



Byway
Cliffordd



The Rights of Way Improvement Plan

Cynllun Gwelliant Hawliau Tramwy





Foreword



On behalf of Caerphilly County Borough Council, I am pleased to introduce you to the Council's Rights of Way Improvement Plan (RoWIP) prepared as part of its duty under the Countryside and Rights of Way Act 2000.

The plan sets out the Council's rights of way strategy for the next 10 years and it aims to provide local communities and visitors with a sustainable opportunity to enjoy the countryside in their close locality. The plan complements the Authority's wider objectives for access for all to the countryside within the County Borough and neighbouring authorities.

The plan details the Authority's ambitions and objectives to improve its rights of way network and includes an action plan to deliver these improvements. Seeking and securing additional funding that may be made available by the Welsh Assembly Government and/or other funding bodies which will be a vital component of the plan to undertake improvements to the Rights of Way network and invest in additional resources where required.

The plan will focus upon the legal network of paths registered in the definitive map and statement. It will complement and interact with other key Council Policy documents, raise the profile of the rights of way network, identify areas where continued improvement is required and ensure continual assessment of the demands placed upon the network by its users.

This plan has been subject, at various stages of its production, to widespread consultation. I thank all those who have contributed towards this final document.

Councillor Keith Griffiths Chairman of the Rights of Way Cabinet Committee
and Cabinet Member for Transportation and Planning.

Rhagair

Ar ran Cyngor Bwrdeistref Sirol Caerffili, mae'n bleser gennym gyflwyno i chi Cynllun Gwelliant Hawliau Tramwy (CGHT) y Cyngor, a baratowyd fel rhan o'i ddyletswydd o dan Ddeddf Cefn Gwlad a Hawliau Tramwy 2000.

Mae'r cynllun yn disgrifio strategaeth hawliau tramwy'r Cyngor am y deng mlynedd nesaf. Ei nod yw rhoi i gymunedau lleol ac ymwelwyr gyfle cynaliadwy i fwynhau'r cefn gwlad sy'n agos iawn atynt. Mae'r cynllun yn ategu amcanion ehangach yr Awdurdod ar gyfer mynediad i bawb i gefn gwlad yn y Fwrdeistref Sirol ac awdurdodau cyfagos.

Mae'r cynllun yn nodi uchelgeisiau ac amcanion yr Awdurdod i wella ei rwydwaith hawliau tramwy ac mae'n cynnwys cynllun gweithredu er mwyn cyflawni'r gwelliannau hynny. Bydd ceisio a sicrhau arian ychwanegol a all fod ar gael gan Lywodraeth Cynulliad Cymru a/neu gyrff ariannu eraill yn rhan hanfodol o'r cynllun i wella'r rhwydwaith Hawliau Tramwy a buddsoddi mewn adnoddau ychwanegol lle bo angen.

Bydd y cynllun yn canolbwyntio ar y rhwydwaith llwybrau cyfreithiol sydd wedi'u cofrestru yn y map a'r datganiad diffiniol. Bydd yn ategu ac yn rhyngweithio â dogfennau polisi allweddol eraill y Cyngor, yn codi proffil y rhwydwaith hawliau tramwy, yn nodi meysydd lle mae angen parhau i wella ac yn sicrhau bod y gofynion a osodir ar y rhwydwaith gan y bobl sy'n ei ddefnyddio yn cael eu hasesu'n gyson.

Bu ymgynghori helaeth ar y cynllun hwn ar wahanol adegau wrth ei gynhyrchu. Diolch i bawb sydd wedi cyfrannu at y ddogfen derfynol hon.

Cynghorydd Keith Griffiths Cadeirydd Pwyllgor Hawliau Tramwy'r Cabinet
a'r Aelod Cabinet dros Gludiant a Chynllunio

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1 Introduction

1.1 Introduction

1.1.1

Under the Countryside and Rights of Way (CRoW) Act 2000, all highway authorities must have produced a 'Rights of Way Improvement Plan' (RoWIP) by the end of Autumn 2007. The Welsh Assembly Government (WAG) has indicated that they wish all authorities to produce a RoWIP by 1st November 2007.

1.1.2

WAG Statutory Guidance directs that the Improvement Plan must assess/ consider the following areas:

- i. The extent to which local rights of way meet the present and likely future needs of the public;
- ii. The opportunities provided by local rights of way for exercise and other forms of open-air recreation and enjoyment;
- iii. The accessibility of local rights of way to blind or partially sighted persons and people with mobility problems.

- iv. Such other matters as prescribed by WAG who expect local highway authorities to use the RoWIPs to plan strategically for; the development, better management and promotion of their existing local rights of way; and changes or additions to the rights of way network.

1.1.3

The plan must contain an action statement outlining how, as an Authority, Caerphilly County Borough Council (CCBC) can better manage the local rights of way network and undertake improvements with particular regard to the issues highlighted in the assessment process.

1.1.4

The Caerphilly Local Access Forum (LAF) advises the Council on countryside recreation matters and is a statutory body established under section 94 of the CRoW Act 2000. Throughout the production of this plan, the LAF have provided guidance on the approach taken and research methods used. The Forum has had an advisory role during the production of this plan and will continue to input into the implementation of any actions arising from it.

1 Cyflwyniad

1.1 Cyflwyniad

1.1.1

O dan Ddeddf Cefn Gwlad a Hawliau Tramwy (CGHT) 2000, mae'n rhaid i bob awdurdod priffyrdd gynhyrchu 'Cynllun Gwelliant Hawliau Tramwy' (CGHT) erbyn diwedd hydref 2007. Mae Llywodraeth Cynulliad Cymru (LICC) wedi nodi ei bod eisiau i bob awdurdod gynhyrchu CGHT erbyn 1af Tachwedd 2007.

1.1.2

Mae Canllawiau Statudol LICC yn gorchymyn bod yn rhai i'r Cynllun Gwella asesu/ystyried y meysydd canlynol:

- i. I ba raddau y mae'r hawliau tramwy lleol yn diwallu anghenion y cyhoedd heddiw a'u hanghenion tebygol yn y dyfodol;
- ii. Y cyfleoedd y mae'r hawliau tramwy lleol yn eu cynnig am ymarfer corff a mathau eraill o hamdden a mwynhad yn yr awyr agored;
- iii. Hygyrchedd yr hawliau tramwy lleol i bobl ddall neu rannol ddall a phobl â phroblemau symud;

- iv. Materion eraill fel a nodir gan LCC sy'n disgwyl awdurdodau priffyrdd lleol ddefnyddio'r CGHT i gynllunio'n strategol ar gyfer; datblygu, rheoli'n well a hybu'r hawliau tramwy lleol sydd ganddynt ar hyn o bryd; a newidiadau neu ychwanegiadau at y rhwydwaith hawliau tramwy.

1.1.3

Rhaid i'r cynllun gynnwys datganiad gweithredu sy'n nodi sut y gall Cyngor Bwrdeistref Sirol Caerffili (CBSC), fel Awdurdod, reoli'r rhwydwaith hawliau tramwy lleol yn well a gwneud gwelliannau gan roi sylw penodol i'r materion a ddaeth i'r amlwg yn y broses asesu.

1.1.4

Mae Fforwm Mynediad Lleol Caerffili (FfMLI) yn cynghori'r Cyngor ar faterion sy'n ymwneud â hamdden cefn gwlad ac mae'n gorff statudol a sefydlwyd o dan adran 94 Deddf CGHT 2000. Wrth i'r cynllun hwn gael ei gynhyrchu, mae'r FfMLI wedi rhoi cyfarwyddyd ar yr ymagwedd a gymerwyd a'r dulliau ymchwilio a ddefnyddiwyd. Bu gan y Fforwm rôl cynghori yn ystod cynhyrchu'r cynllun hwn a bydd yn parhau i gyfrannu at roi ar waith unrhyw weithredoedd sy'n deillio ohono.

1.1.5

The CRoW Act gives a range of powers and responsibilities to public bodies to enable its implementation. Depending upon the powers granted to these bodies they will be known as either Access Authorities (AA) or Relevant Authorities (R Au). CCBC is an AA. The Countryside Council for Wales (CCW), the three National Parks and the Forestry Commission (FC) are R Au's. As an AA, CCBC has a range of powers to implement the open access provisions of the CRoW Act.

1.2

The duty on local highway authorities

1.2.1

Under Section 60 of the CroW Act 2000, each local highway authority is required to publish a RoWIP to cover their respective area. In developing the RoWIP, authorities are required to assess the extent to which local rights of way meet the present and likely future needs of the public; the opportunities provided by local rights of way (and in particular by footpaths, cycle tracks, bridleways and restricted byways) for exercise and other forms of open-air recreation; the enjoyment of their area; and the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

1.2.2

RoWIPs should also include a statement of the action local highway authorities propose to take for the management of local rights of way, and for securing an improved network of local rights of way.

1.2.3

As a local authority, CCBC is already required to undertake statutory duties to protect the public rights of way network from interference by natural or manmade obstacles. The duties involve the maintenance of the network due to usage, removal of obstructions, signposting and waymarking. There is also a duty to keep the legal documents up to date. A full list of duties and responsibilities is included under Appendix X.

1.1.5

Mae Deddf CGHT yn rhoi amrywiaeth o bwerau a chyfrifoldebau i gyrff cyhoeddus fel y gellir ei rhoi ar waith. Gan ddibynnu ar y pwerau a roddir i'r gyrff hyn cânt eu galw naill ai'n Awdurdodau Mynediad (AM) neu'n Awdurdodau Perthnasol (AP). AM yw CBSC. Mae Cyngor Cefn Gwlad Cymru (CGCC), y tri Pharc Cenedlaethol a'r Comisiwn Coedwigaeth (CC) yn AP. Fel AM, mae gan CBSC amrywiaeth o bwerau i weithredu darpariaethau Deddf CGHT sy'n ymwneud â mynediad agored

1.2 Y Ddyletswydd ar Awdurdodau Priffyrdd Lleol

1.2.1

O dan Adran 60 Deddf CGHT 2000, mae'n ofynnol i bob awdurdod priffyrdd lleol gyhoeddi CGHT sy'n ymdrin â'i ardal. Wrth ddatblygu'r CGHT, mae'n ofynnol i'r awdurdodau asesu i ba raddau y mae'r hawliau tramwy lleol yn diwallu anghenion y cyhoedd heddiw a'u hanghenion tebygol yn y dyfodol; y cyfleoedd y mae'r hawliau tramwy lleol (ac yn enwedig llwybrau troed, llwybrau beiciau, llwybrau ceffylau a chilffyrdd cyfyngedig) yn eu cynnig am ymarfer corff a mathau eraill o hamdden yn yr awyr agored; mwynhau eu hardal; a hygyrchedd yr hawliau tramwy lleol i bobl ddall neu rannol ddall a phobl eraill â phroblemau symud.

1.2.2

Dylai CGHT hefyd gynnwys datganiad o'r camau gweithredu y mae'r awdurdodau priffyrdd lleol yn bwriadu eu cymryd er mwyn rheoli hawliau tramwy lleol, ac i sicrhau gwell rwydwaith o hawliau tramwy lleol.

1.2.3

Fel awdurdod lleol, mae eisoes yn ofynnol i CBSC gyflawni dyletswyddau statudol i ddiogelu'r rhwydwaith hawliau tramwy cyhoeddus rhag tarfu gan rwystrau naturiol neu rwystrau o waith dyn. Mae'r dyletswyddau'n cynnwys gwaith cynnal a chadw ar y rhwydwaith yn sgil ei ddefnyddio, symud ymaith rhwystrau a gosod arwyddion a mynegbyst. Mae hefyd dyletswydd i gadw'r fersiynau diweddaraf o'r dogfennau cyfreithiol. Ceir rhestr lawn o'r dyletswyddau a'r chyfrifoldebau yn Atodiad X.

1.3 The role of the local access forum

1.3.1

It is the statutory function of a Local Access Forum (LAF) to advise the Council on the improvement of public access to land for the purposes of open-air recreation and the enjoyment of the area.

1.3.2

The LAF's statutory areas of work includes:

- Byelaws relating to access land.
- Wardening of access land.
- Long term exclusions and restrictions to access land.
- Rights of Way Improvement Plan.

The LAF provides advice on these functions.

1.3.3

In achieving their statutory function (CRoW Act S61 (1)(e) Highway Authorities are required to consult with LAF's before preparing or reviewing a RoWIP. The Caerphilly LAF was consulted during the production of the RoWIP from its early development stage, receiving regular updates at each of its meetings. It has taken an active role in the various stages of consultation and in the future the LAF will be the key body for monitoring progress for the RoWIP.

1.3.4

Since 2002, the Caerphilly LAF has taken an active role in improving access in the county borough. Some of the projects, which the LAF has taken an active role in developing, include the Open Access Management Plan as referred to in Section 4.21 as well as 'The Lower Ebbw Valley Report' that looks at developing access opportunities in the lower Ebbw Valley area and 'Access for the less able in the country parks of Caerphilly County Borough' which has assessed how accessible the parks are for less able people. The LAF will continue to monitor progress with these reports and also look at developing access in other areas of the borough and how these works will assist in the delivery of the RoWIP.

1.3 Swyddogaeth y fforwm mynediad lleol

1.3.1

Swyddogaeth statudol Fforwm Mynediad Lleol (FfMLI) yw cynghori'r Cyngor ar wella mynediad cyhoeddus i dir at ddibenion hamdden yn yr awyr agored a mwynhau'r ardal.

1.3.2

Mae maes gwaith statudol y FfMLI yn cynnwys:

- Is-ddeddfau sy'n ymwneud â thir mynediad.
- Wardeinio tir mynediad.
- Gwaharddiadau neu gyfyngiadau hirdymor ar dir mynediad.
- Cynlluniau Gwella Hawliau Tramwy.

Mae'r FfMLI yn rhoi cyngor ar y swyddogaethau hyn.

1.3.3

Wrth gyflawni eu swyddogaeth statudol (Deddf CGHT A61 (1) (e)) mae'n ofynnol i Awdurdodau Priffyrdd ymgynghori â FfMLI cyn paratoi neu adolygu CGHT. Ymgynghorwyd â FfMLI Caerffili wrth gynhyrchu'r CGHT o adeg gynharaf ei ddatblygu ymlaen, a chafodd ddiweddariadau rheolaidd ym mhob un

o'i gyfarfodydd. Mae wedi cymryd rhan weithredol yng ngwahanol gamau'r ymgynghori ac yn y dyfodol y FfMLI fydd y corff allweddol o ran monitro cynnydd y CGHT.

1.3.4

Ers 2002, mae FfMLI Caerffili wedi cymryd rhan weithredol mewn gwella mynediad yn y fwrdeistref sirol. Mae'r prosiectau y mae'r FfMLI wedi cymryd rhan weithredol yn y gwaith o'u datblygu'n cynnwys y Cynllun Rheoli Mynediad Agored y cyfeirir ato yn Adran 4.21 yn ogystal ag 'Adroddiad Cwm Ebwy Isaf' sy'n edrych ar ddatblygu cyfleoedd am fynediad yn ardal Cwm Ebwy isaf a 'Mynediad i bobl lai abl ym mharciau gwledig Bwrdeistref Sirol Caerffili' sydd wedi asesu pa mor hygyrch yw'r parciau i bobl lai abl. Bydd y Fforwm yn parhau i fonitro'r cynnydd gyda'r adroddiadau hyn a bydd hefyd yn edrych ar ddatblygu mynediad mewn rhannau eraill o'r fwrdeistref a sut y bydd y gwaith hwn yn cynorthwyo â gweithredu'r CGHT.

1.3.5

At an early stage in the conception of this RoWIP, the LAF identified nine issues that they believed should be given due consideration to ensure the RoWIP meets with the aforementioned aims set out by WAG. These were as follows:

1. Raise the profile of rights of way.
2. Marry the plan to the health improvement agenda.
3. Integrate the management of rights of way and the countryside with the community planning process.
4. Ensure Disability Discrimination Act 1995 (DDA) compliance where practicable, through cost effective measures.
5. Focus the rights of way budget where it can be used most effectively.
6. Make the RoWIP a bid document for the Long Distance Equestrian Route.
7. Ensure all open access land can be reached easily from the highway system and to be sign-posted.
8. Develop circular walking routes and ensure their sustainability and use.
9. Agree a programme to finalise an accurate definitive map.

1.4 Policy content

1.4.1

The RoWIP is required to complement the aims and objectives of existing plans prepared by the Authority.

1.4.2

Identifying and reflecting the policies in other relevant documents will give the Plan the best chance of delivery and lend weight to funding bids from both the Highway Authority and bodies with complementary aims and objectives. It also provides potential opportunities for partnership working between the Authority and external partners. This will allow for the pooling of resources to ensure more efficient working practices and continued improvements to service delivery.

1.4.3

The RoWIP supports and shares the Local Transport Plan's overall vision of a strategy that enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.

1.3.5

Yn gynnar iawn yn y gwaith o lunio'r Cynllun nododd y FfMLI naw mater y credent y dylid eu hystyried er mwyn sicrhau bod y CGHT yn cyrraedd y nodau uchod a osodwyd gan LCC, sef:

1. Codi proffil hawliau tramwy.
2. Cysylltu'r cynllun â'r agenda gwella iechyd.
3. Integreiddio rheoli hawliau tramwy a chefn gwlad â'r proses cynllunio cymunedol.
4. Sicrhau y cydymffurfir â Deddf Gwahaniaethu ar sail Anabled 1995 (DGA) lle bo'n ymarferol, trwy fesurau cost-ffeithiol.
5. Canolbwyntio'r gyllideb hawliau tramwy lle gellir ei defnyddio'n fwyaf effeithiol.
6. Gwneud y CGHT yn ddogfen gais ar gyfer y llwybr marchogaeth.
7. Sicrhau y gellir cyrraedd yr holl dir mynediad agored yn hawdd o'r system priffyrdd a bod arwyddion ato.
8. Datblygu llwybrau cerdded cylchol a sicrhau eu bod yn gynaliadwy ac y cânt eu defnyddio.
9. Cytuno ar raglen i roi gwedd derfynol ar fap diffiniol cywir.

1.4 Cynnwys Polisi

1.4.1

Mae'n ofynnol i'r CGHT ategu nodau ac amcanion y cynlluniau sy'n bodoli eisoes a baratowyd gan yr Awdurdod.

1.4.2

Bydd nodi ac adlewyrchu'r polisiau mewn dogfennau perthnasol eraill yn cynnig y gobaith gorau i'r Cynllun gael ei gyflawni ac yn cryfhau ceisiadau am arian oddi wrth yr Awdurdod Priffyrdd ac oddi wrth gyrff sydd â nodau ac amcanion ategol. Mae hefyd yn cynnig cyfleoedd posibl am weithio partneriaethol rhwng yr Awdurdod a phartneriaid allanol. Bydd hyn yn caniatáu cyfuno adnoddau er mwyn sicrhau arferion gweithio mwy effeithlon a rhagor o welliannau wrth ddarparu gwasanaethau.

Mae'r CGHT yn cefnogi ac yn rhannu gweledigaeth gyffredinol y Cynllun Cludiant Lleol o strategaeth sy'n gwella ansawdd bywyd a ffyniant economaidd trwy gysylltu pobl, cymunedau, swyddi, nwyddau, gwasanaethau ac amwynderau.



1.4.4

The following strategies and plans were considered and referred to during the development of the RoWIP. Guidance was drawn from each in relation to accessibility, sustainability and environmental impact with particular emphasis on how to protect whilst also enhancing the local environment.

- Local Transport Plan.
- Unitary Development Plan/
Local Development Plan.
- Community Strategy.
- Open Access Management Plan.
- Walking and Cycling Strategy.
- Countryside Strategy.
- Active Wales.
- Heads of the Valleys' Strategy 2020.
- Commons Management Plan.
- Country Parks Management Plan.
- Local Bio Diversity Action Plan.
- Rhymney Valley Riverside Walk.
- Emerging Local Diversity Plan &
Strategic Environmental Assessment.
- Rural Development Plan.

1.4.5

The Strategic Environmental Assessment (SEA) Directive requires plans that have a significant impact on the environment to produce an environmental report. This RoWIP, however, will not have a significant impact on the environment, and examination of the SEA information website and its Criteria for Application to Plans and Programmes confirms that no assessment is required. Nevertheless, all proposed improvements would pay due regard to sustainability, conservation and preservation of the environment and biodiversity.

1.4.4

Wrth ddatblygu'r CGHT, ystyriwyd a chyfeiriwyd at y strategaethau a'r cynlluniau canlynol. O bob un ohonynt cafwyd canllawiau ar hygyrchedd, cynaliadwyedd ac effaith amgylcheddol, gyda phwyslais arbennig ar sut i ddiogelu'r amgylchedd lleol a'i wella ar yr un pryd.

- Cynllun Cludiant Lleol.
- Cynllun Datblygu Unedol/Cynllun Datblygu Lleol.
- Strategaeth Gymunedol.
- Cynllun Rheoli Mynediad Agored.
- Strategaeth Cerdded a Beicio.
- Strategaeth Cefn Gwlad.
- Cymru Egniol.
- Strategaeth Blaenau'r Cymoedd 2020.
- Cynllun Rheoli Tiroedd Comin.
- Cynllun Rheoli Parciau Gwledig.
- Cynllun Gweithredu Bioamrywiaeth Lleol
- Llwybr Glan Afon Cwm Rhymni.
- Y Cynllun Amrywiaeth Lleol a'r Aseiad Amgylcheddol Strategol sy'n datblygu.
- Cynllun Datblygu Gwledig.

1.4.5

Mae'r Gyfarwyddeb Asesu Amgylcheddol Strategol yn ei gwneud yn ofynnol llunio adroddiad amgylcheddol ar gyfer cynlluniau sy'n cael effaith sylweddol ar yr amgylchedd. Fodd bynnag, ni fydd y CGHT hwn yn cael effaith sylweddol ar yr amgylchedd. Mae chwilio ar wefan gwasanaeth gwybodaeth Asesu Amgylcheddol Strategol a'i Feini Prawf ar gyfer Cymhwyso'r Gyfarwyddeb i Gynlluniau a Rhaglenni yn cadarnhau nad oes angen aseiad. Er hynny, byddai pob gwelliant arfaethedig yn rhoi sylw dyledus i gynaliadwyedd, cadwraeth a diogelu'r amgylchedd a bioamrywiaeth.

2 Vision statement

2.1 Vision statement

Caerphilly County Borough Council aims to provide local residents and visitors to the borough with sustainable opportunities to access and enjoy the 'countryside in their close locality'. In particular this Improvement Plan will aim to ensure that access opportunities within the area, for both new and existing networks meet the present and likely future needs of the public for outdoor recreation, exercise and general travel. The Authority will ensure where practicable, to implement cost effective measures in accordance with the Disability Discrimination Act 1995 (DDA).

The LAF has supported the Authority's production of this RoWIP in identifying the issues to be considered during the life of the plan. Consideration has also been given to user survey returns when establishing the key issues in this RoWIP.

2.2 OBJECTIVES

- To raise the importance and profile of the local rights of way network as an alternative, healthy, safe and sustainable way to travel.
- To continually improve the network to encourage more people to change their modal habits and travel patterns.
- To continually assess future demands and the different needs and abilities of existing and future users of the local rights of way network.

2.3 POLICY STATEMENTS

- To create and maintain a safe and sustainable network for bona fide users to suit the needs of different user groups.
- To create an open and accessible network for all users and identify missing links in the network for all types of user.
- To develop a communication strategy to maximise the involvement and engagement with local communities in developing the rights of way network.
- To identify and promote routes for public use and create confidence while using the network.
- To develop and maintain an accurate definitive map and statement.
- To resolve conflicts between users and landowners, whilst developing an understanding of practical solutions to assist landowners and the public to ensure a safe, usable and trouble free network.

2 Datganiad o weledigaeth

2.1

Datganiad o Weledigaeth

Nod Cyngor Bwrdeistref Sirol Caerffili yw cynnig i'r trigolion lleol ac i bobl sy'n ymweld â'r fwrdeistref gyfleoedd cynaliadwy i fynd i 'gefn gwlad sy'n agos iawn atynt' a'i fwynhau. Yn benodol, nod y Cynllun Gwella hwn fydd sicrhau bod y cyfleoedd am fynediad yn yr ardal, ar gyfer rhwydweithiau sy'n bodoli eisoes a rhai newydd, yn diwallu anghenion y cyhoedd heddiw a'u hanghenion tebygol yn y dyfodol am hamdden yn yr awyr agored, ymarfer corff a theithio'n gyffredinol. Bydd yr Awdurdod yn sicrhau, lle bo'n ymarferol, y gweithredir mesurau cost-effeithiol yn unol â Deddf Gwahaniaethu ar sail Anabledd 1995 (DGA).

Mae'r FfMLL wedi cynorthwyo'r Awdurdod i gynhyrchu'r CGHT hwn trwy nodi'r materion y dylid eu hystyried yn ystod oes y cynllun. Rhoddwyd sylw hefyd i ffurflenni arolwg defnyddwyr wrth benderfynu ar y prif faterion yn y CGHT hwn.

2.2 AMCANION

- Codi pwysigrwydd a phroffil y rhwydwaith hawliau tramwy lleol fel ffordd amgen, iach, diogel a chynaliadwy o deithio.
- Gwella'r rhwydwaith yn barhaus er mwyn annog mwy o bobl i newid eu harferion moddol a'u patrymau teithio.
- Asesu'n barhaus y galwadau yn y dyfodol a gwahanol anghenion a galluoedd defnyddwyr y rhwydwaith hawliau tramwy lleol heddiw ac yn y dyfodol.

2.3 DATGANIADAU POLISI

- Creu a chynnal a chadw rhwydwaith diogel a chynaliadwy i ddefnyddwyr dilys i ddiwallu anghenion gwahanol grwpiau defnyddwyr.
- Creu rhwydwaith agored a hygyrch i bob defnyddiwr a chanfod bylchau yn y rhwydwaith i ddefnyddwyr o bob math.
- Datblygu strategaeth cyfathrebu i sicrhau bod y cymunedau lleol yn cymryd rhan mor fawr ag sy'n bosibl wrth ddatblygu'r rhwydwaith hawliau tramwy.
- Canfod a hyrwyddo llwybrau i'r cyhoedd eu defnyddio a chreu hyder wrth ddefnyddio'r rhwydwaith.
- Datblygu a chadw map a datganiad diffiniol cywir.
- Datrys gwrthdaro rhwng defnyddwyr a thirfeddianwyr, ac ar yr un pryd meithrin dealltwriaeth o atebion ymarferol i gynorthwyo tირfeddianwyr a'r cyhoedd er mwyn sicrhau rhwydwaith diogel, didrafferth a hawdd ei ddefnyddio.

3 Process

3.1 Delivering the RoWIP

3.1.1

Early on a timetable was considered which would allow for the preparation of the RoWIP by the target date identified by WAG of 1st November 2007.

3.1.2

The Authority identified initial preliminary works to be undertaken in these early stages of the development of the plan, such as a survey of users, condition reports, review of other council documents, current policies and future proposals. All these stages have filtered into and influenced this plan.

3.2 Key Issues that have been considered

3.2.1

The aforementioned nine issues identified by the LAF as being key to the success of the RoWIP (section 1.3.5) are discussed below. Whilst these points are central to the development of this plan, additional issues raised in the user survey and condition report process, also influence and contribute to the key objectives and actions of this plan and are discussed later in the document.

1. RAISE THE PROFILE OF RIGHTS OF WAY:

In endeavouring to raise the profile of the rights of way network the Authority should consider how it could best advertise the network through different media. One method may be to consider highlighting certain routes due to their circular nature, giving distance, terrain and walking time. The Authority could consider short, medium and longer walks and link these walks to historical sites along the way whereby appealing to a wider audience.

The Internet is one medium that is yet to be fully explored and its full potential utilised. It is intended to promote the network via the Internet in a format that can easily be read by the public, even providing the facility to download walks/route maps and allow user reviews. This has the added benefit of enabling people not living in the immediate area to plan their visits in advance. This facility could also allow users to feed back maintenance and access problems noted by users along the network.

In order to promote routes, more information on their condition use and purpose is necessary. This will require the assessment and estimation of the current condition of the network, albeit without the need to undertake extensive surveys of the entire network. It will require a report on the use of the network and the importance the community attaches to it. Currently there are 846km of registered

3 Proses

3.1 Cyflawni'r CGHT

3.1.1

Yn gynnar yn y broses rhoddwyd sylw i amserlen a fyddai'n caniatáu paratoi'r CGHT erbyn y dyddiad targed a roddwyd gan LCC, sef 1af Tachwedd 2007.

3.1.2

Nododd yr Awdurdod waith rhagarweiniol cychwynnol i'w wneud yn ystod cyfnod cynnar datblygu'r cynllun, megis arolwg defnyddwyr, adroddiadau ar gyflwr, adolygiadau o ddogfennau eraill y cyngor, polisiau presennol a chynigion at y dyfodol. Mae'r holl gamau hyn wedi cyfrannu at y cynllun hwn ac wedi dylanwadu arno.

3.2 Y prif faterion a gafodd eu hystyried

3.2.1

Mae'r naw mater uchod y nododd y FfMLI eu bod yn allweddol i lwyddiant y CGHT (adran 1.3.5) yn cael eu trafod isod. Er bod y pwyntiau hyn yn ganolog i ddatblygu'r cynllun hwn, mae materion ychwanegol a godwyd yn y broses arolwg defnyddwyr ac adroddiadau ar gyflwr hefyd yn dylanwadu ar ac yn cyfrannu at amcanion a gweithredoedd allweddol y cynllun hwn. Cânt eu trafod yn ddiweddarach yn y ddogfen.

1. CODI PROFFIL HAWLIAU TRAMWY:

Wrth geisio codi proffil y rhwydwaith hawliau tramwy, dylai'r Awdurdod ystyried beth fyddai'r ffordd orau i hysbysebu'r rhwydwaith trwy wahanol gyfryngau. Un dull posibl yw ystyried rhoi sylw arbennig i rai llwybrau penodol oherwydd eu bod yn gylchol, gan roi'r pellter, natur y tir a'r amser mae'n cymryd i gerdded ar hyd-ddynt. Gallai'r Awdurdod ystyried teithiau cerdded byr, canolig a hirach, a'u cysylltu â safleoedd hanesyddol ar hyd y ffordd, a thrwy hynny apelio at gynulleidfa ehangach.

Mae'r Rhyngwrwyd yn un cyfrwng nad ymchwiliwyd iddo'n llawn ac na ddefnyddiwyd ei botensial llawn eto. Bwriedir hyrwyddo'r rhwydwaith trwy'r Rhyngwrwyd mewn fformat y gall y cyhoedd ei ddarllen yn hawdd, gan gynnig hyd yn oed y gallu i lawrlwytho disgrifiadau o deithiau cerdded a mapiau llwybrau a chaniatáu adolygiadau gan ddefnyddwyr. Mantais arall i hyn yw y bydd yn galluogi pobl nad ydynt yn byw yn yr union ardal i gynllunio eu hymweliadau ymlaen llaw. Gallai'r cyfleuster hwn hefyd ganiatáu i ddefnyddwyr roi gwybod os oes problemau o ran gwaith cynnal a chadw a mynediad ar hyd y rhwydwaith.

Er mwyn hyrwyddo llwybrau, mae angen mwy o wybodaeth am eu cyflwr a'u diben a faint a sut y cânt eu defnyddio. Bydd hyn yn gofyn am asesu a barnu cyflwr presennol y rhwydwaith, er heb yr angen

public paths on the definitive maps and statements. Since Local Government reorganisation in 1996 the Authority has conducted surveys of this network.

Both Table 1 below and Appendix I details the information held by the Authority on the network, surveyed at various times since 1996.

	% By Number	% By length	Lengths in metres
Un-surveyed Paths	28	21	165,967
Good Condition	19	19	150,161
Good condition based on older surveys	32	39	308,199
Fair Condition	18	19	150,161
Works completed and available for public use	3	2	15,806

(Table 1: Condition of Rights of Way Network)

A breakdown of the Rights of Way Network and its condition can be viewed in Appendix II.

2. MARRY THE PLAN TO THE HEALTH IMPROVEMENT AGENDA:

Since Local Government re-organisation the Rights of Way Committee has supported its Officers in contacting user groups not only to encourage them to assist with the upkeep of the network but also to use it for their own benefit, facilitating a way of exercise and healthy living. Physical activity is a key factor in maintaining a healthy lifestyle. In older people the physical activity enjoyed while using the rights of way network in walking on level and undulating ground, climbing stiles, and taking the stairs can help protect against heart disease, cancer, diabetes and obesity. The Authority must promote walking by providing up to date accurate information about the network to the public to encourage and promote organised walking groups. CCBC and Caerphilly Local Health Board (LHB) are currently promoting the following joint initiative:

WALKING THE WAY TO HEALTH:

It sets out specific priority areas that aim to improve health opportunities within the borough by encouraging sedentary populations to become more active. The Council is organising a "Healthy Walking" project in the Upper Rhymney Valley as part of the Healthy Living Centre Initiative. This is funded by grant aid from the Big Lottery. In the remainder of the County Borough the Council is running a Walking the Way to Health project, which is part funded by CCW

i wneud arolygon helaeth o'r rhwydwaith i gyd. Bydd angen adroddiad ar faint a sut y caiff y rhwydwaith ei ddefnyddio a pha mor bwysig ydyw i'r gymuned. Ar hyn o bryd mae 846 cilometr o lwybrau cyhoeddus cofrestredig ar y mapiau a'r datganiadau diffiniol. Ers ad-drefnu llywodraeth leol yn 1996 mae'r Awdurdod wedi gwneud arolygon o'r rhwydwaith hwn.

Mae Tabl 1 isod ac Atodiad I yn rhoi'r wybodaeth sydd gan yr Awdurdod am y rhwydwaith, a arolygwyd ar wahanol adegau ers 1996.

	% yn ôl nifer	% yn ôl hyd	Hyd mewn metrau
Llwybrau heb eu harolygu	28	21	165,967
Cyflwr da	19	19	150,161
Cyflwr da (ar sail arolygon hŵn)	32	39	308,199
Cyflwr gweddol	18	19	150,161
Gwaith wedi'i gwblhau ac ar gael i'w defnyddio gan y cyhoedd	3	2	15,806

(Tabl 1: Cyflwr y Rhwydwaith Hawliau Tramwy)

Ceir dadansoddiad o'r Rhwydwaith Hawliau Tramwy a'i gyflwr yn Atodiad II.

2. CYSYLLTU'R CYNLLUN Â'R AGENDA GWELLA IECHYD:

Ers ad-drefnu llywodraeth leol mae'r Pwyllgor Hawliau Tramwy wedi cefnogi'i Swyddogion wrth gysylltu â grwpiau defnyddwyr nid yn unig i'w hannog i gynorthwyo â chynnal a chadw'r rhwydwaith ond hefyd i'w ddefnyddio er eu budd eu hunain, gan gynnig ffordd o gael ymarfer corff a byw'n iach. Mae gweithgarwch corfforol yn elfen allweddol wrth gynnal ffordd iach o fyw. I bobl hŵn mae'r gweithgarwch corfforol a geir wrth ddefnyddio'r rhwydwaith hawliau tramwy gan gerdded ar dir gwastad a thonnog, dringo dros gamfeydd a defnyddio'r grisiau'n gallu helpu i'w hamddiffyn rhag clefyd y galon, canser, diabetes a gordewdra. Rhaid i'r Awdurdod hyrwyddo cerdded trwy ddarparu gwybodaeth gywir a diweddar am y rhwydwaith i'r cyhoedd, er mwyn annog a hybu grwpiau cerdded trefnedig. Ar hyn o bryd mae CBSC a Bwrdd Iechyd Lleol Caerffili'n hybu'r gyd-fenter ganlynol:

CERDDED LLWYBR IECHYD:

Mae hon yn nodi meysydd blaenoriaeth priodol gyda'r nod o wella cyfleoedd iechyd yn y fwrdeistref trwy annog pobl eisteddog i fod yn fwy egnïol. Mae'r Cyngor yn trefnu prosiect "Cerdded Iach" yng Nghwm Rhymni Uchaf fel rhan o Fenter y Ganolfan Byw'n Iach. Mae hyn yn cael ei ariannu gan gymorth grant gan y Loteri Fawr. Yng ngweddill y Fwrdeistref Sirol mae'r Cyngor

(through the Lottery) and the WAG. This project is being developed in partnership with the Caerphilly Local Health Board.

WALKING FOR HEALTH INITIATIVE:

Caerphilly County Borough Council in partnership with the Caerphilly Local Health Board are pursuing and supporting the initiative of 'Walking your Way to Health' and offer a number of routes suitable from gentle exercise to the more strenuous routes. Leaflets have been published which detail the routes and the type of terrain to be expected together with a travel time.

3. INTEGRATE THE MANAGEMENT OF RIGHTS OF WAY AND THE COUNTRYSIDE WITH THE COMMUNITY PLANNING PROCESS:

There is a recognised need to involve voluntary groups like the Ramblers Association and various partnerships in making bids for funds. Therefore emphasis must be placed on developing countryside management groups. A recent example of this is the Oakdale and Trinant Partnership and their bid for a circular bridle route at the Oakdale Business Park. Three new projects are also being prepared with community/voluntary groups, which will hopefully be funded by the Forestry Commission's Cydcoed grant scheme. Two of these are located at Argoed and the Darren Valley, which are in Community First areas. These are being

developed with the community councils and will improve access to woodland. The third at Rudry is being developed along with the voluntary group SAFE and will improve access for horse riders to the woodlands in that area. Partnerships will be important for feeding information from all stakeholders at all levels into the plan.

4. ENSURE COMPLIANCE WITH THE DISABILITY DISCRIMINATION ACT 1995 (DDA) THROUGH COST EFFECTIVE MEASURES:

The authority is aware of the difficulties encountered by disabled people when accessing some of the rights of way (RoW). Although the Statutory Guidance directs Authorities that the Improvement Plan must assess the accessibility of local rights of way to blind or partially sighted persons and people with mobility problems, CCBC proposes to assess how the rights of way network caters for people with all kinds of disabilities. The DDA and the Amendments made within the 2005 Act will be used as guidance and the terms with which it outlines an individual as being disabled.

The assessment criteria and Pro-forma that were used to evaluate the RoW network can be found in Appendix XI.

yn rhedeg prosiect Cerdded Llwybr Iechyd, sy'n cael ei ariannu'n rhannol gan CCGC (trwy'r Loteri) a LICC. Mae'r prosiect hwn yn cael ei ddatblygu mewn partneriaeth â Bwrdd Iechyd Lleol (BILI) Caerffili.

MENTER CERDDED ER IECHYD:

Mae Cyngor Bwrdeistref Sirol Caerffili mewn partneriaeth â Bwrdd Iechyd Lleol Caerffili'n cefnogi ac yn cynorthwyo â menter 'Cerdded Llwybr Iechyd' ac yn cynnig nifer o lwybrau addas, o ymarfer corff ysgafn i lwybrau mwy egniol. Cyhoeddwyd taflenni sy'n rhoi manylion y llwybrau a'r math o dir i'w ddisgwyl ynghyd ag amser teithio.

3. INTEGREDDIO RHEOLI HAWLIAU TRAMWY A CHEFN GWLAD I'R BROSES CYNLLUNIO CYMUNEDOL:

Mae angen cydnabyddedig i gynnwys grwpiau gwirfoddol fel Cymdeithas y Cerddwyr a gwahanol bartneriaethau wrth wneud ceisiadau am arian. Felly rhaid rhoi pwyslais ar ddatblygu grwpiau rheoli cefn gwlad. Enghraifft ddiweddar o hyn yw Partneriaeth Oakdale a Thrinant a'i chais am lwybr ceffylau cylchol ym Mharc Busnes Oakdale. Mae tri phrosiect newydd hefyd yn cael eu paratoi gyda grwpiau cymunedol/gwirfoddol, a'r gobaith yw y cânt eu hariannu gan gynllun grantiau Cydcoed y Comisiwn Coedwigaeth. Mae dau o'r rhain yn Argoed a Chwm Darren, sy'n ardaloedd Cymunedau yn Gyntaf. Maent yn cael eu datblygu gyda'r cynghorau

cymuned a byddant yn gwella mynediad i goetiroedd. Mae'r trydydd, yn Rhydri, yn cael ei ddatblygu ar y cyd gyda'r grŵp gwirfoddol SAFE a bydd yn gwella mynediad i farchogwyr i'r coetiroedd yn yr ardal honno. Bydd partneriaethau'n bwysig at gyfrannu gwybodaeth i'r cynllun, gan yr holl randdeiliaid ar bob lefel.

4. SICRHAU Y CYDYMFFURFIR Â DEDDF GWAHANIAETHU AR SAIL ANABLEDD 1995 (DGA) TRWY FESURAU COST-EFFEITHIOL:

Mae'r awdurdod yn gwybod am yr anawsterau y mae pobl anabl yn dod ar eu traws wrth ddefnyddio rhai hawliau tramwy (HT). Er bod y Canllawiau Statudol yn dweud wrth Awdurdodau bod yn rhaid i'r Cynllun Gwella asesu hygyrchedd hawliau tramwy lleol i bobl ddall neu rannol ddall a phobl â phroblemau symud, mae CBSC yn bwriadu asesu sut y mae'r rhwydwaith hawliau tramwy'n darparu ar gyfer pobl â phob math o anabledau. Caiff y DGA a'r Diwygiadau a wnaed yn Neddf 2005, a'r termau a geir ynddynt i ddynodi unigolyn yn anabl, eu defnyddio fel canllawiau.

Ceir y meini prawf asesu a'r pro forma a ddefnyddiwyd i werthuso'r rhwydwaith HT yn Atodiad XI.

CCBC will endeavour to follow the Disability Rights Commission code of practice relating to Part 3 of the DDA when overcoming physical barriers. The Authority will aim to provide reasonable alternatives to those RoW that have access related problems. The Authority recognises that due to the topography of the area that some RoW will never be fully accessible to all, and therefore "ensuring compliance" may be unachievable. However for those RoW that are not accessible the Authority will establish and record why they are not, at the same time establishing and recording those that are user friendly and have good signage with Braille for example. The assessment and record of information will be incorporated into the communication strategy (Section 5).

5. FOCUS THE RIGHTS OF WAY BUDGET WHERE IT CAN BE USED MOST EFFECTIVELY:

It is important for the Authority to agree and prioritise an annual programme of works with members, balanced between planned and reactive (a programme already exists but it can be refined and more formally agreed). The Rights of Way Cabinet Committee will prioritise works for the forthcoming financial year based on the Action Plan. This will need to be reviewed subject to any change in user priorities.

6. MAKE THE ROWIP A BID DOCUMENT FOR THE LONG DISTANCE EQUESTRIAN ROUTE:

The Authority will continue to develop the routes to a stage of some certainty and where appropriate liaise with partnerships and adjoining LA's. These partners should formally be brought into the bidding process and support their bids. Currently the Authority is actively promoting the creation of a county wide equestrian route together with associated link paths and circular paths. The majority of the route can be accomplished by use of the existing network. There are however areas where new routes will need to be established through agreement or creation. The creation and development of these routes could become an important mechanism for attracting tourism.

7. ENSURE ALL OPEN ACCESS LAND CAN BE REACHED EASILY FROM THE HIGHWAY SYSTEM:

CCBC must complete the open access planning work and identify routes to open up land. Appropriate funding will need to be sought to ensure completion of the works in accordance with relevant legislation.

Bydd CBSC yn ceisio dilyn cod ymarfer y Comisiwn Hawliau Anabledd sy'n ymwneud â rhan 3 y DGA wrth oresgyn rhwystrau ffisegol. Bydd yr Awdurdod yn anelu at ddarparu dewisiadau eraill rhesymol yn lle'r HT lle mae problemau sy'n gysylltiedig â mynediad.

Mae'r Awdurdod yn cydnabod na fydd rhai HT, oherwydd topograffi'r ardal, yn gwbl hygyrch i bawb, ac felly na fydd modd "sicrhau cydymffurfiaeth". Fodd bynnag, yn achos yr HT nad ydynt yn hygyrch bydd yr Awdurdod yn canfod a chofnodi pam nad ydynt yn hygyrch, ac ar yr un pryd yn canfod a chofnodi'r rhai sy'n hawdd eu defnyddio ac sydd ag arwyddion da, gyda Braille er enghraifft. Caiff yr asesiad a chofnod y wybodaeth eu cynnwys yn y strategaeth cyfathrebu (Adran 5).

5. CANOLBWYNTIO'R GYLLIDEB HAWLIAU TRAMWY LLE GELLIR EI DEFNYDDIO'N FWYAF EFFEITHIOL:

Mae'n bwysig i'r Awdurdod gytuno ar raglen waith flynyddol a phenderfynu ar ei blaenoriaethau gyda'r aelodau, gan sicrhau cydbwysedd rhwng gwaith cynlluniedig a gwaith adweithiol. (Mae rhaglen yn bodoli eisoes ond gellir ei mireinio a chytuno arni'n fwy ffurfiol). Bydd Pwyllgor Hawliau Tramwy'r Cabinet yn pennu blaenoriaethau'r gwaith ar gyfer y flwyddyn ariannol i ddod

ar sail y Cynllun Gweithredu. Bydd angen adolygu hyn gan ddibynnu ar unrhyw newid ym mlaenoriaethau'r defnyddwyr.

6. GWNEUD Y CGHT YN DDOGFEN GAIS AR GYFER Y LLWYBR MARCHOGAETH:

Bydd yr Awdurdod yn parhau i ddatblygu'r llwybrau hyd nes y bydd rhywfaint o sicrwydd a, lle bo'n briodol, yn cysylltu â phartneriaethau ac ALLau cyfagos. Dylid dod â'r partneriaid hyn yn ffurfiol i'r broses ymgeisio a chefnogi eu ceisiadau. Ar hyn o bryd mae'r Awdurdod wrthi'n hybu creu llwybr marchogaeth ar draws y sir gyda llwybrau cysylltu â llwybrau cylchol cysylltiedig. Gellir cyflawni'r rhan fwyaf o'r llwybr trwy ddefnyddio'r rhwydwaith sy'n bodoli eisoes. Fodd bynnag, mae yna fannau lle bydd angen sefydlu llwybrau newydd trwy gytuno arnynt neu eu creu. Gallai creu a datblygu'r llwybrau hyn fod yn ffordd bwysig o ddenu twristiaid.

7. SICRHAU Y GELLIR CYRRAEDD YR HOLL DIR MYNEDIAD AGORED YN HAWDD O'R SYSTEM PRIFFYRDD:

Rhaid i CBSC gwblhau'r gwaith cynllunio mynediad agored a chanfod llwybrau er mwyn agor tir. Bydd angen ceisio cyllid priodol er mwyn sicrhau y caiff y gwaith ei gwblhau yn unol â'r ddeddfwriaeth berthnasol.



8. DEVELOP CIRCULAR WALKING ROUTES AND ENSURE THEIR SUSTAINABILITY AND USE:

There is a need to identify possible routes with walking and community groups and ensure clearance and maintenance as necessary. Appropriate advertising and publicity will be essential to the success of a route. The Authority will continue to promote the enormous possibilities of the network with the various user groups and continue to clear the network where necessary through in house staff, user groups or contractors.

9. AGREE A PROGRAMME TO FINALISE AN ACCURATE DEFINITIVE MAP:

Identify deficiencies in both the definitive map and statement. Secure funding for staff and IT work to turn over to a GIS based system. Agree program that will interface best with corporate systems. The Authority must agree a new nomenclature where necessary, publish and obtain approval. A formal timetable must be set for this work.

8. DATBLYGU LLWYBRAU CERDDED CYLCHOL A SICRHAU EU BOD YN GYNALIADWY AC Y CÂNT EU DEFNYDDIO:

Mae angen canfod llwybrau posibl gyda chymorth grwpiau cerdded a chymunedol a sicrhau gwaith clirio a chynnal a chadw fel bo angen. Bydd hysbysebion a chyhoeddusrwydd priodol yn hanfodol i lwyddiant llwybr. Bydd yr Awdurdod yn parhau i hybu posibiladau enfawr y rhwydwaith gyda'r gwahanol grwpiau defnyddwyr ac yn parhau i glirio'r rhwydwaith lle bo angen trwy ddefnyddio staff mewnol, grwpiau defnyddwyr neu gontractwyr.

9. CYTUNO AR RAGLEN I ROI GWEDD DERFYNOL AR FAP DIFFINIOL CYWIR:

Canfod diffygion yn y cynllun diffiniol a'r datganiad diffiniol. Sicrhau arian ar gyfer staff a gwaith TG i drosi i system seiliedig ar GIS. Cytuno ar raglen a fydd yn rhyngwynebu orau gyda'r systemau corfforaethol. Rhaid i'r Awdurdod gytuno ar gyfundrefn enwau newydd lle bo angen, cyhoeddi a chael caniatâd. Rhaid pennu amserlen ffurfiol ar gyfer y gwaith hwn.



4 The assessment

4.1 A rights of way improvement plan for Caerphilly

4.1.1

As well as over 846km of rights of way in the county, there are many ways in which people enjoy Caerphilly's countryside – for example, Caerphilly Countryside Service manages over 5 sites, and other organisations such as the Forestry Commission, and Caerphilly Wildlife Trust provide many other options. Local farmers may offer permissive or informal paths, and since 28th May 2005 the public also has access on foot to designated open access land and registered commons totaling 5783ha. The Open Access Management Plan deals primarily with this access and accordingly duplication will be kept to a minimum. The role of the Open Access Management Plan is discussed further in Section 4.21.

4.1.2

The purpose of the RoWIP is to respond to local needs in modernising the access network to make the countryside a welcoming place for everyone to enjoy. In consideration of this the Authority needs to be aware of a number of factors including Statutory Guidance, advice from the CCW, results of the User Questionnaire and input of the LAF.

4.2 Document and source information

4.2.1

CRoW Act 2000 Section 60(5) defines local rights of way as:

- a) the footpaths, cycle tracks, bridleways and restricted byways within the Authority's area, and
- b) the ways within the Authority's area which are shown in a definitive map and statement as restricted byways or byways open to all traffic.

4.3 Definitive map and statement - Legally defined

4.3.1

The definitive map and statement is a record of all existing rights of way in the Caerphilly County Borough. These maps and statements were transferred from Mid Glamorgan and Gwent County Councils at Local Government re-organisation in 1996 and are held at the Local Authority Offices in Pontllanfraith. The inclusion of routes on the definitive map is conclusive evidence that they are rights of way. The definitive map is also held on a digitised Geographical Information System (GIS).

4 Yr asesiad

4.1 Cynllun gwelliant hawliau tramwy i Gaerffili

4.1.1

Yn ogystal â mwy na 846 cilometr o hawliau tramwy yn y sir, mae yna lawer o ffyrdd y gall pobl fwynhau cefn gwlad Caerffili. Er enghraifft, mae Gwasanaeth Cefn Gwlad Caerffili'n rheoli pum safle ac mae sefydliadau eraill megis y Comisiwn Coedwigaeth ac Ymddiriedolaeth Bywyd Gwyllt Caerffili'n darparu llawer o ddewisiadau eraill. Efallai y bydd ffermwyr lleol yn cynnig llwybrau â chaniatâd neu lwybrau anffurfiol, ac ers 28ain Mai 2005 mae gan y cyhoedd hefyd fynediad ar droed i 5783ha o dir mynediad agored dynodedig a thiroedd comin cofrestredig. Mae'r Cynllun Rheoli Mynediad Agored yn ymdrin yn bennaf â'r mynediad hwn ac felly sicrhau cyn lleied o ddyblygu ag sy'n bosibl. Ceir trafodaeth bellach ar swyddogaeth y Cynllun Rheoli Mynediad Agored yn Adran 4.21.

4.1.2

Diben y CGHT yw ymateb i anghenion lleol wrth foderneiddio'r rhwydwaith mynediad er mwyn gwneud cefn gwlad yn lle croesawgar i bawb ei fwynhau. Wrth ystyried hyn mae angen i'r Awdurdod fod yn ymwybodol o nifer o ffactorau gan gynnwys Canllawiau Statudol, cyngor gan Gyngor Cefn Gwlad Cymru, canlyniadau'r Holiadur Defnyddwyr a chyfraniad y FfMLL.

4.2 Gwybodaeth o ddogfennau a ffynonellau

4.2.1

Mae Deddf CGHT 2000 Adran 60(5) yn diffinio hawliau tramwy lleol fel:

- a) llwybrau troed, llwybrau beiciau, llwybrau ceffylau a chilffyrdd cyfyngedig yn ardal yr Awdurdod, ac
- b) y ffyrdd yn ardal yr Awdurdod a ddangosir ar fap a datganiad diffiniol fel cilffyrdd cyfyngedig neu gilffyrdd sy'n agored i bob traffig.

4.3 Y Map a'r datganiad diffiniol - Diffinio'n gyfreithiol

4.3.1

Cofnod yw'r map a'r datganiad diffiniol o'r holl hawliau tramwy sy'n bodoli eisoes ym Mwrdeistref Sirol Caerffili. Trosglwyddwyd y mapiau a'r datganiadau hyn o Gynghorau Sir Morgannwg Ganol a Gwent ar adeg ad-drefnu llywodraeth leol yn 1996 ac fe'u cedwir yn swyddfeydd yr awdurdod lleol ym Mhontllan-fraith. Mae cynnwys llwybrau ar y map diffiniol yn dystiolaeth derfynol eu bod yn hawliau tramwy. Mae'r map diffiniol hefyd yn cael ei gadw ar System Gwybodaeth Ddaeryddol (GIS) ddigidol.

4.3.2

The map usually requires amendments and updating as a result of requests to create, divert or extinguish paths. Development, or the discovery of new historical evidence, may also result in amendments having to be made. A major part of maintaining this document is modifying it by legal order to add previously unrecorded rights of way to the map. However, many routes with public rights may be unregistered. This is particularly relevant in respect of “lost ways”. Legislation has been passed which effectively creates a cut off date of 2026 after which no routes can be considered supported purely by historical information. This will inevitably lead to an increased number of applications nearer the cut off date.

4.3.3

The procedure by which these claimed routes can become definitive rights of way, and have the same legal status, is by means of a complex and often contentious legal process, known as a Definitive Map Modification Order (DMMO). This is usually dependent on historical documentation and testimony of user evidence. In addition orders may be processed that create divert or extinguish a path or reclassify it, these are known as Legal Events. These orders recognise new paths, extinguish paths, divert paths or change the status of paths. The processes to make these changes include:

- i. Public Path Orders (PPOs) agreed by the landowner, the Unitary Authority and users. These orders are processed under the Highways Act 1980 and Town and Country Planning Act 1990.
- ii. Definitive Map Modification Orders (DMMOs) confirmed as a result of presumed rights, claims or the discovery of relevant historical evidence. These orders are processed under the Wildlife and Countryside Act 1981.
- iii. Section 116, Highways Act 1980 Power of magistrates` court to authorise stopping up or diversion of highway.

4.3.4

Following the ‘cut-off’ date of 2026, which has been introduced by the Countryside and Rights of Way Act 2000, no claims using historical documentary evidence can be made. However, a study of the Definitive Map shows that there are many additional routes, currently unrecorded, which may carry public rights of some sort.

4.3.2

Fel arfer mae angen diwygio a diweddarau'r map o ganlyniad i geisiadau i greu, gwro neu ddileu llwybrau. Gall gwaith datblygu, neu ddarganfod tystiolaeth hanesyddol newydd, hefyd arwain at orfod gwneud diwygiadau. Rhan fawr o waith cynnal y ddogfen hon yw ei newid trwy orchymyn cyfreithiol er mwyn ychwanegu hawliau tramwy nas cofnodwyd o'r blaen at y map. Fodd bynnag, efallai bod llawer o lwybrau â hawliau cyhoeddus heb gael eu cofrestru. Mae hyn yn arbennig o berthnasol yn achos "ffyrdd coll". Mae deddfwriaeth wedi'i phasio sydd i bob pwrpas yn gwneud 2026 yn ddyddiad cau; ar ôl hynny ni ellir ystyried unrhyw lwybrau ar sail gwybodaeth hanesyddol yn unig. Mae'n anochel y bydd hyn yn arwain at nifer fwy o geisiadau yn nes at y dyddiad cau.

4.3.3

Mae'r weithdrefn er mwyn i'r llwybrau hyn sy'n destun hawliad ddod yn hawliau tramwy diffiniol, a chael yr un statws cyfreithiol, yn broses gyfreithiol gymhleth, a dadleuol yn aml iawn, a elwir Digwyddiad Cyfreithiol. Mae hyn fel arfer yn dibynnu ar ddogfennau hanesyddol a thystiolaeth defnyddwyr. Gall Digwyddiadau Cyfreithiol gydnabod llwybrau newydd, dileu llwybrau, gwro llwybrau neu newid statws llwybrau. Mae'r prosesau i wneud y newidiadau hyn yn cynnwys:

- i. Gorchmynion Llwybrau Cyhoeddus (PPO) y mae'r tîrfeddiannwr, yr Awdurdod Unedol a'r defnyddwyr yn cytuno arnynt. Caiff y gorchmynion hyn eu prosesu o dan Ddeddf Priffyrdd 1980 a Deddf Cynllunio Gwlad a Thref 1990.
- ii. Gorchmynion Addasu Mapiau Diffiniol (DMMO) sy'n cael eu cadarnhau o ganlyniad i hawliau tybiedig, hawliadau neu ddarganfod tystiolaeth hanesyddol berthnasol.
- iii. Caiff y gorchmynion hyn eu prosesu o dan Ddeddf Bywyd Gwylt a Chefn Gwlad 1981. Pŵer llysoedd ynadon o dan Adran 116, Deddf Priffyrdd 1980 i awdurdodi cau neu wyro priffordd.

4.3.4

Ar ôl y 'dyddiad cau', sef 2026, a gyflwynwyd gan Ddeddf Cefn Gwlad a Hawliau Tramwy 2000, ni ellir gwneud unrhyw hawliad gan ddefnyddio tystiolaeth ddogfennol hanesyddol. Fodd bynnag, wrth astudio'r Map Diffiniol gwelir bod yna lawer o lwybrau ychwanegol sydd heb eu cofnodi ar hyn o bryd, y gall fod hawliau cyhoeddus o ryw fath yn gysylltiedig â hwy.

4.4 Definitive map and statement - Definitions of paths

- **PUBLIC RIGHTS OF WAY (PRoW)** comprise Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic (BOATS). All public rights of way are highways and are shown on the Definitive Map held by the local Highway Authority.
- **FOOTPATH** means a 'highway over which, the public has a right of way on foot only, not being a footway or pavement, (Section 329(1) Highways Act 1980 and Section 66(1) Wildlife and Countryside Act 1981).'
- **BRIDLEWAY** means a 'highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot, and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway (Section 329(1) Highways Act 1980 and Wildlife and Countryside Act 1981).'

Section 30(1) of the Countryside Act 1968 gave as a right of way, 'the right to ride a bicycle, not being a motor vehicle, on any bridleway, but in exercising that right cyclists shall give way to pedestrians and persons on horseback.'

- **ROADS USED AS PUBLIC PATHS (RUPP's)** National Parks and Access to the Countryside Act 1949 (NPACA 49) defined this type of path as meaning; a highway other than a public path, used by the public mainly for the purposes for which footpaths or bridleways are so used.

The processing by the Welsh Assembly Government of an order under the Countryside and Rights of Way Act 2000 (Commencement No.8 and Transitional Provisions) (Wales) Order 2006 brought into force certain provisions of Part II of the CRoW Act 2000. This order made on the 11th May 2006 in relation to Wales, reclassified all routes recorded as Cart Road Footpaths and Cart Road Bridleways (RUPP's) on the Definitive Map and Statement to Restricted Byways. This new status confers public rights on foot, on horseback or leading a horse and a right for vehicles other than mechanically propelled vehicles. It further appears that the method of "claiming or acquiring" vehicular rights is becoming more difficult which may result in a shortage of motorised access within the County Borough.

4.4

Y Map a'r datganiad diffiniol - Diffiniadau llwybrau

- **MAE HAWLIAU TRAMWY CYHOEDDUS** (HTC) yn cynnwys Llwybrau Troed, Llwybrau Ceffylau, Cilffyrdd Cyfyngedig a Chilffyrdd sy'n Agored i Bob Traffig (CABT). Priffyrdd yw'r holl hawliau tramwy cyhoeddus ac fe'u dangosir ar y Map Diffiniol a gedwir gan yr Awdurdod Priffyrdd lleol.
- **YSTYR LLWYBR TROED** yw 'priffordd y mae gan y cyhoedd hawl tramwy drosti ar droed yn unig, nad yw'n droetffordd nac yn balmant, (Adran 329(1) Deddf Priffyrdd 1980 ac Adran 66(1) Deddf Bywyd Gwyllt a Chefn Gwlad 1981).'
- **YSTYR LLWYBR CEFFYLAU** yw 'priffordd y mae gan y cyhoedd yr hawliau tramwy canlynol drosti, ond dim hawliau eraill, hynny yw, hawl tramwy ar droed a hawl tramwy ar gefn ceffyl neu'n tywys ceffyl, gyda neu heb hawl i yrru anifeiliaid o unrhyw ddisgrifiad ar hyd y briffordd (Adran 329(1) Deddf Priffyrdd 1980 a Deddf Bywyd Gwyllt a Chefn Gwlad 1981).'

Rhoddodd Adran 30(1) Deddf Cefn Gwlad 1968 fel hawl tramwy, 'yr hawl i fynd ar gefn beic, nad yw'n gerbyd modur, ar unrhyw lwybr ceffylau, ond wrth arfer yr hawl honno, rhaid i feicwyr ildio i gerddwyr a phobl ar gefn ceffyl.'

- **FFYRDD A DDEFNYDDIR FEL LLWYBRAU CYHOEDDUS** - FfDdLICau Diffiniodd Deddf Parciau Cenedlaethol a Mynediad i Gefn Gwlad 1949 (NPACA 49) ystyr y math hwn o lwybr fel; priffordd, ar wahân i lwybr cyhoeddus, a ddefnyddir gan y cyhoedd yn bennaf at yr un dibenion ag y defnyddir llwybrau troed neu llwybrau ceffylau.

Bu i brosesu gorchymyn o dan Orchymyn Deddf Cefn Gwlad a Hawliau Tramwy 2000 (Cychwyn Rhif 8 a Darpariaethau Trosiannol) (Cymru) 2006 gan Lywodraeth Cynulliad Cymru ddwyn i rym darpariaethau penodol o Ran II Deddf CGHT 2000. Roedd y gorchymyn hwn, a wnaethpwyd ar 11eg Mai 2006 mewn perthynas â Chymru, yn ailddosbarthu pob llwybr a gofnodwyd fel Llwybrau Troed Ffordd Gert a Llwybrau Ceffylau Ffordd Gert (FfDdLICau) ar y Map a'r Datganiad Diffiniol fel Cilffyrdd Cyfyngedig. Mae'r statws newydd hwn yn rhoi hawliau cyhoeddus ar droed, ar gefn ceffyl neu'n tywys ceffyl a hawl ar gyfer cerbydau nad ydynt yn gerbydau a yrrir yn fecanyddol. Ymddengys ymhellach bod y dull o "hawlio neu gaffael" hawliau cerbydol yn mynd yn anos, a all arwain at brinder mynediad ar ffyrdd yn y Fwrdeistref Sirol.

- Restricted Byways means a 'highway over which the public have restricted byway rights, with or without a right to drive animals of any description along the highway, but no other rights of way (Section 48(4) Countryside and Rights of Way Act 2000).'

"restricted byway rights" means:-

- i. a right of way on foot,
 - ii. a right of way on horseback or leading a horse, and
 - iii. a right of way for vehicles other than mechanically propelled vehicles.
- Byways Open to All Traffic (BOATs) means a 'highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used. (Section 66 (1) Wildlife and Countryside Act 1981).'

4.4.1

Descriptions of Routes that do not appear on the definitive map but are frequently used by the public for recreational purposes:

- Green Lanes are unimproved public roads, usually with similar rights to BOATs.
- Cycle Track is a way over which the public has a right of way on pedal cycles, with or without a right of way on foot.
- Footway means a way comprised in a highway, which also comprises a carriageway, being a way over which the public has a right of way on foot only, (Section 329 (1) Highways Act 1980).

4.5 Background to the area of Caerphilly

4.5.1

Caerphilly County Borough is an area of approximately 277.58km² (107.17 square miles) stretching from Graig Llanishen in the south, bordering with Cardiff Council to the Heads of the Valley Trunk Road A465 in the north bordering Powys County Council. In the east Newbridge/Abercarn bordering Torfaen County Borough to Nelson in the west bordering Rhondda Cynon Taf and Merthyr Tydfil CBC.

- Ystyr Cilffyrdd Cyfyngedig yw 'priffordd y mae gan y cyhoedd hawliau cilffyrdd cyfyngedig drosti, gyda neu heb yr hawl i yrru anifeiliaid o unrhyw ddisgrifiad ar hyd y briffordd, ond dim hawliau tramwy eraill (Adran 48(4) Deddf Cefn Gwlad a Hawliau Tramwy 2000).'

Ystyr "hawliau cilffyrdd cyfyngedig" yw:-

- hawl tramwy ar droed,
 - hawl tramwy ar gefn ceffyl neu'n tywys ceffyl, a
 - hawl tramwy i gerbydau nad ydynt yn gerbydau a yrrir yn fecanyddol.
- Ystyr Cilffyrdd sy'n Agored i Bob Traffig (CABT) yw 'priffordd y mae gan y cyhoedd hawl tramwy drosti ar gyfer cerbydau a phob math arall o draffig, ond a ddefnyddir gan y cyhoedd yn bennaf at yr un dibenion ag y defnyddir llwybrau troed a llwybrau ceffylau. (Adran 66 (1) Deddf Bywyd Gwylt a Chefn Gwlad 1981).'

4.4.1

Disgrifiadau o Lwybrau nad ydynt yn ymddangos ar y map diffiniol ond a ddefnyddir yn aml gan y cyhoedd at ddibenion hamdden:

- Lonydd Gwyrdd: ffyrdd cyhoeddus heb eu gwella, fel arfer â hawliau tebyg i CABT.
- Trac Beiciau: llwybr y mae gan y cyhoedd hawl tramwy drosto ar feiciau pedal, gyda neu heb hawl tramwy ar droed.
- Ystyr Troedffordd yw ffordd a gynhwysir mewn priffordd, sydd hefyd yn cynnwys cerbydffordd, sy'n ffordd y mae gan y cyhoedd hawl tramwy drosti ar droed yn unig. (Adran 329(1) Deddf Priffyrdd 1980).

4.5 Cefndir i ardal Bwrdeistref Caerffili

4.5.1

Mae Bwrdeistref Sirol Caerffili yn ardal o ryw 277.58 cilomedr² (107.17 o filltiroedd sgwâr) sy'n ymestyn o Graig Llanisien yn y de gan ffinio â Dinas a Sir Caerdydd hyd Gefnffordd Blaenau'r Cymoedd A465 yn y gogledd gan ffinio â Phowys, ac o Drecelyn/Abercarn yn y dwyrain gan ffinio â Bwrdeistref Sirol Torfaen hyd Nelson yn y gorllewin gan ffinio â Bwrdeistref Sirol Rhondda Cynon Taf a Bwrdeistref Sirol Merthyr Tudful.

4.5.2

There are 846 km (526 miles) of public rights of way in the Caerphilly area which are divided up into footpaths, bridleways, restricted byways (formerly RUPP's) and Byways Open to All Traffic.

4.5.3

The network crosses various terrain and land uses with 22% of the network is crossing pasture, 22% on arable land, 21% across mixed agriculture, 9% woodland, 19% being urban.

4.6 Country parks

4.6.1

There are 5 major country parks within the county borough, 2 of which comprise of more than 200ha of Forestry Commission land with significant access and numerous smaller countryside sites and nature reserves. In May 2005, a new right of access was introduced to 5783ha of land claimed as Open Country and Registered Common Land. These areas of Open Access land are documented in the Open Access Management Plan as discussed in section 4.21.

4.6.2

The Countryside and Landscape Section of the Planning Division have a management responsibility for the country parks with the day to day management being undertaken by a team of 16 rangers (13 full time, 3 part time) from the Ebbw, Rhymney and Sirhowy Valley Countryside Services (Caerphilly Countryside Service) headed by a Chief Ranger.

4.6.3

The costs of the Caerphilly Countryside Service and the management costs of the country parks are met by CCBC with the assistance of grant aid where possible.

4.6.4

Open access management responsibilities fall mainly with the Countryside Access Officer with the support of colleagues in the Countryside and Landscape Service Section and the Rights of Way Section.

4.6.5

The cost to run projects arising from the CRoW Act are met by WAG, CCW and CCBC with the assistance of grant aid where possible.

4.5.2

Mae yna 846 km (526 o filltiroedd) o hawliau tramwy cyhoeddus yn ardal Caerffili, sy'n cael eu rhannu'n llwybrau troed, llwybrau ceffylau, cilffyrdd cyfyngedig (FfDdLICau gynt) a Chilffyrdd sy'n Agored i Bob Traffig.

4.5.3

Mae'r rhwydwaith yn croesi tir o wahanol fathau ac a ddefnyddir mewn ffyrdd gwahanol. Mae 22% o'r rhwydwaith yn croesi porfa, 22% tir â, 21% amaethyddiaeth gymysg, 9% coetir ac mae 19% o'r tir yn drefol.

4.6 Parciau Gwledig

4.6.1

Mae pum parc gwledig mawr yn y fwrdeistref sirol. Mae dau ohonynt yn cynnwys mwy na 200ha o dir y Comisiwn Coedwigaeth gyda mynediad sylweddol. Mae hefyd nifer fawr o safleoedd cefn gwlad a gwarchodfeydd natur llai eu maint. Ym mis Mai 2005, cyflwynwyd hawl mynediad newydd i 5783ha o dir yr hawlir ei fod yn Wlad Agored ac yn Dir Comin Cofrestredig. Mae'r darnau hyn o dir Mynediad Agored wedi'u cofnodi yn y Cynllun Rheoli Mynediad Agored a drafodir yn adran 4.21.

4.6.2

Mae gan Is-adran Cefn Gwlad a Thirwedd yr Adran Gynllunio gyfrifoldeb rheoli am y parciau gwledig. O ddydd i ddydd cânt eu rheoli gan dîm o 16 o rodwyr (13 amser llawn, 3 rhan-amser) o Wasanaethau Cefn Gwlad Cymoedd Ebwy, Rhymni a Sirhywi (Gwasanaeth Cefn Gwlad Caerffili) o dan arweiniad Prif Rodiwr.

4.6.3

Mae costau Gwasanaeth Cefn Gwlad Caerffili a chostau rheoli'r parciau gwledig yn cael eu talu gan CBSC gyda chymorth grant lle bo'n bosibl.

4.6.4

Mae cyfrifoldebau rheoli mynediad agored yn cael eu hysgwyddo'n bennaf gan y Swyddog Mynediad Cefn Gwlad gyda chymorth cydweithwyr yn yr Is-adran Gwasanaethau Cefn Gwlad a Thirwedd a'r Is-adran Hawliau Tramwy.

4.6.5

Mae costau rhedeg prosiectau sy'n deillio o Ddeddf CGHT yn cael eu talu gan LCC, CCGC a CBSC gyda chymorth grant lle bo'n bosibl.

4.7 Urban development

4.7.1

The County Borough's main urban settlements are Caerphilly Town, Bedwas, Bargoed, Nelson, Newbridge, Risca, Rhymney, Blackwood and Ystrad Mynach.

4.7.2 KEY STATISTICS FROM THE 2001 CENSUS SHOW THE FOLLOWING:

Population of Caerphilly	169,519
Male population	82,594
Female population	86,925

- 29% of households in the County Borough have no car or van.
- 26.3% of people have a limiting long-term illness.
- 22.4 of working age have a limiting long-term illness.
- 15% do not enjoy good health.
- Approximately 21.6% are under 16 years of age, 22.1% are over 65.

4.7.3

From the statistics it is clear that better access to the rights of way network will benefit a considerable proportion of the population while promoting social inclusion, a sustainable method of travel, and access for people without cars.

4.8 The public rights of way network

4.8.1

Caerphilly County Borough Council comprises parts of the former Mid Glamorgan and Gwent County Councils together with Islwyn Borough Council and Rhymney Valley District Council.

4.8.2

The Public Rights of Way network is a valuable recreation resource enabling people to gain access to, and enjoy the countryside. The network is made up of footpaths, bridleways and roads used as public paths (RUPPs) which were originally defined in the National Parks and Access to the Countryside Act (NPACA) 1949. Paths are definitive if shown on the definitive map.

4.8.3

The area that formed part of Mid Glamorgan (west of the Rhymney River) underwent a Special Review, which updated the definitive map and statement acknowledging all legal orders since the relevant date of 14th September 1954. This exercise also allowed for the reclassification of cart road footpath or cart road bridleway to a footpath, bridleway or byway open to all traffic. The area that formed part of Gwent has not been updated since the relevant date of its definitive map and statement 1st July 1952

4.7 Datblygu Trefol

4.7.1

Prif aneddiadau trefol y Fwrdeistref Sirol yw tref Caerffili, Bedwas, Bargod, Nelson, Trecelyn, Rhisga, Rhymni, Coed Duon ac Ystrad Mynach.

4.7.2 MAE'R PRIF YSTADEGAU O GYFRIFIAD 2001 YN DANGOS Y CANLYNOL:

Poblogaeth Caerffili	169,519
Gwrywod	82,594
Benywod	86,925

- Nid oes gan 29% o gartrefi'r Fwrdeistref Sirol gar na fan.
- Mae gan 26.3% o'r bobl salwch cyfyngus hirdymor.
- Mae gan 22.4 o'r bobl o oedran gwaith salwch cyfyngus hirdymor.
- Nid oes gan 15% iechyd da.
- Mae oddeutu 21.6% o dan 16 oed, mae 22.1% dros 65.

4.7.3

O'r ystadegau mae'n glir y bydd mynediad gwell i'r rhwydwaith hawliau tramwy o fudd i ran helaeth o'r boblogaeth gan hybu cynhwysiant cymdeithasol, dull cynaliadwy o deithio, a mynediad i bobl sydd heb geir.

4.8 Y Rhwydwaith Hawliau Tramwy Cyhoeddus

4.8.1

Mae Cyngor Bwrdeistref Sirol Caerffili'n cynnwys rhannau o hen Gynghorau Sir Morgannwg Ganol a Sir Fynwy ynghyd â Chyngor Bwrdeistref Islwyn a Chyngor Dosbarth Cwm Rhymni.

4.8.2

Mae'r rhwydwaith Hawliau Tramwy Cyhoeddus yn adnodd hamdden gwerthfawr sy'n galluogi pobl i gael mynediad i gefn gwlad a'i fwynhau. Mae'r rhwydwaith yn cynnwys llwybrau troed, llwybrau ceffyl a ffyrdd a ddefnyddir fel llwybrau cyhoeddus (FfDdLICau) a ddiffiniwyd yn wreiddiol yn Neddf Parciau Cenedlaethol a Mynediad i Gefn Gwlad (NPACA) 1949. Mae llwybrau'n ddiffiniol os cânt eu dangos ar y map diffiniol.

4.8.3

Cynhaliwyd Adolygiad Arbennig ar yr ardal a fu gynt yn rhan o Forgannwg Ganol (i'r gorllewin o afon Rhymni). Diweddarodd hwn y map a'r datganiad diffiniol, gan gydnabod yr holl orchmynion cyfreithiol a wnaethpwyd ers y dyddiad perthnasol, sef 14eg Medi 1954. Caniataodd yr adolygiad hwn hefyd ailddosbarthu llwybr troed ffordd gert neu lwybr ceffylau ffordd gert yn llwybr troed, llwybr ceffylau neu gilffordd sy'n agored

and accordingly records the original paths as either footpath, bridleway or cart road footpath, cart road bridleway (RUPP).

4.8.4

The network within the County currently covers approximately 846.8km of public rights of way. This is distributed across the County, under the different classifications as indicated in the Table 2 below:

Definitive Classification	For use by	Length (km)	No. of paths	Approx. network %
Footpath	Walkers.	656.4	1672	78
Bridleway	Walkers, Horse Riders, Cyclists.	83.2	164	10
Restricted Byway (formerly RUPP's)	Walkers, Horse Riders, Cyclists, Horse Drawn.	94.8	277	11
Byway Open to all traffic	Walkers, Horse Riders, Cyclists, Horse Drawn & Motor Vehicles	12.4	12	1
Total		846.8	2125	100

(Table 2: Proportionate spread of Rights of Way in Caerphilly County Borough)

4.8.5 MAP MODIFICATIONS IN THE COUNTY BOROUGH UP TO AUGUST 2006:

Definitive Map Activity	02	03	04	05	06
Path Claims Determined	1	2	3	1	1
Modification Orders Made/Confirmed	1	2	2	1	1
Modification Orders subject to Objection	0	0	0	0	0
Public Inquiries Held	0	0	0	0	1

(Table 3: Map modifications 2002 to August 2006)

4.8.6 MODIFICATION ORDER APPLICATIONS RESOLVED THROUGH CREATION AGREEMENTS:

Some modification applications can be resolved through the processing of a Creation Agreement under Section 25 of the Highways Act 1980. This method is only available when all parties are in agreement. The following is a table of creations already processed.

	02	03	04	05
Creation Agreements	0	1	1	1

(Table 4: Creation agreements 2002-05)

i bob traffig. Nid yw'r ardal a fu'n rhan o Went wedi cael ei diweddarau ers dyddiad perthnasol ei map a'i datganiad diffiniol, sef 1af Gorffennaf 1952, ac felly mae'n cofnodi'r llwybrau gwreiddiol fel llwybr troed, llwybr ceffylau neu lwybr troed ffordd gert, llwybr ceffylau ffordd gert (FfDdLICau).

Ar hyn o bryd mae'r rhwydwaith yn y Sir yn cynnwys tua 846.8 cilomedr o hawliau tramwy cyhoeddus. Mae'r rhain wedi'u gwasgaru ar draws y Sir, yn y gwahanol ddsbarthiadau a nodir yn Nhabl 2 isod:

Dosbarth Diffiniol	I'w ddefnyddio gan	Hyd (km)	Nifer y llwybrau	%
Llwybr troed	Cerddwyr	656.4	1672	78
Llwybr ceffylau	Cerddwyr, Marchogwyr, Beicwyr	83.2	164	10
Cilffordd Gyfyngedig (FfDdLICau gynt)	Cerddwyr, Marchogwyr, Beicwyr, Cerbydau Ceffyl	94.8	277	11
Cilffordd sy'n Agored i Bob Traffig	Cerddwyr, Marchogwyr, Beicwyr, Cerbydau Ceffyl a Cherbydau Modur	12.4	12	1
Cyfanswm		846.8	2125	100

(Tabl 2: Cyfrannau Hawliau Tramwy ym Mwrdeistref Sirol Caerffili)

4.8.5 ADDASIADAU I'R MAP YN Y FWRDEISTREF SIROL HYD AT AWST 2006:

Gweithgaredd ynglŷn â'r Map Diffiniol	02	03	04	05	06
Penderfynia dau ar hawliau ynglŷn â llwybrau	1	2	3	1	1
Gorchmynion Addasu a Wnaethpwyd/ a Gadarnhawyd	1	2	2	1	1
Gorchmynion Addasu oedd yn destun Gwrthwynebiad	0	0	0	0	0
Ymchwiliadau Cyhoeddus a gynhaliwyd	0	0	0	0	1

(Tabl 3: Addasiadau i'r map 2002 hyd Awst 2006)

4.8.6 CEISIADAU AM ORCHMYNION ADDASU SY'N CAEL EU DATRYS TRWY GYTUNDEBAU CREU:

Gellir datrys rhai ceisiadau am addasiadau trwy brosesu Cytundeb Creu o dan Adran 25 Deddf Priffyrdd 1980. Nid yw'r dull hwn ar gael ond pan fo'r holl bartion yn cytuno. Isod mae tabl o'r cytundebau creu a broseswyd eisoes.

	02	03	04	05
Cytundebau Creu	0	1	1	1

(Tabl 4: Cytundebau creu 2002-05)

4.9 Condition of rights of way network

4.9.1

The network should be legally defined, properly maintained, ensuring that public rights of way are open and available to use in accordance with their legal status. The network should also be well publicised. Users should be able to find the start of any public right of way and be able to follow the line of the route using waymarks, guidebooks or maps.

4.10 Public path maintenance

4.10.1

The following table indicates the results derived from the 2004-05 and 2005-06 Performance Indicators. The paths surveyed cover an area of 25km² and were in the communities of Bedwas and Machen, Bedwelty, Gelligaer, Mynyddislwyn and Van areas.

4.10.2 RIGHTS OF WAY BEST VALUE PERFORMANCE INDICATORS:

Performance Indicators Year	2004-05	2005-06
No. of Paths Surveyed	206	155
Easily Accessible %	85.9	84.5
Requires Major works %	1.4	14.2
Unusable %	12.7	1.3
Signposted from road %	25.7	33.6

(Table 5: No. of paths surveyed and their condition 2004-06)

The survey is undertaken on all rights of way within an identified 25km² area. The area changes from year to year and therefore accounts for the apparent discrepancy in the percentage of unusable paths between the two surveys. There may be considerable fluctuations of the figures calculated from the surveys due to the conditions encountered within the designated survey area.

4.9 Cyflwr y rhwydwaith hawliau tramwy

4.9.1

Dylai'r rhwydwaith gael ei ddiffinio'n gyfreithiol a'i gynnal a'i gadw'n iawn, gan sicrhau bod hawliau tramwy cyhoeddus ar agor ac ar gael i'w defnyddio yn unol â'u statws cyfreithiol. Dylai'r rhwydwaith gael cyhoeddusrwydd da hefyd. Dylai defnyddwyr allu dod o hyd i fan cychwyn unrhyw hawl tramwy cyhoeddus a gallu dilyn llinell y llwybr trwy ddefnyddio mynegbyst, arweinlyfrau neu fapiau.

4.10 Cynnal a Chadw Llwybrau Cyhoeddus

4.10.1

Mae'r tabl canlynol yn dangos y canlyniadau a gafwyd o Ddangosyddion Perfformiad 2004-05 a 2005-06. Arwynebedd y llwybrau a arolygwyd oedd 25cilomedr² ac roeddent yng nghymunedau Bedwas a Machen, Bedwellte, Gelligaer, Mynyddislwyn a'r Fan.

4.10.2 DANGOSYDDION PERFFORMIAD GWERTH GORAU HAWLIAU TRAMWY:

Blwyddyn Dangosyddion Perfformiad	04-05	05-06
Nifer y llwybrau a arolygwyd	206	155
% yn hygyrch iawn	85.9	84.5
% angen gwaith mawr	1.4	14.2
% Amhosibl eu defnyddio	12.7	1.3
% ag arwyddion o'r ffordd	25.7	33.6

(Tabl 5: Nifer y llwybrau a arolygwyd a'u cyflwr 2004-06)

Gwneir yr arolwg ar yr holl hawliau tramwy mewn ardal 25cilomedr² a nodir. Mae'r ardal yn newid o flwyddyn i flwyddyn a hyn sy'n gyfrifol am y gwahaniaeth ymddangosiadol rhwng canran y llwybrau amhosibl eu defnyddio yn y ddau arolwg. Gall fod amrywiadau sylweddol rhwng y ffigurau a gyfrifir o'r arolygon oherwydd yr amodau a welwyd yn yr ardal arolygu a ddynodwyd.

4.11 The rights of way network and its management

4.11.1

Under Section 53 of the Wildlife and Countryside Act 1981, local authorities have a duty to keep the definitive map and statement under continuous review. This section of the act permits a member of the public to challenge the contents of the definitive map and statement to add, delete or reclassify a path. A path can be added through usage, for example a path that has been used through prescription by virtue of twenty years uninterrupted use (Section 31(6) Highways Act 1981) or historic evidence. The claims are recorded by CCBC on the working copy of the definitive map, and investigated in date order. The Countryside and Rights of Way Act 2000 has introduced a cut off date (2026) for claims made for rights of way that were in existence before 1949 and it is anticipated that this will inevitably place greater pressure on existing staff to resolve these applications as quickly as possible as it is expected the number of claims will increase prior to the cut off date. Any route not claimed by the cut off date will be extinguished. Currently the Authority is processing 3 claims applications per year. There are 75 outstanding applications awaiting investigation.

4.12 Assessment and evaluation

4.12.1 THE NEED TO EVALUATE THE NETWORK:

4.12.2

One of the major purposes of the CRoW Act legislation was to enable Highway Authorities to work towards an accessible network which reflects its historic foundations but meets modern needs and objectives. Having looked at the needs of different users, factors affecting demand for access and the complex picture of current provision, it is now possible to evaluate these factors against one another.

4.12.3

Access for Specific User Groups

- Walkers - footpaths.
- Cyclists - cycleways.
- Horse riders - bridleways.
- Disabled - improved access.
- Non motorised vehicles.
- Motorised vehicles.

4.11 Y Rhwydwaith Hawliau Tramwy a'r ffordd y'i rheolir

4.11.1

O dan Adran 53 Deddf Bywyd Gwylt a Chefn Gwlad 1981, mae dyletswydd ar awdurdodau lleol i adolygu'r map a'r datganiad diffiniol yn barhaus. Mae'r adran hon o'r ddeddf yn caniatáu i aelod o'r cyhoedd herio cynnwys y map a'r datganiad diffiniol er mwyn ychwanegu, dileu neu ailddosbarthu llwybr. Gellir ychwanegu llwybr trwy ddefnydd, er enghraifft llwybr a ddefnyddiwyd trwy bresgripsiwn oherwydd iddo gael ei ddefnyddio'n ddi-dor ers ugain mlynedd (Adran 31(6) Deddf Priffyrdd 1981) neu drwy dystiolaeth hanesyddol. Mae CBSC yn cofnodi'r hawliadau ar gopi gweithio'r map diffiniol, ac yn ymchwilio iddynt yn nhrefn y dyddiadau. Mae Deddf Cefn Gwlad a Hawliau Tramwy 2000 wedi cyflwyno dyddiad cau (2026) ar gyfer gwneud hawliadau am hawliau tramwy a oedd yn bodoli cyn 1949. Rhagwelir y bydd hyn yn anochel yn rhoi mwy o bwysau ar y staff presennol i ddatrys y ceisiadau hyn cyn gynted ag sy'n bosibl gan y disgwylir i nifer yr hawliadau godi cyn y dyddiad cau. Bydd unrhyw lwybr nas hawlir erbyn y dyddiad cau yn cael ei ddileu. Ar hyn o bryd mae'r Awdurdod yn prosesu tri hawliad y flwyddyn. Mae 75 o geisiadau'n aros i ni ymchwilio iddynt.

4.12 Asesu a Gwerthuso

4.12.1 YR ANGEN I WERTHUSO'R RHWYDWAITH:

4.12.2

Un o brif ddibenion Deddf CGHT oedd galluogi Awdurdodau Priffyrdd i weithio tuag at rwydwaith hygyrch sy'n adlewyrchu ei seiliau hanesyddol ond sy'n diwallu anghenion modern ac yn cyrraedd amcanion modern. Wedi edrych ar anghenion gwahanol ddefnyddwyr, y ffactorau sy'n effeithio ar y galw am fynediad a darlun cymhleth y ddarpariaeth bresennol, bellach mae modd gwerthuso'r ffactorau hyn yn erbyn ei gilydd.

4.12.3

Mynediad i Grwpiau Defnyddwyr Penodol

- Cerddwyr - llwybrau troed.
- Beicwyr - llwybrau beiciau.
- Marchogwyr - llwybrau ceffylau.
- Pobl anabl - gwell fynediad.
- Cerbydau heb fodur.
- Cerbydau â modur.

4.13 Rights of way user/Condition surveys

4.13.1

Over the last five years the authority has, as part of the Performance Indicators, been collecting information in regard to the condition of the network through the completed forms returned by the Ramblers Association, British Horse Society and a number of community councils. From the results of this information, the Authority has been able to identify key areas where improvement will be necessary to improve access to the countryside.

4.13.2

In addition the Authority has undertaken an "improvement survey questionnaire" which involved contacting the local members, community councils, user groups and the community at large through advertising and face to face surveys asking for their opinions on the network.

4.13.3

The results from the PI's and condition surveys have been taken into account and form the basis of the proposed improvements.

4.14 Analysis of user surveys

4.14.1

Approximately 1500 survey forms were sent out with only 211 completed forms being returned. The questions and recorded replies can be found in Appendix III.

4.14.2

A number of people did not complete all the questions in the rights of way survey.

Accordingly this plan has disregarded the "no replies" and focuses on the remaining five points listed in 4.14.5.

4.14.3 Analysis of the questionnaires showed that 65.4% of respondents were from Caerphilly County Borough residents and the remaining 34.6% were resident in other counties. The highest rate of response from outside the Borough was from Cardiff 15.6%.

4.14.4

All respondents to the questionnaire indicated that they used the rights of way network for leisure and recreation. Of the 211 respondents of the questionnaire, all used the public rights of way network for leisure and recreation. No one completed a questionnaire indicating that they used the route for work or school.

4.13 Arolygon Defnyddwyr/Cyflwr Hawliau Tramwy

4.13.1

Dros y pum mlynedd diwethaf, fel rhan o'r Dangosyddion Perfformiad, mae'r awdurdod wedi bod yn casglu gwybodaeth am gyflwr y rhwydwaith trwy ffurflenni wedi'u cwblhau a ddychwelwyd gan Gymdeithas y Cerddwyr, Cymdeithas Ceffylau Prydain a nifer o gynghorau cymuned. O ganlyniadau'r wybodaeth hon, mae'r Awdurdod wedi gallu canfod manau allweddol lle bydd angen gwaith gwella er mwyn gwella mynediad i gefn gwlad.

Hefyd mae'r Awdurdod wedi creu "holiadur arolwg gwelliant". Roedd hyn yn golygu cysylltu â'r aelodau lleol, Cynghorau Cymuned, grwpiau defnyddwyr a'r gymuned yn gyffredinol trwy hysbysebu ac arolygon wyneb yn wyneb, gan ofyn am eu barn am y rhwydwaith.

4.13.3

Ystyriwyd y canlyniadau o'r DP a'r arolygon cyflwr a hwy yw sail y gwelliannau arfaethedig.

4.14 Dadansoddi'r Arolygon Defnyddwyr

4.14.1

Dosbarthwyd rhyw 1500 o arolygon a dim ond 211 o ffurflenni wedi'u cwblhau a ddychwelwyd. Ceir y cwestiynau a'r atebion a gofnodwyd yn Atodiad III.

4.14.2

Roedd nifer o bobl heb ateb yr holl gwestiynau yn yr arolwg hawliau tramwy. Felly mae'r cynllun hwn wedi diystyru'r cwestiynau nas atebwyd ac yn canolbwyntio ar y pum pwynt sy'n weddill a restrir yn 4.14.5.

4.14.3

Dangosodd dadansoddiad o'r holiaduron fod 65.4% o'r ymatebwyr o Fwrdeistref Sirol Caerffili a bod y 34.6% arall o siroedd eraill. Canran uchaf yr atebion o'r tu allan i'r Fwrdeistref oedd o Gaerdydd, sef 15.6%.

4.14.4

Dywedodd yr holl bobl a ymatebodd i'r holiadur eu bod yn defnyddio'r rhwydwaith hawliau tramwy at ddibenion hamdden. O'r 211 o bobl a ymatebodd i'r holiadur, roedd pob un yn defnyddio'r rhwydwaith hawliau tramwy at ddibenion hamdden. Ni ddywedodd neb a gwblhaodd holiadur ei fod yn defnyddio'r llwybr i fynd i'r gwaith neu i'r ysgol.

4.14.5

The overall condition of the rights of way network is good having regard to the Performance Indicator results over the last 4 years. However there are always areas that can be improved and here we should look to the replies of the 211 User Survey forms and the priorities given in them. The top five priorities listed by users were the same, although often given in a different order of priority. The top five are listed below:

1. Misuse
2. Obstruction due to overgrowth
3. Signing
4. Publication of Routes
5. Waymarking

4.14.6

The full list of results may be viewed in Appendix IV.

4.14.7

In addition respondents were also asked what they considered were the main faults that deterred them from using the network and required improving. These were:

- 53% felt that there was a lack of waymarking resulting in users being unsure of their location.
- 31% considered that too many rights of way are not recorded.

- 22% felt that there are too many stiles/ barriers.
- 65% considered that too many routes are blocked.
- 36% of respondents considered that the structures along the path such as stiles/ gates are in poor condition.
- 36% considered that there is a lack of information about routes.
- 44% considered that the route information is difficult to use.
- 60% considered misuse to be a significant factor and fault on the rights of way network.
- 65% considered the network to be overgrown and unusable.
- 1% considered that the surface of the paths was unsuitable for public use.

4.14.8

The full results of replies can be viewed in Appendix V.

4.14.5

Mae cyflwr cyffredinol y rhwydwaith hawliau tramwy'n dda o ystyried canlyniadau'r Dangosyddion Perfformiad dros y pedair blynedd diwethaf. Fodd bynnag, mae bob amser manau lle gellir gwella, a dylem edrych ar yr atebion yn y 211 o ffurflenni Arolwg Defnyddwyr a'r blaenoriaethau a roddir ynddynt. Rhestrwyd yr un pum blaenoriaeth uchaf gan y defnyddwyr i gyd, ond yn aml fe'u rhoddwyd mewn trefn wahanol. Rhestrir y pump isod:

1. Camddefnyddio
2. Rhwystro gan ordyfiant
3. Arwyddion
4. Cyhoeddi llwybrau
5. Mynegbyst

4.14.6

Gellir gweld rhestr lawn y canlyniadau yn Atodiad IV.

4.14.7

Yn ogystal gofynnwyd i'r ymatebwyr beth yn eu barn hwy oedd y prif ddiffygion oedd yn eu hatal rhag defnyddio'r rhwydwaith ac yr oedd angen eu gwella. Yr atebion oedd:

- Teimlai 53% bod diffyg mynegbyst a bod hynny'n achosi i ddefnyddwyr fod yn ansicr lle'r oeddent.
- Barnai 31% fod gormod o hawliau tramwy heb eu cofnodi.

- Teimlai 22% fod yna ormod o gamfeydd/rhwystrau.
- Barnai 65% fod gormod o lwybrau wedi'u rhwystro.
- Barnai 36% o'r ymatebwyr fod y strwythurau ar hyd y llwybr megis camfeydd/gatiau mewn cyflwr gwael.
- Barnai 36% fod yna ddiffyg gwybodaeth am lwybrau.
- Barnai 44% fod y wybodaeth am lwybrau'n anodd ei defnyddio.
- Barnai 60% fod camddefnyddio'n ffactor ac yn ddiffyg sylweddol ar y rhwydwaith hawliau tramwy.
- Barnai 65% fod y rhwydwaith yn amhosibl ei ddefnyddio oherwydd gordyfiant.
- Barnai 1% fod wyneb y llwybrau'n addas i'r cyhoedd eu defnyddio.

4.14.8

Gellir gweld canlyniadau llawn yr atebion yn Atodiad V.

4.15 Evaluation summary

4.15.1

The condition surveys indicate that there is a need to continue the work the Authority already undertakes annually to ensure the network is continually improved for users. Such measures include:

- Legally defining the definitive map and statement.
- Maintaining the existing network.
- Inspect the paths not already surveyed.
- Continue sign posting and waymarking.
- Continue processing of additional claims.
- Additional off road equestrian routes.
- Promotion, information and feedback on the network.
- Assessing the needs of different classes of user.
- Resolving conflicts between users and landowners.
- Consideration of additional routes where there are omissions in the existing network for walkers, equestrians, carriage drivers and motorised vehicles.
- Links to other access opportunities.
- Need to improve the most frequently used paths which are primarily urban paths to a higher standard to reflect the benefit they offer the community and reduce the possibility of insurance claims.
- Need to complete the signposting of restricted byways where they terminate on a metalled highway.

- Need to prepare for the number of applications for lost ways as the cut off date draws near.

These measures have been considered and have been fed into the action plan.

4.15.2

Having regard to the results of the Performance Indicators 85% of the network or approximately 719kms of path are available for public use. Accordingly 15% or 127Kms of the network is unavailable.

4.16 Resources available and required

4.16.1

There is a real need for additional funding if progress is to be made in resolving the current issues and if the contents of this RoWIP are to be realised. For the financial year 2006-07, the allocation for rights of way was £75,000. This budget was used for:

1. Reacting to complaints from Members of the Authority, Community Councils, the public and user groups in respect of signposting, misuse, overgrowth as well as other general duties.
2. Implementing two projects identified by the Rights of Way Cabinet Committee.

4.15 Crynodeb o'r gwerthusiad

4.15.1

Mae'r arolygon cyflwr yn dangos bod angen parhau â'r gwaith y mae'r Awdurdod yn ei wneud bob blynedd eisoes, er mwyn sicrhau bod y rhwydwaith yn cael ei wella'n barhaus i'r defnyddwyr. Mae'r fath fesurau'n cynnwys:

- Diffinio'r map a'r datganiad diffiniol yn gyfreithiol.
- Cynnal a chadw'r rhwydwaith presennol.
- Arolygu'r llwybrau sydd heb eu harolygu eisoes.
- Parhau i osod arwyddion a mynegbyst.
- Parhau i brosesu hawliadau ychwanegol.
- Rhagor o lwybrau marchogaeth oddi ar y ffyrdd.
- Hyrwyddo'r rhwydwaith a gwybodaeth ac adborth amdano.
- Asesu anghenion y gwahanol fathau o ddefnyddwyr.
- Datrys gwrthdaro rhwng defnyddwyr a thirfeddianwyr.
- Ystyried llwybrau ychwanegol lle mae bylchau yn y rhwydwaith presennol i gerddwyr, marchogwyr, gyrrwyr cerbydau ceffyl a cherbydau â modur.
- Cysylltiadau â chyfleoedd eraill am fynediad.

- Angen gwella'r llwybrau sy'n cael eu defnyddio fwyaf, sef yn bennaf llwybrau trefol, i safon uwch i adlewyrchu'r budd maent yn cynnig i'r gymuned ac i wneud hawliadau yswiriant yn llai posibl.
- Angen cwblhau gosod arwyddion ar gilffyrdd cyfyngedig lle maent yn dod i ben ar briffordd sydd wedi'i metlio (ag wyneb tarmac).
- Angen paratoi ar gyfer y nifer o geisiadau ar gyfer ffyrdd coll wrth i'r dyddiad cau agosáu.

Mae'r mesurau hyn wedi cael eu hystyried a'u cynnwys yn y cynllun gweithredu.

4.15.2

O ystyried canlyniadau'r Dangosyddion Perfformiad mae 85% o'r rhwydwaith neu ryw 719 cilometr o lwybrau ar gael i'r cyhoedd eu defnyddio. Felly mae 15% neu 127 cilometr o'r rhwydwaith heb fod ar gael.

4.16.2 EXISTING STAFF LEVELS ARE:

- 1 No. Senior Assistant Engineer Rights of Way.
- 1 No. Support Officer.
- 1 No. Rights of Way Warden.
- 1 No. Assistant Rights of Way Warden/ Technician.

4.16.3

To safeguard staff while undertaking their duties and responsibilities in connection with rights of way work there is also a small budget for staff equipment.

4.16.4

Some of the works identified through the RoWIP will be accommodated as part of the day to day maintenance of the map and statement and network as a whole. However these works will not complete the various schemes identified. In order to make real progress in these areas additional sustained funding will be necessary to allow substantive progress to be made in the different areas to deliver the RoWIP and to satisfy the stakeholders.

4.16.5

In the short term, it is likely that no substantial increase in funding will be forthcoming from the Authority and additional funding will need to be sourced externally through bids to CCW, WAG and other potential funding bodies. To be able to utilise any substantial increase in funding, consideration would have to be given to increasing staff resources and/or recruiting more volunteers.

4.17

Assessing the needs of different classes of user

4.17.1 POTENTIAL CONFLICTS IDENTIFIED



Misuse of footpath by motorcyclist.

4.16 Yr adnoddau sydd ar gael ac y mae eu hangen

4.16.1

Mae gwir angen arian ychwanegol os yw cynnydd i gael ei wneud o ran datrys y materion cyfredol ac os yw cynnwys y CGHT i gael ei weithredu. Ar gyfer y flwyddyn ariannol 2006-07, £75,000 oedd y dyraniad ar gyfer hawliau tramwy. Defnyddiwyd y gyllideb hon ar gyfer:

1. Ymateb i gwynion gan Aelodau o'r Awdurdod, Cynghorau Cymuned, y cyhoedd a grwpiau defnyddwyr ynglŷn ag arwyddion, camddefnyddio a gordyfiant, yn ogystal â dyletswyddau cyffredinol eraill.
2. Rhoi ar waith dau brosiect a nodwyd gan y Pwyllgor Hawliau Tramwy.

4.16.2 Y NIFER STAFF BRESENNOL YW:

- 1 Uwch Beiriannydd Cynorthwyol, Hawliau Tramwy.
- 1 Swyddog Cymorth.
- 1 Warden Hawliau Tramwy.
- 1 Warden Cynorthwyo/Technegydd Hawliau Tramwy.

4.16.3

Er mwyn diogelu'r staff wrth gyflawni eu dyletswyddau a'u cyfrifoldebau mewn perthynas â gwaith hawliau tramwy mae cyllideb fach hefyd ar gyfer offer i'r staff.

4.16.4

Bydd rhywfaint o'r gwaith a nodir yn y CGHT yn cael ei wneud fel rhan o waith beunyddiol cynnal y map a'r datganiad a'r rhwydwaith i gyd. Fodd bynnag, ni fydd y gwaith hwn yn cwblhau'r gwahanol gynlluniau a nodir. Er mwyn gwneud cynnydd gwirioneddol yn y meysydd hyn, bydd angen arian ychwanegol parhaol i wneud cynnydd sylweddol yn y gwahanol feysydd er mwyn cyflawni'r CGHT a bodloni'r rhanddeiliaid.

4.16.5

Yn y tymor byr, mae'n debyg na fydd yr Awdurdod yn cynyddu'n sylweddol yr arian mae'n ei roi ac y bydd angen cael arian ychwanegol o ffynonellau allanol trwy geisiadau i CCGC, LICC a chyrff ariannu posibl eraill. I allu defnyddio unrhyw gynnydd sylweddol yn yr arian, byddai'n rhaid ystyried cynyddu'r adnoddau staff a/neu recriwtio mwy o wirfoddolwyr.

4.17.2

There are many different and competing demands for access, both in terms of the mode of travel and the reason for it. Due to the predominantly linear and restrictive nature of the local rights of way network, there is considerable potential for interaction between different users or between users and those who control the land over which a route may pass.

FOR EXAMPLE:

Conflict	Problems encountered	Solution	Actions required
Cyclists' v Pedestrians	Cyclists are quick but often silent	Split lanes	The Authority publishes information leaflets and proficiency training for cyclists
Disabled v Motor vehicles and cyclists	Problems with preventative barriers	Consider disabled barriers to allow only bona fide users	Construct disabled barriers where necessary
Equestrians' v pedestrians	Problems with restricting access to various user groups	Install access stiles and kissing gates	Construction of stiles/ kissing gates
Users v Landowners	Some landowners consider access as an invasion of their property	Understanding landowners concerns	Authority to discuss solutions with landowners and users

(Table 6: Conflict of interest between various user groups)

4.17

Asesu anghenion y gwahanol fathau o ddefnyddwyr

4.17.1 Y GWRTHDARO POSIBL A NODWYD

4.17.2

Mae llawer o wahanol ofynion o ran mynediad sy'n cystadlu â'i gilydd, yn nhermau'r dull teithio a'r rheswm drosto. Oherwydd bod y rhwydwaith hawliau tramwy lleol yn llinellol a chyfyngol yn bennaf, mae cryn botensial am ryngweithio rhwng gwahanol ddefnyddwyr neu rhwng defnyddwyr a'r bobl sy'n rheoli'r tir y mae'r llwybr yn mynd drosto.

ER ENGHRAIFFT:

Gwrthdaro	Problemau a geir	Ateb	Gweithredu angenrheidiol
Beicwyr â Cherddwyr	Mae beicwyr yn gyflym ond yn aml yn gwbl ddistaw	Lonydd ar wahân	Mae'r Awdurdod yn cyhoeddi taflenni gwybodaeth a hyfforddiant medrusrwydd i feicwyr
Pobl anabl â cherbydau modur a beicwyr	Problemau gyda rhwystrau atal drwyddynt, i ganiatáu defnyddwyr dilys yn unig	Ystyried rhwystrau y mae modd i bobl anabl fynd bobl anabl fynd drwyddynt	Lle bo angen, codi rhwystrau y mae modd i
Marchogwyr â cherddwyr	Problemau wrth gyfyngu mynediad i wahanol grwpiau defnyddwyr	Gosod camfeydd a gatiâu mochyn i roi mynediad	Adeiladu camfeydd/gatiâu mochyn
Defnyddwyr â thirfeddianwyr	Mae rhai tirfeddianwyr yn ystyried mynediad yn dresmasiad ar eu heiddo	Deall pryderon tirfeddianwyr	Yr awdurdod i drafod atebion gyda thirfeddianwyr a grwpiau defnyddwyr

(Tabl 6: Gwrthdaro buddiannau rhwng gwahanol grwpiau defnyddwyr)

4.18 Different users and their needs

4.18.1 CCBC'S STATUTORY REQUIREMENTS

4.18.2

There is a statutory requirement that all areas, urban or rural, have a definitive map of public rights of way. These maps will establish a clear legal status for different types of use, such as walking (footpaths), horse riding (bridleways), non-mechanically propelled vehicles (restricted byways) and vehicular routes (Byways Open to All traffic).

4.18.3

In this regard local authorities should:-

- i. Fully and accurately maintain the Definitive Map of public rights of way by recording all the changes that take place.
- ii. Identify missing links in public rights of way and the unclassified road network.
- iii. Properly maintain public rights of way and ensure their availability especially those, which are most used and are close to communities.
- iv. Improve monitoring and reporting of PRoWs so that complaints can be more effectively responded to and resolved.
- v. Develop a horse-riding network on a countywide basis.
- vi. Develop and promote National Horse Networks and long distance trails.

- vii. Implement and adequately resource the Rights of Way Improvement Plan by seeking out alternative methods of funding.
- viii. Link PRoW Improvement Plans with Local Transport Plans/Regional Transport Plans and the Local Development Plan.
- ix. Improve accessible routes.
- x. Encourage original usage i.e. purposeful utility trips.

4.18.4 WELSH ASSEMBLY GOVERNMENT'S WALKING & CYCLING STRATEGY

4.18.5

There is significant scope for increasing non-motorised travel such as walking, cycling and horse-riding in Wales. The modes of non-motorised travel in Wales are:

- Walking is the second most used mode of transport after the car.
- 27% of purposeful journeys are made wholly on foot.
- 2% of purposeful journeys are by bike.
- 17% of journeys by car are less than 1 mile and 39% of journeys by car are less than 5 miles in distance. Many of these journeys could comfortably be made on foot or by bicycle.

(Source: WAG Walking and Cycling Strategy for Wales 2003)

4.18 Gwahanol ddefnyddwyr a'u hanghenion

4.18.1 GOFYNION STATUDOL CBSC

4.18.2

Mae yna ofyniad statudol i bob ardal, boed yn drefol neu'n wledig, fod â map diffiniol o hawliau tramwy cyhoeddus. Bydd y mapiau'n nodi statws cyfreithiol clir i wahanol ddulliau o'u defnyddio, megis cerdded (llwybrau troed), marchogaeth (llwybrau ceffylau), cerbydau nas gyrrir yn fecanyddol (cilffyrdd cyfyngedig) a llwybrau cerbydol (cilffyrdd sy'n agored i bob traffig).

4.18.3

Yn hyn o beth dylai awdurdodau lleol:-

- i. Cadw'r Map Diffiniol o hawliau tramwy cyhoeddus yn llawn ac yn gywir trwy gofnodi'r holl newidiadau sy'n digwydd.
- ii. Canfod cysylltiadau coll mewn hawliau tramwy cyhoeddus a'r rhwydwaith ffyrdd di-ddosbarth.
- iii. Cynnal a chadw hawliau tramwy cyhoeddus yn briodol a sicrhau eu bod ar gael, yn enwedig y rhai sy'n cael eu defnyddio fwyaf ac sy'n agos at gymunedau.
- iv. Gwella monitro HTC ac adrodd arnynt fel y gellir ymateb i gwynion a'u datrys yn fwy effeithiol.
- v. Datblygu rhwydwaith marchogaeth ledled y sir.

- vi. Datblygu a hybu Rhwydweithiau Ceffylau Cenedlaethol a llwybrau hirbell.
- vii. Gweithredu'r Cynllun Gwelliant Hawliau Tramwy a sicrhau adnoddau digonol iddo trwy chwilio am ddulliau ariannu eraill.
- viii. Cysylltu Cynlluniau Gwella Hawliau Tramwy Cyhoeddus gyda Chynlluniau Cludiant Lleol/Cynlluniau Cludiant Rhanbarthol a'r Cynllun Datblygu Lleol.
- ix. Gwella llwybrau hygyrch.
- x. Annog defnydd gwreiddiol h.y. mwy o deithiau sydd at bwrpas penodol ymarferol.

4.18.4 STRATEGAETH CERDDED A SEICLO LLYWODRAETH CYNULLIAD CYMRU

4.18.5

Mae cryn dipyn o le i sicrhau bod yna fwy o deithio heb foduron megis cerdded, beicio a marchogaeth yng Nghymru. Y ffyrdd o deithio heb foduron yng Nghymru yw:

Cerdded yw'r dull cludiant a ddefnyddir fwyaf, ar ôl ceir

- Mae 27% o'r holl deithiau sydd at bwrpas penodol yn cael eu gwneud ar droed yn unig.
- Mae 2% o'r holl deithiau sydd at bwrpas penodol yn cael eu gwneud ar feic.
- Mae 17% o'r holl deithiau mewn car yn llai nag 1 filltir ac mae 39% o deithiau mewn car yn llai na 5 milltir o hyd. Gellid yn gyfforddus wneud llawer o'r teithiau hyn ar droed neu ar feic.

(Ffynhonnell: Strategaeth Cerdded a Seiclo i Gymru, LICC, 2003)



Hengoed Viaduct, part of the NCN route 47. Traphont Hengoed, rhan o lwybr 47 y Rhwydwaith Beicio Cenedlaethol.

4.18.6 CYCLING

4.18.7

Cycling is a very popular and low cost method of transport. The increase in mountain biking in recent years has enabled far greater cycle access to the countryside, in general, and onto unmetalled tracks in all areas, both urban and rural.

4.18.8

Put into a national context, the 1996 UK Day Visits Survey found that:

- 32% of the population own a bicycle.
- At least one bicycle is available to 50% of homes.
- 1.6 million people ride daily.
- 5.4 million ride at least weekly.
- 17 million (30% of the population) ride occasionally.

4.18.9

These statistics show that by increasing the opportunities for people to cycle as well as implementing a programme of promotion, there is potential to attract large numbers of bike owners to access the countryside and the rights of way network not only for recreational purposes, but also as means of greater access within their community via sustainable means.

4.18.10

Cyclists, like pedestrians and equestrians are classified as vulnerable road users, and the primary requirement is to be in a traffic-free environment. In July 2006, there was 47.7 Kms of National Cycleway stretching across the County Borough. In addition there are 3.5Kms of informal cycleway routes in the Aber Valley, 5Kms from Bargoed to Parc Cwm Darren and 1Km between Aberbargoed and New Tredegar.

4.18.6 BEICIO

4.18.7

Mae beicio'n fath o drafnidiaeth sy'n boblogaidd iawn ac yn rhad iawn. Mae'r cynnydd mewn beicio mynydd yn y blynyddoedd diwethaf wedi caniatáu llawer mwy o fynediad ar feiciau i gefn gwlad yn gyffredinol ac i lwybrau sydd heb eu metlio ym mhob ardal, trefol a gwledig.

4.18.8

O roi hyn yng nghyd-destun y DU, canfu Arolwg Ymweliadau Dydd 1996:

- fod beic gan 32% o'r boblogaeth.
- bod o leiaf un beic ar gael i 50% o gartrefi.
- bod 1.6 miliwn o bobl yn reidio bob dydd.
- bod 5.4 miliwn yn reidio o leiaf bob wythnos.
- bod 17 miliwn (30% o'r boblogaeth) yn reidio'n achlysurol.

4.18.9

Mae'r ystadegau hyn yn dangos bod yna botensial, trwy gynyddu'r cyfleoedd i bobl feicio a rhoi ar waith rhaglen hyrwyddo, i ddenu nifer fawr o berchnogion beiciau i fynd i gefn gwlad a defnyddio'r rhwydwaith hawliau tramwy nid yn unig at ddibenion hamdden, ond hefyd fel ffordd o deithio mwy yn eu cymuned mewn ffordd gynaliadwy.

4.18.10

Mae beicwyr, fel cerddwyr a marchogwyr, yn cael eu hystyried yn ddefnyddwyr ffyrdd agored i niwed, a'r prif ofyniad yw bod mewn amgylchedd didraffig. Ym mis Gorffennaf 2006, roedd yna 47.7 cilomedr o Lwybr Beicio Cenedlaethol yn ymestyn ar draws y Fwrdeistref Sirol. Yn ychwanegol mae yna 3.5 cilomedr o lwybrau beicio anffurfiol yng Nghwm Aber, 5 cilomedr o Fargod i Barc Cwm Darren ac 1 cilomedr rhwng Aberbargod a Thredegar Newydd.

4.18.11 MARCHOGAETH

4.18.12

Yn ôl Siarter Marchogwyr Cymdeithas Ceffylau Prydain, mae llai nag 20% o'r hawliau tramwy cyhoeddus yng Nghymru a Lloegr ar agor yn gyfreithlon i geffylau. Fodd bynnag, mae yna bron miliwn o geffylau a 2.4 miliwn o farchogwyr a gyrwyr yn y DU. Oherwydd hyn, mae yna ryw dair mil o ddamweiniau bob blwyddyn yn ymwneud â cheffylau ar ffyrdd yn y DU.



Equestrians enjoying part of the bridleway network available throughout CCBC.
Marchogwyr yn mwynhau rhan o'r rhwydwaith llwybrau ceffylau sydd ar gael ar draws CCBC.

4.18.11 HORSE RIDING

4.18.12

According to The British Horse Society Riders' Charter, fewer than 20% of public rights of way in England and Wales are legally open to horses. However, there are nearly one million horses and 2.4 million riders and drivers in the UK. As a result of this, there are approximately three thousand accidents per year involving horses on roads in the UK.

4.18.13

Riders, therefore, want all legal rights of way which are obstructed to be reopened, historic routes to be brought back into use for horses and new routes created to link the presently fragmented network. Alternative arrangements should be made where roads sever bridleways and safe riding routes are required alongside roads, including useable verges.

4.18.14

The British Horse Society Riders' Charter's action list states that the Government is to include provision for horse riders and drivers in access legislation and give political impetus to creating more horse routes. It also states that Local and Unitary Authorities are to carry out their statutory duties and public agencies and landowners are to be more pro-active to riders needs.

4.18.15

The existing network of registered paths permitting equestrian access is attached as Appendix VI. The Authority is already working towards establishing additional bridleways as both circular and linear routes as shown in Appendix VII. So far this has been accomplished through negotiation and creation agreements (Section 25 of the Highways Act 1980). It is the intention to create further routes that will link established bridleways without the need to utilise metalled maintainable highways, thus keeping equestrian/motor vehicle conflict to a minimum. The Authority will seek to achieve this through external grants and other funding. Appendix VIII shows the proposed circular county route, which may vary slightly depending on negotiations.

4.18.16 CARRIAGE DRIVING

4.18.17

Carriage drivers are entitled to use the rights of way network along the newly classified Restricted Byways. There is however a need to use maintainable highways as a link between the start and finish of these routes. Cyclists, equestrians and pedestrians, are classified as vulnerable users, however carriage drivers due to the width of their vehicles take up more road space and accordingly motorists are less likely to try to inhibit their passage along the carriageway.

4.18.13

Felly mae marchogwyr eisiau i'r holl hawliau tramwy cyfreithiol sydd wedi'u rhwystro gael eu hailagor. Maent eisiau i geffylau allu defnyddio llwybrau hanesyddol unwaith eto, ac maent am greu llwybrau newydd i gysylltu'r rhwydwaith sy'n ddarniog ar hyn o bryd. Dylid gwneud trefniadau amgen pan fo ffyrdd yn torri ar draws llwybrau ceffylau ac mae angen llwybrau marchogaeth diogel ar hyd ochrau ffyrdd, gan gynnwys lleiniau ymyl ffordd y gellir eu defnyddio.

4.18.14

Mae rhestr weithredu Siarter Marchogwyr Cymdeithas Ceffylau Prydain yn dweud bod y Llywodraeth i gynnwys darpariaeth ar gyfer marchogwyr a gyrwyr mewn deddfwriaeth mynediad a rhoi hwb gwleidyddol i greu mwy o lwybrau ceffylau. Mae hefyd yn dweud bod Awdurdodau Lleol ac Unedol i gyflawni eu dyletswyddau statudol a bod asiantaethau cyhoeddus a thirfeddianwyr i fod yn fwy rhagweithiol i anghenion marchogwyr.

4.18.15

Mae'r rhwydwaith presennol o lwybrau cofrestredig sy'n caniatáu mynediad i farchogwyr yn amgaeedig fel Atodiad VI. Mae'r Awdurdod eisoes yn gweithio i sicrhau llwybrau ceffylau ychwanegol fel llwybrau cylchol a llwybrau llinellol, fel y dangosir yn Atodiad VII. Hyd yn hyn mae hyn wedi cael ei gyflawni trwy drafodaethau a chytundebau

creu (Adran 25 Deddf Priffyrdd 1980). Y bwriad yw creu rhagor o lwybrau a fydd yn cysylltu llwybrau ceffylau sy'n bodoli eisoes heb orfod defnyddio priffyrdd a gynhelir sydd wedi'u metlio, a thrwy hynny sicrhau cyn lleied o wrthdaro rhwng marchogwyr a cherbydau modur ag sy'n bosibl. Bydd yr Awdurdod yn ceisio cyflawni hyn trwy grantiau allanol a chyllid arall. Mae Atodiad VIII yn dangos y llwybr sirol cylchol a fwriedir, a fydd efallai'n newid ychydig gan ddibynnu ar y trafodaethau.

4.18.16 GYRRU CERBYDAU CEFFYL**4.18.17**

Mae hawl gan yrwyr cerbydau ceffyl i ddefnyddio'r rhwydwaith hawliau tramwy ar hyd y llwybrau sydd newydd gael eu dosbarthu'n Gilffyrdd Cyfyngedig. Fodd bynnag, mae angen defnyddio priffyrdd a gynhelir i gysylltu rhwng dechrau a diwedd y llwybrau hyn. Mae beicwyr, cerddwyr a marchogwyr, yn cael eu hystyried yn ddefnyddwyr agored i niwed. Fodd bynnag, mae gyrwyr cerbydau ceffyl, oherwydd lled eu cerbydau, yn cymryd mwy o le ar y ffordd ac felly mae modurwyr yn llai tebygol o geisio rhwystro'u hynt ar hyd y gerbydffordd.

4.18.18 MOTORISED VEHICLES

4.18.19

Over recent years there has been a noticeable increase of off road vehicular activity in the countryside. The reclassification of Roads Used as Public Paths to restricted byways has clarified the law in regard to the use of these routes by motorised vehicles. CCBC has very few paths (BOATs), which permit legal use, and accordingly much of the use of the network is through illegal trespass. This illegal use is very difficult to control. In many cases some form of preventive measure must be considered which will permit bona fide use and simultaneously prevent misuse. Due to complaints received it is known that there is some use by four-wheel drive vehicles, though the vast majority of off road vehicle use is by quad bikes and motorbikes. Users vary from enthusiasts with licensed vehicles to illegal users on unlicensed machines. The misuse of the network appears to be a county wide problem in urban and rural areas, but there are concentrated pockets and rights of way are often used to access sites, regardless of status.

4.18.20 NON-USERS

4.18.21

The Rights of Way Improvement Plan must have regard to future use as well as current demands. It is, therefore, necessary to look at the non-users of the network, as they are potentially future users. The reasons for non-use of the network are varied. Whilst some non-use is due to a lack of information or provision, much non-use is as a result of a lack of interest or desire to use the local public rights of way network, which must be overcome through a combination of a wide reaching communication strategy and promotion such as the 'walking for health initiative'.

4.19 Assessing the needs of people with mobility problems

4.19.1 ACCESS FOR ALL

4.19.2

The Disability Discrimination Act 1995 (DDA) and the amendments made under the DDA 2005 brought in a range of requirements upon service providers to prevent discrimination against disabled people. Although local Highway Authorities and the Highways Agency are recognised

4.18.18 CERBYDAU Â MODUR

4.18.19

Dros y blynyddoedd diwethaf bu cynnydd amlwg yng ngweithgaredd cerbydau oddi-ar-y-ffordd yng nghefn gwlad. Mae ailddosbarthu Ffyrdd a Ddefnyddir fel Llwybrau Cyhoeddus yn gilffyrdd cyfyngedig wedi egluro'r gyfraith o ran hawl cerbydau â modur i ddefnyddio'r llwybrau hyn. Nid oes gan CBSC ond ychydig iawn o lwybrau (CABT) y gellir eu defnyddio'n gyfreithlon, ac felly mae llawer o'r rhwydwaith yn cael ei ddefnyddio trwy dresmasiad anghyfreithlon. Mae'r defnydd anghyfreithlon hwn yn anodd iawn ei reoli. Mewn llawer o achosion rhaid ystyried rhyw fath o fesur ataliol, a fydd yn caniatáu defnyddio'r llwybrau mewn ffordd ddilys ac ar yr un pryd yn rhwystro eu camddefnyddio. Oherwydd y cwynion a geir gwyddys bod rhywfaint o gerbydau gyriant pedair olwyn yn eu defnyddio, ond beiciau pedair olwyn a beiciau modur yw'r rhan helaethaf o'r cerbydau oddi-ar-y-ffordd sy'n eu defnyddio. Mae'r defnyddwyr yn amrywio o selogion â cherbydau trwyddedig i ddefnyddwyr anghyfreithlon ar beiriannau heb drwyddedau. Ymddengys fod camddefnyddio'r rhwydwaith yn broblem ledled y sir mewn ardaloedd trefol a gwledig; ond mae llecynnau lle mae yna fwy o hyn, ac yn aml defnyddir hawliau tramwy i gyrraedd safleoedd, waeth beth fo'u statws.

4.18.20 POBL NAD YDYNT YN DEFNYDDIO'R RHWYDWAITH

4.18.21

Rhaid i'r Cynllun Gwelliant Hawliau Tramwy ystyried sut y cânt eu defnyddio yn y dyfodol yn ogystal â heddiw. Felly mae angen edrych ar y bobl nad ydynt yn defnyddio'r rhwydwaith, gan y byddant o bosibl yn ei ddefnyddio yn y dyfodol. Mae'r rhesymau dros beidio â defnyddio'r rhwydwaith yn amrywio. Er nad yw rhai'n ei ddefnyddio oherwydd diffyg gwybodaeth neu ddarpariaeth, mae llawer heb y diddordeb na'r awydd i ddefnyddio'r rhwydwaith hawliau tramwy cyhoeddus lleol. Rhaid goresgyn hyn trwy gyfuniad o strategaeth gyfathrebu bellgyrhaeddol a hyrwyddo megis y 'fenter cerdded er iechyd'.

4.19

Asesu anghenion pobl â phroblemau symud

4.19.1 MYNEDIAD I BAWB

4.19.2

Cyflwynodd Deddf Gwahaniaethu ar sail Anabledd 1995 (DGA) a'r diwygiadau a wnaed o dan DGA 2005 amrywiaeth o ofynion ar ddarparwyr gwasanaethau i atal gwahaniaethu yn erbyn pobl anabl. Er bod Awdurdodau Priffyrdd lleol a'r Asiantaeth Priffyrdd yn cael eu cydnabod yn ddarparwyr gwasanaethau ar hyn o bryd dylent anelu at gydymffurfio

as service providers at present they should aim to comply with Part III of the DDA until such time as a legal precedent has been set to confirm their status. Part III of the DDA is based on the principle that disabled people should not be discriminated against (through non-provision of services or a different level of provision) by service providers when accessing everyday services that others take for granted. This will be a particularly difficult area when dealing with access on the general network of rights of way. The five Country Parks within Caerphilly offer good access. Similar access to the remainder of the network will not be achievable unless there is a considerable financial input and may prove to never be fully accessible.

4.20 Links to other access opportunities

4.20.1 OPEN ACCESS

4.20.2

The CRoW Act 2000 gives a new right of access on foot for the purposes of open-air recreation to open country, common land and land dedicated as access land.

4.20.3

The work to identify the land that would be affected by this new right of access was carried out by the CCW on behalf of WAG. In Wales, some 400,000 hectares of

open country, registered common land and dedicated Forestry Commission freehold woodland has been mapped and has become available for public access since the 28th May 2005. This means that about 25% of the land area of Wales, some half a million hectares has become available for public access.

4.21 Countryside Open Access Management Plan - Actions and targets

4.21.1

Within CCBC, CCW has designated 5728 hectares of land as access land. The designation of this land as access land offers great opportunities for informal recreation in the county borough. However, with these opportunities come rights and responsibilities for the public who wish to use the land and the landowners and farmers who manage the land.

4.21.2

CCBC and the LAF feel that the way to secure a successful implementation of the open access provisions of the CRoW Act is to provide a framework, which will guide the opening up of access land in a rational and cohesive manner. The Council and the forum have therefore agreed to work together to prepare an Open Access Management Plan, which will provide this framework.

â Rhan III y DGA hyd nes y bydd cynsail gyfreithiol yn cael ei gosod i gadarnhau eu statws. Mae Rhan III y DGA wedi'i seilio ar yr egwyddor na ddylai darparwyr gwasanaethau wahaniaethu yn erbyn pobl anabl (trwy beidio â darparu gwasanaethau neu drwy wahanol lefel o ddarpariaeth) wrth iddynt geisio cael gwasanaethau pob dydd y mae pobl eraill yn eu cymryd yn ganiataol. Bydd hwn yn faes arbennig o anodd wrth ymdrin â mynediad ar y rhwydwaith cyffredinol o hawliau tramwy. Mae'r pum Parc Gwledig yng Nghaerffili'n cynnig mynediad da. Ni fydd modd sicrhau mynediad tebyg i weddill y rhwydwaith oni fydd llawer o arian yn cael ei wario ac efallai na fydd byth yn gwbl hygyrch.

4.20 Cysylltiadau â chyfleoedd eraill i gael mynediad

4.20.1 MYNEDIAD AGORED

4.20.2

Mae Deddf CGHT 2000 yn rhoi hawl newydd i gael mynediad ar droed at ddibenion hamdden awyr agored i wlad agored, tir comin a thir sydd wedi'i neilltuo'n dir mynediad.

4.20.3

Cafodd y gwaith o ganfod y tir a gâi ei effeithio gan yr hawl mynediad newydd hwn ei wneud gan CCGC ar ran LICC. Yng Nghymru, mae rhyw 400,000 o hectarau

o wlad agored, tir comin cofrestredig a choetir rhydd-ddaliadol neilltuedig y Comisiwn Coedwigaeth wedi cael eu mapio ac ar gael at fynediad cyhoeddus ers 28ain Mai 2005. Mae hyn yn golygu bod rhyw 25% o arwynebedd tir Cymru, sef rhyw hanner miliwn o hectarau, ar gael at fynediad cyhoeddus.

4.21 Cynllun Rheoli Mynediad Agored i Gefn Gwlad - Gweithredoedd a Thargedau

4.21.1

Ym Mwrdeistref Sirol Caerffili, mae CCGC wedi dynodi 5728 o hectarau o dir yn dir mynediad. Mae dynodi'r tir hwn yn dir mynediad yn cynnig cyfleoedd gwych ar gyfer hamdden anffurfiol yn y fwrdeistref sirol. Fodd bynnag, gyda'r cyfleoedd hyn daw hawliau a chyfrifoldebau i'r cyhoedd sydd eisiau defnyddio'r tir ac i'r tirlfeddianwyr a'r ffermwyr sy'n rheoli'r tir.

4.21.2

Mae CBSC a'r FfMLL yn teimlo mai'r ffordd i sicrhau y gweithredir darpariaethau tir agored Deddf CGHT yn llwyddiannus yw darparu fframwaith, a fydd yn llywio'r modd y caiff tir mynediad ei agor mewn modd call a chydlynol. Felly mae'r Cyngor a'r fforwm wedi cytuno i weithio gyda'i gilydd i baratoi Cynllun Rheoli Mynediad Agored, a fydd yn darparu'r fframwaith hwn.

4.21.3

The aim of the management plan is to provide an assessment of all the sites of Open Country within Caerphilly County Borough. Only areas of Open Country were assessed at this stage, these are new areas now available under Crow Act 2000 legislation. Using the management plan the Council can identify what needs to be provided to provide or improve access, what assistance the landowner may need with the management of access and what measures are needed to advise the public how to use their rights in a responsible manner.

4.21.4

Works needed to make Open Access land more accessible are effectively split into two sections. Essential works are required to be carried out as soon as possible and desirable works are works that should be carried out when funding becomes more readily available. Effectively all works labelled as essential are actions, and those labelled desirable are targets. The majority of essential works have been undertaken.

4.21.5 ESSENTIAL

4.21.6

All entry points to access land should have national open access symbols in place.

4.21.7

CCW and the Countryside Agency have agreed a symbol, which can be used to identify where land has been designated as access land. The sub group (Local Access Forum) feels that if users are to be aware of where open access land exists on the ground then national open access symbols should be installed at all entry points and also where necessary on boundary fences. The sub group feels that this is essential if both users and landowners are to gain confidence in the implementation process.

4.21.8 NO ACCESS SYMBOLS

4.21.9

CCW and the Countryside Agency have agreed a symbol, which identifies where open access is not allowed. The sub group felt that it was also important that these symbols should be erected where required.

4.21.10 REPAIRS TO 'FURNITURE' ON RIGHTS OF WAY

4.21.11

It is essential that 'furniture' (i.e. stiles, gates etc) on rights of way, giving access onto access land should be in good condition. If they are difficult to use it defeats the objective of making land available for public access. For example,

4.21.3

Nod y cynllun rheoli yw darparu asesiad o'r holl safleoedd Gwlad Agored ym Mwrdeistref Sirol Caerffili. Dim ond darnau o Wlad Agored a gafodd eu hasesu ar yr adeg hon, sef darnau newydd sydd bellach ar gael o dan ddeddfwriaeth Deddf CGHT 2000. Gan ddefnyddio'r cynllun rheoli gall y Cyngor nodi'r hyn y mae angen ei wneud i ddarparu neu wella mynediad, pa gymorth y bydd ar dirfeddiannwr ei angen gyda rheoli mynediad a pha fesurau y mae eu hangen i roi gwybod i'r cyhoedd sut i ddefnyddio eu hawliau mewn modd cyfrifol.

4.21.4

I bob pwrpas mae'r gwaith y mae ei angen i wneud tir Mynediad Agored yn fwy hygyrch yn cael ei rannu'n ddwy adran. Mae angen gwneud gwaith hanfodol cyn gynted ag sy'n bosibl a dylid gwneud gwaith dymunol pan fydd arian ar gael yn rhwyddach. I bob pwrpas, gweithredoedd yw'r holl waith a fernir yn hanfodol a thargedau yw'r gwaith a fernir yn ddymunol. Mae'r rhan fwyaf o'r gwaith hanfodol wedi cael ei wneud.

4.21.5 HANFODOL**4.21.6**

Dylai symbolau cenedlaethol mynediad agored fod wedi'u gosod wrth bob mynedfa i dir mynediad.

4.21.7

Mae CCGC a'r Asiantaeth Cefn Gwlad wedi cytuno ar symbol y gellir ei defnyddio i nodi lle mae tir wedi cael ei ddynodi'n dir mynediad. Mae'r is-grŵp (y Fforwm Mynediad Lleol) yn teimlo, er mwyn i ddefnyddwyr wybod lle mae tir mynediad agored yn bodoli ar lawr gwlad, dylid gosod symbolau cenedlaethol mynediad agored wrth bob mynedfa a hefyd ar ffensys terfyn lle bo angen. Mae'r is-grŵp yn teimlo bod hyn yn hanfodol er mwyn i ddefnyddwyr a thirfeddiannwyr fagu hyder yn y broses gweithredu.

4.21.8 SYMBOLAU DIM MYNEDIAD**4.21.9**

Mae CCGC a'r Asiantaeth Cefn Gwlad wedi cytuno ar symbol sy'n dynodi lle na chaniateir mynediad agored. Teimlai'r is-grŵp ei bod hefyd yn bwysig i'r symbolau hyn gael eu gosod lle bo angen.

4.21.10 TRWSIO 'DODREFN' AR HAWLIAU TRAMWY**4.21.11**

Mae'n hanfodol i 'ddodrefn' (h.y. camfeydd, gatieu ac ati) ar hawliau tramwy sy'n cynnig mynediad i dir mynediad fod mewn cyflwr da. Os ydynt yn anodd eu defnyddio mae hynny'n mynd yn groes i fwriad rhoi mynediad i'r cyhoedd i dir. Er enghraifft, nodwyd bod

it was noted that stiles on public rights of way at Nant Felin were in poor condition or were difficult to use and that this could deter people from using the access land.

4.21.12 RIGHTS OF WAY LEADING TO ACCESS LAND SHOULD BE WELL MAINTAINED

4.21.13

All rights of way leading to access land should be well maintained and passable. If access points cannot be reached, it defeats the objective of the land being available for open access and of works being done to repair/upgrade access points. Links to access land need to be surveyed and works carried out where necessary.

4.21.14 FORESTRY COMMISSION DEDICATED ACCESS LAND

4.21.15

The Forestry Commission is dedicating 1698ha of its freehold land as access land. This will form an important part of the land available for open access in the county borough. A close working relationship with the Forestry Commission is required to ensure open access symbols are present at all entry points to land dedicated as access land by the Forestry Commission and that public rights of way linking to this land and rights of way within this land are properly maintained.

4.21.16 ANCIENT MONUMENTS, SITES OF SPECIAL SCIENTIFIC INTEREST AND SITES OF IMPORTANCE FOR NATURE CONSERVATION

4.21.17

The sub group felt that it was important that the affect of open access on sites subject to such designations should be monitored and appropriate action taken, should open access prove to be detrimental to the site.

4.21.18 DESIRABLE

4.21.19

If additional funding becomes available or, in cases where furniture is being renewed the sub group recommended that the following should be implemented.

4.21.20 ALL ENTRY POINTS TO ACCESS LAND TO HAVE INFORMATION SIGNS

4.21.21

These signs should include information on the publics rights and responsibilities, the name of the site, location plan showing you are here, rights of way and also where access points are located.

camfeydd ar hawliau tramwy cyhoeddus yn Nant y Felin mewn cyflwr gwael neu'n anodd eu defnyddio ac y gallai hyn achosi i bobl beidio â defnyddio'r tir mynediad.

4.21.12 DYLAI HAWLIAU TRAMWY SY'N ARWAIN AT DIR MYNEDIAD GAEL EU CYNNAL A'U CADW'N DDA

4.21.13

Dylai pob hawl tramwy sy'n arwain at dir mynediad gael ei gynnal a'i gadw'n dda a dylai fod modd mynd ar hyd-ddo. Os na ellir cyrraedd mynedfeydd, mae'n mynd yn groes i'r bwriad o roi mynediad agored i dir ac o wneud gwaith i drwsio/gwella mynedfeydd. Mae angen arolygu'r cysylltiadau â thir mynediad a gwneud gwaith lle bo angen.

4.21.14 TIR MYNEDIAD NEILLTUEDIG Y COMISIWN COEDWIGAETH

4.21.15

Mae'r Comisiwn Coedwigaeth yn neilltuo 1698ha o'i dir rhydd-ddaliadol yn dir mynediad. Bydd hwn yn rhan bwysig o'r tir sydd ar gael at fynediad agored yn y fwrdeistref sirol. Mae angen perthynas waith agos gyda'r Comisiwn Coedwigaeth er mwyn sicrhau bod yna symbolau mynediad agored wrth bob mynedfa i dir sydd wedi'i neilltuo'n dir mynediad gan y Comisiwn Coedwigaeth a bod hawliau tramwy cyhoeddus sy'n cysylltu â'r tir hwn a hawliau tramwy dros y tir hwn yn cael eu cynnal a'u cadw'n iawn.

4.21.16 HENEBION, SAFLEOEDD O DDIDDORDEB GWYDDONOL ARBENNIG A SAFLEOEDD O BWYSIGRWYDD I GADWRAETH NATUR

4.21.17

Teimlai'r is-grŵp ei bod yn bwysig monitro effaith mynediad agored ar safleoedd gyda'r fath ddynodiadau a chymryd camau priodol pe gwelid bod mynediad agored yn andwyol i'r safle.

4.21.18 DYMUNOL

4.21.19

Os bydd arian ychwanegol ar gael neu pan fydd dodrefn yn cael eu hadnewyddu, argymhellodd yr is-grŵp y dylid gwneud y canlynol.

4.21.20 ARWYDDION GWYBODAETH WRTH BOB MYNEDFA I DIR MYNEDIAD

4.21.21

Dylai'r arwyddion hyn gynnwys gwybodaeth am hawliau a chyfrifoldebau'r cyhoedd, enw'r safle, cynllun lleoliad yn dweud 'yma'r ydych chi', hawliau tramwy a hefyd lle mae'r mynedfeydd.

4.21.22 STILES CHANGED TO KISSING GATES

4.21.23

The sub group would like to see stiles at entry points to access land changed to kissing gates where there are direct links from roads or rights of way with no intervening stiles. This would meet DDA requirements of the least restrictive option.

4.21.24 STILES TO HAVE DOG LATCHES

4.21.25

Dog owners often experience problems in lifting their dogs over stiles. Sometimes this can lead to fences next to the stile being cut or the stile itself being damaged. If dog latches were installed on all stiles at entry points to access land this would aid dog owners gaining access to access land and reduce the problem of fences adjoining stiles being cut to allow access for dogs.

4.21.26 STILES TO BE MADE EASIER TO USE

4.21.27

Some people find stiles difficult to use. Access over stiles could be made easier if extra steps and a long upright were provided which would assist the less able to cross them. Further examples of enhancements could be a hinged top bar of the stile which can be lifted to lower the height of the stile. This would meet DDA requirements for the least restrictive option.

4.21.28 PROVIDE DETAILED INFORMATION ON SOME SITES

4.21.29

The sub group noted that some of the access land had features which could be of interest to the public, the best example of the pilot study sites being Twmbarlwm. It felt that where this occurred more detailed information could be provided. For example, at Twmbarlwm, information could be placed at access points giving its history, folklore and explaining what can be seen in the area.

4.21.30 PROVIDE INFORMATION ON OPEN ACCESS AT KEY VISITOR ATTRACTIONS

4.21.31

There is an opportunity to raise public awareness about open access by providing general information about open access e.g. what it means and where access land is located at key visitor attractions such as Llancaiach Fawr, Cwmcarn Forest Visitor Centre and the five country parks in the county borough.

4.21.22 GOSOD GATIAU MOCHYN YN LLE CAMFEYDD

4.21.23

Hoffai'r is-grŵp weld gatiau mochyn yn cael eu gosod yn lle camfeydd ar fynedfeydd i dir mynediad lle mae cysylltiadau uniongyrchol o ffyrdd neu hawliau tramwy sydd heb gamfeydd ar y ffordd. Byddai hyn yn bodloni gofynion y DGA ynglŷn â'r dewis lleiaf cyfyngol.

4.21.24 GOSOD CLWYDI I GŴN AR GAMFEYDD

4.21.25

Mae perchnogion cŵn yn aml yn cael trafferth codi eu cŵn dros gamfeydd. Weithiau gall hyn arwain at dorri'r ffens wrth ochr y gamfa neu ddifrodi'r gamfa ei hun. Pe bai clwydi i gŵn yn cael eu gosod ar yr holl gamfeydd wrth fynedfeydd i dir mynediad, byddai hyn yn cynorthwyo perchnogion cŵn i fynd i dir mynediad ac yn lleihau problem torri ffensys wrth ochr camfeydd i adael i gŵn fynd drwodd.

4.21.26 CAMFEYDD I GAEL EU GWNEUD YN HAWS I'W DEFNYDDIO

4.21.27 Mae rhai pobl yn cael camfeydd yn anodd eu defnyddio. Gellid ei gwneud yn haws mynd dros gamfeydd pe bai grisiau ychwanegol a chilbost hir yn cael

eu gosod – byddai hyn yn cynorthwyo pobl lai abl i'w croesi. Enghreifftiau eraill o welliannau fyddai bar uchaf ar golfach y gellir ei godi i wneud y gamfa'n is. Byddai hyn yn bodloni gofynion y DGA ynglŷn â'r dewis lleiaf cyfyngol.

4.21.28 DARPARU GWYBODAETH FANWL AR RAI SAFLEOEDD

4.21.29

Nododd yr is-grŵp fod nodweddion a allai fod o ddiddordeb i'r cyhoedd mewn rhai mannau ar y tir mynediad. Yr enghraifft orau yn safleoedd yr astudiaeth beilot oedd Twmbarlwm. Teimlent y gellid darparu gwybodaeth fwy manwl yn yr achosion hyn. Er enghraifft, yn Nhwmbarlwm, gellid gosod gwybodaeth wrth y fynedfeydd yn rhoi ei hanes a'i llên gwerin ac yn esbonio'r hyn y gellir ei weld yn yr ardal.

4.21.30 RHOI GWYBODAETH AM FYNEDIAD AGORED YN Y PRIF ATYNIADAU YMWELWYR

4.21.31

Mae yna gyfle i godi ymwybyddiaeth y cyhoedd am fynediad agored trwy roi gwybodaeth gyffredinol am fynediad agored, e.e. beth mae'n ei olygu a lle mae tir mynediad, yn y prif atyniadau ymwelwyr megis Llancaiach Fawr, Canolfan Ymwelwyr Coedwig Cwmcarn a'r pum parc gwledig yn y fwrdeistref sirol.

4.21.32 WAYMARKING OF ROUTES ON OPEN ACCESS LAND

4.21.33

The aim of open access is to allow the public to walk freely. However, the sub group recognised that there may be instances where it was necessary for management purposes, e.g. to take walkers away from a sensitive ecological area, that specific routes should be identified and way marked. This must be done with the full cooperation of the landowner.

4.21.34 CREATING NEW ENTRY POINTS TO ACCESS LAND

4.21.35

The sub group considered the issue of providing new entry points to access land. There are currently no guidelines as to how many entry points there should be at each site. The sub group therefore felt that for sites where there was a public right of way in existence there would be no need for new entry points as long as existing entry points were clearly signed.

4.21.36

The sub group felt that new entry points should only be created when absolutely necessary and this should only be done with the landowners full cooperation.

4.21.37 CREATING INTERNAL ENTRY POINTS TO ACCESS LAND

4.21.38

Most of the land designated for open access does not appear to have internal boundaries, but this is something that may need consideration if an internal boundary crosses a site. The sub group felt that the creation of internal entry points should only be undertaken after full consultation with the landowner and that if a new entry point was to be provided, then the least restrictive option should be adopted.

4.21.39 CREATION OF PATHS ON OVERGROWN SITES

4.21.40

The sub group was aware that some sites were already overgrown or were becoming overgrown so that open access would not be possible. It felt that landowners should not be pressed into forming and maintaining new paths through such sites.

4.21.41 PARKING

4.21.42

Car parking facilities should be considered at sites of open access. For example, what car parking facilities exist, are they in close proximity to access points, are there opportunities for creating/enhancing car parking?

4.21.32 MYNEGBYST AR LWYBRAU AR DIR MYNEDIAD AGORED

4.21.33

Nod mynediad agored yw caniatáu i'r cyhoedd gerdded yn ddidramgwydd. Fodd bynnag, cydnabu'r is-grŵp y gall fod achosion lle mae angen nodi a gosod mynegbyst ar lwybrau penodol at ddibenion rheoli, e.e. er mwyn arwain cerddwyr i ffwrdd o fan ecolegol sensitif. Rhaid gwneud hyn gyda chydweithrediad llawn y tirlfeddiannwr.

4.21.34 CREU MYNEDFEYDD NEWYDD I DIR MYNEDIAD

4.21.35

Ystyriodd yr is-grŵp fater darparu mynedfeydd newydd i dir mynediad. Ar hyn o bryd nid oes dim canllawiau ynglŷn â faint o fynedfeydd ddylai fod ar bob safle. Felly teimlai'r is-grŵp na fyddai angen mynedfeydd newydd ar gyfer safleoedd lle'r oedd hawl tramwy cyhoeddus yn bodoli, cyn belled â bod y mynedfeydd sy'n bodoli eisoes ag arwyddion clir arnynt.

4.21.36

Teimlai'r is-grŵp na ddylid creu mynedfeydd newydd ond pan fo rhaid, ac na ddylid gwneud hyn ond gyda chydweithrediad llawn y tirlfeddiannwr.

4.21.37 CREU MYNEDFEYDD MEWNOL I DIR MYNEDIAD

4.21.38

Ymddengys nad oes terfynau mewnol i'r rhan fwyaf o'r tir sydd wedi'i ddynodi'n dir mynediad agored, ond gall hyn fod yn ystyriaeth os oes terfyn mewnol yn croesi'r safle. Teimlai'r is-grŵp na ddylid creu mynedfeydd mewnol ond ar ôl ymgynghori'n llawn â'r tirlfeddiannwr, a phe bai mynedfa newydd yn cael ei darparu, dylid mabwysiadu'r dewis lleiaf cyfyngol.

4.21.39 CREU LLWYBRAU AR SAFLEOEDD LLAWN GORDYFIANT

4.21.40

Roedd yr is-grŵp yn gwybod bod rhai safleoedd eisoes yn llawn gorddyfiant neu'n llenwi â gorddyfiant fel na fyddai mynediad agored yn bosibl. Teimlent na ddylid pwysu ar dirfeddianwyr i greu a chynnal a chadw llwybrau newydd trwy safleoedd o'r fath.

4.21.41 PARCIO

4.21.42

Dylid ystyried manau parcio ceir ar safleoedd mynediad agored. Er enghraifft, pa fannau parcio ceir sydd? Ydyn nhw'n agos at y mynedfeydd? Oes yna gyfleoedd i greu neu wella manau parcio ceir?

5 Promotion and communication

5.1 Issues influencing usage

5.1.1

There are three aspects to influencing the quality of the rights of way network and increasing usage. These are:

- Promotion
- Information
- Feedback

5.1.2

Consideration should be given as to the best way of publicising the rights of way network and giving users confidence while using the network. The work involved in updating the definitive maps and statements will take a considerable time to complete and involves the checking of the route for correct alignment.

5.1.3

Many routes are currently included in leaflets and this method of publication will continue, especially as more paths are being identified within special schemes. These leaflets will be available at all the Council offices, tourist information offices and libraries.

5.1.4

Although many routes are currently included in such leaflets, consideration should be given to publishing the maps on the Authority's website. This would allow anyone with a computer with Internet access to view the maps from anywhere in the country/world. This would be particularly useful to people visiting the area. In addition reporting difficulties will be made easier either through a web based complaint/feedback form or through more conventional methods.

5.2 Promoted walks

5.2.1

There are many opportunities for walkers in Caerphilly Borough to explore the countryside using promoted trails. These are a mixture of circular routes and the more challenging long distance linear routes. All of the named walks and trails listed below are leafleted and are self-guided.

5 Hyrwyddo a chyfathrebu

5.1 Materion sy'n dylanwadu ar ddefnydd

5.1.1

Mae yna dair agwedd i ddylanwadu ar ansawdd y rhwydwaith hawliau tramwy a chynyddu'r defnydd a wneir ohono, sef:

- Hyrwyddo
- Gwybodaeth
- Adborth

5.1.2

Dylid ystyried y ffordd orau o roi cyhoeddusrwydd i'r rhwydwaith hawliau tramwy a meithrin hyder y defnyddwyr wrth ddefnyddio'r rhwydwaith. Bydd y gwaith o ddiweddarau'r mapiau a'r datganiadau diffiniol yn cymryd cryn amser i'w gwblhau ac yn golygu gwirio bod aliniad y llwybr yn gywir.

5.1.3

Ar hyn o bryd mae llawer o lwybrau'n cael eu cynnwys mewn taflenni a bydd y dull hwn o'u cyhoeddi'n parhau, yn enwedig wrth i fwy o lwybrau gael eu nodi mewn cynlluniau arbennig. Bydd y taflenni hyn ar gael yn holl swyddfeydd y Cyngor, yn y swyddfeydd gwybodaeth i dwristiaid ac mewn llyfrgelloedd.

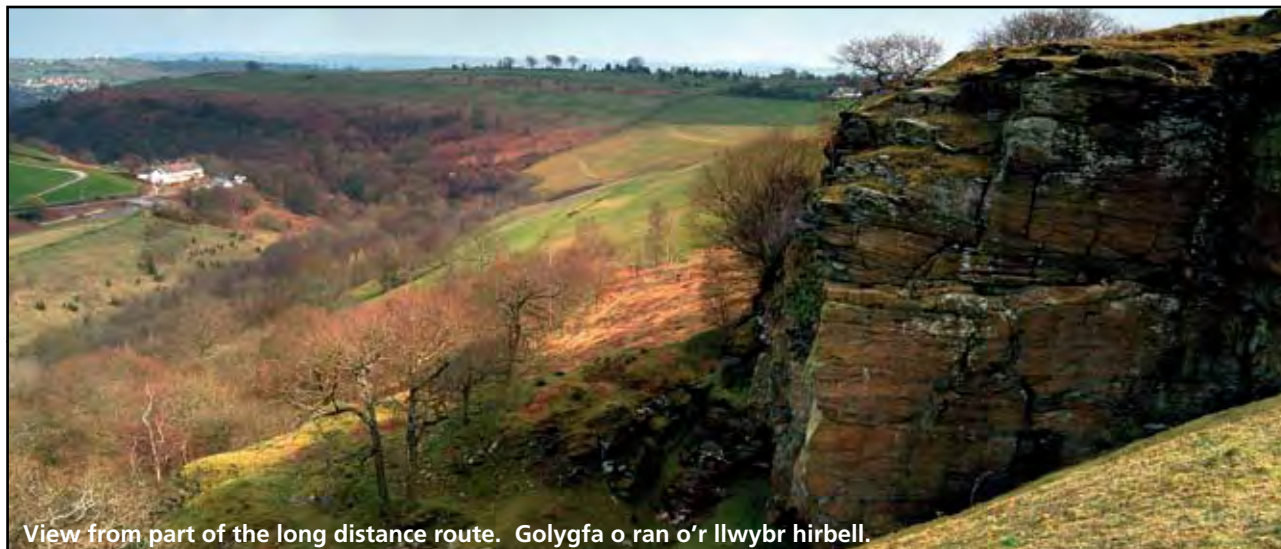
5.1.4

Er bod llawer o lwybrau'n cael eu cynnwys mewn taflenni o'r fath ar hyn o bryd, dylid ystyried cyhoeddi'r mapiau ar wefan yr Awdurdod. Byddai hyn yn caniatáu i unrhyw un sydd â chyfrifiadur â chysylltiad â'r Rhyngwyd weld y mapiau o unrhyw le yn y DU/y byd. Byddai hyn yn arbennig o ddefnyddiol i bobl sy'n ymweld â'r ardal. Hefyd bydd yn haws rhoi gwybod am anawsterau naill ai trwy ffurflen gŵyn/adborth ar y we neu drwy ddulliau mwy confensiynol.

5.2 Teithiau cerdded sy'n cael eu hyrwyddo

5.2.1

Mae yna lawer o gyfleoedd i gerddwyr ym Mwrdeistref Caerffili weld a dysgu mwy am gefn gwlad trwy ddefnyddio llwybrau sy'n cael eu hyrwyddo. Mae'r rhain yn gymysgedd o lwybrau cylchol a'r llwybrau llinellol hirbell sy'n fwy heriol. Mae taflenni ar gael i'r holl deithiau cerdded a llwybrau a restrir isod ac mae cerddwyr yn gwneud eu ffordd eu hunain.



View from part of the long distance route. Golygfa o ran o'r llwybr hirbell.

5.2.2

There are three long distance routes, the Sirhowy Valley Walk, the Raven Walk and the Rhymney Valley Ridgeway Walk. There are two promoted circular walks, the Machen Forge Trail and the Alien Invasion Trail and there are also a series of walks promoted under the title Classic Walks and also within the Sirhowy Valley Country Park. In addition, there is also a leaflet for Historical Walks around Gelligaer.

LONG DISTANCE ROUTES:

- **Sirhowy Valley Walk:** A challenging 27-mile linear way marked walk from Newport to Tredegar with spectacular views of the Sirhowy Valley.
- **Raven Walk:** A challenging 12 mile circular walk around the Ebbw and Sirhowy Valleys. There are great views across the Bristol Channel and north to Brecon Beacons.
- **Rhymney Valley Ridgeway Walk:** A walk around the Caerphilly Basin across the Rhymney Valley. The walk follows countryside paths, rural lanes, through Beech woodland and across panoramic mountaintops.

PROMOTED CIRCULAR WALKS:

One of the many spectacular views awaiting those wishing to explore the public path network.

- **Machen Forge Trail:** A 5-mile circular walk around the quiet village and countryside of Machen. Discover the hidden past through local people's reminiscences.
- **Alien Invasion Trail:** A short children's walk around Pen y Fan Pond Country Park.

CLASSIC WALKS:

- A series of 5 to 8 mile circular walks through some of the most scenic and spectacular landscapes in the county borough. These are promoted in the 'Classic Walks' leaflet pack.

SIRHOWY VALLEY COUNTRY PARK:

- There are three circular promoted walks within the country park. These are the River Walk, Woodland Walk and Twyn Oerfel Walk, which are advertised in the Sirhowy Valley country park leaflet.

(The location and route of each of the above walks can be viewed in plan overleaf).

5.2.2

Mae yna dri llwybr hirbell, sef Taith Gerdded Cwm Sirhywi, Taith Gerdded y Gigfran a Thaith Gerdded Cefnffordd Cwm Rhymni. Mae dwy daith gerdded gylchol yn cael eu hyrwyddo, sef Llwybr Gefail Machen a Llwybr Ymosodiad yr Aliwns. Hefyd mae cyfres o deithiau cerdded yn cael eu hyrwyddo o dan y teitl Teithiau Cerdded Clasurool a hefyd ym Mharc Gwledig Cwm Sirhywi. Yn ogystal mae yna daflen ar gyfer Teithiau Cerdded Hanesyddol o gwmpas Gelligaer.

LLWYBRAU HIRBELL:

- **Taith Gerdded Cwm Sirhywi:** Llwybr llinellol heriol 27 milltir o hyd gyda mynegbyst, sy'n mynd o Gasnewydd i Dredegar ac yn cynnig golygfeydd godidog dros Gwm Sirhywi.
- **Taith Gerdded y Gigfran:** Llwybr cylchol heriol 12 milltir o hyd o gwmpas Cymoedd Ebwy a Sirhywi. Mae yna olygfeydd gwych dros Fôr Hafren ac i'r gogledd at Fannau Brycheiniog.
- **Taith Gerdded Cefnffordd Cwm Rhymni:** Taith gerdded ym Masn Caerffili ar draws Cwm Rhymni. Mae'r daith gerdded yn dilyn llwybrau cefn gwlad a lonydd gwledig ac yn mynd trwy goetir ffawydd ac ar draws copaon mynyddoedd â golygfeydd i bob cyfeiriad.

TEITHIAU CERDDED CYLCHOL SY'N CAEL EU HYRWYDDO:

Un o'r lliaws o olygfeydd godidog sy'n aros i bobl sydd eisiau defnyddio'r rhwydwaith o lwybrau cyhoeddus.

- **Llwybr Gefail Machen:** Taith gerdded gylchol 5 milltir o hyd o gwmpas pentref tawel a chefn gwlad Machen. Cewch ddysgu am y gorffennol cudd trwy atgofion pobl leol.
- **Llwybr Ymosodiad yr Aliwns:** Taith gerdded fer i blant o gwmpas Parc Gwledig Pwll Pen y Fan.

TEITHIAU CERDDED CLASUROL:

- Cyfres o deithiau cerdded cylchol 5 i 8 milltir o hyd trwy rai o'r golygfeydd harddaf a godidocaf yn y fwrdeistref sirol. Mae'r rhain yn cael eu hyrwyddo ym mhecyn taflenni 'Teithiau Cerdded Clasurool'.

PARC GWLEDIG CWM SIRHYWI:

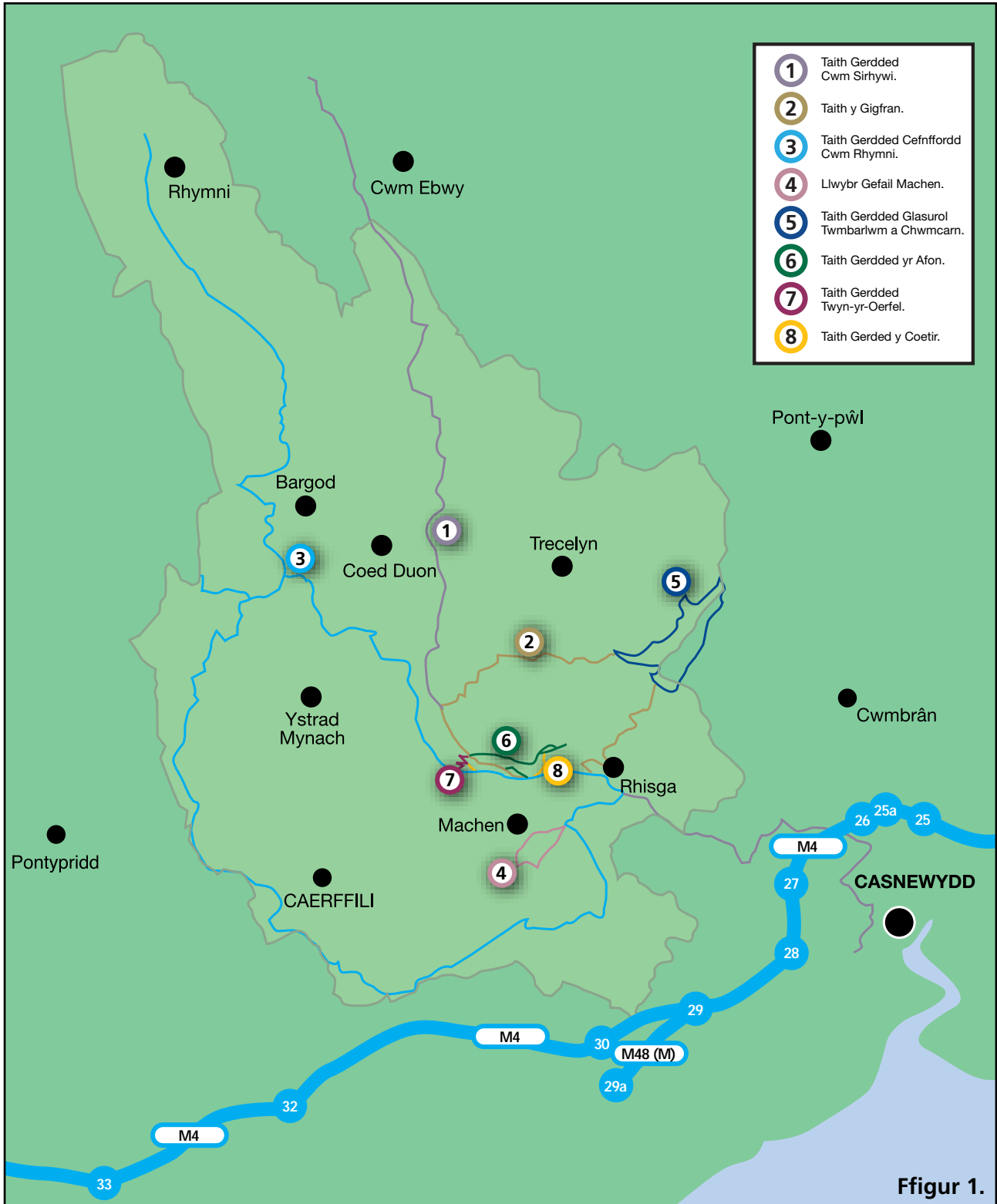
- Yn y parc gwledig mae yna dair taith gerdded gylchol sy'n cael eu hyrwyddo, sef Taith Gerdded yr Afon, Taith Gerdded y Coetir a Thaith Gerdded Twyn Oerfel. Cânt eu hysbysebu yn nhaflen Parc Gwledig Cwm Sirhywi.

(Gellir gweld lleoliad a llwybr pob un o'r teithiau cerdded uchod yn y cynllun drosodd).

Walk locations in the County Borough



Teithiau cerdded CBSC sy'n cael eu hyrwyddo



Ffigur 1.

6 Partnership working

6.1 Who is involved and how?

6.1.1 The following diagram identifies key groups and organisations and summarises their involvement with the rights of way network and this RoWIP:

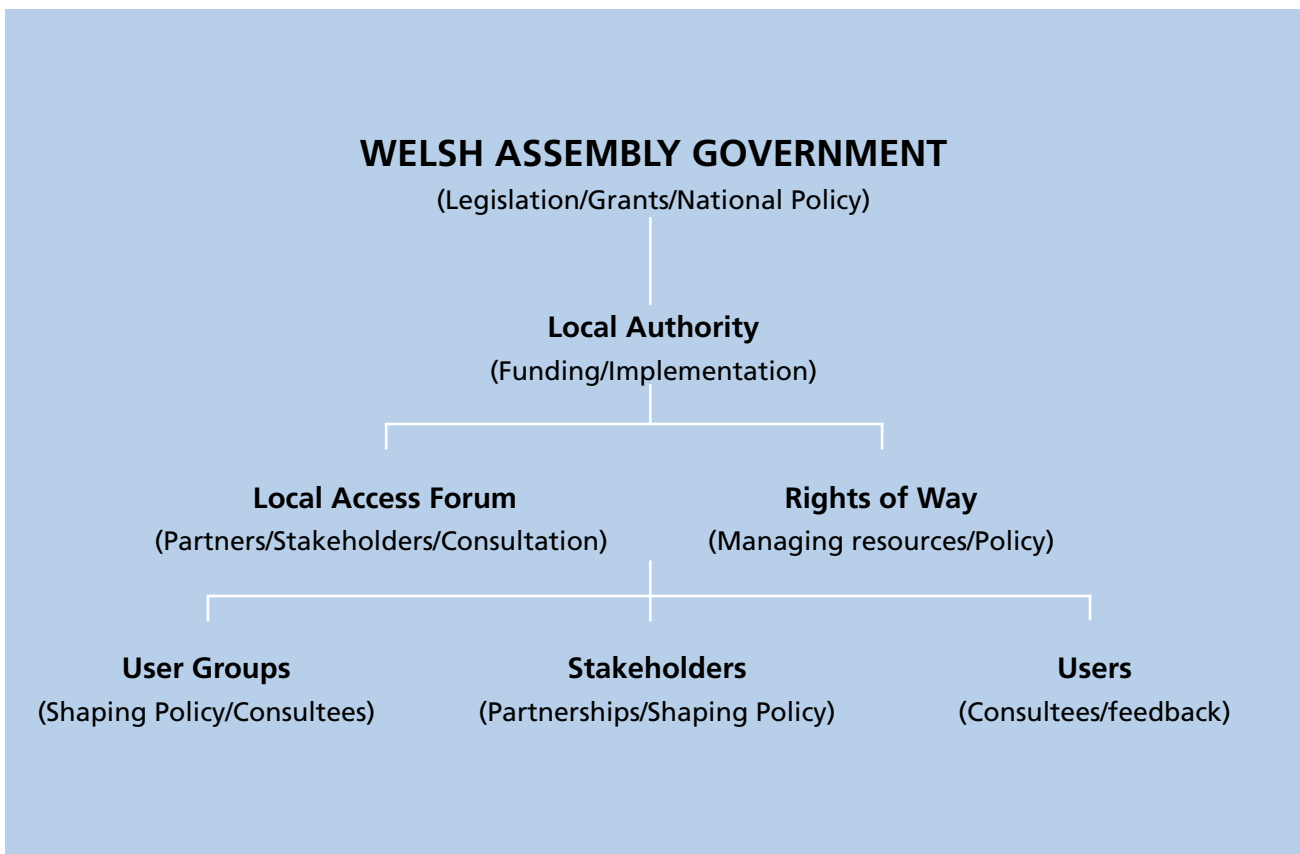


Figure 2: Organisational Structure

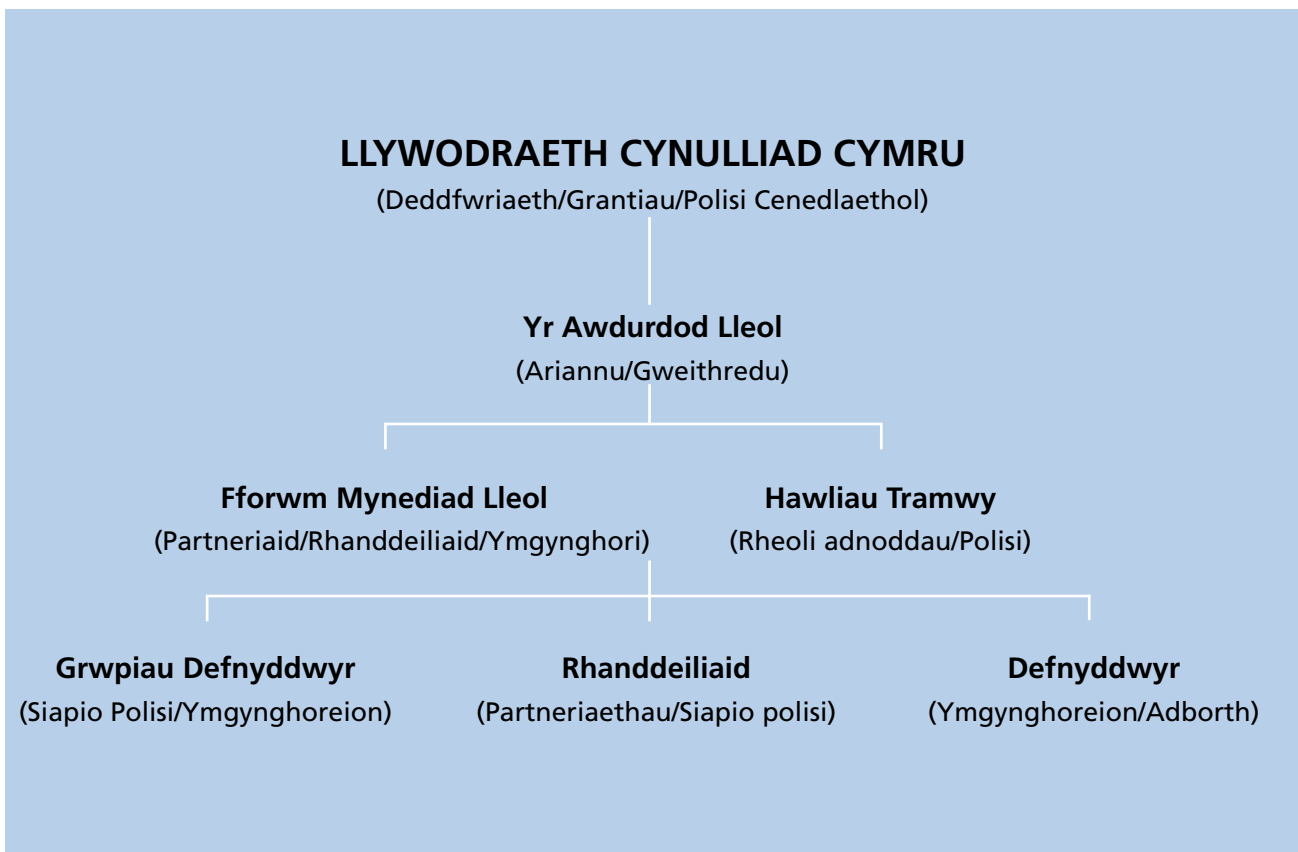
6 Gweithio partneriaethol

6.1

Pwy sy'n rhan a sut?

6.1.1

Mae'r diagram canlynol yn nodi'r grwpiau a sefydliadau allweddol ac yn dangos sut maent yn rhan o'r rhwydwaith hawliau tramwy a'r CGHT hwn:



Ffigur 2: Strwythur Trefniadaeth

6.2 Accommodating the interests of land managers

6.2.1

It must be recognised that the land on which the public have access on the rights of way network is in the main owned by private individuals working the land through farming. Some of these landowners may consider the public access as an infringement as many town folk would see if they had a stranger walking across their gardens.

6.2.2

In considering the expansion, improvement and increasing number of visitors to the countryside, the Authority must take into account the impact of additional access. The Authority will continue to work with landowners in protecting existing access and accommodating their concerns when considering new access routes, which will benefit both parties and keep any possible conflict to a minimum.

6.3 Involving the public

6.3.1

The surveying authority is responsible to the public in providing a network of rights of way. One of the areas for consideration of the RoWIP is to expand the network so that it can support the present and future needs of the public. In this regard the public have been asked for their considerations when using the network and their comments have influenced a number of key objectives within the RoWIP.

6.4 Local Access Forum

6.4.1

As discussed in section 1.3, it is the statutory function of a Local Access Forum, to advise as to the improvement of public access to land for the purposes of open-air recreation and the enjoyment of the area. Its statutory areas of work being:

- Byelaws relating to access land.
- Wardening of access land.
- Long term exclusions and restrictions to access land.
- Rights of Way Improvement Plan.

6.2 Ystyried buddiannau rheolwyr tir

6.2.1

Rhaid cydnabod bod y tir y mae gan y cyhoedd fynediad iddo ar y rhwydwaith hawliau tramwy yn eiddo gan fwyaf i unigolion sy'n gweithio'r tir fel ffermwyr. Mae'n bosibl y bydd rhai o'r tiffeddianwyr hyn yn ystyried mynediad cyhoeddus yn dresmasiad fel y byddai llawer o bobl y dref petaent yn gweld rhywun dieithr yn cerdded ar draws eu gerddi.

6.2.2

Wrth ystyried ehangu a gwella hawliau tramwy a chynyddu nifer y bobl sy'n ymweld â chefn gwlad, rhaid i'r Awdurdod roi sylw i'r effaith y bydd mwy o fynediad yn ei chael. Bydd yr Awdurdod yn parhau i weithio gyda thirfeddianwyr i ddiogelu'r mynediad sy'n bod eisoes ac i ateb eu pryderon wrth ystyried llwybrau mynediad newydd. Bydd hyn o fudd i'r ddwy ochr ac yn sicrhau cyn lleied o wrthdaro ag sy'n bosibl.

6.3 Cynnwys y cyhoedd

6.3.1

Mae'r awdurdod arolygu'n gyfrifol i'r cyhoedd wrth ddarparu rhwydwaith o hawliau tramwy. Un o'r meysydd i'r CGHT ei ystyried yw ehangu'r rhwydwaith fel y gall ddiwallu anghenion y cyhoedd heddiw ac yn y dyfodol. I'r perwyl hwn gofynnwyd i'r cyhoedd beth sy'n bwysig iddynt wrth ddefnyddio'r rhwydwaith ac mae eu sylwadau wedi dylanwadu ar nifer o amcanion allweddol yn y CGHT.

6.4 Fforwm Mynediad Lleol

6.4.1

Fel y dywedwyd yn adran 1.3, un o swyddogaethau statudol Fforwm Mynediad Lleol yw cynghori ar wella mynediad cyhoeddus i dir at ddibenion hamdden yn yr awyr agored a mwynhau'r ardal. Ei faes gwaith statudol yw:

- Is-ddeddfau sy'n ymwneud â thir mynediad.
- Wardeinio tir mynediad.
- Gwaharddiadau a chyfyngiadau hirdymor ar dir mynediad.
- Cynllun Gwelliant Hawliau Tramwy.

6.5 Other key partners

AEU
All Wheel Drive Club
Area Forums
Auto Cycle Union
British Driving Society
British Horse Society
Campaign for the Protection of Rural Wales (CPRW)
Commoners Association
Community / Town Councils
Community Partnerships
Country Landowners and Business Association
Countryside Council for Wales
Cyclist and Touring Club
Driving Organisations
Green Laners
Landowners' Representatives
Farmers Union of Wales
National Farmers Union
Off Road Vehicle Organisations
Open Spaces Society
Ramblers Association
User Groups

6.6 Agri-Environment Schemes and their role in improving the public rights of way network

6.6.1 TIR GOFAL

6.6.2

Tir Gofal is an agri-environment scheme run by the Welsh Assembly Government. It is available to farmers throughout the whole of Wales and rewards farmers for caring for the wildlife, historical and cultural features on their land. Tir Gofal is designed to support the farming community in protecting the rich heritage of rural Wales and reflects the Welsh Assembly Government's priorities for a sustainable farming industry, and creates greater opportunities for public access and enjoyment of the countryside.

6.6.3

Aims of Tir Gofal:

- To benefit wildlife by promoting the positive management of existing sites as well as habitat restoration and habitat creation.
- To protect characteristic rural landscapes and to promote both management and restoration of important landscape features.
- To protect and enhance historic and archaeological features; and
- To provide opportunities for new public access to the countryside.

6.5 Partneriaid allweddol eraill

AEU

Clwb Gyriant Pob Olwyn
 Clwb Teithio'r Beicwyr
 Cymdeithas Ceffylau Prydain
 Cymdeithas Mannau Agored
 Cymdeithas Tir a Busnes Cefn Gwlad
 Cymdeithas y Cerddwyr
 Cymdeithas y Cominwyr
 Cymdeithas Yrru Prydain
 Cyngorau Cymuned / Tref
 Cyngor Cefn Gwlad Cymru
 Cynrychiolwyr Tirfeddianwyr (Undeb
 Amaethwyr Cymru ac ati)
 Fforymau Ardal
 Green Laners
 Grwpiau Defnyddwyr
 Partneriaethau Cymunedol
 Sefydliadau Cerbydau Oddi-ar-y-ffordd
 Sefydliadau Gyrru
 Undeb Cenedlaethol yr Amaethwyr
 Undeb y Beiciau Modur
 Ymgyrch Diogelu Cymru Wledig (CPRW)

6.6 Cynlluniau Amaeth-Amgylcheddol a'u rhan mewn gwella'r Rhwydwaith Hawliau Tramwy Cyhoeddus

6.6.1 TIR GOFAL

6.6.2

Cynllun amaeth-amgylcheddol yw Tir Gofal a redir gan Lywodraeth Cynulliad Cymru. Mae ar gael i ffermwyr ledled Cymru gyfan ac mae'n gwobrwyo ffermwyr am ofalu am y nodweddion bywyd gwyllt a'r nodweddion hanesyddol a diwylliannol ar eu tir. Bwriad Tir Gofal yw cynorthwyo'r gymuned ffermio â diogelu treftadaeth gyfoethog cefn gwlad Cymru. Mae'n adlewyrchu blaenoriaethau Llywodraeth Cynulliad Cymru o ran diwydiant ffermio cynaliadwy, ac yn creu mwy o gyfleoedd i'r cyhoedd gael mynediad at gefn gwlad a'i fwynhau.



6.6.4 Encouragement through additional payments is made to increase public access to farmland, in areas where it is safe and environmentally sound. This is achieved through creation of permissive footpaths, bridleways and cycle paths.

6.6.5 TIR CYNNAL

6.6.7 Tir Cynnal is the new entry-level agri-environment scheme run by the Welsh Assembly Government. Introduced in 2005, the scheme will give Welsh farmers more opportunities to protect areas and features of environmental importance on their land in return for payment. Tir Cynnal requires greater levels of environmental protection than the Single Payment Scheme Cross Compliance requirements, but is not as demanding as Tir Gofal.

6.6.8 Aims of Tir Cynnal:

- Prevent loss of bio-diversity by protecting wildlife habitats.
- Protect important landscape features on farmland.
- Safeguard archaeological and historic sites.
- Protect and improve the quality of water, soil and air.

6.6.9 Under both the Tir Gofal and Tir Cynnal schemes it is conditional that farmers comply with their obligations with regards to the PRow network which crosses their land. Both these schemes can assist the local highway authority in maintaining and improving the condition of the PRow network within the County Borough. New applications to join these schemes could therefore assist with the main aims and objectives of the RoWIP.

6.6.3

Nodau Tir Gofal:

- I fod o fudd i fywyd gwyllt trwy hybu rheoli safleoedd sy'n bodoli eisoes mewn ffordd gadarnhaol yn ogystal ag adfer a chreu cynefinoedd.
- Diogelu tirweddau gwledig nodweddiadol a hybu rheoli ac adfer nodweddion tirweddol pwysig.
- Diogelu a gwella nodweddion hanesyddol ac archeolegol; a
- Darparu cyfleoedd ar gyfer mynediad cyhoeddus newydd i gefn gwlad.

6.6.4

Cynigir anogaeth trwy daliadau ychwanegol i gynyddu mynediad cyhoeddus i dir fferm, mewn ardaloedd lle mae hynny'n ddiogel ac yn gall o safbwynt yr amgylchedd. Gwneir hyn trwy greu llwybrau troed â chaniatâd, llwybrau ceffylau a llwybrau beiciau.

6.6.5 TIR CYNNAL

6.6.7

Tir Cynnal yw'r cynllun amaeth-amgylcheddol 'cam cyntaf' newydd a redir gan Lywodraeth Cynulliad Cymru. Bydd y cynllun, a gyflwynwyd yn 2005, yn rhoi mwy o gyfleoedd i ffermwyr Cymru ddiogelu mannau a nodweddion o bwysigrwydd amgylcheddol ar eu tir a chael eu talu am wneud hynny. Mae

amodau Tir cynnal ar gyfer diogelu'r amgylchedd yn llymach na safonau trawsgydymffurfio Cynllun y Taliad Sengl ond nid ydynt mor gaeth â rhai Tir Gofal.

6.6.8

Nodau Tir Cynnal:

- Atal colli bioamrywiaeth trwy ddiogelu cynefinoedd bywyd gwyllt.
- Diogelu nodweddion tirwedd pwysig ar dir fferm.
- Diogelu safleoedd archeolegol a hanesyddol.
- Diogelu a gwella ansawdd dŵr, pridd ac aer.

6.6.9

O dan gynllun Tir Gofal a chynllun Tir Cynnal mae'n amod bod y ffermwyr yn cyflawni eu rhwymedigaethau o ran y rhwydwaith hawliau tramwy cyhoeddus sy'n croesi eu tir. Gall y ddau gynllun hyn gynorthwyo'r awdurdod priffyrdd lleol i gynnal a chadw a gwella cyflwr y rhwydwaith hawliau tramwy cyhoeddus yn y Fwrdeistref Sirol. Felly gallai ceisiadau newydd i ymuno â'r cynlluniau hyn gynorthwyo â phrif nodau ac amcanion y CGHT.

7 Statement of action and associated costs

7.1 Introduction

7.1.1

The RoWIP details both existing and future issues confronting CCBC, lists the strengths and weaknesses within the area of work and offers solutions to resolve these matters over the ten year life of the plan.

7.1.2

Having regard to the points raised in the Evaluation Summary (Section 4.15) the condition surveys indicate that there is a need to continue the work already undertaken in providing an improved network for users. There is a need to address numerous additional problems that were identified that are currently beyond the resources available to the Authority. Actions relating to the above are as follows.

7.2 Legally defining definitive map and statement

There are currently 75 outstanding Definitive Map Modification Order (DMMO) applications requiring investigation. CCBC employ a Rights of Way Support Officer whose primary task is to investigate the DMMOs in preparing reports for consideration by the Rights of Way Cabinet Committee. If, after due consideration the

Rights of Way Cabinet Committee supports the application, then a Modification Order is made and advertised in a local newspaper. The cost is approximately £1250. Provided no objection is received to the order then it can be confirmed as unopposed and a second notice appears in the local newspaper at a further cost of approximately £1000. Therefore the cost for advertising a Definitive Map Modification Order is in the region of £2,250. Total cost for processing the outstanding DMMO's is approximately £170k.

Action:

- It is therefore CCBC's intention to identify all legal events affecting public rights of way since relevant date of map and statement by 2009.
- Following this exercise, CCBC will prepare Omnibus Orders of the identified legal events by 2010.
- Will consider identifying anomalies between map and statement and prepare Modification Orders to formalise map and statement by 2011.
- Finally, update map and statement having regard to the processed Modification Orders by 2014.

7 Datganiad gweithredu a chostau cysylltiedig

7.1 Cyflwyniad

7.1.1

Mae'r CGHT yn nodi'r problemau sy'n wynebu CBSC heddiw ac yn y dyfodol, yn rhestru'r cryfderau a'r gwendidau yn y maes gwaith ac yn cynnig atebion i ddatrys y problemau hyn dros oes y cynllun, sef deng mlynedd.

7.1.2

Parthed y pwyntiau a godir yn y Crynodeb o'r Gwerthusiad (Adran 4.15) mae'r arolygon cyflwr yn dangos bod angen parhau â'r gwaith a wnaethpwyd eisoes wrth sicrhau rhwydwaith gwell i'r defnyddwyr. Mae angen mynd i'r afael â nifer fawr o broblemau ychwanegol a nodwyd, sydd ar hyn o bryd y tu hwnt i'r adnoddau sydd ar gael i'r Awdurdod. Mae'r camau gweithredu sy'n gysylltiedig â'r uchod fel a ganlyn.

7.2 Y map a'r datganiad diffiniol sy'n diffinio'n gyfreithiol

Ar hyn o bryd mae 75 o geisiadau am Orchmynion Addasu'r Map Diffiniol (DMMO) yn aros am ymchwiliad iddynt. Mae CBSC yn cyflogi Swyddog Cymorth Hawliau Tramwy, a'i brif waith yw ymchwilio i'r Gorchmynion hyn wrth baratoi adroddiadau i Bwyllgor Hawliau Tramwy'r Cabinet eu hystyried.

Os yw Pwyllgor Hawliau Tramwy'r Cabinet yn cefnogi'r cais, ar ôl ystyried yn briodol, yna caiff Gorchymyn Addasu ei wneud a'i hysbysebu mewn papur newydd lleol. Oddeutu £1,250 yw'r gost. Os na cheir unrhyw wrthwynebiad i'r gorchymyn gellir ei gadarnhau fel un diwrthwynebiad ac mae ail hysbysiad yn ymddangos yn y papur newydd lleol, ar gost ychwanegol o oddeutu £1,000. Felly rhyw £2,250 yw cost hysbysebu Gorchymyn Addasu'r Map Diffiniol. Oddeutu £170,000 yw cyfanswm costau prosesu'r Gorchmynion sy'n aros i gael sylw.

Gweithredu:

- Felly bwriad CBSC yw canfod pob digwyddiad cyfreithiol sy'n effeithio ar hawliau tramwy cyhoeddus ers dyddiad perthnasol y map a'r datganiad erbyn 2009.
- Ar ôl gwneud hyn, bydd CBSC yn paratoi Gorchmynion Cynhwysfawr o'r digwyddiadau cyfreithiol a ganfuwyd erbyn 2010.
- Bydd yn ystyried canfod anghysonderau rhwng y map a'r datganiad ac yn paratoi Gorchmynion Addasu i ffurfioli'r map a'r datganiad erbyn 2011.
- Yn olaf, bydd yn diweddarau'r map a'r datganiad gan roi sylw i'r Gorchmynion Addasu a broseswyd erbyn 2014.

7.3 Maintaining the existing network

The current annual budget for the maintenance of the network is £75k, which is used to maintain and undertake minor improvements to the existing 846.80km (526.19 miles) of registered rights of way within the administrative area of Caerphilly. A proportion of this yearly allocation, £20k is used on special projects identified by the Rights of Way Cabinet Committee. There is no yearly percentage increase on the budget, but this figure will be influenced by the amount received from WAG. This is an ongoing exercise.

The Performance Indicators between 2004 and 2006 revealed that on average 85.2% of the network as a whole was 'easy to use'. Conversely 14.8% of the network is 'not easy to use'. Over the same period 7.8% of the network required major works. Assuming that the unavailable part of the network is inaccessible due to heavy overgrowth, then it is estimated that it will cost approximately £250k to open the network for public use.

Action:

- Commencing immediately CCBC will continue to identify special projects through the Rights of Way Cabinet Committee and bid for funds for additional schemes as they are identified.

- Clearance of the 15% (127 kms) of the network identified as being overgrown or obstructed by 2013.

7.4 Disability Discrimination Act 1995 (DDA)

The authority has a responsibility to treat people with disabilities on an equal basis.

Action:

- CCBC will provide reasonable access by introducing a phased programme of work, where a proportion of the existing maintenance budget is allocated where specific DDA problems exist. For example this work will include, replacing stiles with kissing gates and improving access for wheelchair use.
- CCBC recognise that a number of changes, adaptations or alterations would have to take place to cater for everyone's needs and that there is no single solution to enable access for all.
- Anticipated cost £5,000 per year.

7.3 Cynnal a chadw'r rhwydwaith sy'n bodoli eisoes

Y gyllideb flynyddol bresennol am gynnal a chadw'r rhwydwaith yw £75,000. Defnyddir yr arian hwn i gynnal a chadw a gwneud mân welliannau i'r 846.80 cilomedr (526.19 o filltiroedd) o hawliau tramwy cofrestredig yn ardal weinyddol Caerffili. Defnyddir rhan o'r dyraniad blynyddol hwn, sef £20,000, ar brosiectau arbennig a nodir gan Bwyllgor Hawliau Tramwy'r Cabinet. Nid oes dim cynnydd canrannol blynyddol i'r gyllideb, ond bydd y swm a geir gan LCC yn dylanwadu ar y ffigur hwn. Mae hwn yn waith sy'n parhau.

Datgelodd y Dangosyddion Perfformiad rhwng 2004 a 2006 fod 85.2% ar gyfartaledd o'r rhwydwaith cyfan yn 'hawdd ei ddefnyddio'. I'r gwrthwyneb mae 14.8% o'r rhwydwaith 'heb fod yn hawdd ei ddefnyddio'. Dros yr un cyfnod roedd angen gwaith mawr ar 7.8% o'r rhwydwaith. A bwrw bod y rhan o'r rhwydwaith nad yw ar gael yn anhygyrch oherwydd gordyfiant mawr, amcangyfrifir y bydd yn costio oddeutu £250,000 i agor y rhwydwaith i'r cyhoedd ei ddefnyddio.

Gweithredu:

- Gan ddechrau ar unwaith, bydd CBSC yn parhau i nodi prosiectau arbennig trwy Bwyllgor Hawliau Tramwy'r Cabinet a cheisio am arian ar gyfer cynlluniau ychwanegol wrth iddynt gael eu nodi.

- Clirio'r 15% (127 cilomedr) o'r rhwydwaith y nodwyd bod arno ordyfiant neu rwystrau erbyn 2013.

7.4 Deddf Gwahaniaethu ar sail Anabledd 1995 (DGA)

Mae cyfrifoldeb ar yr awdurdod i drin pobl ag anableddau'n gydradd.

Gweithredu:

- Bydd CBSC yn darparu mynediad rhesymol trwy gyflwyno rhaglen o waith fesul cam, lle mae cyfran o'r gyllideb cynnal a chadw bresennol yn cael ei dyrannu i fannau lle mae yna broblemau penodol o ran y DGA. Er enghraifft, bydd y gwaith hwn yn cynnwys gosod gathiau mochyn yn lle camfeydd a gwella mynediad i bobl sy'n defnyddio cadair olwyn.
- Mae CBSC yn cydnabod y byddai'n rhaid gwneud nifer o newidiadau neu addasiadau er mwyn diwallu anghenion pawb ac nad oes dim un ateb i sicrhau mynediad i bawb.
- Y gost a ragwelir: £5,000 y flwyddyn.

7.5 Sign posting and waymarking

Signing – Under the terms of the Countryside Act 1968, a Highway Authority has a duty to sign all footpaths, bridleways and byways where they leave a metalled road. As previously indicated, WAG have reclassified all RUPP's to restricted byways and in this regard the Authority will now look to signpost all these routes where they terminate on a metalled highway.

Waymarking – This is an addition to signing to assist the public along a route, which may be particularly difficult to follow on a map. The Countryside Act 1968 allows the Authority to place signs at points along a path or way where the Authority considers it necessary to have a signpost or waymark to assist persons unfamiliar with the locality. This power may be exercised only after consultation with the owner or occupier of the land concerned. The requirement is to consult not to obtain consent, as a land owner cannot refuse to allow waymarking. However, most waymarking is carried out by either painting on, or fixing signs to, objects such as gateposts, stiles, trees or walls. Since these will be the property of the landowner, permission is needed to waymark on them. If permission is not granted the Authority may avail itself of its power to erect signs in the surface of the path.

In Caerphilly there are 1668 footpaths, 127 bridleways, 343 restricted byways and 12 Byways open to all traffic terminating on metalled roads, making a total of 2150 public paths terminating on metalled highways.

The current cost for the provision and installation of each sign is £50. The total cost for signing the network would therefore be £110k.

Action:

- Identify locations by end of 2008, and cost projects to a limit of £2500 per year.
- There are 343 restricted byways terminating on metalled highways. These will now form the base of a scheme to complete their signing. In regard to previous information it will cost an additional £20k and completion expected by the end of 2010.
- In this regard the Authority will consider schemes to waymark the network on an area by area basis.

7.5

Arwyddion a mynegbyst

Arwyddion - O dan delerau Deddf Cefn Gwlad 1968, mae'n ddyletswydd ar Awdurdod Priffyrdd i osod arwyddion ar gyfer pob llwybr troed, llwybr ceffylau a chilffordd lle maent yn gadael ffordd sydd wedi'i metlio. Fel y nodwyd eisoes, mae LICC wedi ailddosbarthu pob FfDdLIC yn gilffyrdd cyfyngedig. Mewn perthynas â hyn bydd yr Awdurdod bellach yn cynllunio i osod arwyddion ar gyfer yr holl lwybrau hyn lle maent yn terfynu ar ffordd sydd wedi'i metlio.

Mynegbyst - Ychwanegiad i arwyddion yw hyn i gynorthwyo'r cyhoedd ar hyd llwybr a all fod yn arbennig o anodd ei ddilyn ar fap. Mae Deddf Cefn Gwlad 1968 yn caniatáu i'r Awdurdod osod arwyddion mewn mannau ar hyd llwybr neu ffordd lle mae'r Awdurdod yn barnu bod angen cael arwydd neu fynegbost i gynorthwyo pobl sy'n anghyfarwydd â'r ardal. Ni ellir arfer y pŵer hwn ond ar ôl ymgynghori â pherchennog neu feddiannwr y tir dan sylw. Y gofyniad yw ymgynghori nid cael caniatâd, gan na all tirfeddiannwr wrthod caniatáu mynegbyst. Fodd bynnag, bydd y rhan fwyaf o'r gwaith hwn yn golygu paentio ar bethau megis pyst gatau, camfeydd, coed neu waliau, neu osod arwyddion arnynt. Gan mai eiddo'r tirfeddiannwr fydd y rhain, mae angen caniatâd i osod mynegbyst arnynt. Os na cheir caniatâd, mae'n bosibl

y bydd yr Awdurdod yn defnyddio'i bŵer i osod arwyddion ar wyneb y llwybr.

Yng Nghaerffili mae yna 1668 o lwybrau troed, 127 o lwybrau ceffylau, 343 o gilffyrdd cyfyngedig a 12 cilffordd sy'n agored i bob traffig sy'n terfynu ar ffyrdd wedi'u metlio, sef cyfanswm o 2150 o lwybrau cyhoeddus sy'n terfynu ar briffyrdd wedi'u metlio.

Cost bresennol darparu a gosod pob arwydd yw £50. Felly cyfanswm cost gosod arwyddion ar y rhwydwaith i gyd fyddai £110,000.

Gweithredu:

- Nodi'r lleoliadau erbyn diwedd 2008, a chostio prosiectau hyd at derfyn o £2500 y flwyddyn.
- Mae yna 343 o gilffyrdd cyfyngedig sy'n terfynu ar briffyrdd wedi'u metlio . Y rhain yn awr fydd sylfaen cynllun i gwblhau gosod arwyddion arnynt. Mewn perthynas â'r wybodaeth flaenorol bydd hyn yn costio £20,000 ychwanegol a disgwylir ei gwblhau erbyn diwedd 2010.
- Mewn perthynas â hyn bydd yr Awdurdod yn ystyried cynlluniau i osod mynegbyst ar y rhwydwaith fesul ardal.

7.6 Additional off road equestrian routes

Consideration of additional routes (where no registered path presently exists) is difficult to cost as there are a number of variables to take into account. If a Creation Order (Section 26 of the Highways Act 1980) is processed then the advertising cost will be in the region of £2,500. In addition a landowner may seek compensation for the loss of land and this figure will be dependant on:

- Whether or not the land is considered agricultural.
- The length of the path.
- Ground conditions and whether substantive works are required to bring the route up to a standard suitable for public use.

Action:

- Estimated cost of each new path £7,500 and anticipate to complete two links per year. Programme to continue until completed.
- It appears that the only way of approaching this type of scheme will be to cost each route as they arise and then budget for the following year.

7.7 Long distance bridleway routes and circular routes

In the main the long distance path and circular routes will be by way of existing registered paths. The Authority will seek funding for this scheme and only a small proportion will be from the yearly maintenance budget. Each section of the long distance path and circular routes will be costed separately for the following years action. Estimated cost of new path is £7,500 per link.

Action:

- Identify the long distant route by end of 2008.
- Identify missing links and improvements to existing network mid 2009.
- Commence negotiations for missing links end 2009.
- Commence improvements of existing network mid 2009 for completion by 2011.
- Complete missing links as soon after as possible dependent upon negotiations.

7.6

Llwybrau oddi-ar-y-ffordd ychwanegol i farchogwyr

Mae'n anodd costio ystyried llwybrau ychwanegol (lle nad oes llwybr cofrestredig yn bodoli ar hyn o bryd) oherwydd bod nifer o newidynnau i'w hystyried. Os caiff Gorchymyn Creu (Adran 26 Deddf Priffyrdd 1980) ei brosesu, yna rhyw £2,500 fydd cost yr hysbysebu. At hynny, gall tirfeddiannwr geisio iawndal am gollu tir a bydd y ffigur hwn yn dibynnu ar:

- A ystyrir y tir yn dir amaethyddol ai peidio.
- Hyd y llwybr.
- Cyflwr y tir ac a oes angen gwaith sylweddol i godi'r llwybr i safon sy'n addas i'r cyhoedd ei ddefnyddio.

Gweithredu:

- Amcangyfrifir mai cost pob llwybr newydd fydd £7,500 a rhagwelir cwblhau dau gyswllt bob blwyddyn. Y rhaglen i barhau hyd y caiff ei chwblhau.
- Ymddengys mai'r unig ffordd o ymdrin â'r math hwn o gynllun fydd costio pob llwybr wrth iddo godi ac yna cyllidebu am y flwyddyn ganlynol.

7.7

Llwybrau ceffylau hirbell a llwybrau cylchol

At ei gilydd bydd y llwybr hirbell a'r llwybrau cylchol yn mynd ar hyd llwybrau cofrestredig sy'n bodoli eisoes. Bydd yr Awdurdod yn chwilio am arian ar gyfer y cynllun hwn a dim ond cyfran fach fydd yn dod o'r gyllideb cynnal a chadw flynyddol. Bydd pob rhan o'r llwybr hirbell a'r llwybrau cylchol yn cael eu costio ar wahân ar gyfer gweithredu yn y flwyddyn ganlynol. Amcangyfrifir mai cost llwybr newydd yw £7,500 am bob cyswllt.

Gweithredu:

- Nodi'r llwybr hirbell erbyn diwedd 2008.
- Nodi'r cysylltau sydd ar goll a'r gwelliannau i'r rhwydwaith sy'n bodoli eisoes ganol 2009.
- Dechrau trafodaethau ar gyfer cysylltau sydd ar goll diwedd 2009.
- Dechrau gwelliannau i'r rhwydwaith ganol 2009 i'w cwblhau erbyn 2011.
- Cwblhau'r cysylltau sydd ar goll cyn gynted ag sy'n bosibl wedyn gan ddibynnu ar drafodaethau.

7.8 Open access

The Open Access Management Plan identifies essential works that would provide access to open land and desirable works, which would be beneficial in improving and enhancing access for the public. The costs would be £15k and £50k respectively.

Action:

- CCBCs Countryside Section is currently implementing a program of works to complete works identified as 'essential' in Section 4.21.5. Once all essential work has been completed, works identified as 'desirable' in the plan will take priority.

7.9 Raise Profile – Publicising/ Promotion

Publication of routes – Probably one of the best methods of advertising the rights of way network is through the Internet. Before this can be considered however, a considerable amount of work is necessary to ensure that the information is correct. This will require the updating of the definitive map and statement, and the checking of the alignment of each path. This work should be considered as additional to that currently being carried out and accordingly additional staff will be needed to ensure progress by continuing to investigate claims and the processing of the required Modification Orders.

The public need confidence to use the network. The Authority has many tools available to achieve this:

- Leafleting walks, where accurate details are given through descriptions of the route and terrain together with a plan-cost of £1000 per 650 leaflets, including design and printing.
- Website based walks, where the public may download specific routes. This would allow anyone with a computer with internet access to view the definitive maps from anywhere in the country/world and be of particular interest for individuals and families visiting the area.
- An easy method of reporting any difficulties encountered while using the network is through the Council's web based complaint/feedback form. This allows for an easy, quick and recorded report to be investigated by the Authority.

Action:

- Estimated cost of promotion £1000 per annum. Commence raising profile mid 2008 process will be ongoing.

7.8

Mynediad Agored:

Mae'r Cynllun Rheoli Mynediad Agored yn nodi'r gwaith angenrheidiol a fyddai'n darparu mynediad i dir agored, a'r gwaith dymunol a fyddai o fudd wrth wella mynediad a sicrhau mwy o fynediad i'r cyhoedd. Cost y cyntaf fyddai £15,000 a chost yr ail fyddai £50,000.

Gweithredu:

- Ar hyn o bryd mae Is-adran Cefn Gwlad CBSC yn gweithredu rhaglen waith i gwblhau'r gwaith a nodir yn 'hanfodol' yn Adran 4.21.5. Ar ôl i'r holl waith hanfodol gael ei gwblhau, y gwaith a nodir yn 'ddymunol' yn y cynllun fydd yn cael blaenoriaeth.

7.9

Codi Proffil – Rhoi cyhoeddusrwydd/hyrwyddo

Cyhoeddi llwybrau – Mae'n debyg mai un o'r dulliau gorau o hysbysebu'r rhwydwaith hawliau tramwy yw trwy'r Rhyngrwyd. Cyn y gellir ystyried hyn, fodd bynnag, mae angen cryn dipyn o waith i sicrhau bod y wybodaeth yn gywir. Bydd hyn yn golygu diweddarau'r map a'r datganiad diffiniol a gwirio aliniad pob llwybr. Dylid ystyried y gwaith hwn yn ychwanegol at y gwaith sy'n cael ei wneud ar hyn o bryd ac felly bydd angen staff ychwanegol i sicrhau cynnydd trwy barhau i ymchwilio i geisiadau a phrosesu'r Gorchmynion Addasu angenrheidiol.

Mae ar y cyhoedd angen hyder i ddefnyddio'r rhwydwaith. Mae gan yr Awdurdod lawer o ffyrdd i sicrhau hyn:

- Darparu taflenni ar gyfer teithiau cerdded, lle rhoddir manylion cywir trwy ddisgrifiadau o'r llwybr a'r dirwedd ynghyd â chynllun - y gost yw £1,000 am 650 o daflenni, gan gynnwys dylunio ac argraffu.
- Teithiau cerdded ar y we, lle gall y cyhoedd lawrlwytho llwybrau penodol. Byddai hyn yn caniatáu i unrhyw un â chyfrifiadur â chyswllt â'r rhyngrwyd weld y mapiau diffiniol o unrhyw le yn y wlad/byd a byddai o ddiddordeb arbennig i unigolion a theuluoedd sy'n ymweld â'r ardal.
- Ffordd hawdd o roi gwybod am unrhyw anawsterau a geir wrth ddefnyddio'r rhwydwaith yw trwy ffurflen gŵyn/adborth y Cyngor ar y we. Mae hyn yn creu adroddiad hawdd a chyflym ar glawr i'r Awdurdod ymchwilio iddo.

Gweithredu:

- Amcangyfrifir mai cost hyrwyddo yw £1,000 y flwyddyn. Dechrau codi proffil ganol 2008, bydd y broses yn parhau.



Misuse of the right of way network (Photo with kind permission of the Gwent Police Roads Policing Unit).
Camddefnyddio'r rhwydwaith hawliau tramwy (Llun â chaniatâd caredig Uned Plismona Ffyrdd Heddlu Gwent).

7.10 Misuse of the rights of way network

Misuse appears high on all users priority list. Consideration will, wherever necessary, be given to restricting use of routes to bona fide use, whilst having due regard to all existing legislation.

The Authority currently has a number of methods of preventing the misuse of the network. This area will be difficult to cost, as the full problem cannot be accurately evaluated. Accordingly, it will best be dealt with on a rolling programme where the Authority will identify an amount each year to combat misuse. Initial anticipations are in the region of £3,500 per annum.

Actions:

- Complete the survey of the outstanding length of the network not previously surveyed. This will probably be best achieved with the help of volunteers at an estimated cost £5000. Completion by end of 2009.
- Resolution of conflicts between various types of users through the provision of structures and signs. Estimated cost £5000 per annum.

7.10 Camddefnyddio'r Rhwydwaith Hawliau Tramwy

Mae camddefnyddio hawliau tramwy yn uchel ar restr blaenoriaethau'r holl ddefnyddwyr. Lle bynnag y bo angen, ystyrir cyfyngu'r defnydd o lwybrau i ddefnydd dilys, gan roi sylw dyledus ar yr un pryd i'r holl ddeddfwriaeth sy'n bodoli.

Ar hyn o bryd mae gan yr Awdurdod nifer o ddulliau o atal camddefnyddio'r rhwydwaith. Bydd yn anodd costio'r maes hwn, gan na ellir mesur y broblem lawn yn fanwl gywir. Felly'r ffordd orau o ddelio â hi yw trwy raglen dreigl lle bydd yr Awdurdod yn dynodi swm bob blwyddyn i frwydro yn erbyn camddefnyddio'r rhwydwaith. Rhagwelir swm o ryw £3,500 y flwyddyn i ddechrau.

Gweithredu:

- Cwblhau'r arolwg o'r rhan o'r rhwydwaith nas arolygwyd o'r blaen. Mae'n debyg mai'r ffordd orau o wneud hyn yw gyda chymorth gwirfoddolwyr ar gost amcangyfrifedig o £5,000. I'w gwblhau erbyn diwedd 2009.
- Datrys gwrthdaro rhwng gwahanol fathau o ddefnyddwyr trwy ddarparu strwythurau ac arwyddion. Y gost amcangyfrifedig yw £5,000 y flwyddyn.

7.11 Gwella'r llwybrau trefol sy'n bodoli eisoes

O'r rhwydwaith sy'n bodoli eisoes, mae rhyw 19% mewn mannau trefol, sef 160 cilometr o lwybrau.

Gweithredu:

- Byddai'r Awdurdod yn dymuno gwella'r llwybrau hyn er budd y trigolion a lleihau'r hawliadau yswiriant gan drydydd partïon. Cost amcangyfrifedig y gwaith hwn yw £810,000 dros oes y cynllun.

7.11 Improvement of existing urban paths

Approximately 19% of the existing network lies within the urban environment. This accounts for 160 Kms of path.

Action:

- The Authority would wish to improve these routes for the benefit of residents and reduce the 3rd party insurance claims. The estimated cost for this work is £810k for the life of the plan.

7.12 Lost Ways - New legislation is imposing a cut-off date for historical rights of way

A Lost Way can be described as a route, which is not, recorded on either the definitive map and statement or maintainable highway records but has public rights through historical use. A lost way can also be where it is believed bridleway rights may exist on a registered footpath. The question of unrecorded vehicular rights existing on registered paths has been made clearer through the Natural Environment and Rural Communities Act 2006, (NERC Act 2006), which instructs that no public vehicular rights can be claimed unless they were applied for before 19th May 2005.

Under Section 53 of the Wildlife and Countryside Act 1981, local authorities

have a duty to keep the definitive map and statement under continuous review. It is possible for a member of the public to claim a route as public by virtue of twenty years uninterrupted use or through historic evidence. All such claims when received are recorded by the Council and investigated in date order. The Countryside and Rights of Way Act 2000 has introduced a cut off date (2026) for claims made for rights of way on historical grounds, such routes being in existence before 1949. This will inevitably place greater pressure on existing staff to research these claims on this basis. Such routes will be unable to be claimed as carrying public rights beyond 2026, even if they continue to be in use. It is considered that this will inevitably lead to a greater number of claims being made to amend the Definitive Map and record new or higher public rights of way. It is difficult to anticipate the number of applications that can be expected for these historical routes, but it can be assumed that the number will increase nearer the cut off date. Any further increase in applications will put more pressure on existing staff.

Action:

- As the authority is unable to estimate the additional number of claims that may be received as we approach the cut off date, it is difficult to judge the additional pressure that these will place on existing staff resources. In this regard it is considered appropriate that the authority review the position periodically.

7.12

Ffyrdd Coll - Mae deddfwriaeth newydd yn gosod dyddiad cau ar gyfer hawliau tramwy hanesyddol

Gellir disgrifio Ffordd Goll fel llwybr nad yw wedi'i gofnodi ar y map a'r datganiad diffiniol nac ar y cofnodion priffyrdd a gynhelir, ond sydd â hawliau tramwy cyhoeddus trwy ddefnydd hanesyddol. Gall fod ffordd goll hefyd lle y credir bod hawliau llwybr ceffylau'n bodoli ar lwybr troed cofrestredig. Gwnaed cwestiwn hawliau cerbydol heb eu cofnodi sy'n bodoli ar lwybrau cofrestredig yn gliriach gan Ddeddf yr Amgylchedd Naturiol a Chymunedau Gwledig 2006, (Deddf NERC 2006). Mae hon yn dweud na ellir hawlio hawliau cerbydol cyhoeddus oni wnaed cais amdanynt cyn 19eg Mai 2005.

O dan Adran 53 Deddf Bywyd Gwyllt a Chefn Gwlad 1981, mae dyletswydd ar awdurdodau lleol i adolygu'r map a'r datganiad diffiniol yn barhaus. Mae'n bosibl i aelod o'r cyhoedd hawlio bod llwybr yn gyhoeddus oherwydd iddo gael ei ddefnyddio'n ddi-dor ers ugain mlynedd neu drwy dystiolaeth hanesyddol. Mae'r Cyngor yn cofnodi'r holl hawliadau o'r fath wrth eu derbyn ac yn ymchwilio iddynt yn nhrefn y dyddiadau. Mae Deddf Cefn Gwlad a Hawliau Tramwy 2000 wedi cyflwyno dyddiad cau (2026) ar gyfer hawliadau a wneir am hawliau tramwy ar sail hanesyddol, llwybrau oedd yn bodoli cyn 1949. Mae'n anochel y bydd hyn yn rhoi mwy o bwysau

ar y staff presennol i ymchwilio i'r hawliadau hyn ar y sail hon. Ni fydd modd hawlio bod llwybrau o'r fath yn dwyn hawliau cyhoeddus ar ôl 2026, hyd yn oed os ydynt yn cael eu defnyddio o hyd. Bernir y bydd hyn yn arwain yn anochel at wneud nifer fwy o hawliadau i ddiwygio'r Map Diffiniol ac i gofnodi hawliau tramwy cyhoeddus newydd neu uwch. Mae'n anodd rhagweld faint o geisiadau y gellir eu disgwyl am y llwybrau hanesyddol hyn, ond gellir tybio y bydd y nifer yn cynyddu'n nes at y dyddiad cau. Bydd unrhyw gynnydd pellach yn nifer y ceisiadau'n rhoi mwy o bwysau ar y staff presennol.

Gweithredu:

- Gan nad yw'r awdurdod yn gallu amcangyfrif y nifer ychwanegol o hawliadau a gawn wrth nesáu at y dyddiad cau, mae'n anodd barnu faint o bwysau ychwanegol y byddant yn eu rhoi ar yr adnoddau staff presennol. Yn hyn o beth fe'i hystyrir yn briodol i'r awdurdod adolygu'r sefyllfa o dro i dro.

7.13 Cycling

Action:

- Progress will continue to be made with implementation of the Authority's Safe Routes to Schools initiative (current priority due to end 2008/09 - Newbridge Comprehensive), which promotes both walking and cycling and disabled access. The Council's next priority will be St. Cenydd Comprehensive School.
- As part of the Local Transport Plan cycling will be promoted as a sustainable and healthy mode of transport.
- As part of the Council's approved Unitary Development Plan (UDP) former railway lines will be safeguarded for transport related development, particularly those that facilitate walking and cycling.
- As the Council's Local Development Plan (LDP) is developed, consideration will be given to ensure provision for cyclists is safeguarded and a network of cycle routes developed as it is now under the current UDP.
- It is intended to make continued progress with the development of both the Local and Regional Cycling Networks.
- Routes 4 and 47 of the National Cycle Network (NCN) through CCBC have been completed. The next priority within the Authority is for the National Cycle Network, Heads of the Valleys Route (NCN 46).
- As part of the South East Wales Transport Alliance (Sewta) the Authority will support the Walking and Cycling Strategy for South East Wales, within the context of the developing Regional Transport Plan.
- Cycling initiatives will be promoted to improve sustainable community access, improve access for people with disabilities, improve health and fitness, aid regeneration and improve the environment and tourism opportunities.
- The Authority will actively seek to promote and publicise cycling throughout the Borough.

7.13 Beicio

Gweithredu:

- Byddwn yn parhau i wneud cynnydd gyda gweithredu menter yr Awdurdod ar gyfer llwybrau Diogel i'r Ysgol. Y flaenoriaeth bresennol, sydd i ddod i ben yn 2008/09, yw Ysgol Gyfun Trecelyn. Mae'r fenter yn hyrwyddo cerdded a beicio a mynediad i bobl anabl. Blaenoriaeth nesaf y Cyngor fydd Ysgol Gyfun Cennydd Sant.
- Fel rhan o'r Cynllun Cludiant Lleol caiff beicio ei hyrwyddo fel ffordd gynaliadwy ac iach o deithio.
- Fel rhan o Gynllun Datblygu Unedol (CDU) y Cyngor sydd wedi'i gymeradwyo, bydd hen linellau rheilffordd yn cael eu diogelu ar gyfer datblygiadau sy'n gysylltiedig â thrafnidiaeth, yn enwedig rhai sy'n hwyluso cerdded a beicio.
- Wrth i Gynllun Datblygu Lleol (CDLI) y Cyngor gael ei ddatblygu, ystyrir diogelu darpariaeth i feicwyr a datblygu rhwydwaith o lwybrau beicio, fel a wneir ar hyn o bryd o dan y CDU presennol.
- Bwriedir parhau i wneud cynnydd gyda datblygu'r Rhwydwaith Beicio Lleol a'r Rhwydwaith Beidio Rhanbarthol.
- Mae Llwybrau 4 a 47 y Rhwydwaith Beicio Cenedlaethol (NCN) trwy Fwrdeistref Sirol Caerffili wedi cael eu cwblhau. Y flaenoriaeth nesaf yn yr Awdurdod yw Llwybr Blaenau'r Cymoedd (NCN 46) y Rhwydwaith Beicio Cenedlaethol.
- Fel rhan o Gyngrair Cludiant De-ddwyrain Cymru (SEWTA) bydd yr Awdurdod yn cefnogi'r Strategaeth Cerdded a Beicio ar gyfer De Ddwyrain Cymru, yng nghydestun y Cynllun Cludiant Rhanbarthol sy'n cael ei ddatblygu.
- Caiff mentrau beicio eu hyrwyddo er mwyn gwella mynediad cymunedol cynaliadwy, gwella mynediad i bobl ag anabledau, gwella iechyd a ffitrwydd, cynorthwyo ag adfywio a gwella'r amgylchedd a chyfluoedd ym maes twristiaeth.
- Bydd yr Awdurdod yn mynd ati i geisio hyrwyddo a rhoi cyhoeddusrwydd i feicio ledled y Fwrdeistref.

7.14 Improving existing routes

Clearly a lot of the enjoyment of using the network can be taken away through poorly maintained paths and the Authority will continue to strive to maintain the network in the future through its own efforts and with the assistance of user groups. As stated earlier in the report, the Rights of Way Cabinet Committee identifies two schemes per year that are considered to require additional works, above and beyond that which is considered daily maintenance. The Authority will bid for additional funding in order to complete additional works above those already identified. The user groups will be encouraged to continue with their support in maintaining the network and also bid for their own schemes. The Authority will provide support in this process.

Action:

- The Council will actively seek to identify and secure additional funding to increase the number of RoW improved via this process, whether it is external or a bid for additional funding from the Council's Capital budget.

7.15 Carriage driving

The processing by the WAG of an order under the Countryside and Rights of Way Act 2000 (Commencement No.8 and Transitional Provisions) (Wales) Order 2006, brought into force certain provisions of Part II of the CRoW Act 2000. This order made on the 11th May 2006 in relation to Wales, reclassified all routes recorded as Cart Road Footpaths and Cart Road Bridleways (Roads Used as Public Paths, RUPP's) on the Definitive Map and Statement to Restricted Byways. This new status confers public rights on foot, on horseback or leading a horse and a right for vehicles other than mechanically propelled vehicles. This status raises a particular problem as to the protection of the landowner/farmer and to simultaneously retain access in a horse drawn vehicle.

Action:

- The only method currently available appears to be construction of a corral system of gates that only permits one gate to open at a time. This construction will be costly for whoever bears the cost of installation be it the Authority or the landowner. Alternatives will also be actively sought and investigated.

7.14

Gwella'r llwybrau sy'n bodoli eisoes

Mae'n amlwg bod llwybrau nad ydynt yn cael eu cynnal a'u cadw'n dda yn gallu amharu ar fwynhau'r rhwydwaith. Bydd yr Awdurdod yn parhau i geisio cynnal a chadw'r rhwydwaith yn y dyfodol trwy ei ymdrechion ei hun a chyda chymorth grwpiau defnyddwyr. Fel y nodwyd yn gynharach yn yr adroddiad, mae Pwyllgor Hawliau Tramwy'r Cabinet yn nodi dau gynllun y flwyddyn lle bernir bod angen gwaith ychwanegol, ar wahân i'r hyn a ystyrir yn waith cynnal a chadw beunyddiol. Bydd yr Awdurdod yn ceisio am arian ychwanegol er mwyn cwblhau gwaith ychwanegol at y gwaith a nodwyd eisoes. Bydd y grwpiau defnyddwyr yn cael eu hannog i barhau i gynorthwyo â chynnal a chadw'r rhwydwaith a hefyd i wneud ceisiadau ar gyfer eu cynlluniau eu hunain. Bydd yr Awdurdod yn rhoi cymorth gyda'r broses hon.

Gweithredu:

- Bydd y Cyngor yn mynd ati i geisio canfod a sicrhau arian ychwanegol i gynyddu nifer yr Hawliau Tramwy a gaiff eu gwella trwy'r broses hon, boed yn allanol neu'n gais am arian ychwanegol o gyllideb cyfalaf y Cyngor.

7.15

Gyrru Cerbydau Ceffyl

Wrth i LCC brosesu gorchymyn o dan Ddeddf Cefn Gwlad a Hawliau Tramwy 2000 (Cychwyn Rhif 8 a Darpariaethau Trosiannol) (Cymru) 2006, daeth rhai o ddarpariaethau penodol Rhan II Deddf CGHT 2000 i rym. Ail-ddosbarthodd y gorchymyn hwn, a wnaethpwyd ar 11eg Mai 2006 mewn perthynas â Chymru, bob llwybr a gofnodwyd fel Llwybrau Troed Ffordd Gert a Llwybrau Ceffylau Ffordd Gert (Ffyrdd a Ddefnyddir fel Llwybrau Cyhoeddus, FfDdLICau) ar y Map a'r Datganiad Diffiniol, yn Gilffyrdd Cyfyngedig. Mae'r statws newydd hwn yn rhoi hawliau cyhoeddus ar droed, ar gefn ceffyl neu'n tywys ceffyl a hawl i gerbydau nad ydynt yn gerbydau a yrrir yn fecanyddol. Mae'r statws hwn yn codi problem benodol, sef diogelu'r tirfeddiannwr/ffermwr ac ar yr un pryd cadw mynediad i gerbyd ceffyl.

Gweithredu:

- Ymddengys mai'r unig ddull sydd ar gael ar hyn o bryd yw adeiladu system corlan o gatiâu sy'n golygu mai dim ond un gât y gellir ei agor ar y tro. Bydd yr adeiladwaith hwn yn gostus i bwy bynnag sy'n talu am ei osod, boed yr Awdurdod neu'r trefeddiannwr. Byddwn hefyd yn mynd ati i chwilio am ddulliau eraill ac ymchwilio iddynt.

7.16 Cost evaluation in summary

7.16.1

Table 7 below, provides indicative costs of all potential works identified in the RoWIP. If the objectives of the RoWIP are to be met, funding to match the projected annual and 10 year spend profile for each of the identified work areas must be obtained.

7.16.2

The table also indicates under 'Author', who identified each area of improvement as each interested party has their own concerns when prioritising improvements to the RoW network. Priorities identified by the LAF, Local Authority (LA) and Users have been listed and considered at length earlier in the Plan.

(Table 7: Identified actions against cost)

ACTION REQUIRED	Cost £k per year	Cost £k over 10 year	Author
Raise Profile – Publicising/Promotion: 1. Commence raising profile mid 2008 - Process will be ongoing.	1	10	LA & LAF
Marry the Plan to the health improvement agenda 2. Liaise with LHB to progress joint initiatives.	TBC	TBC	LA & LAF
Link the management of rights of way and the countryside with the community Planning process 3. Work with Community Partnerships to develop bids/schemes.	TBC	TBC	LA & LAF
Disability Discrimination Act 1995 (DDA) 4. CCBC will provide reasonable access by introducing a phased programme of work, where a proportion of the existing maintenance budget is allocated where specific DDA problems exist. For example this work will include, replacing stiles with kissing gates and improving access for wheelchair use. 5. CCBC recognise that a number of changes, adaptations or alterations would have to take place to cater for everyone's needs and that there is not one solution to enable access for all. 6. Anticipated cost £5,000 per year.	5	50	LA & LAF
Maintaining the existing network 7. Commencing immediately, CCBC will continue to identify special projects through the Rights of Way Cabinet Committee and bid for funds for additional schemes as they are identified. 8. Clearance of the 15% (127kms) of the network identified as being overgrown or obstructed by 2013.	75 25	750 250	LA & LAF
Clearance of paths identified through PI's 9. Arrange clearance.	25	250	LA

7.16 Crynodeb o'r gwerthusiad o'r costau

7.16.1

Mae Tabl 7 isod yn rhoi costau dangosol yr holl waith posibl a nodir yn y CGHT. Er mwyn cyrraedd amcanion y CGHT, rhaid cael arian sy'n cyfateb i'r proffil gwariant blynyddol a deng mlynedd rhagamcanedig ar gyfer pob un o'r meysydd gwaith a nodir.

7.16.2

Mae'r tabl hefyd yn dangos o dan y pennawd 'Awdur' pwy nododd bob maes i'w wella, gan fod gan bob buddgyfranogwr ei bryderon ei hun wrth flaenoriaethu gwelliannau i'r rhwydwaith Hawliau Tramwy. Mae'r blaenoriaethau a nodwyd gan y Fforwm Mynediad Lleol (FfMLI), yr Awdurdod Lleol (ALI) a'r Defnyddwyr wedi cael eu rhestru a'u trafod yn helaeth yn gynharach yn y Cynllun.

(Tabl 7: Gweithredoedd a nodir yn erbyn y gost)

Y CAM GWEITHREDU GOFYNNOL	Cost £k y flwyddyn	Cost £k dros 10 mlynedd	Awdur
Codi proffil – rhoi cyhoeddusrwydd/hyrwyddo: 1. Dechrau codi proffil ganol 2008. Bydd y broses yn parhau.	1	10	ALI a FfMLI
Cysylltu'r cynllun â'r Agenda Gwella Iechyd 2. Cysylltu â'r BILI er mwyn bwrw ymlaen â mentrau ar y cyd.	*	*	ALI a FfMLI
Cysylltu rheoli hawliau tramwy a chefn gwlad â'r broses cynllunio cymunedol 3. Cydweithio â'r Partneriaethau Cymunedol i ddatblygu ceisiadau/cynlluniau.	*	*	ALI a FfMLI
Deddf Gwahaniaethu ar sail Anabledd 1995 (DGA) 4. Bydd CBSC yn darparu mynediad rhesymol trwy gyflwyno rhaglen o waith fesul cam, lle mae cyfran o'r gyllideb cynnal a chadw bresennol yn cael ei dyrannu i fannau lle mae yna broblemau penodol o ran y DGA. Er enghraifft, bydd y gwaith hwn yn cynnwys gosod gatiau mochyn yn lle camfeydd a gwella mynediad i bobl sy'n defnyddio cadair olwyn. 5. Mae CSBC yn cydnabod y byddai'n rhaid gwneud nifer o newidiadau ac addasiadau er mwyn diwallu anghenion pawb ac nad oes dim un ateb i sicrhau mynediad i bawb. 6. Y gost a ragwelir: £5,000 y flwyddyn.	5	50	ALI a FfMLI
Cynnal a chadw'r rhwydwaith sy'n bodoli eisoes 7. Gan ddechrau ar unwaith, bydd CBSC yn parhau i nodi prosiectau arbennig trwy Bwyllgor Hawliau Tramwy'r Cabinet a cheisio am arian ar gyfer cynlluniau ychwanegol wrth iddynt gael eu nodi. 8. Clirio'r 15% (127 cilomedr) o'r rhwydwaith y nodwyd bod arno ordyfiant neu rwystrau erbyn 2013.	75 25	750 250	ALI a FfMLI
Clirio llwybrau a nodir trwy Ddangosyddion Perfformiad 9. Trefnu eu clirio.	25	250	ALI

* I'w chadarnhau

(Table 7: Identified actions against cost)

ACTION REQUIRED	£k yr	£k 10yr	Author
Additional off road equestrian routes 10. Estimated to complete two links per year. 11. Programme to continue until completed. 12. It appears that the only way of approaching this type of scheme will be to cost each route as they arise and then budget for the following year.	7.5	75	LA & LAF
Long Distance Bridleway routes and Circular routes 13. Identify the long distant route by end of 2008. 14. Identify missing links and improvements to existing network by mid 2009. 15. Commence negotiations for missing links by end 2009. 16. Commence improvements of existing network by mid 2009 for completion by 2011. 17. Complete missing links as soon after as possible dependent upon negotiations.	7.5	75	LA & LAF
Open Access 18. Implement a programme of works to complete works identified as 'essential'. Once all essential work has been completed, works identified as 'desirable' in the plan will take priority.	5	50	LA & LAF
Develop circular walking routes and ensure their sustainability and use 19. Identify and promote available leisure routes.	5	50	LA & LAF
Legally defining definitive map and statement 20. Identify all legal events affecting public rights of way since relevant date of map and statement by 2009. 21. Prepare Omnibus Orders of the identified legal events by 2010. 22. Identify anomalies between map and statement and prepare Modification Orders to formalise map and statement by 2011. 23. Update map and statement having regard to the processed Modification Orders by 2014.	17	170	LA & LAF
Misuse 24. Complete the survey of the outstanding length of the network not previously surveyed. Completion by end of 2009. 25. Resolution of conflicts between various types of users through the provision of structures and signs.	5	50	User
Obstruction 26. Clear obstructions when reported.	5	50	User
Signposting and Waymarking 27. Identify locations by end of 2008. 28. There are 343 restricted byways terminating on metalled highways. These will now form the base of a scheme to complete their signing. 29. In this regard the authority will consider schemes to waymark the network on an area-by-area basis.	11	110	User & LA
Survey the paths not already surveyed 30. Undertake surveys.	5	50	LA
Continue processing claims 31. Investigate claims.	7.5	75	LA
Assessing the needs of different classes of user and resolving conflicts between users and landowners 32. Undertake surveys where necessary.	5	50	LA
Links to other access opportunities 33. Improve Links.	TBC	TBC	LA
Improvement of existing urban paths 34. Improvement of urban paths.	81	810	LA

(Tabl 7: Gweithredoedd a nodir yn erbyn y gost)

Y CAM GWEITHREDU GOFYNNOL	£k BI	£k 10BI	Awdur
Llwybrau oddi-ar-y-ffordd ychwanegol i farchogwyr 10. Rhagwelir cwblhau dau gyswllt bob blwyddyn. 11. Y rhaglen i barhau hyd y caiff ei chwblhau. 12. Ymddengys mai'r unig ffordd o ymdrin â'r math hwn o gynllun fydd costio pob llwybr wrth iddo godi ac yna cyllidebu am y flwyddyn ganlynol.	7.5	75	ALI a FfMLI
Llwybrau Ceffylau hirbell a chylchol 13. Nodi'r llwybr hirbell erbyn diwedd 2008. 14. Nodi'r cysylltau sydd ar goll a'r gwelliannau i'r rhwydwaith sy'n bodoli eisoes erbyn canol 2009. 15. Dechrau trafodaethau ar gyfer cysylltau sydd ar goll erbyn diwedd 2009. 16. Dechrau gwelliannau i'r rhwydwaith sy'n bodoli eisoes erbyn canol 2009 i'w cwblhau erbyn 2011. 17. Cwblhau'r cysylltau sydd ar goll cyn gynted ag sy'n bosibl wedyn gan ddibynnu ar drafodaethau.	7.5	75	ALI a FfMLI
Mynediad Agored 18. Gweithredu rhaglen o waith i gwblhau gwaith a nodir yn 'hanfodol'. Ar ôl i'r holl waith hanfodol gael ei gwblhau, y gwaith a nodir yn 'ddymunol' yn y cynllun fydd yn cael blaenoriaeth.	5	50	ALI a FfMLI
Datblygu llwybrau cerdded cylchol a sicrhau eu bod yn gynaliadwy ac y cânt eu defnyddio 19. Nodi a hyrwyddo'r llwybrau hamdden sydd ar gael.	5	50	FfMLI
Y map a'r datganiad diffiniol sy'n diffinio'n gyfreithiol 20. Canfod pob digwyddiad cyfreithiol sy'n effeithio ar hawliau tramwy cyhoeddus ers dyddiad perthnasol y map a'r datganiad erbyn 2009. 21. Paratoi Gorchmynion Cynhwysfawr o'r digwyddiadau cyfreithiol a ganfuwyd erbyn 2010. 22. Canfod anghysonderau rhwng y map a'r datganiad a pharatoi Gorchmynion Addasu i ffurfioli'r map a'r datganiad erbyn 2011. 23. Diweddarau'r map a'r datganiad gan roi sylw i'r Gorchmynion Addasu a broseswyd erbyn 2014.	17	170	ALI a FfMLI
Camddefnyddio 24. Cwblhau'r arolyg o'r rhan o'r rhwydwaith nas arolygwyd o'r blaen. I'w gwblhau erbyn diwedd 2009. 25. Datrys gwrthdaro rhwng gwahanol fathau o ddefnyddwyr trwy ddarparu strwythurau ac arwyddion.	5	50	User
Defnyddwyr 26. Clirio rhwystrau pan roddir gwybod amdanynt.	5	50	User
Gosod arwyddion a mynegbyst 27. Nodi'r lleoliadau erbyn diwedd 2008. 28. Mae yna 343 o gilffyrdd cyfyngedig sy'n terfynu ar briffyrdd wedi'u metlio. Y rhain yn awr fydd sylfaen cynllun i gwblhau gosod arwyddion arnynt. 29. Mewn perthynas â hyn bydd yr Awdurdod yn ystyried cynlluniau i osod mynegbyst ar y rhwydwaith fesul ardal.	11	110	ALI a **
Defnyddwyr a'r ALI 30. Gwneud arolygon.	5	50	ALI
Parhau i brosesu hawliadau 31. Ymchwilio i hawliadau.	7.5	75	ALI
Asesu anghenion y gwahanol fathau o ddefnyddwyr a datrys gwrthdaro rhwng defnyddwyr a thirfeddianwyr 32. Gwneud arolygon lle be angen.	5	50	ALI
Cysylltiadau â chyfleoedd mynediad eraill 33. Gwella cysylltiadau.	*	*	ALI
Gwella llwybrau trefol sy'n bodoli eisoes 34. Gwella llwybrau trefol.	81	810	LA

* I'w chadarnhau ** Rhwystro

As indicated in the table above, the Authority is ambitious in its proposals. Currently there is an annual budget of £75k, which allows for the maintenance of the existing network, with minor improvements for disability, clearance, misuse and obstructions. Additional claims are being processed together with the defining of the definitive documentation. If real progress is to be made however, it is imperative that additional external funding is secured.

7.16.3

The Authority will actively seek funding and resources to meet the objectives of this plan from sources including:

- National Assembly for Wales.
- Local Authority budget.
- European Commission.
- Public Sector.
- Lottery.
- Voluntary Groups.

7.17 Monitoring/Key performance indicators

7.17.1

The Authority is able to produce records on the progress being made in many fields of the rights of way work area beyond those required by WAG each year. The Authority will continue to report these figures through various reports to Authority committees and Access Forum. The Authority will aim to remain in the top quartile of Welsh Authorities on National Performance Indicators (PI's). Subject to available funding, the Authority will seek to make and identify more accessible rights of way in partnership with stakeholders.

7.17.2

Two of the PIs identified by the Audit Commission in regard to Public Rights of Way are:

1. The percentage of total length of rights of way, which are easy to use by members of the public.
2. The length of promoted rights of way as a percentage of the total length of the public rights of way network.

Fel y nodir yn y tabl uchod, mae'r Awdurdod yn uchelgeisiol o ran ei gynigion. Ar hyn o bryd mae cyllideb flynyddol o £75,000, sy'n caniatáu am gynnal a chadw'r rhwydwaith sy'n bodoli eisoes, gyda mân welliannau ar gyfer pobl anabl, clirio, camddefnyddio a rhwystrau. Mae hawliadau ychwanegol yn cael eu prosesu ynghyd â diffinio'r dogfennau diffiniol. Er mwyn gwneud cynnydd gwirionedd, fodd bynnag, mae'n hanfodol sicrhau rhagor o arian allanol.

7.16.3

Bydd yr Awdurdod yn mynd ati i chwilio am arian ac adnoddau i gyrraedd amcanion y cynllun hwn o ffynonellau a fydd yn cynnwys:

- Cynulliad Cenedlaethol Cymru.
- Cyllideb yr Awdurdod Lleol.
- Y Comisiwn Ewropeaidd.
- Y Sector Cyhoeddus.
- Y Loteri.
- Grwpiau Gwirfoddol.

7.17 Monitro/dangosyddion perfformiad allweddol

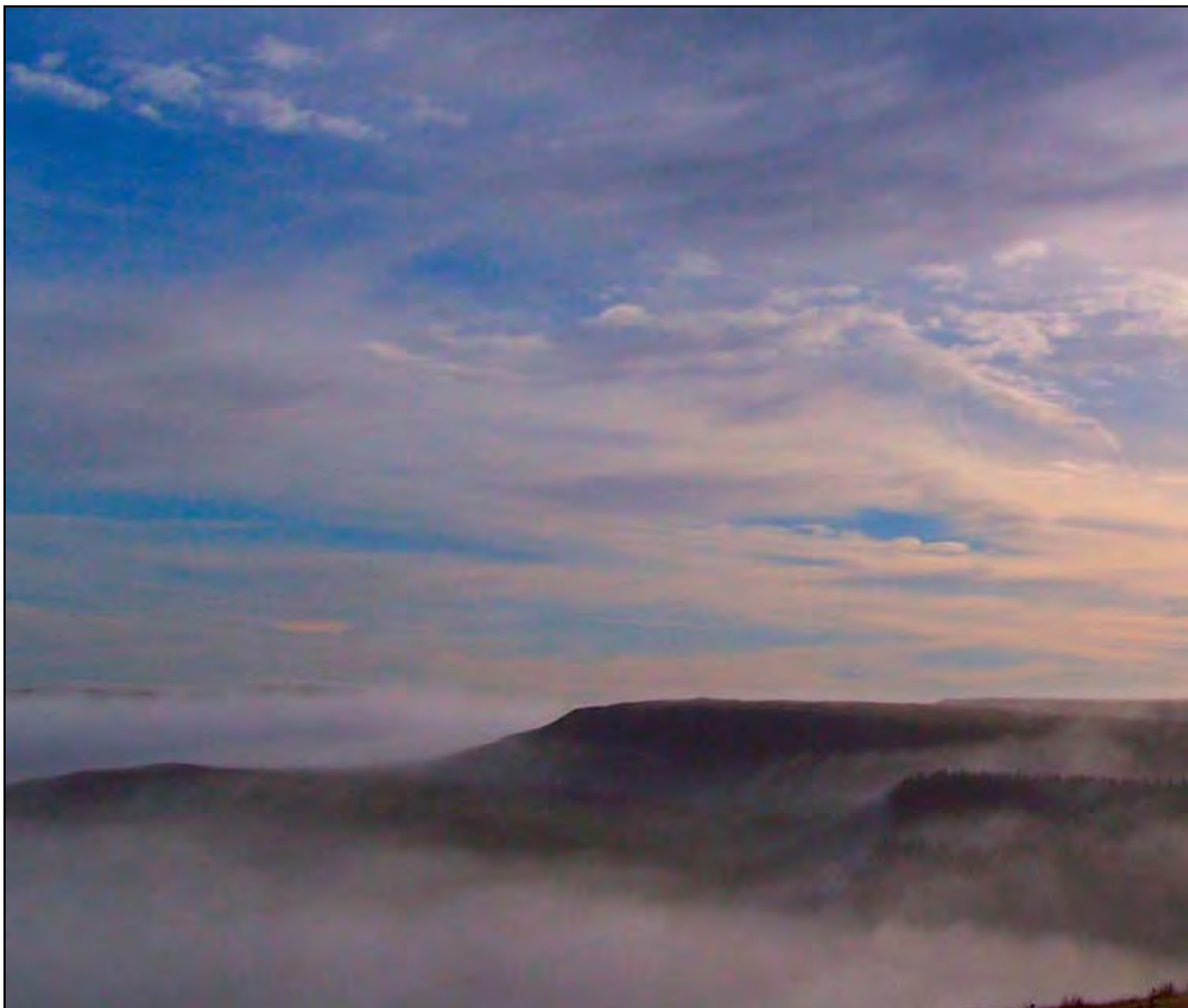
7.17.1

Mae'r Awdurdod yn gallu cynhyrchu cofnodion ar y cynnydd sy'n cael ei wneud mewn llawer o rannau o faes gwaith hawliau tramwy, ar ben y rhai sy'n ofynnol gan LCC bob blwyddyn. Bydd yr Awdurdod yn parhau i roi'r ffigurau hyn trwy wahanol adroddiadau i bwyllgorau'r Awdurdod a'r Fforwm Mynediad. Bydd yr Awdurdod yn anelu at aros yn chwartzel uchaf Awdurdodau Cymru o ran y Dangosyddion Perfformiad (DP) Cenedlaethol. Gan ddibynnu ar yr arian sydd ar gael, bydd yr Awdurdod yn ceisio gwneud a nodi mwy o hawliau tramwy hygyrch mewn partneriaeth â rhanddeiliaid.

7.17.2

Dau o'r DP a nodir gan y Comisiwn Archwilio mewn perthynas â Hawliau Tramwy Cyhoeddus yw:

1. Canran o gyfanswm hyd yr hawliau tramwy, sy'n hawdd i aelodau o'r cyhoedd eu defnyddio.
2. Hyd yr hawliau tramwy sy'n cael eu hyrwyddo fel canran o gyfanswm hyd y rhwydwaith hawliau tramwy cyhoeddus.



7.17.3

The Authority will continue to survey the network as described previously and report to the Rights of Way Cabinet Committee and Local Access Forum on an annual basis.

7.17.4

It is understood that the promotion PI is under redevelopment by the Local Government Data Unit. If the current indicators evolve, then CCBC will contribute to the performance improvement programme through the PI system.





7.17.3

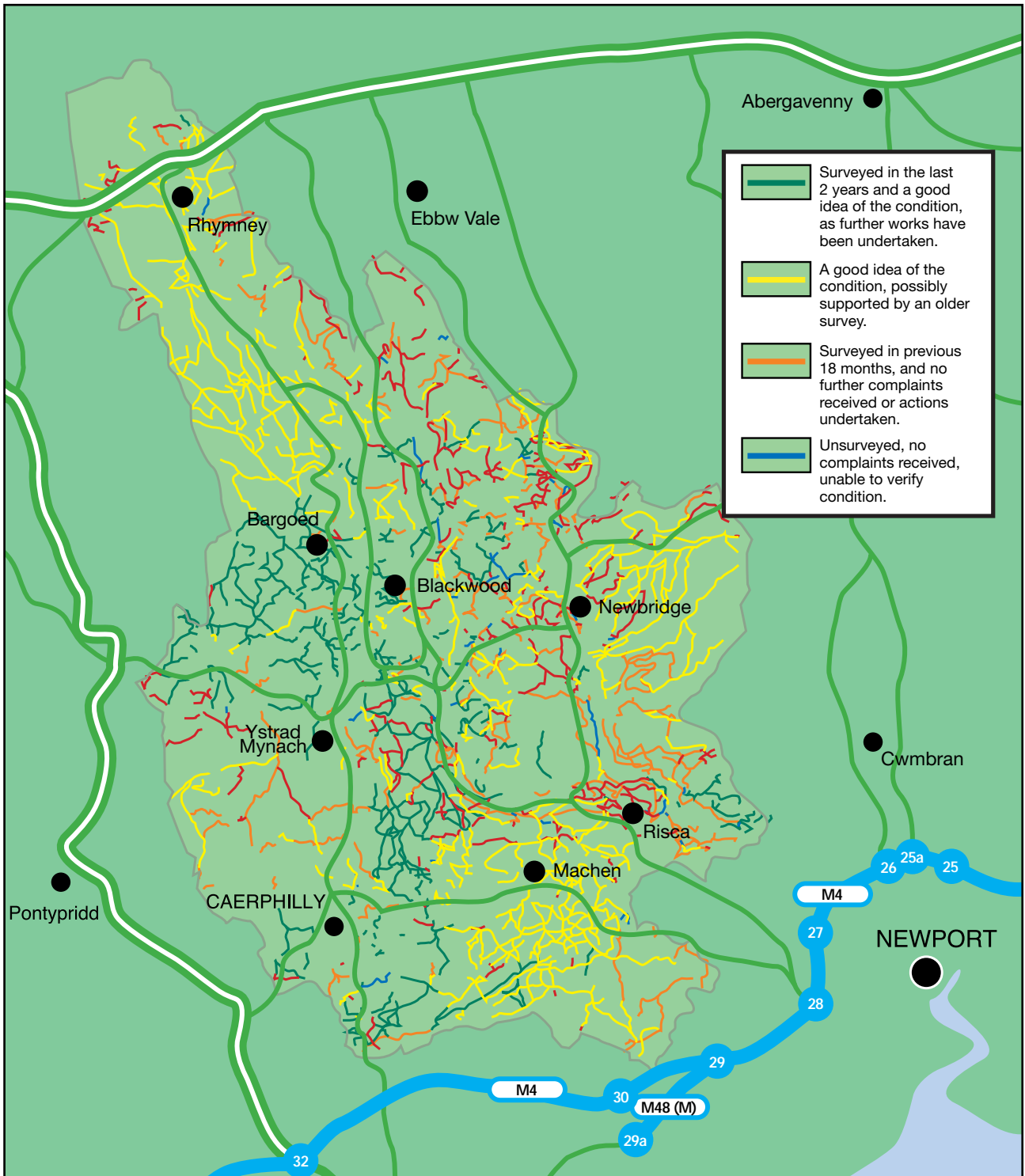
Bydd yr Awdurdod yn parhau i arolygu'r rhwydwaith fel y nodwyd ynghynt a rhoi adroddiadau i Bwyllgor Hawliau Tramwy'r Cabinet a'r Fforwm Mynediad Lleol bob blwyddyn.

7.17.4

Deellir bod y DP hyrwyddo'n cael ei ailddatblygu gan yr Uned Ddata Llywodraeth Leol. Os bydd y dangosyddion presennol yn datblygu, yna bydd CBSC yn cyfrannu at y rhaglen gwella perfformiad trwy'r system DP.

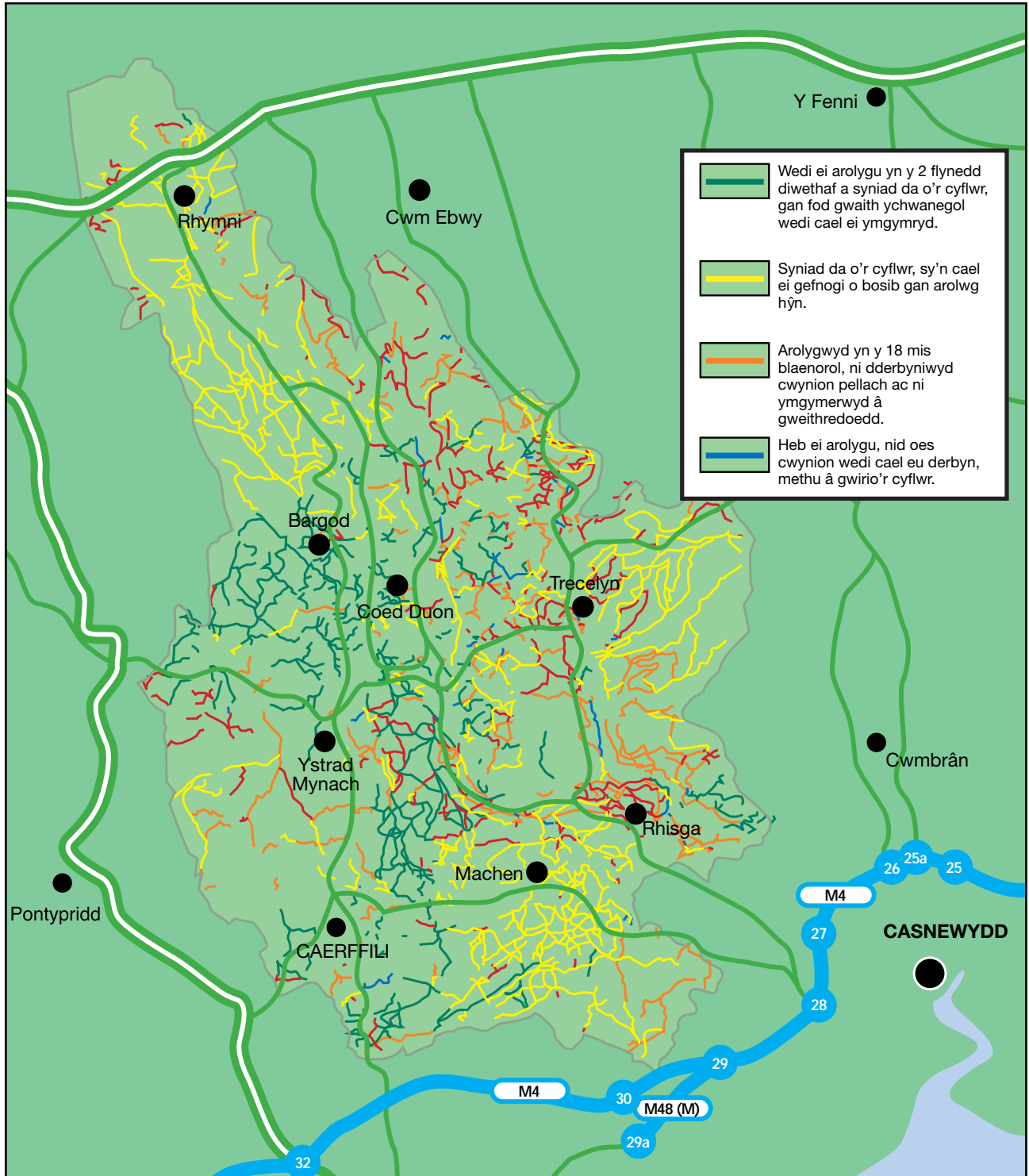
Appendix i

Survey results



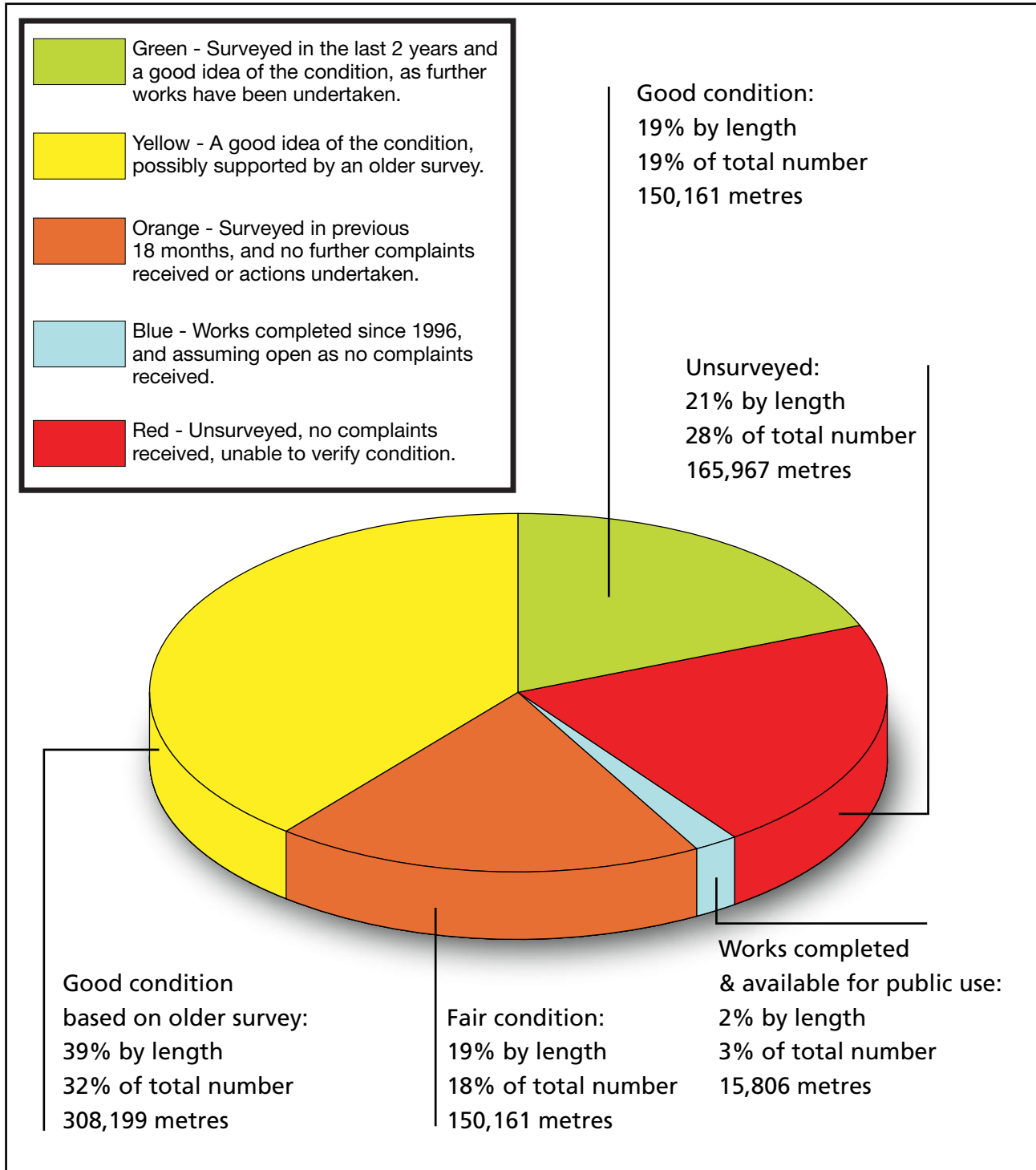
Atodiad i

Ganlyniadau'r arolwg



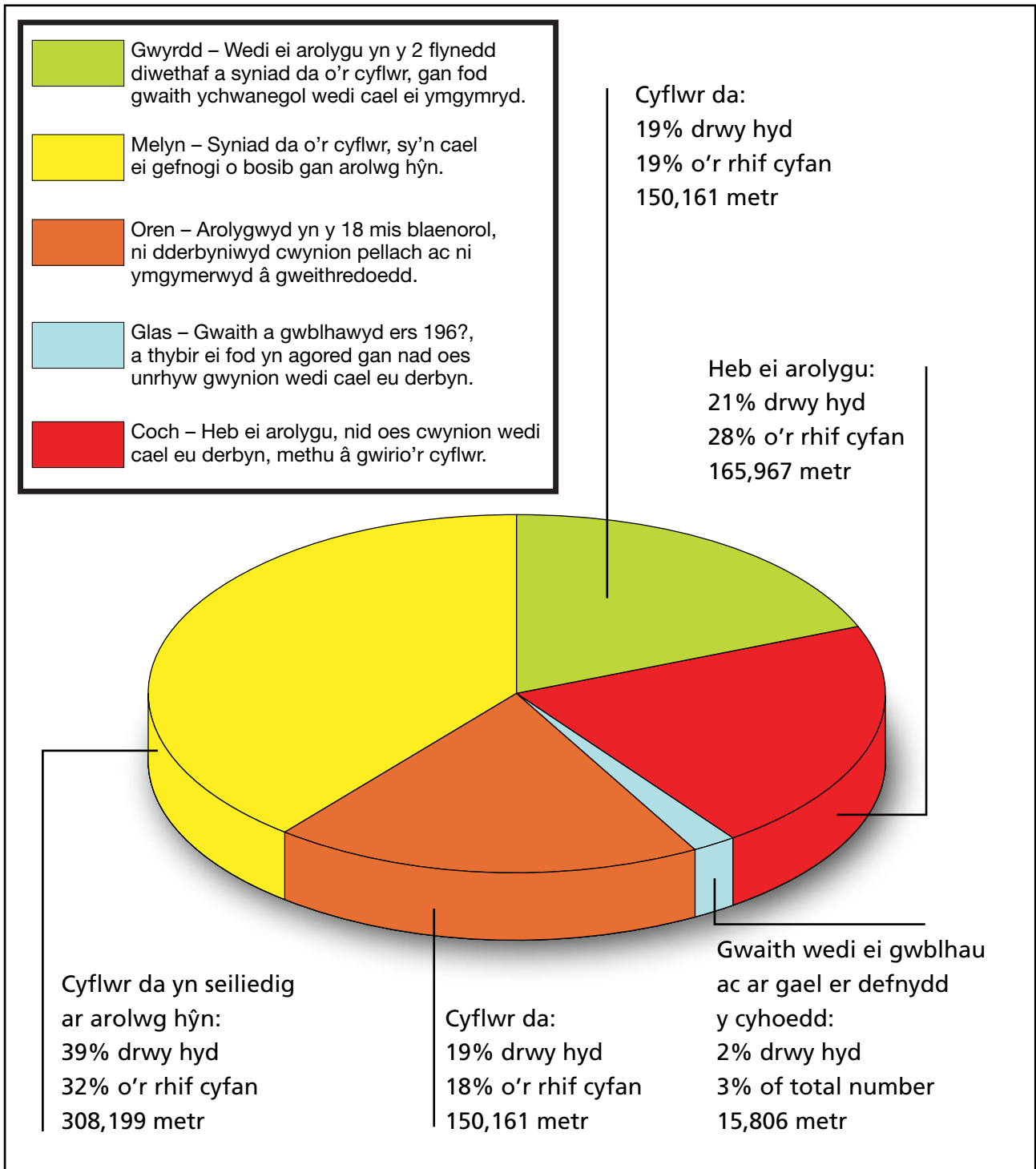
Appendix ii

Breakdown of Rights of Way



Atodiad ii

Dadansoddiad o Hawliau Tramwy



Appendix iii

Analysis of Survey Results (1)

Question; Why are you interested in rights of way (Due to the variety of responses, and multiple use some have been collected together for ease of reporting).

Interest	%
Has an interest in Rights of Way as a walker	65.47
Has an interest in Rights of Way as a cyclist	13.17
Has an interest in Rights of Way as a horse rider	17.77
Has an interest in Rights of Way as a landowner	3.58
TOTAL	99.99

Q. How frequently do you use rights of way?

	%
Several times a day	4.30
Daily	18.10
Two or three times a week	38.10
Weekly	18.10
More than once a month	13.20
Less frequently	8.80
TOTAL	100.0

Q. What are the best things about the rights of way network?

	%
Could not identify any particular likes	5.00
Well signposted waymarked network	2.40
Access for Safety, Health and exercise	88.50
No comment	4.10
TOTAL	100.00

Atodiad iii

Dadansoddiad o Ganlyniadau'r Arolwg (1)

Cwestiwn; Pam mae gennych chi ddiddordeb mewn hawliau tramwy? (Oherwydd amrywiaeth yr atebion a defnydd lluosog, casglwyd rhai ynghyd er hwylustod eu cofnodi).

Diddordeb	%
Â diddordeb mewn Hawliau Tramwy fel cerddwr	65.47
Â diddordeb mewn Hawliau Tramwy fel beiciwr	13.17
Â diddordeb mewn Hawliau Tramwy fel marchogwr	17.77
Â diddordeb mewn Hawliau Tramwy fel tîrfeddiannwr	3.58
CYFANSWM	99.99

C. Pa mor aml ydych chi'n defnyddio hawliau tramwy?

	%
Sawl gwaith y dydd	4.30
Bob dydd	18.10
Dwywaith neu deirgwaith yr wythnos	38.10
Bob wythnos	18.10
Mwy nag unwaith y mis	13.20
Yn llai aml	8.80
CYFANSWM	100.0

C. Beth yw'r pethau gorau am y rhwydwaith hawliau tramwy?

	%
Methu nodi unrhyw beth mae'n hoffi'n arbennig	5.00
Rhwydwaith gydag arwyddion a mynegbyst da	2.40
Mynediad ar gyfer diogelwch, iechyd ac ymarfer corff	88.50
Dim sylw	4.10
CYFANSWM	100.00

Q. Which town or village or settlement do you live in?

Habitat	No	Habitat	No
Aberbargoed	1	Miskin	1
Abercanaid	1	Nantgarw	1
Abercarn	2	Nelson	8
Abertillery	2	Newbridge	1
Bargoed	10	Newport	2
Barry	1	Oakdale	8
Bassaleg	1	Pengam	2
Beddau	1	Penllyn	1
Bedwas	3	Penpedairheol	1
Blackwood	16	Pentwynmawr	1
Bridgend	1	Penybryn	1
Bristol	1	Pontllanfraith	7
Brithdir	1	Pontlottyn	1
Caerphilly	23	Pontypool	1
Cardiff	33	Pontypridd	1
Cefn Hengoed	1	Pontywaun	2
Coychurch	1	Quakers Yard	1
Croespenmaen	1	RCT	4
Crosskeys	2	Risca	6
Crumlin	2	Rogerstone	1
Cwm Argoed	1	Rudry	2
Cwmavon	3	Swansea	1
Cwmfelinfach	1	Talbot Green	2
Deri	4	Tonyrefail	1
Fairview	1	Tredegar	1
Fleur-de-lys	1	Treharris	1
Fochriw	1	Trelewis	1
Gelligaer	1	Treorchy	1
Gilfach	1	Treowen	1
Gilwern	1	Trethomas	1
Hengoed	5	Waterloo	2
Lisvane	2	Wattsville	2
Llanilleth	1	Woodfieldside	1
Llantrisant	1	Ystrad Mynach	2
Llantwit Fardre	1		
Machen	7	Public from within the County	138
Maescymmer	2	Public outside County	73
Malpas	1	TOTAL	211
Manmoel	2	% of Public from within the County	65.4
Merthyr	4	% of Public from outside the County	34.5

C. Ym mha dref neu bentref neu anheddiad ydych chi'n byw?

Cynefin	Nifer	Cynefin	Nifer
Aberbargod	1	Nantgarw	1
Abercanaid	1	Nelson	8
Abercarn	2	Oakdale	8
Abertawe	1	Pengam	2
Abertyleri	2	Penllyn	1
Bargod	10	Penpedairheol	1
Bassaleg	1	Pentwyn-mawr	1
Beddau	1	Pen-y-Bont ar Ogwr	1
Bedwas	3	Pen-bryn	1
Brithdir	1	Pontllan-fraith	7
Bryste	1	Pontlottyn	1
Caerdydd	33	Pontypridd	1
Caerffili	23	Pont-y-pŵl	1
Casnewydd	2	Pont-y-waun	2
Cefn Hengoed	1	RCT	4
Coed Duon	16	Rhisga	6
Coychurch	1	Rhydri	2
Croespenmaen	1	Tonyrefail	1
Crosskeys	2	Tonysguboriau	2
Crymlyn	2	Trecelyn	1
Cwm Argoed	1	Tredegar	1
Cwmafon	3	Treharris	1
Cwmfelin-fach	1	Trelewis	1
Deri	4	Trem-deg	1
Fochriw	1	Trelyn	1
Gelligaer	1	Tre-lyn	1
Gilfach	1	Treorci	1
Gilwern	1	Treowen	1
Hengoed	5	Tretomos	1
Llanilltud Faerdre	1	Tŷ Du	1
Llanhiledd	1	Waterloo	2
Llantrisant	1	Wattsville	2
Llysfaen	2	Y Barri	1
Machen	7	Ystrad Mynach	2
Maes-y-coed	1		
Maes-y-cwmwr	2	Pobl o'r Sir	138
Malpas	1	Pobl o'r tu allan i'r Sir	73
Manmoel	2	CYFANSWM	211
Meisgyn	1	% o bobl o'r Sir	65.4
Merthyr	4	% o bobl o'r tu allan i'r Sir	34.5
Mynwent y Crynwyr	1		

Q. Can we contact you to tell you how you can help as a volunteer?

	%
Yes	32.40
No	58.20
No Reply	4.80
Undecided	4.60
TOTAL	100.00

Q. Problems with paths? Many respondents had one or more problems while using the network

	No.	%
Poor way marking	120	53
Route not on map	70	31
Poor information	100	44
Do not understand rights associated with FP, BR and Byway	84	37
There are too many stiles and barriers	51	22
Poor disabled facilities	82	36
Stiles and gates in poor condition	83	36
Routes blocked or overgrown	148	65
Gaps in network	83	36
Poor access to open land	60	26
Misuse by others	137	60
Other	3	1

Respondent	Number	Percentage (%)
Resident of Caerphilly	138	65.4
Visitor to the Area	73	34.6
TOTAL	211	100

C. Gawn ni gysylltu â chi i ddweud wrthych sut y gallwch helpu fel gwirfoddolwr?

	%
Cewch	32.40
Na chewch	58.20
Dim ateb	4.80
Heb benderfynu	4.60
CYFANSWM	100.00

C. Gawn ni gysylltu â chi i ddweud wrthych sut y gallwch helpu fel gwirfoddolwr?

	No.	%
Mynegbyst gwael	120	53
Llwybr heb fod ar fap	70	31
Gwybodaeth wael	100	44
Ddim yn deall yr hawliau sy'n gysylltiedig â llwybrau troed, llwybrau ceffylau a chilffyrdd	84	37
Mae gormod o gamfeydd a rhwystrau	51	22
Cyfleusterau gwael i bobl anabl	82	36
Camfeydd a gatiau mewn cyflwr gwael	83	36
Rhwystrau neu ordyfiant ar lwybrau	148	65
Bylchau yn y rhwydwaith	83	36
Mynediad gwael i dir agored	60	26
Camddefnyddio llwybrau gan bobl eraill	137	60
Arall	3	1

Ymatebydd	Nifer	Canran (%)
Preswlydd Caerffili	138	65.4
Ymwelydd â'r Ardal	73	34.6
CYFANSWM	211	100

Appendix iv

Analysis of Survey Results (2)

Q. List the three things that need improving

1st Priority	No.	2nd Priority	No.
Misuse	23	No reply	41
Obstruction due to overgrowth	21	Obstruction due to overgrowth	22
Signing	18	Misuse	19
No reply	17	Publication of routes	18
Publication of routes	17	Waymarking	14
Waymarking	16	Clear path due to obstruction	13
Clear path due to obstruction	15	Adopt paths	12
Disabled Access	11	Condition of structures	11
More bridleways	11	Condition	8
Access	9	Disabled access	8
Publication by any means	8	More publicity	7
Condition of Structures	5	Circular walks	5
Publicity (Leaflets, internet)	4	Publicity (Leaflets, internet)	4
Code of conduct	4	Litter	4
Dog bins	4	Code of conduct	4
Dumping	3	To many structures	3
Condition	3	Access	2
Safety	3	Dog bins	2
Network routes	2	Poor condition for mums	2
Circular walks	2	Access	2
Too many structures	2	Dumping – fly tipping	2
Litter	1	Map reading	1
Map reading	1	Network of routes	1
Land grabbing	1	Safety	1
Health	1	Flog vandals	1
Flog the vandals	1	Refreshments	1
Refreshments	1	Signing/waymarking	1
Signing and waymarking	1	Clearance	1
Signing and publication	1	Disability bridleways	1
Signing and misuse	1	More circular routes	1
Clearance overgrowth	1	Bridleway clearance	1
More bridleways and circular routes	1		
More bridleways and publication	1		
Misuse and dumping	1		

Atodiad iv

Dadansoddiad o Ganlyniadau'r Arolwg (2)

C. Rhestrwch y tri pheth y mae angen eu gwella

Blaenoriaeth gyntaf	Nifer	Ail flaenoriaeth	Nifer
Camddefnyddio llwybrau	23	Dim ateb	41
Gordyfiant yn rhwystro llwybrau	21	Gordyfiant yn rhwystro llwybrau	22
Arwyddion	18	Camddefnyddio llwybrau	19
Dim ateb	17	Cyhoeddi llwybrau	18
Cyhoeddi llwybrau	17	Mynegbyst	14
Mynegbyst	16	Clirio llwybr oherwydd rhwystr	13
Clirio llwybr oherwydd rhwystr	15	Mabwysiadu llwybrau	12
Mynediad i bobl anabl	11	Cyflwr strwythurau	11
Mwy o lwybrau ceffylau	11	Cyflwr	8
Mynediad	9	Mynediad i bobl anabl	8
Cyhoeddi trwy unrhyw fodd	8	Mwy o gyhoeddusrwydd	7
Cyflwr strwythurau	5	Teithiau cerdded cylchol	5
Cyhoeddusrwydd (taflenni, rhyngrwyd)	4	Cyhoeddusrwydd (taflenni, rhyngrwyd)	4
Cod ymddygiad	4	Sbwriel	4
Biniau baw cŵn	4	Cod ymddygiad	4
Dympio	3	Gormod o strwythurau	3
Cyflwr	3	Mynediad	2
Diogelwch	3	Biniau baw cŵn	2
Llwybrau rhwydwaith	2	Cyflwr gwael i famau	2
Teithiau cerdded cylchol	2	Mynediad	2
Gormod o strwythurau	2	Dympio – tipio anghyfreithlon	2
Sbwriel	1	Darllen mapiau	1
Darllen mapiau	1	Rhwydwaith o lwybrau	1
Cipio tir	1	Diogelwch	1
Iechyd	1	Chwipio'r fandaliaid	1
Chwipio'r fandaliaid	1	Lluniaeth	1
Lluniaeth	1	Arwyddion/mynegbyst	1
Arwyddion a mynegbyst	1	Clirio	1
Arwyddion a chyhoeddi	1	Llwybrau ceffylau i bobl anabl	1
Arwyddion a chamddefnyddio llwybrau	1	Mwy o lwybrau cylchol	1
Clirio gordyfiant	1	Clirio llwybrau ceffylau	1
Mwy o lwybrau ceffylau a llwybrau cylchol	1		
Mwy o lwybrau ceffylau a chyhoeddi	1		
Camddefnyddio a dympio	1		

Analysis of Survey Results (2)

Q. List the three things that need improving

3rd Priority	No.
No reply	74
Publication of routes	13
Misuse	11
Waymarking	11
Clear path due to obstruction	9
Signing	8
Condition of structures	8
Obstruction due to overgrowth	7
Publicity (Leaflets internet)	7
Disabled access	6
Network of routes	6
Code of conduct	5
Publicity	5
Access	5
Circular walks	5
Condition	5
Clearance	4
Safety	3
Circular routes bridleways	3
More bridleways	2
Litter	2
Motor cycle facilities	2
Too many structures	2
Dog bins	2
Signing waymarking	2
Health	1
Dumping	1
Refreshments	1
Misuse - Motorcycles	1

Dadansoddiad o Ganlyniadau'r Arolwg (2)

C. Rhestrwch y tri pheth y mae angen eu gwella

Trydedd flaenoriaeth	Nifer
Dim ateb	74
Cyhoeddi llwybrau	13
Camddefnyddio llwybrau	11
Mynegbyst	11
Clirio llwybr oherwydd rhwystr	9
Arwyddion	8
Cyflwr strwythurau	8
Gordyfiant yn rhwystro llwybrau	7
Cyhoeddusrwydd (taflenni, rhyngrwyd)	7
Mynediad i bobl anabl	6
Rhwydwaith o lwybrau	6
Cod ymddygiad	5
Cyhoeddusrwydd	5
Mynediad	5
Teithiau cerdded cylchol	5
Cyflwr	5
Clirio	4
Diogelwch	3
Llwybrau ceffylau cylchol	3
Mwy o lwybrau ceffylau	2
Sbwriel	2
Cyfleusterau i feiciau modur	2
Gormod o strwythurau	2
Biniau baw cŵn	2
Arwyddion, mynegbyst	2
Iechyd	1
Dympio	1
Lluniaeth	1
Camddefnyddio – beiciau modur	1

Appendix v

Reasons why the public do not use public rights of way

Improvement	Total %
Routes are overgrown	65
Routes are blocked	65
Misuse of paths	60
Lack of waymarking	53
Route information is difficult to use	44
Stiles/gates in poor condition	36
Lack of information about routes	36
Many rights of way are not recorded	31
Too many stiles/barriers	22
Path Surface needs improving	1

The results have been compiled do show the multiple points raised by participants and not as an overall % of those taking part.

Atodiad v

Rhesymau pam nad yw'r cyhoedd yn defnyddio hawliau tramwy cyhoeddus

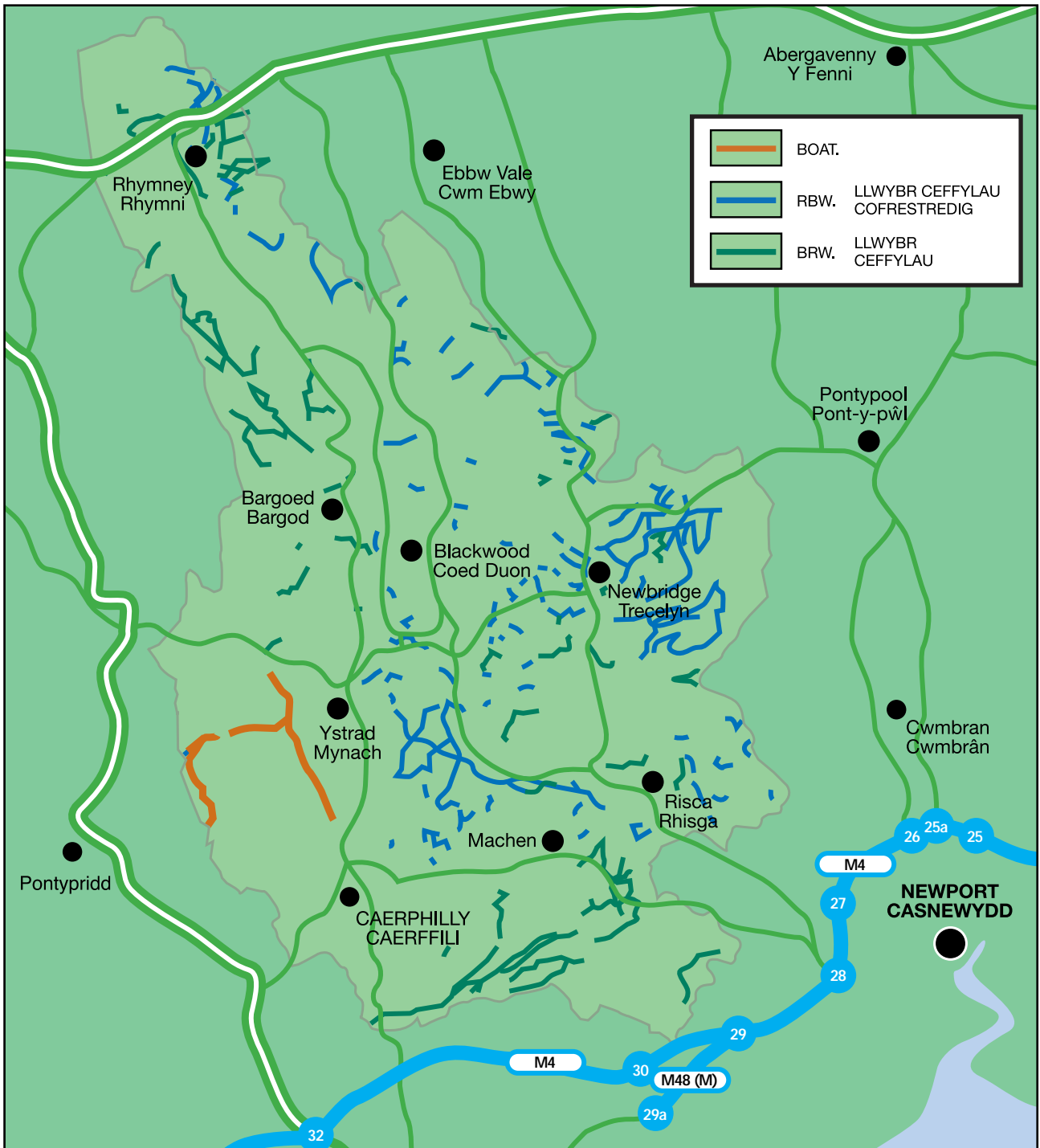
Gwelliant	Cyfanswm %
Gordyfiant ar lwybrau	65
Rhwystrau ar lwybrau	65
Camdefnyddio llwybrau	60
Diffyg mynegbyst	53
Gwybodaeth am lwybrau'n anodd ei defnyddio	44
Camfeydd/gatiau mewn cyflwr gwael	36
Diffyg gwybodaeth am lwybrau	36
Llawer o hawliau tramwy heb gael eu cofnodi	31
Gormod o gamfeydd/rhwystrau	22
Angen gwella wyneb y llwybr	1

Cydgasglwyd y canlyniadau i ddangos y pwyntiau lluosog a godwyd gan y bobl a gymerodd ran ac nid fel % o bawb a gymerodd ran.

Appendix vi

Atodiad vi

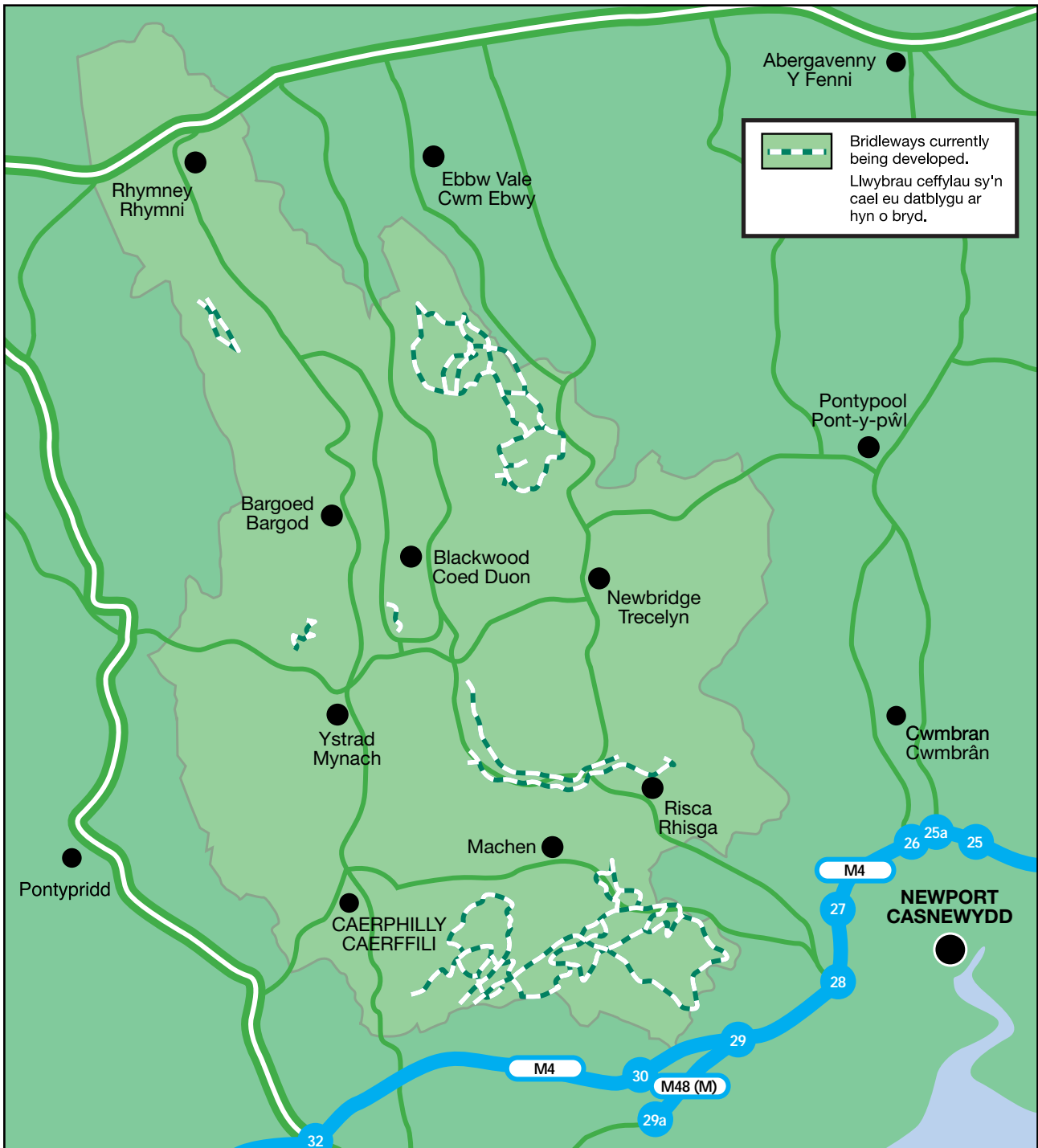
Registered paths permitting Equestrian Access
Llwybrau cofrestredig sy'n caniatáu mynediad i farchogwyr



Appendix vii

Atodiad vii

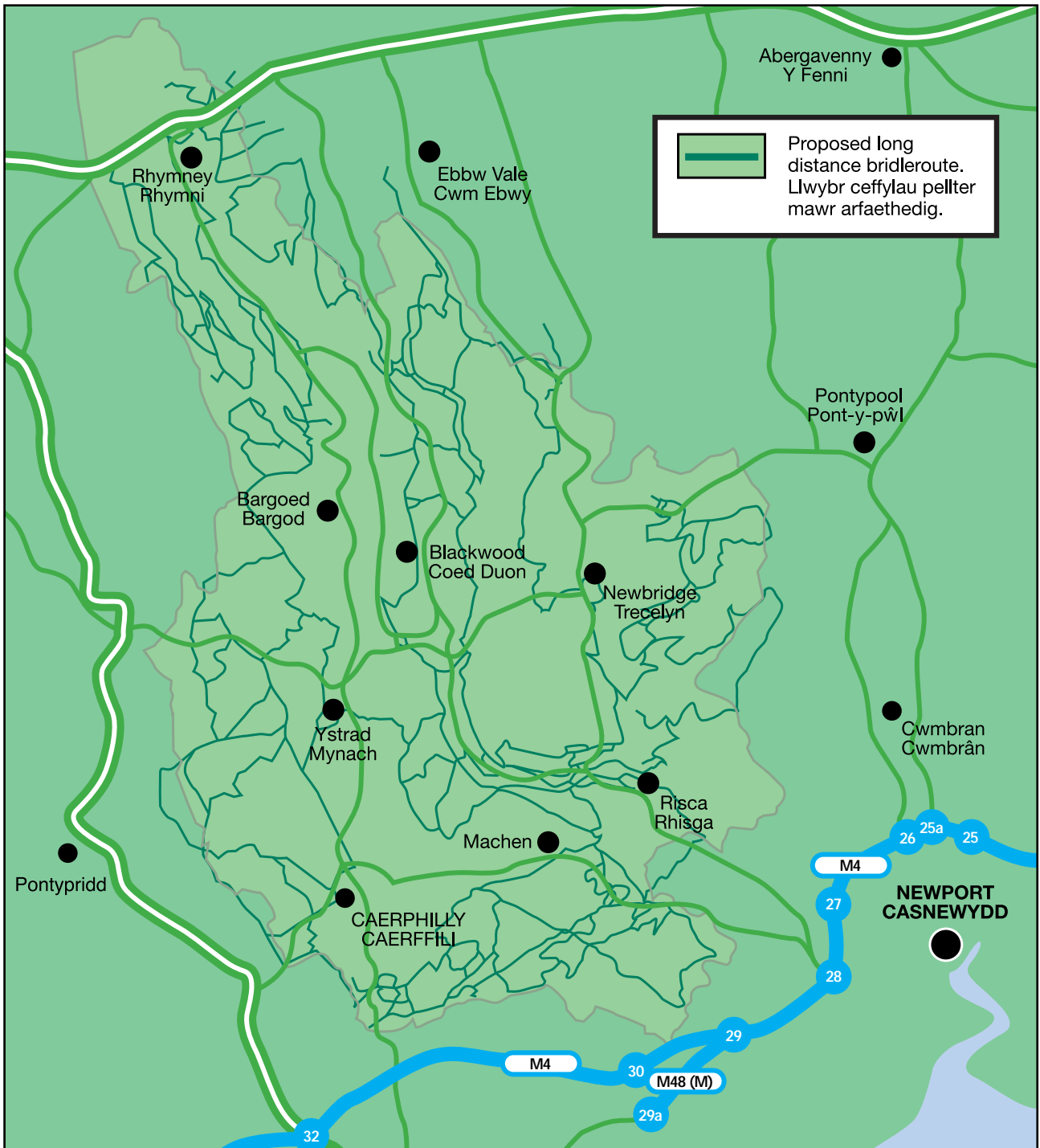
Circular and Linear Bridleway Routes currently being developed
 Llywybrau ceffylau cylchol a llinellol sy'n cael eu datblygu ar hyn o bryd



Appendix viii

Atodiad viii

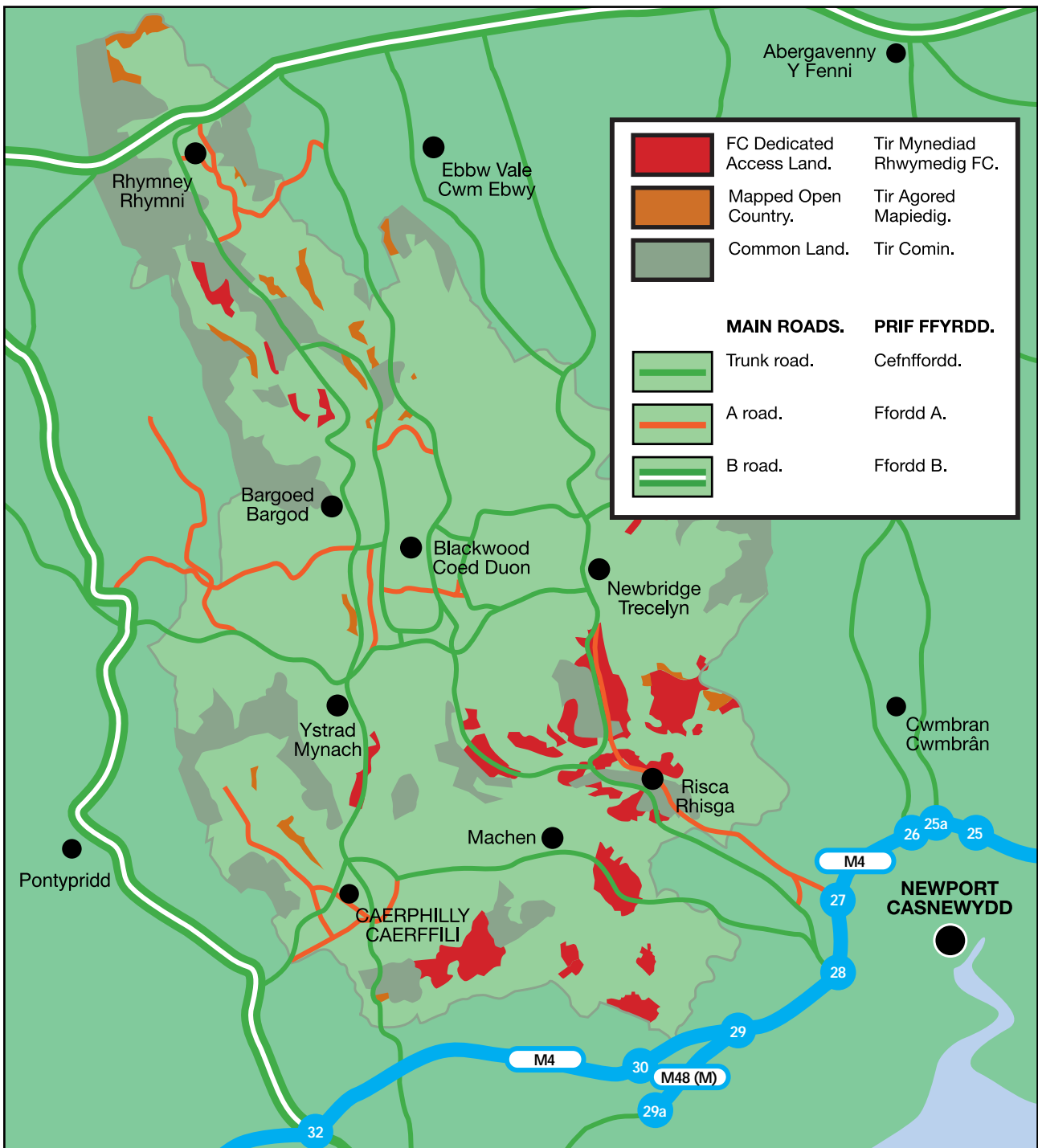
Proposed County Circular Bridleway Routes
Llwybrau Ceffylau Cylchol Sirol Arfaethedig



Appendix ix

Atodiad ix

Open Access Land within Caerphilly County Borough Area
 Tir Mynediad Agored o fewn Adral Bwrdeistref Sirol Caerffili



Appendix x

Duties of the Local Authority in respect of rights of way

Highways Act 1980 (HA 1980)

Section 36 - To keep up-to-date list of publicly maintainable highways available for public inspection.

Section 41 - Duty to maintain highways maintainable at public expense.

Section 130 - Protection of Rights of Way.

Section 134 - Ploughing of footpath or bridleway.

Section 131A - Disturbance of surface of certain highways.

Section 137A - Interference by crops.

Countryside Act 1968 (CA 1968)

Section 27 - Signposting of footpaths and bridleways.

National Parks and Access to the Countryside Act 1949 (NPACA 1949)

Section 57 - Penalty for displaying on footpaths notices deterring public use.

Wildlife and countryside Act 1981 WCA 1981

Section 53 - Duty to keep definitive map and statement under continuous review.

Section 54 - Duty to reclassify roads used as public paths.

Section 55 - No further surveys or reviews under the 1949 Act.

Section 57 - Supplementary provisions as to definitive maps and statements.

POWERS

Highways Act 1980 (HA 1980)

Section 14 - Powers as respects roads that cross or join trunk or classified roads.

Section 25 - Creation of footpath or bridleway by agreement.

Section 26 - Compulsory powers for creation of footpaths and bridleways.

Section 62 - General power of improvement.

Section 72 - Widening of highways.

Section 76 - Leveling of highways.

Section 91 - Construction of bridge to carry existing highway maintainable at public expense.

Section 100 - Drainage of highways.

Section 116 - Power of magistrates' court to authorize stopping up or diversion of highway.

Section 118 - Stopping up of footpaths and bridleways.

Section 118A - Stopping up of footpaths and bridleways crossing railways.

Section 119 - Diversion of footpaths and bridleways.

Section 119A - Diversion of footpaths and bridleways crossing railways.

Section 132 - Un-authorized marks on highways

Section 134 - Ploughing of footpath or bridleway.

Section 135 - Temporary diversion of path or way ploughed up under section 134.

Section 143 - Power to remove structures from highways.

Section 145 - Powers as to gates across highways

Section 146 - Duty to maintain stiles etc. on footpaths and bridleways.

Section 147 - Power to authorise erection of stiles etc. on footpath or bridleway.

Section 149 - Removal of things so deposited on highways as to be a nuisance etc.

Section 154 - Cutting or felling trees that overhang or are a danger to roads or footpaths.

Section 164 - Power to require the removal of barbed wire.

Section 165 - Dangerous land adjoining a street.

Schedule 12A - To make good the surface of a right of way under certain circumstances.

Schedule 12A - To carry out works where a duty to keep a path clear of overhanging Crops has not been complied with.

Wildlife and Countryside Act 1981

Section 53 - To make modification orders.

Section 54 - To make definitive map reclassification orders.

Section 57 - To consolidate the definitive map and the orders which have modified it.

Appendix x

Dyletswyddau'r Awdurdod Lleol mewn perthynas â Hawliau Tramwy

Deddf Priffyrdd 1980 (HA 1980)

Adran 36 - Cadw rhestr wedi'i diweddarau o'r priffyrdd y gellir eu cynnal a'u cadw ar draul y cyhoedd ar gael i'r cyhoedd ei gweld.
Adran 41 - Cynnal a chadw priffyrdd y gellir eu cynnal a'u cadw ar draul y cyhoedd.
Adran 130 - Diogelu Hawliau Tramwy.
Adran 134 - Aredig llwybr troed neu lwybr ceffylau.
Adran 131A - Anhrefnu wyneb rhai priffyrdd penodol.
Adran 137A - Rhwystro gan gnydau.

Deddf Cefn Gwlad 1968 (CA 1968)

Adran 27 - Arwyddion ar lwybrau troed a llwybrau ceffylau.

Deddf Parciau Cenedlaethol a Mynediad i Gefn Gwlad 1949 (NPACA 1949)

Adran 57 - Cosb am arddangos hysbysiadau ar lwybrau troed yn ceisio atal y cyhoedd rhag eu defnyddio.

Deddf Bywyd Gwyllt a Chefn Gwlad 1981 WCA 1981

Adran 53 - Dyletswydd i adolygu'r map a'r datganiad diffiniol yn barhaus.
Adran 54 - Dyletswydd i ailddosbarthu ffyrdd a ddefnyddir fel llwybrau cyhoeddus.
Adran 55 - Dim rhagor o arolygon nac adolygiadau o dan Ddeddf 1949.
Adran 57 - Darpariaethau ategol ynglŷn â mapiau a datganiadau diffiniol.

PWERAU

Deddf Priffyrdd 1980 (HA 1980)

Adran 14 - Pwerau ynglŷn â ffyrdd sy'n croesi neu'n ymuno â chefnffyrdd neu ffyrdd dosbarthiadol.
Adran 25 - Creu llwybr troed neu lwybr ceffylau trwy gytundeb.
Adran 26 - Pwerau gorfodol i greu llwybrau troed a llwybrau ceffylau.
Adran 62 - Pŵer cyffredinol gwella.
Adran 72 - Lledu priffyrdd.
Adran 76 - Lefelu priffyrdd.

Adran 91 - Adeiladu pont i gario priffordd sy'n bodoli eisoes y gellir ei chynnal a'i chadw ar draul y cyhoedd.
Adran 100 - Draenio priffyrdd.
Adran 116 - Pŵer llys ynadon i awdurdodi cau neu wyro priffordd.
Adran 118 - Cau llwybrau troed a llwybrau ceffylau.
Adran 118A - Cau llwybrau troed a llwybrau ceffylau sy'n croesi rheilffyrdd.
Adran 119 - Gwyro llwybrau troed a llwybrau ceffylau.
Adran 119A - Gwyro llwybrau troed a llwybrau ceffylau sy'n croesi rheilffyrdd.
Adran 132 - Marciau anawdurdodedig ar briffyrdd.
Adran 134 - Aredig llwybr troed neu lwybr ceffylau.
Adran 135 - Gwyro dros dro lwybr neu ffordd a gafodd ei aredig o dan adran 134.
Adran 143 - Pŵer i symud ymaith strwythurau o briffyrdd.
Adran 145 - Pwerau ynglŷn â gatiâu ar draws priffyrdd.
Adran 146 - Dyletswydd i gynnal a chadw camfeydd etc. ar lwybrau troed a llwybrau ceffylau.
Adran 147 - Pŵer i awdurdodi codi camfeydd etc. ar lwybr troed neu lwybr ceffylau.
Adran 149 - Symud ymaith pethau a osodir ar briffyrdd fel eu bod yn niwsans etc.
Adran 154 - Tocio neu dorri coed y mae eu canghennau'n rhy isel neu sy'n berygl i ffyrdd neu lwybrau troed.
Adran 164 - Pŵer i fynnu symud ymaith weiren bigog.
Adran 165 - Tir peryglus sy'n gyffiniol â stryd.
Atodlen 12A - Trwsio wyneb hawl tramwy o dan amgylchiadau penodol.
Atodlen 12A - Gwneud gwaith lle nad yw dyletswydd i gadw cnydau rhag tyfu dros lwybr wedi cael ei chyflawni.

Deddf Bywyd Gwyllt a Chefn Gwlad 1981

Adran 53 - Gwneud gorchmynion addasu.
Adran 54 - Gwneud gorchmynion ailddosbarthu i'r map diffiniol.
Adran 57 - Cyfuno'r map diffiniol a'r gorchmynion sydd wedi'i addasu.

Assessment Pro-forma DDA in respect of Rights of Way (2/6) Tir Mynediad Agored yn ardal Bwrdeistref Sirol Caerffili (2/6)

Legend (for audit table symbols)

- ▲ – to identify where a feature is out of standard, linked by a line to:
- ▼ – where a feature returns to standard
- – at a single point where a feature fails to achieve the standard
- ✓ – where a feature is present eg. Resting place
- ✗ – at the point by which the standard should have been applied

Sketch map of area of survey. Insert significant features as reference. Include formal and informal parking, all access points, information boards.

Rural and Working Landscape Standard

1. Path Surface
Surface must be hard but may have some loose stones but not covering the whole surface (stones no bigger than 10mm).
1000mm minimum width.
2. Path Width
815mm minimum width for no more than 300mm along length of path – 915mm width for no more than 1600mm along the length of the path.
3. Width Restrictions
815mm minimum width for no more than 300mm along length of path – 915mm width for no more than 1600mm along the length of the path.
4. Barriers
No stiles, steps, fences, hedges etc., blocking the path.
5. Ramp Gradient
1:10 maximum.
6. Rise of ramps
Where the place is steeper than 1:20 (ie a ramp), a level resting place should be provided. The maximum height rise between landings is 950mm.

Maximum distance between landings for 950mm vertical climb at the following gradients	1:18	1:16	1:14	1:12	1:10
	17.10 metres	15.20 metres	13.30 metres	11.40 metres	9.50 metres

7. Cross Slope
1:35 maximum.
15mm maximum.
8. Steps
Breaks in path surface as in boardwalks, grates, grills etc., should be no more than 12mm measured in the direction of travel along the path.
9. Surface Break
A tunnel clear of overhanging or encroaching vegetation, and other obstructions should be a minimum of 1000mm wide and 2100 high.
10. Clear Walking Tunnel
There should be a passing place every 150 metres along the path. The minimum width of the path should be 1500mm for 2000mm along the length of the path.
11. Passing Place
There should be a resting point every 300m along the path. Each resting point should have a seat or perch which is placed on surfaced, level ground. Resting points should be set back from the path and in addition to the path width, be at least 1200mm wide and 1500mm long.
12. Resting Places

Assessment Pro-forma DDA in respect of Rights of Way (3/6)
 Tir Mynediad Agored yn ardal Bwrdeistref Sirol Caerffili (3/6)

Record Distance	Start	5m	10m	15m	20m	BT Millennium Miles (BTMA)	
						Audit Sheet	Urban and Formal Landscape
Max 5mm						Site/Area	Sheet
Surface						From	
Min 1200mm						To	Weather Conditions
Width						No	
815mm or 1000mm						Notes	Date
Restriction							
None							(Please sign and print name)
Barrier							
Max 1:12							Date
Ramp Gradient							
Max 750mm							Date
Rise of Ramp							
Max 1:50							Date
Cross Slope							
Max 5mm							Date
Steps							
Max 12mm							Date
Breaks							
1200 x 2100mm							Date
Tunnel							
50 metres							Date
Passing							
100 metres							Date
Resting							

Assessment Pro-forma DDA in respect of Rights of Way (4/6) Tir Mynediad Agored yn ardal Bwrdeistref Sirol Caerffili (4/6)

Legend (for audit table symbols)

- ▲ – to identify where a feature is out of standard, linked by a line to:
- ▼ – where a feature returns to standard
- – at a single point where a feature fails to achieve the standard
- ✓ – where a feature is present eg. Resting place
- ✕ – at the point by which the standard should have been applied

Sketch map of area of survey. Insert significant features as reference. Include formal and informal parking, all access points, information boards.

Urban and Formal Landscape Standard

1. Path Surface
Surface must be hard, firm and smooth with very few loose stones (none bigger than 5mm).

2. Path Width
1200mm minimum width.

3. Width Restrictions
815mm minimum width for no more than 300mm along length of path – 1000mm width for no more than 1600mm along the length of the path.

4. Barriers
No stiles, steps, fences, hedges etc. blocking the path.

5. Ramp Gradient
1:12 maximum.

6. Rise of ramps
Where the place is steeper than 1:20 (ie a ramp), a level resting place should be provided. The maximum height rise between landings is 750mm.

Maximum distance between landings for 750mm vertical climb at the following gradients	1:18	13.50 metres
	1:16	12.00 metres
	1:14	10.50 metres
1:12	9.00 metres	

7. Cross Slope
1:50 maximum.

8. Steps
5mm maximum.

9. Surface Break
Breaks in path surface as in boardwalks, grates, grills etc., should be no more than 12mm measured in the direction of travel along the path.

10. Clear Walking Tunnel
A tunnel clear of overhanging or encroaching vegetation, and other obstructions should be a minimum of 1200mm wide and 2100 high.

11. Passing Place
There should be a passing place every 50 metres along the path. The minimum width of the path should be 1500mm for 2000mm along the length of the path.

12. Resting Places
There should be a resting point every 100m along the path. Each resting point should have a seat or perch which is placed on surfaced, level ground. These should be set back from the path and, in addition to path width, be at least 1200mm wide and 1500mm long.

1. Path Surface
Surface must be hard, firm and smooth with very few loose stones (none bigger than 5mm).

2. Path Width
1200mm minimum width.

3. Width Restrictions
815mm minimum width for no more than 300mm along length of path – 1000mm width for no more than 1600mm along the length of the path.

4. Barriers
No stiles, steps, fences, hedges etc. blocking the path.

5. Ramp Gradient
1:12 maximum.

6. Rise of ramps
Where the place is steeper than 1:20 (ie a ramp), a level resting place should be provided. The maximum height rise between landings is 750mm.

Maximum distance between landings for 750mm vertical climb at the following gradients	1:18	13.50 metres
	1:16	12.00 metres
	1:14	10.50 metres
1:12	9.00 metres	

7. Cross Slope
1:50 maximum.

8. Steps
5mm maximum.

9. Surface Break
Breaks in path surface as in boardwalks, grates, grills etc., should be no more than 12mm measured in the direction of travel along the path.

10. Clear Walking Tunnel
A tunnel clear of overhanging or encroaching vegetation, and other obstructions should be a minimum of 1200mm wide and 2100 high.

11. Passing Place
There should be a passing place every 50 metres along the path. The minimum width of the path should be 1500mm for 2000mm along the length of the path.

12. Resting Places
There should be a resting point every 100m along the path. Each resting point should have a seat or perch which is placed on surfaced, level ground. These should be set back from the path and, in addition to path width, be at least 1200mm wide and 1500mm long.

Assessment Pro-forma DDA in respect of Rights of Way (5/6)
 Tir Mynediad Agored yn ardal Bwrdeistref Sirol Caerffili (5/6)

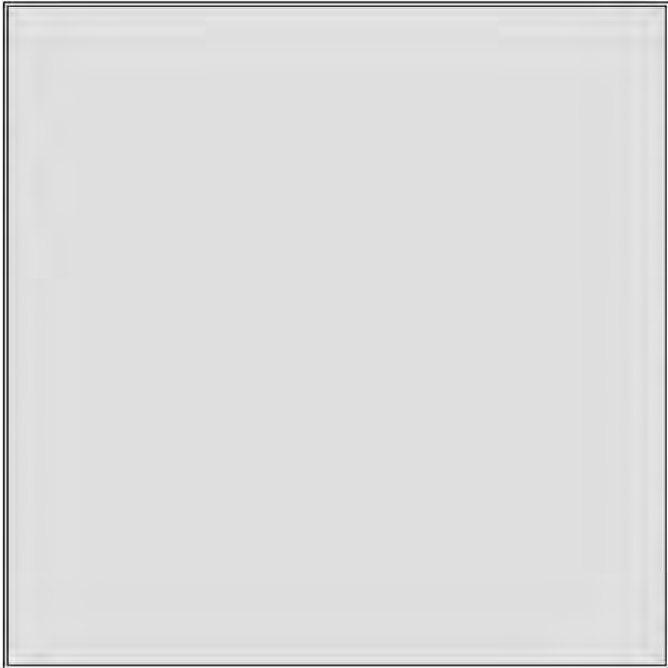
20m	15m	10m	5m	Start	Record Distance		Site Area From (Grid Ref) To (Grid Ref) No	Notes	Weather Conditions	Sheet of
					Max 10mm	Surface				
					Min 1200mm	Width				
					815mm or 1000mm	Restriction				
					None	Barrier				
					Max 1:12	Ramp Gradient				
					Max 830mm	Rise of Ramp				
					Max 1:45	Cross Slope				
					Max 10mm	Steps				
					Max 12mm	Breaks				
					1200 x 2100mm	Tunnel				
					100 metres	Passing				
					200 metres	Resting				
BT Millennium Miles (BTCEA) Audit Sheet										
Urban Fringe and Managed Landscape										

Audited by: (Please sign and print name) Date:

Assessment Pro-forma DDA in respect of Rights of Way (5/6)
 Tir Mynediad Agored yn ardal Bwrdeistref Sirol Caerffili (5/6)

Legend (for audit sheet symbols)

- ▲ – to identify where a feature is out of standard, linked by a line to:
- ▼ – where a feature returns to standard
- – at a single point where a feature fails to achieve the standard
- ✓ – where a feature is present eg. Resting place
- ✗ – at the point by which the standard should have been applied



Sketch map of area of survey. Insert significant features as reference. Include formal and informal parking, all access points, information boards.

Urban Fringe and Managed Landscape Standard

- 1. Path Surface**
Surface must be hard and firm with very few loose stones (none bigger than 10mm).
- 2. Path Width**
1200mm minimum width.
- 3. Width Restrictions**
815mm minimum width for no more than 3000mm along length of path – 1000mm width for no more than 1600mm along the length of the path.
- 4. Barriers**
No stiles, steps, fences, hedges etc., blocking the path.
- 5. Ramp Gradient**
1:12 maximum.
- 6. Rise of ramps**
Where the place is steeper than 1:20 (ie a ramp), a level resting place should be provided. The maximum height rise between landings is 830mm.

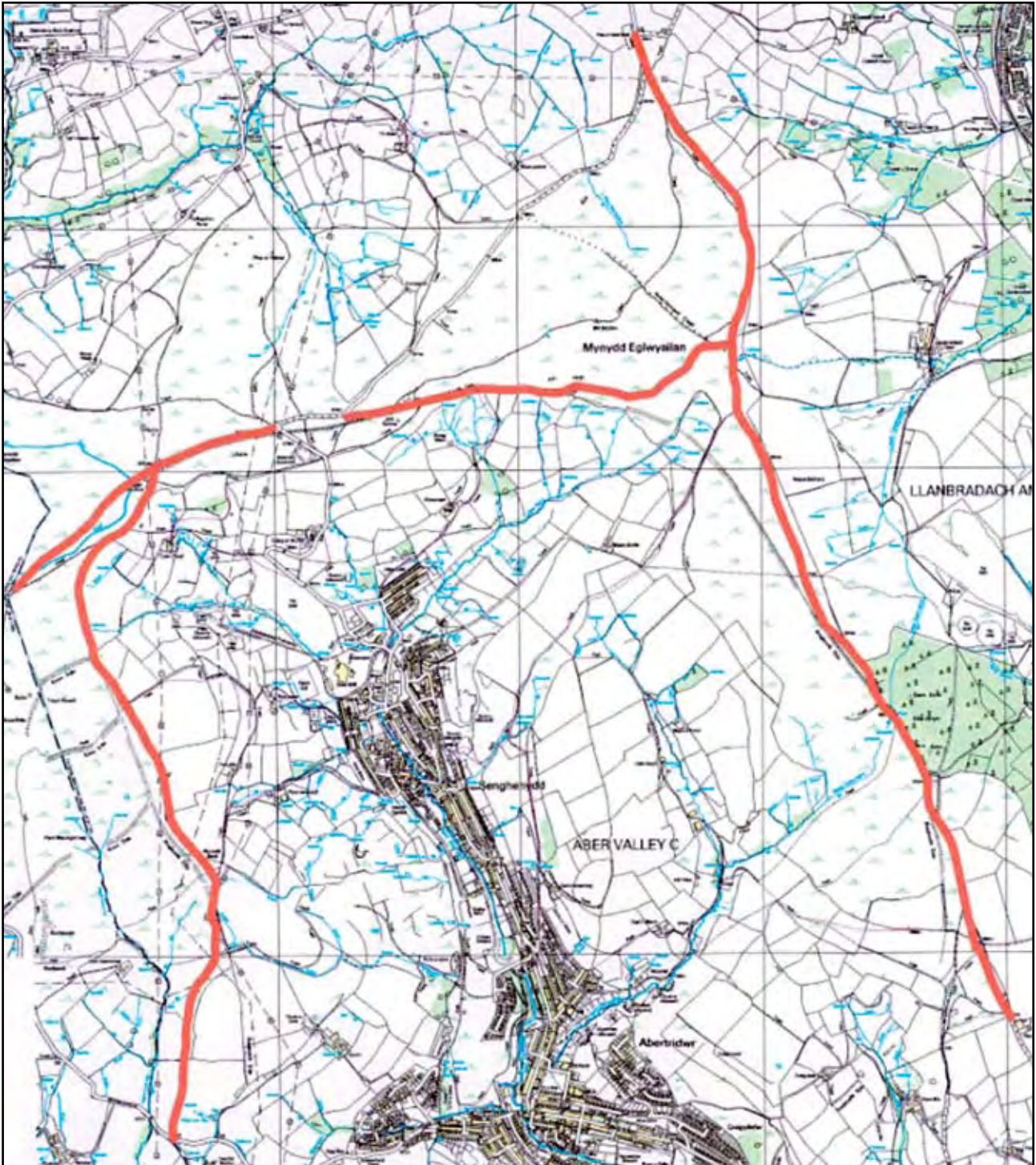
Maximum distance between landings for 830mm vertical climb at the following gradients	1:18	14.94 metres
	1:16	13.28 metres
	1:14	11.62 metres
	1:12	9.96 metres

- 7. Cross Slope**
1:45 maximum.
- 8. Steps**
10mm maximum.
- 9. Surface Break**
Breaks in path surface as in boardwalks, grates, grills etc., should be no more than 12mm measured in the direction of travel along the path.
- 10. Clear Walking Tunnel**
A tunnel clear of overhanging or encroaching vegetation, and other obstructions should be a minimum of 1200mm wide and 2100 high.
- 11. Passing Place**
There should be a passing place every 100 metres along the path. The minimum width of the path should be 1500mm for 2000mm along the length of the path.
- 12. Resting Places**
There should be a resting point every 200m along the path. Each resting point should have a seat or perch which is placed on surfaced, level ground. Resting points should be set back from the path and, in addition to the path width, be at least 1200mm wide and 1500mm long.

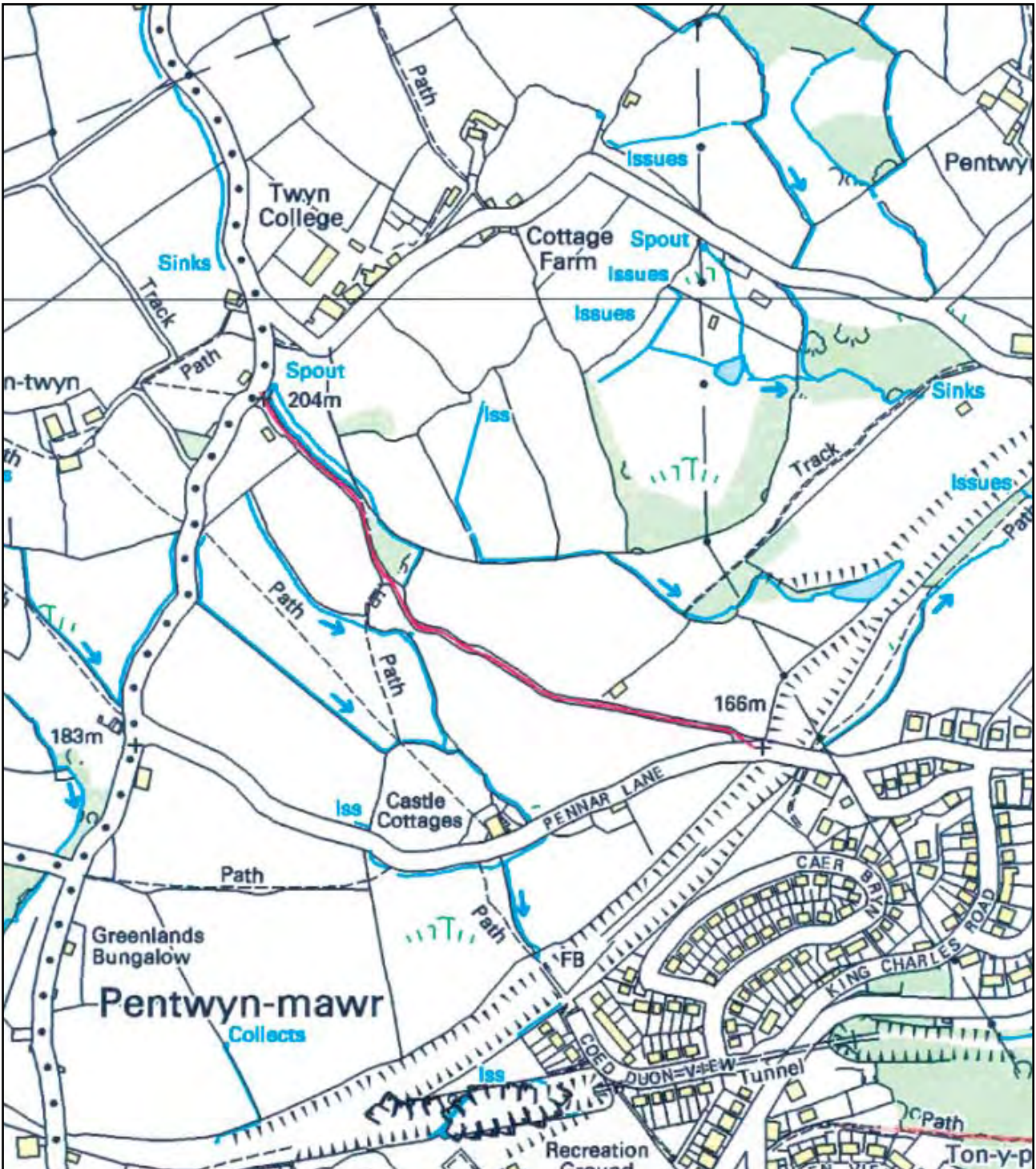
Appendix xii

Atodiad xii

Byway Open to All Traffic shown in red (1/2)
Dangosir cilffordd sy'n agored i bob traffig mewn lliw coch (1/2)



Byway Open to All Traffic shown in red (2/2)
 Dangosir cilffordd sy'n agored i bob traffig mewn lliw coch (2/2)



Appendix xiii

List of useful contacts (1/2)

AUTO CYCLE UNION

Miller House, Corporation Road, Rugby,
Warwickshire, CV21 2YX.

BHS

British Horse Society
Stoneleigh Deer Park, Kenilworth,
Warwickshire, CV8 2XZ.
Tel: 01926 707700 Fax: 01926 707800

BRITISH DRIVING SOCIETY

Miss T.K. Styles, Secretary to British Driving
Society, 32 New Road, Helmingham,
Stowmarket, Ipswich, IP14 6EA.

BRITISH MOUNTAINEERING COUNCIL

Bill Wright - Access and Conservation Officer
Crawford House, Precinct Centre,
Booth Street East, Manchester, M13 9RZ.

BYWAYS AND BRIDLEWAYS TRUST

Mrs. S.L. Davy, Secretary to the
Byways and Bridleways Trust, P.O.Box 117,
Newcastle upon Tyne, NE3 5YT.
Tel: 0191 236 4086 Fax: 0191 236 4086
www.bbtrust.org.uk

CAERPHILLY MOTOR CYCLE CLUB

Mr.K.B.Davies, Secretary to the Caerphilly
Motor Cycle Club, 25 Llwyd-y-Berth,
Glenfields, Caerphilly, Mid Glamorgan.

CAERPHILLY COUNTY BOROUGH COUNCIL

Council Offices, Pontllanfraith, Blackwood,
Gwent, NP12 2YW.

Customer Care

01495 235323

County Ecologist

01495 235187

Cycling Training

01633 463377

Road Safety

01495 235087

Rights of Way Section

01495 235092

01495 235195

01495 235065

Sports & Health Development

Dealing with Healthy Living Centres,
GP Referral scheme, Fittogther (Healthy
Workplace) and their walking programmes
Tel: 01443 863072

Countryside dealing with walking programmes

Tel: 01495 235219

Atodiad xiii

Rhestr o Gysylltiadau Defnyddiol (1/2)

BEICIO

CTC, Parklands, Raitton Road, Guildford,
Surrey, GU2 9JX.

CLWB BEICIAU MODUR CAERFFILI

Mr. K.B. Davies,
Ysgrifennydd i Glwb Beicio Modur Caerffili
25 Llwyd-y-Berth, Glenfields, Caerffili,
Morgannwg Ganol.

COFRESTRFA TIR

Cofrestra Tir Dosbarth Abertawe,
Tŷ Cwm Tawe, Phoenix Way, Llansamlet,
Abertawe SA7 9FA. 01792 458877

COMISIWN CEFN GWLAD

Comisiwn Cefn Gwlad, Tŷ Ladywell,
Y Drenewydd, Powys. SY16 1RD.
01686 626799

COMISIWN COEDWIGAETH

Peiriannydd Sifil y Rhanbarth,
Rhanbarth Coedwigoedd Morgannwg,
Resolfen, Castell-nedd, Gorllewin
Morgannwg. SA11 4DR.
01639 710221

CYMDEITHAS CEFFYLAU PRYDAIN

British Horse Society
Stoneleigh Deer Park, Kenilworth,
Warwickshire CV8 2XZ.
Ffôn: 01926 707700 Ffacs 01926 707800

CYNGOR BWRDEISTREF SIROL CAERFFILI

Swyddfeydd y Cyngor, Pontllan-fraith,
Coed Duon, Gwent NP12 2YW.

Ecolegydd y Sir

01495 235323

Diogelwch ar y Ffyrdd

01495 235187

Gofal Cwsmer

01633 463377

Hyfforddiant Beicio

01495 235087

Isadran Hawliau Tramwy

01495 235092

01495 235195

01495 235065

Datblygu Chwaraeon ac Iechyd sy'n ymdrin â

Chanolfannau Byw'n Iach, Cynllun Atgyfeirio
Cleifion y Meddygon Teulu, FfitGyda'nGilydd
(Gweithle Iach) a'u rhaglenni cerdded,
rhif Ffôn: 01443 863072

Cefn Gwlad, sy'n ymdrin â rhaglenni cerdded

Ffôn: 01495 235219

List of useful contacts (2/2)

COUNCIL FOR THE PROTECTION OF RURAL WALES

Jenny Smith, "Ty Gwyn" 31 High Street,
Welshpool, Powys, SY21 7JP.
Tel: 01938 552525/556212

COUNTRYSIDE COMMISSION

Ladywell House, Newtown, Powys, SY16 1RD.
Tel: 01686 626799

COUNTRYSIDE COUNCIL FOR WALES

Unit 4, Castleton Court, Fortan Road,
St.Mellons, Cardiff CF3 0LT.
Tel: 02920 772400 Fax: 02920 772412

COUNTRYSIDE COUNCIL FOR WALES

Directorate of Science and Policy
Development, Plac Penrhos, Bangor,
Gwynedd, LL57 2LQ.
Tel: 01248 370444

CYCLING

CTC, Parklands, Raitton Road, Guildford,
Surrey, GU2 9JX.

FARMERS UNION OF WALES

Miss A.Giddings, County Secretary to the
Farmers Union of Wales, 5 Westgate,
Cowbridge, South Glamorgan, CF7 7AQ.
Tel: 01446 774838

FORESTRY COMMISSION

Area Civil Engineer, Morganwg Forest District,
Resolven, Neath, West Glamorgan, SA11 4DR.
Tel: 01639 710221

L.A.R.A.

Land Access & Recreation Association
Local Contact.
Mr.P.B.Moseley, 154 Brynglas, Hollybush,
Cwmbran, NP44 7LL.
Tel: 01633 874252

LAND REGISTRY

Swansea District Land Registry,
Ty Cwm Tawe, Pheonix Way, Llansamlet,
Swansea, SA7 9FA.
Tel: 01792 458877

Rhestr o Gysylltiadau Defnyddiol(2/2)

CYNGOR CEFN GWLAD CYMRU

Uned 4, Castleton Court, Fortran Road,
Llaneirwg, Caerdydd CF3 0LT.
Ffôn: 029 20 772400
Ffacs: 029 20 772412

CYNGOR CEFN GWLAD CYMRU

Cyngor Cefn Gwlad Cymru,
Cyfadran Gwyddoniaeth a Datblygu Polisi,
Plas Penrhos, Bangor, Gwynedd LL57 2LQ.
Ffôn: 01248 370444

CYNGOR DIOGELU CYMRU WLEDIG

Jenny Smith, "Tŷ Gwyn" Cyngor Diogelu
Cymru Wledig, 31 Stryd Fawr,
Y Trallwng, Powys SY21 7JP.
Ffôn: 01938 552525/556212

CYNGOR MYNYDDA PRYDAIN

British Mountaineering Council
Bill Wright Access and Conservation Officer
Crawford House, Precinct Centre
Booth Street East, Manchester M13 9RZ.

UNDEB AMAETHWYR CYMRU

Miss A. Giddings,
Ysgrifenyddes Sirol Undeb Amaethwyr
Cymru, 5 Westgate, Y Bontfaen,
De Morgannwg CF7 7AQ.
Ffôn: 01446 774838

UNDEB Y BEICIAU MODUR

Auto Cycle Union,
Miller House, Corporation Road, Rugby,
Warwickshire CV21 2YX.

YMDDIRIEDOLAETH Y CILFFYRDD A'R LLWYBRAU CEFFYLAU

Byways and Bridleways Trust
Mrs.S.L.Davy,
Secretary to the Byways and Bridleways Trust,
P.O.Box 117. Newcastle upon Tyne NE3 5YT.
Ffôn: 0191 236 4086
Ffacs: 0191 236 4086
www.bbtrust.org.uk

Local walking groups

NATIONAL ASSOCIATION OF LOCAL COUNCILS

Mr Edgar Spooner, Officer for Wales,
14 Glandulas Drive, Newtown,
Powys SY16 4JB.

NATIONAL FARMERS UNION (WALES)

Karen Yates, N.F.U. Group Secretary,
Glamorgan County Branch, 3 Chapel Road,
Llanharan, Mid Glamorgan CF7 9QA.
Tel: 01442 228811
Fax: 01443 226943

OPEN SPACES SOCIETY

25A Bell Street, Henley on Thames,
Oxon RG9 2BA.
Tel: 0491 573535

ORDNANCE SURVEY

Room 626, Mapping Intelligence (Rights of Way),
Romsey Road, Maybush, Southampton,
Hampshire SO16 4GU.
Tel: 023 807 92000
Fax: 023 807 92721

RAMBLERS ASSOCIATION

Welsh Officer, Pant-Wood, Pant Lane,
Marscord, Wrexham OL12 8SG.
Tel: 01978 855148

RAMBLERS ASSOCIATION

2nd Floor, Camelford House,
87-90 Albert Embankment,
LONDON SE1 7TW.
Tel: 020 73398500
020 73398501

S.A.F.E.

Safety and Facilities for Equestrians.
www.safebridlepaths.org.uk

SPORTS COUNCIL FOR WALES

Mr John Harrison, Senior Planning Officer
Sophia Gardens, Cardiff, South Glamorgan
CF1 9SW.

TRAIL RIDERS FEDERATION

Peter Dite, 29 Bettws y Coed Road, Cardiff.
Tel: 02920 754069

Huw Morgan,

18 Beech Grove, Oakdale, NP12 0JL
Tel: 01495 224020

WALES TOURIST BOARD

Mr R. Elwyn Owen,
Director of Research & Corporation Planning,
Brunel House, 2 Fitzalan Road, Cardiff CF2 1UY.

WELSH TRAIL RIDERS ASSOCIATION

Mr. Stuart Dodwell, Rights of Way Officer,
WTRA Ltd., 28 Porthkerry Road,
Rhoose, South Glamorgan CF62 3HD.
Tel: 01446 710851

Grwpiau Cerdded Lleol

AROLWG ORDANS

Ystafell 626, Gwybodaeth Mapio
(Hawliau Tramwy) Romsey Road,
Maybush, Southampton,
Hampshire SO16 4GU.
Ffôn: 023 807 92000 Ffacs: 023 807 92721

BWRDD CROESO CYMRU

Mr. R. Elwyn Owen, Cyfarwyddwr
Ymchwil a Chynllunio'r Gorfforaeth
Bwrdd Croeso Cymru, Tŷ Brunel
2 Heol Fitzalan, Caerdydd CF2 1UY.

CYMDEITHAS Y CERDDWYR

Swyddog Cymru, Cymdeithas y Cerddwyr,
Pant-Wood, Pant Lane, Marscord, Wreccsam.
LL12 8SG. Ffôn: 01978-855148

CYMDEITHAS Y CERDDWYR

2il Lawr, Camelford House,
87-90 Albert Embankment,
LLUNDAIN SE1 7TW.
Ffôn: 020 73398500 - 020 73398501

CYMDEITHAS GENEDLAETHOL Y CYNGHORAU LLEOL

Mr. Edgar Spooner, Swyddog Cymru,
14 Glandulas Drive, Y Drenewydd,
Powys SY16 4JB.

CYMDEITHAS MANNAU AGORED

25A Bell Street, Henley on Thames,
Oxon RG9 2BA. Ffôn: 0491 573535

CYMDEITHAS REIDWYR LLWYBRAU CYMRU

Mr. Stuart Dodwell,
Swyddog Hawliau Tramwy, WTRA Cyf.,
28 Porthkerry Road, Y Rhws,
De Morgannwg CF62 3HD.
Ffôn: 01446 710851

CYNGOR CHWARAEON CYMRU

Mr. John Harrison
Uwch Swyddog Cynllunio, Cyngor Chwaraeon
Cymru, Gerddi Sophia, Caerdydd,
De Morgannwg CF1 9SW.

FFEDERASIWN REIDWYR LLWYBRAU

Peter Dite, 29 Heol Betws y Coed,
Caerdydd. Ffôn: 02920 754069

Huw Morgan,
18 Llwyn y Ffawyddden, Oakdale, NP12 0JL.
Ffôn: 01495 224020

UNDEB CENEDLAETHOL YR AMAETHWYR (CYMRU)

Karen Yates, Ysgrifenyddes Grŵp NFU,
Cangen Sir Morgannwg, 3 Chapel Road,
Llanharan, Morgannwg Ganol CF7 9QA.
Ffôn: 01442 228811 Ffacs: 01443 226943

S.A.F.E.

Mynediad Diogel i Farchogion
www.safebridlepaths.org.uk

List of external consultees

Age Concern
All Wales Ethnic Minority Association
All Wheel Drive Club PRow co-ordinator
Arthritis Care
Auto Cycle Union

BHS
Black Environmental Network
Blaenau Gwent
Brecon Beacons National Park
British Cycling Federation
British Driving Society
British Heart Foundation
British Trust for Conservation Volunteers
British Trust for Ornithology (Wales)

Cadw
Central Council for Physical recreation
Coed Cymru/Woodland Trust Wales
Colin Anfield
Countryside Recreation Access groups
Country Landowners Association
Cyclists Touring Club

David Baker
Disability Wales
Disabled Drivers Assoc.
Disabled Persons Transport Advisory Committee
Disabled Ramblers, Alan Edwards
DoE award

Forestry Commission
FUW
Federation of Sports Associations for the Disabled

Girl Guides
GORC Seymour, Gareth
Green lanes
Greening the Valleys

Help the Aged
Health Alliance
Keep Wales Tidy

LARA
Long Distance Walkers Association
Long Distance Walkers Wales

M & RCT Groundwork Trust
Mencap Cymru
Mentro Allan
Mobilise

NFU
NHS Malcolm Ward
Nat. Fed. Blind UK
National fed. Of Bridleway Assoc

Open Spaces Soc.

Philip Avery

RCAHM (Wales)
RNID
Ramblers
RSPCA (Cardiff)

Scouts
Sports Council for Wales
Sustrans

Trans Wales Trails

WAG
WAG, tourism dept
WAG, countryside
Wales Centre for Health
Wales Council for Deaf
Wales Tourist Board
Welsh Wildlife
YHA

MPs and AMs
Don Touhig MP
Dai Havard MP
Wayne David MP
Irene James MP
Huw Lewis Esq AM
Jeffrey Cuthbert AM

Rhestr o'r ymgynghoreion allanol

Age Concern
Anabledd Cymru
Arthritis Care

Blaenau Gwent
Bwrdd Croeso Cymru

Cadw

Cadwch Gymru'n Daclus
Canolfan Iechyd Cymru
Cerddwyr Anabl, Alan Edwards
Cerddwyr Pellter Hir Cymru
Clwb Teithio'r Beicwyr

Coed Cymru/Woodland Trust Wales
Colin Anfield
Comisiwn Brenhinol Henebion Cymru
Comisiwn Coedwigaeth
Cydlynnydd HTC y Clwb Gyriant Pob Olwyn
Cymdeithas Ceffylau Prydain
Cymdeithas Cerddwyr Pellter Hir
Cymdeithas Lleiafrifoedd Ethnig Cymru Gyfan
Cymdeithas Hosteli Ieuencid
Cymdeithas Mynediad Tir a Hamdden
Cymdeithas Tirfeddianwyr Cefn Gwlad
Cymdeithas y Cerddwyr
Cymdeithas y Gyrwyr Anabl
Cymdeithas y Mannau Agored
Cymdeithas Yrru Prydain
Cynghrair Iechyd
Cyngor Canolog dros Hamdden Gorfforol
Cyngor Chwaraeon Cymru
Cyngor y Byddar Cymru

David Baker

Ffederasiwn Beicio Prydain
Ffederasiwn Cenedlaethol y Deillion DU
Ffederasiwn Cymdeithasau Chwaraeon i'r Anabl
Ffederasiwn Cenedlaethol Cymdeithasau
Llwybrau Ceffylau

Geidiau
GIG Malcolm Ward
GORC Seymour, Gareth
Grwpiau Mynediad Hamdden Cefn Gwlad
Gwobr Dug Caeredin

Help the Aged

Lonydd gwyrdd
LICC
LICC, adran dwristiaeth
LICC, cefn gwlad

Mencap Cymru
Mentro Allan
Mobilise

Parc Cenedlaethol Bannau Brycheiniog
Philip Avery
Pwyllgor Ymgynghorol ar Gludiant Pobl Anabl

RNID
Ramblers
RSPCA (Caerdydd)
Rhwydwaith Amgylcheddol y Bobl Dduon

Sefydliad Cenedlaethol Brenhinol y Byddar
Sefydliad Prydeinig y Galon
Sgowtiaid
Sustrans

Trans Wales Trails
Troi'r Cymoedd yn Wyrdd

WAG
Undeb Amaethwyr Cymru
Undeb Cenedlaethol yr Amaethwyr
Undeb y Beiciau Modur

Ymddiriedolaeth Adareg Prydain (Cymru)
Ymddiriedolaeth Groundwork Merthyr a RCT
Ymddiriedolaeth Gwirfoddolwyr Cadwraeth
Prydain
Ymddiriedolaeth Natur Cymru

ASau ac ACau
Don Touhig AS
Mr Dai Havard AS
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Irene James
Huw Lewis Ysw AC
Jeffrey Cuthbert AC

Abbreviations

AA	Access Authority	LAF	Local Access Forum
BR (Br)	Bridleway	LDP	Local Development Plan
BOAT	Byway Open to All Traffic	LHB	Local Health Board
CCBC	Caerphilly County Borough Council	NCN	Nation Cycle Network
CCW	Countryside Council for Wales	NPACA	National Parks and Access to the Countryside Act 1949
CRoW	Countryside and Rights of Way Act 2000	PPO	Public Path Order
DDA	Disability Discrimination Act 1995	R Au	Relevant Authority
DMMO	Definitive Map Modification Order	ROW (RoW)	Right of Way
FC	Forestry Commission	RoWIP	Rights of Way Improvement Plan
FP	Footpath	RUPP's	Road Used as Public Paths
GIS	Geographic Information Systems	SAFE	Safe and Facilities for Equestrians
HA	Highways Act 1980	SEA	Strategic Environmental Assessment
ha	Hectare	SEWTA	South East Wales Transport Alliance
Km	Kilometre	UDP	Unitary Development Plan
		WAG	Welsh Assembly Government

Byrfoddau

AM	Awdurdod Mynediad	SGDd	Systemau Gwybodaeth Ddaeryddol
BILI	Bwrdd Iechyd Lleol	DP	Deddf Priffyrdd 1980
LIC	Llwybr Ceffylau	ha	hectar
LLCABT	Llwybr Ceffylau sy'n Agored i Bob Traffig	HT	Hawl Tramwy
CBSC	Cyngor Bwrdeistref Sirol Caerffili	km	cilometr
CC	Comisiwn Coedwigaeth	LICC	Llywodraeth Cynulliad Cymru
CCGC	Cyngor Cefn Gwlad Cymru	RhBC	Rhwydwaith Beicio Cenedlaethol
CDLI	Cynllun Datblygu Lleol	DPCMGG	Deddf Parciau Cenedlaethol a Mynediad i Gefn Gwlad 1949
CDU	Cynllun Datblygu Unedol	GLIC	Gorchymyn Llwybr Cyhoeddus
CGHT	Cynllun Gwelliant Hawliau Tramwy	AP	Awdurdod Perthnasol
DCGHT	Deddf Cefn Gwlad a Hawliau Tramwy 2000	SAFE	Mynedad Diogel i Farchogion
DGA	Deddf Gwahaniaethu ar sail Anabledd 1995	SEWTA	Cynghrair Cludiant De-ddwyrain Cymru
G	Gorchymyn Addasu'r Map Diffiniol		
LIT	Llwybr Troed		
FfDdLIC	Ffordd a Ddefnyddir fel Llwybr Cyhoeddus		
FfMLI	Fforwm Mynediad Lleol		



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