

Appendix 1 - Rationale for 30mph Exceptions

NB Camera surveys were undertaken during school termtime in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12-hour survey period (7:00am – 7:00pm).

Ward	Road	Rationale
Aberbargoed and Bargoed	Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms)	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • Not within 100m walk of any educational setting, community centre, hospital. • No roadside amenities/attractors for pedestrians and cyclists. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Aberbargoed and Bargoed	Angel Way Link Road between Aberbargoed roundabout and Britannia roundabout (including both roundabouts)	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3.1 pedestrians, 0.3 cycles per hour</p>
Aberbargoed and Bargoed Cefn Fforest and Pengam	A4049 Pengam Road from Britannia roundabout to south of Britannia Terrace	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Very limited frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian crossing assessment recently carried out. Site does not have sufficient numbers of pedestrians crossing the road to satisfy our criteria. • Warning signs to be installed to raise drivers' awareness of playground.
Argoed	A4048 Hollybush	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Frontage development mainly limited to one side of the road. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting or hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Northern end</p>

		<p>Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p>
Argoed	A4048 Argoed	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Frontage development mainly limited to one side of the road. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting or hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Northern end Crossing road – 3.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall Crossing road – 0 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3 pedestrians, 1.8 cycles per hour</p>
Bedwas and Trethomas Machen and Rudry	A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuge is provided to aid crossing manoeuvres. • Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Crossing road – 3.6 pedestrians, 1 cycle per hour Travelling along road – 11.2 pedestrians, 3.5 cycles per hour</p>

<p>Bedwas and Trethomas</p>	<p>A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village</p>	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • Not within 100m walk of any hospital. • Within 100m walk of the Workman's Hall however this is set back from this road and are accessed from Old Newport Road. • Signalised pedestrian crossing is provided to aid crossing manoeuvres. • Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres. <p>Highfields Way near St Andrews Drive junction Crossing road – 1.2 pedestrians, 0.1 cycles per hour Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p> <p>Highfields Way near Ash Grove junction Crossing road – 6 pedestrians, 0 cycles per hour Travelling along road – 13.4 pedestrians, 0.5 cycles per hour</p> <p>Bryn Rd arm of roundabout Crossing road – 6.9 pedestrians, 0.1 cycles per hour Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout Crossing road – 7 pedestrians, 0.2 cycles per hour Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout Crossing road – 6.1 pedestrians, 0.1 cycles per hour Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout Crossing road – 4.6 pedestrians, 0 cycles per hour</p>

		Travelling along road – 26.3 pedestrians, 1 cycle per hour
Blackwood	B4251 High Street from the Chartist Bridge roundabout to a point north of the access road to St Margaret's Church	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Crossing road – 0.8 pedestrians, 0 cycles per hour Travelling along road – 11.1 pedestrians, 0.8 cycles per hour</p>
Blackwood Penmaen Pontllanfraith	B4254 Southern Cross Valley Link (between Libanus traffic Signals and the Penmaen Road Roundabout (including the B4251 Penmaen Road approach)	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • Limited frontage development. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian facilities are present within the traffic signals at the Libanus Road junction and pedestrian refuge islands are provided at the eastern end to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>Near Maes-yr-Afon junction Crossing road – 10.8 pedestrians, 0.8 cycles per hour Travelling along road – 5.8 pedestrians, 0.5 cycles per hour</p>
Cefn Fforest and Pengam Blackwood	Bryn Road from the Highfields Way Roundabout to its junction with Twyn Gardens	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • Bryn Road has limited frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres. <p>Bryn Rd arm of roundabout Crossing road – 6.9 pedestrians, 0.1 cycles per hour Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout Crossing road – 7 pedestrians, 0.2 cycles per hour Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p>

		<p>Oak Terrace BP arm of roundabout Crossing road – 6.1 pedestrians, 0.1 cycles per hour Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout Crossing road – 4.6 pedestrians, 0 cycles per hour Travelling along road – 26.3 pedestrians, 1 cycles per hour</p>
Cefn Fforest and Pengam	A4049 from south of Gellihaf Road junction to a point south of Fairview signals	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Very limited frontage development. • Not within 100m walk of any community centre, hospital. • A school is accessed from this section of road, however, the school building is in excess of 100m walk from the road. • A signalised pedestrian crossing is provided and pedestrian facilities are also present within the traffic signals at the Oak Terrace bypass junction to aid crossing manoeuvres. Pedestrian refuge islands are also provided near the school entrance. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>South of Ysgol Cwm Rhymni entrance Crossing road – 0.9 pedestrians, 0 cycles per hour Travelling along road – 4.6 pedestrians, 0.8 cycles per hour</p> <p>North of Ysgol Cwm Rhymni entrance Crossing road – 5.6 pedestrians, 0 cycles per hour Travelling along road – 15.8 pedestrians, 0.7 cycles per hour</p> <p>Near Plas Road junction Crossing road – 1.3 pedestrians, 0 cycles per hour Travelling along road – 6.8 pedestrians, 0.8 cycles per hour</p>
Cefn Fforest and Pengam	B4254 from a point approx. 100m east of the school side gate to the Highfields Way roundabout	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. • Pedestrian refuge island is provided at the roundabout at the eastern end to aid crossing manoeuvres.

		<p>End of southern footway Crossing road – 2.3 pedestrians, 0 cycles per hour Travelling along road – 6.2 pedestrians, 0.3 cycles per hour</p> <p>Near access road to property on northern side Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 3.6 pedestrians, 0.2 cycles per hour</p> <p>Bryn Rd arm of roundabout Crossing road – 6.9 pedestrians, 0.1 cycles per hour Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout Crossing road – 7 pedestrians, 0.2 cycles per hour Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout Crossing road – 6.1 pedestrians, 0.1 cycles per hour Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout Crossing road – 4.6 pedestrians, 0 cycles per hour Travelling along road – 26.3 pedestrians, 1 cycle per hour</p>
Crosskeys	B4591 Risca Road from the A467 to the junction with High Street	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • 7.5 tonnes maximum weight limit (except for access). • Segregated footway provision on one side only with no access to the carriageway for pedestrians • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Crumlin	B4251 Kendon Road from a point east of Ty Brachty Terrace playground to its junction with Woodview Terrace	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting or hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.

		<p>Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 1.3 pedestrians, 0.3 cycles per hour</p>
Crumlin	B4251 Kendon Road from east of Main Street junction to the A467	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development on one side only. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Segregated alternative route exists for pedestrians. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Crossing road – 1.9 pedestrians, 0.2 cycles per hour Travelling along road – 3.4 pedestrians, 0.8 cycles per hour</p>
Crumlin	A467 from the junction with Crumlin Road to a point south of the fuel station	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Crumlin	A472 Hafodyrynys Road from the A467 junction to a point east of the newly demolished properties	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • Low numbers of pedestrians and cyclists travelling along or across the road. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuges are provided to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Lawn Terrace junction Crossing road – 0.3 pedestrians, 0 cycles per hour Travelling along road – 0 pedestrians, 0.1 cycles per hour</p> <p>East of Lawn Terrace junction Crossing road – 0.3 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.2 cycles per hour</p> <p>Near junction with Gladstone Road</p>

		<p>Crossing road – 0.3 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrians, 0.3 cycles per hour</p> <p>East of recently demolished properties Crossing road – 0.1 pedestrians, 0 cycles per hour Travelling along road – 0.6 pedestrians, 0.2 cycles per hour</p>
Crumlin	A472 Hafodyrynys Road from west of the Swffryd junction to a point east of the former fuel station.	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development. • Not within 100m walk of any educational setting or hospital. • Within 100m walk of Community Centre however a signalised pedestrian crossing facility is provided to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Darran Valley	Common road between the cattle grid at the northern end of Pentwyn Village to the cattle grid south of Fochriw.	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Llanbradach	Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuge is provided to aid crossing manoeuvres. • Footway present on one side only. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Crossing road – 5.6 pedestrians, 0.8 cycles per hour Travelling along road – 0 pedestrians, 0.7 cycles per hour</p>
Machen and Rudry	A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development on one side only. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital.

		<ul style="list-style-type: none"> Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 1.9 pedestrians, 0.7 cycles per hour</p>
Maesycwmmmer	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout)	<ul style="list-style-type: none"> 'A' class road that forms part of the strategic highway network. No frontage development. Limited roadside amenities/attractors for pedestrians and cyclists. Not within 100m walk of any educational setting, community centre, hospital. Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Crossing road – 0.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.8 pedestrians, 1.9 cycles per hour</p>
Maesycwmmmer	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights	<ul style="list-style-type: none"> 'A' class road that forms part of the strategic highway network. Frontage development on one side of the road only. Limited roadside amenities/attractors for pedestrians and cyclists. Not within 100m walk of any educational setting, community centre, hospital. A signalised Toucan crossing is provided at the north-eastern end of the section, pedestrian facilities are also present within the traffic signals at the centre of the village and the south-western end to aid crossing manoeuvres. A subway is also available for use at the Tabor Road junction. Existing off-highway active travel route running east-west. Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Near car sales at Western end Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 2.2 pedestrians, 0.8 cycles per hour</p> <p>Near The Boot junction Crossing road – 5.2 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.8 cycles per hour</p>
Maesycwmmmer Pontllanfraith	A4049 from the Bryn Road Roundabout to a point east of the new housing development	<ul style="list-style-type: none"> 'A' class road that forms part of the strategic highway network. Limited frontage development on one side of the road only. No roadside amenities/attractors for pedestrians and cyclists. Not within 100m walk of any educational setting, community centre, hospital.

Moriah and Pontlottyn	Carn-y-Tyla Terrace, Abertysswg from south-east of IDS School access road to a point west of the primary phase access road	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, limited frontage development on one side of the road only. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital (note – 20mph will apply around the two school access points). • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>At northern end Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 4.8 pedestrians, 1.1 cycles per hour</p> <p>At southern end Crossing road – 1.4 pedestrians, 0 cycles per hour Travelling along road – 6.2 pedestrians, 1 cycle per hour</p>
Moriah and Pontlottyn	A469 Merchant Street between access to Capital Valley Ind Est and Heol Evan Wynne	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Provides a 30mph buffer zone between the national speed limit section and the 20mph speed limit within the village. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Moriah and Pontlottyn Darran Valley	Fochriw Road between Brynhyfryd, Pontlottyn and Heol-y-Bryn, Fochriw	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • Very limited frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Nelson	A472 Mafon Road west of the Railway Inn PH to the Nelson roundabout	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development. • Not within 100m walk of any educational setting, community centre, hospital. • A signalised Toucan crossing and a pedestrian refuge island are provided to aid access to amenities. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.

		<p>Near Railway Public House Crossing road – 3.4 pedestrians, 0.1 cycles per hour Travelling along road – 2.9 pedestrians, 2.5 cycles per hour</p>
New Tredegar	A4049 between A469 junction and the Colliers Row junction	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Very limited frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
New Tredegar	A4049 White Rose Way between the junction with St David's Park and the southern end of the village.	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Very limited frontage development. • Section of road is within 100m of primary school and community centre, however, there is an alternative provision to enable pedestrians and cyclists to cross the road without mixing with motor traffic (DDA compliant footbridge). • Active travel route provided in the form of a shared use footway. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Near The Winding House Museum Crossing road – 1.6 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0 cycles per hour</p>
Penyrheol	Hendredenny Drive from St Cenydd Road to a point east of Chester Court	<ul style="list-style-type: none"> • Very limited frontage development. • Very limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian phase within traffic signals at St Cenydd Road to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Near the junction with Groeswen Crossing road – 5.8 pedestrians, 0.1 cycles per hour Travelling along road – 7.1 pedestrians, 0.5 cycles per hour</p>

Risca West	B4591 Pontymister between the Mill Street Roundabout and the A467 Roundabout (including the A467 Roundabout)	<ul style="list-style-type: none"> • 'A' and 'B' class roads that form part of the strategic highway network. • No frontage development. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
St Cattwg	A469 New Road, Pengam between Angel Way traffic signals and north of the Aldi junction in Tir-y-Berth	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • Limited frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of a community centre, hospital. • Northern end is adjacent to the main vehicular entrance to Lewis School Pengam, however, pedestrians do not mix with motor traffic as movements are controlled by extensive pedestrian guardrail and a pedestrian phase within the traffic signals. School pupils also have the benefit of a footbridge to gain access to the school. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant. <p>South of Pengam Traffic Signals Crossing road – 0.7 pedestrians, 0 cycles per hour Travelling along road – 3.6 pedestrians, 0.3 cycles per hour</p> <p>North of Pengam Traffic Signals Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 5.5 pedestrians, 0.3 cycles per hour</p> <p>Near Pwll yr Allt junction (including pedestrian refuge) Crossing road – 2.3 pedestrians, 0.1 cycles per hour Travelling along road – 8.9 pedestrians, 1.5 cycles per hour</p>
St Cattwg Hengoed	A469 New Road, Tir-y-Berth from south of William Street to southern end of village	<ul style="list-style-type: none"> • 'A' class road that forms part of the strategic highway network. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Pedestrian refuge island is present to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
St Cattwg	B4254 between Glyn-Gaer Road and Castle Hill, Gelligaer	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development.

		<ul style="list-style-type: none"> • Low numbers of pedestrians and cyclists travelling along or across the road. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Signalised pedestrian crossings are provided at both ends of the section to aid crossing manoeuvres. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
St Cattwg	B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • Limited frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>East of junction with Heol Adam Crossing road – 0.4 pedestrians, 0 cycles per hour Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
St Cattwg	B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary	<ul style="list-style-type: none"> • 'B' class road that forms part of the strategic highway network. • No frontage development. • Low numbers of pedestrians and cyclists travelling along or across the road. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Near junction with Llancaiach Fawr: Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 0 pedestrians, 1.5 cycles per hour</p>
Twyn Carno	Merthyr Road between Llechryd and the Prince of Wales PH.	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • Limited frontage development. • Limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital.
Twyn Carno	B4257 High Street Rhymney between Llechryd and approx. 100m north of Ael-y-Bryn Community Centre.	<ul style="list-style-type: none"> • 'B' Class Road • Very limited frontage development. • No roadside amenities/attractors for pedestrians and cyclists.

		<ul style="list-style-type: none"> • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. • Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae.	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Shared cycleway/footway alongside carriageway on part of the length. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. • Partial prohibition of pedestrians along route <p>Near ramp leading to Pen-Y-Cae Crossing road – 5.3 pedestrians, 0.3 cycles per hour Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge to north of Pen-Y-Cae Crossing road – 0.4 pedestrians, 0 cycles per hour Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
Van	Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • No frontage development. • No roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital. • Footway present on one side only. • Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>East of junction with Lansbury Park Distributor Road Crossing road – 2.3 pedestrians, 0.6 cycles per hour Travelling along road – 1.3 pedestrians, 0.5 cycles per hour</p>
Van	Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • Very limited frontage development. • Very limited roadside amenities/attractors for pedestrians and cyclists. • Not within 100m walk of any educational setting, community centre, hospital.

		<ul style="list-style-type: none"> Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>West of Cwrt Ty Mawr Crossing road – 4.9 pedestrians, 0 cycles per hour Travelling along road – 8.2 pedestrians, 1.3 cycles per hour</p> <p>East of Cwrt Ty Mawr Crossing road – 5.8 pedestrians, 0 cycles per hour Travelling along road – 4.9 pedestrians, 1.1 cycles per hour</p> <p>Near Wernddu Court Crossing road – 0.8 pedestrians, 0.2 cycles per hour Travelling along road – 3 pedestrians, 1.3 cycles per hour</p>
Ynysddu	B4251 Ynysddu from the northern end of the village to the northern end of Cwmfelinfach	<ul style="list-style-type: none"> 'B' class road that forms part of the strategic highway network. Limited frontage development. Not within 100m walk of any educational setting, community centre, hospital. Signalised pedestrian crossing and pedestrian refuges are provided to aid crossing manoeuvres. 7.5 tonnes maximum weight limit (except for access) Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Northern end of village Crossing road – 2.7 pedestrians, 0 cycles per hour Travelling along road – 0.8 pedestrians, 0.2 cycles per hour</p> <p>North of High Street junction Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 1.7 pedestrians, 0.3 cycles per hour</p> <p>South of High Street junction Crossing road – 0.8 pedestrians, 0 cycles per hour Travelling along road – 3.4 pedestrians, 0.4 cycles per hour</p>
Ynysddu	B4251 Wattsville from Full Moon roundabout to the North Blackvein Ind Est entrance	<ul style="list-style-type: none"> 'B' class road that forms part of the strategic highway network. Limited frontage development on one side only. No roadside amenities/attractors for pedestrians and cyclists. Not within 100m walk of any educational setting, community centre, hospital. 7.5 tonnes maximum weight limit (except for access).

		<ul style="list-style-type: none"> Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Near Islwyn Road junction Crossing road – 0.1 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.5 cycles per hour</p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)	<ul style="list-style-type: none"> 'A' class road that forms part of the strategic highway network. Limited frontage development. Limited roadside amenities/attractors for pedestrians and cyclists. Not within 100m walk of any educational setting, community centre, hospital. A signalised pedestrian crossing is provided at the eastern end of the section to aid crossing manoeuvres and a refuge island is available at Tredomen roundabout. Numbers of pedestrians and cyclists travelling along or across the road are not considered significant. <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>
Ystrad Mynach	Penallta Link Road from Tredomen roundabout to north of Penallta House access road	<ul style="list-style-type: none"> Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. No frontage development. Not within 100m walk of any educational setting, community centre, hospital. Pedestrian refuge island is provided at Tredomen roundabout to aid crossing manoeuvres. Off-road active travel route in underpass provided to facilitate east-west movements. Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.

		<p>Penallta Link Road at entrance to Tredomen Roundabout Crossing road – 4.2 pedestrians, 0 cycles per hour Travelling along road – 6 pedestrians, 1.4 cycles per hour</p>
Ystrad Mynach	Northern end of Penallta Link Road and Penallta Road to Pen-y-Bryn Terrace	<ul style="list-style-type: none"> • Not an 'A' or 'B' class road, however, does not only serve as access to residential properties. • Very limited frontage development and continuous footway on one side of the road only. • Limited roadside amenities/attractors for pedestrians and cyclists. Refuge island provided to access bus stop. • Good standard of footway • Not within 100m walk of any educational setting, community centre, hospital. • Numbers of pedestrians and cyclists travelling across the road are not considered significant. <p>Near junction with Dragon Way Crossing road – 1.1 pedestrians, 0 cycles per hour Travelling along road – 21.1 pedestrians, 2.7 cycles per hour</p> <p>Near junction with Cwm Calon Road Crossing road – 1.6 pedestrians, 0 cycles per hour Travelling along road 13.8 pedestrians, 1.4 cycles per hour</p> <p>Near Penallta Park entrance Crossing road – 3.3 pedestrians, 0.1 cycles per hour Travelling along road – 12.9 pedestrians, 1.4 cycles per hour</p>