

CAPITA



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

October 2017

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Integrated Network Map
Consultation Report

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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 26th June to midday on Monday 18th 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.

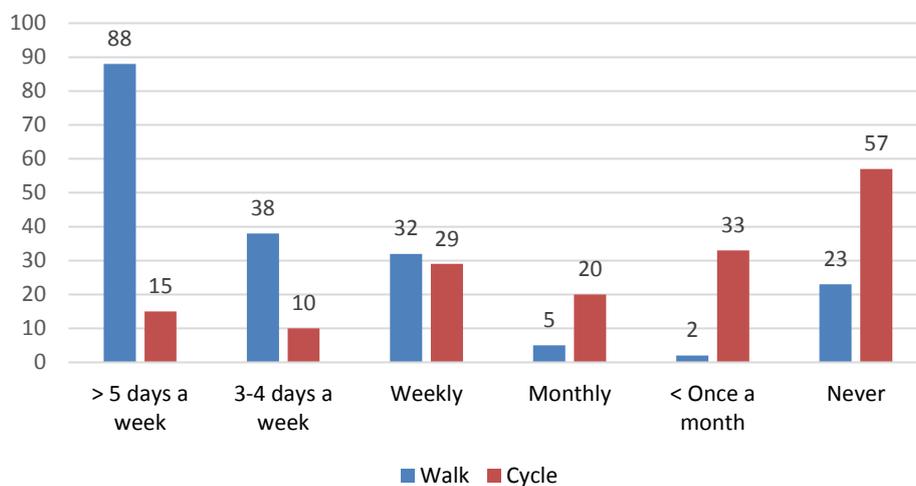
The following two schools accepted the request for consultation regarding the Active Travel (Wales) Act 2013 to be complete within their school (Appendix 6). Three other schools were provided with the opportunity but did not respond.

- 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 |
|---|---|--|
| Aberfan Shopping Centre, Port Talbot | Tuesday 20th June between 0900 - 1700 | There were in excess of 100 attendees at this event. |
| Gwyn Hall, Neath | Wednesday 28th June between 0900 - 1700 | There were in excess of 100 attendees at this event. |
| Tesco, Pontardawe | 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 | INM-NEA-C022 | 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 | INM-PT-C016 | 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 | INM-PT-P012 | 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 | INM-PT-P013 | Trip attractor to St Therese’s Primary School as well as flat gradient. |
| Pontardawe, Rhos to Cwmtawe Comprehensive School | Cycling | INM-PON-C011 | 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

| NEATH PORT TALBOT COUNTY BOROUGH COUNCIL ACTIVE TRAVEL (WALES) ACT 2013 |  | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--------------------------|--|----|--------------------------|--|-----------|--|------|--|---------|--|---|-------------------------------|--|--|--|--|--|--|
| EXISTING ROUTE MAP & INTEGRATED NETWORK MAP CONSULTATION QUESTIONNAIRE | | | | | | | | | | | | | | | | | | | | | | |
| <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 midday on Monday 18th September 2017. Representations received after the deadline will not be accepted.</p> <p>By post to: Nicola Pearce - Head of Planning and Public Protection Neath Port Talbot County Borough Council, The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG.</p> <p>Or e-mail to: greener@npt.gov.uk (an editable version in Word is available to download at www.npt.gov.uk)</p> <p>Alternatively, you can submit your comments directly online at www.npt.gov.uk</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> | | | | | | | | | | | | | | | | | | | | | | |
| PART 1: CONTACT DETAILS | | | | | | | | | | | | | | | | | | | | | | |
| <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) | | | | | | |
| You / Your Client's Details | | | | | | | | | | | | | | | | | | | | | | |
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| Tel: | | | | | | | | | | | | | | | | | | | | | | |
| E-mail: | | | | | | | | | | | | | | | | | | | | | | |
| 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? Please tick (✓)</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="width: 80%; padding: 2px;">Yes</td> <td style="width: 20%; padding: 2px;"><input type="checkbox"/></td> </tr> </table> </td> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; padding: 2px;">No</td> <td style="width: 20%; padding: 2px;"><input type="checkbox"/></td> </tr> </table> </td> </tr> </table> | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; padding: 2px;">Yes</td> <td style="width: 20%; padding: 2px;"><input type="checkbox"/></td> </tr> </table> | Yes | <input type="checkbox"/> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; padding: 2px;">No</td> <td style="width: 20%; padding: 2px;"><input type="checkbox"/></td> </tr> </table> | No | <input type="checkbox"/> | | | | | | | | | | | | | | | |
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| Yes | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | |
| No | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | |

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?

Route 1:

Route 2:

Route 3:

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

| | | | |
|---------|--|-------|--|
| Signed: | <input style="width: 250px;" type="text"/> | Date: | <input style="width: 100px;" type="text"/> |
|---------|--|-------|--|

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 or by visiting www.npt.gov.uk

Appendix 2 – ‘Interactive’ map and consultation portal

Neath Port Talbot County Borough Council

Search www.npt.gov.uk

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)

Selection area

- Aberavon
- Aberdulais
- Abergarwed
- Abergwynfi
- Albion
- Baglan
- Baglan Moors
- Barwen
- Blaengwynfi
- Briton Ferry
- Bryn
- Brynoch
- Cadoxton
- Cilfrew
- Climaeangwyn
- Cmla
- Clyne
- Coed Hirwaun
- Croeseuw
- Crymlyn Burrows
- Crynant
- Cwmfan
- Cwmgors
- Cwmgwrach
- Cwmylfeil
- Cwmtwrch
- Cymmer
- Dyffryn
- Galltodd

The screenshot shows a web browser window with the URL <http://neath-porttalbot-council.limehouse.co.uk/portal/env/pli>. The page title is "Existing Route Map & Integrated Network Map 2017". The main content area is titled "1.3 Integrated Network Map (INM)".

1.3 Integrated Network Map (INM)

1.3.1 The INM is required to set out the Council's aspirations for the next 15 years, identifying either improvements to existing routes that could be made or new routes that could be developed and added to the active travel network.

1.3.2 The INM is therefore mainly a tool to enhance the forward planning of active travel and to support infrastructure development planning. The INM will be an important document for the Council and once approved will be considered as part of the planning decision making process so that aspirations are realised as part of ongoing development, either directly or by means of financial contributions from developers.

1.3.3 Details of all routes proposed for inclusion on the Council's INM are presented in **Appendix B**.

1.3.4 The County Borough has been divided into the following fifteen sub-areas: **Lower Brynamman & Gwaun Cae Gurwen, Cwmllynfell, Pontardawe, Ystalyfera, Seven Sisters, Resolven, Glynneath & Blaengwrach, Skewen, Neath, Tonna & Cyma, Jersey Marine, Briton Ferry, Baglan, Aberavon & Sandfields, Cwmafan, Croeserw & Cymmer, and Port Talbot, Talbach & Margam.**

1.3.5 Each sub-area contains a map illustrating the extent and distribution of the proposed routes, along with a table providing baseline information including the unique INM reference number, the settlement/BUA, type of route, brief description, and whether the route has been categorised as short or long term.

1.3.6 The routes categorised as 'short term' are those which have the potential to be prioritised and are on parts of the network that are most likely to have the greatest impact on increasing rates of active travel and on the number of people choosing to travel actively. Those categorised as 'long term' are the more aspirational routes that could be developed and added to the active travel network in the longer term.

1.3.7 In terms of an overview, the Consultation Draft INM includes the following¹:

- Total number of routes - **100**
- Number of routes by type - **58 cycling and 42 pedestrian**;
- Number of routes identified as having potential for delivery in the short term - **56**, and
- Number of routes identified as long term / aspirational - **44**.

1 These routes are in addition to the routes included on the Council's ERM

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 |
| Crynant 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 | Waunceirch 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 |
| Glyncorrwg 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 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: [#ActiveTravel](https://www.npt.gov.uk/6489)



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 [?] · 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 |

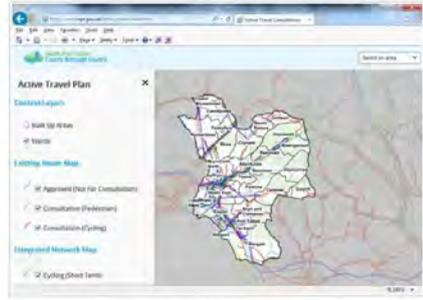
Tweet Activity

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 |



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

Highlights

○○○○○○○

Fabulous February

More lottery bonus draws coming soon

Green Light

Town Centre projects get go-ahead

Fire Awards

Recognition for local achievement

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.







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



Appendix 6 – Secondary School Presentation & Workshop

Number of Comments: 25

| Comment | Council response |
|--|---|
| BAE BAGLAN COMPREHENSIVE SCHOOL, SANDFIELDS | |
| 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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 |
|---|--|
| | Decision: Amend INM to include a pedestrian route along Farm Drive (INM-PT-P012). |
| Replace the bridge at McDonalds. | This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM. Decision: Not applicable. |
| Add a cycle track from the sports centre to Briton Ferry. | 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. Decision: No amendment required. |
| There should be a route from the hospital to Port Talbot. | 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. Decision: No amendment required. |
| There should be a route from Bae Baglan to the beach. | 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). Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Decision: No amendment required. |
| There should be better signs. | 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. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Decision: No amendment required. |
| Would use the cycle shelter but there are thefts from it. | This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM. Decision: No amendment required. |
| Make canal routes safer. | 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. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. |

| Comment | Council response |
|--|--|
| | <p>Decision: 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>Decision: 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>Decision: 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>Decision: Amend INM to include a short-term pedestrian route along Sandown Road – Moorland Road to Victoria Road, Aberafan (INM-PT-P013).</p> |
| <p>CWMTAWE COMPREHENSIVE SCHOOL, PONTARDAWE</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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: No amendment required.</p> |



Appendix 7 – Online Consultation

Number of Comments: 54

Number of Individuals / Organisations: 19

| INM Route | Name | Organisation | Comment | Council Response |
|----------------|-----------|------------------------|---|--|
| GENERAL | | | | |
| 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 Glynorrwg) 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 Glynorrwg 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>Decision: 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 Glynccorrwg 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 Glynccorrwg 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 Glynccorrwg 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"> If working at or visiting Ty Nant Care Home people regularly walk along the cycle / walking | <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 Glynccorrwg 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"> • If using Cymmer Health Centre or Substance Abuse Centre people would use either the cycle track or the A4107 to walk / cycle. • Afan Valley Swimming Pool; There are a range of options again using the A4107 and / or the existing cycling / walking track. <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>Decision: 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>Decision: 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>Decision: 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>Decision: Not applicable.</p> |
| LOWER BRYNAMMAN & GWAUN CAE GURWEN | | | | |
| | 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>Decision: No amendment required.</p> |
| CROESERW & CYMMER | | | | |
| 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>Decision: 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. Decision: 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. Decision: No amendment required. |
| GLYNNEATH / BLAEGWRACH / RESOLVEN | | | | |
| INM-GLYN-C001: Abergarwed to Glynneath INM-RES-C001: Blaengwrach to Resolven south of A465 | 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. Decision: No amendment required. |
| 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>Decision: 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>Decision: No amendment required.</p> |
| PONTARDAWE | | | | |
| 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>Decision: 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>Decision: 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 Gelligrion 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>Decision: 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>Decision: 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 |
|-----------|-------------------------|-------------------------------------|--|---|
| | | | <p>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 Alltwen and use the roads Lon Tan Yr Allt and Lon Y Wern.</p> | <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>Decision: No amendment required.</p> |
| | <p>Roland Lanchbury</p> | <p>Cilybebyll Community Council</p> | <p>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 Alltwen, 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> | <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>Decision: No amendment required.</p> |
| | <p>Jane Hennell</p> | <p>Canal & River Trust</p> | <p>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> | <p>The comments are noted.</p> <p>Decision: Not applicable.</p> |

| INM Route | Name | Organisation | Comment | Council Response |
|-----------|------|--------------|---|------------------|
| | | | <ul style="list-style-type: none"> • To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment; • To protect and conserve objects and buildings of heritage interest; • To further the conservation, protection and improvement of the natural environment of inland waterways; and • To promote sustainable development in the vicinity of any inland waterways for the benefit of the public. <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'. http://www.tcpa.org.uk/pages/inland-waterways.html. 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>Decision: 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>Decision: 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>Decision: No amendment required.</p> |
| NEATH (including SKEWEN / TONNA / CIMLA / JERSEY MARINE / BRITON FERRY) | | | | |
| INM-NEA-P004: Pen yr Heol residential area to Skewen Train Station | Lindsey Brown | Sustrans Cymru | 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>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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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 | 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>The support for the route is noted.</p> <p>Decision: Not applicable.</p> |
| INM-NEA-C009: Neath to Cimla | Lindsey Brown | Sustrans Cymru | 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>The support for the route is noted.</p> <p>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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 |
|--------------|---------------|----------------|--|---|
| | | | across a Bailey bridge which waste haulage trucks seem to like racing across. | initial phases of improvement works and all works have been completed to current standards. Decision: No amendment required. |
| INM-NEA-C007 | Lindsey Brown | Sustrans Cymru | 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). | The support for the route is noted. 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. Decision: No amendment required. |
| | Lindsey Brown | Sustrans Cymru | 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. | The Council does not accept that there is a lack of routes planned for Neath town centre. 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. 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). Decision: No amendment required. |
| | Lindsey Brown | Sustrans Cymru | 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 | The Council does not accept that there has been a missed opportunity in respect of the communities of Ty'n Y Caeau and Llantwit. |

| 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>Decision: 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>Decision: 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>Decision: No amendment required.</p> |
| PORT TALBOT (including BAGLAN / ABERAVON / SANDFIELDS / TAIBACH / MARGAM) | | | | |
| 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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. Decision: 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. Decision: 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. Decision: 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 |
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| | | | destinations such as schools, medical facilities and shops along it on bike and by foot. | The Council considers that the identified route is the more justifiable option in the longer term. Decision: No amendment required. |
| INM-PT-C003: Afan Way to Riverside Road | Lindsey Brown | Sustrans Cymru | Sustrans Cymru is keen to see the reconnection of Route 4 along the River Afan and welcomes this scheme. | The support for the route is noted. Decision: Not applicable. |
| | 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>The comments are noted.</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>Decision: 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>Decision: No amendment required.</p> |

Appendix 8 – Community Engagement Events

Number of Comments: 21

| Comment | Council Response |
|---|--|
| ABERAFAN SHOPPING CENTRE, PORT TALBOT | |
| 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>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>Decision: No amendment required.</p> |
| There is no suitable walking route for pedestrians from Margam towards Bridgend. | <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>Decision: No amendment required.</p> |
| Pedestrian routes need to be improved near Blanco's Hotel & Restaurant. | <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>Decision: No amendment required.</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>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 |
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| | <p>Decision: 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>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>Decision: No amendment required.</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 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>Decision: 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>Decision: No amendment required.</p> |
| <p>GWYN HALL, NEATH</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>Decision: 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>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Decision: No amendment required.</p> |
| <p>Canal route is overgrown and needs to be cleaned – signage could also be improved.</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>Decision: 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>Decision: No amendment required.</p> |
| <p>There needs to be an improved link between Neath town centre and Neath Abbey.</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>Decision: No amendment required.</p> |
| <p>Canal route – cyclists are forced to dismount to go through barriers.</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>Decision: No amendment required.</p> |

| Comment | Council Response |
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| <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>Decision: No amendment required.</p> |
| <p>TESCO, PONTARDAWE</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: https://www.npt.gov.uk/6869</p> <p>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: 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>Decision: Not applicable.</p> |

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