanes. Safety barriers are located next to the southbound lane for large sections of the route.



Figure E2: Single carriageway road between Argoed and Hollybush

Areas of Concern

- The characteristics of the road in terms of its width, rural location, and lack of frontage development determine that the speed limit should be the national limit of 60mph rather than a 50mph limit.
- There is a need to keep speed limit consistency throughout the borough. This particular link is similar to other national speed limit sections such as the section from Hollybush to the county boundary or from Crumlin to the county boundary.

Proposed Action (Link 7):

In order to keep consistency throughout the borough given the characteristic and function of the road, increase the link's speed limit from the current 50mph limit to national (60mph).

3. Link 8 & 9 – Location of 30mph/National speed limit signs next to Hollybush

Link 8 – Hollybush

- Functional Tier: Lower road
- Length of link: 0.62 km
- Current Speed Limit: 30mph
- Mean Speed: 32mph
- A.A.D.T: 5427 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link 9 – Hollybush to County Boundary

- Functional Tier: Upper road
- Length of link: 1.17 km
- Current Speed Limit: National (60mph)
- Mean Speed: 44.2mph
- A.A.D.T: 5274 vehicles
- Collision Rate per 100 million vehicle kilometres: 29.6



Figure E3: Poor forward visibility of national speed limit signs

Site Description

The change in speed limit occurs to the north of Hollybush village on a bend where the carriageway is slightly narrow and the forward visibility of the gateway signs is poor. One of the gateway signs is located next to a large hedge, and at times can be covered by overgrowth.

The village itself has a 30mph speed limit where the carriageway is of standard width, has good sight lines and footpaths are located on both sides of the road. The village consists of terraced housing, the majority of which is next to the northbound lane of the carriageway. There are few parked vehicles and two bus stops are sited

on the carriageway. To the north of the speed limit gateway is a national speed limit section that leads onto the county boundary.

Areas of Concern

- Poor forward visibility of the speed limit signs from both directions.

Proposed Actions (Link 8/9):

- 1) **Re-locate speed limit gateway closer to Hollybush village at a position of better visibility.** Potentially could re-locate the signs next to the stone wall just north of the access on to Railway Terrace.
- 2) **Include countdown markers for southbound traffic, therefore reminding motorists that there will be a change in limit and decreasing the risk of high vehicles speeds approaching the village.**

OR

- 3) **Include a 40mph buffer zone of approximately between the northern end of the village and the proposed national speed limit gateways located just north of an access to private property.** There have been no collisions along the 30mph section of the bend that would limit prohibit or cause concern in about an increase in the speed limit.

A4049 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Crown R/B to Bryn R/B	Upper	0.45	30	31.4	16380	0.333	12.39	No
2	Bryn R/B to Fleur-de-lis	Upper	1.37	40	41.3	9266	0.333	7.19	No
3	Fleur-de-lis to Fairview Signals	Upper	1.085	30	33.65	7994	1.0	31.59	Yes
4	Fairview Signals to Britannia	Upper	1.16	40	36.9	10909	2.0	43.3	No
5	Britannia to Aberbargoed R/B	Upper	0.79	30	34.6	11387	1.0	30.46	Yes
<i>Aberbargoed Village – 30mph</i>									
6	Aberbargoed to New Tredegar	Upper	2.5	50	46.05	6039	0.667	12.1	Yes
7	New Tredegar to Tirphil	Mixed	1.7	30	32.05	5867	1.0	27.47	Yes

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

A4049 – Remediation Measures

1. Link 3 – Fleur de Lis to Fairview Signals

- Functional Tier: Upper road
- Length of link: 1.085 km
- Current Speed Limit: 30mph
- Mean Speed: 33.65mph
- A.A.D.T: 7994 vehicles
- Collision Rate per 100 million vehicle kilometres: 31.59

Link Description

The link can be split into two different sections according to the carriageway's characteristics. The southern section from the start of Fleur-de-Lys to Oak Terrace By-pass traffic lights has a very wide carriageway with pedestrian crossing points at a number of locations. There are footpaths on either side of the road, as well as nearby primary and secondary schools including Ysgol Cwm Rhymni. This route generally has minimal frontage development. The northern section from the traffic lights up to Fairview signals is more residential with several driveways leading onto the carriageway. Here the carriageway and footpath is narrower. The data was taken from the widest point of the carriageway next to the bus stops near the Bryn Road traffic lights.



Figure F1: Northbound view along southern section of link 3.

Areas of Concern:

- Mean Speed (33.65mph) above the current speed limit (30mph).
- Very wide carriageway and relatively straight alignment along the northern section of the link. Difficult to restrict vehicles speeds to around 30mph.
- Unsuitable to increase the road's speed limit due to nearby schools and residential nature of the surrounding area.

Proposed Action (Link 3):

- 1) **Include either hatch markings or a vehicle activated sign (VAS) along the northern section of the link, AND**
- 2) **Improve the visibility of the 30mph gateway signs (yellow backing board or larger signage) and cut back vegetation overgrowth restricting forward visibility.**

2. Link 5 – Britannia to Aberbargoed Roundabout

- Functional Tier: Upper road
- Length of link: 0.79 km
- Current Speed Limit: 30mph
- Mean Speed: 34.6mph
- A.A.D.T: 11,387 vehicles
- Collision Rate per 100 million vehicle kilometres: 30.46

Link Description

The carriageway is similar to that of link 4, where the road is fairly straight with good sight lines and is relatively wide. To the west of the carriageway is the residential area of Britannia, however the majority of the nearby houses and buildings are set back off the A4049. Along the route there are bus stops, lay bays and footpaths on either side of the road. There is a former school entrance off Pengam Road, however the school no longer exists. There are several side junctions along the route and the carriageway widens near Aberbargoed roundabout to accommodate a right turn holding lane to the nearby industrial park. To the north is Aberbargoed, and to the south the speed limit is 40mph.

Areas of Concern

- Mean Speed (34.6mph) is over 15% higher than the road's speed limit (30mph).
- The characteristics of the road are similar to a 40mph speed limit section, whilst there's hardly any change in the nature of the road between link 4 and link 5, although there are more junctions and development.

Proposed Action (Link 5):

Consider the feasibility of increasing the limit from 30mph to 40mph or speed management measures to reduce vehicle speeds to within an acceptable range of a 30mph limit.

N.B - Before increasing the speed limit it is worth looking at the visibility of Britannia Terrace for those attempting to access on to the A4049. The side junction of Britannia Terrace is located on the A4049 bend approaching Britannia.



Figure F2: Northbound view next to Britannia village

N.B. Following a site assessment it is considered that a higher (40mph) speed limit would not be appropriate for this link due to the restricted/limited visibility that exists for drivers when exiting Britannia Terrace onto the A4049 route. In view of this, it is

recommended that the existing 30mph speed limit be retained and the link be treated with speed management measures.

3. Link 6 – Aberbargoed to New Tredegar

- Functional Tier: Upper road
- Length of link: 2.5 km
- Current Speed Limit: 50mph
- Mean Speed: 46.05mph
- A.A.D.T: 6039 vehicles
- Collision Rate per 100 million vehicle kilometres: 12.1

Link Description

Single carriageway road of standard width, there are a number of right turn holding lanes. The route is in a rural environment with a steep fall to one side of the carriageway that is protected by speed barriers for most of the route. Footpath is provided on one side of the road. There is no adjacent development and few side junctions, the link has street lighting.



Figure F3: Southbound view between New Tredegar and Aberbargoed

Areas of Concern

- The characteristics of the road are similar to other national speed limit roads throughout the borough.
- Whilst the link description is similar to the description of 60mph road under defined Setting Local Speed Limits guidance. 'High quality road with few bends, junctions or accesses'.

Proposed Action (Link 6):

Increase the speed limit from 50mph to national (60mph).

4. Link 7 – New Tredegar to Tirphil

- Functional Tier: Mixed road
- Length of link: 1.7 km
- Current Speed Limit: 30mph
- Mean Speed: 32.05mph
- A.A.D.T: 5867 vehicles
- Collision Rate per 100 million vehicle kilometres: 27.47

Link Description

The link's characteristics change along the route. The southern section of the link has a very wide carriageway with a number of right turn holding lanes in the village. There is hardly any adjacent development; however there are a few side junctions and a footpath next to the northbound lane that includes a set of pedestrian dropped kerbs. A middle section of the link becomes more residential. In this area there are more side junctions, footpaths on both sides of the road and the occasional bus stop. In the northern section of the link there is more facilities including a few shops, pubs, garage and terraced housing.

The data was collected 300m to the south of Tirphil roundabout, the location of which can be seen in Figure F5.

Areas of Concern

- Mean speed (32.05mph) marginally above the current speed limit (30mph)
- Some parts of the link have carriageway characteristics that are more suitable for a 40mph speed limit rather than the current 30mph speed limit



Figure F4: Northbound view in the southern section of the link

Proposed Action (Link 8):

Include a 40mph buffer zone between the two current speed limits, otherwise known as link 6 (50mph) and link 7 (30mph). The 40mph section would start after the current 50mph gateways and come to and end just before the side junction to White Rose Care Home.

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Crumlin	Upper	0.33	30	28.7	10318	0.666	53.64	No
2	Kendon Road	Upper	0.675	60 (National)	42.5	11281	0	0	No
3	Ty-Brachty Terrace	Lower	0.905	30	30.0	10,199	0.333	9.89	No
4	Parkway	Upper	0.687	40	42.4	8775	0	0	No
5	Yard Coal Rise (North)	Upper	1.51	40	41.85	9400	0.333	6.43	No
6	Yard Coal Rise (South)	Upper	1.045	40	41.3	12036	0.333	7.26	No
<i>'Blackwood Town Centre'</i>									
7	Blackwood Road, Pontllanfraith	Lower	0.835	30	31.1	14411	1.0	22.77	No
8	Pontllanfraith	Lower	0.605	30	30.5	9579	0.333	15.76	No
9	Newport Road, Pontllanfraith	Upper	0.575	40	37.2	4526	0.333	35.09	No
10	Newport Road, Gelligroes	Upper	0.3	40	38.95	11027	0.667	55.21	No
11	Gelligroes to Ynysddu	Upper	1.534	60 (National)	40.5	7190	1.0	24.84	No
12	Ynysddu & Cwmfelinfach	Mixed	1.876	30	30.5	9511	1.667	25.59	No
13	Cwmfelinfach to Brynawel	Upper	0.965	60 (National)	42.5	7181	0.333	13.18	No
14	Brynawel & Wattsville	Lower	1.865	30	26.55	11258	1.0	13.05	No

Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

B4252 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Pengam	Lower	0.645	30	27.45	4776	0.667	59.29	No
<i>'Fleur de lis village centre'</i>									
2	Fleur de lis	Lower	0.825	30	29.0	3873	0.333	28.58	No
3	Victoria Road, Fleur de lis	Upper	0.578	30	34.25	3110	0	0	No
4	Victoria Road to Maescwmmmer	Lower	0.57	30	18.75	2927	0.333	54.74	No

Highlighted zones

	Speed limit length below 600m
Page	Mean Speed above Speed Limit Intervention Level
243	Mean Speed considerably lower than Speed Limit
C	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

B4252 Remediation Measures

1. Link 3 – Victoria Road, Fleur de lis

The link's mean speed of 34.25mph is above the road's speed limit (30mph) and intervention level.

The link is relatively short, a length of just 0.578km, and the length of a proposed 40mph limit outside the settlement boundary would be even shorter. As well as a short proposed speed limit, the carriageway is relatively narrow and at certain locations can be difficult for two vehicles to pass and a some accesses to residential properties located along the route would not meet the recommended visibility criteria for a 40mph limit.

Road safety measures such as a narrowed carriageway, built out sections or VAS were deemed unsuitable due to the site's already narrow carriageway and rural location, as can be seen in the photo below.

Consequently, it is not considered appropriate to increase the speed limit from 30mph to 40mph.

No action required.



Southbound view along Victoria Road

B4254 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
<i>'Llancaiach Fawr – 30mph'</i>									
1	Gelligaer Road (West)	Upper	0.485	40	43.95	7146	0	0	Yes
2	Gelligaer Road (East)	Upper	0.98	60 (National)	36.8	7252	0.666	25.7	No
3	Gelligaer Village	Lower	1.0	30	32.55	11729	0	0	Yes
4	Gelligaer to Penpedairheol	Upper	0.806	30	38.05	10898	1.0	31.19	No
5	Penpedairheol	Lower	0.39	30	26.45	11053	0.667	42.37	No
6	Penpedairheol to Glan y Nant	Upper	0.48	40	38.3	11817	0	0	No
<i>'Glan y Nant, A469 & A4049'</i>									
7	Upper Trelyn	Upper	1.0	30	39.4	5008	0.667	36.47	Yes
8	Highfields Way	Upper	1.092	30	29.75	9509	0.333	8.79	No
9	Southern Cross Valley Link	Upper	0.579	30	35.9	11714	0	0	No

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Highlighted zones

6	Speed limit length below 600m
6	Mean Speed above Speed Limit Intervention Level
6	Mean Speed considerably lower than Speed Limit
6	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

B4254 – Remediation Measures

1. Link 1 – Gelligaer Road (West)

- Functional Tier: Upper
- Length of link: 0.485km
- Current Speed Limit: 40mph
- Mean Speed: 43.95mph
- A.A.D.T: 7146 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link Description

The link is located in a rural environment with no adjacent developments or footways along the length of the route. To the west of the link is a 30mph road that passes by Llancaiach Fawr and continues on to the CCBC boundary, whilst to the east of the link is a national speed limit section. Overall the carriageway is relatively wide and its characteristics are similar to a national speed limit road rather than a 40mph road. The carriageway is relatively straight for the majority of the route, however it does contain one sharp bend where the carriageway begins to rise in elevation. Just before this bend is a side junction access to 'Coed Top Hill Reed Facility' which has poor visibility when leaving the site onto the main highway. There are no other side junctions other than the access to Coed Top Hill Reed facility.



Eastbound view along Gelligaer Road

Areas of Concern

- Mean Speed of 43.95mph is higher than the road's current speed limit.
- Due to the nature and characteristics of the carriageway it is difficult to restrict vehicle speeds to 40mph.
- The road's rural location, wide carriageway and high carriageway standard are more adequate for a national speed limit rather than a 40mph section. There seems to be no change in the carriageway's characteristics and quality between the road's 40mph and national speed limit sections.
- Length of the speed limit section is sub standard and below the recommended minimum length of 600m, stated in the WG Circular 24/2009.
- Sub-standard visibility at the driveway access to the reed farm.

Proposed Action (Link 1):

- 1) **Increase the speed limit from 40mph to a national speed limit (60mph)**
AND

- 2) Provide better visibility for those leaving the reed farm facility by cutting back vegetation to either side of the entrance.
AND
- 3) Cut back the overgrowth that often covers the two gateway signs located at either end of the 40mph section. Continue to monitor the area for overgrowth.

2. Link 2 & 3 – Location of 60/30mph gateway signs

Link 2 – Gelligaer Road (East)

- Functional Tier: Upper
- Length of link: 0.98 km
- Current Speed Limit: 60mph
- Mean Speed: 36.8mph
- A.A.D.T: 7252 vehicles
- Collision Rate per 100 million vehicle kilometres: 25.7

Link 3 – Gelligaer Village

- Functional Tier: Lower
- Length of link: 1.0 km
- Current Speed Limit: 30mph
- Mean Speed: 32.55mph
- A.A.D.T: 11,729 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Site Description

The gateway signs are located on an eastbound approach towards Gelligaer village. To the west of gateway is a national speed limit section located in a very rural environment, whilst to the east of the signs is a 30mph section that carries on through Gelligaer village. However the change in limit is located approximately 450m away from the village end, between the village end and the gateway signs is the occasional side junction leading to residential areas. There is no frontage development along this particular section, whilst the road is of a standard width and there is a footpath next to the westbound lane for part of this section.

Areas of Concern

- The 30mph section starts a considerable distance away from the Gelligaer village (approx 450m), and could benefit from being located closer to the frontage development.
- The carriageway's characteristics between the end of Gelligaer and the speed limit gateway, is more adequate for a higher speed limit. Although there are a couple of side junction accesses, the road is relatively wide with no frontage development, few lay-bays and good visibility for those egressing onto the main road from any side junctions.
- Between the western edge of Gelligaer and the change in limit it is considered difficult to restrict vehicle speeds to just 30mph.

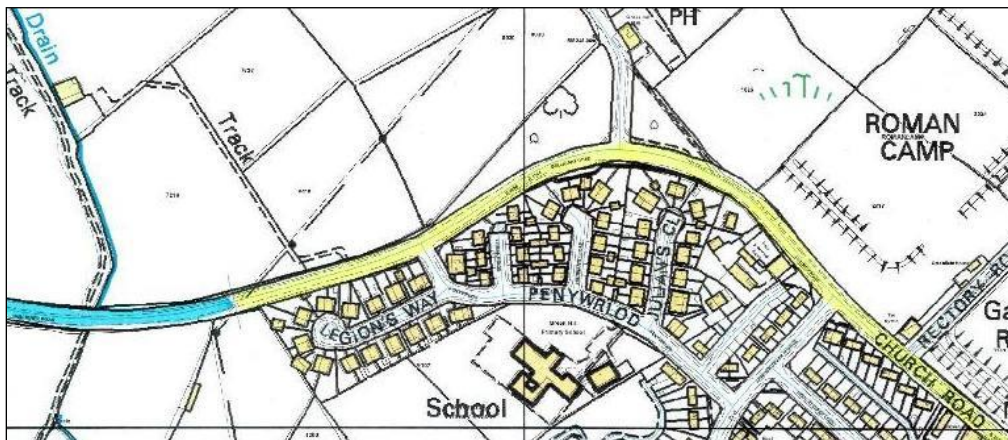


Eastbound view on approach towards Gelligaer village

Proposed Action (Link 2/3):

Include a new 40mph speed limit section between the national speed limit section on Gelligaer Road (link 2) and the 30mph section through Gelligaer village (link 3). The 40mph section will stretch from near the Gelligaer village sign to just past the current location for the gateway signs, as can be seen in the drawings below. The **blue route represents a national speed limit**, the **yellow route represents a 30mph speed limit** and the **green route represents a 40mph speed limit**.

Re-locating the 30mph gateway closer to the village could also assist in reducing the speeds of passing vehicles through Gelligaer village.



Current layout of Gelligaer Speed Limits



Proposed layout of Gelligaer Speed Limits

3. Link 4 – Gelligaer to Penpedairheol

The mean speed (38.05mph) along the link is considerably higher than the road's current speed limit of 30mph. Consideration to increase the speed limit to 40mph from near Gwaun Fro junction to the top of the hill was taken into account. However this speed limit section would be particularly short.

Proposed Action:-

Speed management measures will need to be considered to address the high traffic speeds along the route.



Westbound view between Penpedairheol and Gelligaer

4. Link 7 – Oak Terrace By-pass

- Functional Tier: Upper
- Length of link: 1.0km
- Current Speed Limit: 30mph
- Mean Speed: 39.4mph
- A.A.D.T: 5008 vehicles
- Collision Rate per 100 million vehicle kilometres: 36.47

Link Description

The link starts at the A4049 signals and has a gradual incline in an eastern direction. The majority of the route is of standard width, relatively straight with hardly any adjacent developments. There is no road narrowing or speed reducing features. At the top of the incline is a sharp bend that continues on towards a roundabout. There are hardly any side junction accesses other the occasional driveway and an access leading to a residential area near the A4049 signals. A pedestrian and vehicle rear entrance to Ysgol Gymraeg Cwm Rhymni is located next to Oak Terrace By-pass. The vehicle access is usually closed, however the pedestrian gates are usually open and are used by students walking to school.

Areas of Concern

- Mean Speed (39.4mph) significantly higher than the road's current speed limit (30mph).
- Nature and characteristics of the carriageway are more adequate for a higher speed limit.
- Difficult to restrict speed to 30mph due to the straight carriageway and lack of speed reducing features.



Uphill route along Oak Terrace By-pass

Proposed Action (Link 7)

Increase the speed limit from 30mph to 40mph. The limit should begin just passed the roundabout at the top and carry on as far as either:

- i) 50m to the east of the school entrance; OR
- ii) The A4049 signals at the bottom of the link.

N.B. Following site investigations/discussions with Gwent Police's Traffic Management Advisor it is considered that a higher (40mph) speed limit would not be appropriate for this link due to concerns about pedestrian safety as the adjacent school has a rear access that joins the road which is used as part of a walking route by pupils to the school. In view of this, it is recommended that the existing 30mph speed limit be retained and the link be treated with speed management measures.

B4255 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Dynevor Terrace	Lower	0.35	30	29.2	7522	0	0	No
2	Nelson R/B to County Boundary (Shingrig Rd)	Lower	0.97	30	25.9	7661	1.333	49.16	No

B4256 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
<i>'Residential area, Hill Street, Rhymney'</i>									
1	Rhymney to County Boundary	Upper	1.18	60 (National)	39.45	2186	0	0	No

B4257 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	A469 Heads of the Valleys Roundabout to Llechryd	Upper	0.375	60 (National)	37	3847	0	0	No
2	Llechryd to Rhymney	Upper	0.712	30	36.65	2989	0	0	Yes
<i>'Rhymney estates and town centre'</i>									

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

B4257 – Remediation Measures

1. Link 1 – A469 Heads of the Valleys Roundabout to Llechryd

The link's mean speed of 37mph is considerably lower than the current speed limit of a national speed limit. However the link is a short section of just 375 metres and is part of a much longer national speed limit section. Dropping the speed limit to 40mph would create a sub-standard speed limit length of below 600m.

No action required.

2. Link 2 – Llechryd to Rhymney

- Functional Tier: Upper
- Length of link: 0.712km
- Current Speed Limit: 30mph
- Mean Speed: 36.65mph
- A.A.D.T: 2989 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link Description

The link is located in a relatively rural location with hardly any adjacent development and connects Llechryd village to Rhymney town. The carriageway is of good width and bends and undulates on occasions. There are very few junction access points other than the entrance to the Rhymney House Hotel. A footway is located next to the southbound lane and the whole of the link contains street lighting.



Southbound view along carriageway that connects Llechryd to Rhymney

Areas of Concern

- Mean Speed (36.65mph) is over 20% higher than the current speed limit.
- The rural location, wide carriageway and lack of speed reducing features, makes it difficult to restrict vehicle speeds to 30mph.
- The carriageway characteristics and location is more adequate for a higher speed limit.

Proposed Action (Link 2)

Increase the speed limit from 30mph to 40mph. The 40mph limit to begin at the junction in Llechryd and to finish near the Rhymney village sign.

B4263 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Commercial Street to Bryngelli Terrace	Lower	1.5	30	30.25	6417	3.0	85.39?	No
2	Bryngelli Terrace to Abermill Care Centre	Lower	0.965	30	30.7	9931	1.667	47.65	No
3	Abermill Care Centre to Commercial Motors Garage	Lower	0.715	30	36.1	10602	0	0	Yes
4	Commercial Motors Garage to Penyrheol	Upper	0.7	40	39.9	11509	0	0	No
5	St Cenydd Road North	Lower	0.538	30	26.65	16650	0.667	20.39	No
6	Penyrheol to Energlyn Railway Bridge	Lower	1.51	30	32.55	6534	2.333	64.79	No
<i>'Mill Road to Caerphilly Town Centre'</i>									

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

Functional Tiers

- **Upper Tier** - those roads with a primarily through function where mobility is important
- **Lower Tier** - single carriageway roads passing through local communities with 20 or more frontage developments and a minimum length of 600m, or those roads with a local or access function where quality of life benefits are important.

B4263 – Remediation Measures

1. Link 3 – Abermill Care Centre to Thomas Street Garage

- Functional Tier: Lower
- Length of link: 0.715km
- Current Speed Limit: 30mph
- Mean Speed: 36.1mph
- A.A.D.T: 10,602 vehicles
- Collision Rate per 100 million vehicle kilometres: 0

Link Description

A single fairly straight carriageway road that's based in a residential location where there is a mixture of bungalows and terraced houses. The northern side of the link includes double yellow lines on both sides of the carriageway, and even when these lines come to an end there are hardly any parked vehicles, as most residents park towards the rear of their bungalows. It is here towards the north of the link where the speed and volume data was collected. However towards the south of the link the double yellow lines are generally located on one side of the road and the many terraced houses have no rear lanes. Consequently there are many more vehicles parked on the road. There are footways on both sides of the road and overall the link has good sight lines.



Eastbound view through Abertridwr

Areas of Concern

- Mean speed of 36.1mph is more than 20% higher than the road's current speed limit of 30mph.
- Lack of parked cars, double yellow lines and good width towards the north of the link makes it difficult to restrict vehicle speeds to 30mph.
- Carriageway is not considered wide enough to be able to use road hatch markings to reduce the overall vehicle speeds.
- Due to the residential nature of the area, speed limit needs to remain at 30mph, rather than being increased to 40mph.

Proposed Action (Link 3)

Consider a vehicle activated sign, positioned to the north of the link in order to assist in reducing the overall vehicles speeds.

B4511 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Bedwelty Rd, Aberbargoed	Lower	0.822	30	30.6	3369	0.333	32.98	No
2	Aberbargoed to Markham	Upper	0.641	40	42.95	2552	0	0	No
3	Markham	Lower	1.2	30	36.5	2241	0.333	33.96	Yes
4	Penylan Road	Lower	0.68	30	26.8	2251	0	0	No

B4591 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	A467 Abercarn R/B to Abercarn	Upper	0.58	40	36.45	4124	0.333	38.18	No
2	Abercarn to Cwmcarn	Lower	0.955	30	28.85	4099	0	0	No
3	Cwmcarn to Twyncarn Road	Lower	1.19	30	26.1	3576	1.0	64.38	No
4	Pontywaun	Lower	0.62	30	31.0	3904	0.333	37.73	No
5	High St, Crosskeys	Lower	0.675	30	26.15	4245	0	0	No
6	Risca & Cromwell Roads	Lower	1.49	30	29.4	7858	1.0	23.40	No
7	St Mary Street, Risca	Lower	1.015	30	27.8	8381	1.0	32.21	No
<i>'Risca village to the county boundary'</i>									

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Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit Intervention Level
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

B4511 – Remediation Measures

1. Link 3 – Markham

- Functional Tier: Lower
- Length of link: 1.2km
- Current Speed Limit: 30mph
- Mean Speed: 36.5mph
- A.A.D.T: 2241 vehicles
- Collision Rate per 100 million vehicle kilometres: 33.96

Link Description

The link passes by Markham village and can be split into two sections either side of the mini roundabout. To the west along Pantycefn Road are several bungalows, Markham primary school and a few side junction accesses. Traffic speeds are well controlled along this section with a several speed humps and builds outs that narrow the width of the road. However to the east of the mini roundabout along Abernant Road the carriageway is of good width, there are no speed reducing features and the residential properties are only located on one side of the road. The residential properties end some 400m before the end of the speed link. From here onwards the environment is very rural, as can be seen in the picture below, and it was along this section that the data was gathered.



Rural road connecting the residential areas along Abernant Road and Penylan Road

Areas of Concern

- Mean speed of 36.5mph taken along a rural section between the residential properties on Abernant Road and Penylan Road (link 4).
- Difficult to restrict vehicle speeds to the east of the mini roundabout to 30mph, due to the rural environment, lack of parked vehicles and speed reducing features, as well as the carriageway's good width.
- Rural section between the residential properties of Abernant Road (link 3) and Penylan Road (link 4) is considered too short a length to increase the speed limit to 40mph.

Proposed Action (Link 3)

Consider implementing minor engineering measures to reduce the speeds of vehicles approaching the residential areas. Road markings could also be included as well as a vehicle activated sign (VAS) located along the residential section of Abernant Road.

B4600 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Bedwas R/B to Caerphilly Town Centre	Lower	1.365	30	31.05	13809	2.667	38.76	No
2	Nantgarw Road	Lower	1.32	30	24.65	17824	2.667	31.05	No
3	Nantgarw Road Crossroads to Penrhos Roundabout	Upper	1.01	40	39.3	17725	0.333	5.10	No

B4623 Speed Limit Review

Link	Location	Tier	Length (km)	Current Speed Limit (mph)	Mean Speed (mph)	Traffic Flow A.A.D.T	Collision Rate per Year	Collision Rate per 100 million vehicle km's	Remediation Measures Required?
1	Pontygwindy Roundabout to Caerphilly Town Centre	Lower	1.645	30	26.25	18823	1.333	11.80	No
<i>'Caerphilly Town Centre'</i>									
2	Mountain Road (from railway bridge to 60mph zone)	Lower	0.643	30	26.8	8217	3.667	190.13	To be further reviewed as part of collision analysis.
3	Mountain Road	Upper	0.933	60 (National)	37.2	6965	0	0	No

Highlighted zones

	Speed limit length below 600m
	Mean Speed above Speed Limit threshold
	Mean Speed considerably lower than Speed Limit
	Collision Rate above accepted threshold

B4623 – Remediation Measures

1. Link 2 – Mountain Road (from Railway Bridge to 60mph zone)

The speed along this 30mph stretch is well controlled with a mean speed of just 26.8mph. However several collisions have occurred along this carriageway, often located next to the several junctions that are located along the residential section of Mountain Road. There haven't been as many recorded collisions within the last year, however **the link will be reviewed further as part of a collision analysis.**

2. Link 3 – Mountain Road

The mean speed for a national speed limit road is relatively low at 37.2mph. However the characteristics of the road are similar to any other national speed limit road i.e. it is located in a relatively rural location, there are no footpaths on either side of the road, limited development, and no accesses to residential properties or junctions to side roads. There have been no collisions along the road, and there is no strong reason to change the current speed limit.

No action required.

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Appendix 5 - Summary of Recommendations

The review has determined that the vast majority of the existing speed limits within the borough conform with the 'Setting Local Speed Limits in Wales' guidance and only a small number of road sections have been identified as requiring further consideration/revisions of the existing speed limit.

The table below provides a summary of the recommendations from the speed limit review and a precis of the comments received.

Road	Link	Location	Recommendation	Comments Received
A467	7	Pantside junction to the south of Aiwa traffic signals	Increase current 40mph speed limit to National (60mph) to compliment existing speed limit to north of link. Additional signage to be provided in advance of Pantside junction.	Cllr G Johnston has objected to raising the speed limit on the approach to the junction with Pantside from 40 to National. He considers that if the traffic isn't slowed (as it presently is) then vehicles will be travelling around the bend even faster and will give drivers less time to see before they pull out of Pantside junction.
A469	4	Tirphil	Mean speed (36mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.
A469	7	Puzzle House junction, Bargoed	Increase current 40mph speed limit to National (60mph) from junction as far as existing 30mph signs to the south of Groesfaen Terrace. Reduce length of 30mph speed limit on Factory Road and extend 40mph limit to east of Puzzle House junction.	Gwent Police have expressed concern about removing the 40mph speed limit at Puzzle House junction and the reduction of the 30mph area in the rural area Bargoed side of the terraced houses. Gwent Police consider that the road from A469 towards Deri currently has a 40mph speed limit which does not seem to be appropriate although it is reduced prior to the residential area at the top of the hill. They have also indicated that over the last two years they have received a number of complaints from the residents of Groesfaen Terrace regarding the speed of the vehicles through the 30 MPH zone which is currently outside their homes and located on a sharp bend. They have also carried out speed surveys in the area and believe that the current buffer zones are required to keep the speed of vehicles down.

				<p>Cllr D Hardacre has objected to the proposal to increase the current 40mph speed limit to National (between Puzzle House junction and the 30 mph speed limit at the entrance to Groesfaen Terrace) and considers that this should remain at the 30mph. Cllr Hardacre also considers that this is a very dangerous stretch of road as cars currently access the terrace at well over the 30mph limit and feels that increasing the entrance road speed up to 60 mph will increase the speed of vehicles entering the village which is causing huge safety concerns at present.</p> <p>Cllr D Hardacre has also advised that the residents are proposing that the council put in place chicanes at the entrance to the village from both northern and southern routes in order to curb the speed through the village. He feels that there will be a huge upsurge of anger and resentment if these proposals of increasing entrance speeds are allowed to be adopted.</p>
A469	10/11	Britannia Roundabout to Lewis Boys School	Increase current 50mph speed limit to National speed limit.	None.
A469	22	Watford Road to County Boundary (Caerphilly Mountain)	Decrease the speed limit for part of the link along Thornhill Road from National to 40mph and relocate the existing 40/National speed limit signs to the top of Caerphilly mountain.	<p>Cllr C Elsbury welcomes the move to reduce the speed, but considers that this will not address the main problem on the road as it will not reduce the speed of traffic as it enters the 40mph zone by the Chapel. As a result he feels that traffic will continue at a pace down the hill past the areas where there have been the most collisions/accidents.</p> <p>Cllr C Elsbury has also raised concern about the level of enforcement that the police will be able to give to the new reduced speed limit.</p>
A4048	6	Argoed	Mean speed (40.2mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.

A4048	7	Argoed to Hollybush	Increase current speed limit from 50mph to National (60mph).	None.
A4048	8/9	Speed limit signs to the north of Hollybush	Relocate speed limit gateway to improve visibility of 30mph signs.	None.
A4049	3	Fleur-de-lis to Fairview traffic signals	Mean speed (33.7mph) is marginally too high for existing 30mph limit. Speed management measures to be considered.	None.
A4049	5	Britannia to Aberbargoed roundabout	Mean Speed (34.6mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.
A4049	6	Aberbargoed to New Tredegar	Increase current speed limit from 50mph to National (60mph).	None.
A4049	7	New Tredegar to Tirphil	Install a new 40mph buffer zone between the current speed limit sections of 50mph and 30mph.	None.
B4254	1	Gelligaer Road	Increase current speed limit from 40mph to National (60mph) and improve visibility on access to reed bed farm facility.	<p>The Highways Maintenance Manager has expressed concern that an increased speed limit could cause safety issues for tankers and sweeper vehicles when exiting the reed bed farm facility.</p> <p>The Chair of CCBC Events Safety Advisory Group has raised concern about increasing the speed limit to National on the B4254, particularly at the entrance/exit to Llancaiach Fawr Manor House for the following reasons:</p> <p>The Manor House venue hosts many large events throughout the year whereby off-site parking and alternative access points are arranged. This can necessitate people having to walk down the verges to access the site – including children for some events such as the Eisteddfod. For certain events, temporary traffic lights and one-way systems have been used on the adjacent highway e.g. for Bedwellty Agricultural Show – this would be even more problematic if the speed were increased. Even without such arrangements, cars exiting the site</p>

				<p>would need to exit directly onto a fast road.</p> <p>Road traffic collisions have previously occurred near the reed beds access, so sweepers etc. having to cross the highway to access the site would pose a potential hazard to oncoming vehicles.</p> <p>It is suggested that it may be more appropriate to reduce the entire stretch to 40mph, especially along the bend where multiple large vehicles access and egress the reed bed site every day.</p>
B4254	2/3	Speed limit gateway to the west of Gelligaer village	Install a new 40mph buffer zone between the current speed limit sections of 30mph and National (60mph).	None.
B4254	7	Oak Terrace Bypass	Mean speed (39.4mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.
B4257	2	Llechryd to Rhymney	Increase current speed limit from 30mph to 40mph.	Cllr C Cuss has objected to the proposed increase in speed limit from 30mph to 40mph as he has received complaints about how fast cars drive along the road. He has further advised that there are 30mph signs in this vicinity and consider that they should remain.
B4263	3	Thomas Street, Abertridwr	Mean speed (36.1mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.
B4511	3	Markham	Mean speed (36.5mph) too high for existing 30mph speed limit. Speed management measures to be considered.	None.

In addition to the above responses, Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations has provided the following comments. **It should be noted that the comments relate to sections of A472 route where no changes to the existing speed limits have been identified/recommended by the speed limit review and these will be subject to further assessment as part of the review process:**

Consideration should be given to lowering the speed limit along the A472 route, Nelson to Ystrad Mynach from 60mph to 40mph. Cllr Morgan considers that the speed limit reduction is necessary for the following reasons:

- The increase in traffic.
- The addition of an entry/exit to Penallta Park, on top of the many entry/exits to a pub, butchers shop, an 18 bed hostel for the homeless and to a B&B.
- The increase in pedestrian use of the road due to the 18 bed hostel. In order for residents to walk to either Nelson or Ystrad Mynach, either way, they have to cross a 60mph road and in each case at a precarious point near a bend or blind crest. 18 people making 2 crossings per day (there and back) over 365 days equals a minimum crossing of 13,140 per annum. This is surely “an accident waiting to happen”.

Consideration should also be given to lowering the speed limit along the A472, along Mabon Road, Nelson (by the Railway pub, Co-op and garage) from 40mph to 30mph. Cllr Morgan considers that the speed limit reduction is necessary for the following reasons:

- The increase in traffic.
- The amount of entry/exit points in such a short space and on both sides of the road.
- The high use of the crossing points as the road intersects a busy housing estate and the main Co-op store.
- The increased pedestrian use due, in the near future, because of the recent granting of planning permission for 200 houses on the “wrong” side of the road. In order for the residents of this new housing estate to access schools, shops and other services within the village they would have to cross this busy, fast and (due to the many businesses along it) distracting piece of road.

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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

SUBJECT: APPORTIONMENT OF HIGHWAY MAINTENANCE BUDGET 2017/2018

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To provide members with details of the proposed apportionment of the highway maintenance budget for 2017/2018 and for Members to consider if the proposed allocations promote value for money and maximum impact.

2. SUMMARY

- 2.1 The 2017/2018 Highway Revenue Maintenance budget is detailed in Appendix 1. The report provides information to members on how the £7,741,926 has been allocated. The Revenue budget includes revenue contributions to Capital outlay (RCCO) for Carriageway and Footway resurfacing schemes of £170k and £230k respectively.
- 2.2 The street lighting budget allocation (included in the above) is £1,704,000, which is inclusive of £1,228,000 energy costs. This has seen a saving of £350,000 from 2016/17 budget to attain the MTFP (medium term financial plan) target. This reduction in budget consists of £190,000 of energy savings and £160,000 from lighting maintenance. Recent notification from energy companies are that there will be sizeable energy price increase for 2017/18 amounting to 14.15%. A report on potential options to mitigate any future budget increases is scheduled to be presented to the Scrutiny Committee in the autumn.
- 2.3 The 2017/2018 capital budget allocation in relation to highway operations is detailed in Appendix 2; The Budget remains unchanged and includes £750,000 and £150,000, directly related to highway resurfacing and footways respectively. Locations of the specific schemes, where appropriate, are provided in Appendices 3, 4 and 6 attached to this report.
- 2.4 The ongoing strategy is to maximise the impact of our existing funding, based on priorities, innovation and standards, whilst ensuring the safety of highway users. Although the projected MTFP savings have been deferred for this year (2017-18), highway management is likely to be directly challenged in the coming years (2018-22) and this will inevitably present challenges for officers to consider future priorities and innovative approaches to these issues.
- 2.5 The highway asset is the authority's largest asset valued at almost £2 billion. In order to try and maintain the highway to an acceptable standard, that does not compromise user safety, alternate strategies (such as preventative maintenance techniques) are being more widely utilised. There will be funding challenges as a result of the MTFP going forward; it is likely that the standard of service currently offered will have to reduce. As such it is imperative that a prioritised risk based approach to highway maintenance continues.

2.6 Overall, for a wide ranging front line service delivery area, the performance of Highway Operations is judged to be good, producing variable results in view of key objectives set out. Services are benchmarked against other authorities in Wales and reported annually.

3. LINKS TO STRATEGY

- 3.1 This report links directly to the regeneration of the county borough making Caerphilly County Borough a better place to live and work.
- 3.2 The report links directly to the Council's priority to improve accessibility throughout the county borough by improving the transport network, enabling individuals to move freely around Caerphilly.
- 3.3 There is also a link to ensuring communities are safer by maintaining safety standards for the development of integrated, efficient local and regional transport system, on which public transport, private users, cycling and walking networks can operate.
- 3.4 The link to greener and cleaner objectives are centred around reducing our carbon footprint and improving sustainability, this will be progressed by improving our energy efficiency and reducing our emissions of greenhouse gasses within the county borough, whilst taking steps to adapt to the local effects of climate change (warmer and wetter weather patterns).
- 3.5 The report supports the Prosperous, Safer and Greener themes of the 'Caerphilly Delivers' in the single integrated plan.
- 3.6 The Future Generations Act (FGA) sets out seven Well-Being Goals; the focus of this report supports a Sustainable Wales, A Prosperous Wales, A Wales of Cohesive Communities and a Globally Responsible Wales

4. THE REPORT

- 4.1 The main focus of this apportionment exercise is to maximise the impact of our existing funding based on Council and statutory priorities, innovation and standards with the ultimate aim being to protect and maintain our statutory responsibilities.
- 4.2 Identified below is our highways performance over the last recorded year, 2014-15, (latest available national data comparison), that APSE (Association for Public Service Excellence) produced a report for the 22 Welsh authorities (only 15 authorities responded). (note: standing 1 to 15 represents best to worse performance):

APSE Performance Indicator	CCBC result	Councils above	Councils below	CCBC Placement
Principal Road Condition below standard (Middle Quartile)	4.2%	5	9	6/15
Non-principal Road Condition below standard (Top Quartile)	8.2%	3	11	4/15
Percentage of maintenance expenditure – Planned (Middle Quartile)	71%	7	7	8/15
Percentage of maintenance expenditure – Reactive (Middle Quartile)	19.75%	7	7	8/15
Percentage of maintenance expenditure – Routine (Top Quartile)	9.25%	3	11	4/15
Percentage change in number of non-repudiated third party claims in last 3 years compared to previous 3 year period (Top Quartile)	-20.75%	3	11	4/15

KeyKEY:

Principal Roads – Class A or above

Non-principal Roads – below A classification

Road Condition is the percentage of carriageway that was below standard, where more detailed monitoring or investigation is required

Planned Maintenance – works that are carried out as a road treatment (resurfacing, micro-asphalt etc.) designed to extend the life of the asset

Reactive Maintenance – works that are in response to a safety issue, so incorporate a degree of urgency

Routine Maintenance – non-urgent works that are done when planned maintenance has not taken place, but not as effective as road surface treatments and can be executed in an ad-hoc manner

In addition to the above data, highways performance over the last recorded year, 2015-16, undertaken by the Local Government Data Unit – Wales, identifies the following carriageway results for the 22 Welsh authorities (note: standing 1 to 22 represents best to worse performance):

Public Accountability Measures	CCBC result	Councils above	Councils below	CCBC Placement
THS/012: The percentage of principal (A) roads, non-principal (B) roads and non-principal (C) roads that are in overall poor condition	6.6%	9	12	10/22
THS/012a: The percentage of principal (A) roads that are in overall poor condition	4.5%	16	5	17/22
THS/012b: The percentage of non-principal (B) roads that are in overall poor condition	4.1%	9	12	10/22
THS/012c: Percentage of non-principal (C) roads that are in overall poor condition	9.2%	9	12	10/22

- 4.3 The Council meeting of 24th February 2016 considered and approved the Council budget for 2017/2018 including Service Divisional revenue budgets and capital budgets. This report now provides information on the detailed allocation of part of the Engineering Service Division revenue and capital budgets to the highway maintenance operations service area.
- 4.4 In addition to the revenue budget allocation to highway maintenance operations (Appendix 1), there has also been a capital budget allocation as detailed in appendix 2. This includes £750,000 to undertake carriageway resurfacing works, in an attempt maintain the budget commitment to pro-active highway preservation measures an additional allocation from the revenue budget has been apportioned. This provides a combined sum of £2M for Planned Carriageway Maintenance for 2017-18.
- 4.5 The highway asset is currently valued at almost £2 billion. Using simple comparatives it is evident that a maintenance budget of £6,513k (excludes energy costs of £1,228k) will only allow assets to be renewed approximately every 300 years, well in excess of assets intended lifespan. It is therefore essential that the current strategy is developed to try and preserve the life of the Authority' existing assets. The proposed budget apportionment is detailed in Appendix 1.
- 4.6 Due to the rising demands on the existing drainage infrastructure, the capital allocation for land drainage has been maintained at £125k. This will assist with flood prevention schemes and any urgent works required for 2017-18.

- 4.7 The approach taken has to ensure that any work is selected on a prioritised risk basis. In order to assist this process the authority endorsed our Highway Asset Management Plan (HAMP) at Cabinet meeting on 16/11/2016 following Scrutiny review on 1/11/16. The HAMP was developed in conjunction with CSS (County Surveyors Society) Wales, as an 'All Wales' project, to ensure there is a consistent national approach.
- 4.8 In addition to the Revenue safety barrier budget the vehicle restraint systems (safety barriers) capital contribution has remained at £150k. This is for the repair/ removal of safety fencing. This is in recognition that these barriers are on or over their design life-spans and a concerted effort is required to replace them all (approximately 66km with an estimated total replacement value of £7M).
- 4.9 Due to the decreasing budgets, aging infrastructure, increasing demands, expansion of the network, additional legislation and compliance etc. it is essential that highway maintenance is undertaken in the most cost effective manner. In order to achieve this, alternate preservation techniques, such as CAUTS (cold applied ultra-thin surfacing), micro asphaltting and slurry sealing will be increasingly required into 2017/2018 and beyond. These techniques have become more advanced and innovative over recent years and are being widely adopted by authorities for its value for money approach to preserving the life of the highway network.
- 4.10 The revenue programme for surface dressing has been prioritised from specialist technical data surveys and is predominantly focussed on the high usage A and B road network. Additionally, the carriageway resurfacing programme is to be utilised on some high priority minor roads and/or where surface dressing is not considered an appropriate option. The priority programmes are identified in Appendices 3 & 4 respectively.
- 4.11 The proposed apportionments have been undertaken to try and move the budget spend to the most needed areas at this time. The strategy is also targeted at attempting to reprofile the reactive spend into a more planned maintenance approach. Currently there is a 70:30 split between planned and reactive maintenance, and in recognition of delivering a 'steady state' highway asset management programme, a ratio of 80:20 would be the ideal split. In the current financial climate this will be exceedingly difficult to achieve. It should be noted that given the current budgets the average renewal time for carriageways in the Borough is estimated at 300 years, as stated in 4.5. It is therefore fundamental that the budget apportionment be carefully considered to maximise value for money.
- 4.12 In line with our FRMP (Flood Risk Management Plan), the initial identification ranking of vulnerable locations has been completed. This is continually reviewed and its risk rating updated. The current budget allocation is insufficient to address the significant backlog of identified schemes, so locations with the highest risk to life and/ or property will be prioritised. The current prioritised list is included in Appendix 5. This is subject to change dependant on emerging priorities identified during the year.
- 4.13 The footway resurfacing programme has been maintained at previous levels, which will assist in completing works in the pedestrian areas with highest usage and risk. This has been scheduled in the footway scheme programme for 2017/2018 included in Appendix 6. Although this will help maintain works to reduce the high risk areas, further investment is needed to begin to reduce the back-log. It is estimated that the backlog stands at £3.2M for Category 4 sites and £18M for Category 3 sites. Condition categories are defined as follows;

Category	Condition Level	Definition
3	Minor Deterioration (Functionally Impaired)	The footway has minor deterioration such as; <ul style="list-style-type: none"> • Cracked flags/blocks showing some signs of movements; • Missing joint filler; • Minor fretting, fattening up, scaling or minor cracking of bituminous footways; • Moderate local settlement/subsidence or trips between 10-13mm*

4	Major Deterioration (Structurally Impaired)	<p>The footway has minor deterioration such as;</p> <ul style="list-style-type: none"> • Cracked and depressed or missing flags/blocks; • Flags/blocks with exaggerated movements; • Major cracking, fretting or scaling; • Trip hazards exceeding 13mm* • Poor shape, severe local settlement/subsidence creating a difference in level greater than 30mm*
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* The dimensions within this table are given for guidance only.

It should be noted that the highest insurance liabilities are generally for personal injuries as a result of trips and falls on the footway network.

- 4.14 The Street lighting budget was previously reduced by £350k in 2016/17. The energy component of this being £190k with a reduction in maintenance budget of £160k. Further investment initiatives to reduce street lighting energy levels are being reviewed. These are currently being progressed with consideration of funding options via loans, capital investment, etc. It must be noted that energy costs have recently been notified as rising by 14.15% for 2017/18. Any energy saving scheme implemented in the immediate future will see long term cost avoidance and lasting savings to the energy bill. A further report will be presented to the Scrutiny Committee on this matter. The proposed street lighting maintenance budget is included in the apportionment in Appendix 1.
- 4.15 The maintenance programme for highway structures has been derived from a risk prioritisation process for bridges, culverts, retaining walls, landslips and erosion. The proposed list of works for 2017/2018 is included in Appendix 7. It should be noted that there may be some amendments made to the programme with potential ecological/ seasonal risks that may impact on the proposals. Should this occur, works of similar priority will be substituted. The budget has been maintained at the previous level for 2017/18.
- 4.16 The budget line for Tips Maintenance shows an unaltered capital investment of £250k which supports the revenue budget. This will fund a programme of works that will assist in resolving some long-term issues for this sector. Whilst the budget for this area is under pressure, the prioritised approach used, ensures a risk based approach to the maintenance of our tips.
- 4.17 It is evident that there is a trend in more severe weather events. In recent years, flooding rather than snow has caused major problems both locally and nationally. These incidents are inherently difficult to predict. The drainage and winter maintenance budgets (see 4.6, 4.12, and 4.18) have been both enhanced from within existing Highway revenue budgets and protected from significant cuts to provide a resilient service in these unpredictable areas, especially in the winter months. However, schemes to reduce flooding can be expensive and in such severe events, Welsh Government and corporate funding maybe available.
- 4.18 The Winter Maintenance/ Severe Weather budget has been held at the 2016-17 level of £1.14M, as part of measures to protect this fundamental service area from savings. This is due to its requirement to service highway user needs (i.e. spend in this area is as unpredictable as the weather). In parallel with this an additional amount has been accrued in a separate safeguarded fund to be used for extreme weather events that are outside the Winter Maintenance/ Severe Weather budget, capped at £500k. The current level of the capped ring fenced fund is £500k.
- 4.19 An exercise is currently being undertaken to consider further efficiencies to service provision, with possible investment being made in the most up to date plant and resources to undertake these vital works. Trials of both the Multi-hog and Pothole patcher have been completed last year with their purchase/ long-term lease being predicated following the successful award of the Fleet Service Provider contract.

- 4.20 Innovative plant and equipment work alongside other initiatives being considered at a regional level may change the shape of Highway Operations delivery in the future. These include reprioritisation of assets such as drainage, changing intervention criteria for road defects such as potholes, new surfacing treatments and materials, restructuring of the organisation for future requirements and opportunities. As with further street lighting energy savings (ref. 4.14), these initiatives will be put forward, in due course, for member consideration.
- 4.21 A budget of £41k has been allocated to Traffic Management in 2017/2018. Appendix 8 identifies the programme for traffic regulation orders and minor works following consultation with Members. This covers a wide range of requests and proposals, which includes, parking provisions (i.e. prohibition of waiting/driving, off-street provision and allocation for disabled persons), speed limits, one-way traffic proposals and both road traffic signing and markings. Every effort will be made to deliver the programme but resources will be prioritised to meet commitments for ongoing schemes and some proposals are subject to consultation, deliverability and securing additional funding.
- 4.22 Included in Appendix 9 is a plan detailing the highway inspector area boundaries for members' information. Appendix 10 details the frequency of inspections carried out based upon the highway hierarchy.
- 4.23 The budget apportionment continues to meet the requirements and proposals set out within the authority's medium term financial plan (MTFP) and the resources made available to the Highways Operations Group.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report contributes to the Well-being Goals as set out in Links to Strategy above (3.6). It is consistent three of the five ways of working as defined within the sustainable development principle in the Act in that it supports:
- Long term resourcing and asset management solutions of this specialised service provision allows for more effective and predictable resource/ financial commitments going forward.
 - This routine maintenance of the Highway assets is a central part of the CCBC prevention strategy, so reducing the need for larger scale repair operations (with the associated safety risks) required for poorly maintained/ inspected assets.
 - This all forms part of an overall strategy integrating local roads to regional transport systems on which public transport, private users, cyclists and walking networks can operate.

6. EQUALITIES IMPLICATIONS

- 6.1 An EqlA screening has been completed in accordance with the Council's Equalities Consultation and Monitoring Guidance and no full EqlA has been carried out, however the projects support a number of the Council's Strategic Equality Objectives (SEO). For example repairs to footpaths help make areas accessible to people with mobility issues (SEO 3 - Physical Access) and improvements to street lighting supports both this SEO and SEO 1 - Tackling Identity Based Hate-Crime by helping with community safety.
- 6.2 Any equalities related issues (such as around disability access) identified as part of any design concerns may also impact on the maintenance programme proposals.

7. FINANCIAL IMPLICATIONS

- 7.1 Financial implications are detailed within the report.

7.2 The Highway Maintenance elements of the Engineering Service Division budgets in the last five years are as follows:

	Revenue	Capital
2017-18	£7,741,926	£1,475,000
2016-17	£7,630,536	£1,475,000
2015-16	£7,911,671	£1,267,000
2014-15	£8,590,203	£425,000
2013-14	£8,752,625	£500,000

7.3 In order to help achieve revenue budgets savings in support of the Councils medium term financial plan (MFTP) the Highway Maintenance revenue budget has reduced by over £1million in the past 5 years. However there has been an increase in capital budget and overall financial funding is being utilised for more planned maintenance programmes which provides better value for money.

8. PERSONNEL IMPLICATIONS

8.1 None.

9. CONSULTATIONS

9.1 The comments of the consultees have been incorporated into the report.

10. RECOMMENDATIONS

10.1 The committee are asked to consider the content of the report and the proposed interventions detailed in order to maximise service standards from the allocated budget.

11. REASONS FOR THE RECOMMENDATIONS

11.1 For members to consider the proposed Highway Operations budget expenditure for 2017-18, with the supporting rationale.

12. STATUTORY POWER

12.1 Highway Act 1980.

Author: Chris Adams, Acting Highway Operations Group Manager
Consultees: Councillor Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing and Future Generations Champion
Councillor D T Davies, Chair Regeneration and Environment Scrutiny Committee
Councillor C Forehead, Vice Chair Regeneration and Environment Scrutiny Committee
Chris Burns, Acting Chief Executive
David Street, Corporate Director – Social Services
Christina Harry, Corporate Director - Communities
Nicole Scammell, Acting Director of Corporate Services & S.151
Stephen Harris, Interim Head of Corporate Finance
Marcus Lloyd, Acting Head of Engineering Services

Mike Eedy, Finance Manager
Anwen Cullinane, Senior Policy Officer (Equalities & Welsh Language)
Shaun Watkins, Principal Personnel Officer
Clive Campbell, Transportation Engineering Manager
Kevin Kinsey, Acting Engineering Project Group

Appendices:

- Appendix 1 – Highway Maintenance Budget Apportionment 2017/2018
- Appendix 2 – Capital Budgets for 2017-18
- Appendix 3 – Surface Dressing/Thin Surfacing Schemes
- Appendix 4 – Carriageway Resurfacing Schemes
- Appendix 5 – Drainage Priorities
- Appendix 6 – Footway Schemes
- Appendix 7 – Structures Priorities
- Appendix 8 – Traffic Management Priorities
- Appendix 9 – Highway Inspectors Areas
- Appendix 10 – Highway Safety Inspection Criteria

Highways Operations Group Budget 2017-18

APPENDIX 1

Ops Budget

Structural Maintenance		
Reactive Safety/Emergency Maintenance		
3300 L651	Safety Defect - C/Way & F/way Repairs (28 days)	918,000
3300 L652	Emergency Maint. Out of Hours Call Outs	220,000
3300 L655	Emergency Safety Defect C/Way 2/24hr response	153,000
3300 L656	Emergency Safety Defect F/Way 2/24hr response	41,000
	Sub-total S1	1,332,000
Planned Carriageways, Footway and Cycleway Maintenance		
Carriageways		
3300 L663	Carriageway Resurfacing	170,000
3300 L699	Carriageway Surface Dressing	1,138,000
	Sub-total S2	1,308,000
Footways		
3300 L664	Footway Reconstruction	230,000
3300 L690	Footway Slurry Sealing	222,000
	Sub-total S3	452,000
Cycleways		
3300 L698	Cycleways	5,000
	Sub-total S4	5,000
Safety Barriers and Fencing		
3300 L659	Structural Maint. - Safety Barriers	123,000
3300 L650	Structural Maint. - Fencing/Railings	12,748
	Sub-total S5	135,748
Planned Programme Drainage Systems		
3313 L657	Highway Drainage - CCTV Systems	5,000
3314 L657	Highway Drainage - Replace Gullies/Pipework	109,000
3307 L658	Land Drainage - CCTV Surveys	5,000
3308 L658	Land Drainage - Severe Weather Culverts Inspections/Emergenc	193,000
3309 L658	Land Drainage - Provision of Grids/Fencing/Access	5,000
3316 L658	Land Drainage - Repairing/replacing culvert lengths	111,872
3317 L658	Land Drainage - Pumping Stations/Telemetry	5,000
	Sub-total S6	433,872
Gullies, Pipework and Manholes		
3310 L680	Cyclic Maint. - Scheduled Gully Cleansing	257,000
3310 L694	Cyclic Maintenance – main line de-silting	10,000
3315 Q251	Cyclic Maintenance – Gully Waste Charges	62,000
	Sub-total S7	329,000
	Structural Total (Sub S1 to S7)	3,995,620

Aids to Movement (Safety Maintenance)		
3305 L675	Safety Maintenance - Traffic Sign Maintenance/Cleaning	5,000
3305 L676	Safety Maintenance - Road markings & Studs	21,000
3305 L677	Safety Maintenance - Street nameplates	5,000
3300 L695	Special Maintenance - Roundabouts	5,000
3320 L696	Dropped kerbs – Improved Walking Environment	10,000
	Aids to Movement Total	46,000

Severe Weather		
Winter Maintenance		
3380 L658	Winter Maintenance - Severe Weather Culverts	30,000
3380 L690	Winter Maintenance - Gully Cleansing	150,000
3380 L901	Winter Maintenance - Salting	120,000
3380 L902	Winter Maintenance - Snow Clearance	45,000
3380 L903	Winter Maintenance - Salt Bins (new &refills)	45,000
3380 L904	Winter Maintenance - Salt Purchase	230,000
3380 L905	Winter Maintenance - Weather Stations/Forecasts	20,000
3380 L907	Winter Maintenance - Salt Barn Inspections/Repairs	0
3880 N101	Winter Maintenance - Vehicle RCCO	200,000
3380 N214	Winter Maintenance - Vehicle/Standby Costs	300,100
Severe Weather Total		1,140,100
Street Lighting		
3370 L951	Routine Maintenance	177,000
3370 L952	Non Routine Maintenance	299,000
<i>Sub-total L1</i>		<i>476,000</i>
3370 L954	Energy	1,228,000
<i>Sub-total L2</i>		<i>1,228,000</i>
Street Lighting Total (Sub L1 to L2)		1,704,000
HOG General		
3320 L690	Land Reclamation Maintenance	71,000
<i>Sub-total H1</i>		<i>71,000</i>
3300 L429	Road Closures for Special Events	5,000
3300 L507	Grounds Maintenance (Trees)	30,000
3300 L661	Cattle Grids	5,000
3320 L691	Maintenance Management Systems	5,000
3320 L692	Design Costs - Revenue Schemes	5,000
3559 Q251	Vehicular Crossings	50,000
3320 L695	Easements etc	0
3319 L975	Community Response Team (Community Assets funded if appro	100,000
3880 Q252	Road Condition Surveys/Lab Surveys/Abnormal Loads	22,042
<i>Sub-total H2</i>		<i>222,042</i>
HOG General Total (Sub H1 to H2)		293,042
Other Budgets		
3300 L669	Structures Assessments - External/Railtrack	0
3300 L670	Structures General Maintenance	227,000
3300 L671	Structures Retaining Walls	73,000
3300 L672	Structures Emergencies	30,000
3300 L679	Strcutures Embankment Repairs/Stabilisation	77,655
3300 L907	Consultancy SLA	114,509
		<i>522,164</i>
3323 L429	Traffic Mangement	41,000
		<i>41,000</i>
Other General Budgets Total		563,164
Grand Total		7,741,926

APPENDIX 2**HIGHWAYS OPERATIONS CAPITAL BUDGETS FOR 2017-18**

(Indicative Budgets previously agreed February 2016)

Scheme/Programme	2017-18 (£)
Major Highway Reconstruction	750,000
Footway Reconstruction	150,000
Vehicle Restraint Systems	150,000
Street Lighting	50,000
Corporate Maintenance: Tips/ Spoils	250,000
Bridge Strengthening	447,000
Land Drainage – Corporate	125,000
Land Drainage - Non Corporate	125,000
Retaining Walls & Infrastructure	317,000
TOTAL	2,364,000

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CCBC Carriageway Surface Dressing Sites 2017-2018

Area 1

1. RHYMNEY COMMON ROAD (HOV), PANT-Y-WAUN/LLECHRYD
2. B4257 UPPER HIGH STREET/CHURCH STREET/HIGH STREET, RHYMNEY
3. FOCHRIW ROAD, CWM BARGOED/PANT-Y-WAUN/FOCHRIW
4. SUNNYBANK, TIRPHIL
5. THE GREEN, ABERTYSSWG
6. PLANTATION TERRACE, RHYMNEY

Area 2

1. A4049 PENGAM ROAD, ABERBARGOED/BRITANNIA
2. CEFN ROAD, BLACKWOOD
3. B4251 HIGH STREET, BLACKWOOD
4. FLEUR-DE-LYS AVENUE, PONTLLANFRAITH
5. RUSHMERE ROAD/ BRYN LANE, PONTLLANFRAITH
6. A4049 NEW ROAD, FLEUR-DE-LIS/GELLI-HAF/PONTLLANFRAITH
7. HIGH STREET, ARGOED
8. HIGH STREET, ARGOED (JUNCTION AREA)
9. ROCKLEIGH AVENUE/HEATHFIELD WALK/TY-LLWYD WALK, ABERBARGOED

Area 3

1. A472 MAIN ROAD/COMMERCIAL STREET, MAESYCWMMER
2. COMMERCIAL STREET/BEDWLWYN ROAD/PENALLTA ROAD/HIGH STREET & CAERPHILLY ROAD, YSTRAD MYNACH
3. HEOL ADAM, GELLIGAER
4. FORD ROAD & GLAN-DDU ROAD, FLEUR-DE-LIS
5. THREE ELMS CLOSE, CEFN HENGOED
6. MOUNT PLEASANT, BARGOED

Area 4

1. CELYN ROAD/CAE GORLAN STREET/LLANOVER STREET/ISLWYN STREET/BRIDGE STREET, NEWBRIDGE/ABERCARN
2. NEWBRIDGE ROAD IND. EST., PONTLLANFRAITH

Area 5

1. VAN ROAD, CAERPHILLY
2. LANSBURY PARK DISTRIBUTOR ROAD, CAERPHILLY
3. TON-Y-FELIN ROAD/BEDWAS ROAD, CAERPHILLY
4. BEDWAS ROUNDABOUT, CAERPHILLY RUDRY MILL FARM LANE, RUDRY
5. TY GAWLA ISAF TO RHYMNEY RIVER, CEFN MABLY

6. RHYMNEY TERRACE, CAERPHILLY
7. WAUNFACH STREET/RHOS STREET/WAUN GANOL STREET, CAERPHILLY
8. MELVILLE TERRACE, CAERPHILLY
9. STOCKLAND STREET, CAERPHILLY
10. BRADFORD STREET, CAERPHILLY
11. PEN-YR-ALLT, WATFORD
12. PENCLAWDD, MORNINGTON MEADOWS

Area 6

1. B4251 NEW ROAD, CWMFELINFACH
2. B4591 RISCA ROAD/MEDART PLACE, CROSSKEYS
3. GELLI AVENUE/ELM DRIVE, RISCA/TY SIGN
4. FEEDER ROW, CWMCARN
5. TRIBUTE AVENUE, CWMCARN

Area 7

1. LLWYNCELYN TERRACE/BWL ROAD, NELSON
2. HILLSIDE AVENUE/GREENFIELD PLACE/HENDRE ROAD/WOODLAND TERRACE/CHURCH ROAD/THE SQUARE, ABERTRIDWR
3. CRAIG EVAN LEYSHON COMMON ROAD, NELSON
4. DAVIES DRIVE, CAERPHILLY (CHURCHILL PARK)
5. PLAS CWM PARC, SENGHENYDD

CCBC Carriageway Resurfacing Sites 2017-2018

Area 1

1. RHYMNEY COMMON ROAD (HOV), PANT-Y-WAUN/LLECHRYD (M)
2. GLYNMARCH STREET NORTH UL, DERI (R)
3. MILL ROAD / PEN-Y-GARREG ROAD, DERI (R)
4. UPPER HIGH STREET EAST UL, RHYMNEY (M)
5. JAMES STREET, BRITHDIR (M)
6. B4257 HIGH STREET / VICTORIA ROAD, RHYMNEY (M)
7. PENCOEDCAE FARM LANE, PRINCETOWN (M)
8. PEN-Y-CWM, ABERTYSSWG (M)
9. CARNO STREET, RHYMNEY (M)
10. HEOL-Y-TWYN, RHYMNEY (M)
11. CHURCH TERRACE, NEW TREDEGAR (M)

Area 2

1. BRYN ROAD NORTH UL, PONTLLANFRAITH (R)
2. BEDWELLY ROAD, CEFN FFOREST (ROUNDAABOUT) (R)
3. PONT GWAITH YR HAEARN FARM LANE, HOLLYBUSH (R)
4. PEMBROKE CLOSE, CEFN FFOREST (M)
5. TROWEN AVENUE, PONTLLANFRAITH (M)
6. SHANNON CLOSE & THAMES CLOSE, PONTLLANFRAITH (M)
7. LAWRENCE AVENUE, MARKHAM (M)
8. TY GWYN LANE, BEDWELLY (M)

Area 3

1. HENGOED ROAD/THE SQUARE/HOSPITAL ROAD/PENGAM ROAD, PENPEDAIRHEOL (CASCADE TRAFFIC SIGNALS) (R)
2. BRYN TERRACE, HENGOED (M)
3. KING'S HILL, HENGOED (MOUNT PLEASANT) (M)
4. BRYNGWYN STREET, FLEUR-DE-LIS (O/S HARRIS COACHES) (M)
5. CEDAR WAY. YSTRAD MYNACH (M)
6. AERON PLACE, GILFACH (M)

Area 4

1. A472 HAFOD-YR-YNYS ROAD, CRUMLIN (R)
2. PENTWN-,MAWR ROUNDAABOUT TO TONYPISTYLL ROAD, MYNYDDISLWYN (M)
3. PEN-Y-WAUN ROAD & PRINCE ANDREW ROAD, TRINANT (M)
4. PEN-Y-LAN TERRACE, TROWEN (M)
5. BEYNON STREET TO TORLAIS STREET & OLD TRAM ROAD, NEWBRIDGE (M)
6. PENMAEN AVENUE, OAKDALE (M)

7. PENTREF-Y-GROES FARM LANE EAST, CROESPENMAEN (M)
8. CELYN ROAD, NEWBRIDGE (M)
9. PANT ROAD, HAFODYRYNYS (M)
10. BRIDGE STREET/DARREN DRIVE, ABERCARN (M)

Area 5

1. BEDWAS ROUNDABOUT, CAERPHILLY (R)
2. DARREN CLOSE, CAERPHILLY (PORSET) (M)
3. VIRGINIA CLOSE, CAERPHILLY (M)
4. ST FAGANS STREET, CAERPHILLY (M)
5. VAN ROAD, CAERPHILLY (M)

Area 6

1. YNYS HYWEL LANE, CWMFELINFACH/WATTSVILLE (R)
2. MANAGERS LANE, WYLLIE (R)
3. THE GRAIG, CWMCARN (R)
4. HILLARY RISE, PONTYWAUN (R)
5. PENRHIW ROAD, RISCA (R)
6. NINE MILE POINT INDUSTRIAL ESTATE, CWMFELINFACH (M)
7. WOOD VIEW CRESCENT, PONTYMISTER (M)
8. PENTLAND CLOSE, RISCA (M)

Area 7

1. PANDY-MAWR ROAD, BEDWAS (R)
2. GYPSY LANE, GROESWEN (R)
3. SPRINGFIELD TERRACE SOUTH UL, NELSON (R)
4. HENDRE , PENYRHEOL (M)
5. HEOL SERTH, PENYRHEOL (M)
6. ST MARY'S STREET, BEDWAS (M)

KEY:

- R – RESURFACING
- M – MICRO ASPHALT (FINAMAC)
- U – UTILITY LANE

Land Drainage Priorities – 2017/18**Area 1**

- 1.1. Farm Road, Pontlottyn [Installation of drainage]
- 1.2. Rhymney Common Road [ditch clearance]
- 1.3. Pontlottyn Football Ground access [cleanse drainage channels]

- S1.1. Nant Tysswg culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S1.2. Garden City culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S1.3. Lady Tyler Terrace culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

Area 2

- 2.1. Libanus Light culvert, Blackwood [installation of tracked access to inlet]
- 2.2. Tidal Stores, Blackwood [capacity issue in drainage system]
- 2.3. A4048 Markham [new headwall installation]
- 2.4. A472 Pentwynmawr to Gelligroes [cleanse cut off drainage onto bypass]
- 2.5. A472 Dragons Teeth to Springfield culvert [investigation & clearance of debris]

- S2.1. Argoed Baptist Chapel culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S2.2. Cwmgelli Cottage culvert [Investigation of ownership/maintenance works]
- S2.3. Cwm Road culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S2.4. Meadow Road culvert. [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing) and installation of designed steel deck beams]

Area 3

- 3.1. Hillside Park, Bargoed [repairs to void in culverted watercourse]
- 3.2. Rear of Commercial Street, Ystrad Mynach (Nant Cylla) [watercourse bank repair]
- 3.3. Fairview, Cefn Fforest (nr The Majors PH) [installation of new drainage system]
- 3.4. Penpedairheol Reservoir [works on bank erosion, upstream channel and track]
- 3.5. Pengam Road, Brittonia [installation of new headwall]
- 3.6. Church Street, Bargoed [install land drain and connect to gully]

- S3.1. Cartwright's culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S3.2. Commercial Street culvert, Ystrad Mynach [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S3.3. Mount Pleasant culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S3.4. Margaret Street culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S3.5. Sports Ground culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S3.6. Gwerthonor Road culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

Area 4

- 4.1. Pant-yr-Resk culvert access, Abercarn [repairs to access track]
- 4.2. Pennar Crossing [extend existing channel and drainage]
- 4.3. Pontbren Road, Hafodyrynys [repairs to gabion basket wing wall]

- S4.1. Chapel of Ease culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S4.2. Torlais Street culvert [Welsh Government Funded Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S4.3. Llanarth Road culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S4.4. Homeleigh culvert [lining type II structural liner]
- S4.5. Pant-yr-Resk culvert [Welsh Government funded lining type II structural liner]
- S4.6. Victoria culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

Area 5

- 5.1. Traveller's Rest, Caerphilly [drainage works to remove/reduce flooding on highway]
- 5.2. Blackbrook Rd/Heol Cae Barrau [track access to culvert]
- 5.3. Branch Cottages, Rudry [installation of new gully to increase capacity]
- 5.4. Rhydri Primary School to Manellwyd [install dished channel]

- S5.1. St Martin's Road culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

Area 6

- 6.1. Rectory Gardens, Machen [flood alleviation scheme]
- 6.2. Heolddu Road, nr Bryn Meadows [replace culvert length under highway]
- 6.3. A467 Tesco's to Full Moon Roundabout [clean land drains and repair headwall]
- 6.4. A468 Trethomas to Machen [install land drain]

- S6.1. Cwm Nant yr Odyn culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

Area 7

- 7.1. A472 Tredomen to Nelson [flood alleviation scheme]
- 7.2. Abertridwr Long culvert [inlet works/investigation]
- 7.3. Station Terrace (access to farm), Sengenydd [cleanse intake structure and screen]
- 7.4. Caerphilly Road RL, Sengehnydd [cleansing of inlet structures]

- S7.1. The Square (Old Bingo Hall) culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]
- S7.2. Four Terraces culvert [Internal works - maintenance to abutments, soffit and invert (i.e. stone work rebuild, concreting and pointing)]

*** 'S#' denotes works in co-ordination with the Structures department**

Highway Drainage Priorities – 2017/18

Area 1

1. New Road, Deri [ditch channel bank repairs]
2. Hill Street, Rhymney [main line repair]
3. Bryn Carno, Rhymney [new gully installation]
4. Rhymney Ind Est [installation on 2 no gullies]

Area 2

1. A4048 Hollybush, nr Jim Davies [gully repairs]
2. A4048 Hollybush [install new crossing and associated ACO channels]
3. Bedwellty Road, Cefn Fforest [install kerbing and gully]
4. Commercial St, Aberbargoed [draiange scheme]

Area 3

1. Fairview, Pengam, nr The Majors [main line repoair]
2. Bedlwyn St, Ystrad Mynach [gully repair]
3. Coundley Close, Fleur-de-lis [ACO channel installation]
4. Gwerthonor Rd, Gilfach [ponding o/s property]

Area 4

1. Trinant – Kendon Hill, nr Llanarch Farm ent [install BN kerns]
2. Blaen Blodau St, Newbridge [cement fillet]
3. Laburnum Tce, Abercarn [drainage scheme]
4. Willow Court, Pantside [footway gully and soakaway]

Area 5

1. Alexander Ct, Lansbury Park [repair highway sewer]
2. Castle St, Caerphilly [gully repair]
3. Church St, Bedwas [raise kerbs]
4. Nantgarw Rd, Caerphilly [new gully installation]

Area 6

1. Cwmlasie Lane, Gelligroes [repair gully]
2. Post Office, Machen [additional gully]
3. Glanhwy Rd, Wyllie [additional gully]

Area 7

1. Mountain Road, Abertridwr to Groeswen [investigation of water on highway]
2. Hendre Road, Abertridwr [replace existing drainage and install new gully]
3. School Close, Nelson [Install ACO channels]
4. Thomas St, Abertridwr [install gully and soakaway]

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Footway Reconstruction and Footway Resurfacing sites 2017/18**Area 1**

1. PLEASANT VIEW TO FACTORY ROAD, BARGOED
 2. ST CLARES TO PONTLOTTYN BRIDGE, RHYMNEY
 3. PLEASANT VIEW TO HIGH STREET, TIRPHIL
 4. KINGS AVENUE TO KING EDWARDS TERRACE, RHYMNEY
 5. OAKLAND TERRACE TO CORONATION TERRACE, RHYMNEY
-
1. FOCHRIW ROAD, PONTLOTTYN
 2. RHODFA GANOL, FOCHRIW
 3. BENJAMIN COURT, RHYMNEY
 4. ALFRED STREET, ABERTYSSWG
 5. GWAELODYBRITHDIR CEMETERY TO COMMON ROAD, BARGOED

Area 2

1. ATLEE ROAD, BLACKWOOD
 2. PINWOOD COURT, PENLLWYN
 3. FARM VIEW/SALWAY AVENUE BRITANNIA
 4. CWMGELLI VILLAS, BLACKWOOD (TREDEGAR ROAD)
 5. MAPLE CLOSE, PONTLLANFRAITH
-
1. TWYNYFFALD ROAD, BLACKWOOD
 2. MONMOUTH WALK, MARKHAM
 3. PENGAM ROAD TO END EAST, ABERBARGOED (ENT. TO MARSH COURT)
 4. THOMAS STREET, ABERBARGOED
 5. THE GROVE, PONTLLANFRAITH

Area 3

1. HANBURY STREET, GLANYNANT
 2. DUFFRYN STREET, TIRYBERTH
 3. CENTRAL STREET, YSTRAD MYNACH
 4. NORTH AVENUE (CHAVE TERRACE), MAESYCWMMER
-
1. TY-NANT, PENPEDAIRHEOL
 2. PEN-Y-BONT, PENPEDAIRHEOL
 3. TYLLA GWYN, PENPEDAIRHEOL
 4. HEOL BRYNTEG, YSTRAD MYNACH
 5. BRYNVIEW AVENUE, TREDOMEN
 6. GWERNS CRESCENT, MAESYCWMMER
 7. WESTERN DRIVE, BARGOED

Area 4

1. THE ALDERS, OAKDALE
 2. THE HOLLIES, CROESPENMAEN
 3. PHILIP TERRACE, TRINANT
 4. PRINCESS TERRACE, TRINANT
 5. TWYN ROAD, ABERCARN
-
1. PEMBREY GARDENS, SPRINGFIELD
 2. WOODFIELD TERRACE, WOODFIELDSDIE
 3. CHURCH VIEW, WOODFIELSDIE
 4. PARK TERRACE, WOODFIELDSDIE
 5. MAES-Y-GARN, OAKDALE
 6. PANT VIEW, OLD PANTSDIE

Area 5

1. PRINCES AVENUE, CAERPHILLY
 2. HEOL WAUN WAELOD, WATFORD
 3. NEWPORT ROAD, TRETTHOMAS (YSTRAD BUILDINGS)
 4. PONTYGWINDY ROAD, CAERPHILLY
 5. F/W BETWEEN GARTH LLYD & MAES BRIALLU, MORNINGTON MEADOWS
 6. WILLIAMS STREET TO UPPER GLYN GWYN STREET, TRETTHOMAS
-
1. HEOL BRO WEN, CAERPHILLY
 2. MARDY CRESCENT, CAERPHILLY
 3. LANSBURY PARK DIST. ROAD TO GREENWOOD COURT, LANSBURY PARK
 4. CWRT YR MAWR (WEST), VAN
 5. VAN ROAD, CAERPHILLY

Area 6

1. NEWPORT ROAD, CWMCARN
 2. COMMERCIAL ROAD, MACHEN
 3. GLANYNANT REAR GARDENS REAR ACCESS ROAD, CWMFELINFACH
 4. SNOWDON CLOSE, TYSIGN
 5. MOUNT PLEASANT ROAD, RISCA
 6. TY ISAF PARK AVENUE, PONTYMISTER
 7. PHILLIPS STREET, RISCA
-
1. PRESELI CLOSE, TYSIGN
 2. MEDART STREET, CROSSKEYS
 3. COMMERCIAL BUILDINGS, CWMFELINFACH
 4. GRAIG VIEW, PONTYMISTER
 5. ROSEMONT, RISCA
 6. ISAF ROAD, PONTYMISTER
 7. GLAN-YR-AFON, CWMFELINFACH

Area 7

1. HEOL FACH, TRECENYDD
 2. LAY-BY, NELSON
 3. PARC AVENUE, BEDWAS
 4. DUNRAVEN COURT, HENDREDENNY
 5. COED Y PIA/FFOS Y HEBOG, LLANBRADACH
-
1. BRYN HEOL, BEDWAS
 2. BRYN CANOL, BEDWAS
 3. BRYN AWEL, BEDWAS
 4. CLOS CYNCOED, PENYRHEOL
 5. MOEL FRYN, PENYRHEOL
 6. GARTH ESTATE, ABERTRIDWR

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Bridge / Retaining Wall Maintenance**Area 1**

Rhymney Riverbridge
Pontlottyn Riverbridge
Station Riverbridge, Brithdir
Bailey Street Retaining Wall, Deri
Dry Stone Walling, Deri
Llancayo Retaining Wall
Bedwellty Road Retaining Wall

Area 2

Brookside Cottage Footbridge
The Dell Footbridge
Gelli Lane Footbridge
Rose Cottage Retaining Wall, Blackwood
Buttery Hatch Footbridge
Ford Road Footbridge
Ford Road Bridge
Pont Syr Dafydd
Abernant Road R/Wall

Area 3

Bedwlwyn Road (Lower) Footbridge
Bedwlwyn Road (Upper) Footbridge
Glan-y-Nant Overbridge
Oaks End Close Footbridge
Pen Rhiw Felin Riverbridge
Coed y Brain Riverbridge

Area 4

Pantside Footbridge
Ty Gwyn Farm Overbridge
Pont Lawrence Rees River Bridge
Swan Inn Footbridge
Chapel of Ease Footbridge
Newbridge Viaduct
Ton-y-Pistyll Overbridge
Woodland Terrace Retaining Wall, Abercarn
Retaining Wall at Pen Rhiw
Brunant Cottages Retaining Wall, Aberbeeg

Area 5

Lansbury Park Underbridge
Goodrich Avenue Footbridge
Caerphilly Station Footbridge
Mill Road Footbridge
Nant Gwaun y Bara Riverbridge
Gwern y Domen Overbridge
Caerphilly Castle Highway Retaining Wall

Area 6

Waun-Fawr S27 Footbridge
Ynysddu Riverbridge
Newtown Riverbridge
Brynhyfryd Canal Bridge
Blackvein River Bridge
Wylie Footbridge
Dan-y-Graig Road Underbridge
Moriah Hill Canal Bridge
Pontywaun Footbridge
Wyllie South Overbridge
Wyllie North Footbridge
Pont Lawrence Rees Riverbridge
Hillside Retaining Wall, Risca
Retaining Wall 78 & 79 Newport Road Cwmcarn

Area 7

Pont-y-Felin Footbridge
Hendredenny Footbridge
Coed-y-Brain Riverbridge
Trecenydd Footbridge
Old Furnace Riverbridge
Bedwas Overbridge
Court Road Footbridge
Nant y Parc Primary School Culvert
Four Terrace Short
Four Terrace Long
Heol Uchaf Retaining Wall, Nelson
Rectory Road Retaining Wall
Cross Street Retaining Wall

Ongoing TRO

WARD	LOCATION AND REQUEST	
Aberbargoed & Bargoed	Parking Review	Bedwellty Road, Heolddu Comprehensive School, Pant Street, McDonnell Road and Wood Street- POW Lowri Plaza - limited waiting Church Place - DPPP
Aber Valley	Parking Review	Brynhafod Road and Cross Street, Abertridwr - POW
Crosskeys	Parking Review	Full Moon Waste Transfer Station - POW
Hengoed	Parking Review	Hengoed Road, Hengoed Avenue - POW
Newbridge	Amend Speed Limit extents	Celynfen Roundabout
Pengam	Parking Review	Pengam Road - Revoke POW
Penmaen	Parking Review	New Road, Woodfieldside - POW
Penyrheol	Lane between First and Second Avenue, Trecenydd	POD
Risca West	American Villas	One-way traffic
St James	Draethen Village	Move 30mph speed limit
St James	St James Primary School	20mph speed limit
St Martins	Wernddu Lane	Make permanent existing experimental POD
Twyn Carno	Parking Review	Oakland Terrace, Rhymney - POW
Ynysddu	Wattsville	POD

Various	Parking Review	Energlyn Station, Bronrhiw Fach, Wernddu Lane, Brynau Road, Bedwas Road, Parc Pontypandy, Waunfach Street, Van Road, Lansbury Park - POW and St Cenydd Road and Ludlow Street- limited waiting and Caerphilly Bus Station / Taxi Rank
Various	Disabled Persons Parking Places	
<p>KEY:</p> <p>POW – Prohibition of Waiting / Double Yellow Lines</p> <p>POD – Prohibition of Driving</p> <p>All schemes are subject to consultation and availability of funding</p>		

Scheme Related

WARD	LOCATION AND REQUEST	
Bargoed	Cardiff Road	Make permanent current experimental one-way
Crumlin	Hillside	SRIC 20mph speed limit
Llanbradach	Pwllpant Roundabout	Highway improvement scheme
Penmaen	Islwyn High School	20mph zone
Ystrad Mynach	Parc Penallta	Extend off-street parking places order
Ystrad Mynach	Parc Penallta	Additional Pay and display signing and POW
Various	Speed Limit Review	
<p data-bbox="91 718 145 917" style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 297</p> <p data-bbox="190 893 918 965">POW – Prohibition of Waiting / Double Yellow Lines SRIC – Safe Routes in Communities</p> <p data-bbox="91 1005 1019 1045">All schemes are subject to consultation and availability of funding</p>		

New Works

WARD	LOCATION AND REQUEST	
Darran Valley	Fochriw Common	Animal / livestock signage
St Cattwg	B4254 Cascade to Gelligaer	School warning signs and slow markings
St James	Rudry Primary School	Parking Bays
St Martins	Cwrt Rawlin Primary School	School warning signs
St Martins	Van Road	School warning signs
St Martins	Lon-y-Llyn / Beech Tree View junction	Yellow Box marking
Ystrad Mynach	Penallta Road	Slow/Araf markings at cycle warning signs
Various	Various locations	Sat Nav signs

New 2017/18

WARD	LOCATION AND REQUEST	
Abercarn	Parking Review	Celynen Development, High Meadow and Abercarn Post Office - POW
Argoed	Parking Review	Penylan Road - POW
Blackwood	Ty Isha Terrace	Reverse one-way
BTM	Parking Review	Greenway and Tydfil Road, Bedwas - POW Pandy Lane and Lewis Street, Machen - POW
Cefn Fforest	Parking Review	Fairview and Stonehouse Junction - POW
Dumlin	Hillside	7.5 tonne weight restriction
Dumlin	Parking Review	Pen-y-Fan Pond - POW
Nelson	Parking Review	Llancaiach View/Tawelfan - POW, Wern Crescent - Revoke POW
Newbridge	Parking Review	Fox Avenue, Pentwynmawr
New Tredegar	Parking Review	Birchgrove - POW (for refuse)
Risca East	Parking Review	Thistle Way - POW
St James	Rudry Primary School	Make permanent experimental 20mph speed limit
Ystrad Mynach	Parking Review	George Street and Bedwlwyn Road - POW
Various	Disabled Persons Parking Places	

KEY:

POW – Prohibition of Waiting / Double Yellow Lines

POD – Prohibition of Driving

All schemes are subject to consultation and availability of funding

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Highway Safety Inspection Criteria

CATEGORY	INSPECTION INTERVAL	DEFECTS - DEFINITION
CARRIAGEWAYS	(SAFETY)	TRIPPING HAZARDS
2. Strategic Routes ('A' Roads)		
3(a). Main Distributor ('B' Roads)	3 Months	40mm
3(b). Secondary Distributor		
4(a). Link Roads		
4(b). Local Access Roads/Rear Lanes	6 Months	50mm
FOOTWAYS/CYCLEWAYS		TRIPPING HAZARDS (Inc. protrusions)
1&1a. Prestige & Primary Walking Zones		
2. Secondary Walking Route	1 Month	20mm
3. Link Footway and Cycleways remote from carriageway		
4. Local Access Footway	6 Months	40mm
C. Cycle Trails	1 Year	40mm
GENERAL – other 'emergency' safety defects (not exhaustive)		
<ul style="list-style-type: none"> • Missing covers – manholes, inspection chambers, gullies, stop taps etc.; • Lighting columns/illuminated signs – missing door/exposed electrical cables; • Unsafe roadwork's sites; • Recently damaged safety barrier systems; • Traffic Signals – complete failure; • Missing slabs/kerbs; • Obstructions including major c/way flooding 		

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