

CEREDIGION COUNTY COUNCIL

Report to:	Cabinet
Date of meeting:	01/02/2022
Title:	Active Travel Network Mapping (ATNM) Review
Purpose of the report:	To advise the Cabinet of the arrangements for the preparation of Active Travel Network Maps (ATNM), and to seek approval for submission of the ATNM to Welsh Government. Cabinet to endorse the future expansion of the Highway network and Asset management responsibilities in connection with Active Travel provision.
For:	Decision
Cabinet Portfolio and Cabinet Member:	Highways and Environmental Services, Housing and Customer Contact – Cllr Dafydd Edwards

BACKGROUND:

The operative provisions of the Active Travel (Wales) Act 2013 commenced on 25 September 2014. The Act placed a number of statutory duties on Ceredigion County Council including:

- Preparation of existing routes maps (Section 3 of the Act)
- Preparation of integrated network maps (Section 4 of the Act);
- Securing continuous improvement of active travel routes; and
- Annual reporting to Welsh Government.

The Active Travel (Wales) Act 2013 defines Active Travel as a walking or cycling journey '**...made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities**'.

Active travel can play a well-documented and significant role in supporting a number of key Welsh Government and County Council plans and policy objectives including economic development, health and well-being, land-use planning, equalities, air quality and carbon reduction.

Ceredigion's Existing Route Maps (ERM) were approved by the Minister in August 2016 and the first Integrated Network Maps (INM) gained Ministerial approval in February 2017. These maps are publicly available to view on the County Council's website at:

<http://www.ceredigion.gov.uk/resident/travel-roads-parking/active-travel/>

Members will be aware that under the provisions of the Act, the Welsh Government designated three Ceredigion settlements as 'Designated Localities' for active travel - these being: Aberystwyth, Cardigan and Lampeter.

There is a statutory requirement for the next edition of the INM (now known as Active Travel Network Maps showing 'Future Routes') - along with updated Existing Route Maps - to be submitted by local authorities three years following the previous edition with a revised submission date of 31 December 2021 (subsequently amended to 31 March 2022). This is a rolling 3 year review process as stipulated in the Act.

Re-Submission of Route Maps

In 2021/22, the County Council was awarded £200,000 by the Welsh Government as ATF Core Allocation funding to enable development and design work, land acquisition and minor works.

A proportion of this ATF Core Allocation was directed at meeting the requirement to prepare and submit Active Travel Network Maps, which required a review and audit of the current routes and public and stakeholder engagement to develop new or improved routes.

A Stakeholder Engagement Plan was developed by Sustrans to demonstrate inclusivity in line with corporate policy, and this was submitted to Welsh Government at the end of August 2020.

The engagement and consultation process was an opportunity for issues and barriers to making active travel journeys to be highlighted and also identify potential new active travel routes which could be added to the '*Future Routes Map*' for Ceredigion.

The first phase of the ATNM consultation in Ceredigion ran for six weeks between 26 November 2020 and 6 January 2021 and was accessible through the online engagement platform Commonplace. (Welsh Government had stipulated that all Welsh local authorities should use the 'Common Place' mapping tool for the community engagement work.)

In total, the consultation saw:

- 675 people actively participating
- 2663 individual visitors
- 505 individual comments
- 1619 agreements with existing comments

The second phase of the consultation sought to obtain public feedback on the proposed Active Travel Draft Network Map. The second phase received a lower number of responses but still demonstrates considerable levels of engagement. Again, the Phase 2 consultation was made available through Commonplace and it was online for 3 weeks from 3 to 22 March 2021.

In total, the consultation saw:

- 328 people actively participating
- 1533 individual visitors
- 273 individual comments
- 716 agreements with existing comments

All Local Members were notified of the above consultations via Ceredigion Press Office and also via e-mail from Sustrans and were invited to contribute to the consultation.

Officers are aware that there will be significant expectations raised as part of the public engagement process and that there will be a need to manage those expectations.

The statutory 12 week public consultation period on the final draft ATNM commenced on 27.08.2021, and closed on 19.11.2021 and was again made available online through Commonplace: <https://ceredigion3.commonplace.is/>

In total the consultation saw:

- 92 people actively participating
- 1371 individual visitors
- 84 individual comments
- 89 agreements with existing comments

Amendments made to the ATNM following statutory consultation are referred to in Appendix **:

All the Future Routes were given a draft priority rating by Sustrans following use of a matrix provided by WG. These were subsequently reviewed by CCC Highways Officers based on local knowledge, risk factors and corporate objectives – these are referred to in Appendix 6. Proposed Future Routes are listed according to anticipated timeframe for delivery i.e. short / medium / longer term.

The deadline for submission of Active Travel Network Maps was originally scheduled for 27 February 2021, the Deputy Minister initially wrote to local authorities advising them of a revised submission date of 30 September 2021, due to delays caused by the accumulated impacts of the Covid-19 pandemic elections and delays to the availability of the new Welsh Government Active Travel Mapping Platform.

On 14 October 2020, the Deputy Minister subsequently wrote local authorities to inform them that the submission date had been further revised to 31 December 2021 to allow effective engagement in recognition of the continuing Covid-19 impacts and arrangements around the Senedd elections in May 2021.

Following representation made by the Welsh Local Government Association expressing concerns that Local Authorities were struggling to meet the deadline, the Welsh Government wrote to all Local Authorities on 11 October 2021 to offer an extension to 31 March 2022, if considered necessary. CCC requested this submission extension and this was approved by the Deputy Minister.

Has an Integrated Impact Assessment been completed? If, not, please state why	No No changes to service provision are planned as part of this activity.
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Wellbeing of Future Generations:

Summary:
Long term: n/a
Collaboration: n/a
Involvement: n/a
Prevention: n/a
Integration: n/a

Recommendation(s): Cabinet is requested to endorse the Active Travel Network Mapping (ATNM) Review and future expansion of the Highway network and Asset management responsibilities in connection with Active Travel provision.

Reasons for decision: To enable the Council's statutory duties under the Active Travel (Wales) Act.

Overview and Scrutiny: Thriving Communities

Policy Framework: Joint Mid Wales Local Transport Plan
'Llwybr Newydd' Wales Transport Strategy 2021

Corporate Priorities: Boosting the Economy
Investing in People's Future
Enabling Individual and Family Resilience
Promoting Environmental and Community Resilience

Finance and Procurement implications: The Welsh Government typically provide Capital Grant funding opportunities to LA's for the construction and installation of new Active Travel infrastructure and this also includes funding for scheme development and land purchases. However, the Welsh Government does not provide Revenue funding assistance towards ongoing maintenance costs – this is the responsibility of LA's under the terms and conditions of accepting Capital grant funding from WG.

Legal Implications: Active Travel (Wales) Act 2013

Staffing implications: Development of Active Travel schemes, grant applications and management of delivery. Inspection and maintenance of an expanding network of Active Travel routes and infrastructure.

Property / asset implications: Increasing Local Highway Authority network of Active Travel routes and infrastructure to the Highways Asset Management Plan (HAMP)

Risk(s): Active Travel Wales (Act) 2013 and associated statutory duties placed on Local Authorities.

Statutory Powers: Road Traffic Regulation Act 1984
Highways Act 1980
Cycle Tracks Act 1984

Background Papers: Thriving Communities Overview & Scrutiny Committee
01.11.2021

Active Travel Act Guidance:
https://gov.wales/sites/default/files/publications/2021-12/active-travel-act-guidance_0.pdf

- Appendices:**
1. Letter from Minister confirming submission extension.
 2. ATNM Report to Thriving Communities Overview and Scrutiny.
 3. List of amendments made to the ATNM following statutory public consultation.
 4. List of INM Routes removed from Map.
 5. Future Route Prioritisation list.
 6. Future Route Maps.

Acronyms:

- Active Travel Network Maps (ATNM)
- Existing Route Maps (ERM)
- Integrated Network Maps (INM)
- Welsh Government (WG)

Corporate Officer: **Lead** Rhodri Llwyd

Reporting Officer: Steve Hallows

Date: 01.02.2022

Cyngor Sir CEREDIGION County Council

REPORT TO:	Thriving Communities Overview and Scrutiny Committee
DATE:	1 November 2021
LOCATION:	
TITLE:	Active Travel Network Mapping (ATNM) Review
PURPOSE OF REPORT:	To advise the Committee of the arrangements for the preparation of Active Travel Network Maps (ATNM), and to inform the Committee of the increasing Local Highway Authority network of Active Travel routes and infrastructure to the Highways Asset Management Plan (HAMP) which is likely have additional resource implications to enable ongoing maintenance.
REASON SCRUTINY HAVE REQUESTED THE INFORMATION:	<p>To review and approve the Ceredigion ATNM prior to submission to Welsh Government (WG) at end of December 2021.</p> <p>Public consultation ends 19th November 2021 and public comments will be reviewed with possible amendments to be made to the draft map prior to submission to WG.</p>

BACKGROUND:

The operative provisions of the Active Travel (Wales) Act 2013 commenced on 25 September 2014. The Act placed a number of statutory duties on Ceredigion County Council including:

- Preparation of existing routes maps (Section 3 of the Act)
- Preparation of integrated network maps (Section 4 of the Act);
- Securing continuous improvement of active travel routes; and
- Annual reporting to Welsh Government.

The Active Travel (Wales) Act 2013 defines Active Travel as a walking or cycling journey '*...made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities*'.

Active travel can play a well-documented and significant role in supporting a number of key Welsh Government and County Council plans and policy objectives including economic development, health and well-being, land-use planning, equalities, air quality and carbon reduction.

Ceredigion's Existing Route Maps (ERM) were approved by the Minister in August 2016 and the first Integrated Network Maps (INM) gained Ministerial approval in February 2017. These maps are publicly available to view on the County Council's website at: <http://www.ceredigion.gov.uk/resident/travel-roads-parking/active-travel/>

There is a statutory requirement for the next edition of the INM (now known as Active Travel Network Maps showing 'Future Routes') - along with updated Existing Route Maps - to be submitted by local authorities three years following the previous edition with a revised submission date of **31st December 2021**. This is a rolling 3 year review process as stipulated in the Act.

Members will be aware that under the provisions of the Act, the Welsh Government appointed three Ceredigion settlements as 'Designated Localities' for active travel - these being: **Aberystwyth, Cardigan and Lampeter**.

The Welsh Government had produced the following documents and guidance for local authorities when planning and delivering active travel improvements:

- Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013; and
- Design Guidance Active Travel (Wales) Act 2013.

These 2 documents mentioned above have now been superseded – on 16th July 2021 the Welsh Government have issued a revised 'Active Travel Act Guidance' document:

[Active Travel Act guidance \(gov.wales\)](http://gov.wales)

Planning and Delivery of Active Travel Schemes in Ceredigion

The development and construction of most active travel infrastructure schemes in Ceredigion is almost exclusively funded from applications to access Welsh Government capital grants, mainly Active Travel Fund and to a lesser extent Safe Routes in Communities.

The Welsh Government does not provide ring-fenced revenue funding assistance towards the maintenance and upkeep of new infrastructure, and it is a condition of accepting capital grant funding that the County Council becomes responsible for any future maintenance costs which clearly carries implications for service budgets.

All capital grant funding applications for active travel schemes are subject to a competitive application process, which are subject to application guidance and a Welsh Government assessment process based on a matrix for scoring against various criteria.

New routes predominantly for leisure/recreation purposes and routes outside of the three designated settlements and immediate active travel catchment area are thus likely to be unsuccessful and fail to attract funding.

During the last 2 years, there has been a greater Ministerial expectation that schemes deliver high levels of active travel use in order to achieve a substantial modal shift from car usage.

This provides a significant challenge to rural local authorities with low population numbers such as Ceredigion in so far as being able to demonstrate the high numbers that appear to be required for this purpose and may impact on the success of active travel grant applications.

Therefore, in order to meet the statutory duty to demonstrate continuous improvement, County Council capital funding budgets may be required to supplement external grant funding in the future.

Design and construction of new active travel infrastructure must comply with the Welsh Government's Active Travel Design Guidance.

This has implications in respect of wider footway standards and possible reallocation of road space in favour of pedestrians and mobility users and wider shared use path / cycle lane standards requiring a larger land take area and possible reallocation of road space in favour of pedestrians, mobility users and cyclists.

Scheme deliverability (including costs) may also be influenced on a location-by-location basis by security/ safety considerations, recently introduced SUDS Approval Body (SAB) drainage requirements and environmental and biodiversity mitigation measures.

The outcome of active travel scheme monitoring is reported to the Welsh Government on an annual basis and published on the County Council's website at:

<http://www.ceredigion.gov.uk/resident/travel-roads-parking/active-travel/>

This links clearly to the attached Draft HES Level 3 Business Plan Objective 4 – Maximise external Funding for Active Travel, Local transport and Highways Refurbishment (Ref: CS1, CS4, G1-G4) and making this sustainable needs to be addressed.

Re-Submission of Route Maps

In the previous Financial Year, the County Council was awarded £200,000 by the Welsh Government as ATF Core Allocation funding to enable development and design work, land acquisition and minor works.

A proportion of this ATF Core Allocation has been directed at meeting the requirement to prepare and submit Active Travel Network Maps. The process requires a review and audit of the current routes and public and stakeholder engagement to develop new or improved routes, and to this end, the Council procured Sustrans to assist with these activities.

A Stakeholder Engagement Plan was developed to demonstrate inclusivity and in line with corporate policy and guidance and this was submitted to the Welsh Government at the end of August 2020.

The Welsh Government has stipulated that all Welsh local authorities should use the 'Common Place' mapping tool for the community engagement work.

The engagement and consultation process is an opportunity for issues and barriers to making active travel journeys to be highlighted and also identify potential new active travel routes which could be added to the 'Future Routes Map' for Ceredigion.

The first phase of the ATNM consultation in Ceredigion ran for six weeks between 26 November 2020 and 6 January 2021 and was accessible through the online engagement platform Commonplace. In total, the consultation has seen:

- 675 people actively participating,
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The second phase of the consultation sought to obtain public feedback on the proposed Active Travel Draft Network Map. The second phase received a lower number of responses but still demonstrates considerable levels of engagement. Again, the Phase 2 consultation was made available through Commonplace and it was online for 3 weeks from 3rd to 22nd March 2021. In total, the consultation has seen:

- 328 people actively participating,
- 1533 individual visitors,
- 273 individual comments,
- 716 agreements with existing comments.

All Local Members were notified of the above consultations via Ceredigion Press Office and also via e-mail from Sustrans and were invited to contribute to the consultation.

Whilst not wishing to dismiss valid and helpful contributions, officers are aware that there will be significant expectations raised as part of the public engagement process and that there will be a need to focus contributions and manage those expectations.

The statutory 12 week public consultation period commenced on 27.08.2021 and will close on 19.11.2021: <https://ceredigion3.commonplace.is/>

The deadline for submission of Active Travel Network Maps was originally scheduled for 27th February 2021, but on 30th April 2020, the Deputy Minister wrote to local authorities advising them of a revised submission date of 30th September 2021, due to delays caused by the accumulated impacts of the Covid-19 pandemic elections and delays to the availability of the new Welsh Government Active Travel Mapping Platform.

On 14th October 2020, the Deputy Minister wrote to inform local authorities that the submission date had been further revised to 31st December 2021 to allow effective engagement in recognition of the continuing Covid-19 impacts and arrangements around the Senedd

elections in May 2021.		
WELLBEING OF FUTURE GENERATIONS:	Has an Integrated Impact Assessment been completed? If, not, please state why.	No. No changes to service provision are planned as part of this activity.
	Summary:	
	Long term:	n/a
	Integration:	n/a
	Collaboration:	n/a
	Involvement:	n/a
	Prevention:	n/a
RECOMMENDATION (S):		
Committee is requested to recommend that Cabinet endorse the ATNM Review and future expansion of the Highway network and Asset management responsibilities in connection with Active Travel provision.		
REASON FOR RECOMMENDATION (S):		
To enable the Council's statutory duties under the Active Travel (Wales) Act.		
Contact Name:	Steve Hallows	
Designation:	Service Manager – Highways Development	
Date of Report:	04.11.21	
Acronyms:	Active Travel Network Maps (ATNM) Highways Asset Management Plan (HAMP) Existing Route Maps (ERM) Integrated Network Maps (INM) Welsh Government (WG)	
Appendices:	<ol style="list-style-type: none"> 1. Letter dated 14th October from Deputy Minister. 2. Direction amending timescales for the resubmission of existing route maps and Integrated Network Maps. 3. Overview of Maintenance issues. 4. Sustrans Report. 	



Ein cyf / Our ref: MA-LW-3196-20

Local Authority Leader

14 October 2020

Active Travel (Wales) Act 2013 – Submission of Integrated Network Maps

I wrote to you on 30 April to change the date of submission of the integrated network maps to 30 September 2021 and asked you to submit your outline plan for consultation and engagement in this process by the end of August 2020. I am pleased that I received stakeholder plans from each local authority and these have been reviewed by my officials.

Local authority officers have raised concerns that they will be unable to consult on their next round of maps during the pre-election period for the Senedd elections in May 2021, which severely constrains the time available to undertake consultation before finalising the maps in time for the September deadline. This is exacerbated by the ongoing challenge of restrictions linked to Covid-19.

As full and meaningful engagement with current and, more importantly, non- or infrequent users of active travel is at the heart of creating walking and cycling route networks that are resulting in a change in travel behaviour and mode shift, I am therefore issuing the attached direction to change the date by which integrated network maps need to be submitted to Welsh Ministers to 31 December 2021.

Officials have already put in place an on-line engagement platform, Common Place, which will be made available to all local authorities in the coming weeks and to which local authority officers were introduced in recent seminars. During this Autumn and Winter additional resources and engagement and communications support will be developed, and this will come on line in Spring 2021. I ask that your engagement plans are now revised to take advantage of the extra months and resources which will now be available for involving the whole breadth of potential active travel users thoroughly after May 2021.

Yours sincerely,

Lee Waters AS / MS
Dirprwy Weinidog yr Economi a Thrafnidiaeth
Deputy Minister for Economy and Transport

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Direction amending the timescale for the submission of integrated network maps (with a consequential change in the date for submitting further existing routes maps) under the Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013

To all county and county borough councils in Wales

Direction amending timescales for the resubmission of existing route maps and integrated network maps

The Welsh Ministers, in exercise of the powers conferred on them by section 4(6)(b) of the Active Travel (Wales) Act 2013 (“the Act”), make the following Direction.

Statutory background

Section 3(10) of the Act provides that once an existing routes map prepared by a local authority has been approved by the Welsh Ministers, the local authority:

- (a) must keep it under review,
- (b) may revise it, and
- (c) must submit it to the Welsh Ministers for approval on each occasion on which the local authority’s integrated network map is submitted for approval under section 4.

Section 4(1) of the Act provides that each local authority must:

- a) prepare an integrated network map, and
- b) submit it to the Welsh Ministers for approval.

Section 4(6) of the Act provides that a local authority must submit its integrated network map to the Welsh Ministers for approval:

- a) before the end of the period of 3 years beginning with the day on which this section comes into force, or
- b) if the Welsh Ministers by direction given to the local authority specify a date after the end of that period as the date by which it must be submitted to them, no later than that date.

The operative provisions of the Act were commenced on 25 September 2014 by the Active Travel (Wales) Act 2013 (Commencement) Order 2014. Under Direction from the Welsh Ministers the first edition of the existing route maps was submitted on the 22 January 2016, and the first integrated network maps on 03 November 2017.

Section 4(6)(a&b) of the Act requires that the next edition of the integrated network map should be submitted by local authorities three years following the previous edition, or no later than a date specified by the Welsh Ministers under Direction.

In view of circumstances beyond the control of local authorities at this time, Ministers consider it appropriate to extend the previously communicated date for submission of the next round of integrated network maps and updated existing routes maps. This is dealt with by the following Direction.

The Direction

In exercise of their power under section 4(6)(b) of the Act, the Welsh Ministers direct that the integrated network map required to be submitted by each local authority under section 4(6) of the Act to the Welsh Ministers for approval must be submitted to the Welsh Ministers for approval no later than **31 December 2021**. When submitting their integrated network map for approval by this date, each local authority must submit at the same time to the Welsh Ministers for approval the existing routes map required by section 3(10)(c) of the Act.



Signed by.....

Lee Waters MS, Deputy Minister for Economy & Transport, on behalf of the Welsh Ministers

Date: 14 October 2020

Maintenance of Active Travel Routes in Ceredigion – Overview Report

1. Introduction / Background

The Welsh Government introduced the **Active Travel (Wales) Act 2013** on 4th November 2013 and the Act commenced on 25th September 2014. The Act places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at design stage.

On 7th October 2014 the Welsh Government issued a document titled 'Statutory guidance for the delivery of the Active Travel (Wales) Act 2013.

In December 2014 the Welsh Government issued a document titled 'Design Guidance' which is a supplementary document of the Act.

It is a term and condition of acceptance of Active Travel Fund / Safe Routes in Communities / Road Safety Grant / Local Transport Fund grant awards from the Welsh Government that all schemes must be designed in accordance with this Design Guidance.

These 2 documents mentioned above have now been superseded – on 16th July 2021 the Welsh Government have issued a revised 'Active Travel Act Guidance' document:

[Active Travel Act guidance \(gov.wales\)](https://gov.wales)

“Active travel is a key priority in the Welsh Transport Strategy – Llwybr Newydd – and is identified at the top of the sustainable transport hierarchy that guides all our transport activities.

Consequently, Llwybr Newydd the new Wales Transport Strategy sets a mode share target of 45% of journeys to be made by walking, cycling and public transport by 2040.”

Lee Waters MS
Deputy Minister for Climate Change

2. Current Scenario / Issues

- Maintenance issues – vegetation creep and overgrowth – path width reduced and route signage / safety signage is obscured – photo examples are shown below
 - Figures 1 – 4:** Show the Ystwyth Trail (Ceredigion's 'flagship' cycle route) where vegetation has grown over the years to the extent that the route now appears enclosed and uninviting for users.
 - Figures 5 – 7:** Show the Ystwyth Trail where vegetation creep has reduced path width to less than 2m, though the path was constructed to 3m width.
 - Figures 8 – 9:** Show the Rheidol Trail with overhanging branches and vegetation reducing available path width.
- Currently Active Travel / Cycle routes receive a single swathe cut back a year. This does not address vegetation creep over path edges or clearing vegetation at height which is a potential user safety issue. Vegetation at height also obscures route direction and safety / warning signage.
- A private contractor has the maintenance contract for some routes, however some active travel route maintenance is also undertaken internally when resources allow. There is potential flexibility to undertake additional maintenance work during winter months, subject to increased resource which is likely to require additional funding

- CCC Highways Maintenance have limited resources and specialist equipment to deal with reactive maintenance issues on cycle routes, particularly leaf-fall, fallen branches / trees and vegetation creep, and a pro-active maintenance programme could help prevent issues reaching the scale of intervention required at present.
- Public consultation responses – both Active Travel consultations undertaken to date (2016 and 2021) received responses highlighting lack of maintenance on cycle routes.
- There is inevitably an additional / increasing path network and associated Active Travel facilities and infrastructure to maintain e.g. cycle shelters, public bike repair stations and cycle pumps etc. (**Figures 13 – 18**).
- The Highways network is increasing annually (Active Travel and Safe Routes, sections of new footway serving new developments and in particular estate Section 38 adoptions) – yet the maintenance budget and resource has reduced and has not kept pace with the expanding network. The Highways Asset Management Plan (HAMP) should reflect this and highlights additional resource that is required.
- As an example of the expanding network, in recent years the following new paths were constructed:

Rhiwgoch Footway	950 metres of new footway added to Public Highway
Bow Street to Penrhyncoch	2km of new shared use path added to Public Highway
Llanbadarn to Penweddig School	275 metres of new shared use path added to Public Highway

Responses received as part of the current Active Travel Network Mapping Review has led to the following proposed Future Routes added to the Network which represent a very significant increase to be added to Public Highway for future inspection and maintenance:

Waunfawr to IBERS	Approximately 2km's
Llandre to Borth	Approximately 3km's
Llechryd to Cardigan	Approximately 2km's
Lampeter to Llangybi	Approximately 6km's

The Council has recently submitted an application to the Department for Transport (DfT) 'Levelling Up Fund' for an ambitious programme of several long distance rural cycle routes – enhancement of existing routes (e.g. The Ystwyth Trail) as well as new or extended routes (e.g. The Llanerchaeron Trail, connecting Aberaeron with the new Dyffryn Aeron School in Felinfach measuring approximately 11km's).

3. Matters for Consideration

Active Travel is at the forefront of the current Welsh Government agenda to achieve modal shift from car usage to contribute to the decarbonisation of travel and transport, promote healthier and more active lifestyles, contributing towards cleaner air and the various issues associated with Climate Change.

There are a number of actions that may be considered, such as:

- Dedicated Maintenance resource to maintain Primary Active Routes on a more regular cyclical basis and Secondary Routes on a less frequent cyclical basis. There is potential for this work to remain 'in-house' or be allocated to an external contractor.
- CCC Parks and Gardens have potential flexibility to undertake additional maintenance work during winter months, subject to increased resource.
- Maintaining cycle infrastructure i.e. Cycle Shelters (includes annual washing / cleaning) and Bike Repair Stations & Cycle Pumps.

Active Travel routes must be constructed to WG Active Travel Design Standards e.g. minimum 500mm gap between street furniture to the back edge of shared use paths; minimum 2.4m mounting height for signage – maintenance needs to ensure these standards are maintained to ensure people are encouraged to use these routes safely under the Active Travel and Climate Change agenda.

The Committee is asked to note the Report and the steps that Officers are taking to address implications of the expanding Active Travel network. The existing budgets for Highways Maintenance (Revenue) may be insufficient to maintain the existing network to the expected standards, noting the future and expanding network as highlighted in this report. Without further resources, the condition of existing routes will deteriorate further, thus rendering them less usable, unsafe and not fit for purpose to encourage increased levels of Active Travel and meet the Council's duties under the Active Travel Act.

Gari Jones

Engineer – Safe & Active Travel

Highways & Environmental Services

12.08.21

Revised 05.10.21

Figure 1: Ystwyth Trail at Rhydyfelin May 2013:



Figure 2: Ystwyth Trail at Rhydyfelin July 2021:



Figure 3: Ystwyth Trail at Rhydyfelin May 2013:



Figure 4: Same location July 2021:



Figure 5: Ystwyth Trail July 2021:



Figure 6: Ystwyth Trail July 2021:



Figure 7: Ystwyth Trail near Tynygraig Jun 2013

This section was originally constructed as a 3 metre wide path provision, yet lack of adequate and regular maintenance has reduced this to single-track, because continual vegetation creep has forced users to the middle of the trail:



Figure 8: Rheidol Trail June 2021:



Figure 9: Rheidol Trail June 2021:

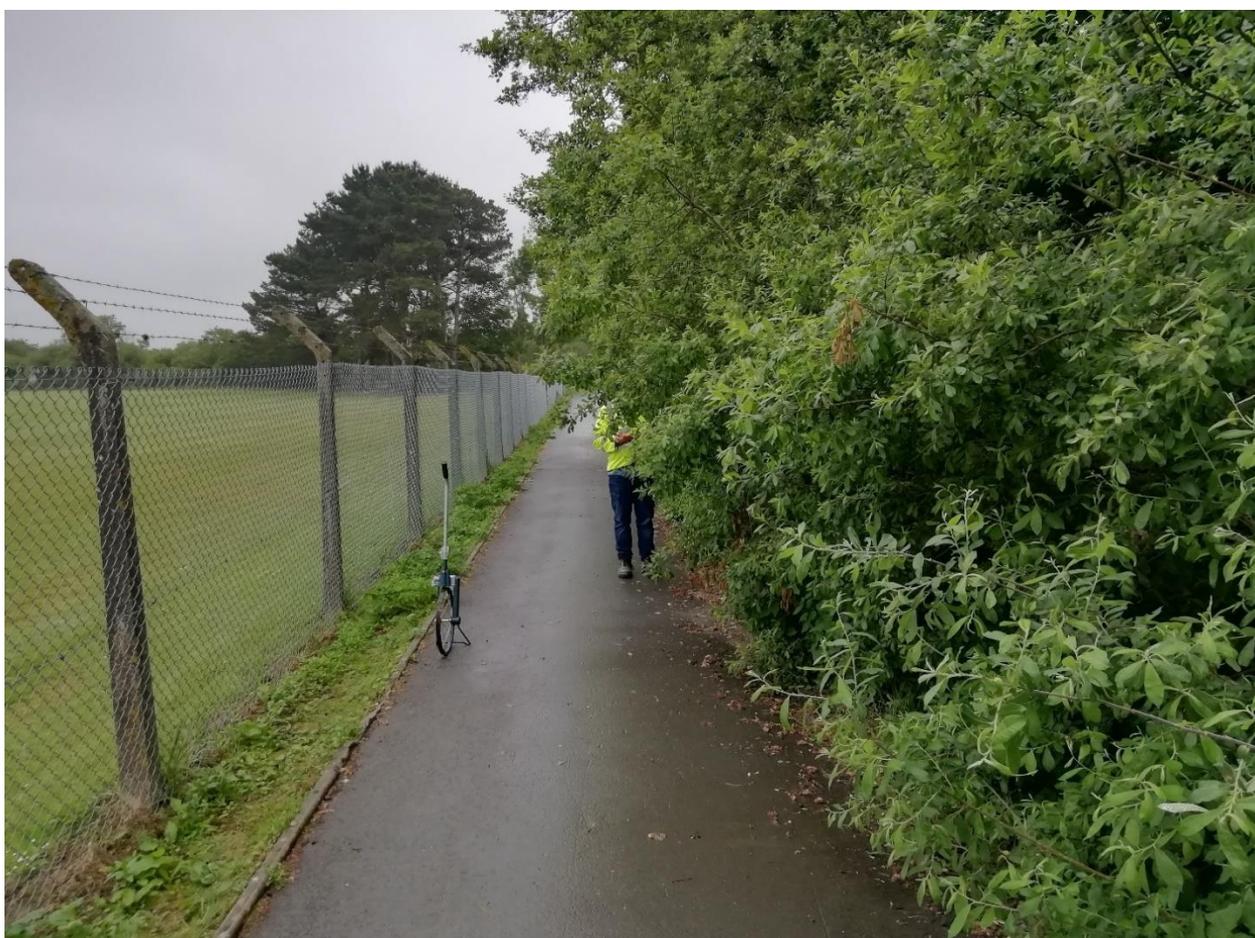


Figure 10: Bow Street to IBERS Shared Use Path

May 2021 - This path was constructed in early 2019 and is already showing signs of vegetation creep over the path edges:



Figure 11: July 2019 – Path edging visible below:



Figure 12 IBERS to Penrhyncoch Shared Use Path

Photo below demonstrates how quickly vegetation creep can occur as this path was recently constructed in 2020.



Figure 13: Cycle Shelter and Public Bike Repair Station and Cycle Pump near Aberystwyth Rail Station – May 2018:



Figure 14: June 2020:



Figure 15: Queen's Road, Aberystwyth Cycle Shelter – May 2018:



Figure 16: July 2021:



Figure 17: July 2021:



Figure 18: Baker Street Cycle Rack and Cycle Pump:



End.

Ceredigion Active Travel Network Maps Consultation

Pre-Statutory Report for Elected Members and Internal Stakeholders



Sustrans yw'r elusen sy'n ei gwneud yn haws i bobl gerdded a beicio. Rydym yn cysylltu pobl a llefydd, yn creu cymunedau byw, yn trawsnewid y daith i'r ysgol ac yn hwyluso taith hapusach ac iachach i'r gwaith.

Ymunwch â ni ar ein siwrne.

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

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Sign off:	Patrick Williams (17 June 2021)

Contents

Glossary of Key Terms _____ 4

Part 1: Overview _____ 6

 Aim of this Update _____ 6

 The Active Travel (Wales) Act 2013 _____ 6

 Where are we in the process? _____ 8

Part 2: Engagement Summary _____ 9

 The Importance of Engagement _____ 9

 Engagement Activities _____ 12

 Engaging people with protected characteristics _____ 16

 Focused engagement in Lampeter _____ 18

 Engagement with schools _____ 19

Part 3: Developing the Network & Draft Maps _____ 21

Part 4: Network Recommendations _____ 26

Appendix A: List of Groups Contacted _____ 33

Glossary of Key Terms

Key Term	Description
Active Travel	Active travel is a term used to describe walking and cycling for purposeful journeys. According to the Active Travel Act Wales 2013, 'walkers and cyclists' include disabled people and mobility users.
Active Travel Network Maps (ATNMs)	Under the Active Travel Act, Local Authorities have a duty to map Existing and Future routes for walking and cycling within localities specified by Welsh Government.
Basic Network	A term used to describe all routes within an area available to walkers and/or cyclists.
Commonplace	Welsh Government provided online engagement platform.
Designated Localities/Towns	Built up areas defined by Welsh Government for which the mapping duty applies.
Existing Route	Refers to a route that has been audited against a set of Welsh Government specified criteria and deemed suitable for walking, cycling or both.
Future Route	Previously referred to as Integrated Network Routes (at 2017) and now referred to as 'Future Routes'. These refer to routes that either do not yet meet the threshold of the Welsh Government specified criteria, do not yet exist, or have not yet been audited.
Mesh Network Density	Welsh Government outline an aim for 'comprehensive' networks within the designated towns within 15 years. If a town is imagined as a grid, comprehensive is described by the Welsh Government as an Active Travel Standard route for every 250m (in addition to the Basic Network of available routes).
Propensity to Cycle Tool (PCT)	It is an online and interactive planning support tool to provide an evidence base to inform investment in cycling.

WeITAG	An appraisal process for transport projects in Wales that considers the problem and assesses potential options that could provide a solution against a range of criteria.
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Part 1: Overview

Dear Elected Member/Stakeholder,

Ceredigion County Council (CCC) commissioned Sustrans Cymru to undertake a review of the Active Travel Network Maps (ATNMs) in Ceredigion, in accordance with the duties outlined within the Active Travel (Wales) Act 2013¹ (referred to as the Act).

CCC has undertaken Stages 1 and 2 of the engagement process, and are preparing for the statutory element of the process, as required under the Duties of the Act.

Aim of this Update

This update aims to provide Members and internal colleagues with results from Phase 2 of the Engagement process, and incorporation of recommendations for Active Travel Route proposals to be taken to Statutory Consultation as a result of Phases 1 and 2 (recommended routes for addition are discussed in Part 4 of this report).

The Active Travel (Wales) Act 2013

'Active Travel', as defined within the Act, refers to walking and cycling for everyday utility journeys (e.g. journeys to places of education, the shops or to work). The scope of routes considered under the Act therefore do not apply to recreational and leisure routes, unless they also provide sufficient evidence as a utility journey.

Designated localities/towns are covered under the Active Travel (Wales) Act 2013, and in Ceredigion these have been identified by Welsh Government as:

- Aberystwyth
- Cardigan
- Lampeter

(This can include nearby settlements where there is clear potential and evidence for Active Travel journeys to the nearby designated towns).

The maps applying to the above towns aim to show a proposed comprehensive network of active travel routes for walking and cycling modes – which under the statutory duties of the Act must be submitted to Welsh Government in late 2021 for approval.

¹ <https://www.legislation.gov.uk/anaw/2013/7/contents/enacted>

As a minimum, routes must connect to all existing and planned schools within the areas cited above. Routes should be well justified against robust evidence sources (described in further detail within Part 3).

It is the Council's understanding that routes included on the map approved by Welsh Government, will be eligible for applications for funding to the Welsh Government's Active Travel Fund (although the successful outcome of applications for funding will be subject to providing sufficient evidence to support a 'Case for Change'). Some routes identified may be dependent on developer contributions, or liaison with external parties such as the Welsh Government and its Trunk Roads Agent and/or landowner agreements.

The proposals show existing routes that are currently suitable for active travel use, as well as those that have potential to meet the minimum active travel standards with improvement.

The process so far has included extensive (Phase 1 and 2) public and stakeholder engagement, desktop study and site visits/audits of the proposed routes and related facilities to produce a draft network for submission. This report is split into four sections:

Part 1 provides a brief introduction to Active Travel and scope of this review.

Part 2 provides an overview on the engagement activities undertaken by CCC to obtain broad feedback from communities, stakeholders, delivery partners and members of the public.

Part 3 describes the process undertaken to get to the networks to be presented at the statutory consultation.

Part 4 describes the recommendations for updates to the proposed network (compared to that proposed at Phase 2) for CCC consideration.

Where are we in the process?

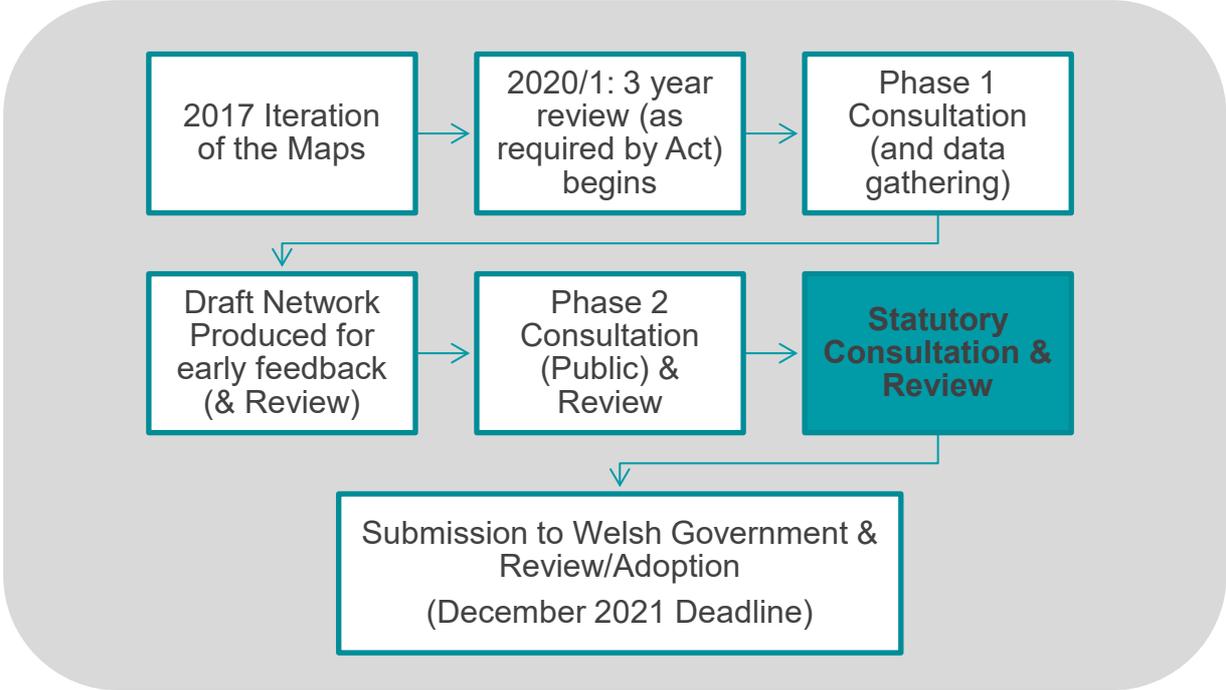


Figure 1: Process development stages

Part 2: Engagement Summary

The Importance of Engagement

Amendments to the Welsh Government's Draft Active Travel Delivery Guidance² place an emphasis on the importance of consultation and engagement in the development of Active Travel Network Maps (ATNMs).

The principles embedded within the guidance consider that Active Travel Networks developed with communities and by existing and future users, are more likely to be used and therefore the impact of any infrastructure delivered is likely to be greater.

The guidance suggests a multi-phased approach to engagement, with the first opportunity being at route identification stage. A second opportunity for engagement should take place following completion of the outline design to provide stakeholders a further opportunity to refine the scheme design. For ATNM's developed under the Active Travel Act, there must be a statutory 12 week public consultation period.

Multi-phased Engagement Process

So as to ensure delivery of a rigorous and meaningful engagement process, Ceredigion County Council began a delivery of engagement during November 2020, being the first Local Authority (LA) to launch the public consultation through the Welsh Government provided platform 'Commonplace'.

In order to receive reliable feedback and to give people the opportunity to stay involved throughout all stages of the consultation process, Ceredigion chose a multi-phased approach of engagement. This goes beyond the minimum requirements of the Active Travel Delivery Guidance, but this approach was considered highly desirable so as to demonstrate that Ceredigion County Council had followed a fully inclusive process.

² <https://gov.wales/active-travel-guidance>

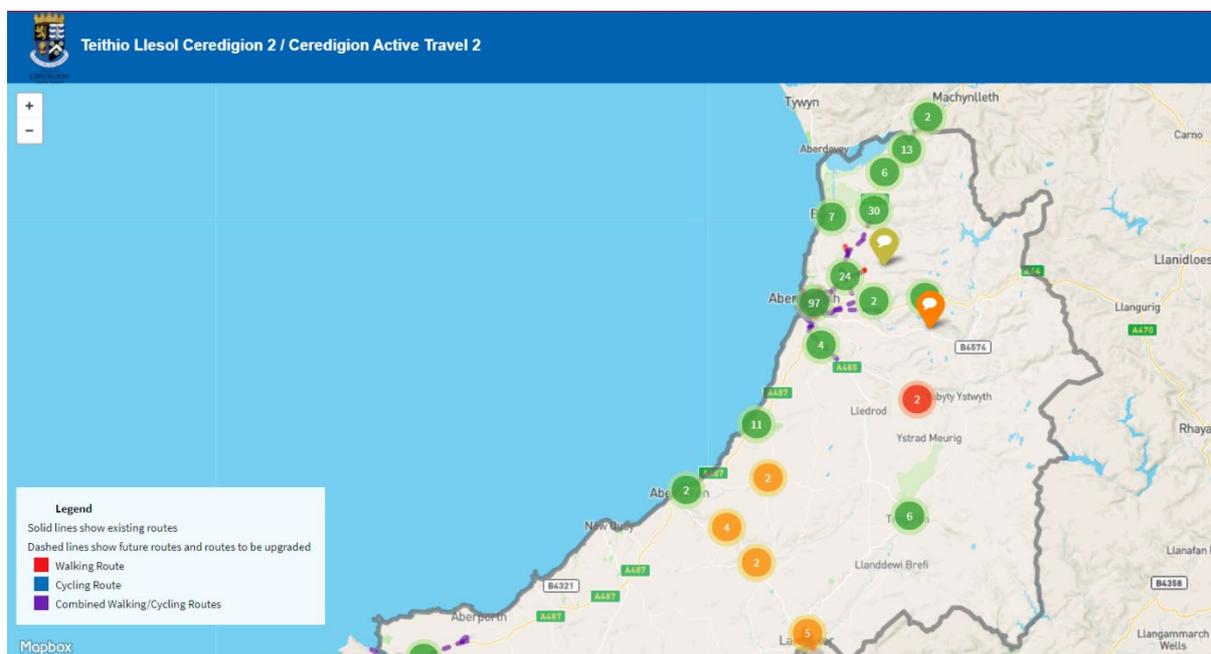


Figure 3: Commonplace Phase 2, Feedback on the Active Travel Draft Network Map (<https://ceredigion2.commonplace.is/>, screenshot 22.3.2021)

The second phase of the consultation sought to obtain public feedback on the proposed Active Travel Draft Network Map. The second phase received a lower number of responses but can still demonstrate considerable levels of engagement. Again, the Phase 2 consultation was made available through Commonplace and it was online for 3 weeks from 3rd to 22nd March 2021. In total, the consultation has seen:

- 328 people actively participating,
- 1533 individual visitors,
- 273 individual comments,
- 716 agreements with existing comments.

Stakeholder mapping

An in-depth stakeholder mapping process formed the starting point of the consultation to make sure all audiences suggested within the Active Travel Delivery Guidance were included (i.e. children and young people, seldom heard groups, groups with protected characteristics, people who feel unable to travel actively now, as well as key stakeholders, delivery partners, wider public and persons that had requested to be consulted). An anonymised version of the stakeholder list was shared with the local Sustrans volunteer network in Ceredigion to identify missing stakeholder groups.

Engagement Activities

Email Campaign

To accompany the launch of the consultation an email campaign reached out to over 240 local groups, community hubs, charities, sports clubs, businesses, adjoining local authorities, police stations, Elected Members, Community and Town Councillors, etc. (Complete list of groups contacted is listed in Appendix A).

Social media

The launch was promoted through a press release across print and online media in Ceredigion and across the Sustrans social media channels (Twitter and Facebook) through repeated media posts (2.12.2020, 17.12.2020, 6.1.2021, 8.1.2021, 3.3.2021, 4.3.2021).

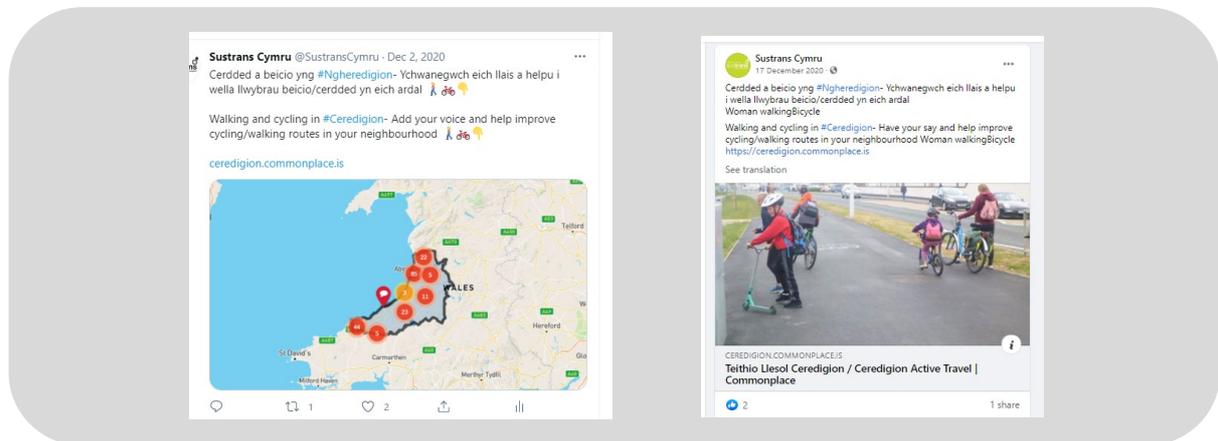


Figure 4: Phase 1 consultation: Facebook/ Twitter posts via Sustrans Cymru, Screenshots Dec 2020

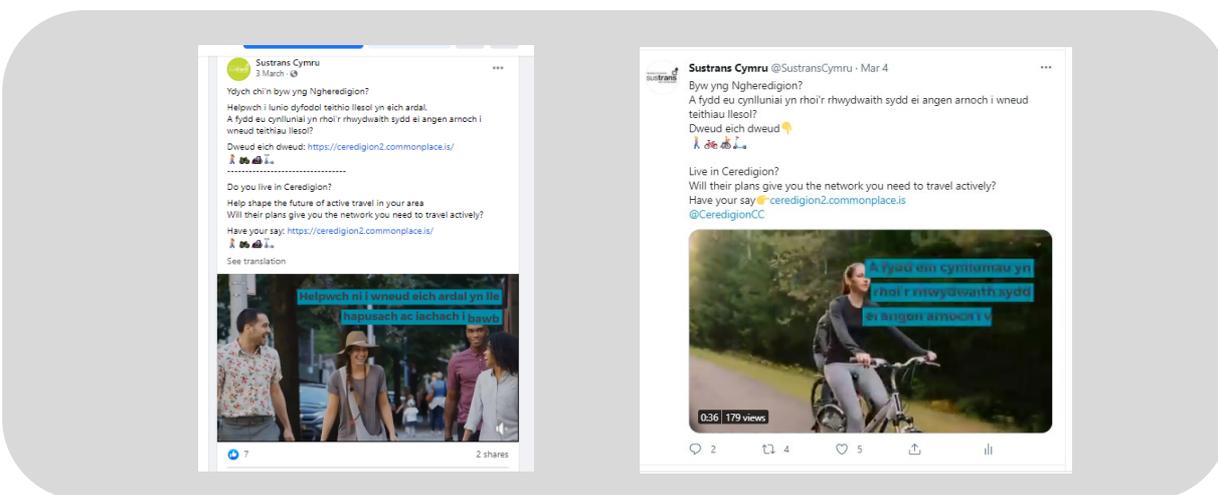


Figure 5: Phase 2 Consultation: Twitter/Facebook posts via Sustrans Cymru, Screenshots March 2021

Over 25 local groups were contacted directly through personal messages via Facebook.

Paper copies of Consultation map and survey

To ensure accessibility of the consultation for as many people as possible, a paper version of the consultation map and survey in both English and Welsh was made available through mail to individuals upon request.

CEREDIGION ACTIVE TRAVEL NETWORK MAPPING




Where have you placed your comment?
Eg. street name, school name

What is your connection to this place?

Go to school here	Come shopping here
Live here	Work here
As a transport interchange/hub	Go to College/University

Other: _____

What are you commenting on?

Road	Pavement/footpath
Cycle lane (on road)	Cycle parking
Cycle path (off road)	Junction
Walking & Cycling shared path (off road)	Crossing

Other: _____

What is the issue you are commenting on?

Lack of safe route for walking	Street furniture
Hard to cross the road	Poor lighting
Behaviour of road users	Poor air quality
Lack of secure bike parking	Pavement parking
Behaviour of other path users	Heavy traffic
Lack of safe route for cycling	Barriers to access
Poor signage/route hard to find	Speeding

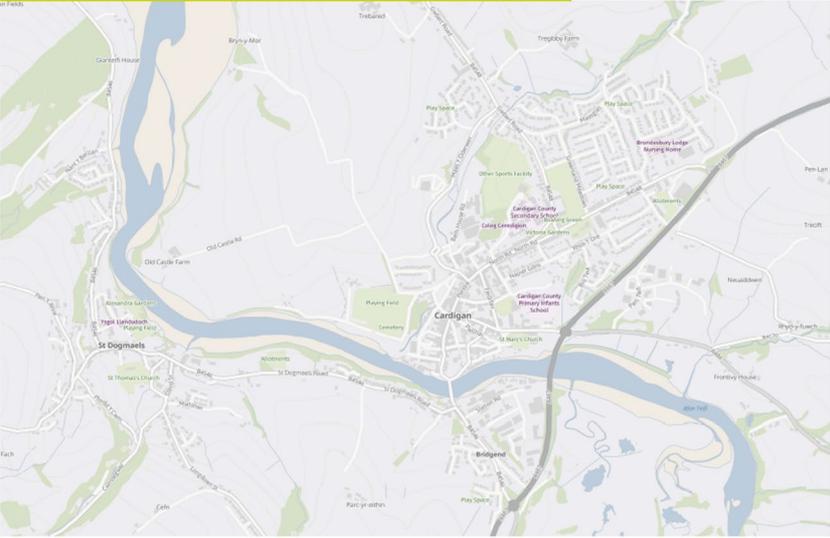
Other: _____

What is the issue you are commenting on?

Improve path surface	Add dropped kerbs
Add cycle parking	Slow down traffic
Connect pavements	Repaint lane stripping
More seating	Better enforcement
Remove barriers	More cycle lanes
Restrict traffic or close road	Better signage
More facilities for disabled	Pedestrianise
Widen footpath/pavement	Add/improve crossing
Remove pavement clutter	Safer junction

Other: _____

Mark a location on the map where you want to comment.



Any other comments?

Figure 6: Example of paper map and survey questions, sent out to individuals on request.

Printed Posters

Printed posters were distributed to the main post offices, libraries, and bicycle shops in the designated settlements.

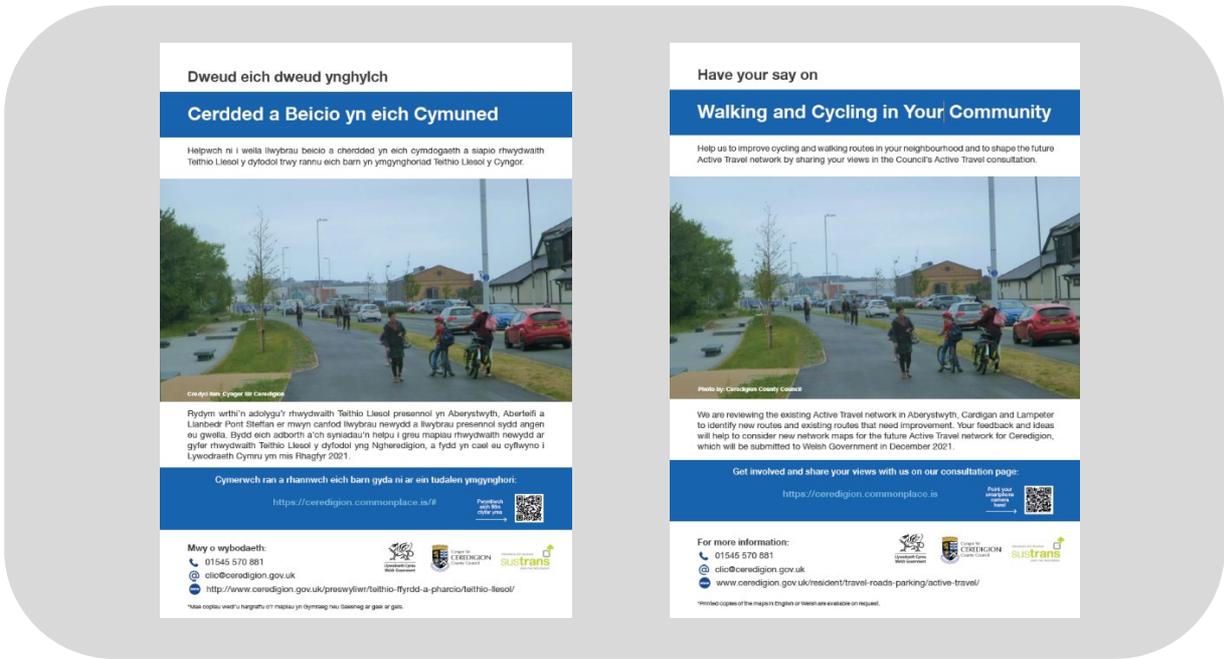


Figure 7: Consultation poster (print version and digital flyer in Welsh and English), distributed to libraries, post offices, and bike shops.

Engagement with Elected Members, Town and Community Councils

In order to obtain early feedback on the draft route maps, stakeholders were invited to preview the draft ATNM after Phase 1 consultation before they were released to public in consultation Phase 2 on 3 March 2021. The draft maps could be accessed online and internal stakeholders were encouraged to view and comment on the proposed route maps.

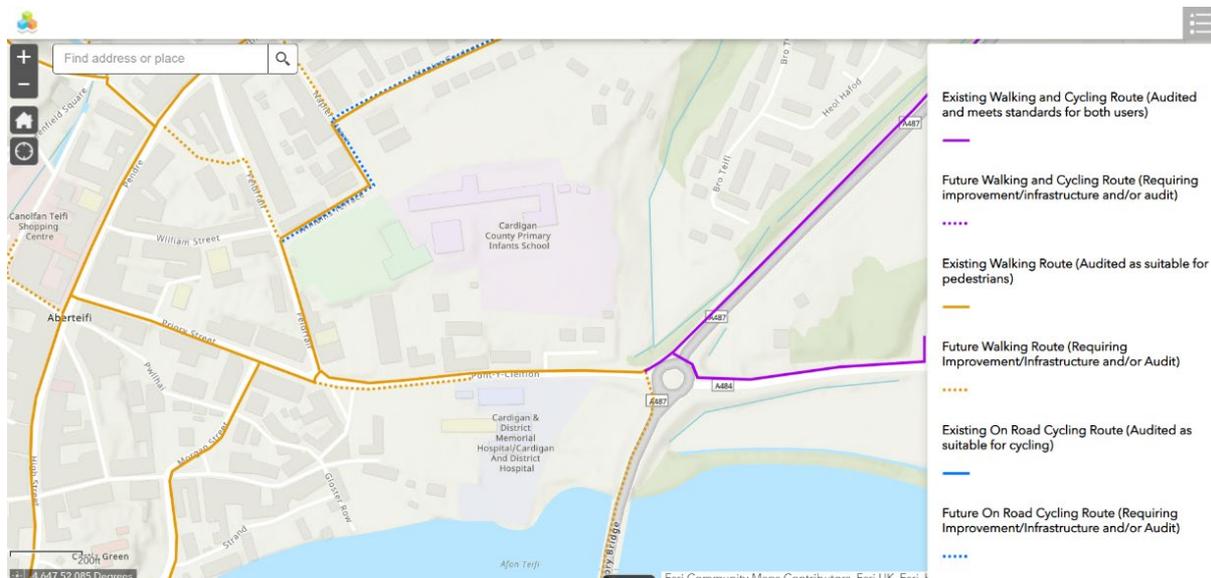


Figure 8: Draft route map for walking & cycling, accessible for all Internal Stakeholders through GIS-based online map. Screenshot, 20.02.2021

An interim report was shared with the internal stakeholders at the same time, providing an overview of the ATNM process, an update on the consultation and giving guidance on how to view and provide feedback on the draft network maps of Ceredigion. The report was shared with all Elected Members on 18 February 2021.

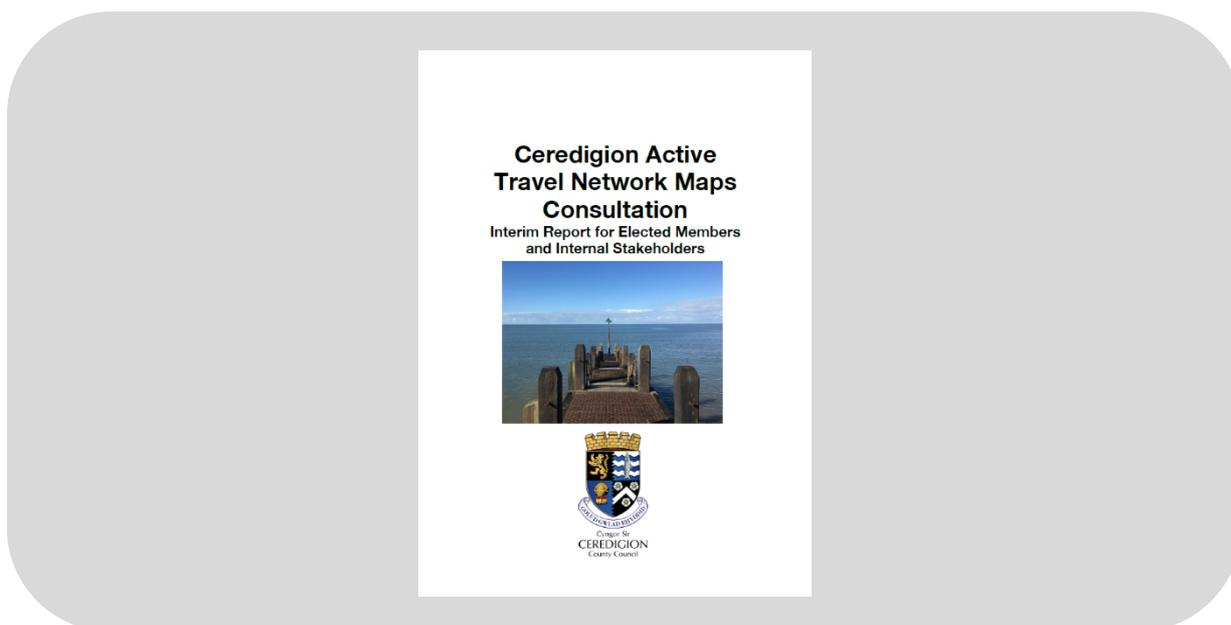


Figure 9: Interim report for Elected Members and Internal Stakeholders

Engaging people with protected characteristics

On behalf of Ceredigion Council, Sustrans reviewed the demographic, geographic and equalities data on respondents after the first phase of engagement, matching them with Census 2011 data in order to identify underrepresented groups/areas to help focus further engagement activities during statutory consultation. The results showed overall good matches between respondents and population data, with only small discrepancies in the engagement levels of people under 24 and people aged 65 and over. As a result, engagement activities in Phase 2 focused more on these underrepresented groups.

The Royal Institute for the Blind, Guide Dogs Cymru and the Welsh Council for the Blind were consulted with on several occasions to provide opportunities for **visually impaired people** to give their feedback. Coordinated through the Wales Vision Forum, people with sight loss gave their feedback through an online questionnaire, by post, at virtual member forums and over the telephone. To receive specific feedback on barriers that **people who are living with deafblindness** face, direct conversations took place with a member of Deafblind Cymru.

To promote the consultation among **young people** and **vulnerable groups**, conversations and meetings took place with the Future Generations Commissioner for Wales, the Children's Commissioner for Wales and the Council for Voluntary Youth Work.

In addition to this, a promotional video targeted at young audiences was made and shared through social media specifically with groups and organisations working with young people, such as Ceredigion Youth Service, Aberystwyth University, University of Wales Trinity Saint David, Coleg Ceredigion, Urdd Ceredigion, Youth Forum Penparcau, etc.



Figure 10: Promotion video on the consultation targeted at young people, shared through Twitter/Facebook. Screenshot 3.3.2021

To promote engagement among **young and older people** as well as **women**, a bilingual flyer and poster was shared specifically with groups with a focus on young people and on older people, such as the Age Cymru Dyfed, U3A local groups, Merched Y Waw, West Wales Care Partnership, Ceredigion 50+, etc.



Figure 11: Flyers/Posters for Phase 2 Engagement, focused on groups with protected characteristics

Please see Appendix A for a full list of groups contacted and directly involved in this consultation.

Focused engagement in Lampeter

The commonplace Phase 1 datasets showed a very low level of feedback from Lampeter residents. Based on this, an additional 30 groups and organisations in Lampeter were contacted with launch of the Phase 2 consultation. The local ward members were also contacted directly and encouraged to promote the consultation on the draft network in Lampeter.

Sustrans Cymru recommends that engagement activities in Lampeter should be extended during statutory consultation, e.g. through letter drops or face-to-face engagement in the town centre of Lampeter, if permitted - dependent upon Covid restrictions.

Engagement with schools

Engagement with schools was undertaken and it combined a variety of activities: 14 Primary Schools, 3 Secondary and 1 '3 to 19' School within and adjoining the three designated settlements were contacted in an initial email campaign with follow-up phone calls and emails. Students of Y5 and older, families and carers were invited to provide their input through an online survey, which was individualised for each school. The school survey was live for five weeks from 20th April to 28th May 2021.

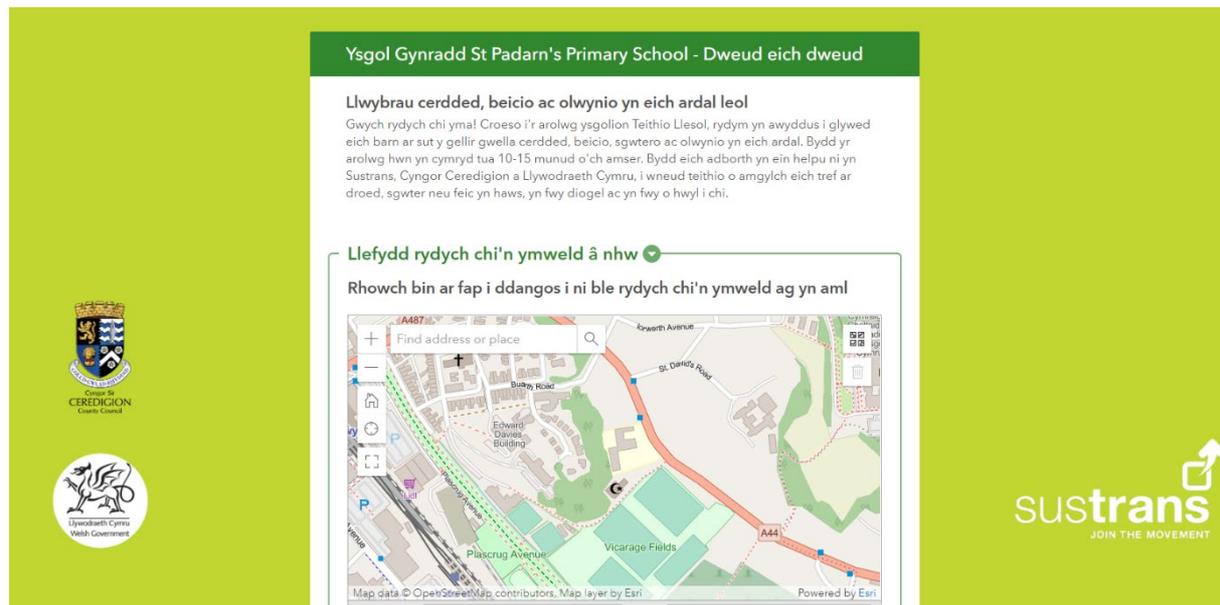


Figure 12: School specific online survey, example of Ysgol Gynradd St Padarn's Primary School, screenshot 20.4.2021.

If teachers wished to expand on the consultation and Active Travel in general during their lessons, they were provided with additional material, such as a bilingual lesson plan on Active Travel and the ATNM consultation, a home learner guidance (guidance for students currently unable to attend school) as well as bilingual instructional/informative videos that could be shown in the classroom. Two schools were provided with further resources and follow up activities upon their request.

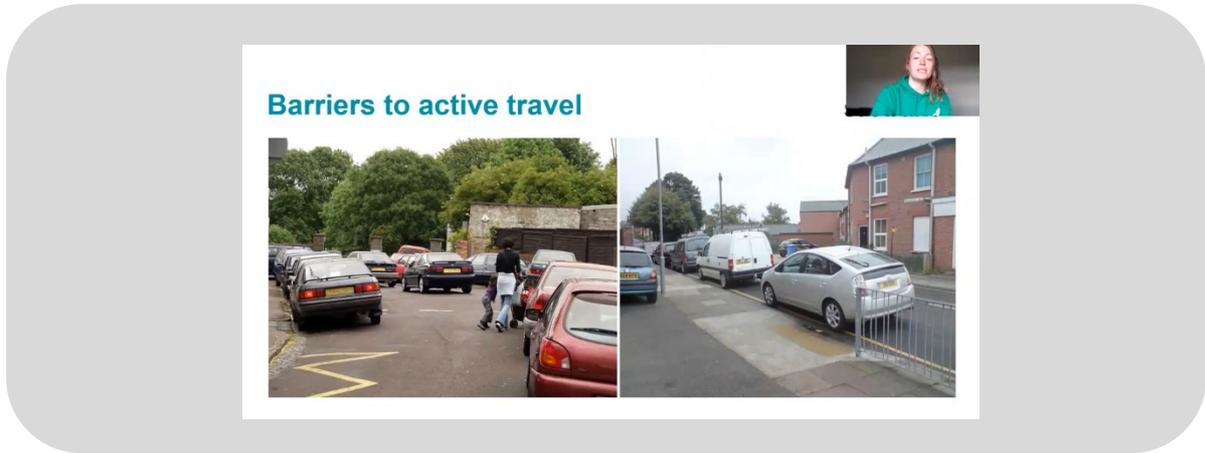


Figure 13: Instructional video on Active Travel and the ATNM Consultation, Screenshot YouTube 25.5.2021

The online survey was completed by 252 students from 9 different schools:

Schools	Respondents
Ysgol Gymunedol Talybont - Welsh Survey	14
Ysgol Comins Coch – English Survey	19
Ysgol St Padarn’s – English Survey	6
Ysgol Plascrug – English Survey	33
Ysgol Gynradd Llechryd - Welsh Survey	52
Ysgol Gynradd Llechryd – English Survey	8
Ysgol Gymraeg - Welsh Survey	51
Ysgol Gyfun Gymunedol Penweddig – Welsh Survey	19
Ysgol Gynradd Llanilar - Welsh Survey	44
Ysgol Gynradd Penllwyn - Welsh Survey	6

Table 1: Schools’ Survey responses

Part 3: Developing the Network & Draft Maps

The network development process has begun from a base of the 2017 iterations of the network maps submitted to, and accepted by, Welsh Government (provided on the CCC webpages via this link: <https://www.ceredigion.gov.uk/resident/travel-roads-parking/active-travel/>). Please note the maps are being updated as part of this process, and those accepted at 2021 will supersede the previous versions. To develop this network for the 2021 iteration, we have investigated three main sources of evidence, outlined within Table 2.

Activity	What has this involved?	Why is this useful for network development?
Desktop Study	Collating data to help justify route alignments, including (but not limited to): <ul style="list-style-type: none"> - Locations of key trip attractors - Locations of potential barriers - Commute flows - Ward statistics (including population density) - Identifying new developments since 2017 	This has allowed us to identify likely priority routes (in associated with site visits and engagement feedback) for consideration. This has also allowed us to support alignments with a robust evidence base that will aid in justifying the route alignments when presented to Welsh Government for approval.
Site Visits	Visiting routes during 2020 (outside of lockdown restrictions) to record existing and potential for improvements.	Has allowed us to ensure the 2017 iteration of the map is still valid (e.g. routes are still suitable for walking/cycling), and explore any alignments that justify addition. This also, in combination with desktop study and engagement feedback, highlights any deliverability constraints for proposed routes.

Activity	What has this involved?	Why is this useful for network development?
Engagement Feedback (process described within Part 2)	Commonplace Data, ongoing liaison with stakeholder groups and school-specific engagement via the Sustrans West and Mid Wales Active Journeys Officer.	Key to the network development as feedback from everyday users (e.g. may identify considerations missed at time of site visit)

Table 2- Activities Undertaken to Develop the Network

Mapping systems have allowed datasets to be collated for each of the designated towns in Ceredigion. Snapshots of the network are shown within the following Figures (note: for clarity, not all layers considered are shown on these examples).

A Basemap showing key destinations and settlements was used to then overlay with suitable data, as shown in Figure 14.

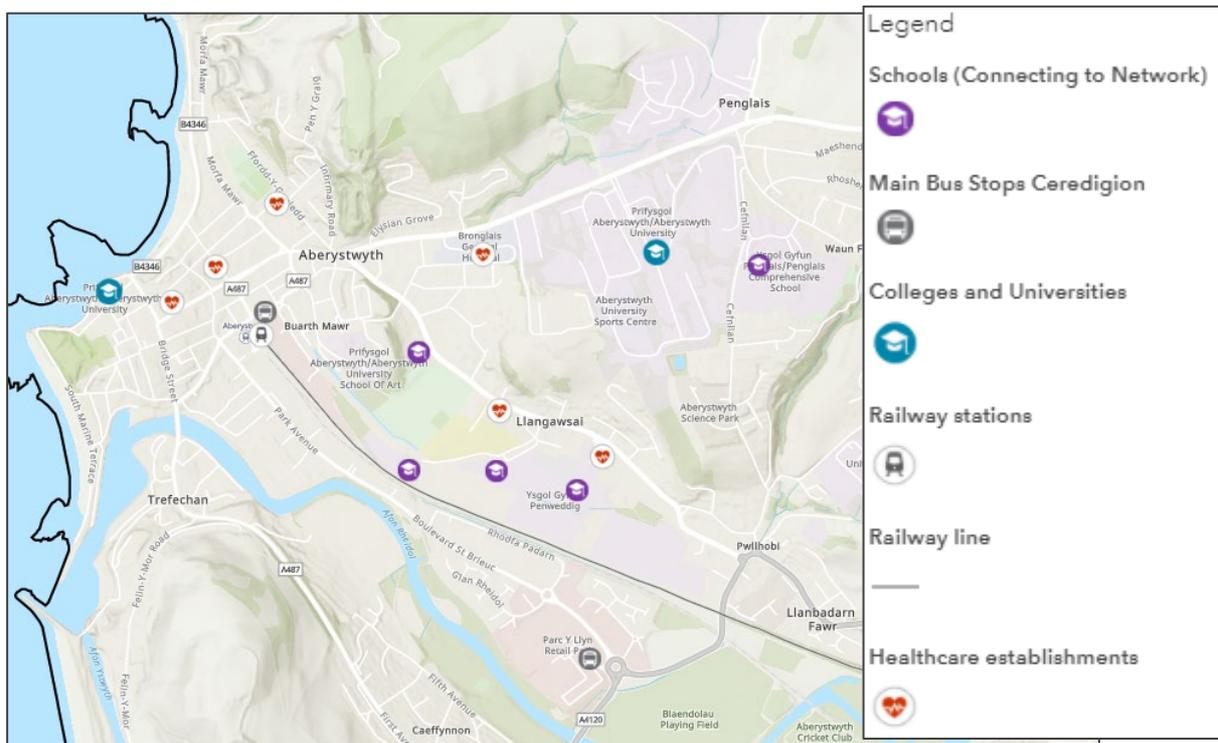


Figure 14 -Example of Overlaying Data

The route map that was published in 2017 showing the Existing and Future (previously 'integrated') routes identified for walking and cycling is shown in Figure 15.

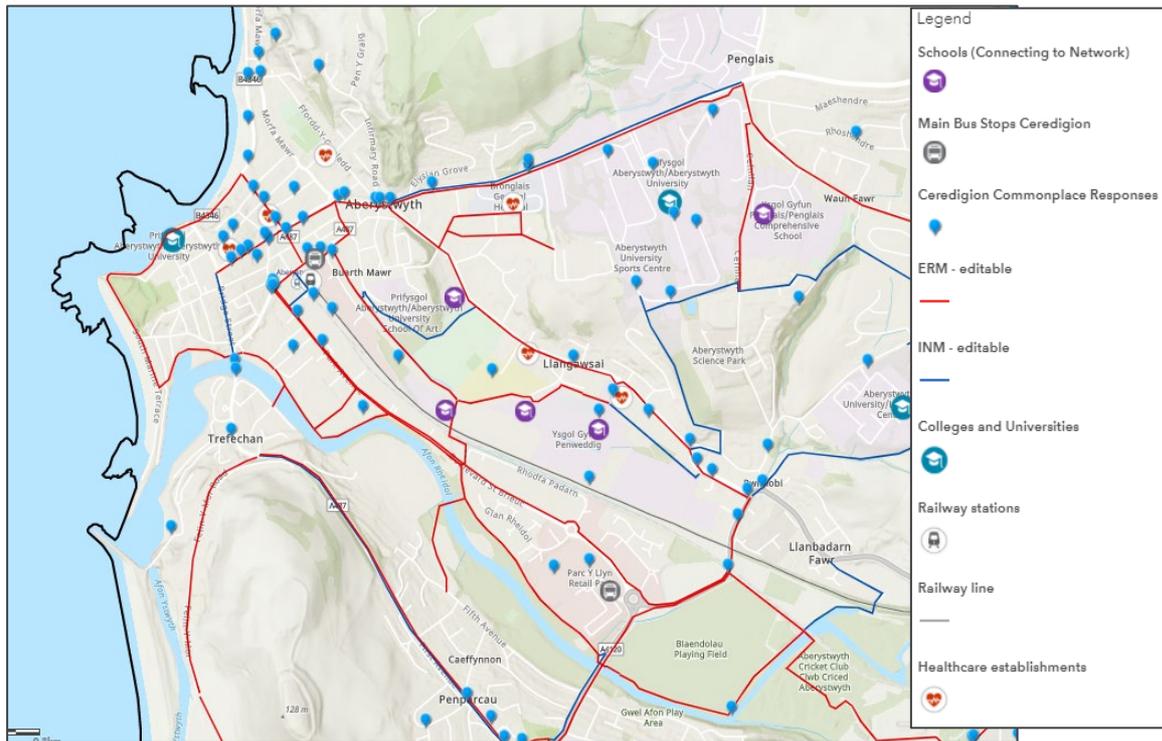


Figure 15 - Overlay of existing network routes (2017 iteration)

Future routes have been identified based on a combination of desktop study, site visits and engagement feedback, and shown in Figure 16.

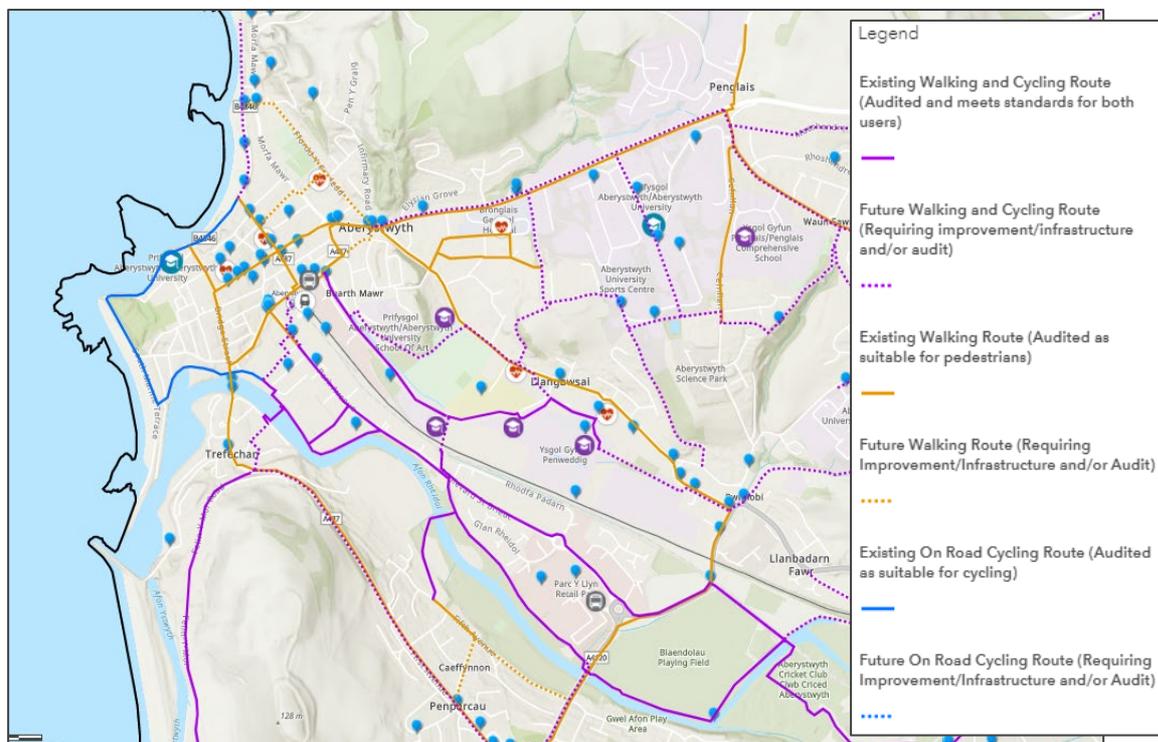


Figure 16 - Addition of Routes for Consideration in 2021 update (Phase 2)

These draft routes proposals were then submitted for a Phase 2 review, to ensure the map accurately reflected the engagement feedback from Phase 1. Detailed results from Phases 1 and 2 are described within Part 2 of this report.

To ensure the comments were taken into account, they were added to a GIS mapping system, with the previously proposed routes overlaid.

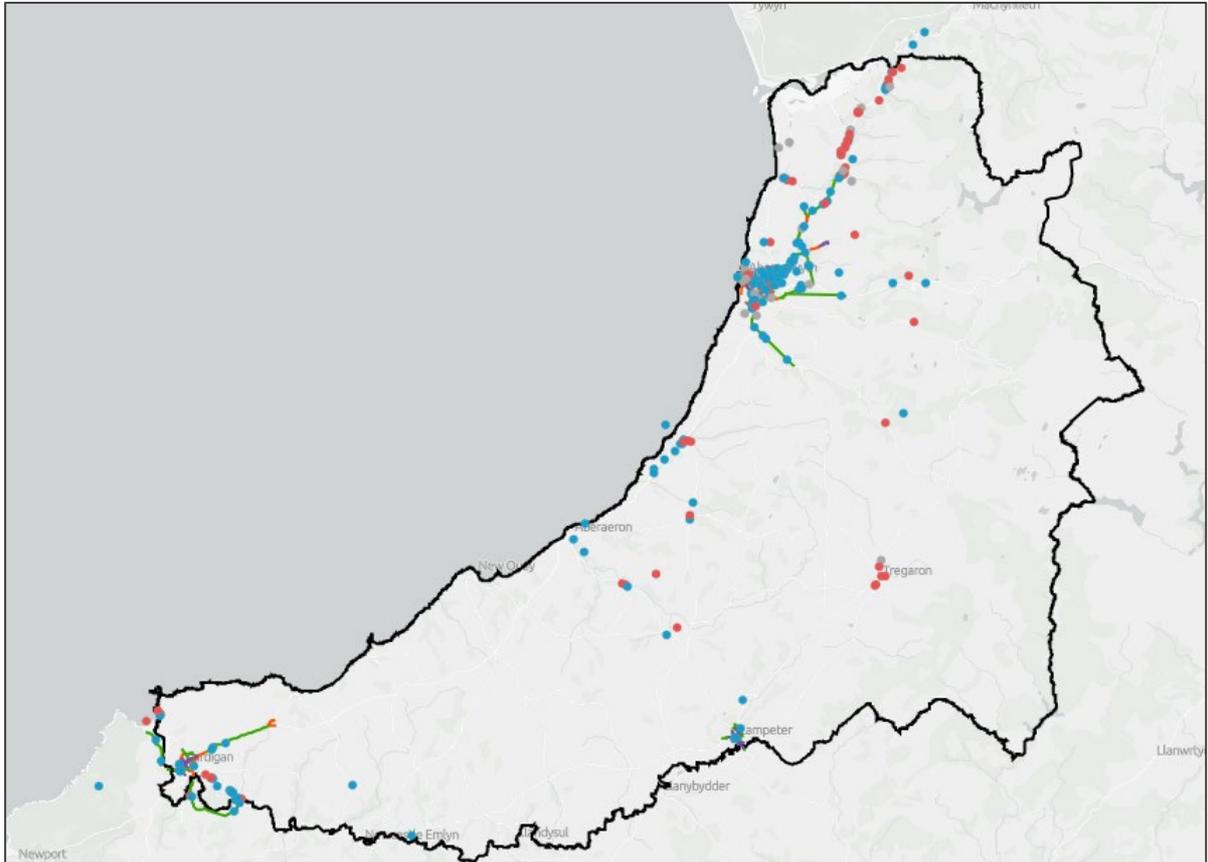


Figure 17 – Comments overlaid against network proposals (and in process of review)

Overall, respondents were found to agree with the route proposals where they were commenting upon a route already identified, although suggestions for specific designs to consider along certain route sections were received and should be considered at the detailed design stage.

Part 4: Network Recommendations

As a result of the feedback received throughout Phases 1 and 2 of the engagement, as well as site visits and desktop study, the following recommendations are proposed.

Recommendation 1: Routes already identified on the Map proposed at Phase 2 remain for the Statutory Consultation.

Overall 69% percent of respondents agreed or strongly agreed that the overall proposed network as presented on the Map would enable them to walk/cycle more for everyday journeys.

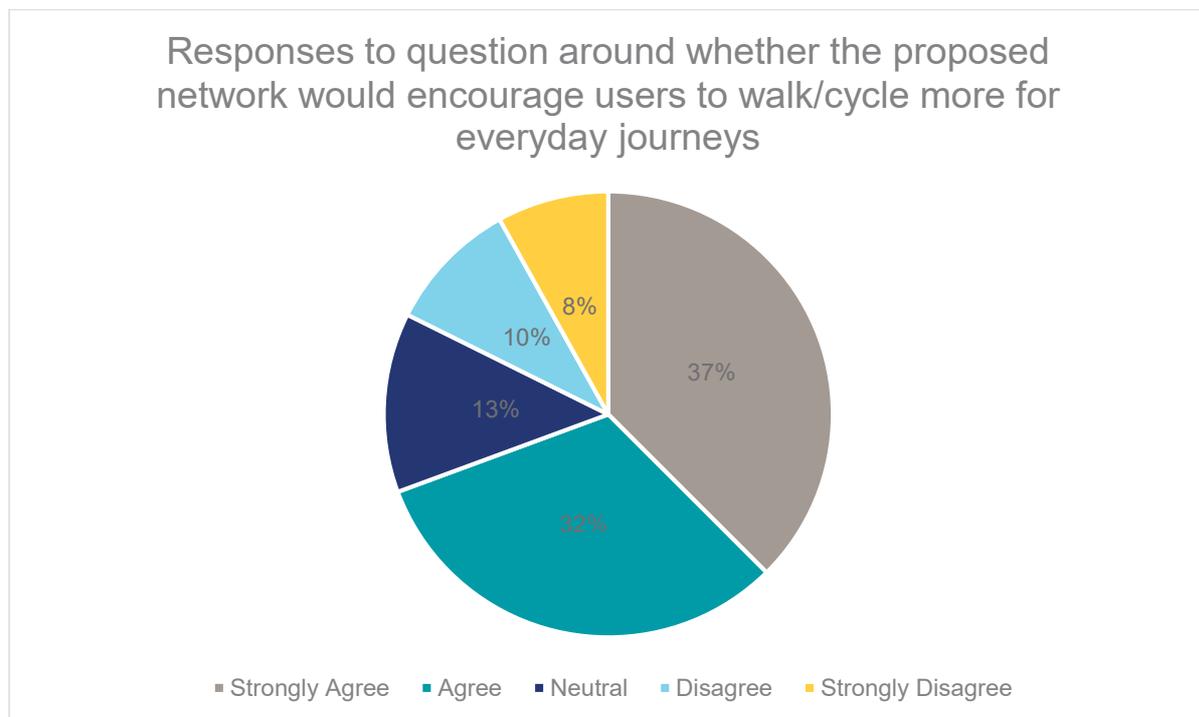


Table 3 – Percentage of respondents to question if the proposed network would encourage them to walk/cycle more for everyday journeys.

Some routes have been recommended for realignment, although the start/end point remains (see recommendation 2).

The audit score sheets associated with the Existing Routes have been provided within a separate excel spreadsheet to CCC.

Respondents were also asked if their comment related to a 'Missing Route'. These were subsequently reviewed and recommendations as to whether they should be included were made (see Recommendation 2).

The comments resulted in the following route sections being reviewed, with recommendations for addition/realignment as follows.

Recommendation 2: Addition of the following 'missing' routes onto the map proposed for Statutory Consultation.

- CER-FR-AB-642: Marine Terrace & North Road

- This route aims to address comments received about a need to improve network connections within the Town Centre area for cyclists and pedestrians, most likely via separated footway and possibly on carriageway cycleway provision, subject to measures which ensure traffic flows and speeds are appropriate.
- The benefits of inclusion of this route include enabling walkers and cyclists to connect to the existing routes on the seafront, with proposed/existing routes along Penglais Hill towards the Waunfawr area. The route would also connect Aberystwyth University sites, health clinic, the Bandstand, tennis courts and high density residential area of the town. It would also connect to the starting point of a popular recreational route to Constitution Hill (enabling potential recreational route users to undertake the 'utility' section of the journey as a pedestrian or cyclist rather than using the car).
- At the Welsh Government review stage, the network will be assessed to ensure coherence, particularly within built up areas with high potential for modal shift. Without inclusion of the CER-FR-AB-642 route, there is a risk associated within the town centre section of Aberystwyth that the proposed network will be rejected on the basis that it is not deemed coherent enough (particularly for the cycle network, where the previous proposals ended at the bottom of Penglais Hill and the junction of Marine Terrace and Terrace Road). The inclusion of CER-FR-AB-642 will allow CCC to bid for funds to investigate improvements in more detail to connect the existing/future sections.

- CER-FR-AB-643: Penglais Hill to Aberystwyth Station (Rear) via Poplar Row

-
- This route aims to address comments received concerning the need to improve network connections between proposed routes and key trip attractors and onward routes within the town centre area, specifically linking up Penglais Hill proposals with the Station area (and onward routes to the Ystwyth and Rheidol Trails). Some of this route is already considered as 'Existing' for pedestrians, however, if accepted, provision on the future route map would indicate a desire to improve the situation for pedestrians, and provide a connection for cyclists.
 - Other benefits are that the route will support other aspirations in the area, such as by illustrating a desire to connect the Penglais Hill/Waunfawr/IBERs proposals eventually into the transport interchange, enabling more attractive multi-modal journeys and promote better access to passenger transport services.
 - Exact design options will require further study, but the route has significant potential for modal shift. Route options will require liaison with the Welsh Government Trunk Road Agent.
 - At the Welsh Government review stage, the network will be assessed to ensure coherence, particularly within built up areas with high potential for modal shift. Without inclusion of CER-FR-AB-643 there is a risk associated within the town centre section of Aberystwyth that the proposed network will be rejected on the basis that it is not deemed coherent enough (particularly for the cycle network, where the previous proposals ended at the bottom of Penglais Hill, the end of Park Avenue and the end of Plascrug Avenue). The inclusion of CER-FR-AB-643 will signify to Welsh Government a desire to improve provision for walkers/cyclists along the TRA487 sections, and allow CCC to bid for suitable design improvements for the Poplar Row sections.

- **CER-FR-AB-645: Talybont to Ceredigion/ Powys County Boundary**

- The route has been added in response to strong support received during the Phase 2 consultation, as well as a separate petition which has been sent to CCC in support. The route alignment aims to connect settlements along the TRA487 North of Aberystwyth to the Powys county boundary (linking to the Powys Network), complementing shorter-term proposals to link IBERs with Waunfawr. The route is likely to be a longer-term aspiration due to the length and likely deliverability challenges, which will require liaison with the Welsh Government Trunk Road Agent which manages the road.

-
- If this route is not included, then there may be a risk encountered at the public statutory consultation stage, where strong support has already been evidenced as part of earlier informal stages of the consultation.

- **CER-FR-AB-646A & 646B: Borth to Llandre**

- This proposal has been split into two sections to acknowledge recent footway improvements between the TRA487 Junction and Lon Glan-Fred (the future route provision is therefore classified as both walkers and cyclists from Lon Glan-Fred to Borth, and for cyclists only from Lon Glan-Fred to the start of the shared use facility to the South (this is to account for the fact that the route is already existing for pedestrians)).
- Proposal would connect Borth with recently improved provision between Llandre and Bow Street, to connect into the IBERs route (and onwards via proposals to Aberystwyth). Benefits to this route are that it would connect Borth (population approximately 1400) with the network. There are also significant seasonal fluctuations to help justify inclusion due to Bryn Owen Park and other trip attractors along the seafront to the North. The Propensity to Cycle Tool (PCT) supports the inclusion of the route (with a potential 34% rise in cyclists under the E-Bike scenario, if appropriate provision is built).
- The proposal may also support future bids for the proposed Waunfawr to IBERs connection, as for this route (646A/B) to realise full potential, it should be considered as part of an area-wide intervention to improve connections from settlements to the North into the nearest service settlement of Aberystwyth.
- The most direct route would be along the B4353, although this may prove challenging to deliver due to width constraints, however, a public right of way also exists North of the B4353 which may provide a suitable option for a section of the route (this would require further study through the WeITAG Stages).

- **CER-FR-CA-020 – CER-FR-CA-024 Cardigan Town Routes**

- These route proposals have been added in response to overall comments received about the coherence of the network within the town centres (the comments specifically reference Aberystwyth routes, but a review of the network for similar opportunities also identified cycling connections within Cardigan to ensure coherence for cyclists to reach key trip attractors).

-
- The most likely provision for cyclists along these town centre routes would be on carriageway, however the addition onto the ATNM would enable CCC to bid for funding to improve road safety for active travel users in this area. The town centre network would enable connections from the Future Route proposals to trip attractors within the town (including the shops, leisure centre, primary school, health centre, bus station, market and recently installed cycle parking facilities at the Mwldan Theatre and Cinema).
 - If this route is not included, then there may be a risk encountered at the Welsh Government review stage, where the network will be assessed to ensure coherence, particularly within built up areas with high potential for modal shift. Without the network of routes associated with CER-FR-CA-020/021/022/023/024 there is a risk associated within the town centre section of Cardigan that the proposed network will be rejected on the basis that it is not deemed coherent enough (particularly for the cycle network, where the previous proposals ended at the Pont-y-Cleifion roundabout, Bridge Street and Rhodfa'r Felin).
- **Realignment of proposed route into Llechryd to allow CCC to apply for Welsh Government funding to investigate most appropriate routing in further detail (e.g. via A484 or Cilgerran) (CER-FR-CA-013)**
- This route proposal has been realigned based on feedback received during Phase 2 of the consultation. Previously this was shown as a connection via Cilgerran, however, comments alluded to the indirectness of the proposal, particularly for pedestrians. The addition of this route allows for CCC to bid to WG for funds to appraise route options.

A number of comments were also received that did not relate to specific route alignments, but related facilities that also help to enable Active Travel, for example, cycle parking, which should be considered alongside future route improvements.

In accordance with the Active Travel Act Guidance, the routes proposed have been classified into **Primary, Secondary and Local Routes** - see Table 4 below - with their classification status available on the DataMapWales system.

Route Classification	Definition (as outlined within the Active Travel Act Guidance 2020) for Walking	Definition (as outlined within the Active Travel Act Guidance 2020) for Cycling
Primary	Busy urban shopping and business areas and main pedestrian routes	The key corridors between neighbourhoods/ residential areas and a town or city centre; routes between districts and neighbourhoods; cycle routes which are (or will be) used by a great many cyclists. Links to main public transport interchanges.
Secondary	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.	The links between the primary routes; links to trip attractors such as schools, colleges, employment sites; cycle routes which are an attractor for a more limited range of users; routes which may cater for fewer cycle journeys than the primary routes but are still of strategic importance within the network. Links to local public transport interchanges and stops.
Local Routes (Cycling) Linking/Local Access Routes (Walking)	Linking local access footways through urban areas and busy rural footways. Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.	All other all-purpose roads, greenways and bridleways that are not necessarily part of a designated route (e.g. many residential streets). This basic network of local routes (see para 14.4), although lower in the hierarchy, forms an important part of the cycle network, providing secondary and tertiary routes connecting to the strategic routes.

Table 4 –Primary/Secondary and Local Route Classifications

Routes have also been prioritised into Short, Medium and Longer term aspirations depending on the classifications above and a number of criteria as outlined within the Active Travel (Wales) Guidance.

[To include Table 5 once prioritised]

Appendix A: List of Groups Contacted

Stakeholder	Group	Phase 1	Phase 2	Engagement Activity
CCC Public Rights of Way Team	CCC	✓	✓	email
CCC Planning Development Section	CCC	✓	✓	email
CCC Highways Maintenance Section	CCC	✓	✓	email
WG Network Management officers for Active Travel on Trunk Roads	CCC	✓	✓	email
North and Mid Wales Trunk Road Agent officers for Ceredigion	CCC	✓	✓	email
Pembrokeshire County Council (in respect of the county border town of Cardigan)	CCC	✓	✓	email
Carmarthenshire County Council (in respect of the county border town of Lampeter))	CCC	✓	✓	email
Ceredigion Youth Service	CCC	✓	✓	email
UN LLAIS CYMRU / ONE VOICE WALES	CCC	✓	✓	email
Local Access Forum	CCC	✓	✓	email
All Elected Members (42)	CCC	✓	✓	email campaign/ letter/ Interim Report
All Town and Community Councils (51)	CCC	✓	✓	email campaign/ Interim Report
Protected Characteristics				
Ceredigion 50+ Forum	Age	✓	✓	email campaign
Age Cymru Dyfed	Age	✓	✓	email campaign

Care Society	Age	✓	✓	email campaign
Ceredigion Disability Forum	Disability	✓	✓	email campaign
Disabled People Together	Disability	✓	✓	email campaign
DASH Ceredigion	Disability	✓	✓	email campaign
West Wales Care Partnership	Disability	✓	✓	email campaign
West Wales Intergrated Autism Service	Disability	✓	✓	email campaign
Autism Initiatives Ceredigion	Disability	✓	✓	email campaign
Aberystwyth Town Football Disability	Disability	✓	✓	email campaign
Accessibility Aber Uni	Disability	✓	✓	email campaign
Cymdeithas Ceredigion i'r Deillion/ Ceredigion Association for the Blind (Aberystwyth and Cardigan)	Disability	✓	✓	email campaign
Disability Wales	Disability	✓	✓	email campaign
Snap Cymru	Disability	✓	✓	email campaign
Wales Council for Deaf People	Disability	✓	✓	email campaign
Stroke Association Ceredigion	Disability	✓	✓	email campaign
Royal National Institute of Blind Cymru	Disability	✓	✓	liaison through RNIB
Wales Council of the Blind	Disability	✓	✓	email & meeting
Guide Dogs Cymru	Disability	✓	✓	email & meeting
Aberystwyth Wheelchair Basketball Club	Disability	✓	✓	email campaign
Welsh Vision Forum	Disability	✓	✓	liaison through RNIB
Bi Cymru	Diversity	✓	✓	email campaign
Race Council Cymru	Diversity	✓	✓	email campaign
Stonewall Cymru	Diversity	✓	✓	email campaign
West Wales Anti-Racism Network	Diversity	✓	✓	email campaign
Ceredigion Women's Institute	Gender	✓	✓	email campaign
Merched Y Wawr Aberystwyth	Gender	✓	✓	email campaign
Mind Aberystwyth	Health	✓	✓	email campaign

Hafal Ceredigion	Health	✓	✓	email campaign
Peoples Practise Aberystwyth	Nature	✓	✓	email campaign
Ceredigion Local Access Forum	Nature	✓	✓	email campaign
Starlings Aberystwyth	Other	✓	✓	email campaign
Gweini	Religion	✓	✓	email campaign
Aberystwyth Masjid Mosque	Religion	✓	✓	email campaign
Lampeter University Mosque	Religion	✓	✓	email campaign
CAVO	Volunteering	✓	✓	email campaign
Wales Council for Voluntary Action	Volunteering	✓	✓	email campaign
University Aberystwyth Student Union	Young People	✓	✓	email campaign
University of Lampeter Student Union	Young People	✓	✓	email campaign
Family Information Service Ceredigion	Young People	✓	✓	email campaign
Ceredigion Youth Service (Youth Clubs in Cardigan and Lampeter)	Young People	✓	✓	email campaign
Active Young People (part of Ceredigino Actif)	Young People	✓	✓	email campaign
Children's commisioner for Wales	Young People	✓	✓	email campaign
Scouts Ceredigion	Young People	✓	✓	email campaign
Youth Parliament	Young People	✓	✓	email campaign
Yr Urdd Comms	Young People	✓	✓	email campaign
Yr Urdd Llangrannog	Young People	✓	✓	email campaign

Shelley Childs at Aber Cycle Fest / Ystwyth CC	Young People	✓	✓	email campaign
Extinction Rebellion Aberystwyth (620 members)	Young People	✓	✓	email campaign
Aberystwyth University	Young people	✓	✓	email campaign
Shelley Childs at Aber Cycle Fest / Ystwyth CC	Young people	✓	✓	email campaign
Primary/Special Schools, all (45)	Young people		✓	Online survey for schools
Secondary Schools, all (8)	Young people		✓	Online survey for schools
Groups/ Organisations/ Businesses				
Advancing Aberystwyth (BID group)	Business	✓	✓	email campaign
Wales TUC Cymru	Business	✓	✓	email campaign
South Wales Chamber of Commerce	Business	✓	✓	email campaign
Chamber of Commerce Aberystwyth/ Cadw Calon Aberystwyth	Business	✓	✓	email campaign
Health Challenge Wales	Health	✓	✓	email campaign
Planet Health Cymru/ Institute of Welsh Affairs	Health	✓	✓	email campaign
Bronglais Hospital	Health	✓	✓	email campaign
Civic Society Aberystwyth	Other	✓	✓	email campaign
Wales & West Housing Ass.	Housing	✓	✓	email campaign
Ceredigion Housing Options	Housing	✓	✓	email campaign
Tai Ceredigion Cyf	Housing	✓	✓	email campaign
Mid-Wales Housing	Housing	✓	✓	email campaign
The Wildlife Trust North Ceredigion	Nature	✓	✓	email campaign
The Wildlife Trust, Aberystwyth Botanical Society	Nature	✓	✓	email campaign
The Wildlife Trust South Ceredigion	Nature	✓	✓	email campaign
Woodland Trust Wales/ Coed Cadw	Nature	✓	✓	email campaign

NRW	Nature	✓	✓	email campaign
Open Spaces Society Wales	Nature	✓	✓	email campaign
Bwlch Nant yr Arian	Nature	✓	✓	email campaign
Dyfed Powys Police	Public body	✓	✓	email campaign
Aberystwyth Police Station	Public body	✓	✓	email campaign
Cardigan Police Station	Public body	✓	✓	email campaign
Lampeter Police Station	Public body	✓	✓	email campaign
Mid & Westwales Fire Rescue Services	Public body	✓	✓	email campaign
Hywel Dda University Health Board	Public body	✓	✓	email campaign
The National Library of Wales	Public body	✓	✓	letter & printed poster
Aberystwyth Town Library	Public body	✓	✓	letter & printed poster
Cardigan Library	Public body	✓	✓	letter & printed poster
Lampeter Library	Public body	✓	✓	letter & printed poster
Lampeter (University of Wales Trinity Saint David)	Public body	✓	✓	letter & printed poster
Aberystwyth Main Post Office	Public body	✓	✓	letter & printed poster
Cardigan Main Post Office	Public body	✓	✓	letter & printed poster
Lampeter Main Post Office	Public body	✓	✓	letter & printed poster
Ceredigion Actif	Sports	✓	✓	email campaign
West Wales Cycling Racing Team Aberaeron	Sports	✓	✓	email campaign
British Athletics Club Aberystwyth	Sports	✓	✓	email campaign
Sarn Helen	Sports	✓	✓	email campaign

Aberteifi/ Cardigan running Club	Sports	✓	✓	email campaign
Clwb Athletau Aberystwyth	Sports	✓	✓	email campaign
Aberystwyth Harriers Athletic and Running Club (Uni)	Sports	✓	✓	email campaign
Ceredigion Footpath Working Party	Sports	✓	✓	email campaign
Plascrug Leisure Centre Aberystwyth	Sports	closed due to Covid 19		
Leisure Centre Cardigan	Sports	closed due to Covid 19		
Leisure Centre Lampeter	Sports	closed due to Covid 19		
Community Transport Association (Wales)	Transport	✓	✓	email campaign
Bus users Cymru	Transport	✓	✓	email campaign
Wales Council for Voluntary Action	Volunteering	✓	✓	email campaign
Sustrans Network of volunteers in Ceredigion	Volunteering	✓	✓	email campaign
Living Streets Cymru	Walking & Cycling	✓	✓	email campaign
BikeBikeBike Cardigan	Walking & Cycling	✓	✓	letter & poster
Cyclemart Lampeter	Walking & Cycling	✓	✓	letter & poster
Cycle Works Aberaeron	Walking & Cycling	✓	✓	letter & poster
Summit Cycles Aberystwyth	Walking & Cycling	✓	✓	letter & poster
Afan Outdoor Leisure	Walking & Cycling	✓	✓	letter & poster
Halfords Aberystwyth	Walking & Cycling	✓	✓	letter & poster
Ramblers Aberystwyth	Walking & Cycling	✓	✓	email campaign
Ramblers Cardigan	Walking & Cycling	✓	✓	email campaign

Ramblers Lampeter	Walking & Cycling	✓	✓	email campaign
Velo Teifi	Walking & Cycling	✓	✓	email campaign
Cycling UK Tallardd Cyclists	Walking & Cycling	✓	✓	email campaign
West Wales Walking for Wellbeing	Walking & Cycling	✓	✓	email campaign
Ystwyth Cycle Club	Walking & Cycling	✓	✓	email campaign

Social Media

Stakeholder	Group	Phase 1	Phase 2	Engagement Activity
Aberystwyth Wheelchair Basketball Club	Disability	✓	✓	facebook message
Lampeter University Mosque	Diversity	✓	✓	facebook message
West Wales Anti-Racism Network	Diversity	✓	✓	facebook message
Merched Y Wawr Aberystwyth	Gender	✓	✓	facebook message
Ceredigion Ladies Football League	Gender/ Sports	✓	✓	facebook message
Lampeter Ladies' Football Team	Gender/ Sports	✓	✓	facebook message
Breeze Ceredigion	Gender/ Sports	✓	✓	facebook message
Visit Lampeter	Other	✓	✓	facebook message
Love Lampeter	Other	✓	✓	facebook message
What's on in Ceredigion	Other	✓	✓	facebook message
Aberissues	Other	✓	✓	facebook message
WE SAY NO TO CARDIGAN TOWN TRAFFIC DIVERSION	Other	✓	✓	facebook message
Lampeter Round Table	Other	✓	✓	facebook message

Cardigan Wales Community	Other	✓	✓	facebook message
Lampeter Rugby Club	Sports	✓	✓	facebook message
Clwb Seiclo Caron Cycling Club	Walking & Cycling	✓	✓	facebook message
Cycling UK Tallardd Cyclists	Walking & Cycling	✓	✓	facebook message
West Wales Walking for Wellbeing	Walking & Cycling	✓	✓	facebook message
Ystwyth Cycle Club	Walking & Cycling	✓	✓	facebook message
Sarn Helen Running and Cycling Club	Walking & Cycling	✓	✓	facebook message
Lampeter Ramblers	Walking & Cycling	✓	✓	facebook message
Exstinction Rebellion	Young People	✓	✓	facebook message
Lampeter Rainbows, Brownies, Guides, Rangers	Young People	✓	✓	facebook message

Focused Engagement Phase 2

	Group	Phase 1	Phase 2	Engagement activity	Group actively promoting consultation
National Groups					
Older People's Commissioner	Age	✓	✓	personal email	✓
Age Cymru	Age	✓	✓	personal email	
Disability Wales	Disability	✓	✓	personal email	☐
RNIB	Disability	✓	✓	personal email & meetings	✓

Welsh Guide Dogs	Disability	✓	✓	personal email & meetings	✓
Welsh Council of the Blind	Disability	✓	✓	liaison through RNIB	✓
Wales Vision Forum	Disability	✓	✓	liaison through RNIB	✓
Leonard Cheshire	Disability	✓	✓	personal email	
Diverse Cymru	Diversity	✓	✓	personal email	✓
Ramblers	Walking & Cycling	✓	✓	personal email	✓
Living Streets Cymru	Walking & Cycling	✓	✓	personal email	✓
Future Generations Officer	Young People	✓	✓	personal email	✓
Children's Commissioner	Young People	✓	✓	personal email	✓
Council for Voluntary Youth Work	Young People	✓	✓	personal email	
Welsh Youth Parliament	Young People	✓	✓	personal email	
Tros Gynnal Plant / Plant a Theuluoedd	Young People	✓	✓	personal email	
Ceredigion Safe Stars	Young People	✓	✓	personal email	
Children in Wales	Young People	✓	✓	personal email	
Local groups					
West Wales Care Partnership	Age	✓	✓	personal email	
Age Cymru Dyfed Cardigan/ Aberystwyth	Age	✓	✓	personal email	
Ceredigion 50+	Age	✓	✓	personal email	
Côr Meibion Cwmann	Age		✓	personal email	
Corisma	Age		✓	personal email	

U3A Cardigan	Age	✓	✓	personal email	
U3A Cardigan	Age		✓	personal email	✓
U3A Aberystwyth	Age	✓	✓	personal email	
U3A South Wales network	Age		✓	personal email	
Lampeter Chamber of Trade	Business		✓	personal email	
Dewis Cymru	Health		✓	personal email	
Hafal Crossroads	Health		✓	personal email	
African Community Centre	Diversity		✓	personal email	
Race Council Cymru	Diversity	✓	✓	personal email	✓
Ethnic Minorities and Youth Support Team Wales	Diversity	✓	✓	personal email	✓
Travelers/ Gypsy liaison officer	Diversity		✓	personal email	
Diverse Cymru WestWales	Diversity	✓	✓	personal email	
Custard Queens Women's Institute	Gender		✓	personal email	
Merched y Wawr	Gender		✓	personal email	
Ceredigion Ladies Football League	Gender		✓	personal facebook message	
Lampeter Ladies' Football Team	Gender		✓	personal facebook message	
Longwood Community Woodland	Nature		✓	personal facebook message	
Lampeter Community Hall	Other		✓	personal facebook message	
Royal British Legion	Other		✓	personal facebook message	
Lampeter Classics Society	Other		✓	personal facebook message	
Lampeter Round Table	Other		✓	personal facebook message	
Lampeter Motor Club	Other		✓	personal facebook message	

Lampeter 41 Club	Other		✓	personal facebook message	
Rotary Club	Other		✓	personal facebook message	
Transition Llambed	Other		✓	personal facebook message	
Lampeter Agricultural Society	Other		✓	personal facebook message	
Amnesty International Lampeter Group	Other		✓	personal facebook message	
Lampeter Town Twinning	Other		✓	personal facebook message	
Muslim Community (Mosque)	Religion		✓	personal facebook message	
Lampeter Bowls Club	Sports		✓	personal facebook message	
Lampeter Football Club	Sports		✓	personal facebook message	
Sarn Helen Running and Cycling Club	Sports		✓	personal facebook message	
Lampeter Rugby Club	Sports		✓	personal facebook message	
Lampeter Fencing Club	Sports		✓	personal facebook message	
CAVO	Volunteering	✓	✓	personal email	
Lampeter Ramblers	Walking & Cycling		✓	personal facebook message	
Ceredigion Youth Service	Young People	✓	✓	personal email	✓
Ceredigion Youth Service	Young People	✓	✓	personal email	✓

Lampeter Cubs	Young People		✓	personal facebook message	
Family Centre and Toy Library	Young People		✓	personal facebook message	
Gwerin y Coed	Young People		✓	personal facebook message	
Ysgol Bro Pedr	Young People		✓	personal facebook message	
Extinction Rebellion Aberystwyth	Young People			personal facebook message	
Youth Forum Penparcau	Young People		✓	personal facebook message	
Area 43, Cardigan	Young People			personal email	
Coleg Ceredigion	Young People	✓	✓	personal email	✓
Coleg Ceredigion	Young People	✓	✓	personal email	✓
Uni Aberystwyth	Disability	✓	✓	personal email	
Uni Aberystwyth	Sports	✓	✓	personal email	✓
Uni Aberystwyth	Young People	✓	✓	personal email	✓
Uni Aberystwyth	Young People	✓	✓	personal email	
CFFI Ceredigion Young Farmers	Young People		✓	personal facebook message	
Urdd Cymru / LINK	Young People		✓	personal email	
Urdd Ceredigion	Young People	✓	✓	personal email	✓
Lampeter Rainbows, Brownies, Guides, Rangers	Young People		✓	personal facebook message	

Lampeter Uni	Young People	✓	✓	personal email	✓
Lampeter Uni	Young People	✓	✓	personal email	
Lampeter Uni	Young People	✓	✓	personal email	✓
Scouts Ceredigion	Young People	✓	✓	personal facebook message	

Amendments made to the ATNM following Statutory Public Consultation (which closed on 19th November 2021)

Routes Added:

Future Route Reference	Location	Notes
CER-FR-AB-641B	Llanilar to Tregaron – Ystwyth Trail	Extension of the Future Route proposal already shown to Llanilar, showing aspirations of this Authority to improve The Ystwyth Trail and NCN Route 82 connection to Tregaron, which currently has several on-road sections, raising long-standing road safety concerns from the public.
CER-FR-AB-647	Piercefield Lane to Maescrugiau Estate	Short link to this housing estate added.
CER-FR-AB-648	Plascrug Footbridge	Scheme development work underway to enhance this very popular bridge connection to the network of schools on Plascrug Avenue.
CER-FR-AB-649	Felin y Mor link to Ystwyth Trail traffic free section.	Final section of Felin y Mor is narrow carriageway only, where pedestrians and cyclists must share road space with vehicles (though volumes are low). Explore potential new path provision.
CER-FR-AB-650	Southgate to Rhydyfelin	Following draft ATNM feedback review meeting with WG and Tfw. Likely to fail route audit as an Existing Route due to traffic volumes and steep gradient with footway directly adjacent to TRA487.
CER-FR-LA-317	Aberaeron to Felinfach (extension of Llanerchaeron Cycle Trail)	Lots of requests made by the public during the consultations. Following a review this was added as it could link into the new Aeron Valley School in Felinfach.
CER-FR-LA-317B	Felinfach to Lampeter	An extension of the above route proposal to link Lampeter with Aberaeron.
Existing Route Reference	Location	Notes
CCC-ABER45-FW	Footway outside IBERS at Plas Gogerddan to A4159 crossroads.	Route added following draft ATNM feedback review meeting with WG and Tfw.
CCC-LAMP01-FW	Bridge St, Lampeter route extended from Cooperative Store entrance to County boundary to show connection between the settlements of Lampeter and Cwmann.	Amendment following draft ATNM feedback review meeting with WG and Tfw. Liaised with Carmarthenshire CC to request that they show Existing Route footway connection on their side of the border.

Ceredigion ATNM Submission 2021 – Integrated Network Map* Routes removed following construction since INM submission in Nov’17 (*now known as ‘Future Routes’)

Designated Settlement and INM Route Reference	Existing Route Reference	Location	Brief Summary
Aberystwyth			
CER-INMAB-605	CCC-ABER03A-SUP CCC-ABER33-SUP	Boulevard St Brieuc – Park Avenue	Construction of enhanced wider shared use path and new Toucan crossing installed. Footway widened to shared use path provision from Police Station along Park Avenue.
CER-INMAB-606	CCC-ABER35-SUP	Boulevard St Brieuc link to Rheidol Trail	Footway widened to shared use path provision by Housing Association under planning conditions.
CER-INMAB-607	CCC-ABER35-SUP	Boulevard St Brieuc link to Rheidol Trail	Footway widened to shared use path provision.
CER-INMAB-616	CCC-ABER36-SUP	Llanbadarn to Penweddig School	Construction of new shared use path (footway adjacent to TRA44 widened).
CER-INMAB-617	CCC-ABER37-SUP	Bow Street to IBERS	Construction of approx. 1km new shared use path.
CER-INMAB-618	CCC-ABER38-SUP	IBERS to Penrhyncoch	Construction of approx. 1.2km new shared use path.
CER-INMAB-623		National Library of Wales	New cycle wheel ramp installed.
Cardigan			
CER-INMCA-004	CCC-CAR18A-FW	Bathhouse Road (Mwldan)	New footway installed following carriageway width reduction by implementation of new One Way system.
CER-INMCA-005	CCC-CAR19-FW	Pont y Cleifion Road (Finch’s Square to TRA487 roundabout	Footway widened and resurfaced following carriageway width reduction, with provision of new dropped kerb and tactile paving crossings.
CER-INMCA-006	CCC-CAR20-SUP	Pont y Cleifion roundabout to Parc Teifi Business Park entrance (A484).	Footway widened to shared use path provision. Improved, wider refuge installed for crossing over TRA487.
CER-INMCA-009	CCC-CAR22-FW	Maes yr Haf	Footway widened and resurfaced following carriageway width reduction by implementation of

			new One Way system, with provision of new dropped kerb and tactile paving crossings.
Lampeter			
CER-INMLA-300	CCC-LAMP03-FW	North Road (A482)	Footway widened and new dropped kerb and tactile paving crossings installed.
CER-INMLA-301	CCC-LAMP13-FW	North Road footway link to Maes y Felin Estate	Footway resurfaced with improved wider entrance. Installation of new bollards in Rugby Club car park to segregate path to improve pedestrian safety.
CER-INMLA-303	CCC-LAMP14-FW	Market Street link	Pedestrian area resurfaced and new build-out installed (reallocation of carriageway) to ensure pedestrian and mobility user access to the Library, public toilets and superstore.
CER-INMLA-304	Carmarthenshire CC to upload onto DMW.	Cwmann – within Carmarthenshire: Adjacent to A485 from junction of A482 towards Llanybydder.	Carmarthenshire CC installed new footway provision.
CER-INMLA-308	CCC-LAMP15-FW	Maes y Felin Estate	New raised tables and speed hump installed to improve pedestrian safety and access. New dropped kerb and tactile paving installed in the Estate.
CER-INMLA-310	CCC-LAMP16-FW	Llanfair Clydogau Road – from junction of Bridge St to new housing estate.	Housing Association constructed new footway and footbridge under planning conditions. CCC have subsequently installed bollards to prevent footway parking and improved dropped kerb and tactile paving access at the western extent of the route.

Gari Jones
Sustainable Infrastructure Engineer
Highways & Environmental Services

December 2021



Route Reference	Route	Priority	Comments
CER-INMAB-600	Piercefield Lane - subject to Housing development	Med	Proposed link between Penparcau and Ystwyth Trail has been included as planning condition of potential housing development. Planning permission recently extended for fu
CER-INMAB-601	Piercefield Lane - junction (Tollgate site?)	High	Development of housing site currently underway with new Active Travel paths included as planning conditions.
CER-INMAB-602	Heol y Bont	Med	Proposed footway widening to shared use path standard, to connect Penparcau Park / Hub / underpass to Primary School with Rheidol Trail. Majority of land acquisition comp
CER-INMAB-603	TRA487 Ystwyth trail link to Spring Gardens Jctn	High	Trunk Road interface. Explore potential improvements to this Ystwyth Trail crossing over the TRA487.
CER-INMAB-604	TRA487 link to Trefechan	Med	Trunk Road Scheme. Central section has very wide carriageway lending itself to cyclelane or path widening potential, however both extents of the scheme have some constr
CER-INMAB-608	Cwrt yr Onnen link to Rheidol Trail	Med	Proposed upgrade of link between Llanbadarn and Rheidol Trail. Engineering challenges due to constraints and proximity of the River Rheidol and crossing over Vale of Rheid
CER-INMAB-609	Glanyrafon	Med	Explore potential improvements to widen footway provision and traffic free connectivity of the Rheidol Trail within Glanyrafon Industrial Estate. Liaise with WG who own the si
CER-INMAB-610	Penygraig Lane to Waunfawr	Med	Proposed upgrade of Public Right of Way path link between Waunfawr and Llanbadarn. Noting the section of steep, narrow carriageway which presents engineering challeng
CER-INMAB-611	Waunfawr link to Penygraig Lane	Med	This section is carriageway only and does not currently have path provision and is therefore proposed as continuation of route 611.
CER-INMAB-612	Hafan y Waun - Housing development	Med	Potential Hafan y Waun site housing development.
CER-INMAB-612A	Primrose Hill / Coleg Ceredigion	Med	Subject to potential Hafan y Waun housing development i.e. coordinate with route 613.
CER-INMAB-613	Primrose Hill / Coleg Ceredigion	Med	Subject to potential Hafan y Waun housing development i.e. coordinate with route 612.
CER-INMAB-614	Uni / Cwmpadarn Lane / Hafan y Waun	Med	Subject to potential Hafan y Waun housing development - with link to Cwmpadarn Lane proposed (onward to Aberystwyth University Penglais for potential Campus to Campu
CER-INMAB-615	Llanbadarn to Uni Sports Cage	Med	Proposal to upgrade Right of Way path. Some scheme development work undertaken, however drainage and environmental concerns identified.
CER-INMAB-619	Lovesgrove / Capel Dewi	Low	Proposal is now lower priority following advancement of Waunfawr to IBERS link subsequently identified (FR-631).
CER-INMAB-620	Glanyrafon to Capel Bangor (Rheidol Trail)	Med	Explore potential traffic-free provision for the Rheidol Trail because the route is currently on-carriageway.
CER-INMAB-621	TRA487 link to Talybont	High	WG Trunk Road Scheme. Shared use path scheme between Bow Street and Dole junction currently in progress with land negotiations. This would still leave a missing link tow
CER-INMAB-622	Plascrug Link to TRA44 via Vicarage Fields	High	Proposal to improve connectivity between Town Centre and St Padarns School, Bronglais Hospital and NLW. Partial Trunk Road interface required. Discussions with Aberystwy
CER-INMAB-624	Alexandra Road / Train Stn	High	Link from Train Station to Tesco's / Glyndwr Way and connectivity towards Rheidol and Ystwyth Trails (NCN82), via recent development of Yr Hen Ysgol Gymraeg site.
CER-INMAB-625	Waunfawr Road	Med	Potential scope to widen footways to shared use path provision at eastern extent and tie into potential Hafan y Waun development. Constraints for the remainder of Waunfa
CER-INMAB-626	Southgate to Midfield - Housing development	Med	Potential housing development site included within the LDP, but yet to come forward by developer.
CER-INMAB-627B	TRA487 Bow Street - Phase 2	High	WG Trunk Road Scheme. Footways to be widened to shared use provision. Engineering challenges at southern extent due to width constraints of properties adjacent to carri
CER-INMAB-628	TRA44 Capel Bangor Rheidol Trail connection	Med	WG Trunk Road. The Rheidol Trail joins the TRA44 at junction on an uphill slope and limited visibility.
CER-INMAB-629	TRA487 Penglais Hill	High	WG Trunk Road Scheme. CCC commenced initial scheme development work to consider cyclelane provision. Complex scheme due to traffic volumes, with turning lanes to Br
CER-INMAB-630	Great Darkgate Street	Low	WG Trunk Road. Included on the initial INM as potential pedestrianisation proposal. However this is unlikely due to local opposition experienced during Safe Zone implement
CER-FR-AB-631	Waunfawr to IBERS - Sections A to E	High	Proposed shared use path scheme with Trunk Road liason required. Priority scheme development work underway. Section B traffic free alignment is preferred to Section E w
CER-FR-AB-632	Penrhyncoch - housing development site.	Med	Site included in LDP for potential housing development - potential opportunity to extend new shared use path provision.
CER-FR-AB-633	National Library of Wales (NLW) to TRA44	High	Trunk Road interface. Potential offline proposal due to complexity of TRA487 Penglais Hill proposal. Partership woring with NLW and Aberystwyth University required as the
CER-FR-AB-634	NLW to Uni link	High	Continuation of route 633 to link with Penglais Campus.
CER-FR-AB-635	Uni Campus Penglais	Med	Network mesh density proposal - subject to development of proposed linking routes i.e. 614 and 629.
CER-FR-AB-636	Portland St - Loveden Rd (Walking)	High	Network mesh density proposal - feasibility work required
CER-FR-AB-637	Glyndwr Way link	High	Network mesh density proposal. Link between Rail Stn and Rheidol & Ystwyth Trail (NCN82).
CER-FR-AB-638	A487 Ystwyth Trail Gerddi Rheidol link	High	Trunk Road interface. Potential for improved Ystwyth Trail link across TRA487 to be explored.
CER-FR-AB-639	Third Avenue Penparcau	Med	Network mesh density proposal - feasibility work required
CER-FR-AB-640	Fifth Avenue Penparcau	Med	Network mesh density proposal - feasibility work required
CER-FR-AB-641	Ystwyth Trail to Llanilar	High	Explore options at on-road section in Rhydyfelin and crossing over TRA487 in Llanfarian requiring Trunk Road interface. Potential surfacing improvements between Llanfarian
CER-FR-AB-641B	Ystwyth Trail - Llanilar to Tregaron. Route added.	Med	Proposals to extend traffic-free sections of this route due to safety concerns regarding current on-road provision. Potential for use of former railway track, but landowner disi
CER-FR-AB-642	North Road + Prom	High	Network mesh density proposal - feasibility work required
CER-FR-AB-643	Poplar Row to Train Stn	High	Network mesh density proposal - feasibility work required
CER-FR-AB-644	A487 Bow St to Talybont	Med	WG Trunk Road Scheme. Explore potential upgrade of existing shared use path and connectivity into Talybont at northen extent where cyclists and pedestians must use carri
CER-FR-AB-645	A487 Talybont to Powys border	Med	WG Trunk Road Scheme. Explore proposals to link up existing sections of shared use path provision.
CER-FR-AB-646A	Llandre	Low	Consider cyclist provision and connectivity within Llandre. Little scope to widen existing footway provision and there is a lengthy vehicle priority system in the village posing cl
CER-FR-AB-646B	Llandre to Borth	Low	Shared use path proposal with engineering challenges due to alignment of adjacent Network Rail track and NR bridge on the B4353.
CER-FR-AB-647	Piercefield Lane to Maescrugiau Estate	Med	Shared use path proposal to link this housing estate (as extension of route INMAB-601 which is subject to planning condition).
CER-FR-AB-648	Plascrug Footbridge	High	Proposal to enhance footbridge to wider bridge to accommodate shared use provision. Very busy route to access schools and leisure facilities on Plascrug Avenue. Scheme de
CER-FR-AB-649	Felin y Mor link to Ystwyth Trail traffic free section.	Med	Explore possible path provision as pedestrians and cyclists currently shared road space with vehicles, though low volumes. Land negotiations required.
CER-FR-AB-650	A487 Rhydyfelin to Southgate	Med	WG Trunk Road Scheme. Explore footway widening and dropped kerb crossing provision in Rhydyfelin.
CER-INMCA-001A	TRA487 Cae Morgan Rd to Penparc missing link.	High	WG Trunk Road Scheme. Priority scheme development work underway between CCC and NMWTRA for surveys, detailed design and land negotiations, for this missing link be

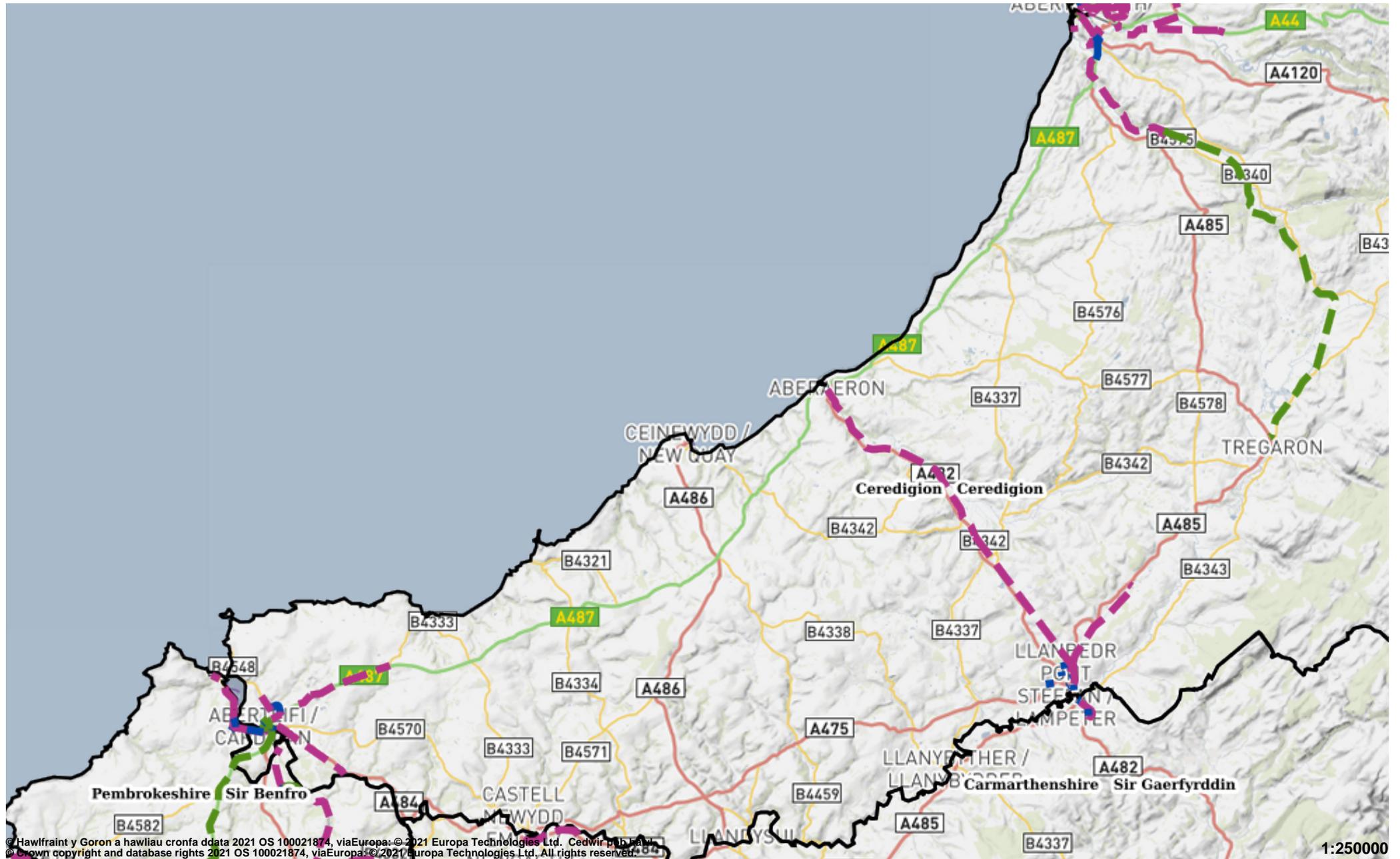
CER-INMCA-002B	Gwbert Road west of roundabout	High	There are 2 short sections of footway due to be widened as part of ATF FY21-22 grant scheme, following landowner dedications secured. Utility pole relocations (x2) to be ex
CER-INMCA-003	College Row	Med	Proposed One Way system in order to accommodate new footway where provision does not exist at present.
CER-INMCA-007	St Dogmaels Road	High	Priority scheme development underway includes detailed design for new footway provision, new 20 mph zone and traffic calming with land negotiations required. Challengin
CER-INMCA-008	Cardi Bach Trail behind business park	Low	Included as aspirational for potential widening of shared use pat which is narrow in places, near to the Town, and busy at times. Path is directly next to riverside therefore lar
CER-INMCA-010	Napier St	Low	Narrow footways, with one side below level of carriageway requiring pedestrian guardrailing. Already within 20 mph zone and engineering solutions are challenging due to c
CER-INMCA-011	Feidr Fair via former Health Centre	Med	Development site presentign opportunity to request footway link as planning condition.
CER-INMCA-012	Cardi Bach steps link up to TRA487	Med	WG Trunk Road Scheme. Installation of wheel ramp to be considered to assist cyclists connectivity to from Cardi Bach Trail? However no cyclene provision on A487.
CER-FR-CA-001B	TRA487 Penparc to Aberporth roundabout	Med	WG Trunk Road Scheme. Explore opportunites to improve existing provision to meet AT Design Guidance. Links to Tremain Primary School and beyond to Qinetiq and Aberp
CER-FR-CA-013	Llechryd to Cardigan	Med	Explore proposals for shared use path link to Cardigan. Engineering challenges for A484 alignment with cooperation of several landowners required. May need to consider alt
CER-FR-CA-014	Maes / Feidr Henffordd link to A487	High	Network mesh density proposal - feasibility work required
CER-FR-CA-015	Cnwc y Dintir / Maesglas / Feidr Henffordd (walking)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-016	Finch's Square Bus Interchange (walking)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-017	A487 Cardi Bach link to Pont y Cleifion (walking)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-018	Pendre to roundabout (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-019	Feidr Fair (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-020	Pont y Cleifion (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-021	The Strand / Cardigan High St (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-022	Castle St bridge (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-023	Priory St (cycling)	High	Network mesh density proposal - feasibility work required
CER-FR-CA-024	Williams Terrace / Napier Gardens (cycling)	High	Network mesh density proposal, noting 20 mph zone already in situ.
CER-INMLA-302	Mill Street	High	Footway has been resurfaced to improve user comfort levels. Further minor works required to improve dropped kerb and tactile paving provision, potentially in Q4 FY21-22 a
CER-INMLA-305	Cwmman Link - Carms CC	Med	Within Carmarthenshire CC. Narrow, below standard footway between the main settlement of Cwmman and Lampeter. CCC undertook detailed design and forwarded detail:
CER-INMLA-306	Maestir Road	Med	Proposal to install new footway provision, but a vehicle priority system also possibly required due to constraints.
CER-INMLA-307	Drovers Road	Med	Narrow footways, but deliverability of footway widening is challenging due to constraints. Within 20 mph zone.
CER-INMLA-309	Forest Road - subject to Housing Development	Med	Site included in LDP for potential housing development.
CER-INMLA-311	Maes y Deri - subject to Housing Development	Med	Site included in LDP for potential housing development.
CER-INMLA-312	Lampeter University RoW path upgrade	High	Due for construction in Q4 this FY21-22 via ATF grant funding.
CER-FR-LA-313	University to Business Park	Med	Proposed active travel link from Town Centre to the Business Park, partly along former railway track alignment.
CER-FR-LA-315	Station Terrace link (walking)	Med	Footway provision is below standard and would need to be included within scheme proposal 313 to ensure access connectivity.
CER-FR-LA-316	Lampeter to Llanybi - route added.	Med	Proposed shared use path scheme along the old railway track alignment. Local community group recently relinquished funding due to landowner difficulties.
CER-FR-LA-317	Aberaeron to Felinfach - route added.	Med	Proposed extension of Llanerchaeron Cycle Trail along former rail track alignment with potential connectivity to new Aeron Valley School in Felinfach. Negotiation with sever:
CER-FR-LA-317B	Felinfach to Lampeter - route added.	Low	Continuation of route 317 to connect with Lampeter along former railway track alignment. Negotiation with several landowners will be required.

Key

Yellow highlighting indicates routes added to ATNM following Statutory Public Consultation

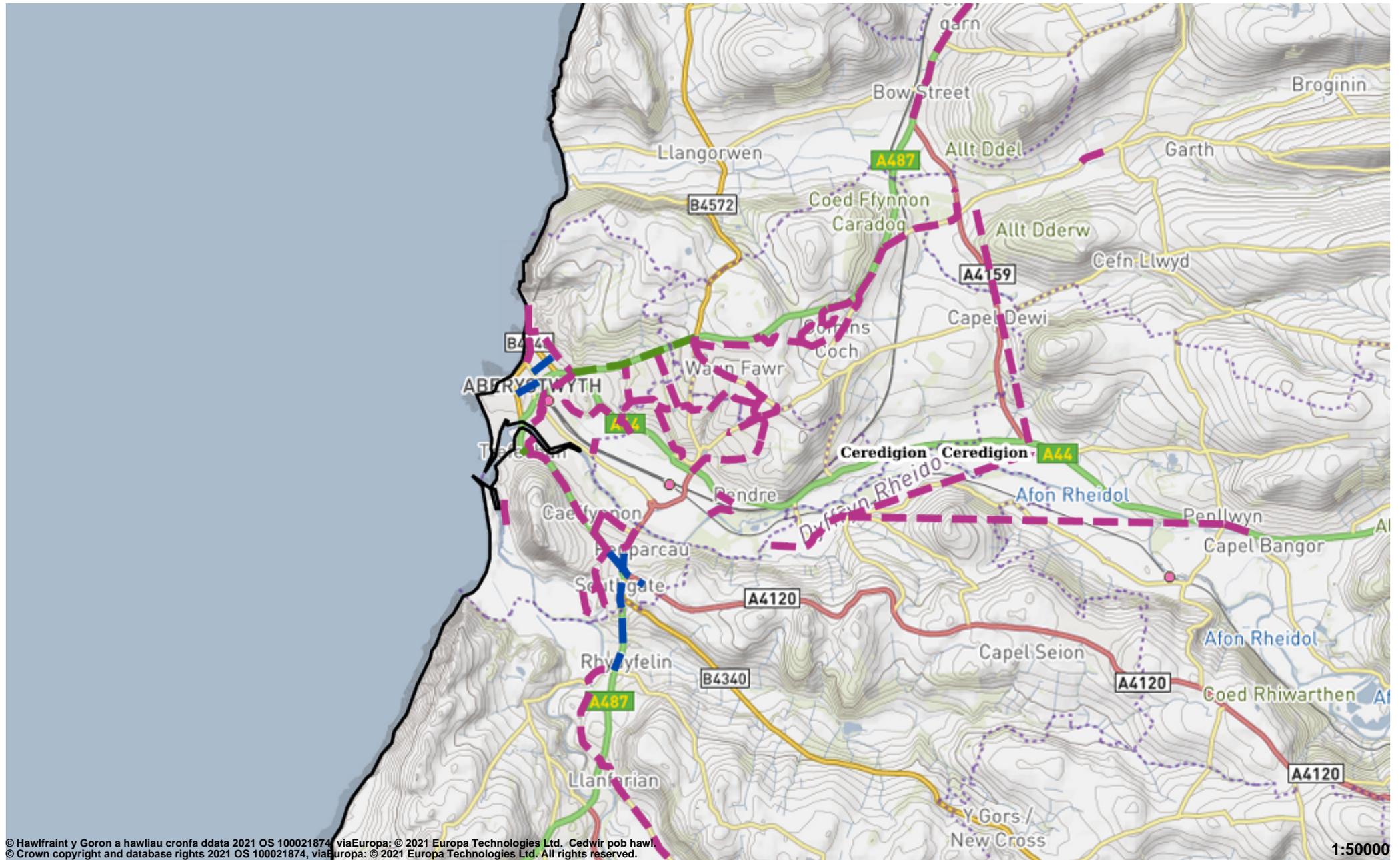
Llwybrau'r Dyfodol / Future Routes

De Ceredigion South



Llwybrau'r Dyfodol / Future Routes

Aberystwyth

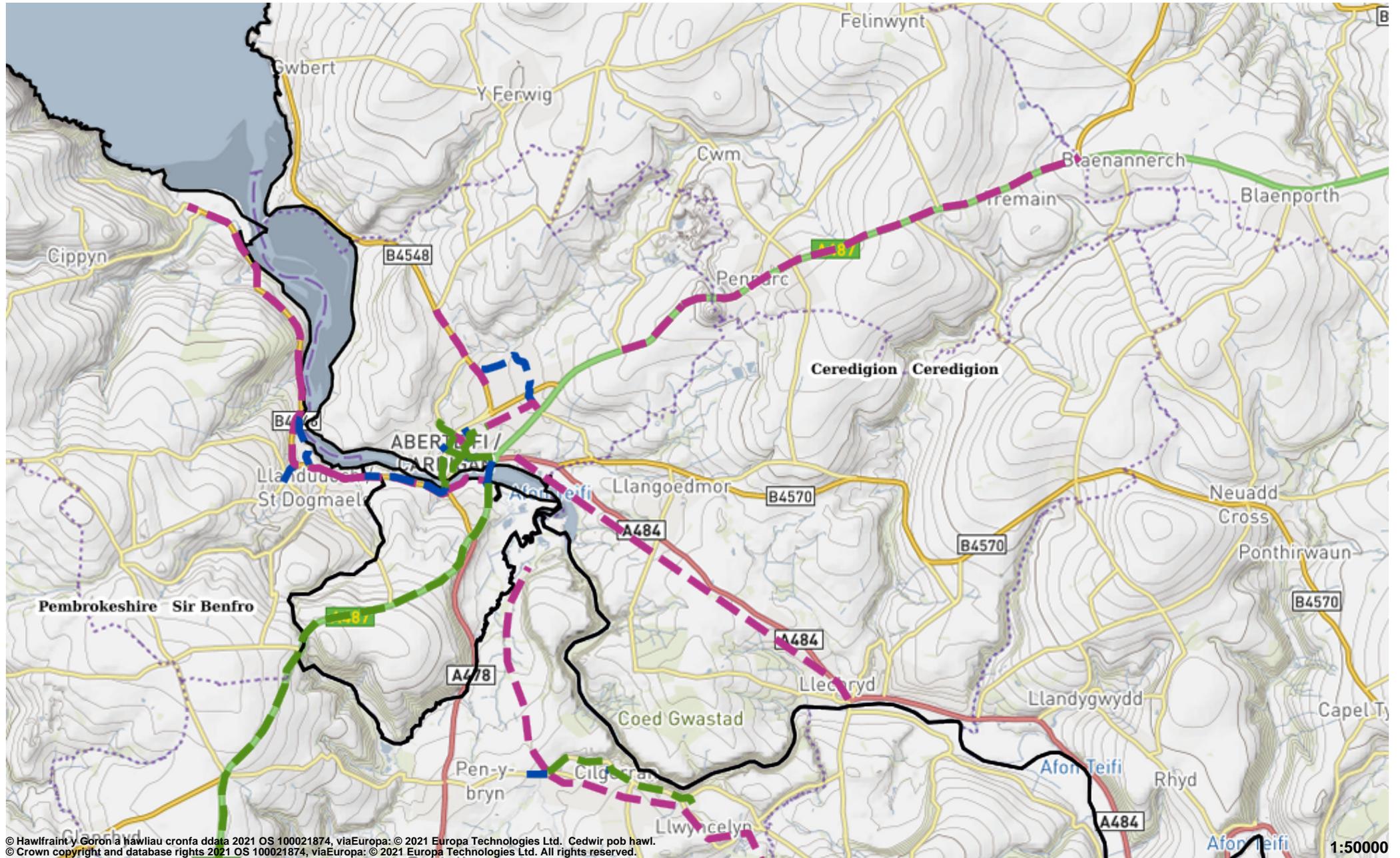


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Llwybrau'r Dyfodol / Future Routes

Aberteifi - Cardigan

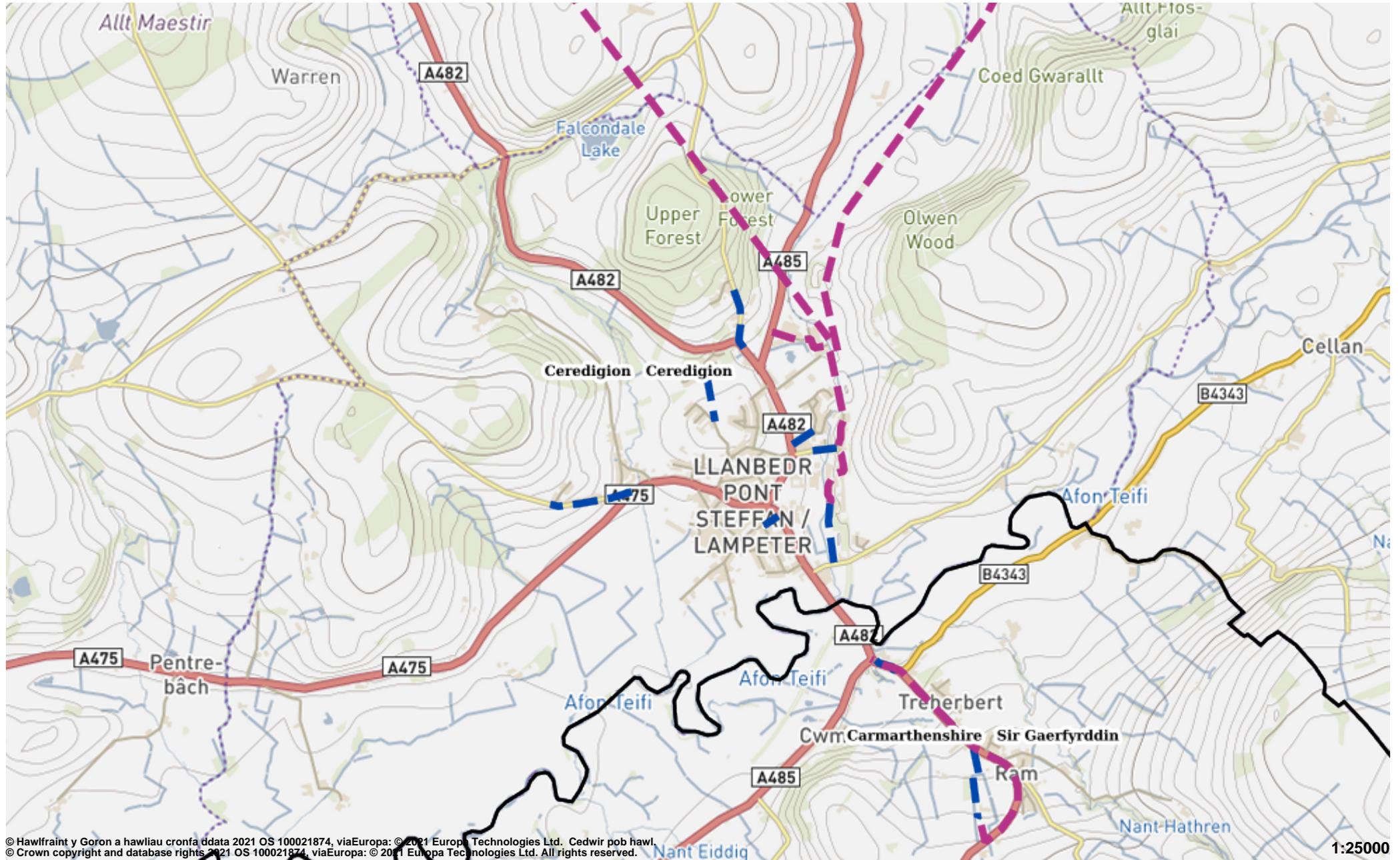


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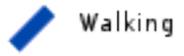
Llanbedr Pont Steffan - Lampeter



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Future Routes



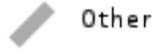
Walking



Cycling



Shared Use



Other

Local Authorities - High Water mark



Cyngor Sir CEREDIGION County Council

REPORT TO: Cabinet

DATE: 1 February 2022

LOCATION: ZOOM

TITLE: Feedback from the Thriving Communities Overview and Scrutiny Committee on the Active Travel Network Mapping (ATNM) Review

PURPOSE OF REPORT: To provide feedback from the Thriving Overview and Scrutiny Committee held on 1st November 2021

The Committee were informed of the increasing Local Highway Authority network of Active Travel routes and infrastructure to the Highways Asset Management Plan (HAMP), which they advised is likely to have additional resource implications for ongoing maintenance.

Officers advised the Committee that development and construction of most active travel infrastructure schemes is almost exclusively funded from applications to access Welsh Government Capital Grants, mainly Active Travel Fund and to a lesser extent safe routes in Communities. mainly Active Travel Fund and to a lesser extent safe routes in Communities. Officers advised that it is a condition of Welsh Government grant funding that schemes must be designed and constructed in accordance with the WG Active Travel Design Guidance. In reply to a question, Officers confirmed that Welsh Government do not provide ring-fenced revenue funding assistance towards the maintenance and upkeep of new infrastructure, and it is a condition of accepting capital grant funding that the Authority becomes responsible for any future maintenance costs which clearly carries implications for service budgets.

New routes predominantly for leisure/recreation purposes and routes outside of the three designated settlements and immediate active travel catchment area are likely to be unsuccessful and fail to attract funding. This caused concern amongst Committee Members as Ceredigion has many rural villages and Towns.

In response to a question, Officers confirmed that Landowners play a large part in this process and if their consent is not provided then the Active Travel Scheme cannot proceed. Their cooperation is therefore crucial.

Following a request from a Committee Member, assurance was given that officers would contact Carms officers to ask them if they had any intention of improving the A484/B4333 between Newcastle Emlyn and Carmarthen.

RECOMMENDATION

Members agreed to recommend that Cabinet endorse the ATNM Review and future expansion of the Highway network and Asset management responsibilities in connection with Active Travel provision.

Councillor Marc Davies
Chairman of the Thriving Communities Overview and Scrutiny Committee