

# CAPITA



## Neath Port Talbot County Borough Council Integrated Network Map Detailed Methodology

October 2017

Project No: CS/090608

Doc Ref: CS/090608

Rev:

Client: Neath Port Talbot County Borough Council

Issue Date: October 2017

Integrated Network Map

Detailed Methodology

	Name	Signature	Date
Author	Callan Burchell		27/10/2017
Checker	Martin Dolan		27/10/2017
Approver	David James		27/10/2017
Client	Ceri Morris		27/10/2017

### Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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# 1. Introduction

This report aims to provide clarity and justification for the methodology applied in developing the Integrated Network Map (INM) in which Capita Real Estate and Infrastructure are assisting Neath Port Talbot County Borough Council (NPTCBC). This report also aims to highlight how the Welsh Government Design Guidance has been considered throughout, and that this approach used is comprehensive and consistent.

The Active Travel (Wales) Act 2013 aims to increase the amount of walking and cycling journeys. The first stage of the Act was to map the existing infrastructure and create an Existing Routes Map (ERM). The next stage is the Integrated Network Map (INM), which must show how NPTCBC plan to expand their existing routes and improve their walking and cycling networks over the next 15 years.

The guidance referred to throughout this document is *the 'Design Guidance: Active Travel (Wales) Act 2013'* published by the Welsh Government in December 2014, and *the 'Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013'* published by the Welsh Government in May 2014.

A number of information sources have been utilised in the production of the emerging INM, including:

- Local Authorities' Existing Route Map (ERM);
- Local Development Plans and proposals maps;
- Design Guidance: Active Travel (Wales) Act 2013;
- The National Cycle Network;
- Consultation events;
- Public surveys;
- Gradient data.

Supporting evidence is provided where possible in the form of Geographical Information System (GIS) screenshots showing our methods and how each element has been considered. Where appropriate, direct quotes from the guidance are included in text boxes.

The structure of the report is as follows:

- Chapter 1 – Introduction
- Chapter 2 – Trip Attractors
- Chapter 3 – Gradients
- Chapter 4 – Cycle Network Density
- Chapter 5 – Funnel Routes
- Chapter 6 – Cross-boundary Discussion
- Chapter 7 – Auditing
- Chapter 8 – Consultation
- Chapter 9 – Conclusion

## 2. Trip Attractors

Plotting the key trip attractors is a crucial element of identifying the need for new walking and cycling routes.

*The Delivery Guidance provides examples of destination points that may be considered key walking trip attractors. These have been included in the list below to provide a guide to the types of local amenities that could be expected to attract a significant number of trips.*  
– Welsh Government Design Guidance (2014) Paragraph 5.6.12.

In keeping with the guidance, the following categories were included:

- Employment areas – including Local Development Plan (LDP) employment sites and major employment areas such as industrial estates;
- Educational establishments – all secondary schools as well as university campuses;
- Healthcare establishments – hospitals and larger surgeries;
- Retail facilities – All retail over 2,000sqm as well as LDP retail centres;
- Community facilities – Such as major leisure centres;
- Transport interchange facilities – major rail and bus stations have been included;
- Venues – sports stadia, performance arenas and visitor attractions;

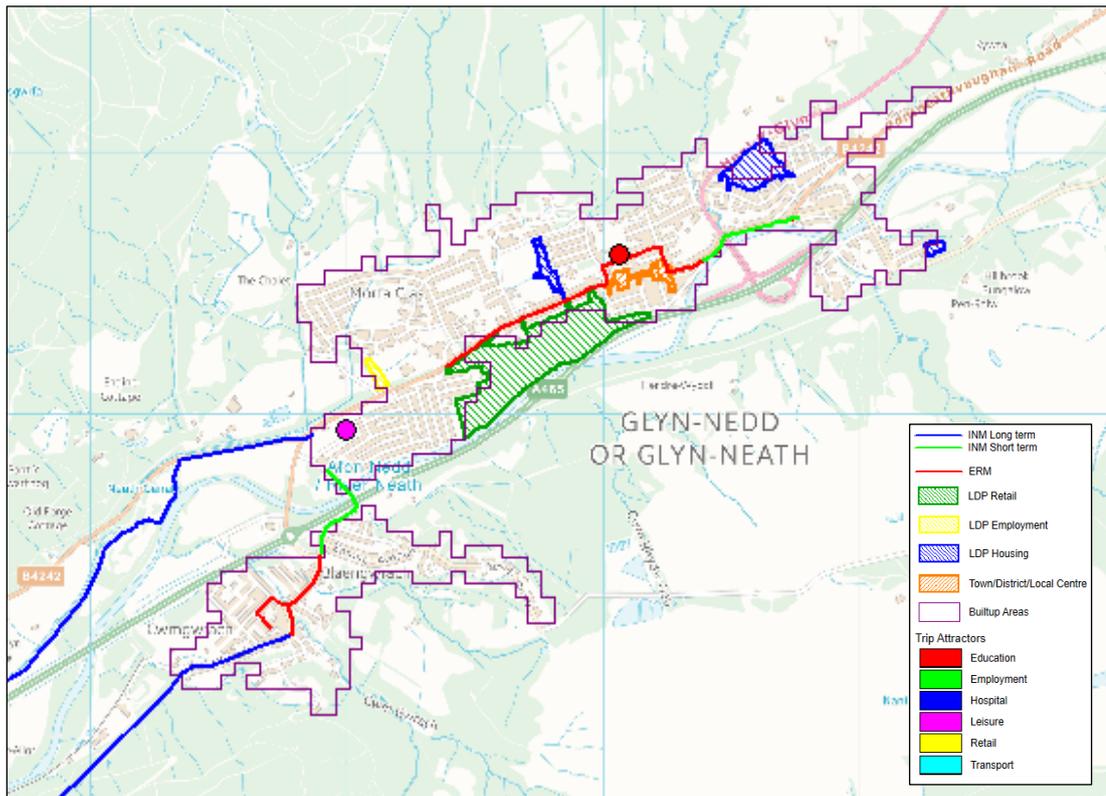
An example list of trip attractors selected in NPTCBC are included as Appendix 1.

Once selected, the trip attractors were mapped using GIS and categorised accordingly. A drawback of this method was that there were few or no trip attractors identified in some rural areas such as Seven Sisters and Blaengwrach. As a result, the inclusion of some routes linking rural areas was less justifiable. To correct this and justify the inclusion of routes to these areas, additional trip attractors were added where possible.

The Local Development Plan (LDP) sites layer (Figure 2.1) also justified the inclusion of routes to the rural areas. Several of the LDP sites have identified employment, housing or retail areas. In addition, a town / district / local retail centre layer and a built-up area layer were included to further justify the inclusion of routes and the creation of new routes.

Figure 2.1 below shows an example of trip attractors, LDP allocated sites, built-up areas and town / district / local retail centres being used to justify routes throughout rural areas within NPT.

**Figure 2.1 – Glynneath trip attractors, LDP sites and district/town/local centres layers.**



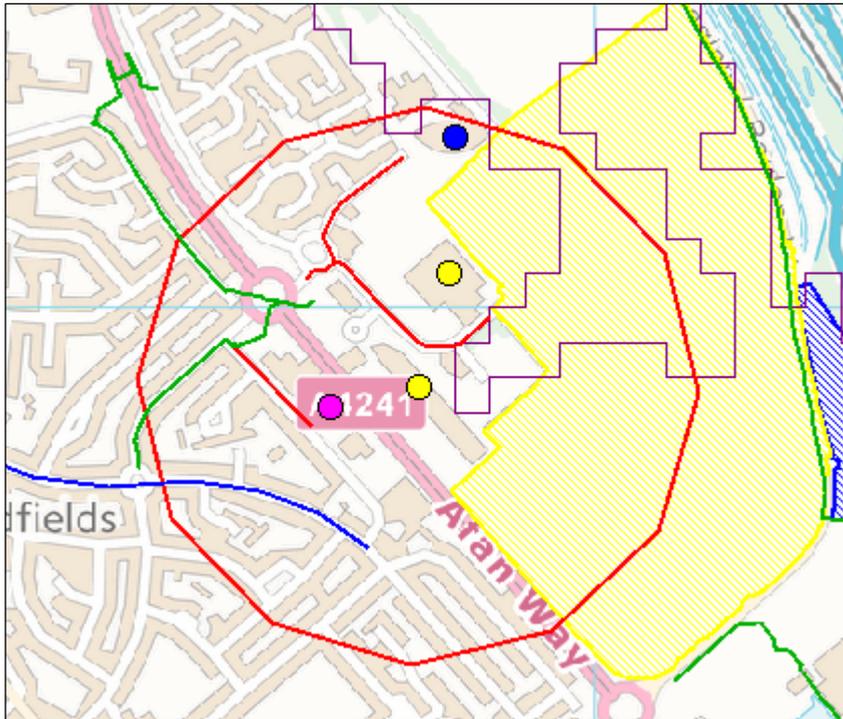
Glynneath is an example of a rural area within NPTCBC. The trip attractors were consisting of (the pink and red dots) that were not included in the first instance, in this example a smaller leisure centre and a primary school. The LDP sites layer also justified the inclusion of routes to this area with the green shaded area is being mixed-use regeneration site comprising predominantly residential and an element of retail, whilst the blue shaded areas are LDP housing sites. The orange shaded area, in this instance, is a district centre.

## 2.1 Trip Attractors – Specific to Walking

To identify the walking zones around key trip attractors, referred to as ‘attractor zones’, an approximate 5-minute walking distance of 400m was used to create walking isochrones on GIS. To include attractor zones around all individual trip attractors would be excessive, therefore, clusters of several trip attractors were grouped and included. These areas are likely to have greater pedestrian flows.

The attractor zones provide clear boundaries of areas within which pedestrian infrastructure is deemed important, and routes within these zones were identified and audited. An example of an attractor zone and its associated pedestrian routes can be seen in Figure 2.2.

Figure 2.2 – Example of 400m attractor zone in Baglan Moors



The orange circle in Figure 2.2 is the 400m attractor zone which encompasses the trip attractor locations. The red lines within the circle are the routes which are to be prioritised for auditing. The aim was to ensure that these routes connect to existing and proposed INM routes as well as connecting the trip attractors.

## 2.2 Trip Attractors – Specific to Cycling

The trip attractors can be classed as departure / destination points for cycling journeys according to the guidance. These points (clustered if required) then need to be connected via desire lines. The desire lines are direct, straight lines which identify where routes are required.

The guidance highlights that a considerable amount of analysis is required to identify the desire lines in a city, but that within smaller towns and villages they may be more self-evident (this is the case in NPTCBC where the desire lines are clearly apparent and are generally from the outer residential areas towards the town centre).

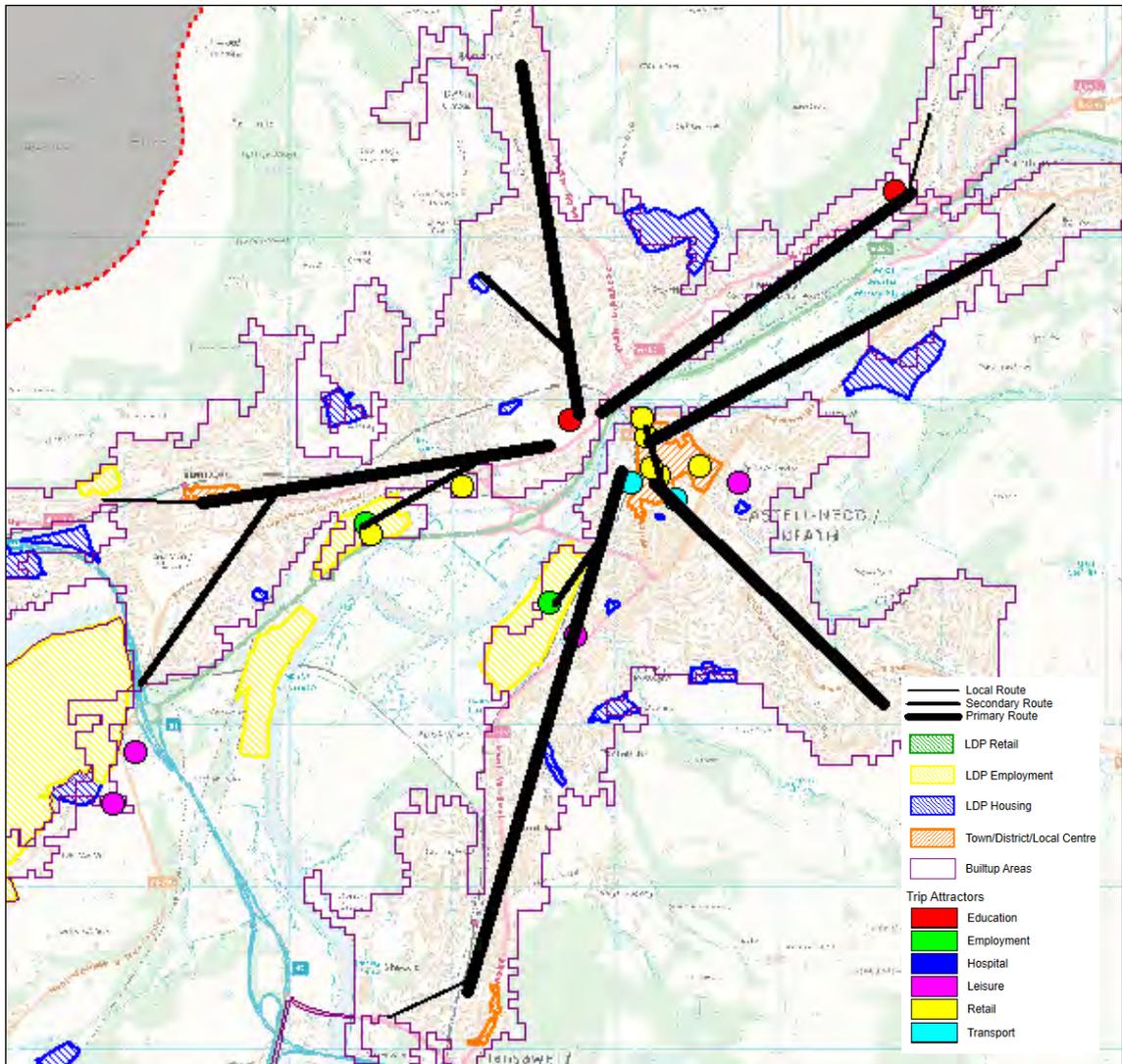
The desire lines were also categorised, as per the following hierarchy of cycle routes as recommended in the guidance:

- Primary routes;
- Secondary routes; and
- Local routes.

Figure 2.3 below shows the desire lines for the Neath area, justifying the inclusion of new routes.

The thickness of the lines in Figure 2.3 indicates the classification of the route, varying from primary routes (thickest) to local routes (thinnest).

**Figure 2.3 – Example of desire lines**



### 3. Gradients

Gradients were an important consideration when assessing the viability of potential pedestrian and cycling routes. Gradients are a particularly important feature as they impact on older or disabled users, as well as parents with push chairs.

*As a general rule, a gradient of 5% (1 in 20) should be regarded as a desirable maximum in most situations and 8% (1 in 12) should be used as the absolute maximum.*  
- Welsh Government Design Guidance (2014) Paragraph 4.7.11.

However, it also states that there will be locations where steeper gradients cannot be reasonably avoided. This is a key point to remember, particularly given the topography of certain areas, and that a common-sense approach is vital when considering the viability of a route.

Where available, gradient levels were illustrated using GIS, Figure 3.1 shows the gradient level of roads in Bryncoch and were categorised in the following way:

- 0-2% - green
- 2-5% - orange
- 5-8% - red
- 8% and over – black

*For example, with a length of incline of 10m, a maximum gradient of 7% is acceptable, but with an incline 150m long, the gradient should be no more than 2%. Hills over 200m long should be no more than around 1 in 60 (1.7%).*

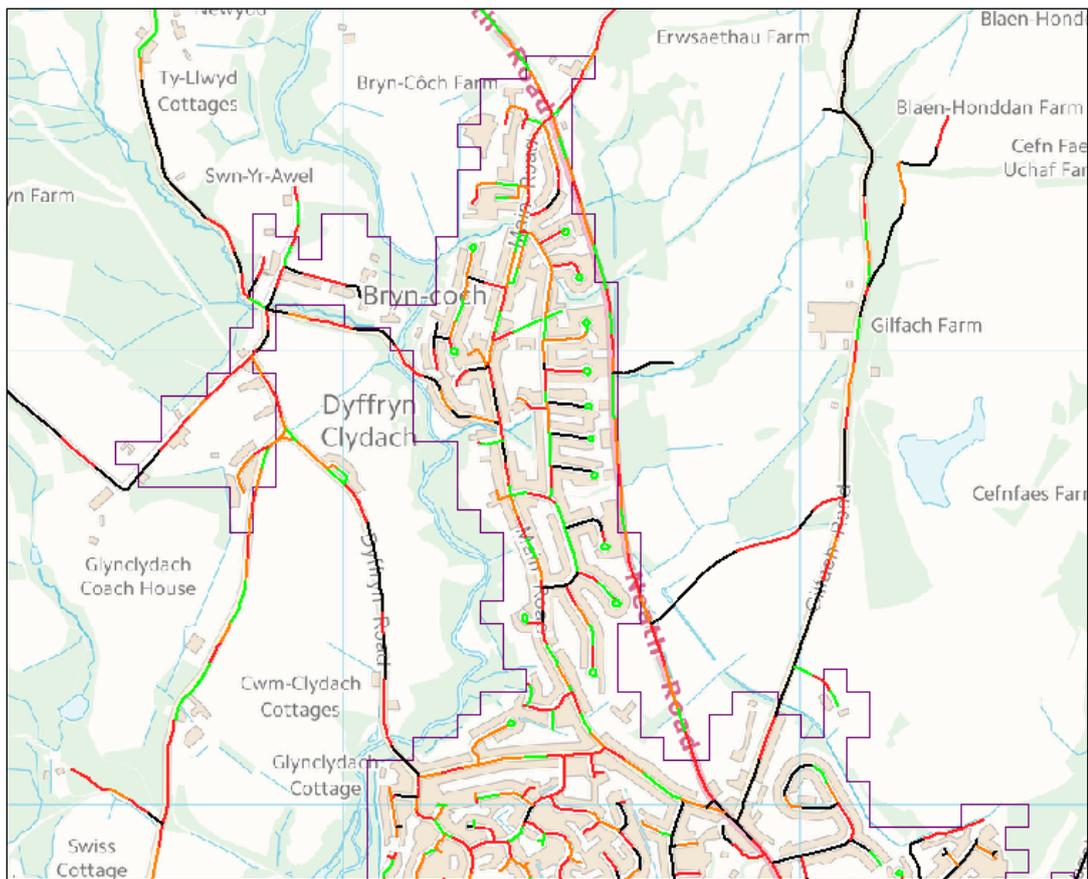
- Welsh Government Design Guidance (2014) Paragraph 5.6.12.

Having the gradient information as a GIS layer was used to justify the inclusion of some routes, but also highlight the unsuitability of others. A common-sense approach has been adopted and some routes which exceed the guidelines have been included, particularly where the route is a key link or has been raised regularly during consultation. For example, Penywern Road in Neath was deemed unsuitable as there are several sections of the route with a gradient of 8% or above. Where there are only small sections of a route above the maximum, a common-sense approach has been adopted and such routes included.

Where gradient information was not available the local knowledge of NPT Officers was invaluable in helping to determine which routes might be unfeasible due to gradient.

In terms of cycling, the acceptable gradient level is dependent on the length of incline. Similarly, a common-sense approach was taken to consider the viability of a cycling route.

**Figure 3.1 – Gradients**



- Gradient between 0-2% - green
- Gradient between 2-5% - orange
- Gradient between 5-8% - red
- Gradient 8% and over – black

## 4. Cycle Network Density

*The networks developed under the Active Travel Act should aim to have a mesh width of around 250m to create as dense a network of cycle routes as possible. However, it is acknowledged that it will take time to develop a network of such density and wider mesh widths of 500-1000m would be expected within the initial years of the network development.*

- *Welsh Government Design Guidance (2014) Paragraph 5.8.12.*

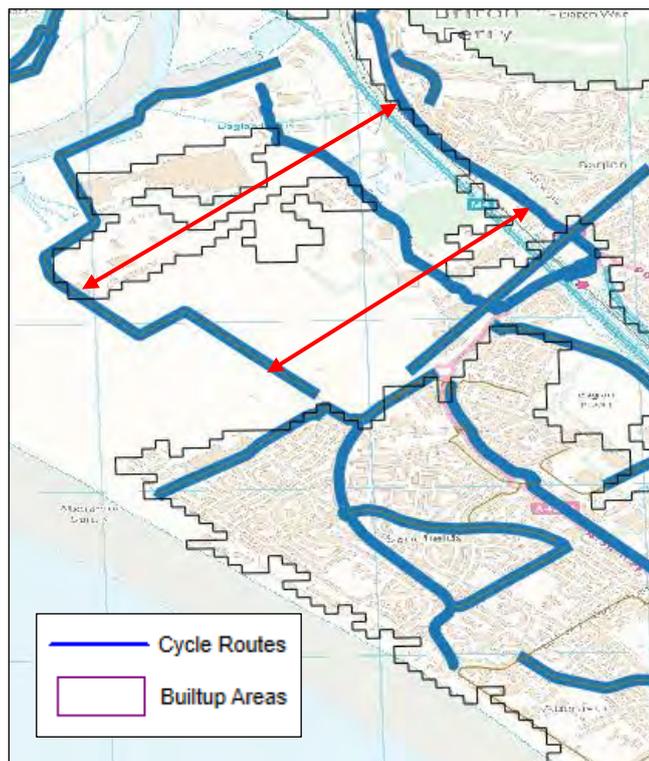
Different densities are to be expected in urban and rural areas, for example, some rural areas do not have enough routes to justify calculating a density, and this exercise is most useful in built-up urban areas.

The network density cannot be calculated until each route has been defined (for example as walking or cycling). Therefore, the final density will not be known until the final INM is submitted.

Another complication includes deciding from which points to measure the distance from. The arrows in Figure 4.1 show how measuring the distance between routes from two different points can produce varying results.

In order to analyse the cycle network density, it was necessary to overlay all cycle routes to understand the provision. Figure 4.1 shows all existing and proposed cycle routes in Port Talbot.

**Figure 4.1 – Cycle routes in Port Talbot**



Using a measuring tool on GIS it is possible to calculate the distance between the routes. An exercise was carried out which showed that within the confines of the built-up area layer, the distance between routes does not exceed the 1000m maximum advised in the guidance. Therefore, it was concluded that the routes are acceptable.

## 5. Funnel Routes

Funnel routes are a consideration noted in the guidance for walking trips specifically.

*Barriers associated with the land-form or layout of a settlement can cause severance. This often creates routes with high pedestrian flows, as users are funnelled along the limited number of path available, if they want to make particular journeys on foot.*

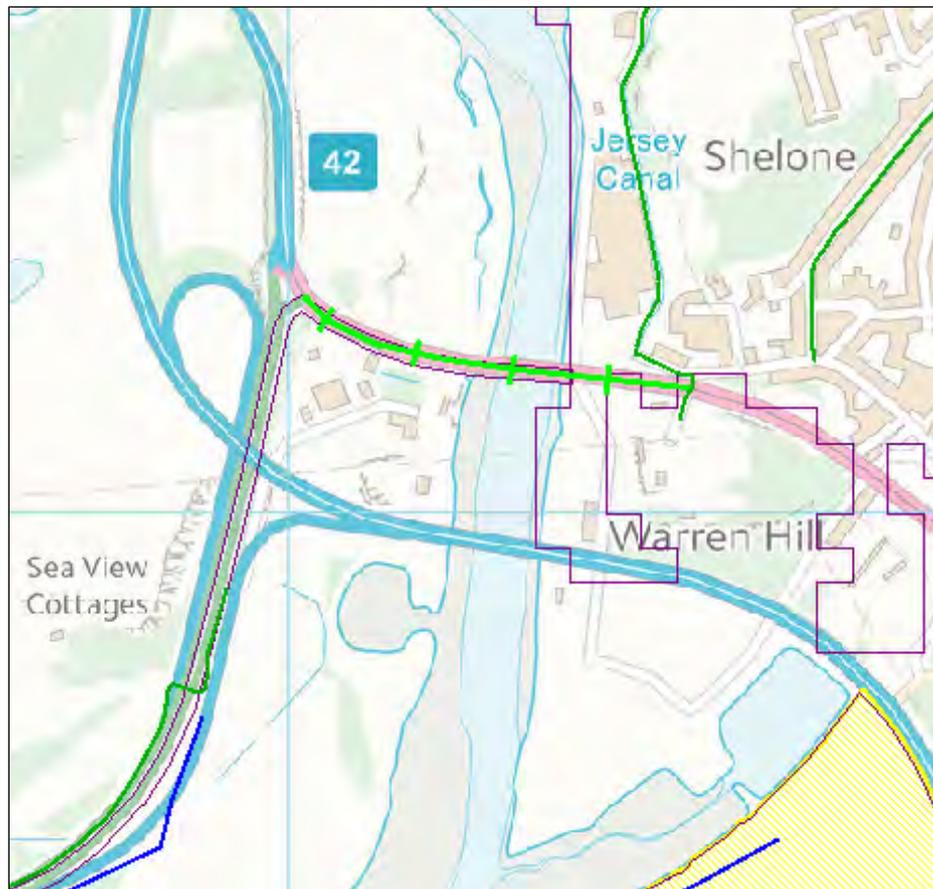
- *Welsh Government Design Guidance (2014) Paragraph 5.6.19.*

Example of funnel routes include steep changes in gradient, river and railway lines, as well as routes that are blocked temporarily (for example parks closed at night). To ensure funnel routes have been considered, a desktop exercise was undertaken using Google Earth Pro, as advised in paragraph 5.6.22 of Welsh Government's Design Guidance (2014). The aerial imagery was key in identifying the barriers, and as a result, identifying the potential funnel routes.

As a result of the desktop exercise, it was possible to map the potential funnel routes using GIS.

Figure 5.1 shows an example funnel route which was highlighted as a result of the desktop exercise.

**Figure 5.1 – Example of Funnel Route**



The green track in Figure 5.1 is an example of a potential funnel route. The barrier in this instance is the river which funnels pedestrians travelling between east and west. This crossing point is the only viable option for pedestrians in the area, the crossing to the south is a motorway and is therefore unsuitable.

Although a GIS layer has been created showing the locations of possible funnel routes, they will not be included in the final INM submission as they are only a consideration that informs the INM. However, paragraph 5.6.23 of Welsh Government's Design Guidance (2014) notes that the identified funnel routes should be audited, and therefore, the routes were audited as outlined in Chapter 7.

## 6. Cross-boundary Discussion

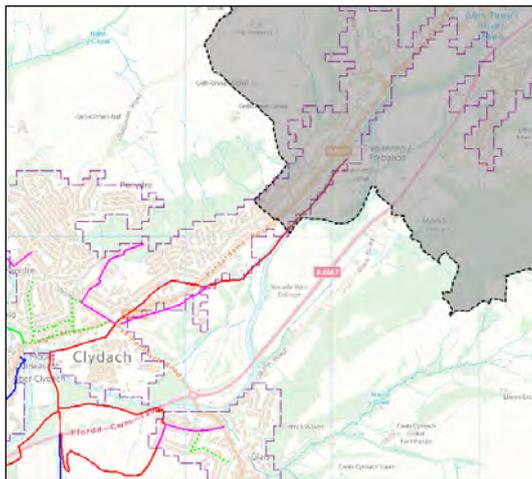
It is understood that many Active Travel journeys have departure / destination points located in different local authorities. A common example is people commuting to their place of work in another administrative area. It is therefore crucial that there is communication between neighbouring authorities to ensure that any planned cross-boundary routes are consistent across each local authority's INM.

In order to maintain quality communication throughout the process, a point of contact has been identified for each neighbouring authority.

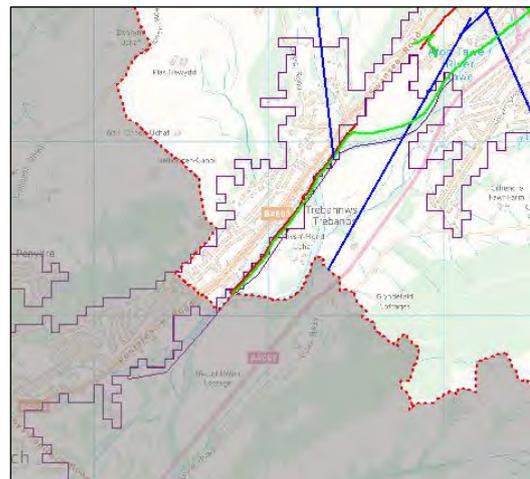
- City & County of Swansea;
- Carmarthenshire County Council;
- Powys County Council;
- Rhondda Cynon Taf County Borough Council;
- Brecon Beacons National Park Authority; and
- Bridgend County Borough Council

Figures 6.1 and 6.2 show a section of Swansea's and NPT's INM at the border, and how the routes meet at the county boundary. This is crucial as routes will be much more influential and popular if they allow seamless cross-boundary linkage.

**Figure 6.1 – Swansea's INM**



**Figure 6.2 – NPT's INM**



## 7. Auditing

As a result of identifying the key walking routes, including funnel routes and 400m attractor zone routes, the routes were audited. The purpose of the auditing was to identify where pedestrian infrastructure improvements were needed and to assemble a package of potential improvements / upgrades. The Welsh Government auditing tool (Appendix 2) was used to ensure the key elements were considered. As a result, the routes were given a prioritisation of short, medium or long-term aspirations.

Auditing the cycling routes followed a similar pattern to the auditing of walking routes. A Welsh Government auditing tool was used to identify potential improvement packages (Appendix 3). However, the auditing of cycle routes was prioritised in the following manner;

- Primary – Secondary – Local.

Many routes (both walking and cycling) were not audited as they have been drawn from the ERM, and have subsequently already been audited. Similarly, the long-term aspirational routes where there is no designated route alignment are exempt, as routes that do not currently exist cannot be audited.

The auditing process was complete prior to the INM 12-week consultation which began on Monday 26<sup>th</sup> June 2017. In total, 60 routes were audited, which were made up of 34 short-term routes and 26 medium-term routes.

### 7.1 exeGesIS Website

The information processed as a result of the auditing process was entered in to the 'Route List' and 'Integrated Network List' on the exeGesIS Website. This included audit scores for walking and cycling, user type, destination (trip attractor), settlement, route ID and status. In addition, the description of work was noted in both sections of the exeGesIS Website. This information is also provided in the supplementary document, INM Schedule of Routes.

At this juncture, the Council is not in a position to be able to offer anticipated costs for the routes. This does not form part of the formal submission nor will it be assessed by Welsh Government. Moving forward however, the Council will endeavour to assess this, particularly in respect of the short-term routes.

## 8. Consultation

As a result of developing the proposed INM routes through the methods outlined in the previous chapters, the consultation process was the final phase of the INM process. As many local authorities', including neighbouring authorities, 12-week consultation periods were overlapping, it was critical that each event and activity was scheduled to ensure that NPT's detailed programme was made available as early as possible, to capture and provide the opportunity for individuals to become involved in the process.

There were several methods of consultation used in NPT's consultation process, which subsequently provided a comprehensive and successful consultation process. The consultation included the following range of activities and events:

- Online Survey – A survey for the public to carry out at any point during the 12-week consultation period (Appendix 4);
- Hard Copies in public buildings – Hard copies of surveys were left at public buildings targeting those who may not be able to fill out the online survey;
- School Surveys – Show of Hands Surveys were left at secondary schools focusing on the routes used by young people; and
- Consultation days – Held at locations such as community centres and supermarkets and advertised extensively on various media sources.

*The key to ensuring successful engagement on network planning and scheme design is that it meets the ABC requirements:*

- **Accessible** – with regard to location, format, style, language and timing;
  - **Broad** – opportunity to get involved for everybody who is directly or indirectly affected, including potential users
  - **Clear parameters** – clarity of scope and limitations of what is being discussed
  - **Suitable tools** – use of consultation and engagement tools
- *Welsh Government Design Guidance (2014) Paragraph 3.2 – 3.2.13.*

To ensure that NPTCBC provided a comprehensive consultation process, Table 8 below outlines what activities and events were completed to comply with the Welsh Government guidance.

**Table 8: Principles of good practice and how NPTCBC achieved them**

<b>Principles of good practice</b>	
<b>Principle</b>	<b>Method of achieving principles of good practice</b>
<b>Accessible</b>	<p>Bi-lingual staff were available to discuss the INMs and ERMs at all consultation events, and via email, telephone or letter, as a result of NPT's Welsh Language Policy. Staff attending events had extensive Active Travel expertise and experience of NPT's methodology.</p> <p>Furthermore, NPT officers were available for sessions with contact community groups including 'seldom heard' groups with protected characteristics under the Equalities Act 2010. In addition, the relevant individuals, stakeholders/delivery partners, organisations and schools were contacted to describe the purpose of the consultation, identifying where more information could be obtained and how representations could be made. All contact made, for instance, the school surveys were informed by the Children and Young People's National Participation Standards for Wales.</p>
<b>Broad</b>	<p>In advance of the statutory consultation period, the purpose and notification of the consultation was advertised online and via e-mail to relevant stakeholders and interested persons. To target current and existing users, consultation events were held at trip attractors such as public libraries, supermarkets and civic centres. Furthermore, in advance of the consultation process, as well as during, press releases along with a series of Tweets and Facebook posts were published via the NPT's corporate social media account to promote the consultation (Appendix 5). In addition, the consultation details were published in NPTCBC's 'In the Loop' staff newsletter (Appendix 6).</p>
<b>Clear parameters</b>	<p>A fact sheet was provided on what can and cannot be changed as a result of the consultees involvement in the process. This outlined what is meant by active travel, the type of journeys that would be catered for, and that the INM was aspirational in nature. This included discussing timeframes of the proposals and methods of decision processes.</p>
<b>Suitable tools</b>	<p>Several appropriate methods were used throughout the comprehensive process. For example, a consultation document was prepared by NPTCBC to identify the purpose of the consultation, how comments could be submitted, the routes/maps being consulted upon, and information on what happens next. Furthermore, a questionnaire (Appendix 4) and survey (Appendix 2 &amp; 3) were used to facilitate and guide responses submitted. The questions were designed to establish the travel habits of respondents; whether the inclusion of the routes was supported or not; what improvements could be made and/or what routes could be added; and which routes should be prioritised.</p>

## 8.1 Landowners

The Council made local landowners aware of the consultation through existing networks such as the 'Local Access Forum'.

## 8.2 Trunk Road

In accordance with the advice published by Welsh Government on 18<sup>th</sup> September 2017 regarding the treatment of active travel routes near trunk roads, all efforts have been made to identify such routes.

Whilst no trunk roads have been included in the INM process, the following wording would have been included for any route that relates to a trunk road; *'Details for this scheme to be confirmed subject to discussions with Welsh Government.'*

## 8.3 Summary

As a result of the consultation process, new routes were identified and where appropriate, were audited using the methods outlined in Chapter 7. The consultation process was comprehensive and resulted in a successful participation rate.

All recommendations and amendments from the consultation process are outlined in the consultation report which will be submitted accompanying NPT's INM documentation. The consultation report noted all additions, deletions and omissions, as well as providing an extensive number of responses from both Capita and NPT to the received responses.

(See accompanying reports, 'Consultation Report – Stage 1' in Appendix 7 and 'Consultation Report – Stage 2 in Appendix 8).

## 9. Conclusion

This detailed methodology reviews the agreed topics of trip attractors, gradients, cycle network density, funnel routes, cross-boundary discussion, auditing and consultation.

The purpose of this document is to illustrate how the Welsh Government guidance has been considered upon the INM submission to Welsh Government on 3<sup>rd</sup> November 2017. The consultation methodology will continue to be a key point of reference for any additional future stages of the Active Travel process.

As with the INM, this is an evolving document which may be altered as further guidance and feedback is received from the Welsh Government.

The activities as outlined in this methodology report provided a thorough, comprehensive and extensive process in identifying additions, omissions and deletions from the proposed INM, as well as auditing and enabling consultation on the proposals.

## Appendix 1 – An Example list of NPT’s Trip Attractors

Trip Attractors	
<b>Education</b>	
Cefn Saeson Comprehensive	Cwmtawe Community School
Ysgol Gymraeg Gwaun Cae Gurwen	Cwmnedd Primary School
Cymer Afan Comprehensive	Maesmarchog Primary School
Dwr Y Felin Comprehensive	Blaendulais Primary School
Dyffryn School	Bae Baglan School
Llangatwg Community School	Bay Campus
St Joseph's RC School	Ysgol Gyfun Ystalyfera
<b>Employment</b>	
TATA Steel	NPT Hospital
Cwmtawe Business Park	Baglan Energy Park
Crynant Business Park	Endeavour Close
Neath Abbey Business Park	Milland Road Industrial Estate
<b>Health</b>	
Riverside Surgery	Afan Lido
<b>Leisure</b>	
Aberavon Beach Hotel	Vale of Neath Leisure Centre
Gym	Pontardawe Leisure Centre
Sports Academy	Neath Leisure Centre
Virgin Active Health Club	Castle Bingo
<b>Retail</b>	
Tesco - Port Talbot	Asda
Poundland Clearance	Wilkinsons
Morrisons	Caravan Sales
Car Sales	Home Bargains
Tesco Superstore	Indoor Market
Marks and Spencer	B&M Bargains
<b>Transport</b>	
Neath Railway Station	Neath Bus Station
Baglan Train Station	Port Talbot Bus Station
Skewen Train Station	Briton Ferry Train Station
Port Talbot Parkway Railway Station	

## Appendix 2 – Walking Audit

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				

<p>5. COMFORT - condition</p>	<p>Footways level and in good condition, with no trip hazards.</p>	<p>Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.</p>	<p>subsided or fretted pavement, or significant uneven patching or trenching.</p> <p>Large number of footway crossovers resulting in uneven surface.</p>		
<p>6. COMFORT - footway width</p>	<p>Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.</p>	<p>Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.</p>	<p>Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.</p>		

<p>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</p>	<p>Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.</p>	<p>Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.</p>	<p>Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.</p>		
<p>8. COMFORT - footway parking</p>	<p>No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.</p>	<p>Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.</p>	<p>Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.</p>		
<p>9. COMFORT - gradient</p>	<p>There are no slopes on footway.</p>	<p>Slopes exist but gradients do not exceed 8 per cent (1 in 12).</p>	<p>Gradients exceed 8 per cent (1 in 12).</p>		
<p>10.COMFORT - other</p>	<p>Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);</p>				

	<ul style="list-style-type: none"> <li>- Barriers/gates restricting access; and</li> <li>- Bus shelters restricting clearance width.</li> <li>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces</li> </ul> Score 0-2 as appropriate				
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		

16.DIRECTNESS - other	<p>Examples of 'other' directness issues include:</p> <ul style="list-style-type: none"> <li>- Routes to/from bus stops not accommodated;</li> <li>- Steps restricting access for all users;</li> <li>- Confusing layout for pedestrians creating severance issues for users.</li> </ul> <p>Score 0-2 as appropriate</p>				
17.SAFETY - traffic volume*	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				
<b>Total Score</b>					

## Appendix 3 – Cycling Audit

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Continuity and Wayfinding	Routes should be completing with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m		
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km		
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.		
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Figure 4.4	There are no sections of route steeper than the gradients recommended in Figure 4.4	There are no sections of route which steeper than 2%		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
		<p>A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include:</p> <p>Minor/side roads - cyclist priority and/or speed reduction across side roads</p> <p>Major roads - separation of cyclists from motor traffic through junctions.</p>	13.Conflicting movements at junctions		<p>Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated</p>	<p>Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.</p>	<p>Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.</p>		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.		
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface		
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.		
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated		More than 25% of the route includes cycle provision with widths which are no more than 25%	No more than 25% of the route includes cycle provision with widths which are no more than 25% below	Recommended widths are maintained throughout whole route		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
			from motor vehicles).		below desirable minimum values.	desirable minimum			
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions		
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout		
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 4.7)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A		
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.		

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
					or leading to clutter				
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure no overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand		
	<b>Audit Score Total</b>								

# Appendix 4 – Online Questionnaire

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL ACTIVE TRAVEL (WALES) ACT 2013		
<b>EXISTING ROUTE MAP &amp; INTEGRATED NETWORK MAP CONSULTATION QUESTIONNAIRE</b>		
<p>The Active Travel (Wales) Act 2013 (<i>the Act</i>) places new duties on Councils in Wales to prepare and publish active travel maps. 'Active Travel' means walking and cycling for everyday short-distance journeys, such as journeys to school, work or for access to shops or services. It does not include journeys purely made for recreation and social reasons.</p> <p>The Act requires the Council to map and plan for suitable active travel routes within certain settlements and publish / keep under review an 'Existing Route Map' (ERM) and 'Integrated Network Map' (INM). The Council has now reviewed the ERM (initially approved in August 2016) and also prepared a consultation draft of the INM. This is your opportunity to tell us what you think.</p>		
<p>Please complete in BLOCK CAPITALS and in Black Ink only.</p> <p>All forms must be returned by <b>midday on Monday 18<sup>th</sup> September 2017</b>. Representations received after the deadline will not be accepted.</p> <p>By post to: <b>Nicola Pearce - Head of Planning and Public Protection</b> Neath Port Talbot County Borough Council, The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG.</p> <p>Or e-mail to: <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> (an editable version in Word is available to download at <a href="http://www.npt.gov.uk">www.npt.gov.uk</a>)</p> <p>Alternatively, you can submit your comments directly online at <a href="http://www.npt.gov.uk">www.npt.gov.uk</a></p> <p>Please note that representations cannot be treated as confidential. All representations will be made available for public inspection and placed on the Council's website.</p>		
<b>PART 1: CONTACT DETAILS</b>		
<b>You / Your Client's Details</b>	<b>Agent's Details (if relevant)</b>	
Title / Name: <input type="text"/> Organisation: (if relevant) <input type="text"/> Address: <input type="text"/> Postcode: <input type="text"/> Tel: <input type="text"/> E-mail: <input type="text"/>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Would you be happy for us to contact you to discuss the points raised if we needed to? Please tick (✓)		
Yes <input type="checkbox"/>		No <input type="checkbox"/>

<b>PART 2: YOUR GENERAL TRAVEL</b>		
<b>2(a): Which community do you live in?</b>		
[Please tick (✓) one of the following]		
Brynmanman Blaengwrach Cwmafan Cymmer / Croeserw Glyneath Gwaun Cae Gurwen	Neath (including Tonna, Aberdulais, Skewen or Llandarcy) Port Talbot Pontardawe (including Godre'r Graig or Ystalyfera) Resolven Seven Sisters Other	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>2(b): How often do you undertake the following activities within your community (e.g. to go shopping or to get to work or college)?</b>		
	Walking	Cycling
Everyday More than once a week Weekly More than once a month Monthly Never	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>2(c): If answered 'never' to Q2(b), please provide your reasons.</b>		
[Please tick (✓) one or more of the following]		
Weather Unsuitable routes Fitness Lack of cycle storage Other	Time constraints I don't own a bike I travel with others who don't walk or cycle Health	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>2(d): Are there any changes the Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the community you live?</b>		
<input type="text"/>		

<b>PART 3: COMMENTING ON THE ACTIVE TRAVEL MAPS</b>	
<b>3(a): Which map are you commenting on?</b>	
[Please tick (✓) one of the following]	
Existing Route Map (ERM) <input type="checkbox"/> Integrated Network Map (INM) <input type="checkbox"/>	
<b>3(b): Which route(s) are you commenting on?</b>	
Route(s) Reference Number: <input type="text"/>	
<b>3(c): Your Representation</b>	
Are you objecting to or supporting the inclusion of the route(s)? [Please tick (✓) one of the following]	
I am objecting to the inclusion of the route(s) <input type="checkbox"/>	
I am supporting the inclusion of the route(s) <input type="checkbox"/>	
<b>3(d): If you are objecting to the inclusion of the route(s) and want it removed from the map, please provide your reasons below.</b>	
<input type="text"/>	
<b>3(e): Are there any improvements that you would like to see made to the route(s) on the 'Integrated Network Map'?</b>	
<input type="text"/>	

<b>3(f): Do you think there are any additional routes that are well used, require improvements or should be added to the 'Integrated Network Map'?</b>		
Yes <input type="checkbox"/>	No <input type="checkbox"/>	
If yes, please provide details below (using additional sheets as necessary). Please enclose any relevant information / documentation (e.g. maps) with this form.		
<input type="text"/>		
<b>3(g): Which three proposed routes on the 'Integrated Network Map' do you feel should be the Council's top priorities for improving active travel opportunities?</b>		
Route 1: <input type="text"/>		
Route 2: <input type="text"/>		
Route 3: <input type="text"/>		
<b>3(h): Do you have any other comments on the draft 'Integrated Network Map'?</b>		
<input type="text"/>		
Signed: <input type="text"/>	Date: <input type="text"/>	
Do not forget to enclose any relevant documentation with this form.		
<b>FURTHER INFORMATION</b>		
Further information on any aspect of the preparation of the Active Travel maps can be obtained from the Council on 01639 68645 or e-mail at <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> or by visiting <a href="http://www.npt.gov.uk">www.npt.gov.uk</a>		

# Appendix 5 – Social Media and Press Release

Post Details

**Neath Port Talbot CBC**  
Published by Hoolsuite [?], 3 July · €

#ActiveTravel Consultation event to discuss Integrated Network Map will be held at #Tesco Store Pontardawe July 4th <http://ow.ly/k5aO30cQcmd>



**Active Travel**  
Have Your Say now.....  
NPT.GOV.UK

Get more likes, comments and shares  
Boost this post for £4 to reach up to 2,500 people.

347 people reached [Boost Post](#)

Like Comment Share

**Performance for your post**

347 People Reached

0 Likes, Comments & Shares

0 Likes	0 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

3 Post Clicks

1 Photo views	1 Link clicks	1 Other Clicks
---------------	---------------	----------------

**NEGATIVE FEEDBACK**

0 Hide Post      0 Hide All Posts  
0 Report as Spam      0 Unlike Page

Reported stats may be delayed from what appears on posts

Yesterday was waste collection day. Also

Post Details

**Neath Port Talbot CBC**  
Published by Hoolsuite [?], 15 September at 17:50 · €

Consultation on the revised 'Existing Route Map' & new 'Integrated Network Map' for NPT. Have your say on walking & cycling routes here: <https://www.npt.gov.uk/6489#ActiveTravel>



Get more likes, comments and shares  
Boost this post for £4 to reach up to 2,600 people.

568 people reached [Boost Post](#)

Like Comment Share

**Performance for your post**

568 People Reached

0 Likes, Comments & Shares

0 Likes	0 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

10 Post Clicks

2 Photo views	4 Link clicks	4 Other Clicks
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**NEGATIVE FEEDBACK**

0 Hide Post      0 Hide All Posts  
0 Report as Spam      0 Unlike Page

Reported stats may be delayed from what appears on posts

Post Details

**Neath Port Talbot CBC**  
Published by Hootsuite [?] · 27 June · ©

Have your say on walking & cycling routes in NPT at our #ActiveTravel event on Wed 28th June 10am-4pm at Gwyn Hall  
<http://ow.ly/k5aO30cQcmd>



**Active Travel**  
Consultation now open!  
NPT.GOV.UK

Get more likes, comments and shares  
Boost this post for £4 to reach up to 2,600 people.

543 people reached [Boost Post](#)

Neath Port Talbot CBC

Like Comment Share

---

**Performance for your post**

543 People Reached

1 Likes, Comments & Shares

1 Likes	1 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

5 Post Clicks

1 Photo views	3 Link clicks	1 Other Clicks
---------------	---------------	----------------

**NEGATIVE FEEDBACK**

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Tweet Activity

**NPT Council** @NPTCouncil  
Consultation on the revised 'Existing Route Map' & new 'Integrated Network Map'. Have your say here: <https://www.npt.gov.uk/6489>  
#ActiveTravel  
<pic.twitter.com/5C6dCSeja4>



Reach a bigger audience  
Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	1,703
Total engagements	21
Link clicks	7
Detail expands	5
Retweets	4
Media engagements	2
Hashtag clicks	2
Likes	1

Tweet Activity

**NPT Council** @NPTCouncil  
Have your say on walking & cycling routes in NPT at our #ActiveTravel event on Wed 28th June 10am-4pm at @GwynHall <http://ow.ly/k5aO30cQcmd>



Reach a bigger audience  
Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	1,452
Total engagements	11
Link clicks	4
Retweets	2
Likes	2
Profile clicks	2
Detail expands	1



# Appendix 7 – Consultation Report – Stage 1

# CAPITA



## Neath Port Talbot County Borough Council Integrated Network Map Consultation Report - Stage 1

April 2017

## Contents

1. Introduction	1
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6. Future Consultation Strategy	14
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## Appendices

Appendix A - Individual Schools Results
Appendix B - Show of Hands Survey
Appendix C - Online Consultation Questions
Appendix D – Community Engagement Event Survey

# 1. Introduction

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage. The purpose of the consultation exercises summarised in this report are to help identify where the public would like improvements to be made and new routes added, giving them the opportunity to voice their opinions and get involved in shaping Neath Port Talbot County Borough Council's (NPTCBC) future active travel provision.

In order to develop an understanding of the walking and cycling behaviours of the residents of NPTCBC and to convey their opinion on the existing routes, extensive consultation exercises were undertaken, including:

- A school show of hands survey – surveys were distributed across five secondary schools in the county borough;
- An online survey – the survey was live from Monday 26<sup>th</sup> January 2017 to 6<sup>th</sup> February 2017; and
- A community engagement event – held on Thursday 9<sup>th</sup> February and advertised by NPTCBC.

This report is structured so that:

- Chapter 1 introduces the report;
- Chapter 2 discusses the results of the secondary school show of hands survey;
- Chapter 3 discusses the results of the online consultation;
- Chapter 4 summarises the community engagement event;
- Chapter 5 connects the consultation activities with the emerging Draft INM;
- Chapter 6 presents a strategy for future consultation activities; and
- Chapter 7 summarises the report.

## 2. Secondary School Show of Hands Survey Results

Show of hands surveys are useful consultation exercises as they are simple and efficient and allow large numbers of individuals to be consulted simultaneously. The survey questions are dispatched to each form teacher for them to carry out the survey during registration when the majority of pupils are present. The teachers read the questions and pupils raise their hands at the relevant answer allowing the teacher to count the number of hands raised for each answer. The majority of the data is therefore numerical and can be easily analysed.

The surveys were distributed and collected in January 2017, a total of 2,097 pupils across all schools responded to the survey.

The following five schools were involved in the survey:

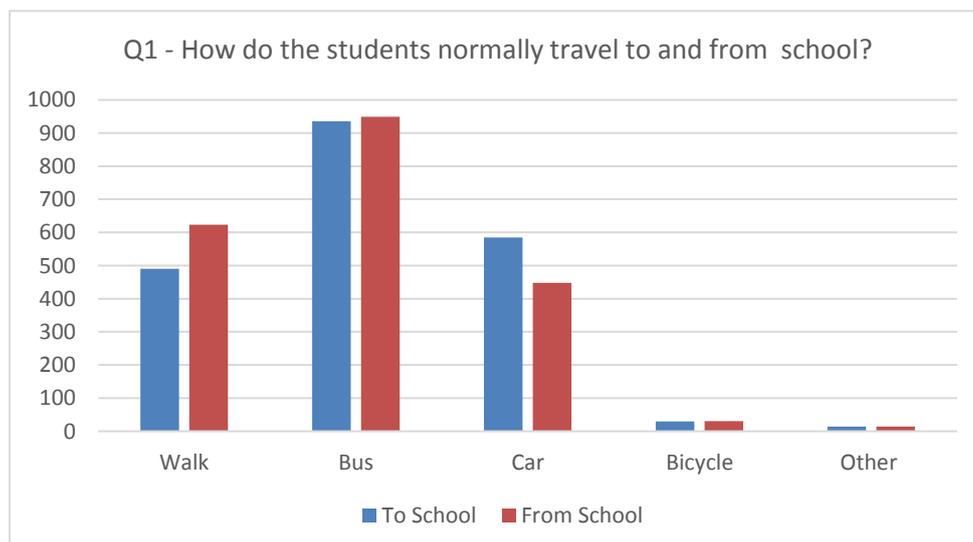
- Cefn Saeson Comprehensive School;
- Cymer Afan Comprehensive School;
- Dyffryn School;
- Llangatwg Community School; and
- St Joseph’s RC High School.

These schools were chosen as they are geographically spread and are all located within built-up areas.

### Results

The following graphs present the total results for all schools surveyed, the individual results for each school are included as Appendix A, and the show of hands survey is included as Appendix B.

Q1 How do the students normally travel to and from school?



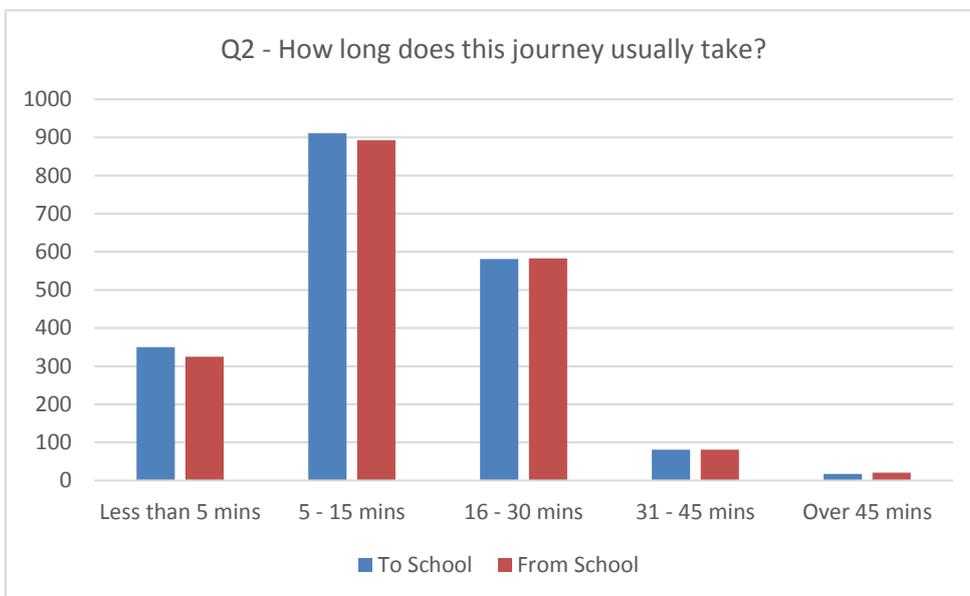
The majority of students travelled by bus to and from all five of the schools, over 900 students each way, 46% of the total journeys to and from school were by bus.

More students walked home from school than to school, and the opposite pattern is reflected in the numbers of students who travel to and from school by car, which suggests that a number of students travel to school by car in the morning, walk home from school in the evening.

Very few students travelled by bicycle across all of the schools, a total of 30 students to school and 31 students from school, which is fewer than 2%.

St Joseph’s RC High School is a faith school, and as a result pupils may be less likely to participate in active travel as faith schools have larger catchment areas, meaning they are likely to live further away.

**Q2 How long does this journey usually take?**



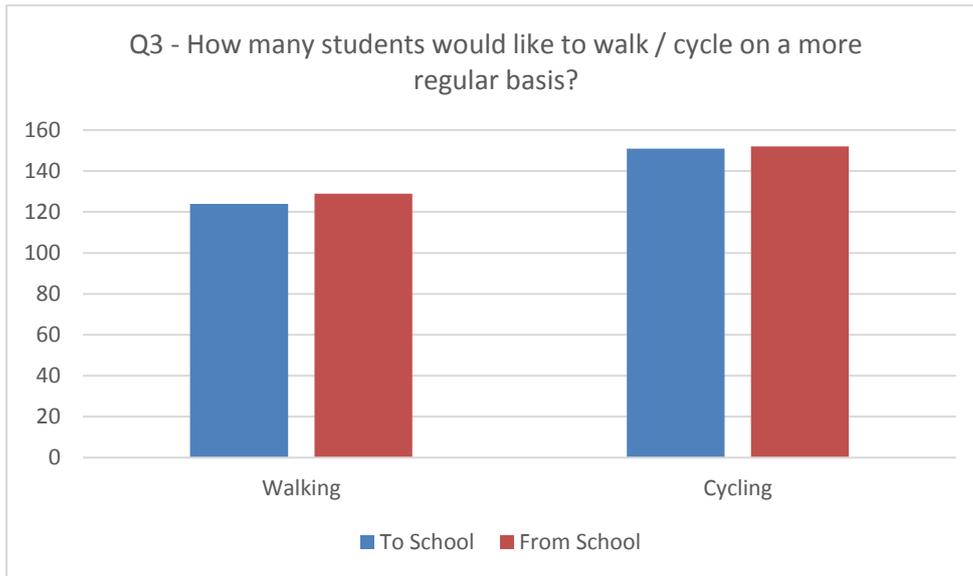
Most journeys take between 5 to 15 minutes and 16 to 30 minutes to travel to and from school. A relatively high number of students take less than 5 minutes to travel to school - 18% of all journeys.

Short journeys to and from school of less than 5 minutes are great opportunities for pupils to participate in active travel, promoting active travel as a realistic option for these everyday journeys is a key aim of the Active Travel (Wales) Act.

Very few students travel over 45 minutes to school and from school, a total of 38 both ways which is under 1%.

The Active Travel (Wales) Act targets those individuals who are willing and able to participate as part of their everyday journeys, in this case the pupils who live within a distance that can be reasonably covered by foot or bicycle.

**Q3 How many students would like to walk / cycle on a more regular basis?**



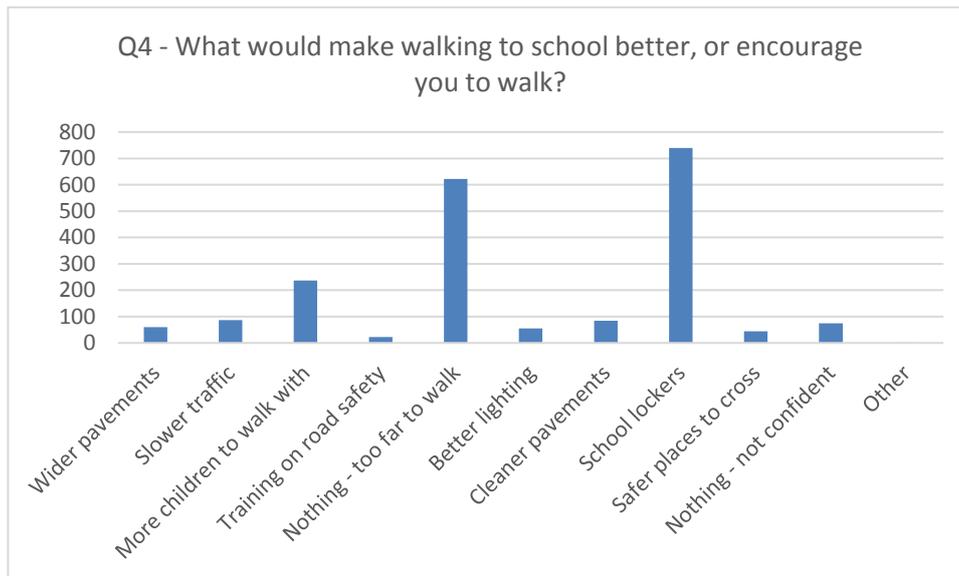
Over 13% of all respondents would like to walk and cycle to school on a more regular basis. More students would like to cycle compared to walking – a total of 303 students would like to cycle on a more regular basis compared to 253 students who would like to walk more often.

**Q4 What would make walking to school better, or encourage you to walk?**

Students were asked whether any of the following measures would make walking to school better or encourage them to walk more:

- Wider pavements
- Slower traffic
- More students to walk with
- Training for how to safely cross roads
- Nothing it's too far too walk
- Better Lighting
- Cleaner pavements
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

Pupils were advised that they were able to select two answers to this question.



The most popular suggestion to encourage walking was to provide lockers for storage of students' belongings, 739 students were in favour of this, while 237 students thought that more students to walk with would encourage them to walk more.

30% of students stated that the distance from home to school was too far for them to walk, which is also reflected in the number of students who travel to school by bus and by car.

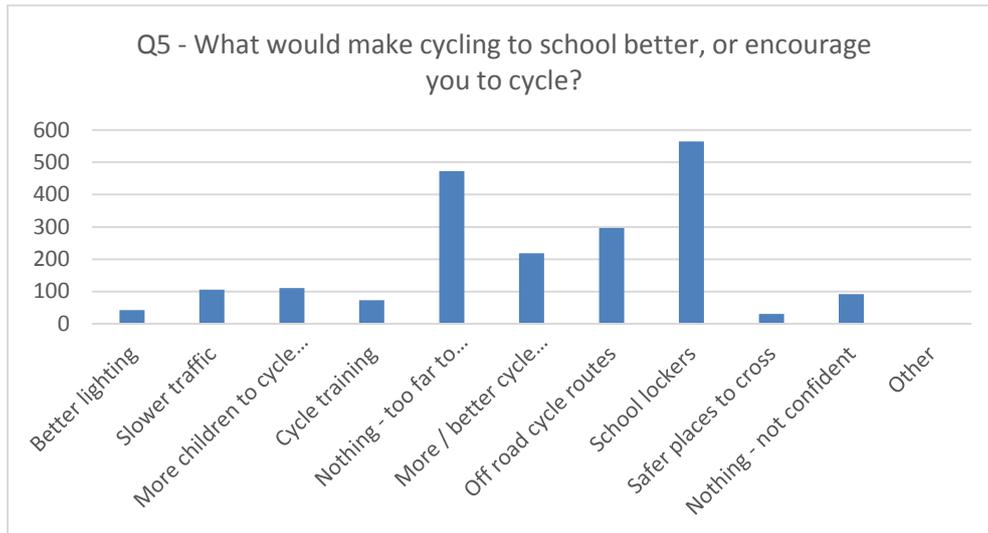
The Active Travel (Wales) Act targets those individuals who are willing and able to participate as part of their everyday journeys, in this case the pupils who live within a distance that can be reasonably covered by foot or bicycle.

**Q5** What would make cycling to school better, or encourage you to cycle?

Students were asked whether any of the following measures would make cycling to school better or encourage them to

- More/better cycle parking
- Slower traffic
- More students to cycle with
- Training for how to safely cross roads
- Nothing it's too far too cycle
- Better lighting
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

Pupils were advised that they were able to select two answers to this question.



Similar to the results for walking, 565 students were in favour of lockers in school to store their belongings and cycle equipment. 297 students voted for more off road cycle routes and 218 for more or better cycle parking.

Providing lockers and improving cycle parking facilities are relatively inexpensive solutions that may encourage more students to cycle or walk to and from school. The provision of off road cycle routes is a more expensive and time consuming solution which will be difficult to implement.

Again, a relatively high number of students (473) stated that it is too far for them to cycle to school which is reflected in the number of students who travel to school by bus and by car.

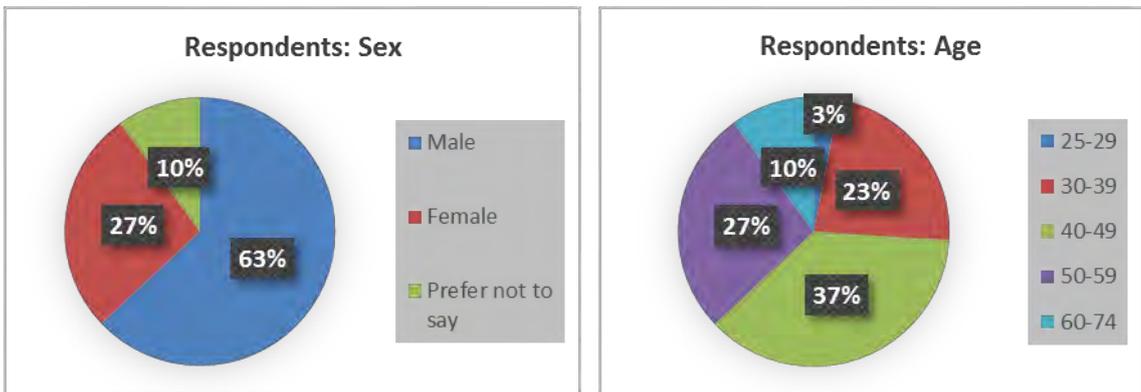
### 3. Online Consultation Results

The online survey questions differed from the show of hands survey questions in that additional questions were included focusing on the existing routes and open ended questions allowed participants to specify improvements to existing routes and propose new routes. The online consultation survey is included as Appendix C.

The online survey was live on the NPTCBC website from Monday 26<sup>th</sup> January 2017 to 6<sup>th</sup> February 2017 and 30 responses were received.

The results of the survey are presented in this chapter, the results of some questions are not presented as they are not key to this report, for example the address information of respondents.

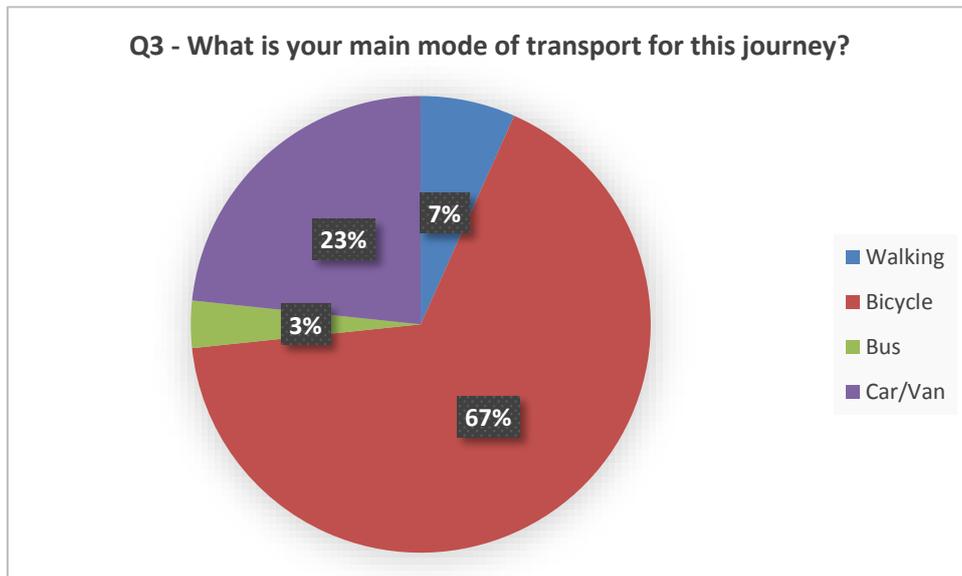
A summary of the 30 respondents is as follows:



#### Closed Questions

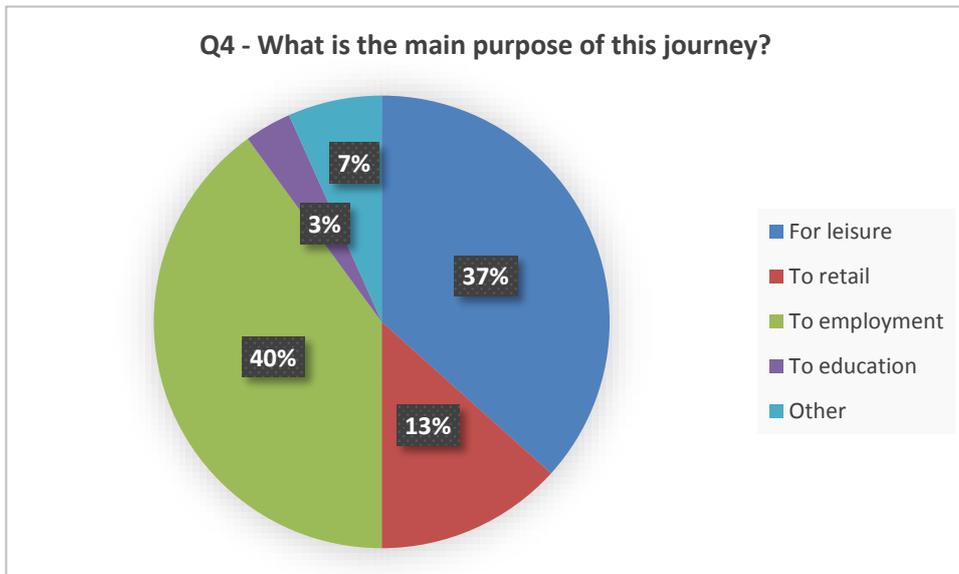
The previous questions had asked for the starting point and destination of a journey they had recently undertaken.

Q3 What is your main mode of transport for this journey?



The vast majority of respondents travelled by bicycle - 67%, compared to 7% of respondents who used walking as their main mode of transport for their journey.

Q4 What is the main purpose of this journey?



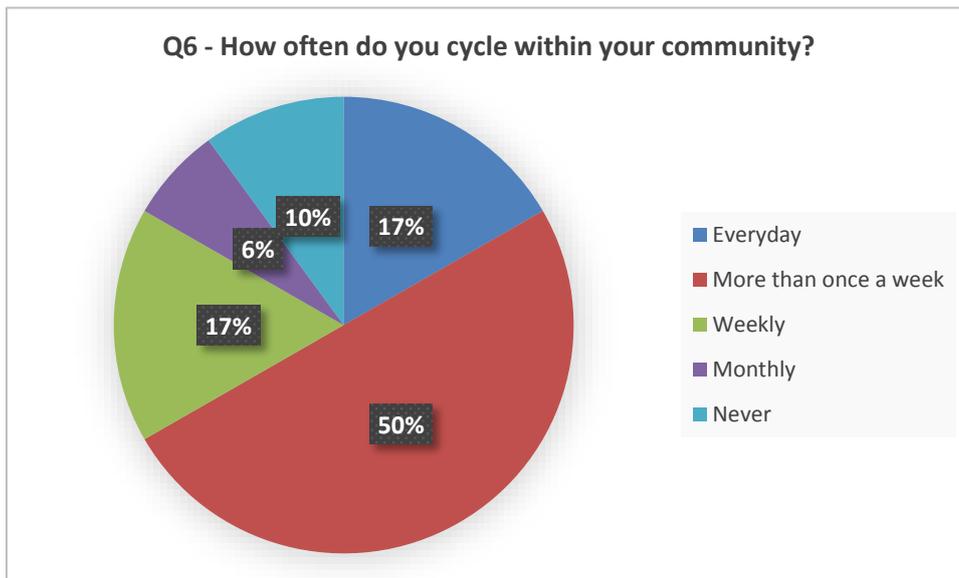
An almost equal number of respondents were travelling to employment (40%) or for leisure (37%) during their journey. When compared to the mode that respondents used for their journey, 25% of the journeys by bicycle were to a site of employment, but the majority of bicycle journeys (45%) were for leisure purposes.

Q5 How often do you walk within your community?



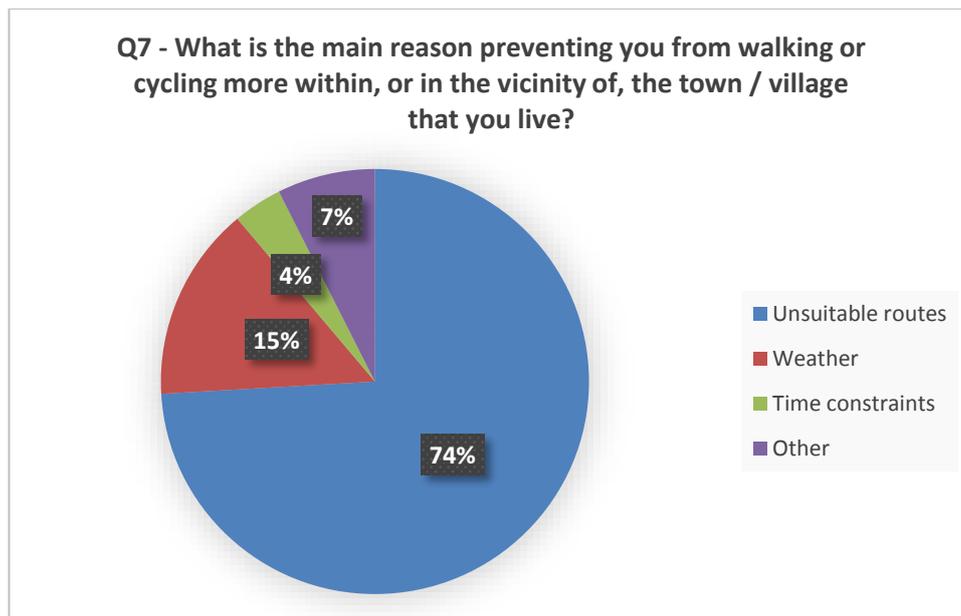
A high proportion of respondents regularly walk within the community, either everyday (47%) or more than once a week (30%). Very few respondents never walk (3%).

Q6 How often do you cycle within your community?



A total of 85% of respondent's cycle weekly, more than once a week or everyday within their community. 10% of respondents never cycle.

Q7 What is the main reason preventing you from walking or cycling more within, or in the vicinity of, the town/village that you live?



The highest percentage of respondents (74%) suggest that unsuitable routes are the main reason preventing them from walking or cycling more.

## Open Ended Questions

Questions 8 and 9 are open ended questions to understand the locations where respondents think that improvements are necessary.

Q8 Are there any changes that we could make that would encourage you to walk and/or cycle more within, or in the vicinity of, the town/village that you live?

Of the 25 responses for this question, 88% of respondents thought that there were improvements that could be made. General suggestions included:

- Better quality road surface and maintenance on routes
- Increased signage on routes;
- Improved lighting on cycle routes;
- Segregation from traffic;
- Improved traffic management to prioritise cycles;
- More direct cycle routes.

Suggestions were also made for improvements on particular routes:

- Improved route from Margam towards Neath;
- Reopen Bridge at bottom of Newbridge Road;
- Improve routes around Port Talbot.

Q9 Looking at the Active Travel routes shown on the map, where would you like to see a new route implemented or an existing route amended? Please provide details. This could be street names, start and end points, or around key landmarks.

20 responses were received for this question, and a number of additional routes were suggested including:

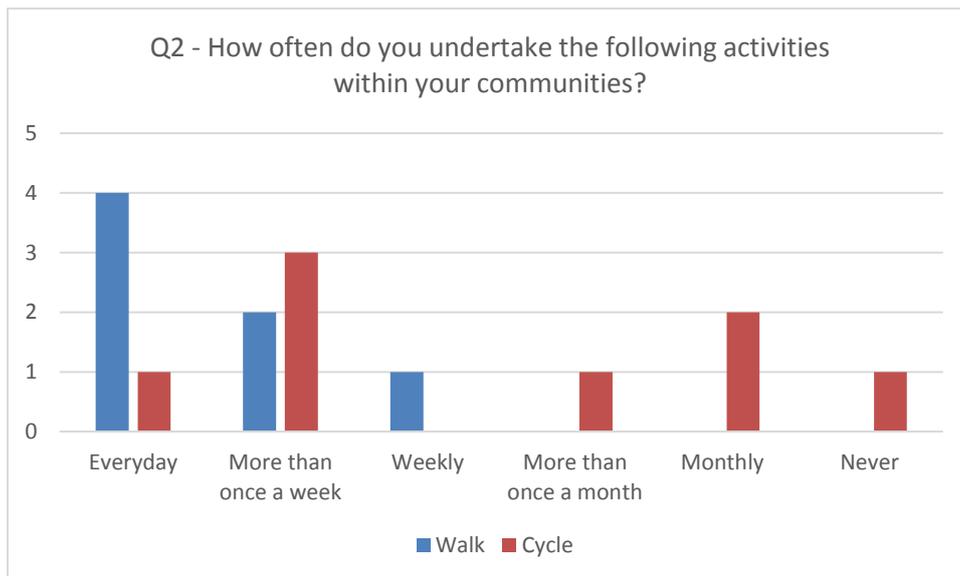
- A new route between Newbridge Road and Harbourside;
- Route along the Tenant Canal;
- Route along Penywern Hill;
- Route between Neath, Briton Ferry and Baglan;
- Route between Bryn and Port Talbot;
- Routes within Neath and Port Talbot Town Centres;
- Route from Llandarcy / Skewen into Neath.

## 4. Community Engagement Event

The community engagement event was advertised by NPTCBC and was held on Thursday 9<sup>th</sup> February at Pontardawe Arts Centre between the hours of 10:00 and 16:00. Those who attended were encouraged to look at the existing routes which were displayed on presentation boards. The intention was to attain their feedback on where routes can be improved and where new routes should be located. Surveys were also used to guide questions and the results are presented in this chapter. The survey used as a guide is included as Appendix D.

A total of 8 respondents attended and provided their opinion.

Q2 How often do you undertake the following activities within your communities?



The majority of respondents walk every day or more than once a week (75%). The majority of respondents cycled more than once a week (37.5%), with slightly less cycling monthly (25%).

Q4 Are there any changes that Neath Port Talbot Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?

Answers to this open ended question included the following:

- Improved signage;
- Improved path surface quality;
- Roads to be less driver orientated;
- Easily accessible route information.

There is a theme in terms of the results when comparing the community engagement event to the online consultation, for example the results to this question and question 8 of the online consultation both include the suggestions of improved signage and surface quality, as well as prioritising the bicycle over cars.

The remaining survey questions focused on the existing routes highlighted on the maps and where new routes should aim to link.

Suggestions included the following:

- Improved walking and cycling links between Pontardawe and Neath;
- Signage specifying the location of amenities along the routes, such as cafes and cycle shops;
- Surface along Pontardawe NCN route is unsuitable for road bikes in sections, a smooth surface is required instead of gravel;

Routes serving the Cwm Du area need to be improved in terms of quality

## 5. Influence on INM

This chapter aims to summarise the influence that the different consultation exercises have had and continue to have on the emerging Draft INM. The consultation exercises are a crucial method of engaging with the public and giving individuals the opportunity to share their views and help shape the INM.

The show of hands survey results have influenced the INM process by showing that a large percentage of pupils are eager to travel to school actively, this has resulted in all secondary schools in the county being incorporated as trip attractors. Resulting in specific routes being added to improve linkages to secondary schools.

Information was also attained on improvements that would encourage the pupils to travel actively, these results will be of use when suggesting improvements to routes in the auditing phase, particularly routes serving schools.

The online surveys have also influenced the emerging INM. The survey results indicated that employment was the most popular journey destination, this influenced the process by justifying the inclusion of major employment and industrial sites in the trip attractor process. This resulted in new routes being proposed to improve linkages to employment.

The results also highlighted that the main factor preventing active travel is deemed to be 'unsuitable routes', this supports the belief that the improvements suggested as a result of the auditing process will see the number of individuals taking part in active travel significantly increase.

The open ended questions which asked for new routes and improvements to be suggested helped to justify the inclusion of some routes and also resulted in some new routes being proposed where viable.

The community engagement event also produced results that will influence the emerging INM. Information was attained regarding changes that would encourage participation in active travel as well as where new links were required. This information helped to inform the location of routes and linkages and will be of use when suggesting improvements.

## 6. Future Consultation Strategy

### **Route Assessments / Audits**

Route assessments / audits will be completed before consultation so that schemes are identified and developed that can then be consulted on.

Audits do not need to be carried out on routes already audited as part of the ERM, or those without a specific route alignment.

### **Key Dates**

- 12 week consultation period to run from Thursday 15<sup>th</sup> June to Thursday 7<sup>th</sup> September, in line with Swansea's consultation period;
- This includes online surveys and questionnaires distributed to 5 public buildings;
- 3 consultation events at 3 venues agreed with NPT (dates dependant on venue availability).

### **Online Consultation**

To consist of 10 questions and to be hosted online by NPT for the duration of the 12 week consultation period. Copies of the Draft INM map will be available to view and comment on.

These questionnaires will also be distributed in hard copy to a mixture of 5 public buildings around the county such as leisure centres, community centres and health centres and will be collected at the end of the consultation period. Copies of the draft INM maps will also be provided for residents to comment on.

A number of people have requested to be contacted for consultation, they will be notified of the consultation events and online consultation once it is live, as well as general publicity by NPT.

### **School Surveys**

Additional show of hands surveys are to be distributed to five schools (to be agreed with NPT) along with the INM draft maps for feedback. Questions will focus on feedback on the maps, specifically the routes around the schools.

**Figure 6.1 - Consultation Strategy Timeline**

	15- Jun	22- Jun	29- Jun	06- Jul	13- Jul	20- Jul	27- Jul	03- Aug	10- Aug	17- Aug	24- Aug	31- Aug	07- Sep
<b>Online survey</b>													
<b>Hard Copies in Public Buildings</b>													
<b>School Surveys</b>													
<b>Consultation Day 1*</b>													
<b>Consultation Day 2*</b>													
<b>Consultation Day 3*</b>													

## 7. Summary

### **Secondary School Show of Hands Survey**

Show of hands surveys were distributed and collected in January 2017. A total of 2097 pupils were surveyed across five secondary schools in Neath Port Talbot County Borough.

Most pupils travelled to and from school by bus, with walking and by car the second and third most popular methods. Less than 2% of all pupils currently travel to and from school by bicycle.

13% of all respondents stated that they would like to walk / cycle to school on a more regular basis, cycling was identified as the preferred method (303 compared to 253 pupils).

There is a clear pattern between the results for Q4 and Q5, which asked what would make walking and cycling to school better. By far the most popular answer to both was to provide more school lockers to store belongings safely.

Distance was the second most popular answer to both these questions, clearly many students feel that they cannot feasibly walk or cycle from their home to school.

### **Online Consultation**

The online survey was live on the NPTCBC website from Monday 26<sup>th</sup> January 2017 to 6<sup>th</sup> February 2017 and 30 responses were received.

The bicycle was identified as the most popular mode of transport (67%) and the purposes of most journeys were to employment (40%).

The majority of respondents walked within their community every day (47%) and cycled within their community more than once a week (50%).

The vast majority of respondents (74%) believed that unsuitable routes was the reason for them not walking or cycling on a more regular basis. Many of the results of the open ended questions were based around improving the quality of routes, for example, improved surface, signage and lighting.

### **Community Engagement Event**

The community engagement event was held on Thursday 9<sup>th</sup> February at Pontardawe Arts Centre between the hours of 10:00 and 16:00. In keeping with the online survey results, the majority of respondents walked within their community every day and cycled on average more than once a week.

Popular results to the questions based around suggesting improvements and new links included improving active travel links from Neath to Pontardawe, as well as improved surface and signage (similar to the online survey results).

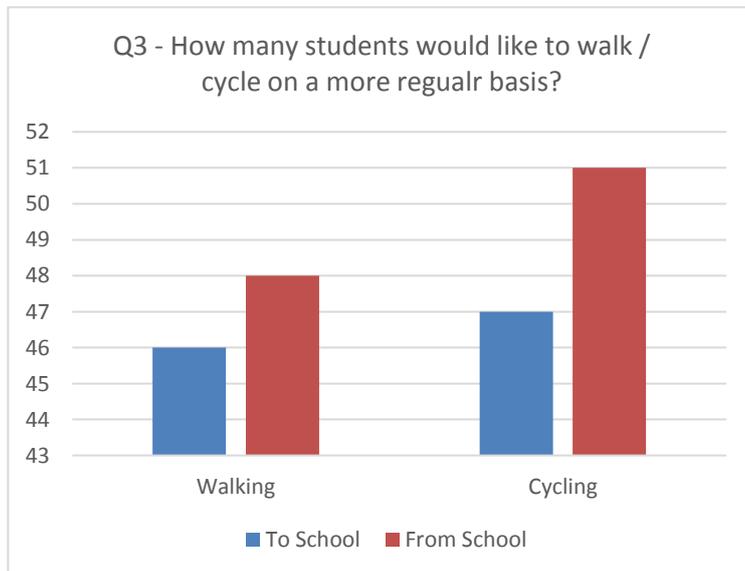
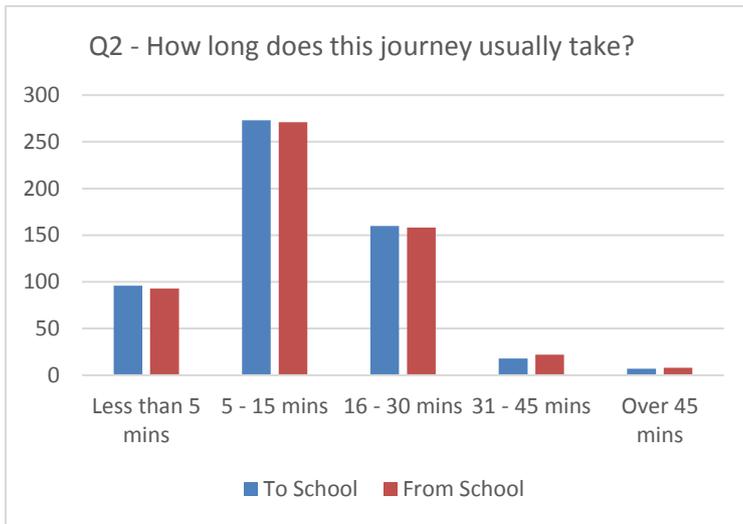
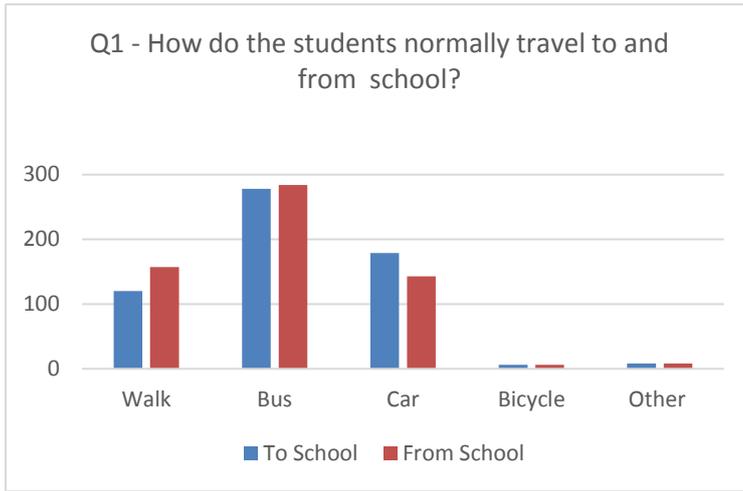
### **Influence on INM and Future Consultation**

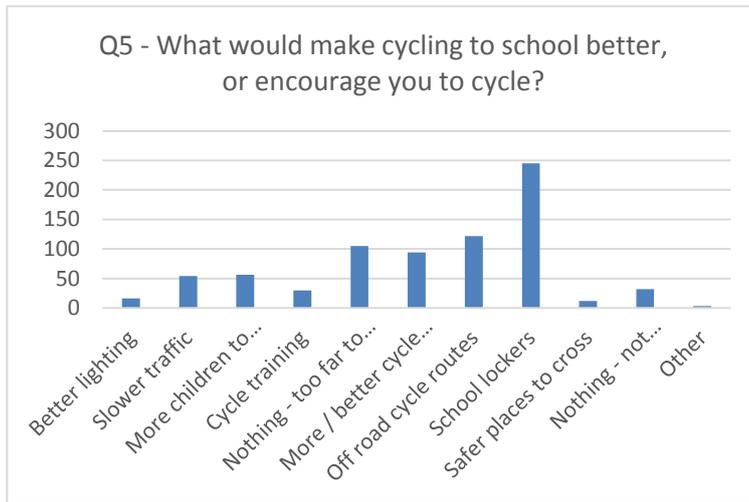
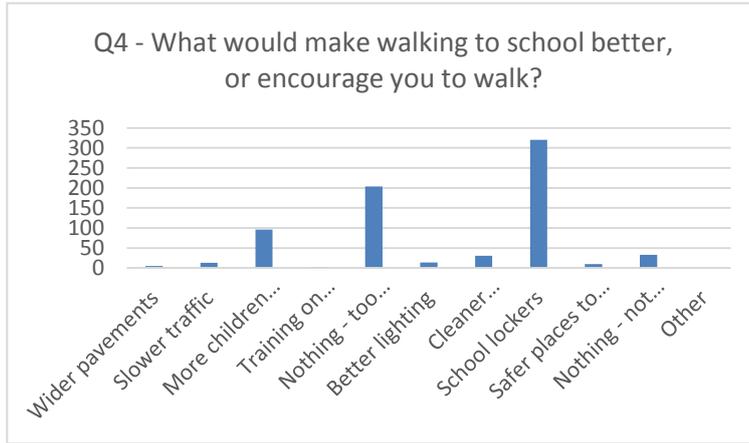
The first consultation period has influenced the emerging INM significantly, and the next consultation period will provide NPT residents with another opportunity to give their input and share their opinion on improvements and new routes etc.

# Appendix A

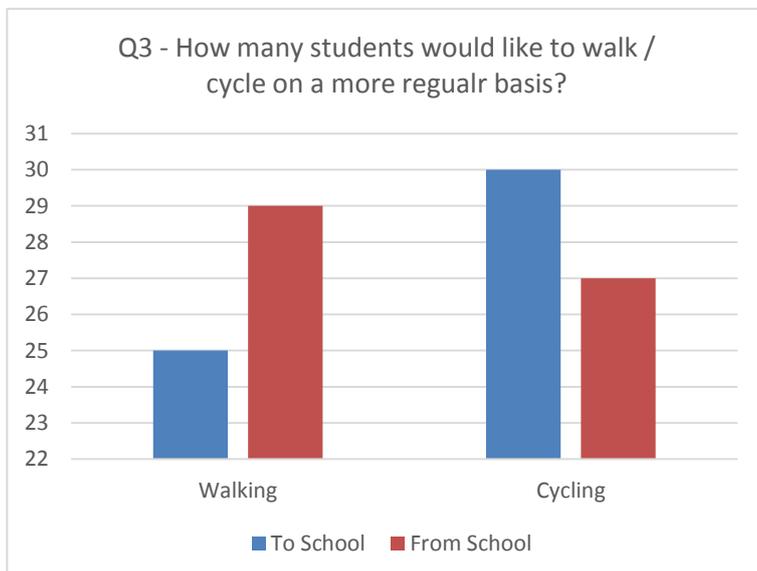
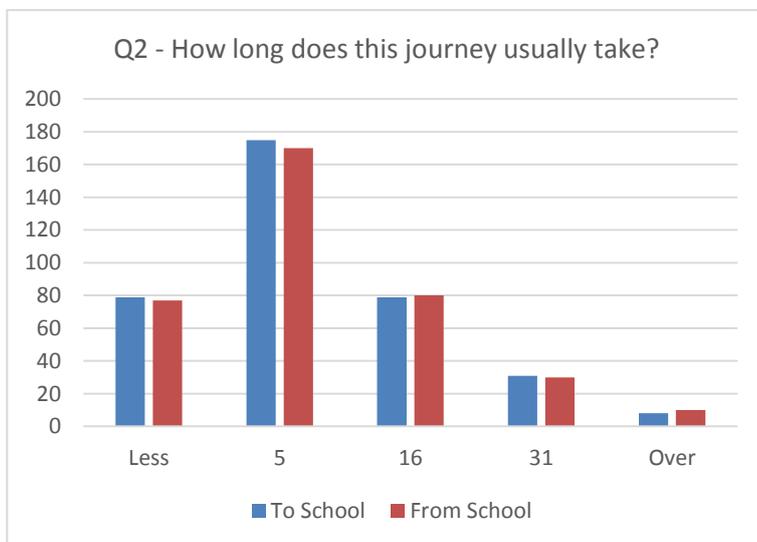
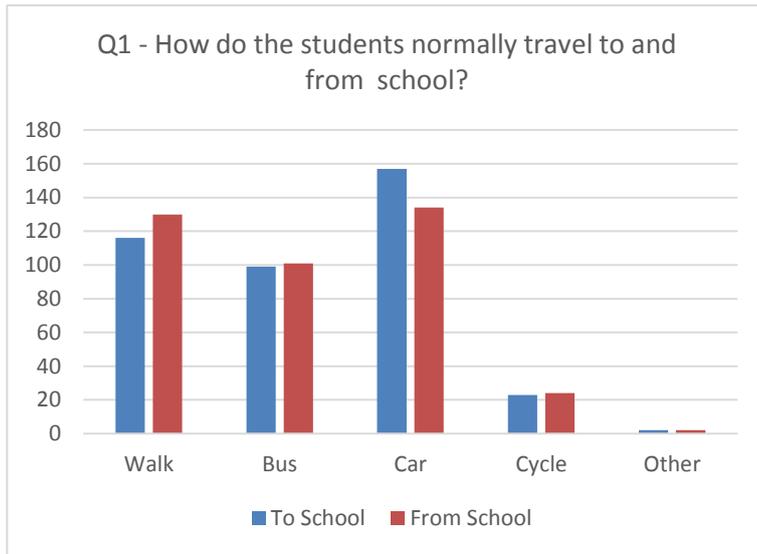
## Individual School Results

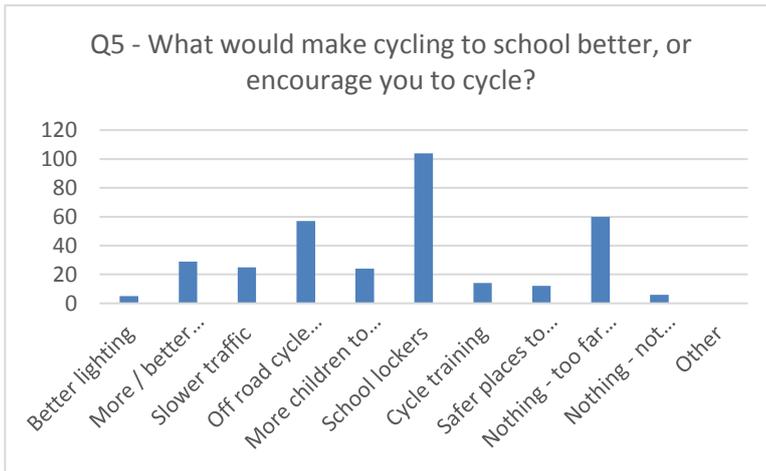
### Dyffryn School



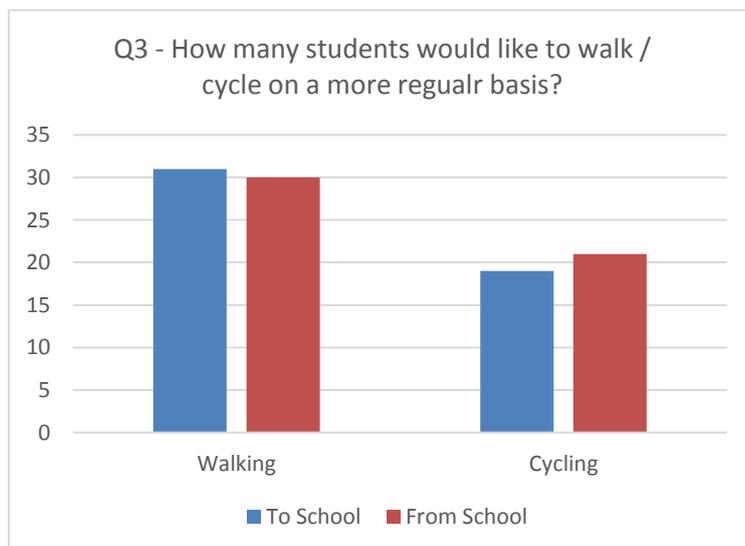
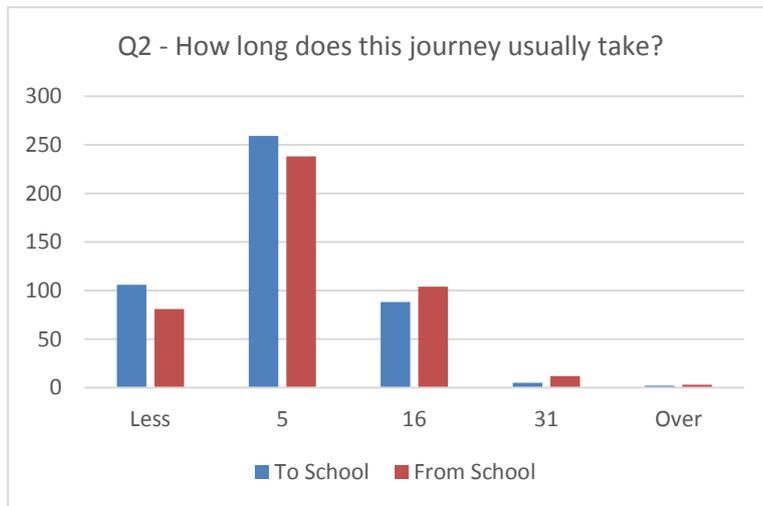
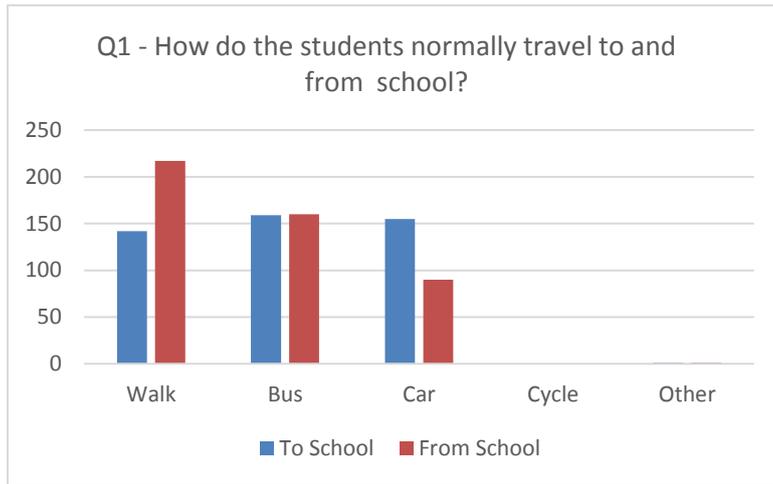


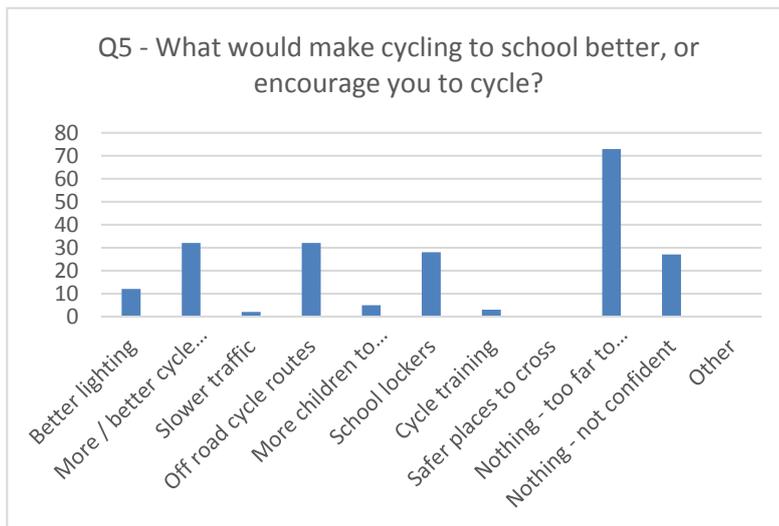
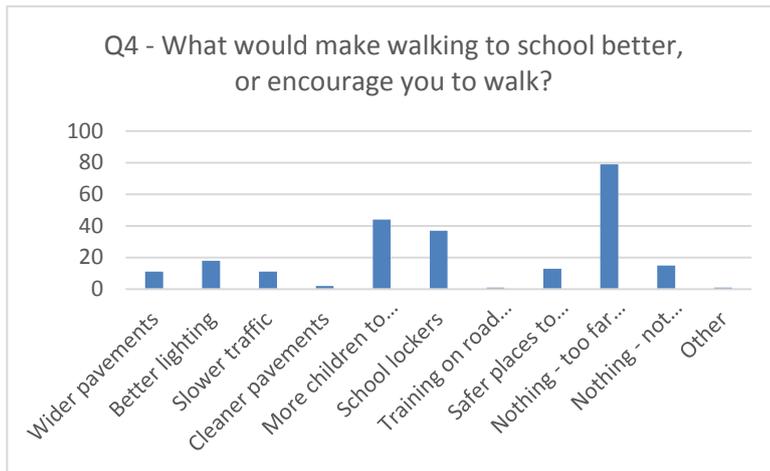
### St Joseph's RC High School



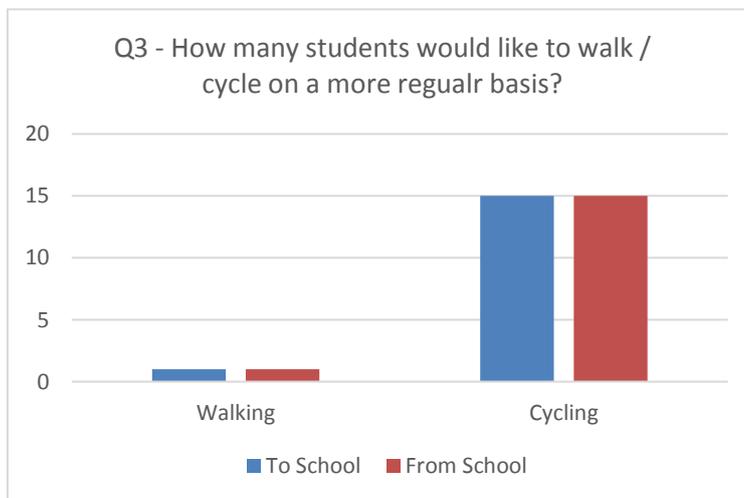
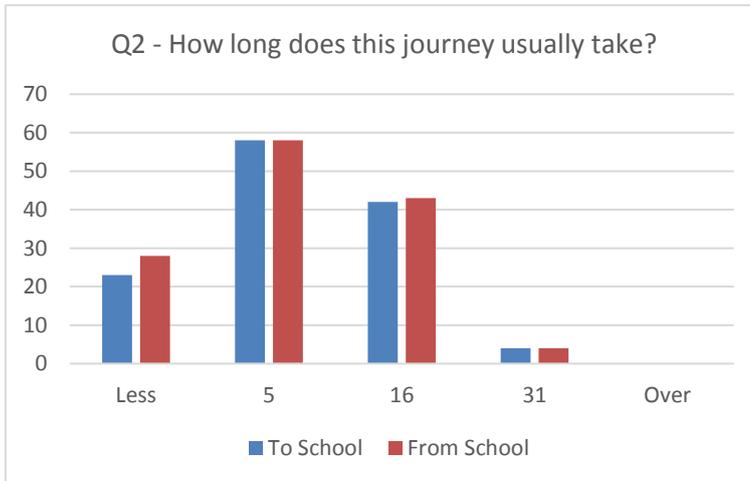
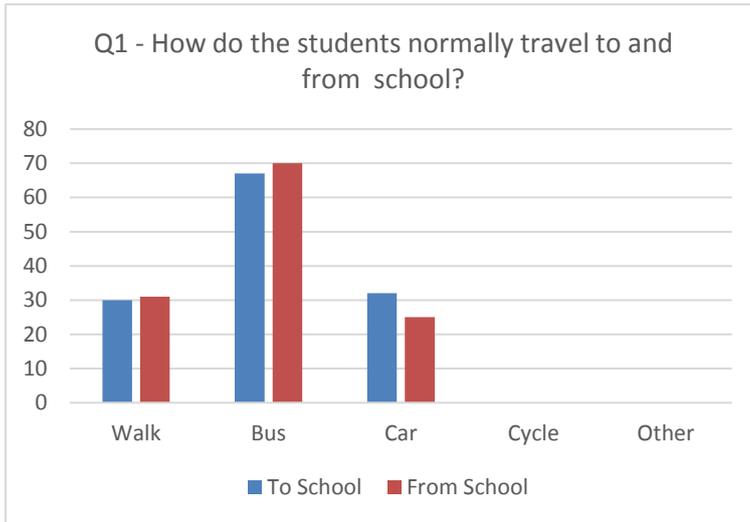


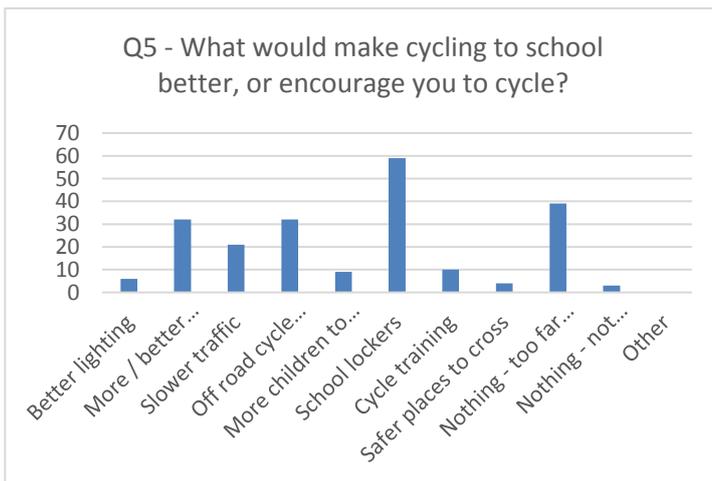
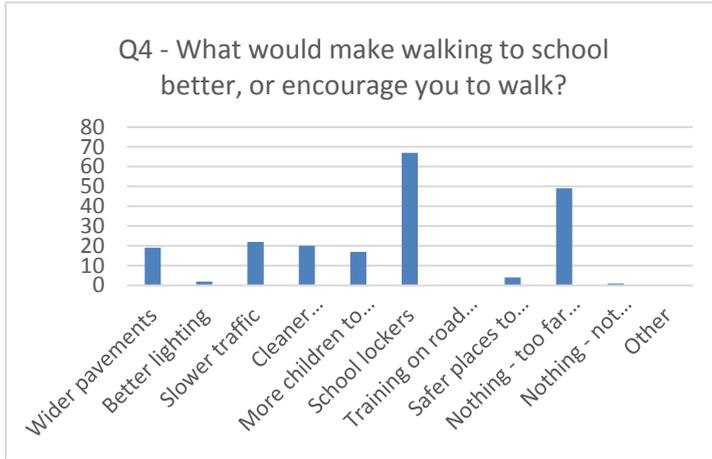
### Cefn Saeson Comprehensive School



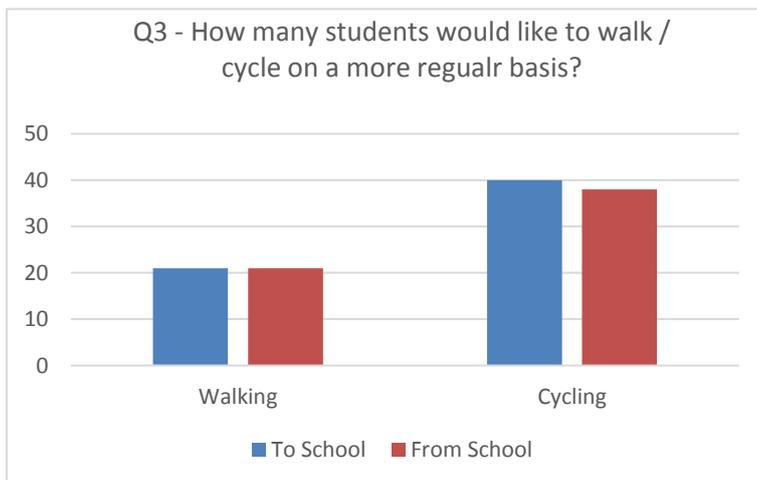
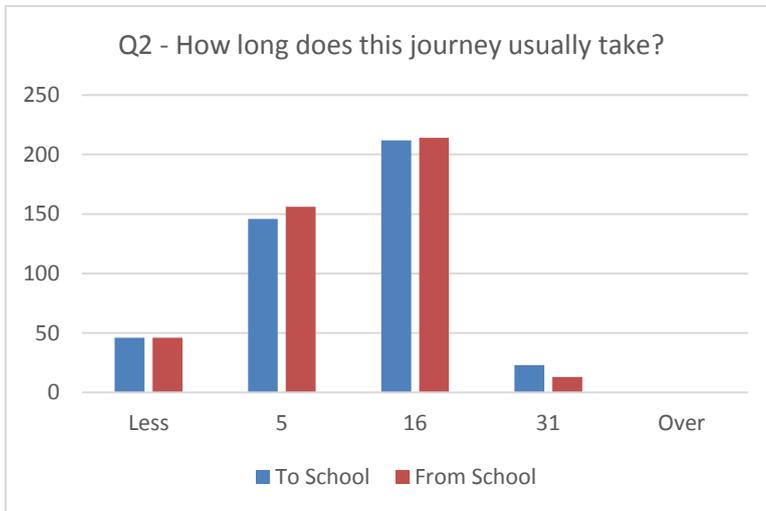
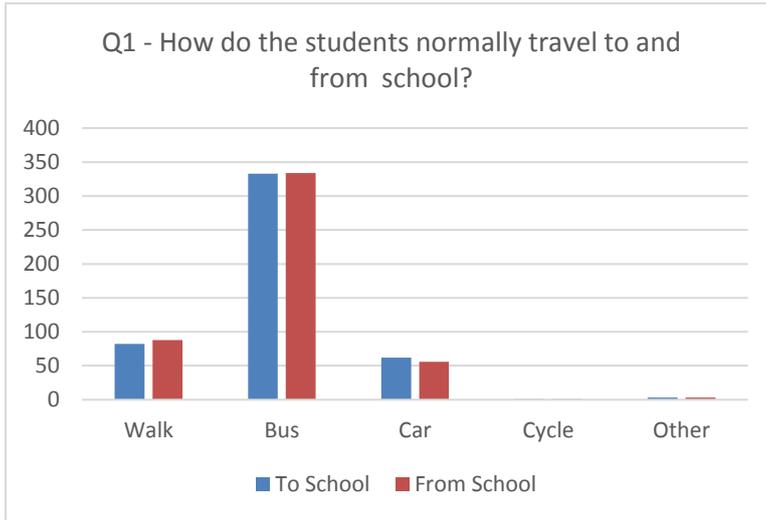


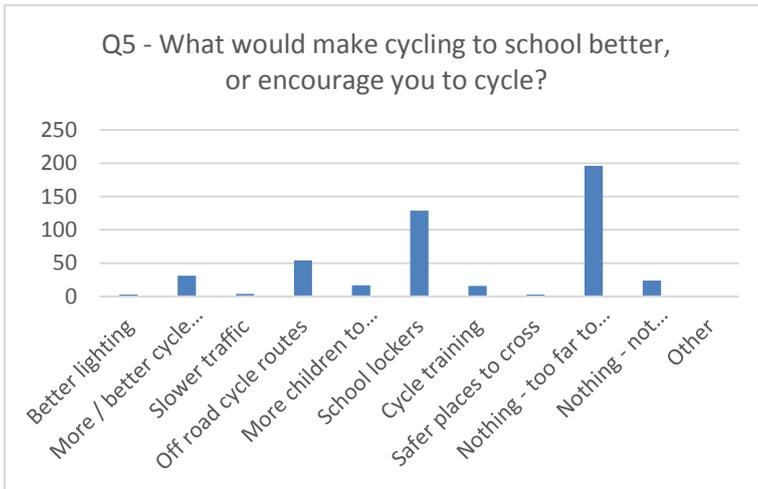
### Cymer Afan Comprehensive School





### Llangatwg Community School





# Appendix B

## Show of Hands Survey



**School Active Travel – Show of Hands Survey**



Year \_\_\_\_\_ Class \_\_\_\_\_

How many students are in your class \_\_\_\_\_

**As the teacher of your class, please ask these questions to the whole class and then write in each box, the number of students that raise their hands to answer.**

Q1 How do the students normally travel to school?

<b>Travel Methods</b>	<b>To School (write no. of students)</b>	<b>From School (write no. of students)</b>
Walk		
Bus		
Car		
Bicycle		
Other (please specify)		

Q2 How long does this journey usually take?

<b>Journey Time</b>	<b>To School</b>	<b>From School</b>
Less than 5 mins		
5 – 15 mins		
16 – 30 mins		
31 – 45 mins		
Over 45 mins		

Q3 How many students would like to walk / cycle on a more regular basis? (That currently don't)

<b>Travel Method</b>	<b>To School</b>	<b>From School</b>
Walking		
Cycling		

**Q4** What would make walking to school better, or (if you don't currently walk) encourage you to walk?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

<b>Wider pavements</b>		<b>Better lighting</b>	
Slower traffic		Cleaner pavements	
More children to walk with		School lockers to leave belongings in	
Training on how and where to cross the road safely		Safer places to cross the road	
Nothing – it's too far to walk		Nothing – I don't feel confident in any of the alternatives	
Other (please specify)			

**Q5** What would make cycling to school better, or (if you don't currently cycle) encourage you to cycle?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

<b>Better lighting</b>		<b>More / better cycle parking</b>	
Slower traffic		Off road cycle routes	
More children to cycle with		School lockers to leave belongings in	
Cycle training		Safer places to cross the road	
Nothing – it's too far to cycle		Nothing – I don't feel confident in any of the alternatives	
Other (please specify)			

**Thank you for taking the time to complete the survey.**

# Appendix C

## Online Consultation Questions

## Online Consultation Questions

- Q1: Which community do you live in?
- Q2: Please provide the starting point and destination of a journey you regularly undertake (postcode / street).
- Q3: What is the main mode of transport for this journey?
- Q4: What is the main purpose of this journey?
- Q5: How often do you walk within your community?
- Q6: How often do you cycle within your community?
- Q7: What is the main reason preventing you from walking or cycling more within, or in the vicinity of, the town / village that you live?
- Q8: Are there any changes that we could make that would encourage you to walk and / or cycle more within, or in the vicinity of, the town / village that you live?
- Q9: Looking at the Active Travel routes shown on the map, where would you like to see a new route implemented or an existing route amended? Please provide details. This could be street names, start and end points, or around key landmarks.
- Q10: Would you be happy for us to contact you to discuss points you have raised if we needed to?

## Appendix D

# Community Engagement Event Survey

**CAPITA** Community Engagement Event Survey



Q1 Which community do you live in?

Neath	Tonna	Aberdulais	Skewen
Port Talbot	Gwaun Cae Gurwen	Glynnnaeth	Blaengwrach
Cwmafan	Brynamman	Seven Sisters	Resolven
Cymmer	Pontardawe	Other	

Q2 How often do you undertake the following activities within your communities?

	Walk	Cycle
Everyday		
More than once a week		
Weekly		
More than once a month		
Monthly		
Never		

Q3 If answered 'never' to Q2, please provide your reasons for not.

Weather	Health
Unsuitable routes	Time constraints
Fitness	I don't own a bike
Lack of cycle storage	I travel with others who don't walk or cycle
Other	

Q4 Are there any changes that Neath Port Talbot Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?

---



---



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Q5 Do you use the routes highlighted on the maps?

Yes	No
-----	----

Q6 If answered 'No' to Q5 please explain why.

---



---



---

Q7 If answered 'Yes' to Q5 what are your opinion on the routes?

---



---



---

Q8 Do you have any further comments relating to the routes identified on the maps? (Barriers, issues, improvements etc.)

---

---

Q9 Are there any future routes or improvements you would like to see in your area?

---

---

Please provide your name and e-mail address, you may be contacted for further information.

<b>Name</b>	
E-mail address	

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# Appendix 8 – Consultation Report – Stage 2

# CAPITA



## Neath Port Talbot County Borough Council Integrated Network Map Consultation Report - Stage 2

October 2017

Project No: CS/090608

Doc Ref: CS/090608

Rev:

Client: Neath Port Talbot County Borough Council

Issue Date: October 2017

Integrated Network Map  
Consultation Report - Stage 2

	Name	Signature	Date
Author	Callan Burchell		27/10/2017
Checker	Martin Dolan		27/10/2017
Approver	David James		27/10/2017
Client	Ceri Morris		27/10/2017

## Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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# 1. Introduction

## 1.1 Overview

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage.

This report relates to the second of two consultations for Neath Port Talbot County Borough Council's (NPTCBC's) INM. The first consultation was a method of obtaining initial views of where new routes and improvements to existing routes could be made to inform the first draft of the INM. The second (12 week) consultation was an opportunity for the public and stakeholders to comment on Neath Port Talbot's (NPT's) revised Existing Route Map (ERM) and draft INM. All consultation activities were delivered in partnership with the Council.

The purpose of the consultation exercises summarised in this report are to help identify where the public would like improvements to be made and new routes added, giving them the opportunity to voice their opinions and get involved in shaping NPTCBC future active travel provision.

To develop an understanding of the walking and cycling behaviours of the residents throughout NPT, and to convey their opinion on the existing routes, extensive consultation exercises were undertaken, including:

- Community engagement events in Neath, Port Talbot and Pontardawe in June and July 2017.
- An online survey that was live from midday on Monday 26<sup>th</sup> June to midday on Monday 18<sup>th</sup> September, a total of 12 weeks; and
- Secondary school presentations and workshops with Sustrans in July 2017.

## 1.2 Guide to this report

This report sets out a complete overview of the history of consultation and stakeholder engagement on the INM stage of the Active Travel Act (Wales) 2013. It describes what issues were raised by respondents, and how NPTCBC has had regard to these responses. The issues raised in response to the consultation have been organised into the methods of consultation that have been used, to enable readers of this report to navigate to sections of the report that they are most interested in.

- Chapter 1: Introduces the report;
- Chapter 2: Discusses the results of the secondary school presentations and workshops;
- Chapter 3: Discusses the results of the online consultation;
- Chapter 4: Discusses the community engagement event;
- Chapter 5: Influence on INM;
- Chapter 6: Provides a conclusion and highlights next steps.

## 1.3 Consultation Strategy

In accordance with the Act, the consultation on the draft INM and revised ERM was held over a period of 12 weeks, with the consultation live from 26th June through to 18th September 2017.

There were several inputs into the consultation process including Welsh Government 'Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013', guidance issued under paragraph 3.2 'Principles of Good Practice from the Active Travel (Wales) Act 2013 Design Guidance', and advice from the Council's own experience of running consultation processes.

The aim of the consultation was to reach all appropriate audiences required by the delivery guidance including children/young people and other 'seldom heard' groups, those groups with protected characteristics under the Equalities Act 2010, key stakeholders and delivery partners, all persons that had requested to be consulted and the wider general public.

Throughout all consultation/publicity activities, care was taken to be clear on what is meant by active travel, the type of journeys that would be catered for, and the fact that the INM was aspirational in nature setting out where improvements could be made to existing routes and where routes should be added to the active travel network.

The scope of activities undertaken also reflected the fact that different types of consultation to be accessible for different people. Accordingly, a wide range of activities were employed including face to face engagement and online consultation.

Furthermore, in accordance with the Council's Welsh Language Policy, all documentation and publicity material was bilingual.

The following summarises the activities / publicity efforts that were implemented which supplemented the main consultation activities.

- (i) Consultation Document – a document was prepared by the Council which identified the purpose of the consultation, how comments could be submitted, the routes/maps being consulted upon and information on what happens next.
- (ii) Questionnaire / Survey – a questionnaire was developed to facilitate and guide responses submitted to the Council. The questions were designed to establish the travel habits of respondents; whether the inclusion of the routes was supported or not; what improvements could be made and/or what routes could be added; and which routes should be prioritised. The Questionnaire/Survey is presented in Appendix 1.
- (iii) Online – all supporting documentation, maps and online survey was hosted on the Council's website and 'Objective' consultation portal respectively. An 'interactive' map facility was also made available so users could navigate and interrogate the routes identified across the County Borough. Example screenshots of the Council's host webpage, 'interactive' map and consultation portal is presented in Appendix 2. The screenshots in Appendix 4 identify the 'Impressions' and 'People Reached' which highlight a considerable number of individuals who were made aware of the consultation events.
- (iv) Correspondence – correspondence was dispatched to all relevant individuals, stakeholders/delivery partners, organisations and schools describing the purpose of the consultation, identifying where more information could be obtained and how representations could be made.

In specific regard to schools, the Council was keen to take proactive steps to consult children and young people on what routes they commonly used for walking and cycling. All primary and secondary schools across the County Borough were contacted directly to give them the opportunity to have a real 'pupil voice' concerning their journey to and from school and also within their communities.

Furthermore, in accordance with the Welsh Government Delivery Guidance, correspondence was sent direct to a number of identified 'seldom heard' groups, examples of which are provided in table 1.

**Table 1: Seldom Heard Groups**

Age Concern Neath Port Talbot	Cymmer Youth
Guide Dogs	Costain
Young Enterprise Wales	Pontardawe Chamber of Trade
Disability Forum (NPTCVS)	Sports Council for Wales
Older Persons Forum	NPT Local Health Board
Eco-Schools	Communities First
Disabled Persons Advisory Group	Workways
Neath YMCA	Town & Community Councils (All)
NPT Council for Voluntary Service	Primary & Secondary Schools (All)
New Sandfields	NPT Community Transport
WISE	

A full list of organisations contacted directly can be viewed in Appendix 3.

- (v) Press Release / Social Media – over the duration of the consultation, press releases along with a series of Tweets and Facebook posts were put out via the Council's corporate social media account to promote the consultation. Example screenshots of such publicity is presented in Appendix 4.
- (vi) Civic Centres / Libraries – throughout the 12 weeks, all relevant information was made available in hard copy at each of the Civic Centres and all libraries across the County Borough.
- (vii) Utilisation of existing networks – relevant information was dispatched to all Council staff via the Council's 'In the Loop' staff newsletter. Examples of active travel articles are presented in Appendix 5. Furthermore, the Council also made local landowners aware of the consultation through existing networks such as the 'Local Access Forum'.

The results of the main consultation activities (i.e. the secondary school presentation / workshops; online consultation; and community engagement events) are considered in more detail in the following chapters and appendices.

## 2. Secondary School Presentation and Workshop

### 2.1 Introduction

In July 2017, NPTCBC and Sustrans offered to hold workshops and presentations with the first two year groups in every secondary school in the authority. Conducting workshops and presentations were useful consultation exercises as they are simple and efficient and allow large numbers of individuals to be consulted simultaneously.

The students were given a copy of the draft INM for the area around their school, and were asked to critique the map for omissions, additions or deletions. Having had time to consider the draft INM routes, the students could add any changes on the maps and indicate why on the questionnaires provided. The short questionnaire also highlighted what level of active travel they participate in. Much of the data is therefore a mixture of numerical and written data.

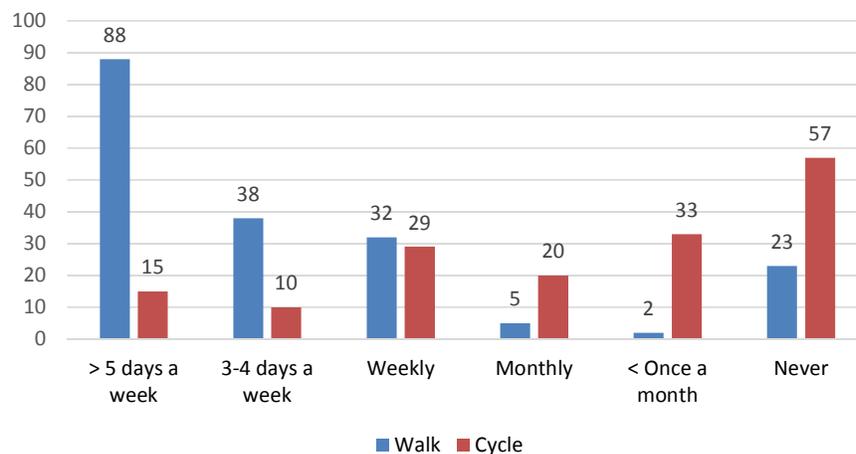
The following two schools accepted the request for consultation regarding the Active Travel (Wales) Act 2013 to be complete within their school (Appendix 6). Three other schools were provided with the opportunity but did not respond.

- Ysgol Bae Baglan; and
- Cwmtawe Community School Pontardawe

### 2.2 Results

The following graphs present the total combined results for all students surveyed within the two schools who participated. Despite the schools being geographically distant, the responses received were similar.

**Graph 1 - Total Students Method of Travel**



Graph 1 demonstrates that 23 students never walk, and 57 students never cycle as a method of transport to school. Of the students surveyed, a total of 238 students completed the workshop across the two schools. 105 of the students answered, “no response”, while 106 students agreed with the draft INM. In total, 60% of students walked, while 40% of students cycled to school.

Graph 1 supports the need for active travel, through making it safer for the school children that already actively travel, while encouraging more to actively travel to and from school.

The students were also asked to critique the draft INM, and recommend changes that they wish to make to improve accessibility and expand active travel. As a result, Appendix 6 outlines NPTCBC's response to the comments received from the school presentations and workshops.

## 3. Online Consultation

### 3.1 Results

The online survey questions differed from the school workshops and presentations, in that additional questions were included. These questions focused on existing routes and allowed participants to specify improvements to existing routes and propose new routes. In addition, the online survey was also provided in hard copy at NPTCBC community engagement events, summarised in Chapter 4.

The online survey (Appendix 1) was live on NPTCBC website for 12 weeks. NPTCBC received 19 online responses. The results were captured electronically, analysed and presented in Appendix 7.

The results of some questions are not presented as they are not key to this report, for example personal details such as addresses and names.

## 4. Community Engagement Events

### 4.1 Introduction

The community engagement events were advertised by NPTCBC and were held on various dates. A total of three events were held which were intended to provide opportunities for the local community to ask questions about the process to NPTCBC and Capita staff involved, and to attain their feedback on where routes can be improved and where new routes should be located.

Visitors to the community engagement events who expressed an opinion about the proposals were encouraged to submit their opinion through the surveys provided at the event or on the online questionnaire as advertised by NPTCBC.

At the community engagement events, bi-lingual maps were provided on display boards to provide further information about the existing and proposed routes, bi-lingual surveys were available, and a factsheet regarding the Active Travel (Wales) Act 2013 was provided.

**Table 2 – Community Engagement Events**

Venue	Date	Estimated Attendees
<b>Aberfan Shopping Centre, Port Talbot</b>	Tuesday 20th June between 0900 - 1700	There were in excess of 100 attendees at this event.
<b>Gwyn Hall, Neath</b>	Wednesday 28th June between 0900 - 1700	There were in excess of 100 attendees at this event.
<b>Tesco, Pontardawe</b>	Tuesday 04th July between 0900 - 1700	There were in excess of 100 attendees at this event.

### 4.2 Results

NPTCBC have fully considered all the responses received, and subsequently, Appendix 8 provides the response to each of the issues raised and an explanation as to whether each issue has, or has not led to a change in the draft INM.

## 5. Influence on INM

This chapter aims to summarise the influence that the different consultation exercises have had and continue to have on the emerging INM. The consultation exercises were a crucial method of engaging with the public and giving individuals the opportunity to share their views and help shape the INM throughout NPT.

Several people who took part in the consultation process are not “active” travellers in the sense of the Active (Wales) Act. By this, it is meant their journeys are purely for leisure. Therefore, care has been taken, where possible, to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

The results of the consultation process also highlighted that the main factor preventing active travel is deemed to be the safety of active travel, unsuitable and poorly directed routes as well as the maintenance of existing and proposed routes. This supports the belief that the identified improvements as a result of the auditing process will see an increase in the number of individuals taking part in active travel.

The open-ended questions which asked for new routes and improvements to be suggested helped to justify the inclusion of some routes and resulted in some new routes being proposed where appropriate.

The community engagement event also produced results that will influence the INM. Information was attained regarding changes that would encourage participation in active travel as well as where new links were required. This information helped to inform the location of routes and linkages and will be of use when suggesting improvements.

After considering all responses, NPTCBC plan to proceed with the INM with a number of changes. The most significant of which are highlighted in table 3.

**Table 3 – Amendments to the INM as a result of the consultation process**

Requested during the consultation	Method	Change in INM	Reason why
Briton Ferry, Neath – A48 Roundabout to Bethel Street, proceeding to Church Street (connecting to INM-NEA-C012)	Cycling	<b>INM-NEA-C022</b>	Flat gradient, improved cycle network density through providing connectivity to INM-NEA-C012 and proposed INM-NEA-C010.
Baglan Moors, Port Talbot – Christchurch Road to Baglan Moors Retail Park	Cycling	<b>INM-PT-C016</b>	Trip attractors, flat gradient and improved cycle network density through providing connectivity to INM-PT-C011 and INM-PT-P011.
Sandfields, Port Talbot – St. Theresa’s to Fairway	Pedestrian	<b>INM-PT-P012</b>	Flat gradient and improved cycle network density through providing connectivity to INM-PT-P007 and INM-PT-P008.
Sandfields, Port Talbot – Sandown Road (Moorland Road to Victoria Road); and	Pedestrian	<b>INM-PT-P013</b>	Trip attractor to St Therese’s Primary School as well as flat gradient.
Pontardawe, Rhos to Cwmtawe Comprehensive School	Cycling	<b>INM-PON-C011</b>	Trip attractors to education, employment and retail.

To summarise, the consultation was delivered using a robust methodology, was promoted widely and led to extensive engagement. The level of participation generated constructive insights from people who could provide an informed response by considering the proposals.

## 6. Conclusion and next steps

To conclude, this consultation report has considered the responses received, and where appropriate, provided explanatory and mitigating information highlighting ways in which the proposals are to be amended.

This consultation report has demonstrated how the consultation process has shaped the INM routes. The Council did not receive any comments in respect of the limited number of proposed additions to the ERM. Consequently, no further changes to the additional ERM routes are proposed

In some instances, responses received relate to on-going matters which NPTCBC are actively handling including:

- Reviewing the use of A-Frames and other similar barriers throughout the network;
- Routes to and from Port Talbot hospital are being improved;
- Improved safety along Penywern Road, Neath including bollards due to changing speeds;
- Improve pedestrian access to the tenant canal route from Neath Town Centre to Neath Abbey;
- Improvements to Junction 43 are to current standards, any further development such as housing will require suitable changes;
- Briton Ferry to link with route 47 and Brunel Way has been implemented;
- Port Talbot Hub improvements in October 2017 will cause improvements for walking and cycling to Port Talbot centre; and
- Walking route in Ynysmeudwy is being considered for shared use.

The next step is to map all the new INM routes and identify whether they are short, medium or long-term proposals. Subject to internal review, the subsequent step will be to submit the influenced and amended INM routes to Welsh Government for approval. Subject to the relevant approval process, funding and, in some cases, further local consultation, the INM routes will be upgraded or newly built to reflect the Welsh Government design guidance standards for Active Travel routes.

# Appendix

## Appendix 1 – Online Questionnaire

<b>NEATH PORT TALBOT COUNTY BOROUGH COUNCIL</b> <b>ACTIVE TRAVEL (WALES) ACT 2013</b>																						
<b>EXISTING ROUTE MAP &amp; INTEGRATED NETWORK MAP                  CONSULTATION QUESTIONNAIRE</b>																						
<p>The Active Travel (Wales) Act 2013 (<i>the Act</i>) places new duties on Councils in Wales to prepare and publish active travel maps. 'Active Travel' means walking and cycling for everyday short-distance journeys, such as journeys to school, work or for access to shops or services. It does not include journeys purely made for recreation and social reasons.</p> <p>The Act requires the Council to map and plan for suitable active travel routes within certain settlements and publish / keep under review an 'Existing Route Map' (ERM) and 'Integrated Network Map' (INM). The Council has now reviewed the ERM (initially approved in August 2016) and also prepared a consultation draft of the INM. This is your opportunity to tell us what you think.</p>																						
<p>Please complete in <b>BLOCK CAPITALS</b> and in <b>Black Ink</b> only.</p> <p>All forms must be returned by <b>midday on Monday 18<sup>th</sup> September 2017</b>. Representations received after the deadline will not be accepted.</p> <p>By post to: <b>Nicola Pearce - Head of Planning and Public Protection</b>  <b>Neath Port Talbot County Borough Council, The Quays, Brunel Way,</b>  <b>Baglan Energy Park, Neath, SA11 2GG,</b></p> <p>Or e-mail to: <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> (an editable version in Word is available to download at <a href="http://www.npt.gov.uk">www.npt.gov.uk</a>)</p> <p>Alternatively, you can submit your comments directly online at <a href="http://www.npt.gov.uk">www.npt.gov.uk</a></p> <p>Please note that representations cannot be treated as confidential. All representations will be made available for public inspection and placed on the Council's website.</p>																						
<b>PART 1: CONTACT DETAILS</b>																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left; padding: 2px;">You / Your Client's Details</th> </tr> </thead> <tbody> <tr> <td style="width: 20%; padding: 2px;">Title / Name:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Organisation: (if relevant)</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Address:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Postcode:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">Tel:</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">E-mail:</td> <td style="padding: 2px;"></td> </tr> </tbody> </table>	You / Your Client's Details		Title / Name:		Organisation: (if relevant)		Address:		Postcode:		Tel:		E-mail:		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Agent's Details (if relevant)</th> </tr> </thead> <tbody> <tr><td style="padding: 2px;"> </td></tr> </tbody> </table>	Agent's Details (if relevant)						
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<p>Would you be happy for us to contact you to discuss the points raised if we needed to? <i>Please tick (✓)</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="width: 20px; border: none;"></td> </tr> </table> </td> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">No</td> <td style="width: 20px; border: none;"></td> </tr> </table> </td> </tr> </table>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="width: 20px; border: none;"></td> </tr> </table>	Yes		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">No</td> <td style="width: 20px; border: none;"></td> </tr> </table>	No																
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**PART 2: YOUR GENERAL TRAVEL**

**2(a): Which community do you live in?**

*[Please tick (✓) one of the following]*

Brynamman		Neath (including Tonna, Aberdulais, Skewen or Llandarcy)	
Blaengwrach		Port Talbot	
Cwmafan		Pontardawe (including Godre'r Graig or Ystalyfera)	
Cymmer / Croeserw		Resolven	
Glynneath		Seven Sisters	
Gwaun Cae Gurwen		Other	

**2(b): How often do you undertake the following activities within your community (e.g. to go shopping or to get to work or college)?**

	Walking	Cycling
Everyday		
More than once a week		
Weekly		
More than once a month		
Monthly		
Never		

**2(c): If answered 'never' to Q2(b), please provide your reasons.**

*[Please tick (✓) one or more of the following]*

Weather		Time constraints	
Unsuitable routes		I don't own a bike	
Fitness		I travel with others who don't walk or cycle	
Lack of cycle storage		Health	
Other			

**2(d): Are there any changes the Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the community you live?**

**PART 3: COMMENTING ON THE ACTIVE TRAVEL MAPS**

**3(a): Which map are you commenting on?**

*[Please tick (✓) one of the following]*

Existing Route Map (ERM)	<input type="checkbox"/>
Integrated Network Map (INM)	<input type="checkbox"/>

**3(b): Which route(s) are you commenting on?**

Route(s) Reference Number:	<input type="text"/>
----------------------------	----------------------

**3(c): Your Representation**

Are you objecting to or supporting the inclusion of the route(s)? *[Please tick (✓) one of the following]*

I am objecting to the inclusion of the route(s)	<input type="checkbox"/>
-------------------------------------------------	--------------------------

I am supporting the inclusion of the route(s)	<input type="checkbox"/>
-----------------------------------------------	--------------------------

**3(d): If you are objecting to the inclusion of the route(s) and want it removed from the map, please provide your reasons below.**

**3(e): Are there any improvements that you would like to see made to the route(s) on the 'Integrated Network Map'?**

**3(f): Do you think there are any additional routes that are well used, require improvements or should be added to the 'Integrated Network Map'?**

Yes		No	
-----	--	----	--

If yes, please provide details below (using additional sheets as necessary). Please enclose any relevant information / documentation (e.g. maps) with this form.

**3(g): Which three proposed routes on the 'Integrated Network Map' do you feel should be the Council's top priorities for improving active travel opportunities?**

<b>Route 1:</b>	
<b>Route 2:</b>	
<b>Route 3:</b>	

**3(h): Do you have any other comments on the draft 'Integrated Network Map'?**

<b>Signed:</b>	<b>Date:</b>
----------------	--------------

***Do not forget to enclose any relevant documentation with this form.***

**FURTHER INFORMATION**

Further information on any aspect of the preparation of the Active Travel maps can be obtained from the Council on 01639 686845 or e-mail at [greener@npt.gov.uk](mailto:greener@npt.gov.uk) or by visiting [www.npt.gov.uk](http://www.npt.gov.uk)

## Appendix 2 – ‘Interactive’ map and consultation portal

Neath Port Talbot County Borough Council

Search www.npt.gov.uk

Cymraeg

### Active Travel

Consultation on the revised 'Existing Route Map' and new 'Integrated Network Map' for Neath Port Talbot has now closed.

Following approval of the Council's **Existing Route Map (ERM)** early in 2016, the Council consulted on a small number of revisions to the ERM and also on the new emerging Integrated Network Map (INM).

#### What is Active Travel?

'Active Travel' means walking and cycling for everyday short-distance journeys, such as journeys to school, work, or for access to shops or services. It does not include journeys purely made for recreation and social reasons.

The Active Travel (Wales) Act 2013 requires the Council to map and plan for suitable active travel routes within certain settlements and publish the following two maps:

- **Existing Route Map (ERM)** - identifies the existing routes that are suitable for active travel.
- **Integrated Network Map (INM)** - presents the Council's aspirations for the next 15 years, identifying improvements to existing routes or new routes that could be developed and added to the active travel network.

#### Where Can I See the Maps?

Whilst the consultation is now closed, the consultation document can be viewed or downloaded below:  
 An Interactive Active Travel Map is available to access [Click on each route to obtain the details].

[View Interactive Travel Map](#)

File type	Document	File size
pdf	Active Travel - ERM and INM Consultation Document (June17)	6.09 MB

Neath Port Talbot County Borough Council

### Active Travel Plan

Built Up Areas  
 Wards

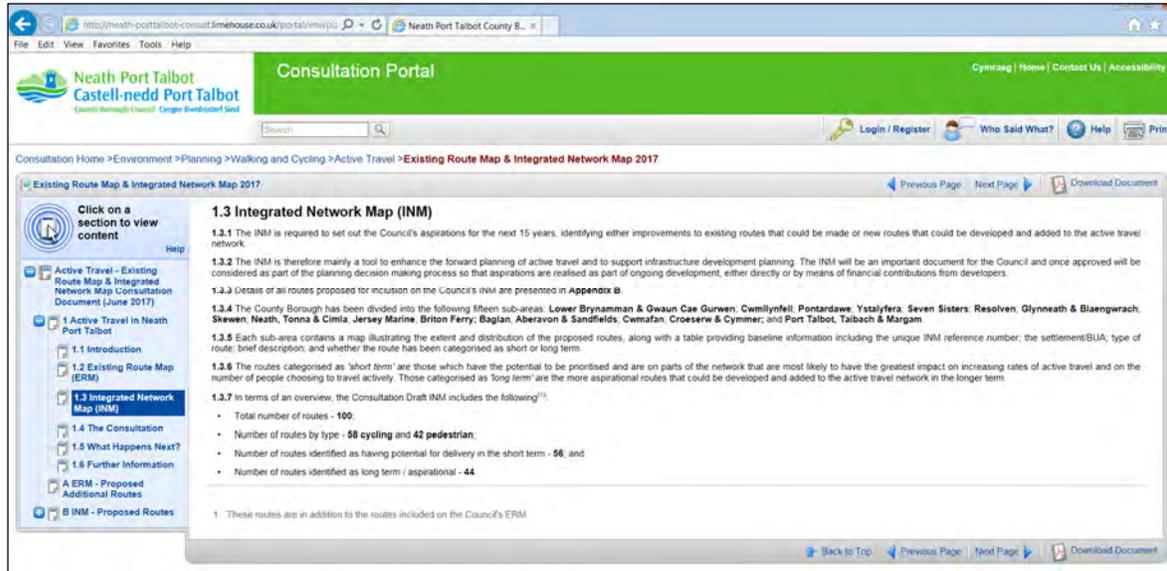
#### Existing Route Map

Approved (Not For Consultation)  
 Consultation (Pedestrian)  
 Consultation (Cycling)

#### Integrated Network Map

Cycling (Short Term)  
 Cycling (Long Term)  
 Walking (Short Term)  
 Walking (Long Term)

Select an area:  
 Aberavon  
 Aberdare  
 Abergarweid  
 Abergwynfi  
 Alltwes  
 Baglan  
 Baglan Moors  
 Banne  
 Blaengwynfi  
 Briton Ferry  
 Bryn  
 Bryncoch  
 Caibston  
 Cilfawr  
 Cymaengwyn  
 Cistia  
 Cyne  
 Coed Hirwaun  
 Croeserw  
 Crymlyn Barrows  
 Cymant  
 Cwmafan  
 Cwmgors  
 Cwmgwrach  
 Cwmiffnell  
 Cwmberch  
 Cymmer  
 Dyffryn  
 Gallewedd



## Appendix 3 – Contacted organisations

Company / Organisation	
Abbey Primary	Groundwork
Abertawe Bro Morgannwg CHC	Groundwork Neath Port Talbot
Abertawe Bro Morgannwg Health Board	Guide Dogs
Acting Clerk Neath Town Council	Harsco Metals
Action for Children	Inland Waterways Association South Wales branch
Age Concern Neath Port Talbot	Intertissue
Alderman Davies CIW Primary	Intertissue Ltd.
Alltwen Primary	Llangatwg Community Comprehensive
Amman Valley Railway Society	Llangiwig Primary
Amman Valley Trotting Club	Llansawel Primary
Arriva Trains Wales	Local Access Forum
Associated British Ports	Lodges Cycles
Awel Y Mor Primary	Maesmarchog Primary
Baglan Primary	Melin Juniors
Baytrans	Menter Laith Castell-Nedd Port Talbot
Blaenbaglan Primary	Mid and West Wales Fire and Rescue Services
Blaendulais Primary	National Trust (South Wales)
Blaengwrach Primary	Natural Resources Wales
Blaenhonddan Primary	Neath and Tennant Canals Trust
Brecon Beacons National Park Authority	Neath Canal Navigation
Bridgend County Borough Council	Neath Canal Navigation Company
British Waterways	Neath Port Talbot Business Club
Bryncoch CIW Primary	Neath Port Talbot College
Brynhyfyd Primary	Neath Port Talbot Community Transport
Bus Users UK	Neath Port Talbot Council for Volunteers
Business Connect, Neath Port Talbot	Neath Port Talbot Local Health Board
Cadw	Neath Port Talbot Ramblers
Caerau Communities First	Neath Tennant Canals Trust
Calor Gas Ltd	Neath YMCA
Cambrian Stone	Network Rail
Canal & River Trust	New Sandfields Aberavon
Canolfammaerdy	NPT Ramblers Association
Carmarthenshire County Council	NPTCBC
Catwg Primary	NPTCVS
Cefn Saeson Comprehensive	Older Persons Forum
Celtic Energy	One Voice Wales
Central Primary	Park Garage (Brynaman) Ltd
Cilffriw Primary	Pembrokeshire County Borough Council

City & County of Swansea	Pen Afan Primary
Clerk Blaengwrach Community Council	Pontardawe Chamber for Trade & Commerce
Clerk Briton Ferry Town Council	Port Talbot Local Traders
Clerk Cilybebyll Community Council	Powys County Council
Clerk Clyne & Melincourt Community Council	Ramblers Cymru
Clerk Coedffranc Community Council	Rhondda Cynon Taf County Borough Council
Clerk Crynant Community Council	Rhondda Tunnel Society
Clerk Dyffryn Clydach Community Council	Rhos Primary
Clerk Glynneath Town Council	Rhydyfro Primary
Clerk Gwaun Cae Gurwen Community Council	Ridgeways
Clerk Onllwyn Community Council	Road Haulage Association
Clerk Pelenna Community Council	Sandfields Primary
Clerk Resolven Community Council	South East Wales River Trust
Clerk Seven Sisters Community Council	South Wales Chamber of Commerce
Clerk to Council Blaenhonddan Community Council	South Wales Police
Clerk Tonna Community Council	South Wales Transport
Clerk Ystalyfera Community Council	South West Wales Economic Forum
Coastal Housing Group	Sports Council for Wales
Coed Hirwaun Primary	St Joseph's Comprehensive
Coedffranc Primary	St Joseph's Junior
Communities First	St Joseph's Primary
Corus Sports and Social Club	St Therese's Primary
Costain	Stonewall Cymru
Creunant Primary	SUSTRANS
Croeserw Primary	Sustrans Ltd
Crown Packing UK plc	Swansea Bay Racial Equality Council
Crymlyn Primary	Swansea Canal Society
Crynallt Primary	Swansea Community Boat Trust
CTC Member Group	Swansea Metropolitan University
Cuddy Demolition & Dismantling Ltd	Swansea ramblers Association
Cwmafan Primary	Swansea University
Cwmllynfell Community Council	Swansea Wheelrights
CwmNant Lleici Quarry	Tairgwaith Primary
Cwmnedd Primary	Tata Steel
Cwmtawe Comprehensive	The Coal Authority
Cylch	The Coalfields
Cymer Afan Comprehensive	The Environment Centre
Cymer Afan Primary	Tonnau Primary
Cymmer Youth Club	Town Clerk Pontardawe Town Council
Dansa Ltd	Tywyn Primary
Department for Transport	Unity Mine

Design Commission 4 Wales	University of Wales Swansea
Disability Forum (NPTCVS)	Wales & West Utilities
Disabled Persons Advisory Group	Wall Colmonoy
DOVE workshops	Wauinceirch Primary
Dulais Valley Partnership	Welsh Government
Dwr Cymru Welsh Water	Western Bio Energy
Dwr Y Felin Comprehensive	Westernlog Ltd & Western Bio Energy Ltd
Dyffryn Comprehensive	WISE
Eastern Primary	Workways
ECO2 – Western Bio Energy	YG Y Wern
Eco-Schools	YG Ystalyfera
Energy Saving Trust Wales	YGG Blaendulais
Energybuild Limited	YGG Castell Nedd
Federation of Small Business	YGG Cwmnedd
Fields in Trust	YGG Gwaun Cae Gurwen
First Cymru	YGG Pontardawe
First Great Western	YGG Rhosafan
Freight Transport Association	YGG Tyle'r Ynn
Friends of the Earth	YGGD Cwmllynfell
Garw Community Council	YGGD Trebannws
Gilfach Quarry	Ynysdawley Playing Field Association
Glyncorwg Primary	Ynysfach Primary
Glynneath Training Centre	Ynysmaerdy Primary
Gnoll Primary	Young Enterprise Wales
Godre'r Graig Primary	Ysgol Bae Baglan
Groes Primary	

Appendix 4 – Social media and press release screenshots

**Post Details**

Neath Port Talbot CBC  
 Published by Hootsuite 191 · 3 July · 🌐

#ActiveTravel Consultation event to discuss Integrated Network Map will be held at #Tesco Store Pontardawe July 4th <http://ow.ly/k5aO30cQcmd>

**Active Travel**  
 Have Your Say now.....  
 NPT.GOV.UK

Get more likes, comments and shares  
 Boost this post for £4 to reach up to 2,500 people.

347 people reached **Boost Post**

Like Comment Share

**Performance for your post**

347 People Reached

0 Likes, Comments & Shares

0 Likes	0 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

3 Post Clicks

1 Photo views	1 Link clicks	1 Other Clicks
---------------	---------------	----------------

**NEGATIVE FEEDBACK**

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

**Post Details**

Neath Port Talbot CBC  
 Published by Hootsuite 191 · 15 September at 17:50 · 🌐

Consultation on the revised 'Existing Route Map' & new 'Integrated Network Map' for NPT. Have your say on walking & cycling routes here: <https://www.npt.gov.uk/6489> #ActiveTravel

**Active Travel**  
 Have Your Say now.....  
 NPT.GOV.UK

Get more likes, comments and shares  
 Boost this post for £4 to reach up to 2,600 people.

568 people reached **Boost Post**

Like Comment Share

**Performance for your post**

568 People Reached

0 Likes, Comments & Shares

0 Likes	0 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

10 Post Clicks

2 Photo views	4 Link clicks	4 Other Clicks
---------------	---------------	----------------

**NEGATIVE FEEDBACK**

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Post Details

**Neath Port Talbot CBC**  
Published by Hootsuite 17h · 27 June

Have your say on walking & cycling routes in NPT at our #ActiveTravel event on Wed 28th June 10am-4pm at Gwyn Hall  
<http://ow.ly/k5aO30cQcmd>



**Active Travel**  
Consultation now open!  
NPT.GOV.UK

**Get more likes, comments and shares**  
Boost this post for £4 to reach up to 2,600 people.

543 people reached **Boost Post**

Neath Port Talbot CBC

Like Comment Share

**Performance for your post**

**543** People Reached

**1** Likes, Comments & Shares

1 Likes	1 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

**5** Post Clicks

1 Photo views	3 Link clicks	1 Other Clicks
---------------	---------------	----------------

**NEGATIVE FEEDBACK**

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Tweet Activity



**NPT Council** @NPTCouncil  
Consultation on the revised 'Existing Route Map' & new 'Integrated Network Map'. Have your say here: <https://www.npt.gov.uk/6489> #ActiveTravel pic.twitter.com/5C6dCSeja4

**Reach a bigger audience**  
Get more engagements by promoting this Tweet!

**Get started**

Impressions	1,703
<b>Total engagements</b>	<b>21</b>
Link clicks	7
Detail expands	5
Retweets	4
Media engagements	2
Hashtag clicks	2
Likes	1

Tweet Activity



**NPT Council** @NPTCouncil  
Have your say on walking & cycling routes in NPT at our #ActiveTravel event on Wed 28th June 10am-4pm at @GwynHall <http://ow.ly/k5aO30cQcmd>

**Reach a bigger audience**  
Get more engagements by promoting this Tweet!

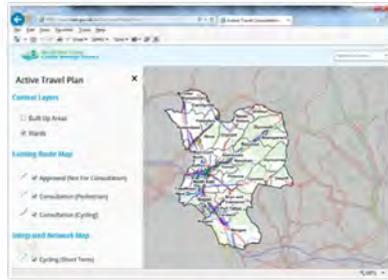
**Get started**

Impressions	1,452
<b>Total engagements</b>	<b>11</b>
Link clicks	4
Retweets	2
Likes	2
Profile clicks	2
Detail expands	1

## Consultation on Neath Port Talbot's Active Travel Routes

29 June 2017

A County Borough wide consultation calling on the public to give views on walking and cycling routes in Neath Port Talbot has begun. Following approval of the Council's Existing Route Map in 2016, Neath Port Talbot Council will be consulting on a small number of revisions to the map and also on the new emerging Integrated Network Map.



Consultation on Neath Port Talbot's Active Travel Routes

The consultation is in relation to the Active Travel (Wales) Act 2013 that requires councils to map, plan and continue to improve active travel networks that are used by pedestrians and cyclists. The purpose of the Act is to ensure that local residents have suitable walking and cycling routes when making a journey to lessen the reliance on motorised transport. The Act requires the Council to publish both the Existing Route and the Integrated Network maps.

Appendix 5 – Newsletter

# in the *loop*

Staff Newsletter  
January 2017

## Have your say on walking and cycling routes in NPT

**What does the council want to hear our views on?**  
 The Council wants to hear your views on the proposed improvements and new routes to walking and cycle routes in Neath Port Talbot. Local residents and interested stakeholders are being asked to contribute to a two week consultation.

**What is the purpose of the consultation?**  
 All comments received during the consultation will be used to inform the development of the Integrated Network Map which will be submitted to the Welsh Government for approval in November 2017. Responses will be treated in confidence in accordance with the Data Protection Act 1998.

**What is the Integrated Network Map?**  
 The Integrated Network Map is based on a 15 year programme of improvements to active travel routes. The maps show how the existing network could be advanced in future years and will show proposed

improvements of existing routes

**How can I view the existing maps?**  
 The existing maps can be viewed or downloaded from the Council's website at: <https://www.npt.gov.uk/default.aspx?page=13525>

**What is active travel?**  
 'Active Travel' means walking and cycling for everyday short-distance journeys, such as journeys to school, work, or for access to shops or services. It does not include journeys purely made for recreation and social reasons.

**Why is this being consulted on?**  
 The Active Travel (Wales) Act 2013 places duties on Council's in Wales to prepare and publish active travel maps. The Act aims to improve and give more consideration to walking and cycling routes.

**How can I have my say and find out further information?**  
 Comments can either be submitted directly online via the following [consultation link](#) or on a questionnaire form which is available on request or to download from the [consultation website](#).

For more information, visit the Active Travel webpage here - <https://www.npt.gov.uk/default.aspx?page=13525>

**When does the consultation start and finish?**  
 The consultation started on **Monday 23rd January** and will end at midday on **Monday 6th February 2017**. There will be a longer 12 week consultation in May which will ask stakeholders and the public to comment on Neath Port Talbot's draft Integrated Network Map.





Highlights

○○○○○

**Fabulous February**  
More lottery bonus draws coming soon

**Green Light**  
Town Centre projects get go-ahead

**Fire Awards**  
Recognition for local achievement



# Welcome

everyone to this latest edition of In the Loop.

On Wednesday (5th July), a report will go to Cabinet for approval to consult on our draft well-being objectives. These three objectives will form part of the Council's new corporate plan which will replace the current Corporate Improvement Plan 'Rising to the Challenge' from September 2017, providing the overall vision under which all our key actions and priorities for the coming five years will sit.

The new plan will outline how we fulfil our responsibilities under the **Well-being of Future Generations Act**, new legislation which requires all public bodies in Wales to take a long-term view in their decision making and work collaboratively to address persistent problems such as poverty, health inequalities and climate change.

The challenge before us is to improve the well-being of everyone in Neath Port Talbot and at the heart of our new Plan will be the three key commitments we propose to focus on:

- Giving all of our children and young people the best start in life and helping them to be the best they can be
- Enabling adults in the County Borough to live a good life and age well

- Making the County Borough a vibrant and healthy place to live, work and spend our recreational time

Subject to Cabinet approval, an eight week consultation period will take place over the summer and will include mechanisms to engage with staff and ensure you have the opportunity to give your views and comments on the draft objectives.

Whilst the outcome and much of the press commentary following this month's UK Parliamentary General Election may suggest a review of austerity, we have received no indication of this directly. As such our budget planning is set to proceed in much the same way as it has done in previous years, albeit with draft proposals being published and consultation beginning later in the year, when we hope to have more clarity on the financial climate.

However, what is clear is that the new political administration have indicated their desire for the Council to identify and develop opportunities for income generation to a far greater degree than before. Engaging with staff and encouraging suggestions will be a key element of this process, which will include another series of Staff Briefings beginning in mid-July, the timings of which are outlined elsewhere in this edition.

Steve Phillips,  
 Chief Executive

## Have your say on Active Travel Routes in Neath Port Talbot

**A County Borough wide consultation calling on the public to give views on walking and cycling routes in Neath Port Talbot has now started.**

The consultation is in relation to the Active Travel (Wales) Act 2013 that requires councils to map, plan and continue to improve active travel networks that are used by pedestrians and cyclists. The purpose of the Act is to ensure that local residents have suitable walking and cycling routes when making a journey to lessen the reliance on motorised transport. The Act requires the Council to publish the following two maps:

- Existing Route Map
- Integrated Network Map



The Council's Existing Route Map outlines existing route infrastructure that meets the criteria within the Active Travel regulations as set out by Welsh Government. The routes have been identified as being suitable for everyday journeys to destinations,

such as schools and places of work. Active Travel routes do not include journeys that are made solely for recreational purposes. The Council will be consulting on a small number of revisions to this map.

The Integrated Network Map presents the Council's aspirations for the next 15 years, identifying improvements to existing routes or new routes that could be developed and added to the active travel network.

The 12 week consultation period started at midday on Monday 26th June and ends at midday on Monday 18th September 2017.

To comment on the walking and cycling routes that need improving in Neath Port Talbot visit [here](#). Hard copies of the maps and all relevant documents will be made available for the 12 week period at Neath Civic Centre, Port Talbot Civic Centre and Pontardawe Library.

If you require further information in regard to any aspect of the Active Travel maps, you can contact the Council direct either by telephone: [01639] 686845 or e-mail: [greener@npt.gov.uk](mailto:greener@npt.gov.uk)



## Appendix 6 – Secondary School Presentation & Workshop

**Number of Comments: 25**

Comment	Council response
<b>BAE BAGLAN COMPREHENSIVE SCHOOL, SANDFIELDS</b>	
There should be a separate lane for cyclists along Aberavon Beach away from pedestrians.	<p>The shared use path along Aberavon sea front (indicated on the ERM) adheres to the Welsh Government design guidance standards for Active Travel routes and as such is not considered necessary to propose a separate lane for cyclists (away from pedestrians) in the INM.</p> <p><b>Decision:</b> No amendment required.</p>
There should be safer routes to Morrisons.	<p>There are two short term routes identified which would offer safe routes to Morrisons. The first, (INM-PT-P009), which crosses Afan Way (A4241), through the residential area of Village Gardens and secondly, (INM-PT-P001) along Southdown View to Lidl, both of which connect to the longer term aspirational route (INM-PT-P011) at Morrisons.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes</p> <p><b>Decision:</b> No amendment required.</p>
Old Road Baglan should be a cycle route.	<p>There are longer term proposals to upgrade a section of Old Road, Baglan for cycling (INM-PT-C001). Further consideration of extending Old Road were ruled out due to issues relating to the width of streets and safety for cyclists and pedestrians.</p> <p><b>Decision:</b> No amendment required.</p>
There should be a safe route from Ascot Drive to Bae Baglan.	<p>There are no proposals to provide a route from Ascot Drive to Bae Baglan, however, there is a longer-term proposal (INM-PT-C015) to upgrade the route from Bae Baglan School to Baglan Community Church, which is a short distance from Ascot Drive.</p> <p><b>Decision:</b> No amendment required.</p>
There should be a link between St Theresa's and Western Avenue.	<p>In advance of the consultation there were no proposals to provide a link between St. Theresa's and Western Avenue. However, as a result of the consultation, the Council are proposing a new pedestrian route along Farm Drive to connect the proposed longer term aspirational route along Fairway (INM-PT-C002) and the Existing Route along Western Avenue (NPT-PT-P00190).</p>

Comment	Council response
Replace the bridge at McDonalds.	<p><b>Decision:</b> Amend INM to include a pedestrian route along Farm Drive (INM-PT-P012).</p> <p>This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM.</p> <p><b>Decision:</b> Not applicable.</p>
Add a cycle track from the sports centre to Briton Ferry.	<p>As a result of the auditing process, consideration was given to the cycling infrastructure from the sports centre to Briton Ferry. However, it was concluded that due to the location of the sports centre and limited traffic / footfall, and the predominantly leisure driven activities associated with the sports centre, it was not considered a viable INM route for the Active Travel Act.</p> <p><b>Decision:</b> No amendment required.</p>
There should be a route from the hospital to Port Talbot.	<p>As a result of the auditing process, a longer term aspirational route (INM-PT-C014) has been proposed from the hospital to Port Talbot bus station which leads to Port Talbot Town Centre via an underpass.</p> <p><b>Decision:</b> No amendment required.</p>
There should be a route from Bae Baglan to the beach.	<p>As a result of the auditing process, there are short-term proposals to upgrade the route to the east of Bae Baglan travelling south along Seaway Parade and Rhodfa Purcell to the beach (INM-PT-C009).</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
There should be better signs.	<p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as signage.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
Would use the cycle shelter but there are thefts from it.	<p>This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM.</p> <p><b>Decision:</b> No amendment required.</p>
Make canal routes safer.	<p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>

Comment	Council response
	<p><b>Decision:</b> No amendment required.</p>
<p>Old Road Baglan extending beyond INM-PT-C001 from Briton Ferry Bridge to Sunnycroft Roundabout.</p>	<p>At present, there are longer term proposals to upgrade a section of Old Road, Baglan for cycling (INM-PT-C001). Further consideration of extending Old Road from Briton Ferry Bridge to Sunnycroft roundabout were ruled out due to issues relating to the width of streets and safety for cyclists and pedestrians.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Christchurch Road Baglan – Baglan Moors to Baglan Moors Retail Park.</p>	<p>As a result of the auditing and consultation process, the Council consider this route is a viable improvement to the draft INM. As a result, the Council has added this route to the INM improving the route to Baglan Moors Retail Park.</p> <p><b>Decision:</b> Amend INM to include a short-term cycle route along Christchurch Road to Baglan Moors Retail Park (INM-PT-C016).</p>
<p>Sandown Road – Moorland Road to Victoria Road Aberafan.</p>	<p>As a result of the auditing and consultation process, the Council consider this route is a viable improvement to the draft INM. As a result, the Council has added this route to the INM, subsequently providing a link to the route along Victoria Road (INM-PT-P007).</p> <p><b>Decision:</b> Amend INM to include a short-term pedestrian route along Sandown Road – Moorland Road to Victoria Road, Aberafan (INM-PT-P013).</p>
<p><b>CWMTAWE COMPREHENSIVE SCHOOL, PONTARDAWE</b></p>	
<p>There should be better paths to Asda.</p>	<p>The comment is noted. There are a number of routes identified on the INM that are located adjacent to the supermarket in Ystalyfera. In particular, a route is identified between Godre'r Graig and the supermarket (INM-PON-P001).</p> <p><b>Decision:</b> No amendment required.</p>
<p>There should be more crossings.</p>	<p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as signage.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Route into mountains needed.</p>	<p>Based on the fact that active travel does not include journeys purely made for recreation or social reasons, routes to such locations are not justified.</p>

Comment	Council response
	<p><b>Decision:</b> No amendment required.</p>
<p>Cycle track from Rhos to Pontardawe.</p>	<p>The comment is noted. Whilst currently the INM includes three pedestrian routes (INM-PON-P002; INM-PON-P005 and INM-PON-P007) which would enable access to Pontardawe, the Council considers it appropriate to include a long term aspirational cycle route on the INM. It is considered that the additional route proposed between Rhos and Cwmtawe School would address the required access.</p> <p>All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> Amend INM to include a cycle route between Rhos and Cwmtawe School (INM-PON-C011).</p>
<p>INM should be easier to read.</p>	<p>The comment is noted. The presentation of the Active Travel maps will be governed by the Welsh Government mapping software which will be utilised to generate the final INM maps.</p> <p><b>Decision:</b> No amendment required.</p>
<p>There should be more cycle paths.</p>	<p>The comment is noted. The INM sets out the Council's aspirations for the next 15 years, identifying improvements to existing routes or new routes that the Council considers should be added to the network. The INM will be used to enhance the forward planning of active travel and to support infrastructure development planning.</p> <p>The consultation draft INM includes a total of 58 cycling routes. Informed by the auditing and consultation stages, a schedule of routes will be submitted alongside the maps to the Welsh Government, which will identify the priority status of each route and a description of the necessary improvements / upgrades as relevant.</p> <p><b>Decision:</b> No amendment required.</p>
<p>There should be more cycle tracks through Ystalyfera.</p>	<p>The comment is noted. The INM identifies a total of nine cycle routes which would serve Ystalyfera and the surrounding area (INM-PON-C001 through to INM-PON-C009).</p> <p>The identified INM routes, when combined with the existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around Ystalyfera.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Safer paths needed from Trebanos to Pontardawe.</p>	<p>The comment is noted. As a result of the auditing process, a route is proposed between Clydach, through Trebanos and on to Cwmtawe School and Pontardawe Leisure Centre (INM-PON-C007). The description of the route will highlight the need for improvements, including those relating to safety.</p>

Comment	Council response
	<p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>More paths needed to the centre of Neath.</p>	<p>The comment is noted. The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around Neath town centre.</p> <p>In particular, there are four long term aspirational cycling routes identified serving Neath town centre: INM-NEA-C001 (Neath to Pontardawe); INM-NEA-C002 (Neath to Skewen); INM-NEA-C009 (Neath to Cimla); and INM-NEA-C010 (Neath to Briton Ferry).</p> <p><b>Decision:</b> No amendment required.</p>
<p>New route down Wern Road needed.</p>	<p>The comment is noted. As a result of the auditing process, a pedestrian route is proposed through the settlement of Ystalyfera, via Wern Road (INM-PON-P004). The description of the route will highlight the need for improvements.</p> <p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>





## Appendix 7 – Online Consultation

**Number of Comments: 54**

**Number of Individuals / Organisations: 19**

INM Route	Name	Organisation	Comment	Council Response
<b>GENERAL</b>				
General	Tony Moon	Rhondda Tunnel Society	<p>I have just looked at the Active Travel Consultation Map for Neath Port Talbot. Unfortunately it misses out Blaengwynfi and Abergwynfi altogether so these communities are to remain isolated even though they are connected by a cycle path to Cymmer and from there right down the Afan Valley to Port Talbot (which your map does not show).</p> <p>These seem to be a serious omission, especially with the prospect of the tunnel re-opening and it becoming a route for residents of Cymmer, Croeserw and the Gwynfi's to get to the more developed upper Rhondda Valley and train links to Cardiff and beyond. Can you include Blaengwynfi and Abergwynfi (and Glynccorwg) as places to be considered for Active Travel? Incidentally Rhondda Cynon Taf has shown their active travel route coming right up to the tunnel mouth.</p>	<p>In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlements of Abergwynfi, Blaengwynfi and Glynccorwg are not specified within the Act.</p> <p>Notwithstanding this point, in advance of the consideration of routes, a detailed methodology was developed to improve clarity and to justify the development of the draft INM. Several sources were utilised including the Council's Existing Route Map (ERM) (approved by Welsh Government Ministers in August 2016) and Local Development Plan (adopted in January 2016); the Active Travel (Wales) Act 2013 Design Guidance; the National Cycle Network; consultation events and public surveys.</p> <p>Accordingly, a number of elements fed into the preparation of the INM including the crucial element of the identification / plotting of key trip attractors.</p> <p>It was established that there were little or no trip attractors identified in some rural areas and consequently, the inclusion of some routes linking the more rural built-up areas was not considered to be justified.</p> <p>In specific regard to the re-opening of the Rhondda Tunnel, in addition to the reasons cited above, given the fact that the feasibility / deliverability of the project has yet to be fully established and given the likely timescales for delivery should</p>

INM Route	Name	Organisation	Comment	Council Response
				<p>the project prove viable, it is not considered appropriate to include at this time. The Council will however review the position in future iterations of the INM.</p> <p><b>Decision:</b> No amendment required.</p>
General	Brian Gibbons	Gwynfi Miners	<p>We are very disappointed at its content. We urge a major revision of the document to more accurately reflect the needs and practice in the Upper Afan Valley in general and Aber / Blaengwynfi in particular. We are shocked at neither Abergwynfi, Blaengwynfi or, indeed Glynccorwg is included as any of the sub-areas. No explanation is given on how the sub-areas were selected which is also a major weakness in the document. What criteria were used in the selection process?</p> <p>We believe that at the very least the communities of Gwynfi and Glynccorwg should be included as sub-areas. They are areas of substantial cycling / walking activities. While there is room for improvement in the volume, walking and cycling is used by residents in these communities to access local school, medical, social care, recreational and transport facilities that are located at Cymmer. Both Gwynfi and Glynccorwg communities are judged not to be eligible for free school transport and so cycling / walking are options available to those who attend Cymer Comprehensive School to study or work.</p> <p>People from Gwynfi who cycle / walk to Cymmer or use it as an intermediate point on a longer journey use a combination of either the A4107 and the existing cycle / walking track depending on their destination. For example:</p> <ul style="list-style-type: none"> <li>• If working at or visiting Ty Nant Care Home people regularly walk along the cycle / walking</li> </ul>	<p>In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlements of Abergwynfi, Blaengwynfi and Glynccorwg are not specified within the Act.</p> <p>When determining which settlements were to be included in the Act, Welsh Ministers gave regard to issues such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services / facilities.</p> <p>Notwithstanding this point, in advance of the consideration of routes, a detailed methodology was developed to improve clarity and to justify the development of the draft INM. Several sources were utilised including the Council's ERM (approved by Welsh Government Ministers in August 2016) and Local Development Plan (adopted in January 2016); the Active Travel (Wales) Act 2013 Design Guidance; the National Cycle Network; consultation events and public surveys.</p> <p>Accordingly, a number of elements fed into the preparation of the INM including the crucial element of the identification / plotting of key trip attractors.</p> <p>It was established that there were little or no trip attractors identified in some rural areas and consequently, the inclusion of some routes linking the more rural built-up areas was not considered to be justified.</p>

INM Route	Name	Organisation	Comment	Council Response
			<p>track to Gelli Crossing and then take the A4107 to get to Ty Nant.</p> <ul style="list-style-type: none"> <li>• If using Cymmer Health Centre or Substance Abuse Centre people would use either the cycle track or the A4107 to walk / cycle.</li> <li>• Afan Valley Swimming Pool; There are a range of options again using the A4107 and / or the existing cycling / walking track.</li> </ul> <p>You will be aware that the Gwynfi community has amongst the lowest car ownership in Wales and residents are heavily dependent on public transport which is problematic in itself. Anyone who travels along the A4107 will see any local people walking or cycling either along this road or along the adjacent cycling / walking track.</p> <p>As well there are plans afoot to re-open the Rhondda Tunnel from Blaengwynfi to the Rhondda. This will again increase the level of walking and cycling in the area and not just for recreational purposes.</p>	<p>In specific regard to the re-opening of the Rhondda Tunnel, in addition to the reasons cited above, given the fact that the feasibility / deliverability of the project has yet to be fully established and given the likely timescales for delivery should the project prove viable, it is not considered appropriate to include at this time. The Council will however review the position in future iterations of the INM.</p> <p><b>Decision:</b> No amendment required.</p>
General	Beth Preece	Public Health Wales	<p>Our Healthy Schools Team has sent the information to schools via their newsletter. No individual comments but a statement in support that any change that brings about better access or opportunities to walk / scoot or cycle can only be a good thing for schools.</p>	<p>The comment is noted.</p> <p><b>Decision:</b> Not applicable.</p>
General	Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru's assessment of NPTCBC's draft Integrated Network Map has been limited as there is insufficient information available to understand what improvements to routes are proposed.</p> <p>Sustrans Cymru understands that designs and ideas for long term routes may not yet be developed. Sustrans Cymru would have liked to have seen more information about shorter term schemes. There is insufficient detail to understand why shorter schemes plans have been</p>	<p>The Council has followed Welsh Government guidance in the preparation of the draft INM. The guidance stipulates that the 'prioritisation' stage (i.e. categorising the routes as short, medium or long term), should not be finalised until post-consultation. It should also be emphasised that route prioritisation is entirely a matter for the Council.</p> <p>To inform the consultation stage, the Council categorised the routes as either 'short' 'medium' or 'long' term, with the short-term routes being those which the Council considers have the potential to be prioritised and are on parts of the network that</p>

INM Route	Name	Organisation	Comment	Council Response
			<p>prioritised and how the proposed improvements will address the issues that have been identified and create routes for active travel.</p> <p>Sustrans Cymru is keen to work with Neath Port Talbot Council to develop ideas and plans for these shorter term schemes, particularly where they coincide with the National Cycle Network.</p>	<p>are most likely to have the greatest impact on increasing rates of active travel.</p> <p>Informed by the auditing and consultation stages, a schedule of routes will be submitted alongside the maps to the Welsh Government, which will identify the priority status of each route and a description of the necessary improvements / upgrades as relevant.</p> <p><b>Decision:</b> No amendment required.</p>
General	Lindsey Brown	Sustrans Cymru	<p>In reviewing the network plans for walking and cycling, Sustrans Cymru believes a lack of network aims misses the opportunity to help citizens understand how improvements and new routes set out in the network plan may benefit them, and help them switch to sustainable travel and lead to more active lifestyles.</p> <p>The Active Travel Design Guide clearly states: <i>"When developing their active travel networks, local authorities should be clear what the aims of the network are, the journeys they are planning to cater for and the people they are hoping will use the network"</i> (para 5.8.10, p83, Welsh Government Active Travel Design Guidance).</p> <p>Whilst the plan includes several schemes that are much welcomed there is a risk that the key messages and aspirations of the Integrated Network Map will be lost and the INM not supported as the plan lacks a communications strategy to enable citizens to show their support or more importantly change their travel behaviour.</p> <p>Sustrans Cymru is keen to work with Neath Port Talbot Council in the future to develop ideas and plans for the implementation of the Integrated Network Map.</p>	<p>The Council does not accept that there is a lack of a communications strategy associated with the INM.</p> <p>The consultation document prepared by the Council was clear in its definition of Active Travel, the type of journeys that would be catered for, and the key messages / aspirations of the Council for the next 15 years.</p> <p>In addition, these key messages and aspirations were communicated via a comprehensive consultation / communications strategy which included correspondence to key stakeholders; development of a questionnaire / on-line survey; school workshops; engagement events / roadshows; website with 'interactive' maps; press releases; social media posts; maps and supporting documents distributed to Civic Centres and libraries; and staff newsletters.</p> <p>These efforts combined resulted in a good response to the consultation, all of which will be documented in a 'Consultation Report' to be submitted to the Welsh Government alongside the INM.</p> <p>In terms of ongoing implementation, the INM will be an important document for the Council and will be considered as part of the planning decision making process so that where</p>

INM Route	Name	Organisation	Comment	Council Response
				<p>possible, aspirations are realised as part of ongoing development.</p> <p>Successful implementation of the INM / Active Travel (Wales) Act however, can only be achieved through partnership working involving Local and Central Government, key stakeholders / organisations and developers.</p> <p><b>Decision:</b> Not applicable.</p>
<b>LOWER BRYNAMMAN &amp; GWAUN CAE GURWEN</b>				
	Tim Dunn		<p>I have looked at the cycling routes on the Council website and there is a major problem with the Ammanford to Brynamman cycle path whether it is being used for commuting or recreation.</p> <p>What is the point of having a cycle path that is impossible to use due to the number of locked gates and kissing gates that make the route unusable? I understand that some road crossings need to be protected by gates, but the kissing gates provided are too narrow for anything but the lightest road bike to pass through. Larger heavier mountain bikes or heavy bikes with pedal assist batteries cannot easily pass through these gates. Also, the narrowed gateways that allow pedestrians to pass between the metal bars are too small for bike handlebars.</p> <p>The cycle path is very underused and a major reason for this would be its unsuitability for cycle access.</p>	<p>The comments are noted. The installation and use of the existing gates / barriers on the cycle network are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users.</p> <p>The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013.</p> <p><b>Decision:</b> No amendment required.</p>
<b>CROESERW &amp; CYMMER</b>				
INM-CROE-C001: Croeserw to	Matthew Gilbert	Bridgend CBC	Bridgend CBC agrees that the route along South Avenue and Pen-y-Mynydd in Croeserw that leads towards the	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>

INM Route	Name	Organisation	Comment	Council Response
Caerau via Menai Avenue			County Borough boundary with Caerau as it will link to proposal INM-MA-1 in the Bridgend Draft INM	
INM-CROE-C001: Croeserw to Caerau via Menai Avenue	Matthew Gilbert	Bridgend CBC	Bridgend CBC agrees with the proposed route from Croeserw to Caerau via Menai Avenue (INM-CROE-C001) as this will connect with proposal INM-MA-1 in the draft Bridgend INM.	The support for the route is noted.  <b>Decision:</b> Not applicable.
	Matthew Gilbert	Bridgend CBC	The draft Bridgend INM includes proposal INM-MA-17 which relates to a connection from Brynheulog (north of Caerau) towards Afan Argoed to provide access to a tourism generator. We would request that a connection from the County Borough Boundary is considered for inclusion within the NPT draft INM.	Whilst it is acknowledged that the draft INM for Bridgend includes the proposal as described, the Council considers that this route would predominantly be for the purposes of tourism / leisure. On this basis, it is not considered appropriate to include a connection within Neath Port Talbot.  <b>Decision:</b> No amendment required.
<b>GLYNNEATH / BLAEGWRACH / RESOLVEN</b>				
INM-GLYN-C001: Abergarwed to Glynneath	Lindsey Brown	Sustrans Cymru	There is an obvious gap between these two proposed routes. Filling this gap would not only enable a connection between two strategic routes but could also improve opportunities for active travel within the village of Resolven.	The identified routes run parallel to the north and south of the A465 (T) respectively.  Whilst it is acknowledged that the connection of these two routes would benefit an integrated network, the safety concerns of traversing the A465 (T) override the potential benefits.  <b>Decision:</b> No amendment required.
INM-GLYN-C001: Blaengwrach to Resolven south of A465				
INM-GLYN-C001: Abergarwed	Anonymous		Sections of the B4242 from Aberdulais to Glynneath are very poor in condition. The amount of quick fix filler tarmac is a joke. The road surface approaching the junction to the	The comment is noted. As a result of the auditing process, the description of the route will highlight the need for improvements / upgrades particularly in respect of sections of the B4242 and

INM Route	Name	Organisation	Comment	Council Response
to Glynneath			A465 roundabout at Resolven is some of the roughest in the local area and is very hazardous to cyclists. The cycle route marking on the roads consist of several haphazard placement of short section of "cycle path", some of which are overgrown with encroaching vegetation.	<p>the approach to the A465 roundabout (INM-GLYN-C001 and INM-NEA-C014).</p> <p>Any necessary improvement works will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
INM-GLYN-P001: Residential area to Doctors' Surgery / Pharmacy via High Street	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is aware that the Trunks Road Agency was looking at walking and cycling improvements in conjunction with works to A465. This would focus specifically on NCN46. There is a gap in the NCN at Glynneath. There is an opportunity to fill this gap and improve opportunities for active travel within Glynneath.	<p>The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, an extension to this route is not considered to be justified.</p> <p><b>Decision:</b> No amendment required.</p>
<b>PONTARDAWE</b>				
INM-PON-C001: Crynant to Ystalyfera INM-PON-C004: Glais to Cwmtawe School INM-PON-C008: Pontardawe to Godre'r Graig via Route 43	Lindsey Brown	Sustrans Cymru	Pleased to see that these routes are included (as short term schemes) however, unable to add further comment as no detail of proposed improvements have been included. The route requires widening in places and there is a narrow bridge across the river. We are also aware that the route needs resurfacing, lighting and improved destination signage.	<p>The support for the routes is noted.</p> <p>As a result of the auditing process which examined issues such as surface quality, lighting, signage etc., the description of the route will highlight the need for improvements and upgrades.</p> <p>All upgrades will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>

INM Route	Name	Organisation	Comment	Council Response
INM-PON-C010: NCN43 to Pontardawe Town Centre	Lindsey Brown	Sustrans Cymru	<p>Route linking the NCN to Pontardawe is welcomed however no detail has been provided on what improvements will be made.</p> <p>Lack of network planned within the town centre itself to connect other proposed routes and link key destinations such as the existing retail park and primary school in the town.</p>	<p>The support for the route is noted. As a result of the auditing process, the description of the route will highlight the need for improvements.</p> <p>Any necessary improvements will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>The Council does not accept that there is a lack of network planned to serve the town centre of Pontardawe. There are several long-term aspirational routes identified in this first iteration of the INM.</p> <p><b>Decision:</b> No amendment required.</p>
INM-PON-C006: Rhydyfro Primary School to Pontardawe	Anonymous		<p>It is very difficult cycling from Pontardawe to Rhydyfro as the roads are narrow, busy and steep. You hold up cars cycling up Gelligron hill. Ideally there should be a dedicated bike lane or cycle path to get the cyclists off the road.</p>	<p>The comment is noted. As a result of the auditing process, this route has been identified as a longer-term aspiration.</p> <p>All alignment options, designs and ideas will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
INM-PON-C007: Clydach to Cwmtawe School and Pontardawe Leisure Centre	Anonymous		<p>Pontardawe to Clydach along the canal is not suitable for road bikes. The surface is too rough.</p>	<p>The comment is noted. As a result of the auditing process, the description of the route will highlight the need for surface upgrades.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
	Owain Lewis		<p>You should improve the cycle path around the Rec in Pontardawe.</p>	<p>The comments are noted.</p> <p>At present, there is a short-term route identified around the recreation ground (INM-PON-C008) and as a result of the</p>

INM Route	Name	Organisation	Comment	Council Response
			As a long term prospect to improve the path from Neath to Pontardawe: use and improve the public footpaths between Fforest Goch and Primrose Lane, Rhos; improve the path to Alltwn and use the roads Lon Tan Yr Allt and Lon Y Wern.	<p>auditing process, the description of the route will highlight the need for upgrades. Furthermore, a new long term aspirational route (INM-PON-C005) has been identified running adjacent to the recreation ground.</p> <p>In respect of a route between Neath and Pontardawe and as a result of the auditing process, route INM-NEA-C001 has been identified as a longer-term aspiration.</p> <p>All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
	Roland Lanchbury	Cilybebyll Community Council	The Council expresses its surprise that the route from Rhos to Pontardawe, along Primrose Lane via a Public Right of Way and Lon y Wern Alltwn, and then on to Pontardawe via Tesco, does not figure in the list of improvements under the Pontardawe section. Perhaps you would consider adding this to that section.	<p>The comment is noted. There is however a number of issues associated with the suggested alternative route, including safety issues relating to the narrow nature of Lon Y Wern.</p> <p>On this basis therefore, the Council considers that the inclusion of the route is not justified.</p> <p><b>Decision:</b> No amendment required.</p>
	Jane Hennell	Canal & River Trust	The Canal & River Trust has responsibility for 2,000 miles of canals, rivers, docks and reservoirs, along with museums, archives and the country's third largest collection of protected historic buildings. In Wales, as Glandwr Cymru, we own and maintain most of the Monmouthshire and Brecon Canal as well as the Swansea canal which runs through Neath Port Talbot as well as promoting the restoration of the nearby Neath and Tennant Canals which are in private ownership. The Trust has a range of charitable objectives including:	<p>The comments are noted.</p> <p><b>Decision:</b> Not applicable.</p>

INM Route	Name	Organisation	Comment	Council Response
			<ul style="list-style-type: none"> <li>• To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;</li> <li>• To protect and conserve objects and buildings of heritage interest;</li> <li>• To further the conservation, protection and improvement of the natural environment of inland waterways; and</li> <li>• To promote sustainable development in the vicinity of any inland waterways for the benefit of the public.</li> </ul> <p>The Trust works extensively with private, public and voluntary partners to conserve, enhance and improve the waterways of Wales.</p> <p>The Town and Country Planning Association (in association with British Waterways, as we were at the time) produced a document entitled 'Unlocking the potential and securing the future of Inland Waterways through the planning System'. <a href="http://www.tcpa.org.uk/pages/inland-waterways.html">http://www.tcpa.org.uk/pages/inland-waterways.html</a>. This document considers Inland Waterways as a Form of Sustainable Transport. Waterways and towing paths play an important role in widening travel choices for cycling, walking, freight and public transport. The towing path network provides a motor-vehicle-free environment in which to travel to work, school or home, and 100 tonnes of carbon dioxide CO2 are saved per 1 kilometre of towing path upgraded.)</p> <p>The Trust welcome any opportunity for the recognition and promotion of the canal towpaths suggest that they are treated as sustainable transport routes as well as a</p>	

INM Route	Name	Organisation	Comment	Council Response
			<p>recreational asset. Towpaths can also be useful in providing connections between other routes.</p> <p>The Swansea canal towpath should remain as a permissive path, and whilst we would wish to promote the suitability of the other canals for use in this way, this should of course be with the consent of their owners.</p> <p>We note that several responders have highlighted the need for towpath surface improvements to enable better use for cyclists in particular. The Trust wishes to work with the Council and in conjunction with local preservation and restoration societies, to promote and upgrade the towpath for the benefit of all, through continuing to seek additional funding opportunities to improve the towpath and canal itself.</p>	
	Lindsey Brown	Sustrans Cymru	<p>Pleased to see routes proposed from residential areas on the edge of Pontardawe - need to ensure routes connect across the town centre to enable people to choose cycling for everyday journeys.</p>	<p>The support for the routes is noted.</p> <p><b>Decision:</b> Not applicable.</p>
	Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru is concerned that no pedestrian improvements are planned with Godre'r Graig and its links with NCN 43. In particular, there is a need to provide better crossing facilities over the A4067. Linking these small communities will enable people to have more travel options for everyday journeys.</p>	<p>The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, an identified route in this location is not considered to be justified.</p> <p><b>Decision:</b> No amendment required.</p>
	Jeffrey Hughes		<p>If you are serious about getting more people cycling and getting people out of their cars, you must get the Council to provide resurfaced roads safe and fit for purpose and this means the surface is steam rolled flat and even.</p> <p>The A474 at Fforest Goch has recently been resurfaced and is so uneven it represents a health and safety hazard</p>	<p>Whilst the comments in respect of road surfacing being fit for purpose are noted, this issue lies outside the remit of the INM.</p> <p>In regard to the suggested additional route, the Council has assessed a potential route from where the NCN43 joins Lon Hir and then on towards the top of Graig Road (A474) however,</p>

INM Route	Name	Organisation	Comment	Council Response
			<p>to cyclists. Unfortunately the contractors haven't rolled the surface to finish the job and left the road uneven and rough where cyclists ride (about a metre from the kerb). There are also sharp chippings sticking out of tar which is also a hazard. They left the cars roll their own track in the middle of the road but for cyclists the road is rough and uneven. Another hazard is the height of the "go slow" lettering on the road. The paint is about 15mm high causing a very rough ride. Can you please try and get the road where the cyclists use rolled with a steam roller as this surface is not fit for purpose and any future resurfacing needs steam rolling as well.</p> <p>A path from where the NCN 43 comes out in Lon Hir to nearly the top of Graig Road (A474). At the moment there are only steps and you have to carry your bike up the steps which is hard work or cycle to Alltwen and then cycle back from the bottom of Graig Road (A471) which is frustrating if you are going to Neath - especially if you are going to work.</p>	<p>due to the gradient along the route it was not considered justified to include in the INM.</p> <p><b>Decision:</b> No amendment required.</p>
<b>NEATH (including SKEWEN / TONNA / CIMLA / JERSEY MARINE / BRITON FERRY)</b>				
INM-NEA-P004: Pen yr Heol residential area to Skewen Train Station	Lindsey Brown	Sustrans Cymru	<p>Disappointing that the proposed route only relates to pedestrian not cycling infrastructure. There is an opportunity here to link routes for Coed Darcy and alongside the M4 for cycling. Recommend that this route is designed and delivered both for walking and cycling.</p>	<p>The comment is noted.</p> <p>In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p> <p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p><b>Decision:</b> No amendment required.</p>

INM Route	Name	Organisation	Comment	Council Response
INM-NEA-P011: Dwr Y Felin Comprehensive School and Neath College to Waunceirch Primary School	Lindsey Brown	Sustrans Cymru	Could the route be developed for walking and cycling to enable people to continue their onward journey? There is a gradient to consider but people will still wish to cycle along this route and it serves two schools.	<p>The comment is noted.</p> <p>In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p> <p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p><b>Decision:</b> No amendment required.</p>
INM-NEA-C021: NCN47/NC N4 - Baldwin's Crescent (Bay Campus)	Neil Hinds		I am supporting the inclusion of INM-NEA-C021. Need to improve the track surface.	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>
INM-NEA-C021: NCN47/NC N4 - Baldwin's Crescent (Bay Campus)	Lindsey Brown	Sustrans Cymru	Showing as short term on the map but long term in the table. Short term improvements are needed on this route. Sustrans Cymru is keen to liaise with NPTCBC to discuss the improvements needed.	<p>The comment is noted. The Council confirms that this is an editing error in the consultation document. The route is a short term priority for the Council.</p> <p><b>Decision:</b> Amend INM table to read 'short term'.</p>
INM-NEA-C020: Coed Darcy	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes plans to include cycling routes to Coed Darcy. The route has been in the pipeline for many years. What are the timescales for the development	<p>The support for the route is noted.</p>

INM Route	Name	Organisation	Comment	Council Response
			of this route and what type of infrastructure is being considered?	<p>The delivery of this particular route is a longer term aspiration linked to the delivery of the Coed Darcy Southern Access Route (SAR).</p> <p>Discussions are continuing between the Council and St Modwen Developments Ltd to assess the robustness of the S106 Legal Agreement, and in due course, a revised trigger for the delivery of the SAR will be agreed and inserted to require completion of the SAR before a specified date or occupancy level (whichever is sooner).</p> <p><b>Decision:</b> No amendment required.</p>
INM-NEA-C019: Swansea University Bay Campus	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes the long term proposal to develop a walking and cycling route along the south side of Fabian Way.	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>
INM-NEA-C017: Jersey Marine to Neath College	Lindsey Brown	Sustrans Cymru	Welcome this route as a long term improvement for cycling.	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>
INM-NEA-C016: Jersey Marine to Coed Darcy	Lindsey Brown	Sustrans Cymru	Welcome this route but believe it should be a short / medium term aspiration to help encourage sustainable travel habits from a growing / new development.	<p>The support for the route is noted.</p> <p>The long term aspirational status of the route reflects the fact that the development of Coed Darcy will be delivered over the longer term.</p> <p><b>Decision:</b> No amendment required.</p>
INM-NEA-C010:	Anonymous		Neath generally suffers with particularly poor provision for cycling and it could be a really good hub for cycling	<p>The comments are noted.</p>

INM Route	Name	Organisation	Comment	Council Response
Briton Ferry to Neath			<p>bearing in mind the good provisions that are within the local area - such as the canal routes and NCN4, but it is fundamentally inaccessible because of the one-way system and lack of formal provision for cycling. It would be really good to see these problems overcome in the coming years.</p> <p>As someone who commutes from Briton Ferry to Swansea, I would readily welcome improved provision for cycling between Briton Ferry and Neath.</p> <p>With regard to INM-NEA-C010, I would ask that consideration be given to the creation of a route adjacent to Rockingham Terrace and Railway Terrace. The verge is largely wide enough to allow for this and it would encourage those not comfortable with cycling on these roads to consider using a bicycle and would improve the links to NCN4, south of Briton Ferry.</p> <p>Provision for cyclists north of Rockingham Terrace is very difficult due to the narrow widths of the road and footways, but it would provide a significant benefit for the town. The canal route cannot be relied on for utility travel due to the low bridges and its isolated and unlit nature.</p>	<p>At present, there is one short term route identified between Briton Ferry and Neath (INM-NEA-C012), and as a result of the auditing process, the description of the route will highlight the need for upgrades.</p> <p>In addition, route INM-NEA-C010 has been identified as a longer-term aspiration. All alignment options, designs and ideas will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>In respect of the creation of an additional route adjacent to Rockingham Terrace / Railway Terrace, whilst the Council does not consider the suggestion to be a viable option due to on-street parking, connection with the A474 and trip attractors, an alternative new route has been identified in the vicinity.</p> <p><b>Decision:</b> Amend INM to include a connecting route from the A48 roundabout to INM-NEA-C012.</p>
INM-NEA-C010: Briton Ferry to Neath	Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru welcomes this long term proposal for an additional route that can serve everyday stations between Neath and Briton Ferry. It will be important for this route to connect to NCN47 to improve permeability and choice in the network.</p>	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>
INM-NEA-C009: Neath to Cimla	Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru welcomes this proposed route to link up the community and destinations within Cimla to the town centre. This route should also look to improve conditions for walking as well as cycling.</p>	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>

INM Route	Name	Organisation	Comment	Council Response
INM-NEA-C001: Neath to Pontardawe INM-NEA-C010: Briton Ferry to Neath INM-NEA-P015: Residential area to Neath via Pen y Wern Road	Anonymous		<p>The recently installed turning bollards on Penywern Road have created an even more dangerous exposure to cyclists trying to navigate upwards toward the proposed route to Pontardawe. They have created pinch points at every bollard, meaning vehicles now squeeze cyclist even closer to the kerb when they are being past. The pedestrian crossing at the top of Penywern has a badly filled trench running across it which is a hazard to cyclists, this forces them to swerve into the path of following vehicles. The new bollards, again installed without the consultation of local cycling stakeholders.</p> <p>The priority should be the removal of the recently installed turning bollards on Penywern Road and to use the extra space freed up to provide a segregated safe cycling path to negotiate the hill.</p> <p>Briton ferry to Neath is one of the most dangerous routes I'm forced to cycle on. The blind spots from parked cars, poor road surface, narrowing of the road, no cycling provision whatsoever.</p>	<p>The comments are noted. The bollards have been installed along Penywern Road to increase safety due to traffic speeds.</p> <p>In respect of a route between Neath and Pontardawe and as a result of the auditing process, route INM-NEA-C001 has been identified as a longer-term aspiration.</p> <p>In regard to routes between Briton Ferry and Neath, at present, there is one short term route identified (INM-NEA-C012), and as a result of the auditing process, the description of the route will highlight the need for upgrades, including surface and visibility works.</p> <p>In addition, route INM-NEA-C010 has been identified as a longer-term aspiration.</p> <p>All alignment options, designs and ideas for routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
	Anonymous		<p>The section of cycle path that runs alongside the M4 from Llandarcy roundabout, is poorly maintained, overgrown and is littered with debris. The route which takes you over the Briton Ferry Bridge is rough and is continually littered with loose chipping, glass and debris.</p>	<p>The comment is noted.</p> <p>This section of the network as described however is not included within the draft INM.</p> <p><b>Decision:</b> Not applicable.</p>
INM-NEA-C001: Neath to Pontardawe	Anonymous		<p>I echo previous comments on the need to repair and improve paths between Rhos and Pen Y Wern hill, Neath. Also the cycle track along the canal between Pontardawe and Clydach needs surfacing to allow a full range of bikes to utilise and complete and link the excellent existing</p>	<p>The comments are noted.</p> <p>In respect of a route between Neath and Pontardawe, as a result of the auditing process, route INM-NEA-C001 has been identified as a longer-term aspiration.</p>

INM Route	Name	Organisation	Comment	Council Response
			<p>tarmac covered paths either side of this route (i.e. to Ystalyfera and the Clydach to Swansea route).</p> <p>A safe cycle link from Rhos to Cwmtawe School would provide an excellent introduction for children to get to and from school and improve their fitness and independence at a key age. There is an off-road path between Primrose Lane and Gwyn Street that could be improved to allow safe passage.</p>	<p>In regard to the route between Pontardawe and Clydach (along the canal), as a result of the auditing process, the description of the route will highlight the need for surface upgrades.</p> <p>In respect of a route between Rhos and Cwmtawe School, whilst currently the INM includes three pedestrian routes (INM-PON-P002; INM-PON-P005 and INM-PON-P007) which would enable access, the Council considers it appropriate to include a long term aspirational cycle route on the INM.</p> <p>All upgrades to existing routes and final alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> Amend INM to include a cycle route between Rhos and Cwmtawe School (INM-PON-C011).</p>
INM-NEA-C001: Neath to Pontardawe	Lindsey Brown	Sustrans Cymru	<p>Pleased to see this route included, particularly as it is currently promoted as a commuter route and does not meet active travel standards. Given this we would recommend that delivering this route is a short term priority. Given current road conditions and speed, Sustrans Cymru would recommend that cycling facilities are segregated from the carriageway.</p>	<p>The support for the route is noted.</p> <p>As a result of the auditing, route INM-NEA-C001 has been identified as a longer-term aspiration.</p> <p>All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
	Peter Langton		<p>The old A48 cycle/pedestrian path around Junction 43. Traffic regularly jump the lights (orange is seen as a signal to accelerate) so it is dangerous to cross the slip ways. Requires pedestrian crossing to make it safer (would make it safer for traffic as well). The newly cleared canal path from Neath Abbey to Jersey marine goes</p>	<p>The comments are noted.</p> <p>The existing S106 Agreement associated with the Coed Darcy development requires a series of improvements to Junction 43 of the M4. Work has already been completed in regard to the</p>

INM Route	Name	Organisation	Comment	Council Response
INM-NEA-C007	Lindsey Brown	Sustrans Cymru	<p>across a Bailey bridge which waste haulage trucks seem to like racing across.</p> <p>Good to see this alignment shown. However, unable to add further comment as no detail of proposed improvements have been included. In our previous submission, Sustrans Cymru recommended a fully segregated cycle route is needed between the border with Swansea and Neath Abbey Road (bridge over River Neath).</p>	<p>initial phases of improvement works and all works have been completed to current standards.</p> <p><b>Decision:</b> No amendment required.</p> <p>The support for the route is noted.</p> <p>All alignment options, designs and ideas for this long term aspirational route will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
	Lindsey Brown	Sustrans Cymru	<p>Within the town centre of Neath itself there appears to be several gaps in the network, both for pedestrians and those cycling. It is not clear if this is because there are existing routes that will connect up short term changes. There appears to be no cycling improvements planned for the town centre. Given the proximity of the train station to the town centre it is important that those choosing to cycle are able to access the town centre as part of their journey to the station or to access areas of the town to the south and east.</p>	<p>The Council does not accept that there is a lack of routes planned for Neath town centre.</p> <p>The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around the town centre.</p> <p>In particular, there are four long term aspirational cycling routes identified serving Neath town centre: INM-NEA-C001 (Neath to Pontardawe); INM-NEA-C002 (Neath to Skewen); INM-NEA-C009 (Neath to Cimla); and INM-NEA-C010 (Neath to Briton Ferry).</p> <p><b>Decision:</b> No amendment required.</p>
	Lindsey Brown	Sustrans Cymru	<p>Missed opportunity to improve access for people living close to the town centre in communities such as Ty'n Y Caeau. Given the close proximity of these communities to destinations in the town centre there is the potential for people to walk and cycle more if good infrastructure is</p>	<p>The Council does not accept that there has been a missed opportunity in respect of the communities of Ty'n Y Caeau and Llantwit.</p>

INM Route	Name	Organisation	Comment	Council Response
			provided. In addition there are missed opportunities to improve access to NCN 47 to the northeast of the town centre, for example along Llantwit Road.	<p>The following three routes are identified within close proximity: INM-NEA-P007; INM-NEA-P009; and INM-NEA-C011.</p> <p>These identified routes, combined with the existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide sufficient opportunities for such areas.</p> <p><b>Decision:</b> No amendment required.</p>
	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is aware that both NPTCBC and CCoS is considering improvements to Baldwin's Bridge and Fabian Way. This will be a major change to the network and given the now heavy use by people walking and cycling to and from Bay Campus it is really good opportunity to improve what is an uncomfortable and unattractive pinch point on the cycle and pedestrian network. Sustrans Cymru would welcome being involved in discussions to identify how this part of the route can be improved.	<p>The comment is noted.</p> <p><b>Decision:</b> Not applicable.</p>
	Lindsey Brown	Sustrans Cymru	There is a missed opportunity in Briton Ferry to improve links between route 47 and Brunel Way for walking and cycling. NPTCBC should consider measures here to make walking and cycling to schools (primary and secondary) and the station easier.	<p>The comment is noted. The Council has recently completed improvements to routes in the area and the assessment / audit of this particular link will be considered as part of a future review of the ERM / INM.</p> <p><b>Decision:</b> No amendment required.</p>
<b>PORT TALBOT (including BAGLAN / ABERAVON / SANDFIELDS / TAIBACH / MARGAM)</b>				
INM-PT-P002: Port Talbot Parkway	Lindsey Brown	Sustrans Cymru	Given the link to NCR 887 and potential links to NCR 4 south of the station, it is recommended that this route is improved for cycling as well as pedestrians.	<p>The comment is noted.</p> <p>In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p>

INM Route	Name	Organisation	Comment	Council Response
				<p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p><b>Decision:</b> No amendment required.</p>
INM-PT-C015: Bae Baglan to Baglan	Lindsey Brown	Sustrans Cymru	Improving links between Baglan and Bae Baglan are welcomed as the current provision over the railway and M4 is not sufficient, uncomfortable to use and an attractive environment.	<p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p>
INM-PT-C011: Baglan Way	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is pleased to see the route along Baglan Way has been identified in the short term schemes. Sustrans Cymru would be keen to understand what improvements are planned for this route	<p>The support for the route is noted. As a result of the auditing process, the description of the route will highlight the need for improvements / upgrades.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
INM-PT-C010: NCN887 River Afan to Port Talbot Parkway INM-PT-C012: Neath Port Talbot Hospital Link INM-PT-C014: Bus	Beth Preece	Public Health Wales	We welcome the plans in the short term and longer term to improve routes from Port Talbot bus station, train station and surrounding areas to Neath Port Talbot Hospital and Primary Care Resource Centre. Given the numbers accessing these services then shorter term amendments to routes could have a more immediate impact.	<p>The support for the routes is noted.</p> <p><b>Decision:</b> Not applicable.</p>

INM Route	Name	Organisation	Comment	Council Response
Station to Hospital				
INM-PT-C010: NCN887 River Afan to Port Talbot Parkway	Lindsey Brown	Sustrans Cymru	Improvements to this route would be welcomed as an important link to the station.	The support for the route is noted.  <b>Decision:</b> Not applicable.
INM-PT-C007: Bryn to Maesteg	Beth Preece	Public Health Wales	The 'old dram' road which is the path that links one end of Bryn village to the other and is the main route to get to the GP, Community Centre and school apart from walking on the main road with traffic is the main road with traffic which is slowly being overtaken by the greenery and there are no lights.	In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlement of Bryn is not specified within the Act and has therefore not been assessed / audited for suitable active travel routes.  <b>Decision:</b> No amendment required.
INM-PT-C007: Bryn to Maesteg	Matthew Gilbert	Bridgend CBC	The proposed route from Bryn to Maesteg does not appear to have significant potential as an Active Travel Route and therefore a connection on the Bridgend County Borough side of the boundary has not been included with the Council's draft INM. Whilst it may be considered for a future iteration of the INM, we would request that it is removed from the final INM at this time.	Whilst it is noted that there is not a connection included within the draft INM for Bridgend as described, a route connecting Bryn to Maesteg is nevertheless a long term aspiration of the Council. Notwithstanding the fact that designs and ideas for long term routes may not be developed at this time, the Council considers it would be a missed opportunity not to identify the route as a long term aspiration in the INM.  <b>Decision:</b> No amendment required.
INM-PT-C005: Port Talbot Steelworks - Alternative NCN4	Lindsey Brown	Sustrans Cymru	Improving facilities alongside Harbour Way for cycling is welcomed however Sustrans Cymru also believes that there is an opportunity to improve facilities along the A48. The opening of Harbour Way has reduced pressure on the A48 and should allow the A48 to become more a local road / street where the primary function is no longer through traffic. Making the street easier to walk and cycle along will enable people to access the everyday	The support for the route is noted.  In respect of the A48, whilst it is acknowledged that the opening of Harbour Way may well reduce traffic levels along the road, there remain a number of safety issues associated with the route (e.g. on-street parking etc.).

INM Route	Name	Organisation	Comment	Council Response
INM-PT-C003: Afan Way to Riverside Road	Lindsey Brown	Sustrans Cymru	<p>destinations such as schools, medical facilities and shops along it on bike and by foot.</p> <p>Sustrans Cymru is keen to see the reconnection of Route 4 along the River Afan and welcomes this scheme.</p>	<p>The Council considers that the identified route is the more justifiable option in the longer term.</p> <p><b>Decision:</b> No amendment required.</p> <p>The support for the route is noted.</p> <p><b>Decision:</b> Not applicable.</p> <p>The comments are noted.</p>
	Anonymous		<p>Cycling provision in Neath Port Talbot is among the poorest I've experienced in Wales and falls way behind major cities in the UK, and is bottom of the league compared to European cycling provisions. The disjointed cycling paths in the area are generally poorly maintained, overgrown, littered with debris and are largely planned without the consultation of local cycling stakeholders.</p> <p>Cycle path along Harbour Way heading east stops at the entrance to the Tata Steelworks roundabout, abruptly. This path should have been maintained along the full length of the new road along the grass verge that now exists. All along this road the crossing of junctions is hazardous to cyclists as they are forced to negotiate a doglegged sharp turn instead of flowing through the junction by the use of drop kerbs in line with the direction of travel.</p>	<p>In implementing the requirements of the Active Travel (Wales) Act 2013, the INM sets out the Council's aspirations for the next 15 years. The INM will identify where improvements can be made to existing routes or where new routes should be added to the network. The INM will be used as a tool to enhance the forward planning of active travel and to support infrastructure development planning.</p> <p>In respect of Harbour Way, as a result of the auditing process, proposals have been identified for a new route along the road (INM-PT-C005) which is accessed from the A48 through Tollgate Road and past Groeswen fields. In addition, there are proposed upgrades to route INM-PT-C008, which links through to the Harbourside area of Port Talbot.</p> <p>All upgrades to existing routes and final alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>

INM Route	Name	Organisation	Comment	Council Response
	Lindsey Brown	Sustrans Cymru	Lack of improvements planned for Port Talbot Centre particularly cycling. The current alignment of Route 887 to the north is unnecessarily long, poorly overlooked and misses the opportunity for those cycling to access and spend money in the town centre. Sustrans Cymru believes that consideration should be given to how a link between Route 887, the town centre and the station can be created to bring people in to use the facilities and services of the town.	<p>The Council does not accept that there is a lack of routes planned for Port Talbot town centre.</p> <p>The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around the town centre.</p> <p>Furthermore, the construction of the Integrated Transport Hub is nearing completion and will deliver further opportunities for walking and cycling.</p> <p><b>Decision:</b> No amendment required.</p>

## Appendix 8 – Community Engagement Events

**Number of Comments: 21**

Comment	Council Response
<b>ABERAFAN SHOPPING CENTRE, PORT TALBOT</b>	
<p>Used to be a bridge crossing the river on the cycle route between Dyffryn and Cymmer near the DIY shop. Re-opening the bridge would make active travel journeys in the area more feasible.</p>	<p>The comment is noted.</p> <p>As a result of the auditing process, the Council concluded that, based on a limited number of trip attractors, an active travel route crossing the river by the DIY shop would not be viable.</p> <p><b>Decision:</b> No amendment required.</p>
<p>There is no suitable walking route for pedestrians from Margam towards Bridgend.</p>	<p>As a result of the auditing process, the Council concluded that, based on a limited number of trip attractors, an active travel route from Margam towards Bridgend would not be viable.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Pedestrian routes need to be improved near Blanco's Hotel &amp; Restaurant.</p>	<p>The comment is noted. The pedestrian routes in proximity to Blanco's Hotel and Restaurant have been audited as part of the Active Travel Act process.</p> <p>Subsequently, there are two short term pedestrian proposals (INM-PT-P007 – Sports Centre to Port Talbot Bus Station and INM-PT-P006 – Bus Station to Port Talbot Parkway) as well as one long term aspirational cycle route proposal (INM-PT-C014 - Bus Station to the Hospital) that are aimed at improving the routes near Blanco's Hotel and Restaurant.</p> <p><b>Decision:</b> No amendment required.</p>
<p>In general, the surfacing on cycle paths is of poor quality in NPT, road bikes often suffer punctures and cyclists therefore choose to cycle on the road, even when there is an allocated cycle path available.</p>	<p>The comment is noted. All of the cycling, walking and shared-use routes throughout the County Borough have been audited using the Route Audit Tool provided by the Welsh Government.</p> <p>The Route Audit Tool provides a useful numerical tool for assessing the quality of routes. Routes that have a poor quality will be subject to review and appropriately amended.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p>

Comment	Council Response
	<p><b>Decision:</b> No amendment required.</p>
<p>On the canal path there are styles that stop cyclists from accessing sections. The directness of some routes could be improved, for example between Aberafan Hospital and the Civic Centre.</p> <p>'Boris' style electric bikes could be a useful method of engaging the old and unfit in cycling, acting as a stepping stone with the aim of them cycling conventionally in future.</p>	<p>The comments are noted. All cycling, walking and shared-use routes throughout the County Borough have been audited using the Route Audit Tool provided by the Welsh Government. In advance of this response, the canal path was audited and identified for proposed upgrades.</p> <p>With regard to the route from the hospital to the civic centre, a more direct cycle route has been proposed on the draft INM as a long term aspiration (INM-PT-C014).</p> <p><b>Decision:</b> No amendment required.</p> <p>The comment is noted. At present, there are two locations within the County Borough that provide the option to hire bikes (these are however not controlled by the Council). Such schemes are recognised by the Welsh Government (particularly at interchanges between multiple forms of public transport) as appropriate locations for cycle parking facilities with hire, repair and retail facilities.</p> <p><b>Decision:</b> No amendment required.</p>
<p>The junction on Pentyla Hill in Port Talbot is unsuitable.</p>	<p>The comment is noted. A long-term aspirational proposal to improve the walking provision through the junction on Pentyla Hill has been included in the draft INM. This route is identified as INM-PT-P010 (Civic Centre to Baglan).</p> <p><b>Decision:</b> No amendment required.</p>
<p><b>GWYN HALL, NEATH</b></p>	
<p>Many restrictions on tenant canal route from Neath town centre to Neath Abbey, it is unsuitable for prams / wheelchairs etc.</p>	<p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such surface, use of barriers etc.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Baglan retail park – cars near the LIDL roundabout are going very fast and it puts people off using the walking / cycling paths.</p>	<p>The comment is noted. The INM identifies a number of routes which link to the retail park at Baglan, including INM-PT-P001, INM-PT-P005 and INM-PT-P011.</p>

Comment	Council Response
<p>Canal route is overgrown and needs to be cleaned – signage could also be improved.</p>	<p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p> <p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety, vegetation overgrowth and signage.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>The bridge crossing river near Zoah’s Ark needs to be tidied.</p>	<p>As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>There needs to be an improved link between Neath town centre and Neath Abbey.</p> <p>Canal route – cyclists are forced to dismount to go through barriers.</p>	<p>The comment is noted. The INM identifies a number of routes (both pedestrian and cycling) to improve the links between Neath town centre and Neath Abbey.</p> <p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p> <p>The comment is noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users.</p> <p>The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013.</p> <p><b>Decision:</b> No amendment required.</p>

Comment	Council Response
<p>Canal Road, Neath – barrier left open which protruded into path and cyclists were crashing into it.</p>	<p>The comment is noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users.</p> <p>The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013.</p> <p><b>Decision:</b> No amendment required.</p>
<p><b>TESCO, PONTARDAWE</b></p>	
<p>There should be a map showing the locations of secure cycle parking, so that people know where they can safely leave their bikes and plan journeys accordingly.</p>	<p>The Council's website provides a map showing existing facilities for secure cycle parking across the County Borough: <a href="https://www.npt.gov.uk/6869">https://www.npt.gov.uk/6869</a></p> <p><b>Decision:</b> Not applicable.</p>
<p>Route in Ynysmeudwy is currently for walking but could be suitable for cycling as well. The route runs through the nature reserve along the canal and could be added as an INM route.</p>	<p>The comment is noted, albeit the Council is unclear as to which pedestrian route the comment refers. In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p> <p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p><b>Decision:</b> No amendment required.</p>
<p>Should be a walking route between Garth Eithin and Pontardawe, footway is narrow at present and could be improved by cutting back vegetation.</p>	<p>The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, the inclusion of the route as described is not considered to be justified.</p> <p><b>Decision:</b> No amendment required.</p>
<p>INM-PON-C007 – on-road route is unsuitable for cyclists as surface quality is poor (e.g. potholes).</p>	<p>The comment is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for improvements, including those relating to surface quality.</p> <p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p><b>Decision:</b> No amendment required.</p>

Comment	Council Response
<p>A-frames need to be removed from routes (for example the canal route) as they are a barrier for cyclists and wheelchairs etc.</p>	<p>The comments are noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users.</p> <p>The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013.</p> <p><b>Decision:</b> No amendment required.</p>
<p>The canal bridge in Ystalyfera (on the canal route) is blocked off, the landowner may have blocked it, but would be useful if it were to be opened.</p>	<p>This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM.</p> <p><b>Decision:</b> Not applicable.</p>
<p>Routes between Pontardawe and Ystalyfera are poorly maintained and need to be cleared.</p>	<p>This comment relates to maintenance regimes associated with specific routes and therefore lies outside the remit of the INM.</p> <p><b>Decision:</b> Not applicable.</p>

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