

APPENDIX 2

SUMMARY OF RESPONSES TO THE ACTIVE TRAVEL EXISTING ROUTES CONSULTATION

- 1 The public consultation was live for 12 weeks and included Welsh and English questionnaires being made available to the general public, officers, stakeholders, equalities groups and partners. The location based comments received from the public consultation about the 'Proposed Active Travel Existing Routes Map' refer to 7 of the shared walking and cycling links. Most of the specific comments refer to links numbered 10 to 15.
- 2 Overall 35 respondents completed this questionnaire, of which 80% agreed with the proposed Active Travel existing route maps.
- 3 The main observations made relate to the following:-
 - Restrictions along routes
 - Concerns about journey time delay for cyclists whilst using off-road routes for utility journeys;
 - Use of shared routes in terms of cyclist/pedestrian conflicts (Crosskeys, Risca, and Pontywaun area).
 - One respondent suggested an embellishment to include measured distances/journey times to specific facilities/destinations. This useful suggestion will be considered and taken forward if practicable in the next stage of the route development and the production of the 'Active Travel Integrated Network Map'.
 - Accessibility to cycle paths for wheel chair users and non-standard bicycles: these matters were not specifically identified and respondents are encouraged to contact the Authority to see if their needs can be accommodated.
 - Some general maintenance matters were highlighted which require further investigation.
 - All useful suggestions will inform the next stage, which is production of the 'Active Travel Integrated Network Plan' for Caerphilly County Borough'.

4 Responses received to questions:

4.1 Question 1: 'Do you agree or disagree that the routes we have included are suitable for 'Active Travel'?'
 Agree (28)
 Disagree (7)

4.2 Question: 2 Please indicate which routes you feel are not suitable for 'Active Travel' and provide your reasons why in the space provided.

COMMENT	RESPONSE
<p>(1) Links from East to West are currently good, but more links are required north to south - especially from Ystrad Mynach to Caerphilly as there is a major gap in this vicinity.</p> <p>(2) Link12: Poor quality surface over some of the route for cycling. Narrow barrier to enter the path at Abertridwr on both sides of the road. Difficult to cross here as dropped kerbs aren't directly opposite cycle route. Glass usually on this route to the north. Route also finishes with no off road route to the centre of Senghenydd. At the south of the route- another barrier prevents disabled access. Shared pavement towards the schools useless- too narrow & have to give way 2 times in a very short period.</p> <p>(3) Link 10 ccbc10d through Waunfawr Park. An Active Travel route is a route that is suitable for commuting by bike. The route through Waunfawr Park is about 3 metres wide. This is not wide enough to allow walkers, cyclists and users of mobility vehicles going in both directions. A cyclist will want to overtake and that will mean diverting onto a grassy area, which over time will ruin the grass. Only a few weeks ago, a cyclist shouted at me for walking on the wrong side of</p>	<p>(1) Noted to be considered in the next phase.</p> <p>(2) A number of maintenance issues have been raised relating to surface quality and glass on the route, these will be passed to the appropriate Officer for consideration/action. The comment on the end of the route is noted and development of the integrated network will permit consideration of improvements to the walking and cycling Active Travel Network. Barriers have been put in place to discourage use by off road motorcyclists. The standard(width) of the route for shared use near St Cenydd School was achieved and doesn't prohibit the route been included as part of the existing routes map.</p> <p>(3) The standard of the shared walking and cycling path through Waunfawr Park met national design standards when constructed and does not prohibit</p>

<p>the path. Signs have been up for months indicating that this is a shared path and all users can use either side in both directions. This cyclist had not read the signs and he was cycling far too fast through a park. If it were ever to be adopted for commuting there would be far more speeding. The path is used a great deal by walkers, cyclists, people using mobility vehicles, parents or grandparents pushing babies and toddlers in prams or push along trikes. It is not suitable for use by someone who wants to get to and from work fast.</p> <p>(4) No routes from Caerphilly Town to Ystrad Mynach / Blackwood etc</p> <p>(5) In the current economical world the money could be spent on better causes.</p> <p>(6) Nearly all of the routes are unlit - this makes them unsuitable for use as a route too and from work for at least 4 months of the year. You cannot expect persons to use a route that may be deemed unsafe point that has been proved in the past.</p> <p>(7) The gradient on many of them also makes them unsuitable for the majority of the population over the age of 35.</p>	<p>the route from being included as part of the existing active travel routes map. The authority will seek to build new infrastructure to the standards contained in the Design Guidance Active Travel (Wales) Act 2013. It is pleasing that the route is well used.</p> <p>(4) Noted - The Authority is looking to develop routes connecting these communities. There are a number of constraints to provision of a safe cycling link that is traffic free.</p> <p>(5) Noted – This is a decision for Welsh Government who fund this initiative.</p> <p>(6) Some of the routes are unlit however the use of a particular route and its safety is a matter of personal choice. Many of the routes are overlooked by the community and a balanced approach is needed in terms of protecting the ecology of an area and providing sustainable infrastructure whilst reducing the carbon footprint where appropriate.</p> <p>(7) Noted.</p>
<p>(8) Link 13 ccbc 13: Poor quality surface, bridge has 20+ steps, again no disabled access using this route.</p> <p>(9) Link 15 ccbc 15a- very narrow shared path, which has signage to indicate that this cannot be cycled & needs to be walked.</p> <p>(10) Link 14 ccbc 14d, poor quality route through car park- not marked, dangerous when car park is busy. Has barrier at exit to car park up a narrow path- impossible to use for inexperienced users without getting off and walking.</p> <p>(11) Link 14 ccbc 14c route then goes under railway bridge- incredibly narrow due to metal barrier that splits walking and cycling routes. Cyclists again advised to walk this route. This then continues on the</p>	<p>(8) Comment on the bridge is noted. The length of route 13 will be reduced to remove the bridge section and will now provide a walking/cycling link from Trecenydd to Caerphilly Town Centre.</p> <p>Change to Map - The bridge is not DDA compliant at present.</p> <p>(9) The standard of the route does not prohibit the section being included in the Active Travel Existing Routes Map. However, it should be noted that the traffic free route runs through the Castle grounds and there is little scope to enhance the path.</p>

<p>road through estate- numerous parked cars- dangerous for any inexperienced cyclists.</p> <p>(12) Link 15 ccbc 15b is all on road, unsuitable to be used as an active travel route.</p> <p>(13) Route along the canal towpath in Risca I oppose this route for the same reason that I oppose the route through Waunfawr Park. Additionally it is dangerous because of the canal. When commuting people want to get to and from work fast. Even before this designation there have been huge problems because cyclists speed along the towpath.</p>	<p>(10)The comments are noted. However the section is a small part of the route and the constraints are partially due to the need to negotiate the rail network.</p> <p>(11)The comments are noted (See 10 above).</p> <p>(12)There is a footway for pedestrians and the cyclists are on road. The comments are noted.</p> <p>(13) The standard of the route does not prohibit the section being included in the Active Travel Existing Routes Map.</p>
<p>(14)Link14: ccbc 14a- poor quality route, shared pavement which gives way more than 6 times to minor roads- including a roundabout of which 2 arms have to be crossed.</p> <p>(15)Final crossing onto Taff Trail dangerous as cars doing 40mph+ on A469</p> <p>(16) Link 14 ccbc 14b- as above, poor quality route, on road, have to get off bike due to signage & narrow railway bridge.</p> <p>(17) Link 15 ccbc 15a- route shared with pedestrians, not wide enough-severe climb here makes it unsuitable for learner cyclists. Route then has downhill section with barriers to prevent access again. Have to then walk bike- this is not active travel!</p>	<p>(14)Whilst the route has a number of junctions/crossings The standard of the route does not prohibit the section being included in the Active Travel Existing Routes Map.</p> <p>(15) Crossing of the A469 the speed limit on the A469 has been evaluated and whilst a delay for cyclists may occur crossing the road it is considered to negligible.</p> <p>(16)The standard of the route does not prohibit the section being included in the Active Travel Existing Routes Map.</p> <p>(17)The gradient is for small sections of the route across the Castle grounds and does not prohibit the section being included in the Active Travel Existing Routes Map. Barriers are in place to prevent conflict between fast moving cyclists and pedestrians.</p>
<p>(18) Link 13 ccbc 13- shared pavement- barriers joining route to the west, barriers in Morgan Jones Park. No direct link to crossing on Nantgarw road.</p>	<p>(18) Some physical barriers are put in place to prohibit use by motorbikes.</p> <p>(19)(20)(21) Some barriers are used to discourage and</p>

<p>(19) Link 14 issues with ccbc 14d as above</p> <p>(20) Link 15 issues with ccbc 15a as above</p> <p>(21) Link 15 issues with ccbc 15b as above</p> <p>(22) Link 15 ccbc 15c- low quality surface in parts (tree routes etc)- shared path gets extremely narrow towards Lansbury park- less than 1.5m for bidirectional cycling + pedestrians. Another cycle barrier here that serves no purpose but prevents some disabled/non standard cycle access. Crossing road next to Mornington Meadows dangerous- fast traffic here. Shared pavement not too bad here, as quite wide & foot traffic low.</p> <p>(23) Link 15 ccbc 15d- poor quality surface- speed bumps placed on this surface to restrict car speed- no way to avoid these on bikes. Narrow road- and can be busy due to the pub here. Horrible right turn onto shared cycleway before traffic lights. Again- another cycle barrier to prevent easy access, coupled with a steep incline- not easy for beginner cyclists.</p> <p>(24) Link 15 ccbc 15e- lovely route in general, however cycle barrier to west restricts access. If foot traffic high, then path not hugely wide for cycling. Towards east- path gets quite bendy & reduces speed/access. Just before road- another cycle barrier, preventing access. Crossing road here horrible- fast road & 2 stage crossing. As you join</p> <p>(25) Link 15 ccbc 15f- another cycle barrier- 2 stage so less bad, but still not great. Quality of path surface here awful, lots of tree roots etc- also hardly ever cleared of leaves etc. Seems to have cycle marking on ground- however this has worn away.</p> <p>(26) Link 15 ccbc 15g- Pretty good path, only comment here is that the path ends & you are back onto the road.</p>	<p>prevent inappropriate use by motorised and non-motorised traffic especially where it is impossible to ensure segregation between vulnerable modes. The comments regarding the use of barriers are noted.</p> <p>(22) The critical width for cycle lane single direction is 1.5 metres. The route however is not marked in direction of flow in the cycling area and therefore is considered appropriate width given the volume and flow of cyclists. The walking and cycling routes are segregated. Some physical barriers are put in place to discourage use by motorcyclists accessing the route.</p> <p>(23) The maintenance of the road is monitored by the highways department and officers will be asked to consider if any remediation is necessary. The use of traffic calming is to ensure that vehicle speeds are kept to an appropriate level and enhance the safety for cyclists and other road users. Access to the off road cycle link is restricted by the river bridge and would be difficult to improve. The nature of the route prohibits the reduction in the gradient but is considered acceptable as it is only over a short distance. The cycle barrier aims to discourage use by motorcyclists.</p> <p>(24) The barrier is in place to restrict access for motorcyclists. The winding alignment is due to the topographical constraints along the route. The crossing of the A468 (Principal Road) is not considered to significantly delay the</p>
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	<p>pedestrian/cyclists.</p> <p>(25) The quality/maintenance of the cycle path will be considered by the department and measures considered/taken if practicable.</p> <p>(26) Noted</p>
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4.3 Question 3 Please use the following space for any further comments you wish to make to inform the development of the “Existing Routes”. It would greatly assist us if you provide as much detail as possible.

4.4

COMMENT	RESPONSE
<p>(1) I can only speak of link 14 from Caerphilly boundary to Caerphilly town centre, which is fine. I am unable to cycle to work as there is no safe route within the borough between Caerphilly and Ystrad Mynach - I could cycle up the Taff Trail and back down through Nelson but that doubles the journey</p> <p>(2) I consider that all physical barriers i.e. A frames, K barriers, chicanes etc. should be removed from the existing routes to enable cyclists to travel unimpeded thereby helping to reduce journey times. From my experience illegal off road motorcyclists are still able to access these routes from adjacent areas along their lengths and the barriers present more drawbacks than benefits. Such barriers also present significant challenges/hazards to horse riders and disabled persons in wheelchairs.</p> <p>(3) No comments - I regularly use the Oakdale Business Park to North of Blackwood Town Centre route and it is excellent. My only concern is what happens when the new school is built. The speed of traffic on this road far exceeds the 40mph speed limit.</p> <p>(4) I would like to see an extension of the Penallta-Nelson to Abercynon as there is a large workforce that goes to Abercynon it is also our</p>	<p>(1) The cycle link from Caerphilly to Ystrad Mynach will need to be developed and included in the next stage of the Active Travel Integrated Network. This additional link will be one of the projects progressed and is already included in the South East Wales Valleys Local Transport Plan/Caerphilly LDP.</p> <p>(2) The point made about physical barriers is noted however where installed they been included to address local problems and to ensure where possible the routes for walking and cycling are protected. If access is an issue then users may contact the council to see if their specific needs can be accommodated.</p> <p>(3) Noted. This is the subject of a separate planning application process.</p> <p>(4) The need to provide a dedicated cycle route connecting Networks in Abercynon and Caerphilly is acknowledged. The provision of</p>

nearest sports centre the old railway line still exists as a track and working with RCT, WG and Sustrans this extension is both viable and necessary without too much cost or infrastructure change.

- (5) Many of the routes are on or beside main routes - ideally, the routes need to have some kind of physical segregation from main traffic in order for cars and lorries not to collide with cyclist etc. Appropriate measures need to be taken at uncontrolled crossings.
It is very encouraging to see different modes of transport promoted in and around the County Borough, especially in areas where poor air quality is prevalent. Residents of the County Borough only stand to benefit from Active Travel both in terms of their health and in terms of the reduction in the number of cars using the roads causing increased levels of noise and congestion / pollution.
- (6) Environmental Health is fully supportive of the Active Travel Routes Maps and would be grateful if you keep us up to date of any new and proposed routes in and around the County Borough especially in the Caerphilly and Crumlin areas where they can be included within the Air Quality Action Plan.
- (7) A bus up to Bryn Aber Abertridwr would be great as it is up on the mountain and its hard to get to the shops and back when you have a disability or illness as the hill is very long and very steep.
- (8) It would be useful to show the links from the main route to the schools in the area for each Link route (map). People usually struggle with the last part of the route if they have to leave the main route to get somewhere when there is no additional guidance. Some people are not very confident with map reading, and thus find it difficult to find the start of the active travel route (even if it's in their local area).
Sometimes it's useful to include the postcode or highlight a specific feature or directions to the start, so they know where the route starts. This is also the case when leaving and joining the route mid way,

any route will need to undergo feasibility and be considered in a future LDP and South East Wales Regional Transport Plan.

- (5) The comments on cycle provision are noted. Future development of the cycle network will seek to provide the appropriate infrastructure and be compliant with the guidance provided in the Active Travel Wales Act (2013) where practicable. Support is noted for the development and promotion of cycling and walking networks and their wider environmental and health benefits.
- (6) Support for the development and promotion of cycling and walking networks and their wider environmental and a health benefit is noted. Officers will be informed of new projects in the forward programme of Active Travel Schemes.
- (7) Passed to the Integrated Transport Unit for consideration.
- (8) Development of the Integrated Network Map and how the information is made available the public will be a key activity. It is planned that the 'Active Travel Existing and Integrated Network Maps' will be made available both in electronic and paper based versions that can respond to all needs enabling the public to plan and make informed journeys.
- (9) Response to comments 8 & 9. The inclusion of distances to main destinations and settlements is a useful suggestion and will be included

which people will probably need to do for individual journeys. It would be useful to include distances for the routes for each link, as this would encourage people to use them for active travel and make it easier for them to plan their journeys. The routes could highlight the total distance for the route and/or be broken down into shorter sections to highlight the distance along the route (e.g. (9) Link 7, Hengoed rail station to Ystrad Mynach = ? miles, Ystrad Mynach to Maesycwmmmer = ? miles). If there are other traffic free routes off the main routes for each link, is it possible to highlight them. It might be that they only go for a few miles, but it might be the few miles someone needs to travel and this would highlight other options. They could be added as 'other traffic free routes diverting off the main route'. Is there an option to add additional routes? Looking at the map, there are quite a few areas that don't have any identified Active Travel Routes, such as Newbridge, Blackwood etc. but I'm guessing that there are traffic free routes/ paths in these areas. People will usually travel short distances for active travel to work, school etc. so it's important to identify all routes, especially the short ones.

- (10) Routes need to stop using shared pavements wherever possible. Any routes that do use these really need priority at side Roads; else they will not be as fast as using the road & hence will not be used. Shared paths where the path is narrow only encourages conflict between pedestrians & cyclists, so should not be used. Whilst it might seem good/cheap to route active travel through an estate. These routes are not used with the number of cars we now have on our roads as it becomes quite dangerous especially during school/work commutes. This also makes routes much slower than the direct route (that is usually possible by road). An example would be Morgan Park > Start of Taff Trail, using the road this takes me approx 10 minutes. If I use the provided 'cycle route' it takes 16 minutes almost twice as

where appropriate. The designated cycling/walking routes have not been included where either the community is not subject to the duty or there is no suitable route that the Highway Authority considers should be included in the 'Existing Active Travel Routes Map'. All Active Travel routes must define an origin and destination for the Minister to consider if the route can be adopted as an Active Travel Route, which means WG agrees that the criteria specified in the design guidance is satisfied. The integrated network map will identify where new routes are required or where existing routes not currently meeting the minimum standard require enhancement/or can be included. The duty requires continual improvement.

- (10) Shared use routes that segregate traffic from cyclists have been provided to meet all abilities and because there is often limited road space to reallocate for cycle lanes. The need to provide an on road cycle route would need a feasibility study. The suggestion will receive consideration in the development of the Integrated Network Plan.
- (11) The needs of non standard cycling equipment is difficult to cater for but may be considered in the design phase of new schemes. If access is an issue then users may contact the council to see if their specific needs can be

long. This is due to both the extended length of this route & the fact that I have to give way 10+ times. Nantgarw road easily has enough space to have a separate cycle path/lane on- if the hatching is removed. This would serve many houses- including lots of new build- that currently cannot easily access the current 'cycle path'. Please contact me if you require any pictures/videos, or further thoughts etc.

(11) I find that any non standard active travel is very difficult in the borough For example I have a bike trailer for small children and can't get through many of the barriers designed to allow bikes through. Equally people with disability and my parents can't lift their bikes through some of the barriers

(12) Although I understand that this is a mandatory exercise, the Authority seems to ignore the needs of walkers. Waunfawr Park and the canal towpath are used extensively by local people for leisurely walking and for the 30 mins, 5 times a week recommended by health experts. Both locations give people of all ages and even some in relatively ill health the chance to exercise in gloriously beautiful surroundings. Parents and grandparents use these routes to take babies and young children. Speeding cyclists put these in danger. Personnel in the Rights of Way department have been cut so that our extensive network of public footpaths is more overgrown than ever and illegal obstructions are not being addressed quickly. It should not be forgotten that keeping rights of way open and easy to use is also mandatory. The Authority seems to pick and choose which mandatory obligations it supports. (This is not a criticism of the Rights of Way Department, but a criticism of where the Authority puts its resources.) This is another way in, which the rights of walkers is being eroded. Cyclists have had tens, if not hundreds of thousands of pounds spent on them locally in Cwmcarn Forest, but they are not content with this and they use illegal tracks in the forest to speed

accommodated.

(12) The canal Towpath is part of the National Cycle Network and the Authority permits use by cyclists. The use of any shared infrastructure requires courtesy and the authority has worked will local schools and the community to encourage safe cycling practices. The use of the rights of way network in the forestry and management of cycling behaviours is a matter for National Resources Wales. The Active Travel Wales Act (2013) seeks to encourage sustainable travel as part of everyday journeys i.e a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities. The use of infrastructure included in the Active Travel Routes map for leisure or exercise will not be restricted.

(13) The viewpoint is noted. The canal Towpath is part of the National Cycle Network and the Authority permits use by cyclists. The use of any shared infrastructure requires courtesy and the authority has worked will local schools and the community to encourage safe cycling practices.

(14) The provision of a link from the bowls R/A to the start of the cycle route needs a feasibility study and will be considered in the development of the Integrated Network Plan. The suggestion of new safe route along the

downhill, emerging onto public footpaths and then the canal towpath. When such illegal activity is reported to NRW it is met with a shrug of the shoulders and a wry smile - 'Well, what can you do?' I appreciate that the Authority has little or no influence over NRW, but it could put its foot down and stand up for its non-cycling citizens and say 'It is time that we made sure that walkers rights are protected.'

- (13) The canal towpath from Pontywaun to Crosskeys is a Public Footpath, but the Authority has seen fit to allow cyclists to use it, thus further limiting the rights of walkers to have a stroll in peace. Yet another erosion of places where people can walk without being expected to stand aside for cyclists.
- (14) The Link from Abertridwr Cycle Path at the Bowls (link 12) to St Cenydd needs a dedicated cycle lane as road is very congested at rush hours and the hill slows cyclists down. All existing routes are fine but we desperately need a safe route along the A468 (St Cenydd School to Penrhos roundabout). There is plenty of verge there.
- (15) Ideally a route should be developed to connect NCN Route 4 with NCN Route 47 parallel to the A469 and A468 from Bedwas Bridge to the Cedar Tree roundabout and then past Llanbradach and through to Ystrad Mynach. This would provide greater connectivity to key employment sites at Bedwas Industrial Estate, Dyffryn Industrial Estate, Ystrad Mynach Hospital, Sporting Centre of Excellence and a link to Penallta Industrial Estate, helping to increase journey options and reduce congestion on an extremely busy road network at the Cedar Tree at key travel times during the day.
- (16) Some of the routes are very difficult for disabled people to use. Cycling is fantastic but if you are a novice you cannot cycle on a main road. For me to get to any of the active travel routes I would have to make a car journey first. There are some great walks where I live but again a lot them you have to make a car journey first.

A468 (St Cenydd School to Penrhos R/A is noted and will be considered in the Integrated Network evaluation.

- (15) The link between NCN4 and NCN 47 parallel to the A469 will need to be developed and included in the next stage of the Active Travel Integrated Network plan. This additional link will be prioritised and is already included in the Authorities, South East Valleys Local Transport Plan and Caerphilly LDP. It is also noted that this corridor is congested at present and alternative cycling and walking infrastructure has the potential to alleviate problems during the peak hour.
- (16) Disability needs are an important part of access to sustainable travel routes. The use of cycle barriers has been used to address illegal use by motorised transport and the risks and problems that these modes can create for vulnerable modes. If access is a problem for an individual they are encouraged to contact the Authority to see if their needs can be accommodated. The Active Travel Wales (2013) duty focuses on certain communities. The first part of the duty requires the Authority to identify an existing routes network that meets the standard. The duty focuses on walking and cycling for short everyday journeys. The next stage will consider the 'Active Travel Integrated Network Map' and will consider additional

<p>(17) One of the main observations of these routes is the lack of use as a means of transport to and from work. While they serve a useful purpose as recreational facilities mainly for dog walkers and families with young children they are not used by the lycra clad cyclist. In fact the Lycra clad cyclists will not use them even if adjacent the carriageway a fact that causes unnecessary obstruction to other road users.</p> <p>(18) Not Suitable Link Map 13 Trecenydd R/A footbridge - Shown as uncontrolled crossing. In fact an impossible crossing - unsuitable for wheelchairs, manual or motorised due to type of ramp design. i.e. steps could be altered to provide a slope surface.</p> <p>(19) Changes Omissions from map: - a) Links from Ystrad Mynach College of Further Education to existing NCN4 Cycle path. b) Links from Ysbyty Ystrad Fawr to existing NCN4 Cycle path.</p> <p>(20) Link 12 1/2 - No link to Ysgol Ifor Bach to Cycle Path even though it passes its front door.</p> <p>(21) Link 13 - No link to Plasyfelin School, Cwrt Rawlin School both of which are very close to existing cycle path. Also nothing to Castle View Estate using subway under B4600 Nantgarw Road. Caerphilly.</p> <p>(22) Map 15 Existing Trethomas - Machen Cycle path. – Not marked from entrance top of Upper Glyn Gwyn Street to entrance by Signals feature on Ridgeway/Nr Graig y Rhacca School.</p> <p>(23) I think that the plans show a very good network that if developed will provide a safe environment for many people.</p>	<p>routes in these communities.</p> <p>(17) The observation regarding current use of the routes is noted. The Design Guidance Active Travel (Wales) Act 2013 encourages the Authority to designate cycle and walking routes that are assessed to comply with the standard and the designated journey purposes. These routes are considered to connect residents with workplaces, transport interchange, services and facilities. The conditions are specific and all of the routes have been assessed against the criteria. The Act aims to be inclusive and develop a Network to provide for all abilities. There will be many cyclists that feel confident about using the existing road network and the duty is not about discouraging this activity.</p> <p>(18) The observation regarding the bridge along route 13 is noted. Route 13 will be reduced to remove the bridge section and will now provide a walking/cycling link from Trecenydd to Caerphilly Town Centre. The bridge is not DDA compliant at present.</p> <p>(19) The links suggested are useful in the development of the Integrated Network Map. (Subject to funding availability).</p> <p>(20) Will be considered in the development of the Integrated Network Map (subject to funding availability).</p> <p>(21) Will be considered in the development of the Integrated Network Map (subject to funding</p>
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	<p>availability).</p> <p>(22) Will be considered and included in the Integrated Network Map (subject to funding availability).</p> <p>(23) The positive comment on the network is noted.</p>
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