



ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – FOR INFORMATION

**SUBJECT: INFORMATION REPORT ON END OF YEAR PROGRESS AGAINST
WELL BEING OBJECTIVE (WBO) 4**

REPORT BY: INTERIM CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 This report is to provide members with a progress update at the end of first year stage against Wellbeing Objective 4 'Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment'.

2. SUMMARY

- 2.1 The Well-being Objectives are set for five years 2018-2023. This is the first year progress update of the Well-being objective 4 "Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment".
- 2.2 This Well-being Objective has 6 outcomes which are noted in 5.1. Reviewing the outcomes at this stage of the 5-year plan the objective is judged to be progressing well.

3. RECOMMENDATIONS

- 3.1 Members are requested to note the content of the report and to note that progress is being made at the end of first year stage of the 2018-2023 Well-being Objective assessment.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 That members are informed and have the opportunity to call the objective to the agenda in, having assurance that the Council is working towards delivering the objectives within its Corporate Plan 2018-2023.

5. THE REPORT

- 5.1 Well-being Objective 4 has 6 outcomes which are:-
- 5.1.1 Work with the delivery of the South Wales Metro, aiming for the Core Valley Lines Electrification programme as part of the delivery of the wider South Wales Metro scheme.

- 5.1.2 Develop the CCBC Regeneration Strategy and Delivery Plan with connectivity at its heart, promoting accessibility, the Metro and digital and Broadband improvements that support innovation and improves accessibility for all.
- 5.1.3 Promote the reinstatement of passenger services to the Nelson to Ystrad rail line under the Metro programme.
- 5.1.4 Promote the reinstatement of the Caerphilly to Newport route link as part of the Metro programme.
- 5.1.5 Promote a sustainable bus network that supports accessibility and connectivity both locally and regionally through a road network that encourages efficient bus operation.
- 5.1.6 Maximise transport connectivity within and between modes by integrating the delivery of the CCBC Active Travel Plan with the Metro to improve bus, rail, walking and cycling provision to increase accessibility and add value to the Metro proposals.
- 5.2 ***What has gone well to date:–***
 - 5.2.1 Keolis Amey has been awarded the Grant Agreement and is the new Operator and Development Partner within Transport for Wales (TfW). They have taken over operational control of the rail services (October 2018) and begun detailed design for the Core Valley Lines (CVL) transformation programme. The Rhymney line is part of the South Wales Metro Project (2019 to 2024).
 - 5.2.2 A £30m jointly funded investment package for Metro plus schemes has been agreed with WG (commencing 2019/20). The key project for the authority within this programme is the Caerphilly Interchange. Initial feasibility work has already commenced on this project and the final draft is expected to be available by autumn 2019.
 - 5.2.3 “A Foundation for Success” is the Council’s overarching regeneration strategy for the 5 year period 2018-2023 and was adopted by Council in July 2018. In addition a draft economic development strategy, ‘Delivering Prosperity’ has been produced along with a Caerphilly Masterplan which was also approved by Council in July 2018 and the Ystrad Mynach Masterplan was approved by Council in April 2019. Further masterplans for Greater Blackwood, Heads of the Valley and Newbridge to Risca Corridor are planned or being progressed.
 - 5.2.4 Discussions in relation to the Nelson to Ystrad Mynach passenger services have commenced but are in relatively early stages. The line is still currently used as a freight line transporting coal from the opencast mine in Merthyr Tydfil.
 - 5.2.5 Work has commenced on protecting the route to allow a reinstatement of a public transport route from Caerphilly to Newport. Given that the previous railway was removed this would not be considered until towards the end of the 15 year Metro programme and would require a significant investment. Other alternatives may need to be considered to achieve an improved transport link.
 - 5.2.6 Details of TfW's proposed station investment programme for the Core Valley Lines are awaited. Initial contact has been made with TfW to inform them of CCBC's rail and Metro plus priorities.
 - 5.2.7 Improvements to bus stops in the Caerphilly Basin have been substantially delivered and will be completed in 2019/20. Design of the proposals for the 200 Mid Valley area bus stops has begun with delivery expected in 2019/20 to 2020/21 subject to securing WG Local Transport Fund (LTF) funding. So far £144k of LTF funding from WG has been allocated for the Mid-Valleys.

- 5.2.8 Delivery of new ticket machine infrastructure based on GPS technology for the smaller bus operators has been implemented throughout Wales during the first half of 2018. This will provide a wider platform for real time, vehicle tracking and integrated ticket solutions (including contactless transactions) in future. The system is managed by Caerphilly CBC on behalf of 16 of the 22 Welsh Councils.
- 5.2.9 TfW are developing proposals for a 4 trains per hour service on the Ebbw Valley Railway that would require significant improvements to Crumlin and Newbridge stations, with a view to delivery by 2024. Details are awaited and dialogue with TfW has been initiated.
- 5.2.10 Completed delivery of the strategic Nelson to Ystrad Mynach active travel route and development of other strategic and local routes. Delivery will be constrained by available funding. Further bids will be submitted to WG for additional funding for a number of schemes to be designed and constructed during 2019/20.
- 5.2.11 Pwllpant highway improvement scheme completed and significant improvement with traffic flows through this busy junction has been recorded. The Authority has also received a number of positive comments on the success of these improvements.
- 5.2.12 Wales and Border rail franchise awarded to Keolis Amey in June 2018. For the Rhymney Line, this commits to providing 4 trains per hour between Rhymney and Cardiff, 6 trains per hour between Caerphilly and Cardiff, brand new Tri-mode trains (battery / electric / diesel) which will exclusively run emission free (battery or electric only) from Cardiff to Rhymney; improved Sunday timetables, new digital ticketing platforms and discounted travel for younger people. The new trains will be operational by December 2023.
- 5.2.13 Stagecoach has been awarded funding from the DfT Ultra Low Emission Bus (ULEB) grant to purchase a fleet of 16 fully electric buses and the associated charging infrastructure to operate the network of local routes in the Caerphilly Basin. These are expected to be fully operational by April 2020. Feasibility work on an integrated transport Hub at Caerphilly as part of a wider regeneration scheme for the town is currently being taken forward to stimulate and facilitate new business, retail, leisure and tourist opportunities.

5.3 ***What has not gone well to date: -***

- 5.3.1 Governance issues within the Cardiff Capital Region City Deal have delayed some elements of progress and delegation to the Regional Transport Authority. Progress with the Strategic Development Plan has also been slower than anticipated.
- 5.3.2 Progress with formalising the working relationship with WG and TfW, particularly for the development, prioritisation and delivery of Metro plus schemes, has been slow. However, it is anticipated that the WG's White Paper on 'Improving public transport' (and consideration of a Joint Transport Authority) will offer the opportunity to clarify and agree this and to secure a sustained form of multi-year funding to support it. There are some challenging timescale/requirements to spend the WG element of funding by the year end and the possibility of similar difficulties in future years.
- 5.3.3 The Council like other public bodies is under extreme financial pressure, particularly with regards to revenue funding and this has led to cuts in the budget for subsidised bus services and the introduction of bus station departure charges, which could result in a contraction of the bus network and could potentially contribute to isolating some communities.

5.4 ***What is the impact to date on the citizen?***

- 5.4.1 Citizens would not have seen many significant changes to date as the development of strategies and proposals have been the priorities during these initial phases. The main change that would be evident is the appointment of the operator delivering rail services which is now Transport for Wales with its partner Keolis Amey.

5.4.2 Improvements in the bus corridor infrastructure should now be evident along with some initial improvements in active travel links.

5.4.3 Journey times through the newly improved Pwll-y-pant roundabout are evident and positive feedback has been received from the public.

5.5 Conclusion

5.5.1 From the information highlighted within the report it is evident that during the first year good progress has been made in relation to the key outcomes related to this Well-being Objective.

6. ASSUMPTIONS

6.1 There have been no assumptions made within the information contained within this report as it is a factual statement of performance against WBO4.

7. LINKS TO RELEVANT COUNCIL POLICIES

7.1 The Well-being Objectives maximise our contribution towards the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015.

7.1.1 A prosperous Wales and a more Resilient Wales – Would be supported by this objective as it will generate employment opportunities within a low carbon environment

7.1.2 A Healthier Wales – because the Metro programme will have a low carbon, fast and efficient transport system that increases accessibility and connectivity, linking people to employment opportunities and realised benefits of the City Deal maximises our contribution to a Globally Responsible Wales.

7.1.3 A More equal Wales – Where everyone can get around and access employment or other services and facilities, which will all contribute significantly to increasing prosperity through economic growth. The Welsh Government in their 'Prosperity for All' national strategy have made skills and employability one of their priority areas, travel and access is an important way to enable the connection between jobs and people. The Welsh Government is seeking to increase the number of shorter, more local trips, that are undertaken by walking and cycling (including the use of mobility scooters), termed active travel. Active travel trips will include journeys to school, to work, to the shops or to local services such health or leisure centres. Increasing active travel will have the important additional benefits of promoting healthier lifestyles and reducing the negative impacts of traffic upon our neighbourhoods and communities.

7.1.4 A Wales of Cohesive Communities - would benefit as this objective will ensure better connected communities through integrated transport at a local and regional level.

7.2 Corporate Plan 2018-2023

7.2.1 This Well-being objective will contribute to 3 of the 5 Corporate Well-Being Objectives as highlighted below:

7.2.2 Objective 2 - Enabling employment – by providing more accessibility and regeneration within the borough.

7.2.3 Objective 5 - Creating a county borough that supports a healthy lifestyle in accordance with the Sustainable Development Principle within the Wellbeing of Future Generations (Wales)

Act 2015 – in actively promoting and implementing active travel measures in accordance with the authority's Active Travel Routes Map and Integrated Network Map.

- 7.2.4 Objective 6 - Support citizens to remain independent and improve their well-being – by enhancing the opportunity and availability of various transport modes not only within the borough but also the wider South East Wales region.

8. WELL-BEING OF FUTURE GENERATIONS

- 8.1 This report links directly to the Well-being goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales
 - A resilient Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities
 - A globally responsible Wales
- 8.2 It is consistent in all of the five ways of working as defined within the sustainable development principle in the Act that it supports:
- 8.2.1 **Long Term** – City Deal is set over a 10 year period with regional planning having a 20 year framework. The Active Travel (Wales) Act is a Welsh Government initiative that supports these and aims to improve sustainable transport throughout Wales, and looks to achieve higher levels of walking and cycling by promoting them as a mode of transport which in turn supports Caerphilly's corporate objective to reduce carbon emissions and reduce our contribution to global warming.
- 8.2.2 **Prevention** - The provision of an affordable, efficient and low carbon based transport system that seeks to minimise journey times and increase connectivity and accessibility will also help support residents in accessing better employment opportunities, contributing towards the City Deal objectives of economic growth.
- 8.2.3 **Integration** – The Strategic Regional Strategy will look at how the whole region can benefit from a range of 'joined up' activity including how transport can help with economic growth and be part of wider planning of well-being benefits. Caerphilly is a borough where people's choices and behaviours that benefit future health are understood. CCBC will ensure that clean, sustainable green modes of transportation are developed and serve the community wherever possible. Improved connectivity should enhance and provide more cohesive communities. This demonstrates that CCBC promote communities to be caring and environmentally conscious. This in turn helps to create a tidier, more attractive place for residents, visitors and potential inward investors.
- 8.2.4 **Collaboration** – Caerphilly is part of a multi collaborative approach between public and private sector including the successful rail franchise and bus operators along with both Welsh and Westminster Governments. Collaboration around the digital strategy as part of the Cardiff Capital Region City Deal, is an exciting aim to become part of a world class digital connectivity which would support businesses, employment, schools at a regional and local level and has the potential to change the way we live and work. Caerphilly is innovative, productive and a low carbon local authority which recognises the limits of the global environment & uses resources efficiently and proportionately, and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities.
- 8.2.5 **Involvement** - The delivery of a modern, integrated and sustainable transport system will involve the collaboration of a large number of bodies, including the 10 Capital-Region local authorities. Some of our poorest environmental quality is associated with our most deprived

areas. Ensuring that everyone across the county borough has equal access to a clean, green and an attractive environment is a core element of our work, and this is supported throughout Caerphilly's various services. Where development work is being carried out in these areas then staff will be encouraged to meet local people driving change throughout their communities, this will ensure staff will be more proactive and more invested in community projects. It also gives staff a much better understanding of the drivers and blockers of change within the communities and what is having a real effect on people's well-being.

9. EQUALITIES IMPLICATIONS

- 9.1 An Equalities Impact Assessment is not needed because the issues covered are for information purposes only, therefore the Council's full EIA process does not need to be applied.

10. FINANCIAL IMPLICATIONS

- 10.1 Resources to deliver the objective are still not fully known as much of the work is in the early development phases and subject to a variety of funding mechanisms. As and when specific issues that would have a draw on authority funding are developed, appropriate reports will be brought forward for members' consideration.

11. PERSONNEL IMPLICATIONS

- 11.1 There are no personnel implications resulting from this report.

12. CONSULTATIONS

- 12.1 All responses from consultations have been incorporated in the report.

13. STATUTORY POWER

- 13.1 Local Government Act 2000.

Author: Marcus Lloyd, Head of Infrastructure (Email: lloydm1@caerphilly.gov.uk)
Consultees: Councillor Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations Champion
Councillor Barbara Jones, Cabinet Member for Finance, Performance & Governance
Cllr D T Davies, Chair of Environment & Sustainability Scrutiny Committee
Cllr A Hussey, Vice Chair of Environment & Sustainability Scrutiny Committee
Mark S Williams, Interim Corporate Director – Communities
Stephen Harris, Interim Head of Business Improvement Services
Rob Tranter, Head of Legal Services and Monitoring Officer
Rhian Kyte, Head of Regeneration & Planning
Rob Hartshorn, Head of Public Protection, Community & Leisure Services
Ros Roberts, Performance Manager
Ian Raymond, Business Improvement officer
Anwen Cullinane, Senior Policy Officer (Equalities and Welsh Language)
Shaun Watkins, HR Service Manager
Mike Eedy, Finance Manager
Clive Campbell, Transportation Engineering Manager
Chris Adams, Highways Engineering Group Manager

Appendices

Appendix 1 Extract Annual Performance Report - Wellbeing Objective 4

Background Papers:

Corporate Plan 2018-2023 (Approved by Cabinet 11 April 2018, Endorsed by Council 17 April 2018)

WBO 4 – ‘Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment’

Annual Performance Report 2018/19

Well-being Objective 4

Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimizes the adverse impacts on the Environment

Our Well-being Statement

Through public consultations, partnership and collaborative working arrangements our evidence shows that the current infrastructure is not coping well as there's too much traffic congestion, which is not able to readily cross valleys; Trains and buses can be expensive or don't necessarily run at suitable times or locations to get to work. Rolling stock is tired and there is high dependency on car usage. We need to continue to develop our infrastructure as over 24% of Caerphilly's population don't have access to a car.

This means that good quality transport networks are crucial for the safeguarding and well-being of our environments and the people it serves, to enable and enhance access to education, jobs, leisure and other quality of life opportunities. It is also important that we conserve the use of resources and consider the impact of Carbon emissions both on our planet and all living things, particularly the health of our communities and people.

Connectivity throughout our county borough and to our bordering and outside communities is also vital for, bringing work into our localities (attracting businesses and sustaining or improving our economy and minimising commuting), or for our citizens to be able to access work or accessing wider facilities and opportunities that offer prosperity for our future generations.

Evidence shows that, much investment is urgently needed to secure our future and ensure that our people and communities prosper, stay healthy, become more cohesive, have equal access to opportunities and minimise their global impact. The Welsh Government, Department for Transport (DfT) and Cardiff Capital Region City Deal (CCRC) working groups, along with a consortium of Local Authorities recognise this, and will, over the next couple of years, address some of the findings through a series of large investment programmes and by implementing for example, the proposed suite of outcomes we want to happen for this objective.

CYSYLLTU POBL, CYSYLLTU MANNAU
CONNECTING PEOPLE, CONNECTING PLACES



What are our outcomes?

This objective has 6 medium to long-term programs that will not show any radical or immediate changes within our communities in its early phases or stages of planned works.

This means that you may not have seen many significant changes to date as the development of strategies and proposals have been the priorities during these initial phases of work.

1. Work with the delivery of the South Wales Metro, aiming for the Core Valley Lines Electrification programme as part of the delivery of the wider South Wales Metro scheme.
2. Develop the CCBC Regeneration Strategy and Delivery Plan with connectivity at its heart, promoting accessibility, the Metro and digital and Broadband improvements
3. Promote the reinstatement of passenger services to the Nelson to Ystrad rail line under the Metro programme.
4. Promote the reinstatement of the Caerphilly to Newport route link as part of the Metro programme.
5. Promote a sustainable bus network that supports accessibility and connectivity both locally and regionally through a road network that encourages efficient bus operation.
6. Maximise transport connectivity within and between modes by integrating the delivery of the CCBC Active Travel Plan with the Metro to improve bus, rail, walking and cycling provision to increase accessibility and add value to the Metro proposals.

How have we performed overall in 2018/19?

Evidence to date, shows that during 2018/19, generally good progress has been made against several of the key outcomes identified above.

We have reviewed the original published objective outcome statements (as published in 2018) and identified that it continues to be fit for purpose moving into 2019/20 onwards.

What went well?

A transport passenger business 'Keolis Amey' was awarded the Grant Agreement to become the new operator and development partner within Transport for Wales (TfW). They have taken over operational control of the rail services (since October 2018) and begun detailed design for the Core Valley Lines Transformation Programme. The Rhymney line is part of the South Wales Metro Project (2019 to 2024).

A £30m jointly funded investment package for Metro plus schemes, has been agreed with Welsh Government beginning 2019/20. The key project for the authority within this programme is, The Caerphilly Interchange. Initial feasibility work has already started on this project and the final draft is expected to be available by summer / autumn 2019.

"A Foundation for Success" is the Council's overarching regeneration strategy for the 5 year period 2018-2023 and was adopted by Council in July 2018. In addition, a draft Economic Development Strategy - 'Delivering Prosperity' has been produced along with a Caerphilly Masterplan (approved by Council in July 2018) and the Ystrad Mynach Masterplan was approved by Council in April 2019.

Further Masterplan's for Greater Blackwood, Heads of the Valley and Newbridge to Risca corridor are planned and/or being progressed.

Discussions in relation to the Nelson to Ystrad Mynach passenger services have started, but are in relatively early stages. This line is still currently used as a freight line, transporting coal from the opencast mine in Merthyr Tydfil.

Work has begun on protecting a route between Caerphilly to Newport, to potentially allow the reinstatement of a public transport rail-line. The previous rail-line was removed some time ago and this would require a significant investment, so would not be considered until towards the end of the 15 year Metro programme.

Other alternatives may need to be considered to achieve an improved transport link.

Details of Transport for Wales (TfW's) proposed Station Investment Programme for the Core Valley Lines are still being worked on. Initial contact has been made with TfW to inform them of CCBC's rail and Metro plus priorities.

Improvements to bus stops in the Caerphilly basin have been substantially delivered and will be completed in 2019/20. Design of the proposals for the 200 Mid Valley area bus stops has begun with delivery expected in 2019/20 to 2020/21, subject to securing Welsh Government Local Transport Fund (LTF) funding. So far, £144k of LTF funding from WG has been allocated for the Mid- Valleys.

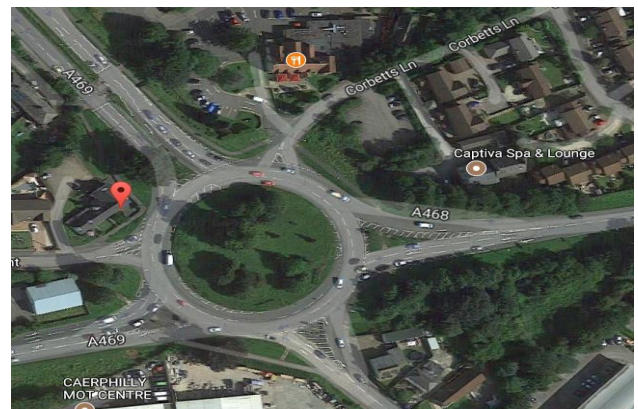
Delivery of new ticket machine infrastructure based on GPS technology for the smaller bus operators was implemented throughout Wales during the first half of 2018. This will provide a wider platform for real time vehicle tracking and integrated ticket solutions (including contactless transactions) in the future. We manage the system on behalf of 16 of the 22 Welsh Councils.

Transport for Wales (TfW) are developing proposals for a four trains per hour service on the Ebbw Valley Railway, which would require significant improvements to Crumlin and Newbridge stations, with a view to delivery by 2024. Details are awaited and discussion with TfW has started.

We completed delivery of the Nelson to Ystrad Mynach - active travel route, and identified development opportunities of other active and local travel routes.

The Pwllypant highway improvement scheme (roundabout) is now completed and significant improvement with traffic flows through this busy junction have been recorded.

The Wales and Border rail franchise awarded in June 2018 commits to providing four trains per hour for the Rhymney line between Rhymney and Cardiff, 6 trains per hour between Caerphilly



and Cardiff, brand new Tri-mode trains (battery /

electric / diesel) which will exclusively run emission free (battery or electric only) from Cardiff to Rhymney; with improved Sunday timetables, new digital ticketing platforms and discounted travel for younger people. The new trains will be operational by December 2023.

Stagecoach has been awarded an 'Ultra Low Emission Bus (ULEB) grant from the Department for Transport (DfT) to purchase a fleet of 16 fully electric buses and the associated charging infrastructure to operate the network of local routes in the Caerphilly Basin. These should be fully operational by April 2020.

Feasibility work on an integrated transport Hub at Caerphilly as part of a wider regeneration scheme for the town, is currently being taken forward to stimulate and facilitate new business, retail, leisure and tourist opportunities.

What have we learnt and where do we need to improve?

Due to the number of organisations involved in the Cardiff Capital Region City Deal, governance arrangements are somewhat complex and may lead to delays in some elements of progress and delegation to the Regional Transport Authority, affecting delivery of the Strategic Development Plan.

Progress with formalising the working relationship with Welsh Government (WG) and Transport for Wales (TfW), particularly for the development, prioritisation and delivery of Metro plus schemes, has been slow. However, it is anticipated that the WG's White Paper on 'Improving Public Transport' and consideration of a Joint Transport Authority, will offer the forum to clarify and agree this and to secure a sustained form of multi-year funding to support it. There are some challenging timescale requirements to spend the WG element of funding by the year end and the possibility of similar difficulties in future years.

The Council like other public bodies is under extreme financial pressure, particularly with regards to revenue funding, and this has led to cuts in the budget for subsidised bus services and the introduction of bus station departure charges, which may well result in a contraction of the bus network, potentially isolating communities.

What impact are we making?

The collaborative/partnership working and stakeholders involvement across the region, should see enhancements to our transportation infrastructure and the communities it connects over time. Most schemes proposed within this objective are medium to long-term in nature, so no major impacts are identifiable at present, although we have enhanced some fluidity (improved connectivity and flow of traffic) to the highways and footpaths network. (See example case studies below).

However, delivery of this objective over time should contribute to and have impacts on:

- Improved connectivity (cohesive communities)
- Enhanced freedom of movement (Gateway to opportunities)
- Jobs prospects
- Inward investment
- Quality of life (Healthier environments)
- Prosperous and sustainable communities
- The resilience of our communities and citizens
- Our Global Responsibility through making best use of available technologies

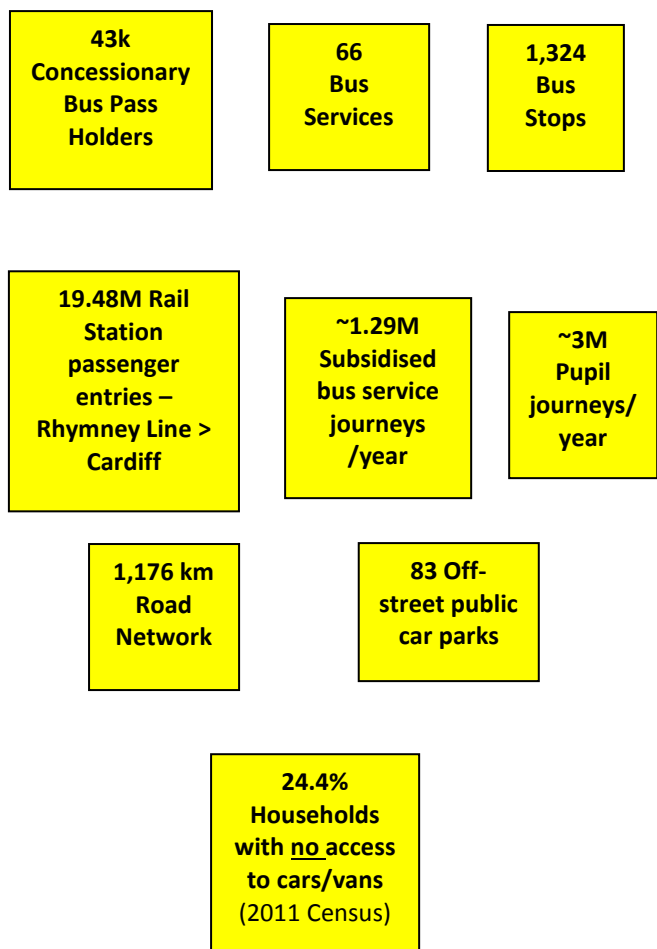
What is our future focus?

We will continue the collaborative and multi-partner agency work to deliver on the six outcomes listed for this objective. We have an action plan to monitor the progress and our

Corporate Plan identifies our main projects and the dates for completion. We have reviewed this objective and find it is still relevant and success towards it helps other objectives such as the enabling employment

Some general data (at 2018) worth noting for Caerphilly are:

Info graphics:



The following gives an indication of some of the changes and impacts as a result of this objective and related works:

Active Travel Route - Enhancement

A section of an ‘Active Travel Route’ was completed (2018/19) joining Ystrad Mynach to Nelson, as a result of being awarded funding to carry out works on the INMC17 route outlined in CCBC’s Active Travel Plan, to create a continuous footway link from Nelson, to Ystrad Mynach railway station.

The work, began on Monday 29th October 2018, involved introducing two new sections of footway (footpaths), removing the need for pedestrians to cross the busy A472 road, with additional improvements also being made to the existing footway. The works improved the safety of pedestrians using this route, and enhanced the link between these two communities.

The work was undertaken in two phases, to minimise disruption to the existing network and highway users, with works predominantly delivered during off-peak hours.

The Active Travel (Wales) Act is a Welsh Government initiative to improve sustainable transport throughout Wales, and looks to achieve higher levels of walking and cycling by promoting them as a mode of transport. This particular programme forms part of this scheme.



For information about Active Travel, refer to the Active Travel webpages

<https://www.caerphilly.gov.uk/Services/Transport-and-parking/Active-Travel>



