



## REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 19TH SEPTEMBER 2017

**SUBJECT: ACTIVE TRAVEL INTEGRATED NETWORK MAP**

**REPORT BY: CORPORATE DIRECTOR - COMMUNITIES**

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### **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 3<sup>rd</sup> 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 3<sup>rd</sup> 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  
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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

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

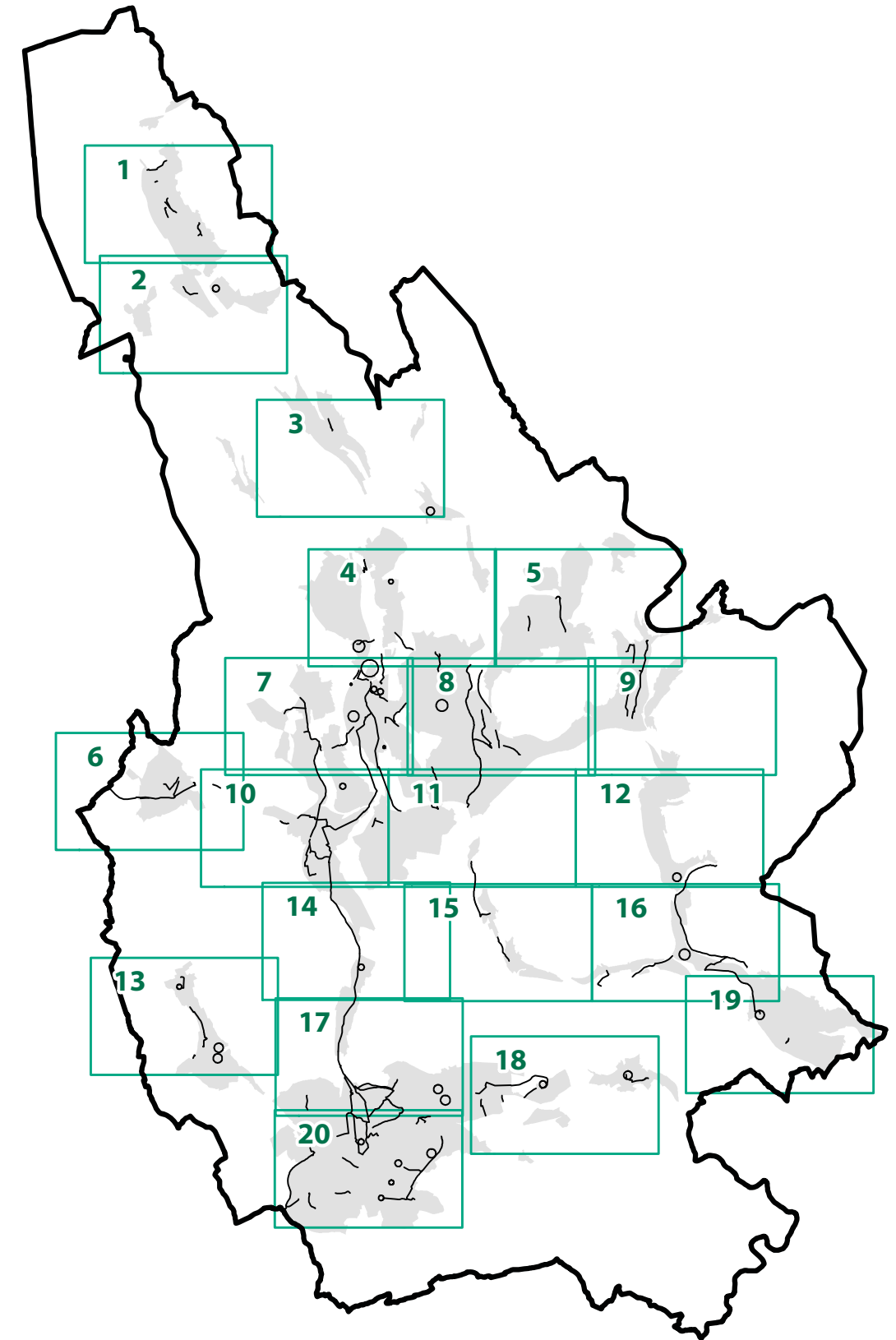


# Allwedd:/Key:

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 Lwybr 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 Pontywindy. 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 Pontywindy 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

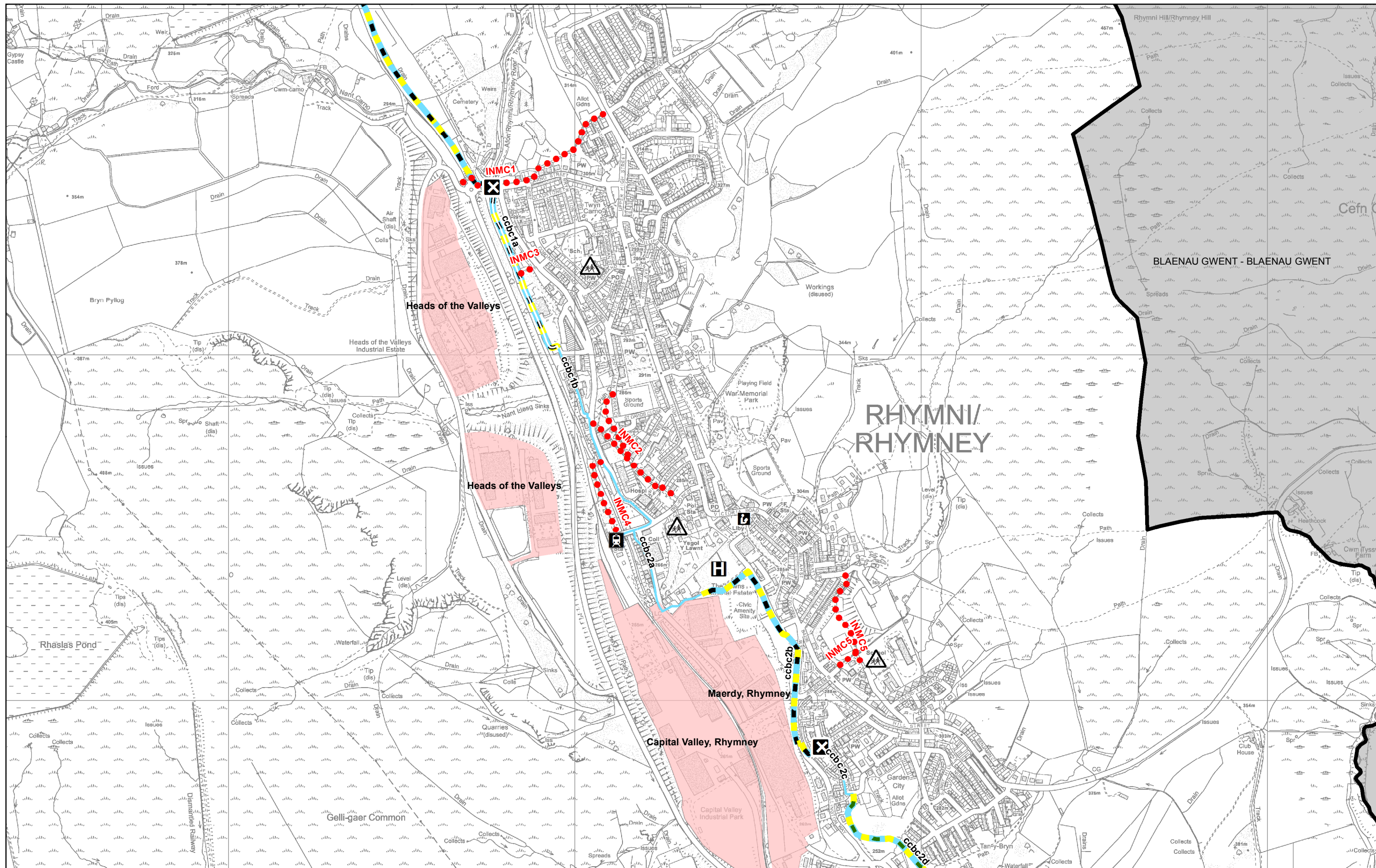
17	Caerphilly	Morgan Jones/Bedwas Trethomas and Machen	INMC66	New shared use link along existing path. Connects to Bedwas House Industrial Estate/Pandy Lane and Crossways retail development (wider network). Links to INMC65 and INMC68.	New	Walking and Cycling
1	Rhymney	Moriah	INMC5	Improvements to an 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 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
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

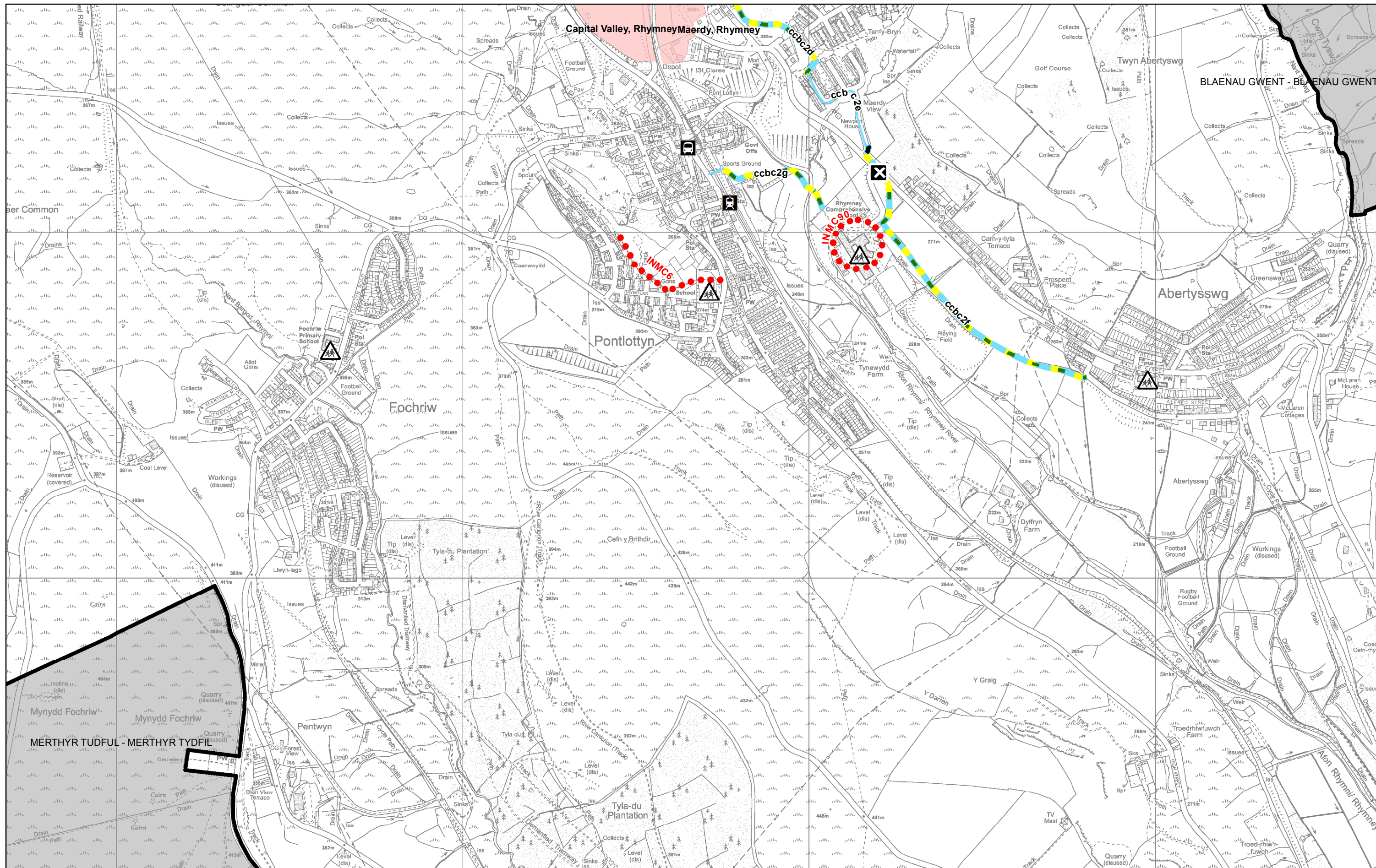
20	Caerphilly	St James	INMC75	Improves the crossing facility connecting Lansbury Park Housing estate to NCN Route 4 (Existing Active Travel Route ccbc15c).	New	Walking and cycling
20	Rudry/ Mornington Meadows	St James / Morgan Jones	INMC80	New walking/cycling path to Mornington Meadows housing estate. 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






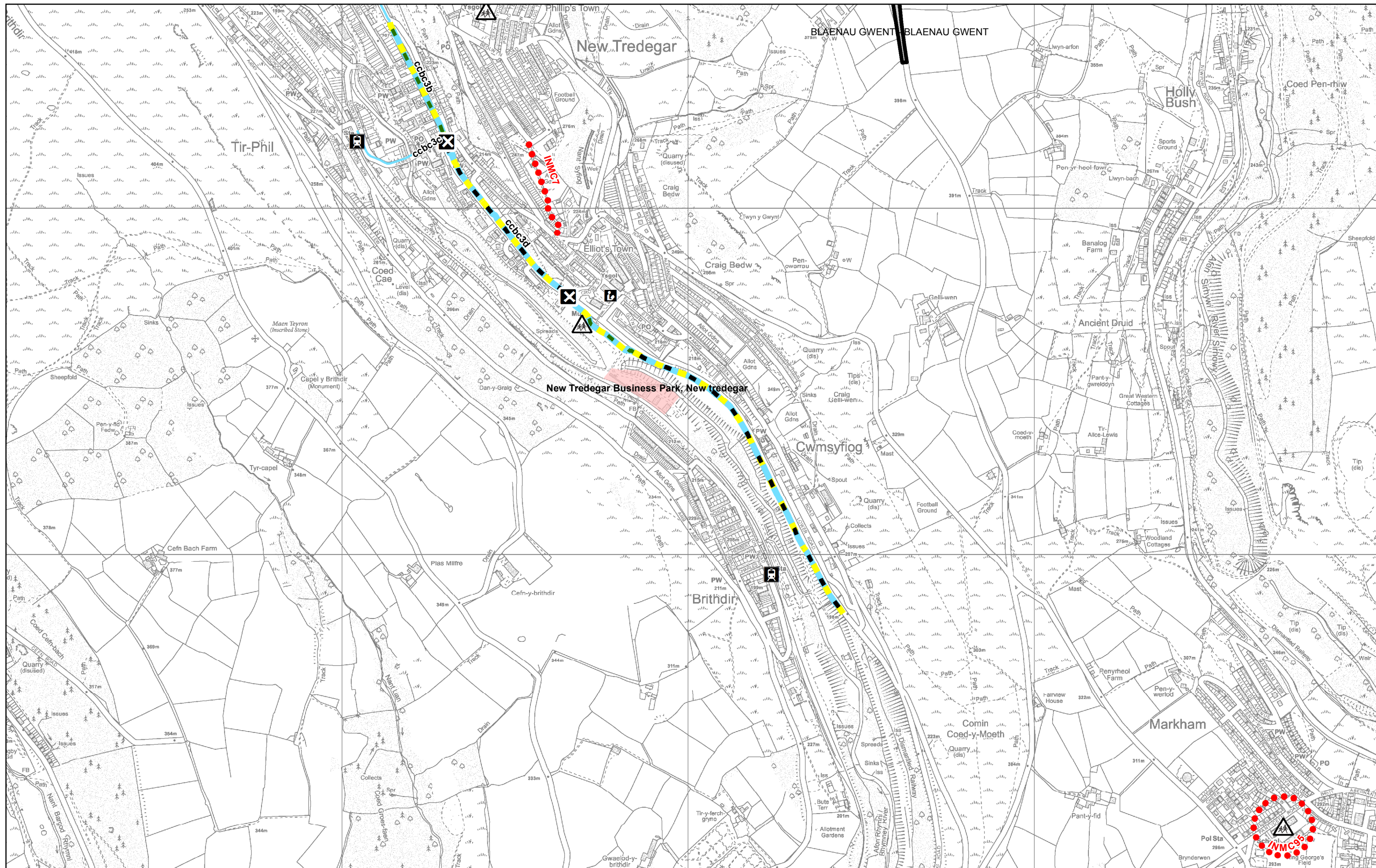
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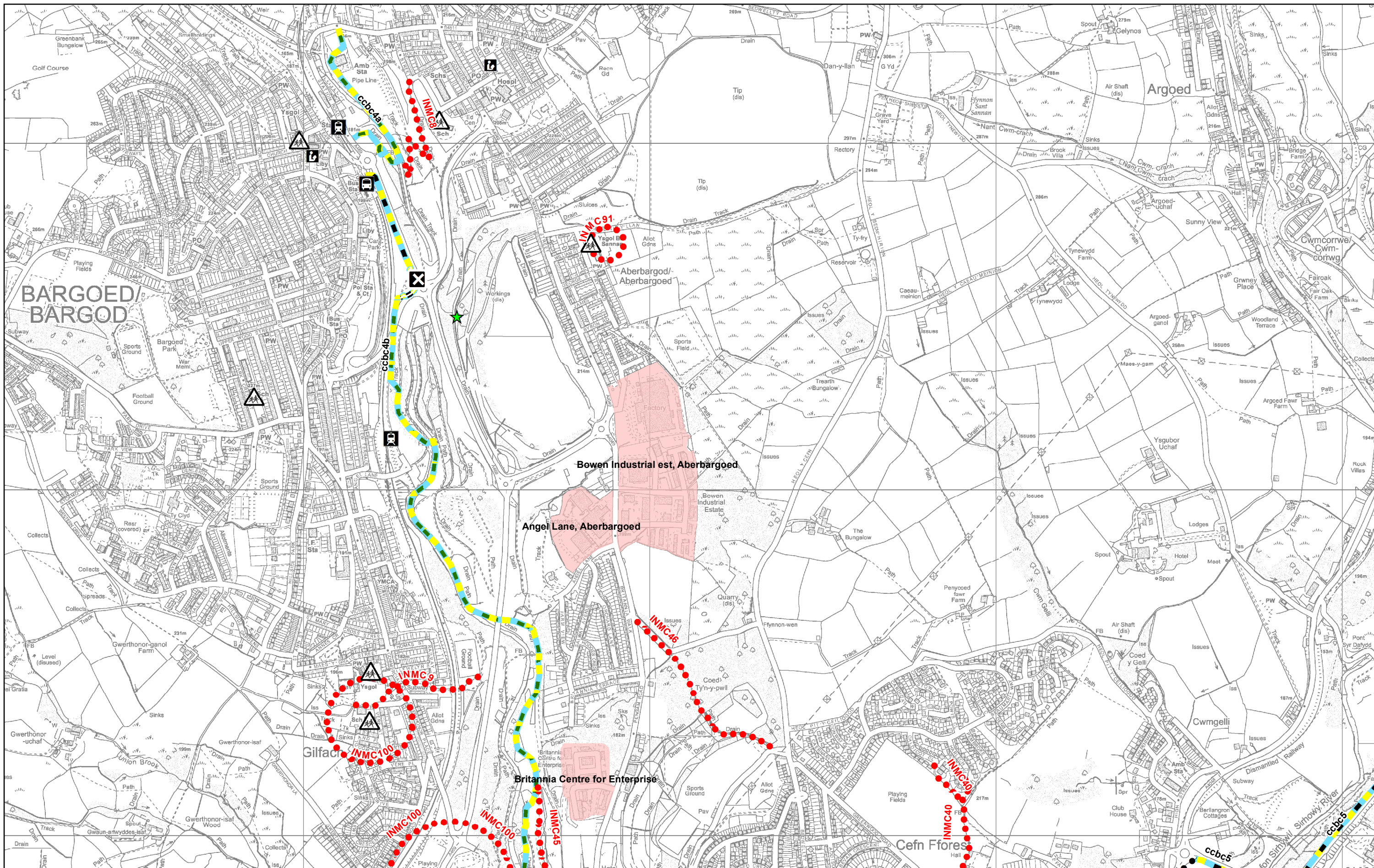
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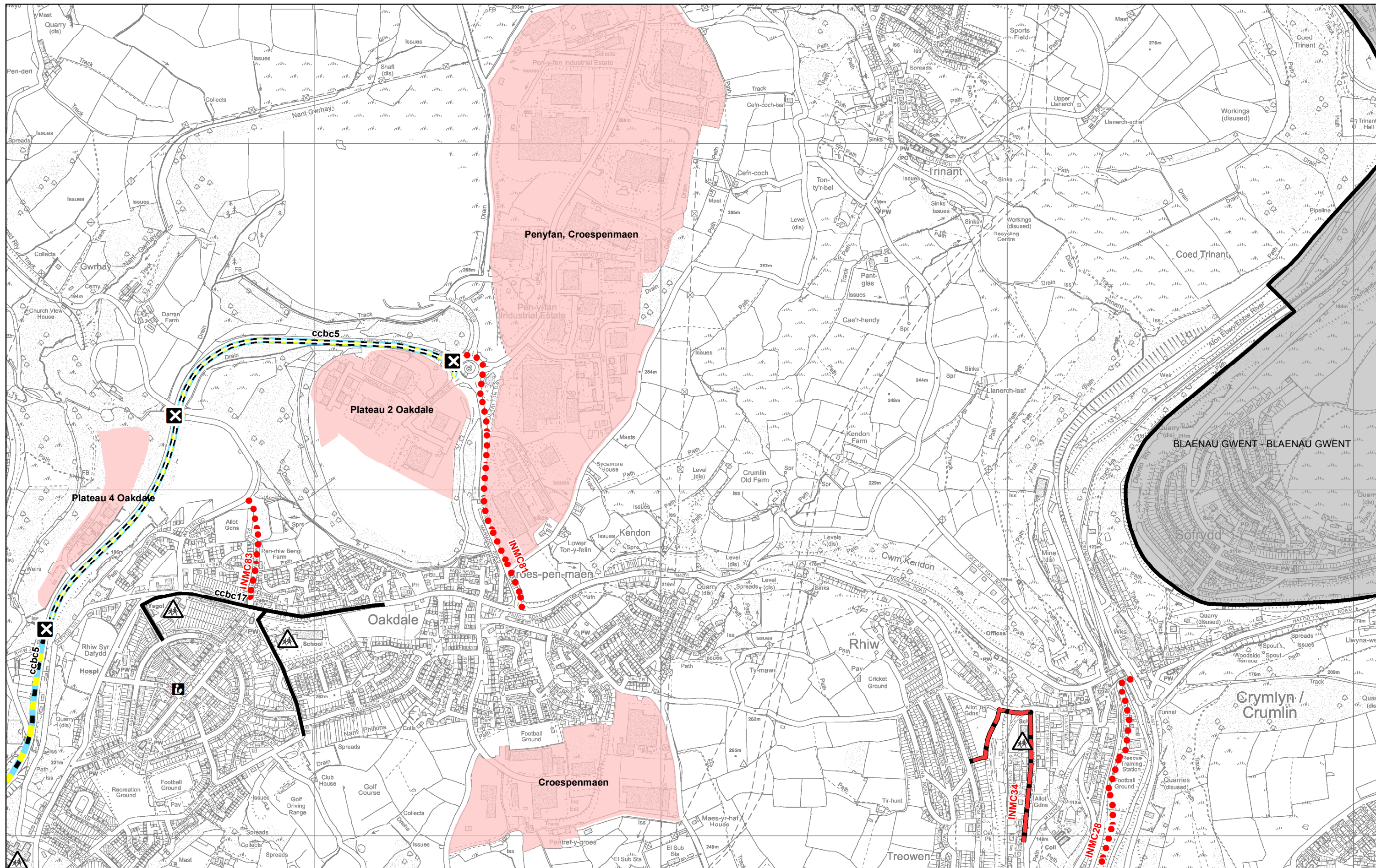
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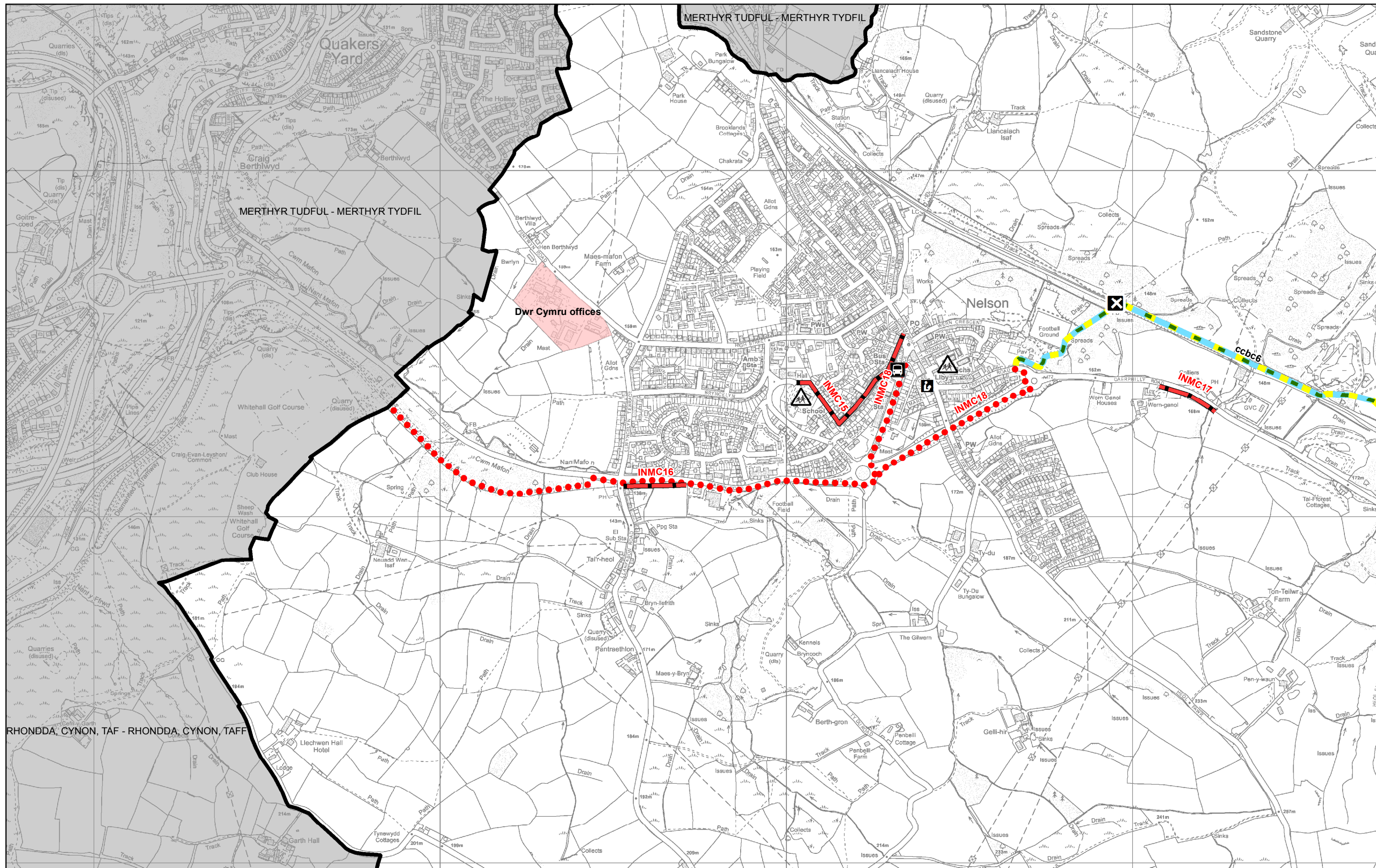



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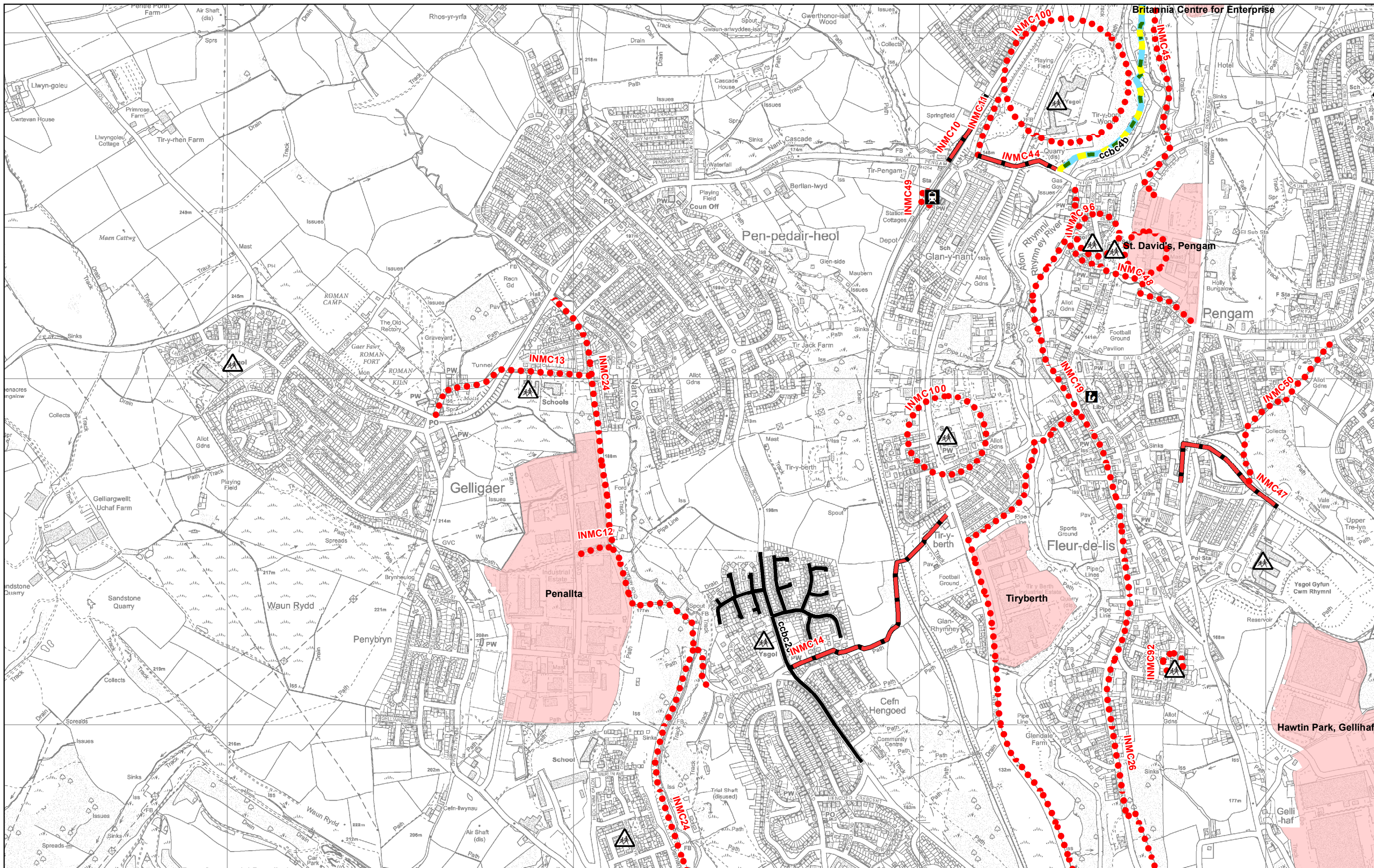
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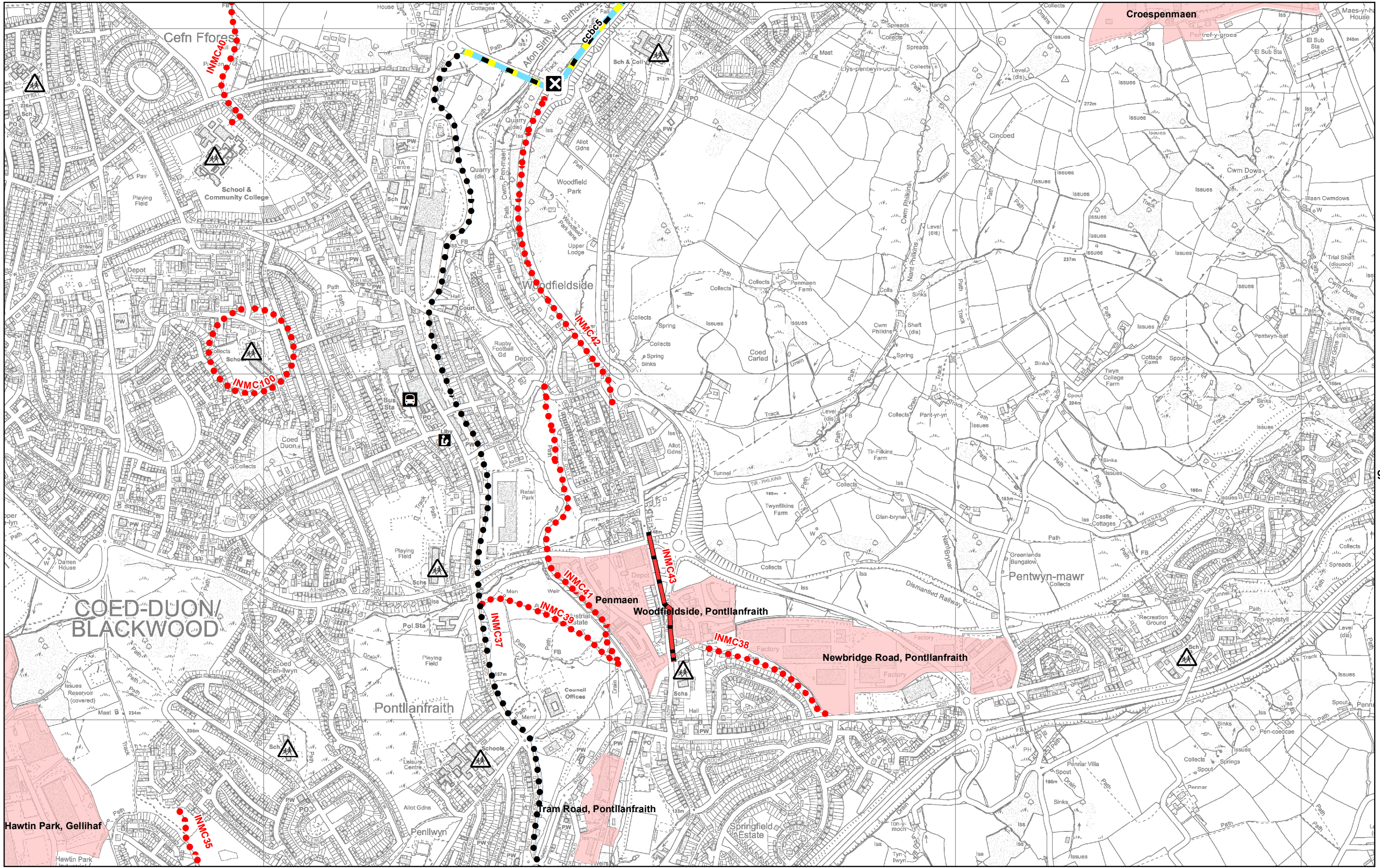
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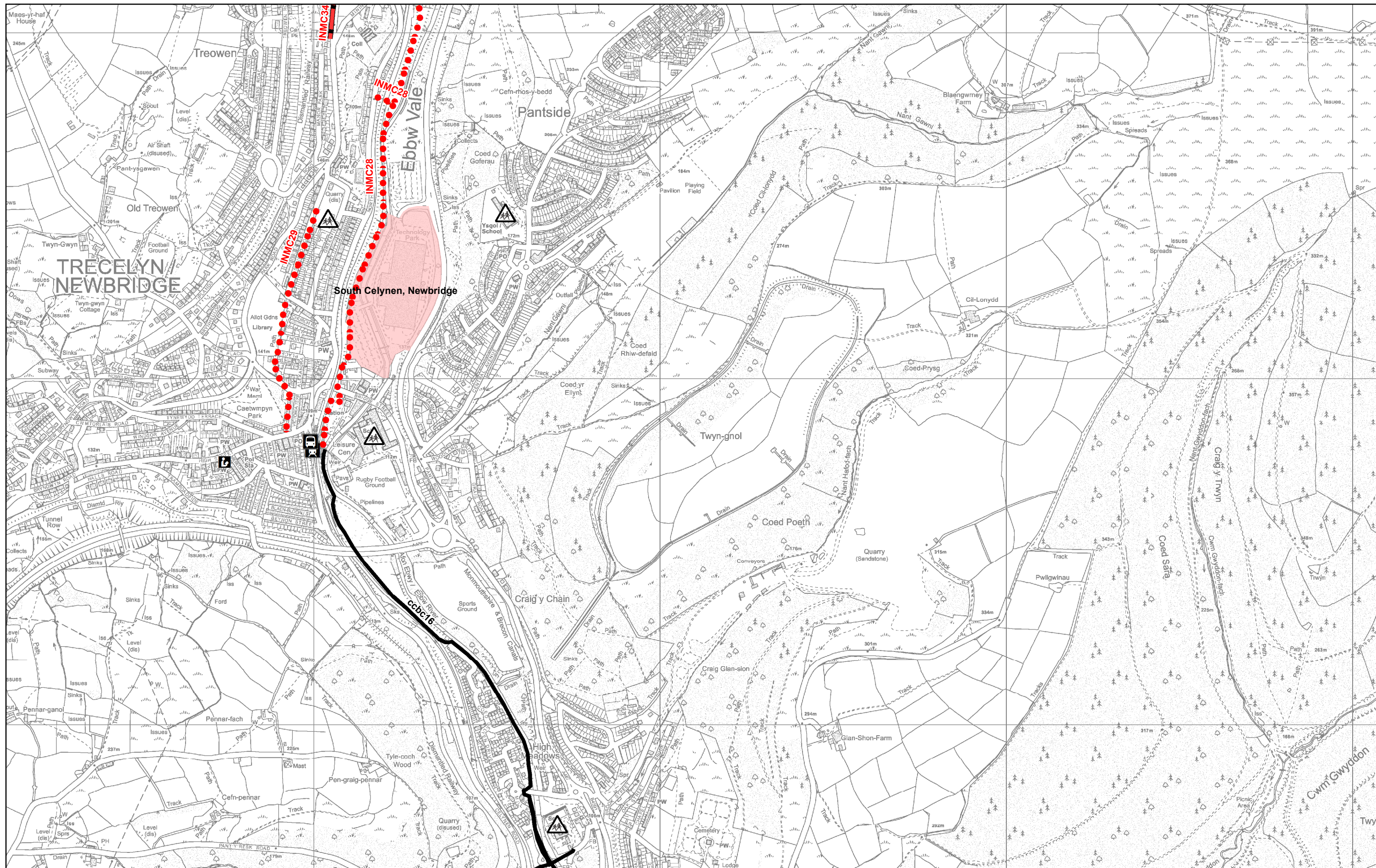


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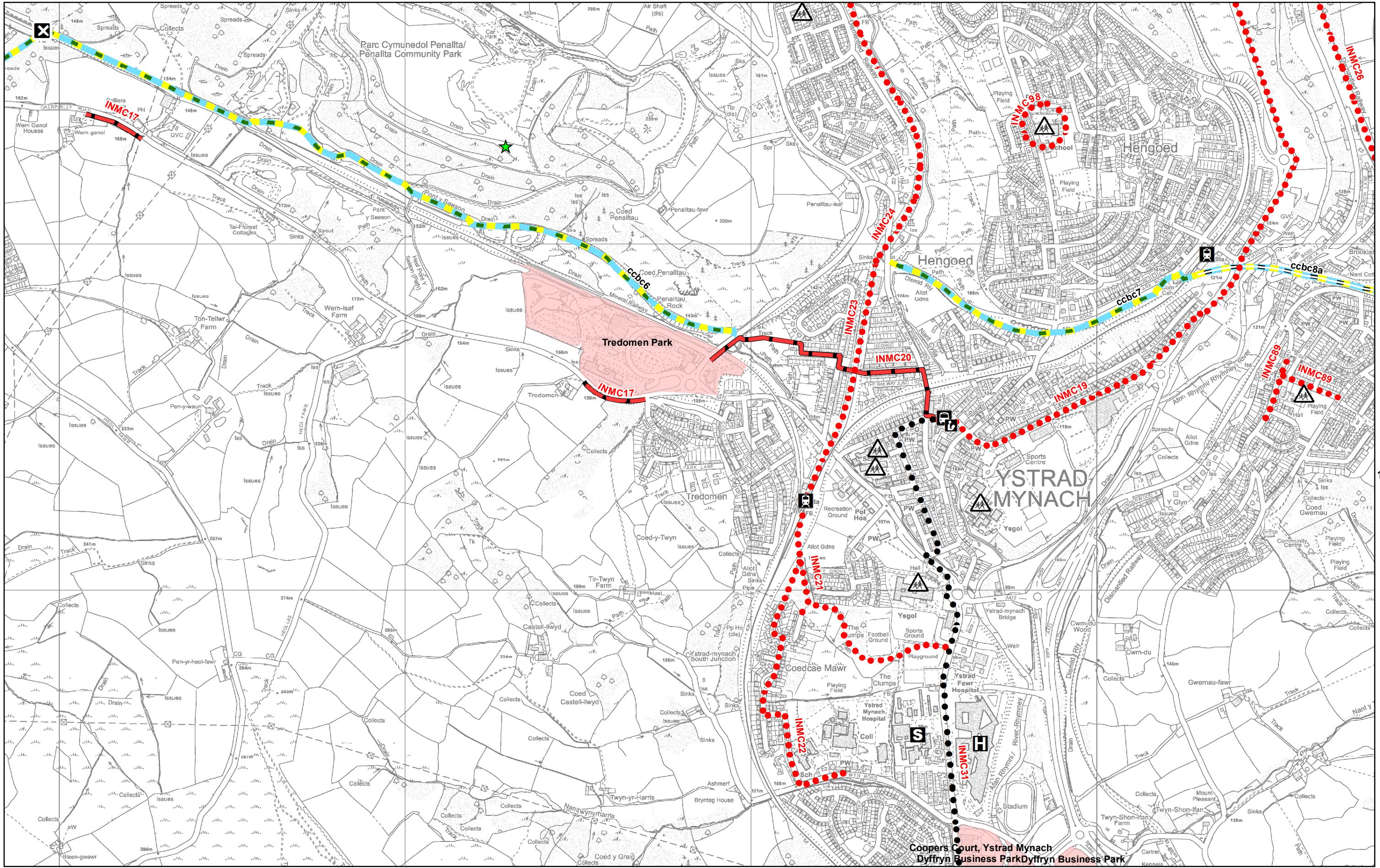



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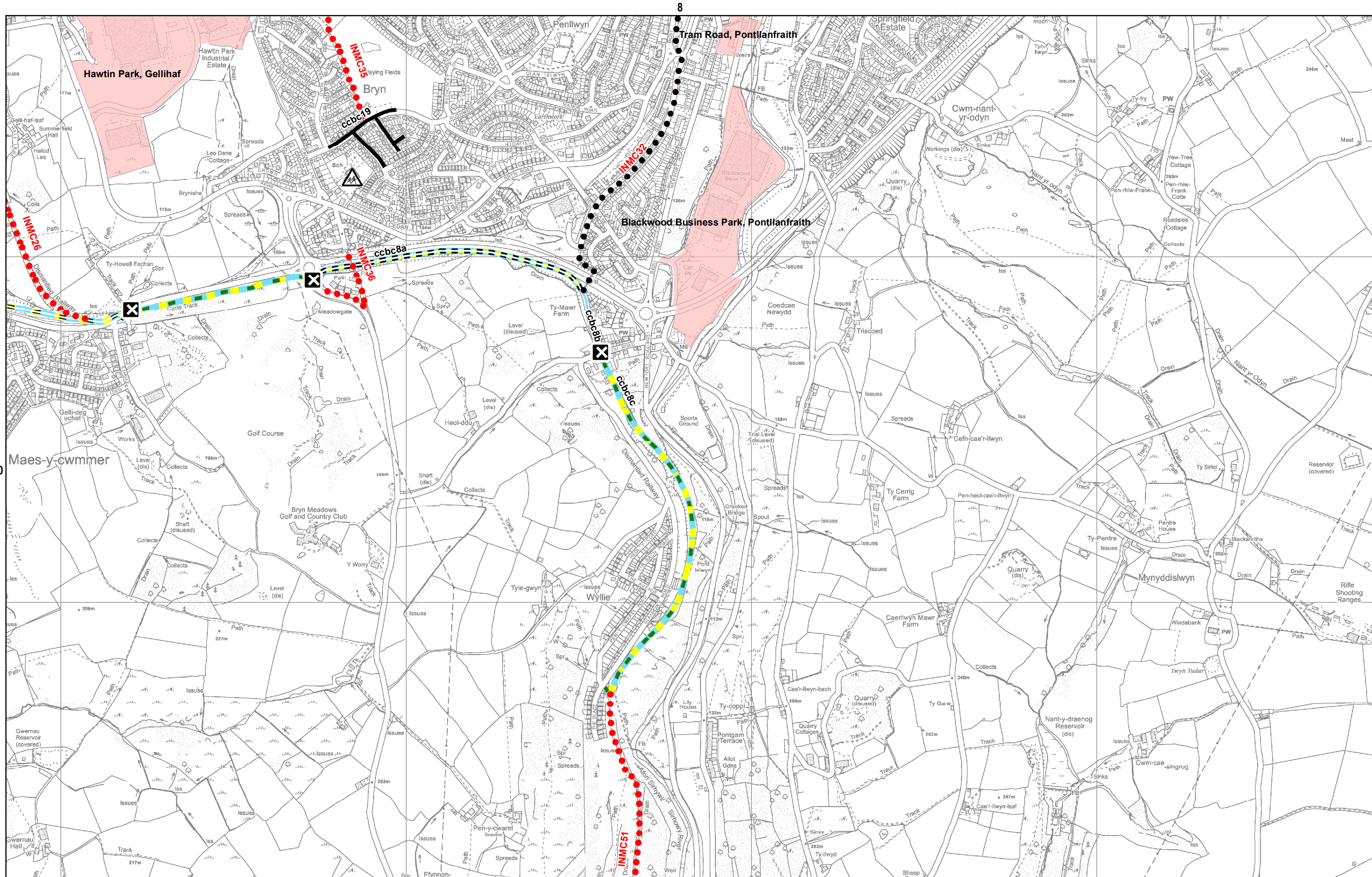
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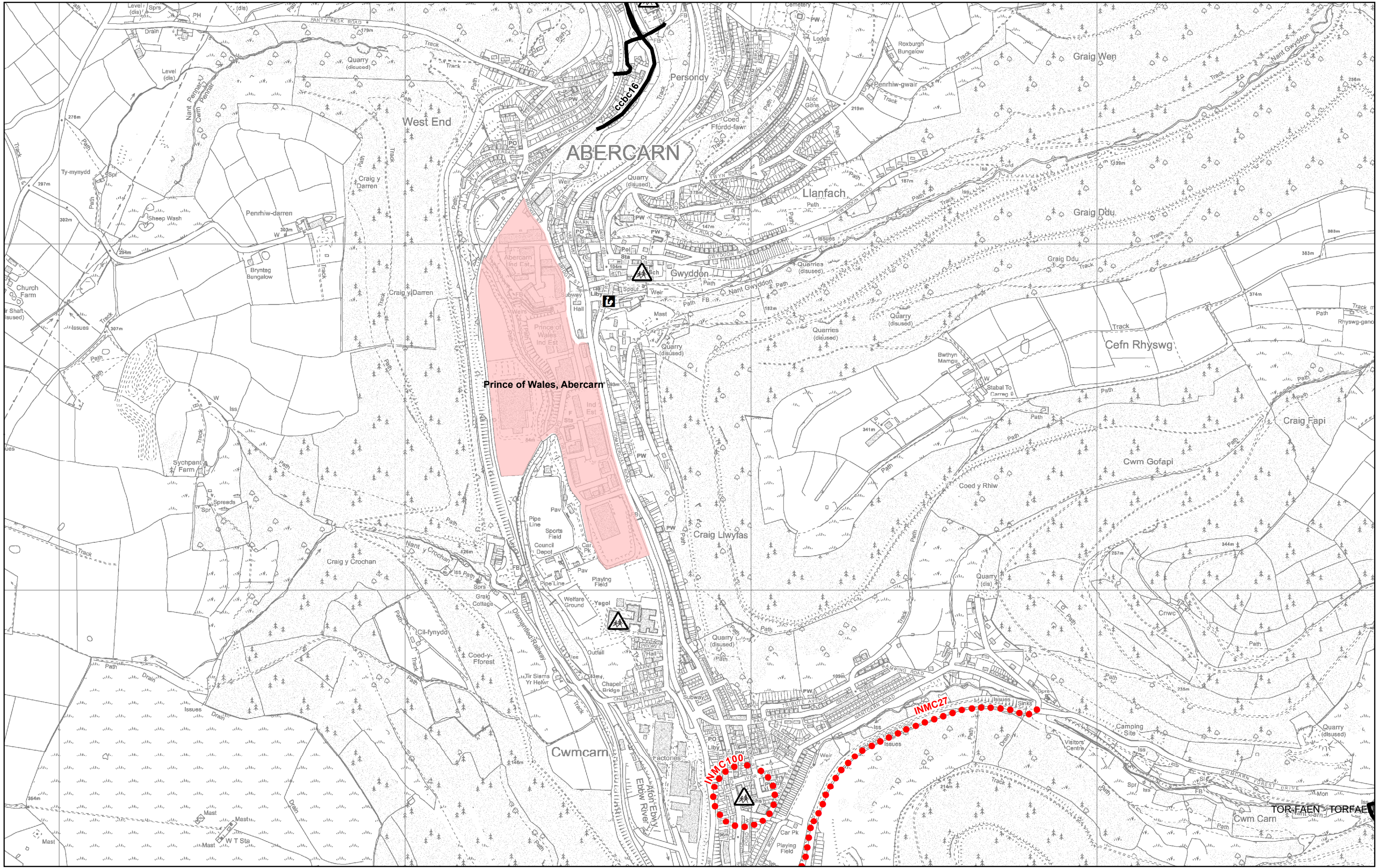
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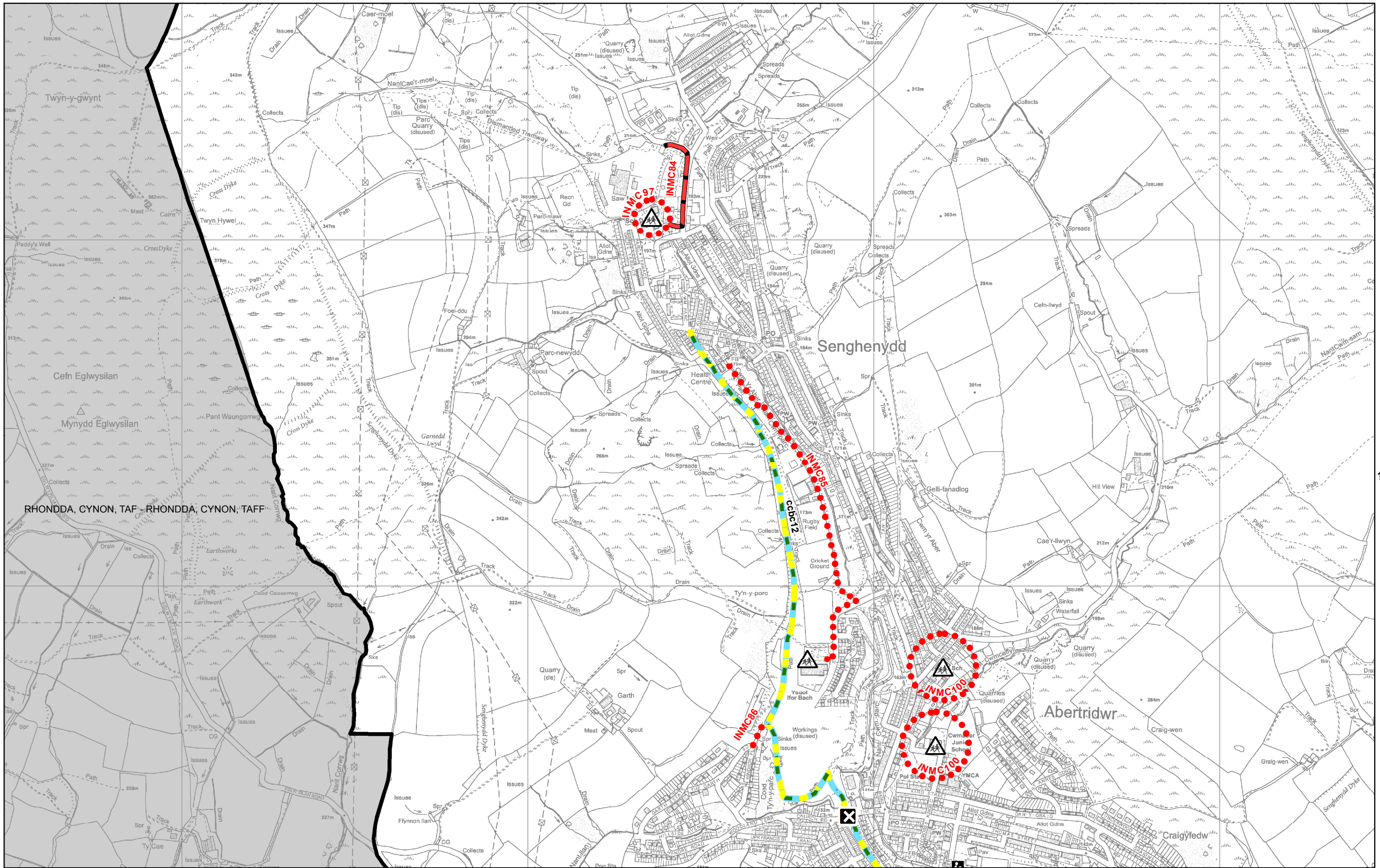
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RHONDDA, CYNON; TAF - RHONDDA, CYNON; TAFF

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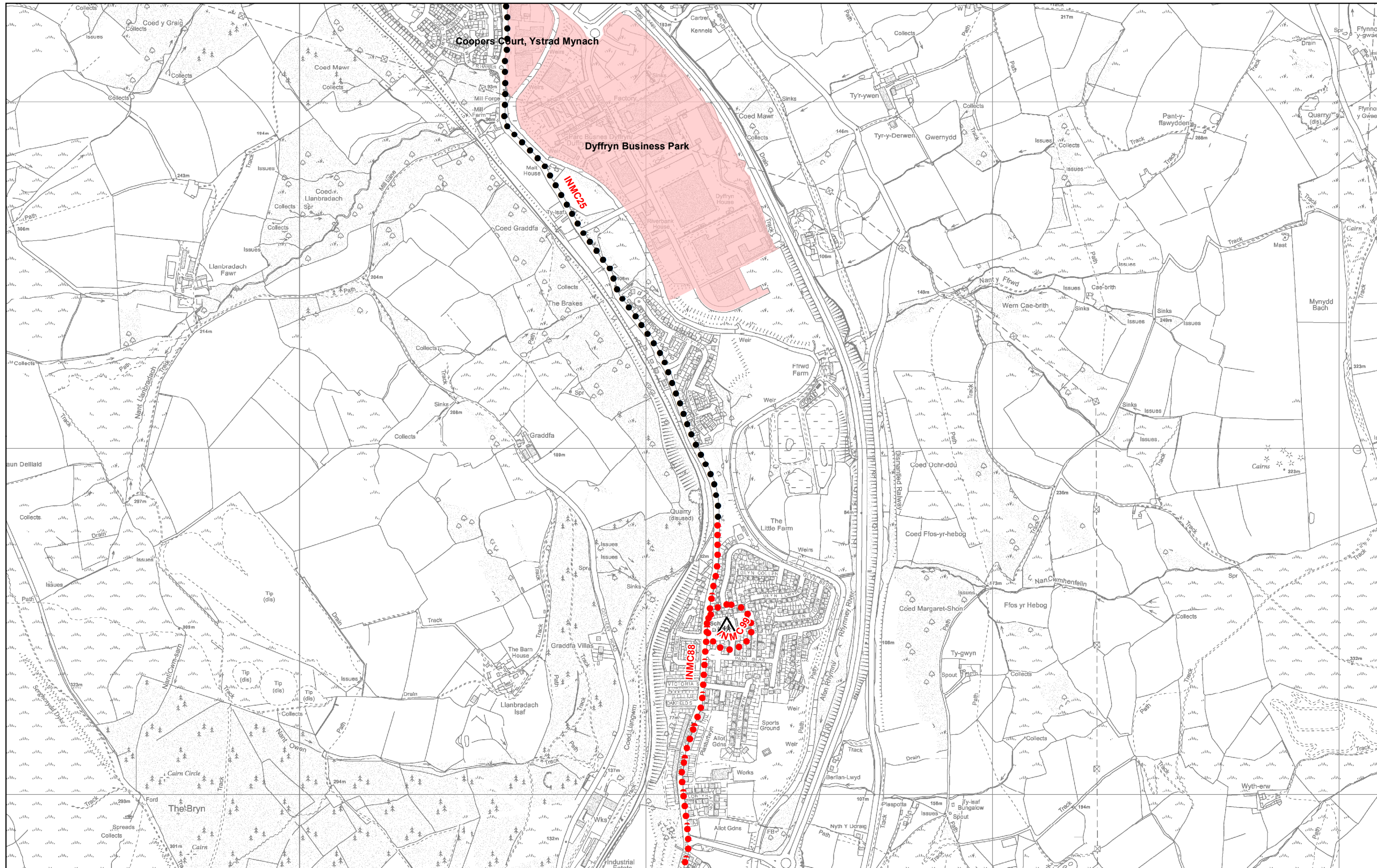
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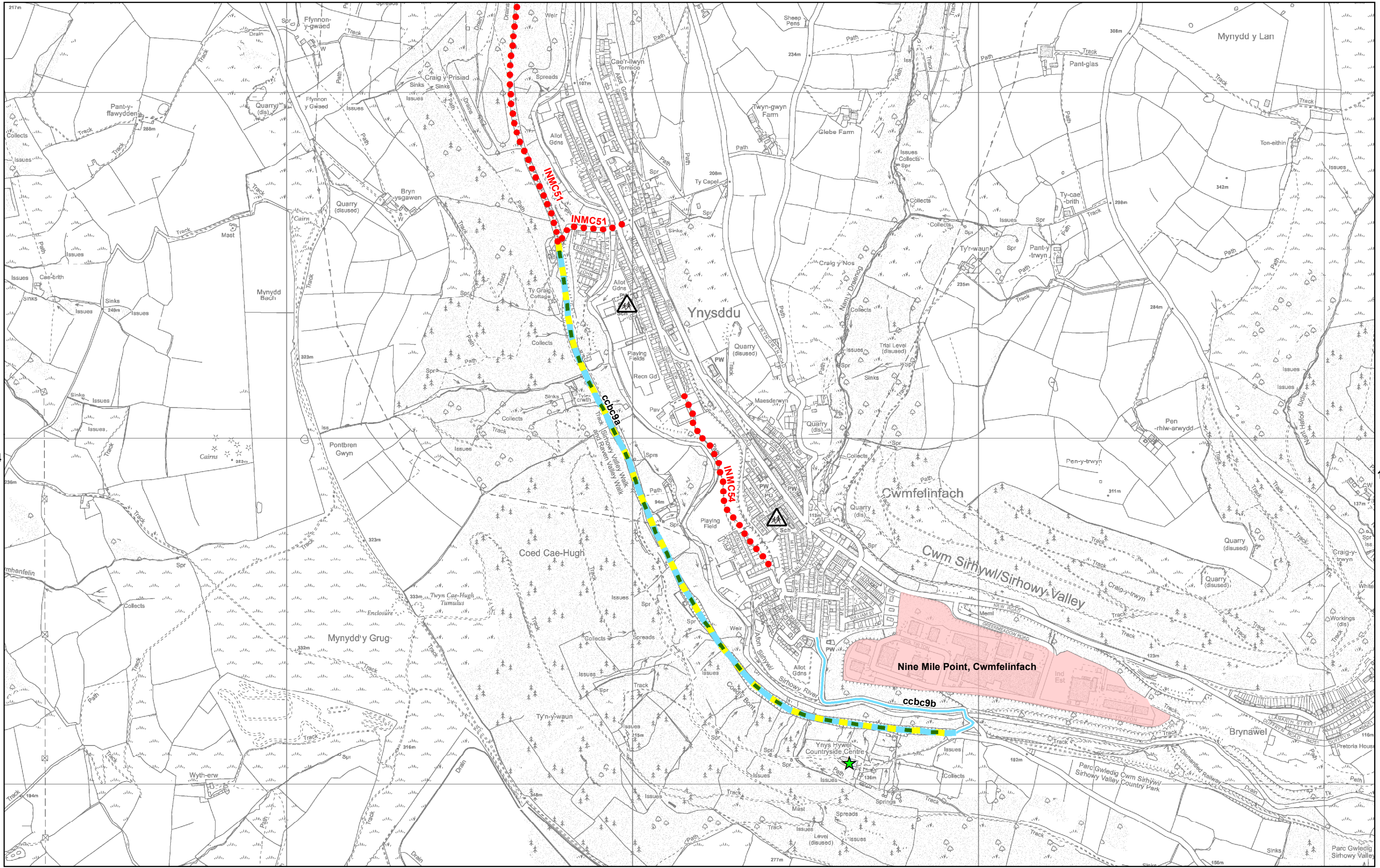
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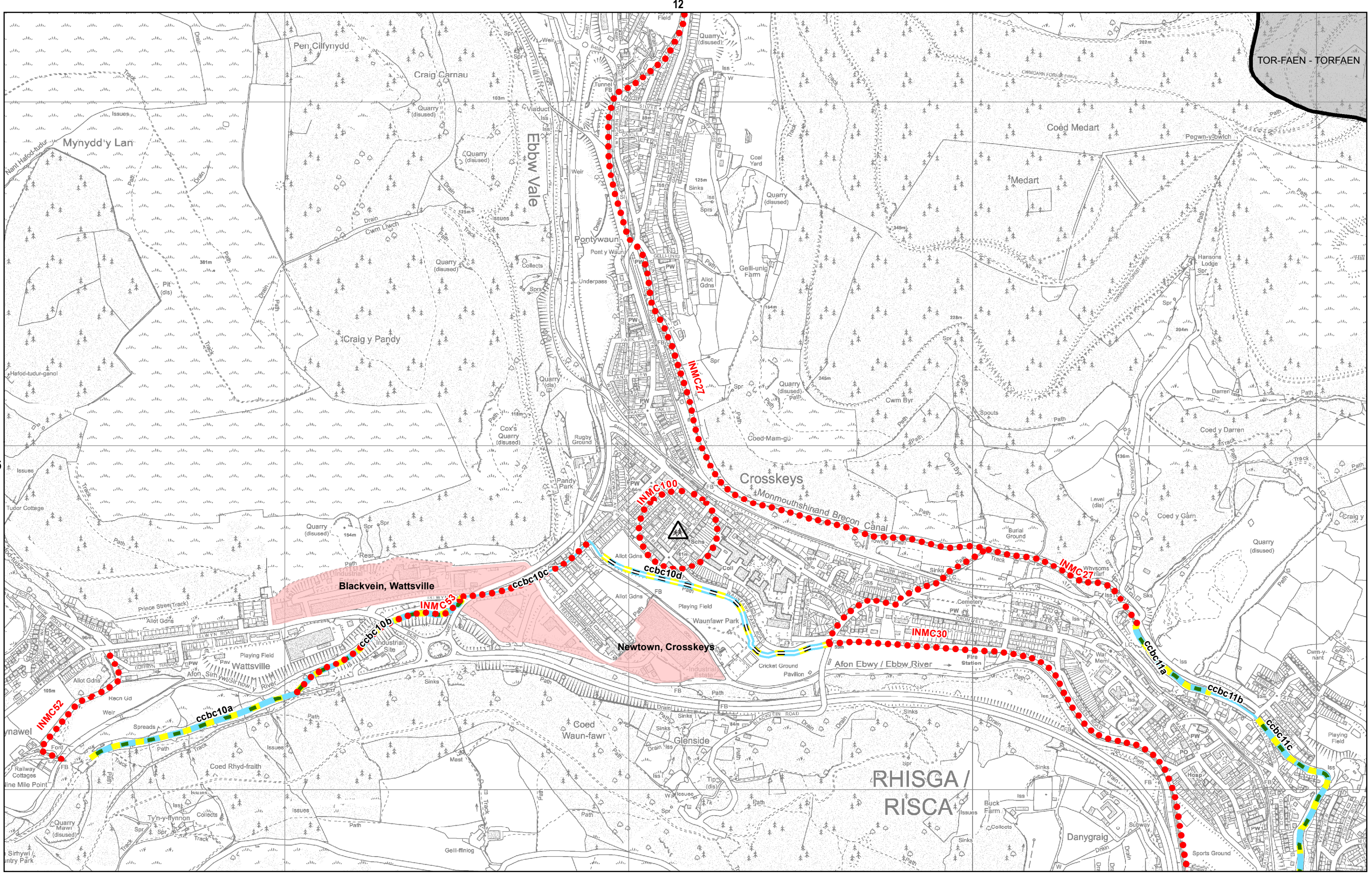


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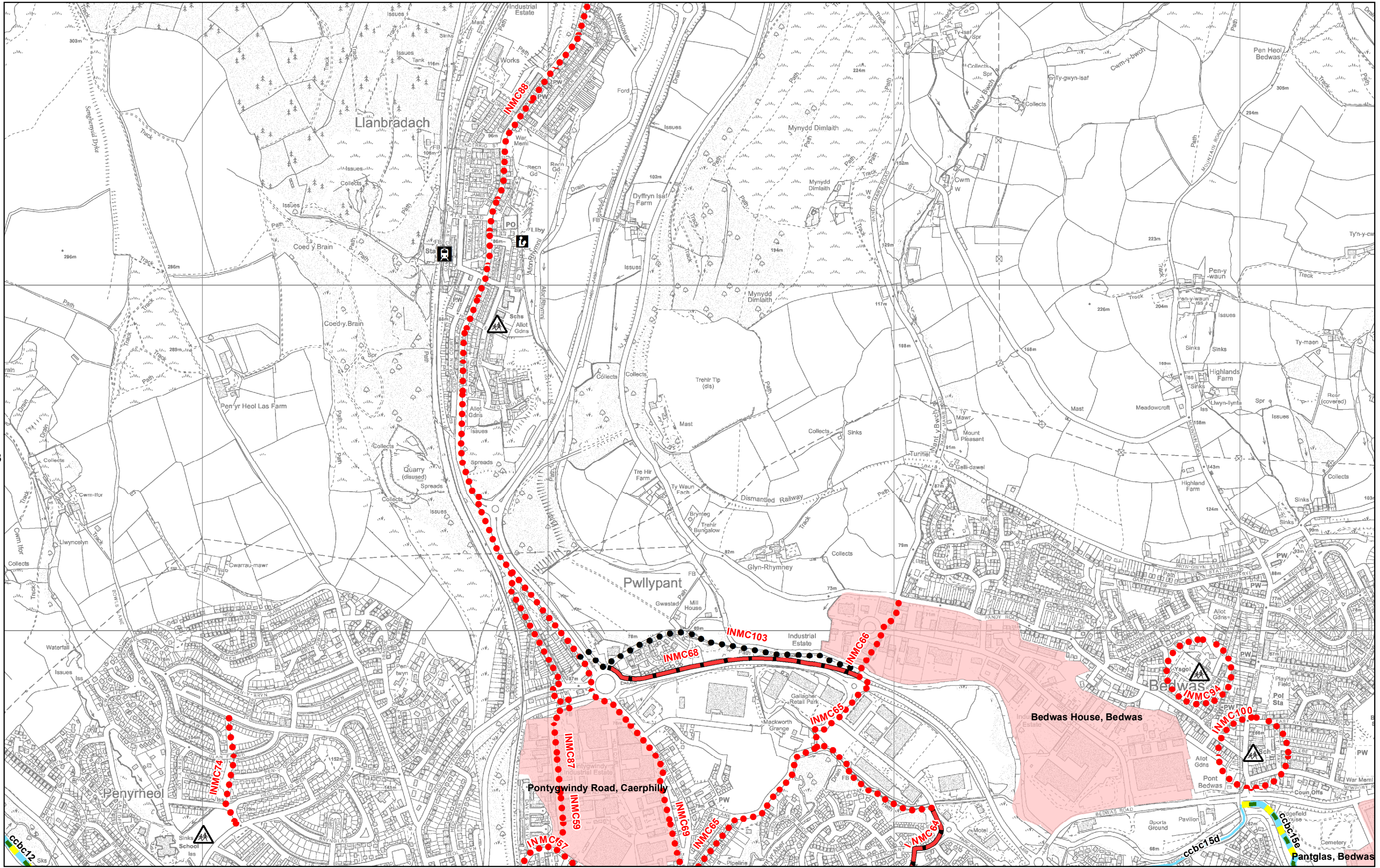
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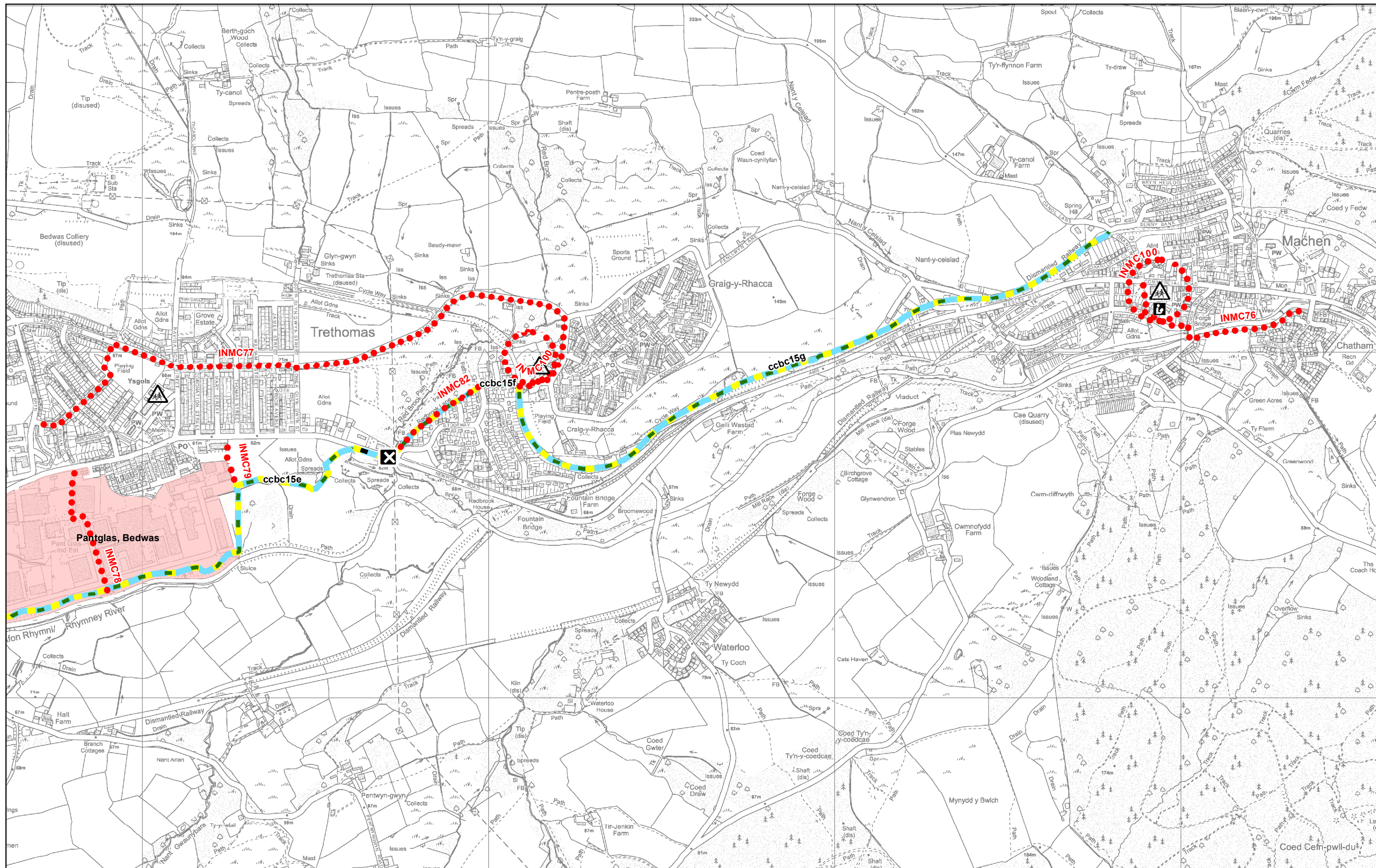
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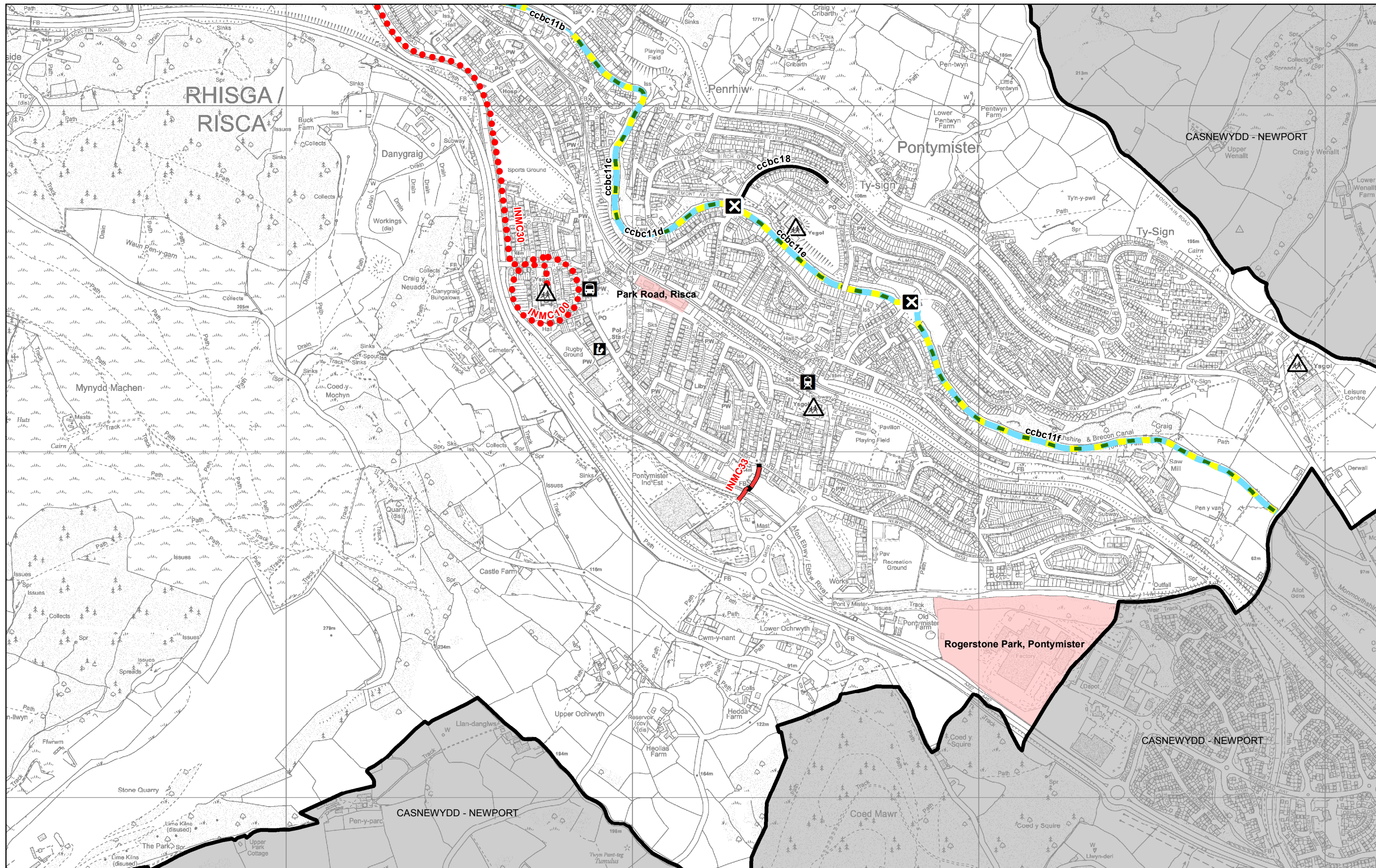
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**Map Rhwydwaith Integredig Teithio Llesol**  
**Active Travel Integrated Network Map**



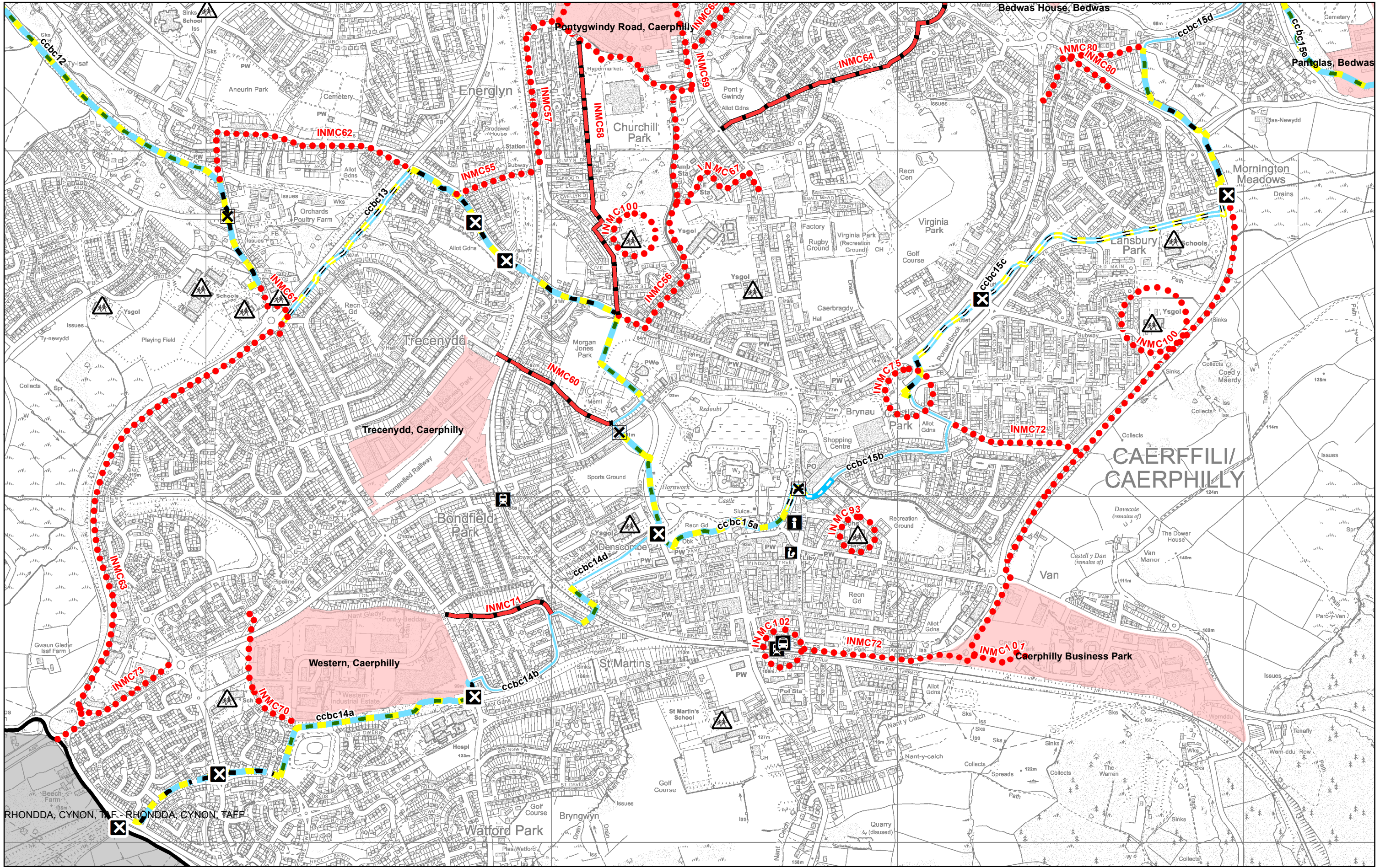
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**Map Rhwydwaith Integredig Teithio Llesol**  
**Active Travel Integrated Network Map**



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**Map Rhwydwaith Integredig Teithio Llesol**  
**Active Travel Integrated Network Map**



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**Map Rhwydwaith Integredig Teithio Llesol**  
**Active Travel Integrated Network Map**

## 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 Pwllypant 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"> <li>• 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.)</li> <li>• There is a notable lack of east west routes. Is there a case for looking at increasing east-west links?</li> </ul>	<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><b>Proposed change to INM – Include reference to the Hangar Youth and Community Centre, Aberbargoed in description of INMC91.</b></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.	<p>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.</p> <p><b>Proposed change to INM – Include an additional active travel route proposal to complete the National Cycle Network Route 46 from Rhymney Bridge to Dowlais.</b></p>
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"> <li>• 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?</li> <li>• 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.</li> <li>• Pennar Tunnel cycle/ walk way from Pentwynmawr to Newbridge following old rail line. Consultation on this was on 4th March 2011.</li> <li>• Newbridge - Pontllanfraith Primary School via Hall's Tramroad and Pennar Tunnel, with link to Pentwynmawr Primary School.</li> <li>• No cross valley links between Newbridge/ Pontllanfraith. An opportunity to press for opening of Pennar Tunnel?</li> </ul>	<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"> <li>• INMC27 Pontywaun - ccbc16 West End Abercarn, linking Cwmcarn Primary, Cwmcarn High and Ysgol Gymraeg Cwm Gwyddon.</li> <li>• Maybe a route from Abercarn to Cwmcarn Forest Drive.</li> <li>• Cwmcarn to Abercarn.</li> <li>• There are no links between Abercarn and Cwmcarn.</li> <li>• There are no links serving the Prince of Wales (employment).</li> </ul>	<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><b>Proposed change to INM – Include an additional active travel route proposal linking Abercarn and Cwmcarn along the A467.</b></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><b>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.</b></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><b>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.</b></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><b>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</b></p>

Comment received	Response to comment (Proposed changes to the INM in bold)
	<b>Park and Penallta Park.</b>
Connecting Pontllanfraith health centres to end of INMC39.	<p>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.</p> <p><b>Proposed change to INM – Extend INMC41 to provide a direct walking and cycling link to the health centres in Pontllanfraith.</b></p>
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.	<p>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.</p>
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.	<p>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</p>

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 Oliver's 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><b>Proposed changed to INM – Include an additional existing active travel route from ccbc6 in Nelson to the Merthyr county boundary.</b></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"> <li>• 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?</li> <li>• 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.</li> <li>• There are no routes linking to Waterloo. As a major housing site (with planning permission) shouldn't we be planning links?</li> </ul>	<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><b>Proposed change to INM – Include an additional proposal highlighting that future active travel routes will be identified to link into the Waterloo housing development.</b></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><b>Proposed change to INM – Extend INMC85 from Senghenydd to provide a direct link to ccbc12 in the vicinity of Ysgol Ifor Bach, Abertridwr.</b></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.  <b>Proposed change to INM – Extend INMC80 through Parc Pontypany to link directly to INMC65.</b>
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><b>Proposed change to INM – Extend INMC69 to link directly to INMC87 along the A468/A469 highway verge at Pwllpant roundabout.</b></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><b>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.</b></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"> <li>• 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.</li> <li>• 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.</li> </ul> <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><b>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</b></p>



Comment received	Response to comment (Proposed changes to the INM in bold)
	<p><b>crossing on Old Bedwas Road (ccbc15d). Scope of schemes to be developed.</b></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"> <li>• 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.</li> <li>• Impossible to see if any traffic is turning into Pandy Road from Church Road/ Newport Road direction.</li> <li>• Equally as dangerous if you attempt to cross on the junction itself, although visibility is better to see vehicles turning into Pandy Road.</li> <li>• Kerb at the junction is high and buses have to swing round the corner.</li> <li>• Delivery vehicles and cars park/ drop off at this point despite yellow lines.</li> </ul> <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 <b>(Proposed changes to the INM in bold)</b>
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.  <b>Proposed change to INM – Review the visibility and format of the INM's key to ensure the INM is as user-friendly as possible.</b>
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><b>Proposed change to INM – Change INMC64 (Crossways Retail Park to Pontygwindy Road) from a walking proposal to a walking and cycling proposal.</b></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)
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.	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.
It seems disjointed. Few routes seem to join up.	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.
Although the proposed routes are prepared for walking to work it would also be helpful if they can also be developed for leisure walking.	All active travel routes delivered will be available for leisure use, in addition to being used for active travel journeys.
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.	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.
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 <a href="mailto:assetprotectionwales@networkrail.co.uk">assetprotectionwales@networkrail.co.uk</a>	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.

Comment received	Response to comment <b>(Proposed changes to the INM in bold)</b>
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.  <b>Proposed change to INM – Include an explanation of the School Travel Plan icon within the INM's key.</b>
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](http://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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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)

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal</b>
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



<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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)

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status i.e. New or upgraded route.</b>	<b>Walking or Cycling proposal.</b>
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**

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

#### **Built**

<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status</b>	<b>Walking Cycling</b>
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



<b>Link Ref</b>	<b>Community</b>	<b>Ward</b>	<b>Description</b>	<b>Status</b>	<b>Walking Cycling</b>
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.

<b>NAME OF NEW OR REVISED PROPOSAL*</b>	Active Travel Integrated Network Map (INM)
<b>DIRECTORATE</b>	Communities
<b>SERVICE AREA</b>	Transport Strategy and Road Safety
<b>CONTACT OFFICER</b>	Liz Gibby  01495 235059
<b>DATE FOR NEXT REVIEW OR REVISION</b>	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](mailto:equalities@caerphilly.gov.uk) for assistance.

## PURPOSE OF THE PROPOSAL

<b>1</b>	<p><b>What is the proposal intended to achieve?</b></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>
<b>2</b>	<p><b>Who are the service users affected by the proposal?</b></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

<b>3</b>	<p><b>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?</b></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><b>Actions required:</b></p> <p>Issues of equal access to be considered on a scheme-by-scheme basis during the delivery of the Active Travel INM.</p>
<b>4</b>	<p><b>What are the consequences of the above for specific groups?</b></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><b>Actions required:</b></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><b>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.</b></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><b>Actions required:</b></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><b>Is full information and analysis of users of the service available?</b></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><b>Actions required:</b></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><b>Actions required:</b></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><b>8</b></p>	<p><b>How will the proposal be monitored?</b></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><b>Actions required:</b></p> <p>Monitoring of usage of active travel routes will be undertaken as necessary to meet the requirements of the Welsh Government.</p>

<b>9</b>	<p><b>How will the monitoring be evaluated?</b></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><b>Actions required:</b></p> <p>Monitoring of usage of active travel routes will be undertaken as necessary to meet the requirements of the Welsh Government.</p>

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

<b>11</b>	<p><b>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.</b></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"> <li>• Issues of equal access.</li> <li>• The impact of active travel schemes on particular groups e.g. in terms of disability, gender or age</li> <li>• The requirements of the Welsh Language Standards.</li> </ul>
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<b>12</b>	<p><b>What wider use will you make of this Equality Impact Assessment?</b></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><b>Actions required:</b></p> <p>As above.</p>

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