

Summary Report of the Consultation on Phase 1 of the Active Travel Link from Ystrad Mynach to Pengam

The consultation commenced on the 8th July 2019 with the delivery of over 1000 letters in the Ystrad Mynach Town Centre and adjacent streets. The public were informed of a consultation event organised at Lewis Girls School to consider the proposals for an Active Travel Scheme to provide safe and appropriate improvements for walking and cycling connecting eventually to Pengam in the north and to Ystrad Mynach Town centre along a corridor following the A469.

The consultation was available **on line and in paper form** at the exhibition and the web page and included a link to maps and information.

All residents were provided with a way of contacting the Authority for further details or to enable them to request further assistance. The Cabinet Member and Ward Members were made aware of the consultation in advance and the Community Council was also informed.

54 responses were received. 37 members of the public attended the exhibition 59% attending were residents of Pengam Road where the main changes are proposed and 41% lived in the vicinity of the scheme.

Respondents were asked in general do they agree or disagree with the scheme outlined in the proposal.

48.0% - Disagree with the proposed scheme. 17% of the respondents, who disagreed with the scheme, sited the completion of the Cwm Calon Link as being more beneficial in preference to the delivery of this scheme.

43.0% - Agree with the scheme as shown.

9.0% - Didn't have an opinion or didn't know.

The suggested written response to respondent's observations is included in Table B.

Table A includes the response and decision on each written observation that will be posted on the web page and includes the changes that will be made to the design proposal the text will be sent to those who responded to the consultation and provided an email or contact address.

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Table A

The consultation commenced on the 8th July 2019 with the delivery of over 1000 letters in the Ystrad Mynach Town Centre and adjacent streets.

Members of the public were informed of a consultation event organised at Lewis Girls School where the proposals for an Active Travel Scheme to provide safe and appropriate improvements for walking and cycling connecting eventually to Pengam in the north and to Ystrad Mynach Town centre along a corridor following the A469 could be viewed. The proposal and information was made available on the web site and residents could make their observations by completing an on-line questionnaire.

The comments received included observations about the delivery of the scheme in preference to the proposed walking and cycling improvements for Ystrad Mynach stating that the Cwm Calon Cycle Link should be prioritised and delivered.

I confirm that the Cwm Calon scheme still being progressed and survey work and outline design has been produced. The scheme will continue to be developed and progressed to enable funding to be sort. The two schemes are not in competition but are at different stages due to unresolved land matters. Officers are attempting to accelerate this process but are reliant on external organisations for land matters to be resolved.

Response to those providing a contact address:-

Dear Sir/Madam,

Thank you for participating in the consultation regarding Phase 1 of the Active Travel Ystrad Mynach to Pengam walking and cycling proposals.

All suggestions for changes to the scheme have been given consideration. This response, the final design drawings and additional information will be made available on the Active Travel web page at www.caerphilly.gov.uk/Active-travel/PengamtoYstradMynach .

Matters outside the scope of the scheme relating to wider Traffic Management issues, such as the suggested one way system and additional parking requests, will be given consideration as part of a review of all transport related proposals included in the Ystrad Mynach Master Plan consultation. A review of parking regulations across the borough will also be considered and prioritised now

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that Civil Parking Enforcement has been introduced.

The scheme proposal will be revised in the following way and the scheme will then be programmed for delivery. :-

- The new bus stop boarder (build-out) will reduce in size and the pedestrian part of the island will be removed to reduce the impact on the availability of parking spaces.
- The suggested extension of the 20mph speed limit will be further considered as part of the public consultation for the next phase of the proposed walking and cycling improvements between Ystrad Mynach and Pengam.
- The gateway and associated signage on the eastern entry to the 20mph speed limit from the direction of Tesco Roundabout will be slightly revised to permit direct access to a property.
- The design of the cycle lanes will be reconsidered and if the available space permits the cycle lanes will increase in size (width). The advisory cycle lanes are only included as part of the design of the scheme on the eastern extent of Pengam Road (near Tesco's Roundabout).
- The proposed new parking bay markings indicating on-street parking near to the Town Centre west of the new 20mph gateway entry point along Pengam Road will not be implemented and the existing on-street parking will therefore be unaffected.
- Opportunities to provide secure bicycle parking within the Town Centre will be explored.
- The suggested modifications to the junction of Pengam Road and Davies Street that improve turning manoeuvres in the junction will be implemented providing the changes are feasible.

I trust that this information is of use.

Yours faithfully
For and on behalf of

the Head of Infrastructure

How we will use your information

We will use the data you have provided in our analysis and to inform our policy/scheme development and where appropriate to inform our decisions and changes. Your comments will not automatically receive individual replies but will be taken into account when reviewing and evaluating the support for the policy/scheme. We will inform those who have participated/responded of the

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outcome of our consultation if a contact address has been supplied by the respondent. You have a number of rights in relation to the information including the right of access to information we hold about you and the right of complaint if you are unhappy with the way your information is being processed. For further information on how we process your information and your rights please click the following link:
<https://www.caerphilly.gov.uk/CaerphillyDocs/FOI/PrivacyNotices/Project-Development-Consultation.aspx>

Table B	
Comments, suggestions raised at the consultation:-	Response to observations/comments:
<p>The 6 proposed actions relate, in the most part, to reducing the speed and flow of traffic rather than the provisions of a segregated cycle/walking mobility scooter pathways. Even the proposal of road markings and signage of advisory cycle lanes will have little impact.</p> <ul style="list-style-type: none"> The fact that they are advisory indicates that cyclists do not have to use them and experience says they won't. This action does not encourage walking – which is also the case with the remaining 5 points. 	<ul style="list-style-type: none"> Cyclist's use of the cycle lanes at the eastern extent of Pengam Road will be monitored and if beneficial the cycle lanes in the development of the next phase of the scheme can be made mandatory. The inclusion of a pedestrian crossing facility will enable pedestrians to have better opportunities to safely cross the road.
<ul style="list-style-type: none"> I believe you need to expand the 20mph zone to include the area contained within the A472, A469 and the railway line, Ystrad Mynach to Bargoed, up to the Tesco roundabout and including The Avenue. This will prevent motorists using Bedwlwyn Street/Davies Street as rat runs to avoid traffic jams. I believe you should also make Lewis Street/High Street/Pengam Road a one way route to further reduce traffic flow and pollution through the centre of Ystrad Mynach. This would also allow you to create a cycle route. 	<ul style="list-style-type: none"> The use of 20 mph Speed Limits in urban areas is generally supported. The 20mph limit covers the area you have suggested and it is planned that the gateways are refreshed as part of this proposed scheme. The suggestion of a one way system is noted. The introduction of a one way system requires careful consideration and a study to evaluate the impact on the highway network. The recent consultation on the Ystrad Mynach Master Plan received a number of similar Traffic Management suggestions that will be considered.

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<ul style="list-style-type: none"> • I do agree on the traffic calming measures but as a resident of Pengam Road I can see that the flat hump is directly outside my property and I am concerned that it will affect my ability to park my car outside of my own property, whereas if the hump was further down the road, the bungalows do not have front access so it would not affect the residents living further down the road. • I don't feel that single properties should be singled out and there should be some parking left outside all homes 	<ul style="list-style-type: none"> • Traffic calming features are spaced at regular intervals to slow the traffic speeds and removing the feature to the suggested location would not be an option. • The planned removal of the traffic island will assist in providing additional road space for parked cars. • The presence of a flat top hump outside a property does not prohibit parking.
<ul style="list-style-type: none"> • Road humps are said to overall have disadvantages. They 1. Increase pollution from brake wear and increased use of road fuel.2. Cause disruption to nearby residents arising from additional noise.3. Damage road surface by the impact of vehicles after passing the humps. Recent reviews of these humps have shown them to be worse than useless. • The need for a zebra crossing seems doubtful. I frequently walk this stretch of road. I am not conscious of any difficulty myself or to others in crossing. 	<ul style="list-style-type: none"> • Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic. The amount of traffic in residential areas is relatively small, and traffic diverted to other roads is unlikely to have a significant effect on emissions. • There is support in the community for the crossing facility which indicates there is a need and also an opportunity to encourage greater walking and cycling (Active Travel).
<ul style="list-style-type: none"> • Alongside the scheme you should consider traffic calming along Davies Street or restricting traffic flow especially as a zebra crossing is to be built at lower end. There is increased traffic up and down the route due to closure of the cross valley route at the bottom of Butler's hill and more significantly due to restricted flow up and down Bedwlwyn Road due to traffic parking along both sides of the road. • There is also a need to reduce access to heavy vehicles due to the significant services exchange. 	<ul style="list-style-type: none"> • Traffic calming physical features along Davies Street would be difficult to implement due to the topography. • The measures proposed for Pengam Road may decrease the flow of vehicles along Davies Street. On street parking will help to moderate the speed of vehicles along a road. • The route is an important local distributor of traffic and restricting HGV flow would not prohibit

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	<p>legitimate access. Given the location and proximity of Davies Street to the Town Centre means restricting heavy goods vehicle access would be difficult. The recent consultation on the Ystrad Mynach Master Plan highlighted a number of similar Traffic Management concerns that will be considered.</p>
<ul style="list-style-type: none"> • Traffic should not be allowed to park opposite the junction with David St. There should be double yellow lines even if the zig zags do cover a certain area. We seem to be spending a lot of money for the cyclists who neither pay tax or insurance, there are cycle tracks in the area. • Why not incorporate the cycle lane with pedestrian pavement-less chance of accidents e.g. cars pulling out of parking places, opening doors. etc. 	<ul style="list-style-type: none"> • The Zebra crossing regulatory zigzag lines are mandatory in terms of prohibiting parking. Consequently this will prohibit vehicles parking in the Pengam Road/Davies Street junction. • Your suggestion of widening the footway is noted but given the limitations on the availability of parking for residents and the fact that widening the footways would result in the need to remove parking this could not be supported.
<ul style="list-style-type: none"> • Instead of speed bumps that will generate excessive noise outside our house, implement speed cameras youngsters will use the speed humps to launch their cars for fun 	<ul style="list-style-type: none"> • The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met. • Dangerous driving is an offence and the public are advised to report instances of this nature to their local police force.
<ul style="list-style-type: none"> • Speed cameras both ends of Pengam Rd more money will be for the council no need for bus stop for buses going out of Ystrad Mynach. 	<ul style="list-style-type: none"> • The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met. • The bus stop boarder (Build-out) design will be revised to reduce the impact on the availability of parking spaces but is required along this section of Pengam Road.
<ul style="list-style-type: none"> • I disagree about the bus stop its taking up 4 car spaces I can 	<ul style="list-style-type: none"> • The bus stop boarder (Build-out) design will be

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<p>never park my car outside my house</p>	<p>revised to reduce the impact on the availability of parking spaces on Pengam Road.</p>
<ul style="list-style-type: none"> I thought that a one way system should be returned at village I have applied for disabled bay as I cannot walk to my garage I use a stick and a wheelchair xx Pengam Rd I think there should be a roundabout at the entrance to Lidl. 	<ul style="list-style-type: none"> The introduction of a one way system requires careful consideration and a study to evaluate of the impact on the highway network. The recent consultation on the Ystrad Mynach Master Plan received a number of similar Traffic Management suggestions that will be considered. The proposed scheme will not affect your application for a disabled bay. The suggestion to create a roundabout at the entrance to Lidl would further reduce the availability of parking something that residents have indicated would not be supported.
<ul style="list-style-type: none"> I fear that the shared cycle lane/ provision will not be safe from other road users & parked cars. A shared pedestrian/ cycle path incorporated within existing pavements would be far safer 	<ul style="list-style-type: none"> The 20 mph speed limit enables cyclists to travel in a primary position (centre of the lane on the carriageway) reducing the conflict with parked vehicles at the side of the road if designated cycle lanes are provided through the constrained Town Centre. The implementation of a cycling and walking route within the existing pavement would create the need to reduce on street parking and residents have indicated that there is not enough parking currently consequently this option would not be supported.
<ul style="list-style-type: none"> Sorry but I strongly object to this people in Pengam Rd will not be able to park as anybody booked at this and why not cameras instead of bump in road 	<ul style="list-style-type: none"> The impact on on-street parking as a result of the scheme will be kept to a minimum. The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met.

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<ul style="list-style-type: none"> • Most importantly the 20/30 mph transition at the northern end of Pengam Road should not be in its proposed position rather it should be at the bottom of the slope just before the Tesco roundabout 	<ul style="list-style-type: none"> • The extension of the 20mph speed limit will be considered as part of phase 2 of the scheme.
<ul style="list-style-type: none"> • Parking is a huge issue as is I've had to park more than once in Lidl or go to my dad. Noise pollution for residents. Please can you sort the parking issue out? The car park in Ystrad is always full as well as Lidl's. • Parking has become even more of an issue since parking enforcement offices have been going around since they send them over to Pengam Rd & Lidl. I think the scheme is good to promote walking and cycle routes 	<ul style="list-style-type: none"> • The impact on on-street parking as a result of any scheme taken forward will be kept to a minimum. Resolutions of parking problems are outside the scope of the Active Travel Scheme. The recent consultation on the Ystrad Mynach Master Plan received a number of similar requests regarding car park provision that will be considered. • Parking restrictions across the Authority will be considered and prioritised now that Civil Parking Enforcement has been introduced.
<ul style="list-style-type: none"> • As the resident of Pengam Road I must ask why you have decided that red patch should be placed outside my property, no longer able to drive I rely on others (taxis etc.) to stop outside my house, and also visitors being able to park outside and stay with me. Why this red patch couldn't be moved further down the hill where there is no access from blocking a house in the Avenue. I only have access at the back through the garage-lots of steps so difficult of access back door 	<ul style="list-style-type: none"> • The request to relocate the gateway feature and associated signage will be reviewed and changed to a location that does not interfere with the direct access to your property.
<ul style="list-style-type: none"> • Noise pollution for residents who live outside where the parking issue is a huge concern. I imply the upgrading and addition to walking and cycling paths to the furthest. My only concern with the proposed updates shown 15.7.19 is that I live near the proposed bus stop and feel that this will affect my own wellbeing. I feel that the bus stop could be moved further down the street towards the Tesco roundabout. • There needs to be some attention to residents parking there is 	<ul style="list-style-type: none"> • The increase in noise associated with the bus stop is likely to be minimal as the residents state few people alight at the present stop. • Many of those attending the exhibition raised issues of on-street parking availability. Consequently the bus border (new stop) outside the residential properties revised and the design will be reduced in size. The buildout will be

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<p>very few spaces allocated throughout one day at the moment I feel this scheme proposal will not help.</p>	<p>removed on the Lidl side of the street to reduce any impact on the availability of on-street parking.</p> <ul style="list-style-type: none"> Resolution of existing parking problems is outside the scope of the Active Travel Scheme. However on street parking restrictions across the Authority will be considered and prioritised now that Civil Parking Enforcement has been introduced.
<ul style="list-style-type: none"> The humps at Lewis street should also be flat topped humps or preferably removed altogether because they can be hurtful to people with neck or back injuries as well as causing damage to vehicles. The 20mph speed limit should be extended right up to the Tesco roundabout as cars speed up as they travel downhill from Ystrad Mynach along the new road towards the Tesco roundabout. The new road requires speed cameras to support the new speed limit without these and due to the known shortage of police officers the new speed limits are totally useless and a waste of time and public money. Speed cameras would be far superior to installing humps be they flat topped or 'the usual'. This new plan does nothing to aid pedestrians crossing from The Avenue to Tesco supermarket on the edge of the Tesco roundabout where can form Ystrad Mynach are speeding towards them or where cars from The Avenue are trying to exit from the Avenue safely. 	<ul style="list-style-type: none"> The modifications to the cushions and humps on Lewis Street are outside the scope of the project. The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met. The extension of the 20mph speed limit to the roundabout outside Tesco will be considered as part of Phase 2 of the Ystrad Mynach to Pengam scheme. This will include a study to consider the recorded speed of traffic after the implementation of phase 1 of the scheme.
<ul style="list-style-type: none"> Hopefully there will be signs on Pengam Road to show clearly that the speed limit for traffic is 20mph. 	<ul style="list-style-type: none"> Speed limit signage has been included as enhanced gateways in the proposed scheme. This includes incorporating repeater 20mph signage where there are no physical features are installed and the speed of vehicles is in an acceptable

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	range.
<ul style="list-style-type: none"> To put up a speed camera in commercial street where cars go at 50mph- 60mph when the repairs to culvert in village was taking place the traffic was one way in the village why not have this on a permanent basis. 	<ul style="list-style-type: none"> The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met. The suggestion of a one way system is noted. The introduction of a one way system requires careful consideration and a study to evaluate the impact on the highway network. The recent consultation on the Ystrad Mynach Master Plan received a number of similar Traffic Management suggestions that will be considered.
<ul style="list-style-type: none"> Cars exiting from Lidl's are a nightmare a small roundabout give way signs more predominant. How about cameras? Why a bus stop in Pengam Rd put it back by Erin's where it used to be. 	<ul style="list-style-type: none"> The signage at the Lidl's junction will be considered. The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met. The review of bus stops to a location remote from the stop for the westerly service would not be supported as the bus service provides for journeys to and from the local supermarkets and needs to be in a nearby location to be accessible for this journey.
<ul style="list-style-type: none"> I prefer the option of a cycle track style similar to practices followed in EU countries but very concerned about the impact of traffic on surrounding areas especially Bedwlwyn Road. (I am sorry for the way staff have been treated by fellow residents) 	<ul style="list-style-type: none"> The design of the scheme minimises impact on existing traffic patterns. European designs do not always reflect or comply with the design standards required in the United Kingdom.
<ul style="list-style-type: none"> I do not really see the requirement to have bike lanes up the A469 with there being no modal point either in Ystrad Mynach or Pengam. 	<ul style="list-style-type: none"> Ystrad Mynach is a key destination Town Centre) with many key services and facilities. Consequently, the provision of safe and accessible

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	walking and cycling infrastructure that connects the local villages to Ystrad Mynach is an important aspect of encouraging modal shift to sustainable modes.
<ul style="list-style-type: none"> • Why introduce 20 mph zones and traffic calming? How will this encourage walking or cycling? What an absolute crap survey - 2 questions! 	<ul style="list-style-type: none"> • The need to improve the safety of the area is achieved by the change of speed limit and traffic calming. The design of the scheme has constraints including the available road space and the need to consider the location of the scheme which is in a Town centre. This is appropriately reflected in the proposed design. • The reduced speed of traffic will enable cyclists to safely travel in the mix of traffic and the amenity/safety of pedestrians will be improved by the installation of the zebra crossing.
<ul style="list-style-type: none"> • Complete waste of time 	<ul style="list-style-type: none"> • Noted.
<ul style="list-style-type: none"> • Pengam Road needs traffic calming measures. • Existing from Lidl / the council car park onto Pengam road (particularly if turning right) is very difficult as the road is somewhat steep there and the cars parked on the sides of the road limit visibility. • Enforcing a lower speed limit would help people use this junction more safely. 	<ul style="list-style-type: none"> • Your support of the traffic calming is noted. • The Lidl junction visibility splay is protected by parking regulations and Civil Parking Enforcement will improve compliance. • The support for the lower speed limit and traffic calming is noted.
<ul style="list-style-type: none"> • On Pengam Road, you are proposing painted “cycle ways” in the verges of the highway. I believe these are counterproductive for a number of reasons. Firstly, they are too narrow; it is impossible on these roads to provide a cycle way that moves cyclists out of the gutter, i.e. the recommended 75cm from the kerb and wide enough that cars can give cyclists a safe passing clearance if they drive next to the white line. This discourages 	<ul style="list-style-type: none"> • The standard recommends a minimum 2 metres in the design and absolute minimum of 1.5 metres and the design will achieve this for the advisory cycle lanes. • A 6.3 metres carriageway with bi-directional traffic lanes will be maintained. The effectiveness of the scheme will be monitored and further opportunities

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<p>inexperienced cyclists due to poor surfaces and close passes, and enrages motorists as experienced cyclists as perceived as not using the cycle lane.</p> <ul style="list-style-type: none"> • A better solution is to continue the in road cycle markings and to put them at greater frequency throughout the proposed area. • Do the proposals include cycle parking stands in convenient locations for the amenities within the area? 	<p>to add to the scheme if of benefit can be considered as part of phase 2. This might include additional regulatory parking measures.</p> <ul style="list-style-type: none"> • The use of cycle symbols is evident through the scheme at appropriate intervals. • The scheme includes additional cycle parking in the Town Centre.
<ul style="list-style-type: none"> • The painted lines forming the advisory cycle lane have been well established as being an outdated and poor solution and therefore should not be adopted on new schemes. • The 1.5m lane does not provide the necessary clearance for cars to safely pass cyclists. Cars tend to hug the line forcing cyclists into the gutter or even worse dissuading them from riding at all. • A shared street approach should be adopted with minimal lane markings other than prominent cycle logos encouraging safe passes on bicycles and less lane ownership. With no advisory lanes traffic is more likely to be more cautious. 	<ul style="list-style-type: none"> • The design will be considered and if the available space permits the cycle lanes will increase in size. The advisory lanes are only suggested along the eastern extent of Pengam Road. • Your comments are noted however given the width of the highway it is believed that the advisory lanes will assist cyclist safety and visually narrow the highway helping to reduce the speed of vehicles and improve safety this will be monitored. • The scheme does accommodate a shared space approach within the 20mph speed limit in the Town Centre of Ystrad Mynach.
<ul style="list-style-type: none"> • The current foot paths and cycle tracks are not properly maintained why would you build another one just because you can get funding 	<ul style="list-style-type: none"> • Your view is noted.
<p>I agree with the proposal subject to the promised completion of the cycle track to the South end of the Cwm Calon development which the council had committed to supporting as a priority.</p>	<ul style="list-style-type: none"> • Your view is noted. Cwm Calon Cycle Track completion remains a priority scheme for Caerphilly County Borough. The progression of Active Travel Schemes in the Borough are not inter-dependent.
<p>The council should do all it can to promote healthier lifestyle and fitness. The council should also do its best to guarantee safety for cyclists and walkers.</p>	<p>Your support is noted.</p>

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<ul style="list-style-type: none"> • Having lived and worked in Ystrad Mynach for 13 years, with no exaggeration I could count on one hand the number of cyclists I have seen travelling on the routes proposed around Ystrad Mynach town centre. As a confident cyclist myself, I find the roads around Ystrad Mynach centre too risky to use and have stayed away from them. The very minor changes proposed would not change my view on this. The main issues being, narrow roadways, continued dangerous and illegal parking around the one way system (despite council attempts to control), poor driving standards (poor indication and cutting the wrong side of the two central mini roundabouts) and fear of vandalism to property if a cycle is left unattended. • A better use of funds would be to improve the off street cycle routes such as the incomplete path between the Cwm Calon estate and the current cycle network at Penallta road. Although I agree with the addition of a crossing outside Lidl. • From the proposals it seems that on street parking on the Lidl side of the road has been dramatically reduced. If this is so, it will only drive cars to park further down the road towards the Tesco roundabout than is already the case, again increasing the risks to cyclists on that stretch of the road. 	<ul style="list-style-type: none"> • Cycling in Ystrad Mynach is at a low level as it is not well catered for at present and does not connect well to the communities along the Rhymney Valley. However, the planned improvement to Active Travel Routes connecting local communities such as the route from Pengam will improve the safety and accessibility of the Town for cyclists. • The provision of cycle stands is being considered. • The Authority is hoping to deliver routes that facilitate cycling for all abilities in the area including Cwm Calon. See the Active Travel Integrated Network Map on the Caerphilly Web site. • The bus stop/scheme will be considered further and the stop will be revised to reduce the impact on the availability of parking spaces.
<ul style="list-style-type: none"> • Complete the cycle path running behind Cwm Calon. 	<ul style="list-style-type: none"> • Your request is noted.
<ul style="list-style-type: none"> • I wholeheartedly agree that we all need to become more active - exercise has proven to improve both physical and mental wellbeing. That's a given. Whilst the proposals put forward are great, I very strongly feel that it would be more beneficial to link up what existing cycle paths there are currently. Part of me thinks that the council has already made up its mind on this but I would beg you to reconsider. The path connecting Cwm Calon and Ystrad cycle track towards Penallta Park NEEDS to be 	<ul style="list-style-type: none"> • Your views are noted about the connection of the existing paths. The Active Travel Wales (2013) statutory duty requires Local Authorities in Wales to identify a network of Existing Active Travel Routes. • The statutory duty also required the creation of an Active Integrated Network Map which identifies new routes and routes that requiring improvements or new facilities. More information is available on the

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<p>completed.</p> <ul style="list-style-type: none"> The entire community at Cwm Calon are cut off essentially, as NOTHING is within reasonable walking distance. It puts people off walking down to Tesco to get some milk, as they have to walk all the way out of the estate and down Penallta road. I think we can all agree that Penallta Road is a killer. No relatively unfit person is going to be inspired to move around more if they have to face that hill on the way back. I would implore you to consider the benefits of completing this small part of cycle path - you could not imagine how helpful it would be to connect Cwm Calon with the local economy in Ystrad. Rather than having to jump in the car and go to Tesco for milk and bread, people would actually make the trip to Ystrad, minus the ridiculous hill! I understand you have a budget to stick to, but I think you underestimate the difference it would make, particularly regarding footfall in the town centre with the parking enforcements taking business away from the small businesses in the town. As a community, Cwm Calon is primarily made up of young families and I believe we need to emphasise the importance of exercise whilst at the same time, supporting local businesses. I would love to be able to take my children on bike rides, as would most of the residents here. But at the present time we have to go on the main road which is simply not safe for young children. I could write passionately about this for days but I just want to emphasise the voice of 670 households on Cwm Calon who (in the absence of any facilities in our locality) are becoming increasingly cut off unless we own cars. It makes me sad for our children! 	<p>Caerphilly Web site. https://www.caerphilly.gov.uk/Services/Transport-and-parking/Active-Travel</p> <ul style="list-style-type: none"> Your observations regarding the provision of safe routes connecting Cwm Calon to Ystrad Mynach Town Centre are noted. Cwm Calon cycling link remains a priority for the Authority and we are working to resolve land matters to enable the project to be developed to a stage to permit us to seek funds for construction.
<ul style="list-style-type: none"> Completion of the route between Cwm Calon and the cycle path to Ystrad Mynach is a must. 	<ul style="list-style-type: none"> Your views are noted. The Cwm Calon scheme remains a priority for the

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	<p>Authority but has to follow the processes required before works can commence.</p>
<ul style="list-style-type: none"> • After 10 years and over 650 houses on Cwm Calon Hengoed and the surrounding villages we are still waiting for the CCBC to complete the cycle and walking path into Ystrad Mynach. This was in the original planning for this site and is being totally ignored by the council. • The developer under the “106” planning had completed its obligations and need to be signed off by the council at which time the residence of Cwm Calon challenged about its completion and yet again for whatever reason CCBC has chosen to ignore this project and is now focussed on putting the cycle path in Ystrad Mynach which still allows cars to park on?. 	<ul style="list-style-type: none"> • Your views are noted. The developer was conditioned to complete part of the cycle route under the Planning consent. The developer has complied with this obligation. • The completion of the cycling walking link connecting to Cwm Calon remains a priority for the Authority but has to follow the processes required to resolve land ownership and secure funding before works can commence.
<ul style="list-style-type: none"> • I disagree that this should take priority over the cycle path through Cwm Calon adjacent to the Cylla Bank, which if completed could provide an essential and invaluable safe link to the town centre for the villages of Gelligaer and Cefn Hengoed in addition the now very large population of Cwm Calon and Penallta and which even now remains unfinished in spite of being more than a decade in planning. It was presented to WAG for funding and it is unacceptable that YET AGAIN CCBC intends to prioritise Ystrad Mynach Town Centre at the expense of meeting their previously given commitments to the Penallta region of the town. We raised the issue that within the recently published Masterplan CCBC were misleading residents by suggesting that the Cwm Calon Cycle path was in fact already complete, which was and remains completely untrue. • We were assured as representatives of the Cwm Calon Community during a meeting on the Master Plan that funding had indeed already been secured and that completion of the 	<ul style="list-style-type: none"> • Your views are noted. • The progression of the Cwm Calon cycling and walking scheme and the project is still in the development programme. The next stage requires officers to secure land agreements through due process before being able to seeking funding to construct the missing section of the route. • The Cwm Calon scheme remains a priority for the Authority but has to follow the processes required before works can commence. • You’re observed benefits of the Cwm Calon scheme and strong commitment to use the infrastructure once completed supports the delivery of the project.

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<p>path was imminent. WE ARE STILL WAITING ! CCBC are failing in their responsibility to service the needs of the Penallta population and are putting at serious risk the safety of our residents, in particular our children, by allowing the continuation of the only path through to the town centre for foot and cycle traffic to be via the main Penallta Link Road which is an exceptionally busy / dangerous road.</p> <ul style="list-style-type: none"> • Furthermore the proposal that in Ystrad Mynach town centre the lane should be only “advisory” i.e. Can be used by cars, as parking as well as being used by bicycles is both ridiculous and and completely unsafe, rendering it redundant before its inception and a complete waste of Council funding. PRIORITY SHOULD BE REDIRECTED TOWARDS THE CWM CALON CYCLE PATH AND TO KEEPING COMMITMENTS MADE TO YOUR CONSTITUENTS! COMPLETION OF THE CWM CALON CYCLE PATH WOULD ALLOW PUPILS OF YSGOL PENALLTAU TO CYCLE AND / OR WALK TO SCHOOL WHICH IS CURRENTLY IMPOSSIBLE. As well as the obvious health and environmental benefits, this might also help to reduce the unbearable and unacceptable traffic congestion that prevents residents accessing their homes on the Cwm Calon estate at school start and finish times. 	
<ul style="list-style-type: none"> • I believe the funds should have been spent on completing the Cwm Calon cycle path. To get more people cycling you need to complete the cycle routes that they use rather than send people to ‘Dead Ends’ and incomplete paths that don’t link up 	<ul style="list-style-type: none"> • You views are noted. • The Cwm Calon scheme remains a priority for the Authority and is still in a programme of developing schemes. • Officers are working to secure land agreements before being able to seeking funding to construct the missing section of the walking and cycling route connecting to Cwm Calon.

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<ul style="list-style-type: none"> • The town centre is not the worst place to cycle around, and dedicated cycle lanes part way up the road will not help, the road is wide enough at this section, then as the lanes end there will be parked cars, pushing cyclists into the middle of the road. • A speed limit of 20mph will help, but realistically when are cars travelling more than that around the town? • The "cycle" lane leading from Ystrad Mynach into Cwm Calon needs to be addressed. This path just ends when leaving Cwm Calon, it changes from a good quality gravel path, into a disused rail track, overgrown, boggy, and littered with left over rail track connections. • The walk from Cwm Calon to Ystrad Mynach is not pleasant, and having this path finished will help Cwm Calon residents and more. The path leads into Penallta Industrial estate, allowing staff to walk safely to the industrial estate, it also gives access to further afield, including Pengam Station. 	<ul style="list-style-type: none"> • This consultation is phase 1 of development of an Active Travel Route that when completed will improve walking and cycling opportunities between Ystrad Mynach to Pengam connecting to the busy Town Centre which is a main destination. • The 20 mph speed limit enables cyclists to travel in a primary position (centre of the lane on the carriageway) reducing the conflict with parked vehicles at the side of the road if designated cycle lanes are provided. • Your views regarding the completion of the Cwm Calon cycling link are noted. The progression of the Cwm Calon cycling and walking scheme and the project is still in the development programme. The next stage requires officers to secure land agreements through due process before being able to seeking funding to construct the missing section of the route.
<ul style="list-style-type: none"> • While I agree with the proposed changes, particularly the introduction of dedicated cycle lanes from Tesco roundabout into Pengam Road which would stop large vehicles parking along the rear of The Avenue, causing traffic to enter the centre of the road to overtake them, I would like the following to be taken into consideration: • The 20MPH speed limit to start from Tesco roundabout, with some sort of traffic calming measure along the rear of The Avenue. At the moment, vehicles regularly exceed the current 30MPH limit between the Tesco roundabout and the existing bollards in Pengam Road, with many travelling at, what appears to be over 50MPH. 	<ul style="list-style-type: none"> • Your support for the cycle lanes is noted. Be aware the cycle lanes would not prohibit parking however the use of this area of highway will be monitored and parking regulations can be consulted on and implemented as part of phase 2 of the development of the scheme. • The extension of the 20mph speed limit to Tesco R/A can be considered as part of phase 2 of the scheme. • The junction of Pengam Road and Davies Street turning manoeuvres will be considered and modifications that improve the safety of the junction

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<ul style="list-style-type: none"> At the moment vehicles regularly park on both sides of Davies Street at the junction with Pengam Road, causing vehicles turning from Pengam into Davies Street to stop suddenly to allow oncoming vehicles coming down Davies Street thus impacting on the flow of traffic in Pengam Road. If parking restrictions were introduced on both sides of Davies Street between the rear entrance to the Avenue and Pengam Road it would stop happening. 	<p>will be carried out if feasible.</p> <ul style="list-style-type: none"> Parking restrictions across the Authority will be considered and prioritised now that Civil Parking Enforcement has been introduced.
<ul style="list-style-type: none"> I do agree that some of the outlined changes are needed such as a zebra crossing modification to the build out on Pengam Rd near Davies St junction but most will make it harder to park out cars 	<ul style="list-style-type: none"> Your support for the scheme is noted. Many of those attending the exhibition raised issues of on-street parking availability consequently the scheme will be modified to reduce any impact on the availability of parking.
<ul style="list-style-type: none"> Extension to 20mph speed limit including traffic calming & improvements to existing 20mph through the Town Centre I made it clear at the meeting that I did not agree with the traffic calming measures but will concede that Local Ward Member has concluded from other residents that this may be the majority requirement. Modifications to the build out on Pengam Road near the Davies St; junction; how dangerous the existing build out is because to negotiate this junction from Davies St in a car, you have to be on the other side of the road where there are usually parked cars which sends you directly into the path of oncoming traffic. Enhancement of road marking and signage to introduce advisory cycle lane: Although the map on display still shows the cycle path along the length of Pengam Road, I was assured at the meeting that this will not now be the case and that the cycle path will now start on the far end of the Pengam road beyond 	<ul style="list-style-type: none"> The 20mph speed limit can only be extended if supported by effective traffic calming that will reduce the speed of vehicles to an appropriate level. Modifications to the junction buildout at Davies Street junction will be considered and implemented providing the changes are feasible. The parking bay markings will be removed from the scheme. The advisory cycle lanes commences from the start of the 20mph Speed limit (near Davies Street junction) leading to the Tesco Mini roundabout ending near to The Avenue junction on Pengam Road. The flat top humps that are proposed in the scheme if traversed at an appropriate speed will not cause damage to a vehicle. The humps are

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the Davies St. junction.

- Construction of 3 new flat top humps which will incorporate a zebra crossing: I disagree along with most other residents with regards to the flat top humps I am totally opposed for the following reasons: - Whatever speed you approach these humps-you hit them resulting in damage to motor vehicles with broken suspension springs on successive cars I have had to replace six suspension coil springs and one brand new Tyre which was impaled by a broken spring. The very big delivery lorries to Lidl's & the bus transport to the girl's school will get shaken to hell and drivers & school girls will not be too happy.
- Creation of new bus stop etc. in the vicinity of 43/45 Pengam road: The existing bus stop is well used, but I have to say that I would not want to have a bus stop outside my house and personally I would be happy to walk into the village bus station to catch a bus and always have I acknowledge that there are many who could find this a long way to walk.
- Further suggestion are as follows:- Installation of speed camera which would make traffic calming and speed humps unnecessary: I was informed that this could not happen on the basis that it would not comply with law requirements .i.e. at least two accidents, fatal or otherwise before the installation of speed cameras will be considered: how stupid!
- Make the entry into the girl's school/Lidl/pay & display intersection with Pengam Road into a roundabout.
- Close off flow of output traffic from Lewis St to the A472 and make flow input only; this will prevent and reduce the volume of traffic through Pengam Road from the Tesco roundabout. (Short cut used when the Ystrad Mynach by pass and Ystrad bridge traffic is built up at peak times).

often used in town centre as they better accommodate the longer wheel based vehicles such as Lorries, buses and emergency vehicles which access Town Centres on a regular basis.

- The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met.
- The bus stop will be considered further and the stop (boarder) will be revised to reduce the size and impact on the availability of parking spaces.
- Your suggestions of speed cameras is noted in preference to traffic calming however we do not control the installation of cameras consequently this is not an option for the design.
- Your suggestion to create a roundabout at the entrance to Lidl would further reduce the availability of parking something that residents have indicated would not be supported.
- Your suggestion of a one way system is noted. The introduction of a one way system requires careful consideration and a study to evaluate the impact on the highway network. The recent consultation on the Ystrad Mynach Master Plan received a number of similar Traffic Management suggestions that will be considered.
- Residents parking applications are made to Traffic Management and require an assessment of the application to be implemented.

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<ul style="list-style-type: none"> The main problem for residents in Pengam Road in recent times is car parking. In 2002 residents were given the opportunity to have a residents only parking scheme, but at the time the traffic conditions were not so bad, now I am sure most residents would be more than happy to have it, if it was now possible to have. 	
<ul style="list-style-type: none"> Measures to reduce the speed of traffic in and around Ystrad Mynach have become essential. At present with the speed limit set at 30MPH, a considerable number of cars reach speeds of approx. 60MPH between Tesco roundabout and the brow of Pengam Road going in to Ystrad Mynach. A second 75mm raised area as you come into Pengam Road from Tesco Roundabout (in the vicinity of the echelon hatched area) would prevent traffic from being able to accelerate very quickly as they do at present. This is particularly so on the weekend. It would be helpful if the 20MPH speed limit was extended towards Tesco roundabout to the hatched area. Dedicated cycle lanes are a good idea on both sides of the carriageway. Prominent signage would be necessary to ensure that vehicles particularly articulated lorries and buses do not infringe on the cycle lanes for periods of time. (photographs enclosed indicate the size of vehicles that park on Pengam Road between Tesco roundabout and the brow of the hill on regular basis. some for periods of up to 1-2 hours or more, Most of the photographs are very recent) The zebra crossing adjacent to the bottom of Davies Street is a good idea. Crossing there, particularly if a bus is in the current bus stop, can be a lottery with the speed of a considerable percentage of the current traffic. We are assuming that no cars will be allowed to park on Davies Street close to the junction 	<p>Your observations are noted.</p> <ul style="list-style-type: none"> The extension of the 20mph speed limit can be considered in the second phase of the scheme after the impact of phase 1 has been evaluated. The cycle lanes can be combined with a prohibition of waiting order to ensure that vehicles do not park in the vicinity of the lanes. The impact of the scheme will be evaluated and the prohibition of waiting order can be considered as part of phase 2 of the scheme. This measure is the only way that parking can be regulated. The bus stop will be relocated away from the Davies Street/Pengam Road junction and the number of cars parked in this vicinity will reduce as the zebra crossing zigzag lines will prohibit parking and extend across the mouth of the junction. Your observations regarding the turning manoeuvre in the junction of Pengam Road and Davies Street will be considered in the context of the design.

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<p>with Pengam Road. This can be difficult at present when turning into Davies Street particularly if traffic comes out of the lane access to the Avenue. Hopefully? The 20MPH will help with the traffic going around the sharp bend from Pengam Road into the town centre. Existing traffic frequently goes around that bend well over the central broken road line.</p>	
<ul style="list-style-type: none"> • This proposed scheme does nothing to really help either cycling or walking other than siting a much needed crossing on a busy road. Advisory cycle lanes for a short length of road will not support either of the two objectives of active travel Walking and Cycling routes! Whilst any traffic calming and speed reduction activities are too be commended, they should not be hidden under the guise of improving walking and cycling routes. • There are better opportunities to meet the goals of active travel namely completion of the route from Cwm Calon to Ystrad Mynach along the bank of the Cylla where only 300 metres or so of traffic is needed and would open up a route from Ystrad through to Gelligaer, Penpedairheol and Cefn Hengoed. 	<ul style="list-style-type: none"> • Your views on the proposal are noted. • Your observations regarding the provision of the Cycling link connecting Cwm Calon to Ystrad Mynach are noted. Cwm Calon cycling link remains a priority for the Authority and we are working to resolve land matters to enable the project to be developed to a stage to permit us to seek funding for construction.
<ul style="list-style-type: none"> • It is not best placed to be of benefit. • Why on earth isn't the cycle path that runs along Cwm Calon and leads to Cefn Hengoed, Glyngaer and Gelligaer but stops short just a couple of hundred metres to joining up with the main cycle path that links to Hengoed and then on to Newport in one direction and then onto Parc Penallta and West Wales being completed first. It would provide safe links for walkers and cyclists to get from Cefn Hengoed and Cwm Calon to both Ystrad Mynach and Hengoed Stations. The completion of that cycle path would benefit children greatly. Currently children have to use the main road to link to the main cycle path/stations because the couple of hundred metres under the bridge are not 	<ul style="list-style-type: none"> • Your observations regarding the scheme proposal are noted. • Your observations regarding the provision of the Cycling link connecting Cwm Calon to Ystrad Mynach are noted. • Cwm Calon cycling link remains a priority for the Authority and we are working to resolve land matters to enable the project to be developed to a stage to permit us to seek funds for construction.

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<p>safe to walk to cycle through. Cwm Calon has NO facilities and rubbish public transport. Complete the cycle path there instead.</p>	
<ul style="list-style-type: none"> • I wish to confirm that I wholeheartedly support the comments already provided by the Cwm Calon Community Association. I see little point in repeating the points raised but would wish to add the following observations in response to a previous consultation on the Active Travel Plan I thought the Council received a considerable number of representations supporting the completion of the Cwm Calon Cycle/Pedestrian path but this has been overlooked once again. I feel Residents have received a number of conflicting responses from the Council in relation to the Cwm Calon path and think that perhaps the Councils Scrutiny process needs to examine the failure of the Authority over the last decade or so to resolve this matter. • I do not feel the paths completion should be dependent on financial support from the ATP as this issue existed some time before this funding became available. I believe the Councils forward planning programme is badly flawed at best. This requires investigation. 	<ul style="list-style-type: none"> • Points raised are noted. Cwm Calon Community Council have received a response to the matters raised. I confirm that the Cwm Calon scheme is still being progressed but has been delayed due to the need to resolve land matters. • Cwm Calon cycling link remains a priority for the Authority and we are working to resolve land matters to enable the project to be developed to a stage to permit us to seek funds for construction.
<ul style="list-style-type: none"> • I do not understand the overall benefit of the proposal and how it will encourage people to cycle. It does not lead to any particular place; just a piece of road with new markings isn't going to add much. • There are existing cycle paths in the area that require completion, such as the cycle path from Cwm Calon. If the 	<ul style="list-style-type: none"> • This is phase 1 of development of an Active Travel Route; the complete route will connect Ystrad Mynach to Pengam. The 20 mph speed limit enables cyclists to travel in a primary position (centre of the lane on the carriageway) reducing the conflict with parked vehicles at the side that

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council would invest to complete this path, it only needs approximately 300 metres to complete it really would benefit many more residents and hopefully provide a safer track for cyclists rather than using main roads.

occurs if designated cycle lanes are installed. This route when complete will improve infrastructure providing enhanced opportunities to walking and cycling to the goods services and facilities available in Ystrad Mynach Town centre.

- Your observations regarding the provision of the final cycling link connecting Cwm Calon to NCN47/ Ystrad Mynach are noted. Cwm Calon cycling link remains a priority for the Authority and we are working to resolve land matters to enable the project to be developed to a stage to permit us to seek funds for construction.

- I wish to confirm that I wholeheartedly support the comments already provided on behalf of the Cwm Calon Community Association. I see little point in repeating the points raised but would wish to add the following observations: - in response to a previous consultation on the Active Travel Plan I thought the Council received a considerable number of representations supporting the completion of the Cwm Calon Cycle/Pedestrian path but this has been overlooked once again. I feel Residents have received a number of conflicting responses from the Council in relation to the Cwm Calon path and think that perhaps the Councils Scrutiny process needs to examine the failure of the Authority over the last decade or so to resolve this matter. I do not feel the paths completion should be dependent on financial support from the ATP as this issue existed some time before this funding became available.
- I believe the Councils forward planning programme is badly flawed at best. This requires investigation.

- Your support for the comments raised by the Cwm Calon Community Association is noted.
- I agree that the support for the provision of a connecting link to the Cwm Calon cycle route was significant during the development of the Integrated Network Map. The matter has not been overlooked but requires officers to secure land agreements before being able to seeking funding to construct the missing section of the route.
- The scheme remains a priority for the Authority but has to resolve land matter and the required processes before works can commence.

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- Most importantly - the 20/30 mph transition at the northern end of Pengam Road should not be in its proposed position. Rather, it should be at the bottom of the slope, just before the Tesco roundabout as shown on map (received).
- Great idea to put a long overdue crossing outside number 69 Pengam Road. However, it might be better to create this as a light controlled pelican crossing.
- Drivers, especially at night, ignore the speed limits - so a speed camera should also be incorporated in these proposals.
- Flat-topped humps are better, with adequate road markings. However, there should be an additional flat-topped hump on the road outside 4/5/6 The Avenue - this would support the idea of a 20mph zone, starting at Point B on my map (received) and reduce the speed of traffic on that downhill section.
- Former CCBC footpath between 91 Pengam Road and the Avenue is now fully overgrown. It belongs to CCBC but has been allowed to become overgrown. It should be reopened as part of this scheme.
- I do agree with your proposals however I do think there should be a facility "crossing" on the road near to the junction turning into Lidl, County school etc.
- The extension of the 20mph speed limit can be considered as part of phase 2 of the scheme.
- Your preference for a light controlled crossing is noted. However considering the volume and flow of the traffic it is considered that a zebra facility will give the necessary amenity and pedestrian priority.
- The use of permanent Speed Cameras are determined by the Go-safe partnership and will only be implemented if strict criteria are met.
- The extension of the speed limit can be considered as part of phase 2 of the scheme when the impact of the changes has been evaluated.
- The footpath that you have identified has been considered and is not part of the Authorities highway assets. This matter is better considered as part of the Ystrad Mynach Master Plan.
- The provision of a second crossing facility would be difficult to implement given visibility and site constraints. The facility would also require a significant reduction in the available on-street parking something that the residents have indicated they would not support. The extension of the 20mph and the traffic calming to reduce the speed of vehicles should improve the amenity and safety

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of pedestrians in the Town centre.

Further correspondence has been received via email all respondents have received a response.