

Public

***Neath Port Talbot County Borough Council  
Cyngor Bwrdeistref Sirol Castell-nedd***

***Democratic Services  
Gwasanaethau Democrataidd***

***Chief Executive:*** K.Jones

**Date:** 29<sup>th</sup> November 2021

Dear Member,

**REGENERATION AND SUSTAINABLE DEVELOPMENT CABINET  
BOARD - FRIDAY, 3RD DECEMBER, 2021**

Please find attached the Active Travel (Wales) Act 2013 Report that was to follow on the agenda for consideration at the next meeting of the **Regeneration and Sustainable Development Cabinet Board - Friday, 3rd December, 2021.**

**Item**

8. **Active Travel (Wales) Act 2013 - Review of the NPT Active Travel - To Follow** (Pages 1 - 84)

Yours sincerely

p.p Chief Executive

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Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## NEATH PORT TALBOT COUNCIL

### Regeneration and Sustainable Development Cabinet Board 3<sup>rd</sup> December 2021

#### Report of the Head of Planning and Public Protection Ceri Morris

#### Matter for Decision

**Wards Affected:** All Wards

#### **Active Travel (Wales) Act 2013: Review of the NPT Active Travel Network Map (ATNM) for Neath Port Talbot**

- 1. Consideration of the consultation responses received to the ATNM consultation;**
- 2. Approval of the revisions to the ATNM;**
- 3. Consideration of the draft classification and prioritisation of the Active Travel routes and publication / consultation procedures to be implemented; and**
- 4. Delegation of final decision making on the classification and prioritisation of the Active Travel routes (following consultation) to the Head of Planning and Public Protection in consultation with the Cabinet Member for Regeneration and Sustainable Development**

#### Purpose of the Report

1. To consider the responses to the comments received following consultation on the Draft ATNM, subsequent amendments to the Map and the publication procedures to be implemented
2. To consider the draft route classification and prioritisation and the publication, consultation and approval procedures to be implemented.

#### Executive Summary

The Active Travel (Wales) Act 2013 requires the Council to map and plan for suitable routes for Active Travel. Active Travel is defined as walking and

cycling for everyday purposeful short-distance journeys not including journeys purely made for recreation or social reasons.

The Act requires Local Authorities to review their Active Travel Network Map (ATNM) every three years. The next round of ATNMs will need to be submitted by 31<sup>st</sup> December 2021.

Following an initial consultation, the Council's ATNM was reviewed and a new Consultation Draft ATNM was prepared setting out existing routes in built up areas along with the Council's aspirations for the next 15 years, identifying improvements to existing routes and new proposed routes to be developed and added to the network.

A second consultation was then undertaken from 30<sup>th</sup> July 2021 to 22<sup>nd</sup> October 2021, enabling further comments and suggestions to be made about the about the proposed revised ATNM.

This report seeks endorsement of the responses to the comments received and approval of the final revised ATNM.

The council is also required to put in place a classification of the routes and their prioritisation. An additional consultation is proposed in December to enable comments to be made on these aspects, prior to the finalised ATNM being submitted to WG at the end of December.

This report therefore also seeks endorsement of the proposed draft classification and prioritisation of the Active Travel routes and the delegation of the following decisions to the Head of Planning and Public Protection, in consultation with the Cabinet Member for Regeneration and Sustainable Development:

- The Council's responses to representations received during the 2 week consultation in December on the route classification and prioritisation; and
- Any necessary consequential amendments to the ATNM classification and prioritisation.

## **Background**

The Active Travel (Wales) Act 2013 (*the Act*) requires local authorities in Wales to map and plan for suitable routes for Active Travel within settlements specified by Welsh Government.

The settlements specified in Neath Port Talbot are: **Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen,**

## **Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.**

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

The Act requires local authorities to prepare, publish and keep under review an Active Travel Network Map (ATNM) which comprises:

- **Existing routes** – a public record of the existing routes in the County Borough that the Council considers suitable for Active Travel, meeting Welsh Government standards; and
- **Future routes** – setting out the Council's aspirations for the next 15 years, identifying improvements to existing routes or additional new routes that the Council considers should be added to the network.

The ATNM is therefore primarily a tool to enhance the forward planning of Active Travel and to support infrastructure development planning.

The current version of the Council's ATNM was approved by Ministers on 27<sup>th</sup> February 2018. The current approved maps are available on the Council's website alongside an 'Interactive Active Travel Map' facility: [www.npt.gov.uk/activetravel](http://www.npt.gov.uk/activetravel)

The Act requires Local Authorities to review their ATNM every three years, or no later than a date specified by the Welsh Ministers. In view of circumstances at this time, Ministers considered it appropriate to extend the submission of the next round of Active Travel Network Maps to 31<sup>st</sup> December 2021.

### **ATNM: Stages of Preparation**

The process undertaken in order to prepare the next iteration of the ATNM has consisted of the following steps to date:

#### ***Stage 1 – Initial Consultation (Nov 20 - Jan 21)***

The first active travel consultation as part of this review of the ATNM took place from 27<sup>th</sup> November 2020 to 15<sup>th</sup> January 2021. Consultees were asked to give their views on positive and negative aspects of walking and cycling routes in Neath Port Talbot. A total of 2,642 contributions were received with 1,040 people responding. [Link to the closed consultation:

The comments received about the strategic network itself (the *strategic comments*) were assessed and where appropriate were taken into consideration in the development of the new map. A total of 127km of additional routes were added as a result of this consultation.

## ***Stage 2 – Auditing of Existing Routes***

35 existing routes that did not previously meet Active Travel requirements were re-audited resulting in an additional 10 routes being added to the *Existing Routes* map due to improvements having been made, with 25 remaining as *future routes*.

## ***Stage 3 – Information Gathering and Journey Mapping***

Information was collected from a variety of sources to establish the Active Travel journeys that people were already making within NPT. Trip departure (e.g. residential areas) and destination points (e.g. employment, health care, education) were mapped, the permeability and accessibility of routes was assessed and other information compiled to show the routes people use and routes that would be most suitable for walking or cycling.

Following the above stages, a draft revised ATNM was created taking into account all findings. This set out existing routes in built up areas and the Council's aspirations for the next 15 years, identifying required improvements to existing routes together with new routes that the Council considered should be developed and added to the Active Travel network.

## **Welsh Government Approval prior to statutory consultation**

Neath Port Talbot's draft maps together with a consultation report were submitted to Welsh Government on the 29<sup>th</sup> June 2021. Comments received from Welsh Government were taken on board and have resulted in the following changes to the maps:

- An additional proposed Active Travel Crossing on the Neath Canal:
- In Pontardawe connect the Western Road area and residential areas west of Pontardawe Road:
- An additional proposed route onto the cycle route at Glyn Road, Brynamman;
- Blaengwrach – a route via B4242/A465 has been added to connect to the development site off the A465 more directly;
- Seven Sisters – a link added on the High St overbridge and near the school; and

- Resolven – cycle access has been added on Neath Road (B4434).

All schools in Neath Port Talbot now have either future or existing routes linking to them.

## **Statutory Consultation on the draft ATNM**

A statutory consultation was undertaken on the revised ATNM between 30<sup>th</sup> July 2021 and 22<sup>nd</sup> October 2021, in conjunction with Sustrans Cymru (link to closed consultation: <https://neathporttalbot2.commonplace.is/>) The consultation was designed to reach all appropriate audiences required by the active travel guidance including children / young people and those groups with protected characteristics under the Equalities Act 2010.

A variety of methods were used to meet these requirements, including:

- A Press Release;
- A consultation hosted on the 'Commonplace' system;
- All relevant information and documentation posted on the Council's website;
- Social media campaign including a number of YouTube videos being produced promoting the consultation;
- Letter drops were undertaken in areas where consultation responses had been low in: Glynneath, Seven Sisters and Blaengwrach;
- Radio campaign;
- Campaign in the Evening Post;
- Correspondence was sent to all relevant individuals, stakeholders and organisations describing the purpose of the consultation, identifying where more information could be obtained and how representations could be made. Over 40 organisations were sent easy read questionnaires for distribution;
- The Royal National Institute of Blind People (RNIB), Guide Dogs Cymru, Sightlife Wales and the Wales Council of the Blind (WCB) were consulted with on several occasions to provide opportunities for visually impaired people to give their feedback;
- Guide Dogs Cymru were involved throughout the consultation and helped reach out to their local networks and associated organisations. A conference group call with 6 visually impaired people took place on 19.10.2021, organised by Sightlife Wales;
- A number of homework sessions in 12 primary and 3 secondary schools across Neath Port Talbot were arranged.

The engagement process was undertaken in accordance with the Council's Welsh Language Scheme with all publicity / communication undertaken

bilingually and responses made in the language used by the respondent.

## Consultation Responses

The consultation has resulted in a total of 201 comments raising a range of issues about AT routes across the County Borough. These are reported in Appendix 2, together with recommended responses and resultant changes where appropriate.

The changes are incorporated into the finalised version of the ATNM. Arrangements have been made for members to access the ATNM via 'Share Point'. The ATNM extracts have been placed in the shared folder because the higher quality resolution of the maps means that it is not practicable for technical reasons to include them as an appendix to this document. The maps can also be made available to view on request (email [greener@npt.gov.uk](mailto:greener@npt.gov.uk)). Once approved, the maps will be made publicly available via the Council's Active Travel website. The maps show *Existing Routes* and *Future Routes* to cover the 12 built-up areas in the County Borough. Each plan shows walking routes, cycling routes and combined walking and cycling routes.

The ATNM will be an important document for the Council and should be considered as part of the planning decision-making process so that the aspirations can be realised as part of ongoing development, either directly or by means of financial contributions from developers.

The finalised ATNM includes the following total lengths of routes:

- Existing Cycling: 39 km
- Existing Walking 34 km

### Total Existing: 73 km

- Future Combined 299 km
- Future Cycling 14 km
- Future Walking 30 km

### Total Future: 343 km

The additional total length of Future Routes added as a result of the consultation responses is some 19 km.

## Classification and Prioritisation

As a final stage, the proposed Active Travel networks have to be classified and prioritised for development based on the impact the route will have on



increasing active travel. The proximity of routes to key destination points is an important factor in developing routes as stated in the Active Travel Guidance.

Using the Welsh Government Prioritisation Matrix as a guide, the routes have been scored using the following criteria:

- Distance to an education setting;
- Distance to an employment site;
- Distance to a leisure facility;
- Distance to a health facility;
- Distance to a transport interchange; and
- Population density.

It should be noted that this scoring system is automated via a GIS system, and the resulting scores will determine whether a route is prioritised as a **high**, **medium** or **low** priority. The routes are also classified as **primary**, **secondary** or **local** routes.

The full classification and prioritisation is set out in **Appendix 3**.

WG has indicated that the classification and prioritisation of the routes should also be subject to public consultation and it is therefore proposed that a consultation be undertaken following the formal approval of the ATNM between 7<sup>th</sup> December and 21<sup>st</sup> December.

It is recommended that the consultation should take the following form:

- All relevant information and documentation posted on the Council's website;
- Consultation information sent to all relevant individuals, stakeholders and organisations describing the purpose of the consultation, identifying where more information can be obtained and how representations can be made.

Due to the limited time available to submit the finalised ATNM including classification and prioritisation by 31<sup>st</sup> December, it is recommended that the final decision on the classification and prioritisation of the routes be delegated to the Head of Planning and Public Protection in consultation with the Cabinet Member for Regeneration and Sustainable Development.

## **Financial Impact**

Funding to prepare and consult on the ATNM has been provided by the

Welsh Government (WG) as part of the Active Travel Fund. Costs for this element will therefore be accommodated within existing budgets.

Whilst the ATNM sets out the Council's aspirations for the network over the next 15 years, it should not be interpreted as a commitment to deliver. Funding for delivery of schemes is not included within existing budgets and will either be acquired as part of ongoing development, either directly or by means of financial contributions received from developers, or through an annual bid process submitted for approval to the WG. The Authority will therefore be required to submit bids for Active Travel Grant funding on an annual basis – the level of funding received will be a WG decision.

Members should also note that once schemes are implemented, the routes will need to be maintained by the Authority and no additional funds are currently available to maintain new routes. The WG have indicated that they are reviewing the potential for additional revenue maintenance funding, as the Authority can only currently bid for capital grants. It is therefore important that we seek assurances via the Welsh Local Government Association (WLGA) that additional funding be built into the Local Government Settlement as new routes are approved and constructed.

## **Integrated Impact Assessment (IIA)**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at **Appendix 1**, has indicated that a more in-depth assessment is not required. A summary is given below:

***Equalities*** – The Revised ATNM in itself identifies existing AT routes that have been audited or future aspirational routes that will need to be audited before inclusion, to ensure that they will meet all relevant WG standards including meeting equalities requirements.

***Welsh Language*** – The Revised ATNM has been prepared in accordance with the Welsh Language Standards (No. 1) Regulations 2015 and the maps, associated documentation and proposed consultation and its content all embody the principles of the regulations.

***Biodiversity*** – The Revised ATNM will not have any effect on biodiversity since it does not propose any works or operations in itself.

***Well-being of Future Generation (5 ways of Working)*** – the Revised ATNM embraces all five ways of working. The document

positively integrates with the Council's well-being objectives; involves people and has embodied collaboration with partners in its development; and ultimately will help to address issues or problems in respect of the AT network.

### **Socio-economic Duty**

The Revised ATNM involves decisions about new Future AT routes to be included for possible future investment and development. It therefore constitutes the first stage in strategic decision-making.

There is a direct correlation between socio-economic disadvantage and transport poverty. High quality Active Travel infrastructure improves access to local services and offers a low cost transport option, helping to reduce inequalities resulting from socio-economic disadvantage. It can provide and improve travel routes for those who, for whatever reason, do not have access to a car, with the aim of providing accessible travel routes for all.

### **Valleys Communities Impacts**

The review of the ATNM will have some implications for the valleys communities, identifying existing Active Travel routes within settlements, setting out aspirations for new routes and helping to improve linkages. The consultation has enabled valleys residents to have an input into the future provision of Active Travel routes in their communities, and where implemented, new and improved routes should have beneficial impacts on the communities concerned.

### **Workforce Impacts**

It is anticipated that the finalisation and submission of the ATNM will be accommodated mainly by utilising the existing staff structure within the Planning Policy and Engineering teams. This however will need to be kept under review, to ensure delivery is in accordance with the Active Travel Act (Wales) 2013 requirements.

### **Legal Impacts**

The report addresses the legal requirement for the Council to map and plan for suitable routes for active travel within certain settlements specified by Welsh Government.

### **Risk Management Impacts**

The Council will be in breach of its legal requirement to prepare and

publish Active Travel maps should there be a failure to implement the proposed recommendations.

## **Consultation**

The revised ATNM has needed to undergo two rounds of consultation. This report outlines the results of the second public consultation on the ATNM (Stage 2: July 21 - Oct 21) and proposes an additional consultation on the revised classification and prioritisation of the ATNM routes.

## **Recommendations**

That having considered the report and the outcome of the first stage Integrated Impact Assessment (**Appendix 1**), it is resolved that:

1. The responses to the representations received on the revised ATNM as summarised in the main body of the report and presented in **Appendix 2** be agreed.
2. The revised ATNM presented in the linked folder, as circulated prior to the meeting, be approved.
3. The draft classification and prioritisation of the Active Travel routes set out in **Appendix 3** and the publication / consultation procedures set out in the report be approved.
4. Decision making on the classification and prioritisation of the Active Travel routes, post consultation, be delegated to the Head of Planning and Public Consultation in consultation with the Cabinet Member for Regeneration and Sustainable Development.

## **Reasons for Proposed Decision**

To ensure that the Council is complying with the requirements of the Active Travel (Wales) Act 2013.

## **Implementation of Decision**

The decision is proposed for implementation after the three day call in period.

## **Appendices**

Appendix 1: Integrated Impact Assessment (First Stage)

Appendix 2: Consultation representations and Council responses

Appendix 3: Draft classification and prioritisation of AT routes

## **List of Background Papers**

The Active Travel (Wales) Act 2013

Active Travel Act Guidance - Welsh Government, July 2021

NPTCBC Active Travel Network Map (ATNM)

## **Officer Contact**

Lana Beynon – Planning Policy Manager

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## **Appendix 1**

### **Revised Active Travel Network Map** **Integrated Impact Assessment (IIA) - First Stage**

#### **1. Details of the initiative**

<b>Initiative description and summary:</b> Revised Active Travel Network Map
<b>Service Area:</b> Planning Policy, Planning and Public Protection
<b>Directorate:</b> Environment and Regeneration

#### **2. Does the initiative affect:**

	<b>Yes</b>	<b>No</b>
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

#### **3. Does the initiative impact on people because of their:**

	<b>Yes</b>	<b>No</b>	<b>None/ Negligible</b>	<b>Don't Know</b>	<b>Impact H/M/L</b>	<b>Reasons for your decision (including evidence)/How might it impact?</b>
Age		✓				The Revised ATNM shows existing AT routes and aspirations for future routes.
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				The existing routes have been audited and are considered to meet the requirements set by WG including that they will not have impacts on people who share protected characteristics.
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				The future routes identified are aspirational only and will not be taken forward unless they are shown to

						meet the necessary standards
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**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/ How might it impact?
People's opportunities to use the Welsh language		✓				The Revised ATNM will not in itself have a significant impact on people's opportunities to use the Welsh Language. The consultation will be published and undertaken in Welsh as well as English and the consultation will be undertaken in accordance with the Welsh Language Standards (No. 1) Regulations 2015.
Treating the Welsh language no less favourably than English		✓				As above. This is embodied in the legislation and guidance controlling the consultation procedures.

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				The Revised ATNM will not have any impact on the maintenance or enhancement of biodiversity since it only identifies existing routes and indicates aspirations for future routes and does not propose any specific works or operations in itself.
To promote the resilience of			✓			As above, the Revised ATNM will not in itself have

ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.						any significant impact on the promotion of the resilience of ecosystems since it does not propose any specific works or operations in itself.
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**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	✓		The Revised ATNM is concerned with the promotion of Active Travel. Although it will not in itself cause the expansion or improvement of the AT network, it identifies existing routes and aspirations. Active Travel is an important positive factor in improving people's well-being in the long term through helping to reduce vehicular traffic on the roads and promoting outdoor exercise.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	✓		The Revised ATNM has been prepared in the context of existing plans and proposals ensuring that it will be fully integrated with all other relevant plans, initiatives and strategies, working towards the same well-being objectives.
<b>Involvement</b> - how people have been involved in developing the initiative	✓		<p>The Revised ATNM has been developed in consultation with officers across the Council, elected members, adjoining authorities and WG.</p> <p>It has also be subject to full public engagement and consultation allowing full involvement of the general public, other bodies and organisations and stakeholders. This has influenced changes and amendments to the documents prior to further consideration through the council's democratic decision making process, and endorsement by the WG.</p> <p>These procedures have given a wide ranging opportunity for involvement across the county borough and beyond.</p>
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	✓		As above, the consultation processes undertaken during the preparation of the Revised ATNM have ensured that there has been full collaboration with



			stakeholders and partners in the development of the revised maps, including organisations from the public, private and community/ voluntary sectors.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	✓		<p>The Revised ATNM is concerned with ensuring that the AT network in NPT remains relevant, useable and accessible and is developed in the future to meet changing needs and aspirations.</p> <p>The consultation processes outlined above have helped to ensure that this continues to be addressed and that problems are identified and can be dealt with where possible and relevant, helping to prevent problems from arising or increasing in the future.</p>

## 7. Declaration - based on above assessment (tick as appropriate)

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p><b>Equalities</b> – The Revised ATNM in itself identifies existing AT routes that have been audited or future aspirational routes that will need to be audited before inclusion, to ensure that they will meet all relevant WG standards including meeting equalities requirements.</p> <p><b>Welsh Language</b> – The Revised ATNM has been prepared in accordance with the Welsh Language Standards (No. 1) Regulations 2015 and the document embodies the principles of the regulations.</p> <p><b>Biodiversity</b> – The Revised ATNM will not have any direct impacts on biodiversity since it does not propose or authorise any specific works or operations in itself.</p> <p><b>Well-being of Future Generation (5 ways of Working)</b> – the Revised ATNM embraces all five ways of working. The document positively integrates with the Council's well-being objectives; involves people and has embodied collaboration with partners in its development; and ultimately will help to address issues or problems in respect of the AT network.</p>	

	Name	Position	Date
Completed by	Lana Beynon	Planning Policy Manager	03/11/2021
Signed off by	Ceri Morris	Head of Planning and Public Protection	04/11/2021

## Appendix 2: Active Travel Consultation representations and Council responses

The comments on the next page have been designated 'strategic comments' as they relate to suggested missing routes on the map. Each comment has been read and considered in the development of the Neath Port Talbot Active Travel Network Map in addition to a data led approach. They have been sorted by built up area.

Where comments have been addressed (or partially addressed) by the proposed Future Routes, in some cases the proposed future route will not use the alignment suggested within the comment but will take an alternative alignment.

In addition to the strategic comments, the Council also received a number of 'non-strategic comments' relating to 'other issues'. Where appropriate, these comments have been forwarded onto the relevant department.

Issue	Number of comments
Maintenance	9
Better signage on routes	5
More bike parking	2
Better publicity of routes	1
Issues with accessing the consultation maps	4
Ensuring walking and cycling facilities are improved with disabled people in mind.	5
More traffic free routes	2
Concerns with impact on biodiversity when building routes.	2
Give walkers/cyclists priority over cars	1
Better thought to walking and cycling infrastructure in new housing developments.	2

Additionally, there were 17 comments relating to gaps in connectivity of the network, which have been addressed through changes to the Active Travel Network Map.

Active Travel Schools lessons were undertaken by the Council's Road Safety Team in 12 Primary schools and 3 Secondary schools. Comments have been taken on board and included issues surrounding: litter on routes, busy and hard to cross roads (crossings needed), cracked pavements and pavement parking.

## Active Travel Consultation: Comments and Responses

Built up Area	Consultation response	Officer Comments	Recommendation
Brynamman	Linking GCG to Pontardawe would be invaluable. The poor bus network already cuts the valley off from Pontardawe and onto Swansea but a cycle route can open this up to young people and work opportunities.	Routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Croeserw	<p>The off-road path from the Refresh to Croeserw/Tudor Park is steep and convoluted. I don't see anyone use it, and most tend to cycle/walk along Lloyd Terrace and Coronation Terrace. Why are the paths to Abercregan and Blaengwynfi not shown on the map, especially when the latter connects up to the Rhondda tunnel?</p> <p>NPTC should be working with BCBC to connect Croeserw with Caerau/Maesteg.</p>	<p>The settlements of Abergwynfi and Blaengwynfi are not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p>	No change to the Active Travel Network Maps required.
Crynant	Safer path/cycling route into Neath from Dulais Valley.	There are already proposed routes in the Dulais Valley linking to Neath. These were added to the maps as a result of the first stage of Active Travel consultation.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Crynant	Off road route connecting Crynant to Neath. I don't know if I have interpreted the map correctly but I cannot see any off road cycle route or footpath that links Crynant to Aberdulais and then Neath. If that is correct I think it has been massively underestimated how dangerous that road is for road users. It is bendy, visibility is poor due to tree cover and several hidden side turnings. Also the speed of vehicles is over excess with several overtakes witnessed. Therefore, as a resident of Crynant I feel isolated from the surrounding towns and villages unless you travel by car or bus, but we need to focus more on health and environmental factors and make walking and cycling a safe option	Noted- there is currently a proposed walking and cycling route connecting Crynant to Neath. Although this shows on the map as on-road, it may not be on the road if the route is constructed, the route will need to meet Active Travel standards which takes into account safety of users.	No change to the Active Travel Network Maps required.
Crynant	I believe that connecting, the dulais valleys to Aberdulais would be amazing for all. The dulais valleys have some amazing places to visit, and vice versa. This will also encourage people who live in these valleys to find employment more towards Neath centre, whilst not relying on the bus links.	Proposed routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Cwmafan	<p>Lots of the paths in the afan valley and cwmafan are now so over used by bikes that it is unsafe for walkers to utilise them, especially with children. The main route from the path behind heol undeb up to the Rhyslyn is particularly dangerous.</p> <p>There aren't enough safe walking routes away from bikes for people with buggies/dogs/wheelchairs. Bikes are dangerous and travel so fast, the nature of the routes in cwmafan are that the visibility isn't great around corners etc., it is very dangerous</p>	No change to the Active Travel Network Maps required. at network planning stage. Comments will be taken into consideration for route development.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Cwmafan	<p>Existing routes are good and we are very lucky in Cwmavon, but they are far from perfect. For example the Caeglas estate could easily be connected to the existing NCN 887 using the roadway between numbers 71 and 73. This would provide a safe car free route to school, and village amenities. Similarly the proposed FR-CWM-SU006 should be linked to the end of Hawthorne Close and Ynys Lee and Caerhendy without having to use Ynysygwas hill.</p> <p>As noted above, some small additions to existing and proposed routes would help link areas of housing to local amenities. These links would help make walking and cycling an attractive alternative to short car journeys in the village.</p> <p>Please think carefully about whether we should be putting barriers, posts, and bollards in paths intended for cycling. Although experienced cyclists can negotiate them easily, they can deter less experienced cyclists, tandems, cargo bikes, and bikes adapted for disabled riders. Paths for walking and cycling require ongoing maintenance so please budget for this too.</p>	Suggestions are reflected in the Future Routes map.	No change to the Active Travel Network Maps required.
Cymmer	<p>The existing route between Cymmer and Glyncorrwg is not maintained. The drainage system is blocked in several places which causes the path to flood in winter. This also causes ice problems.</p> <p>A cycle route between Pontrhydyfen and Cimla past Penstar farm and T bones</p> <p>Could you please maintain and keep clean the existing cycle /</p>	Cimla to Pontrhydyfen route already included in the Future Routes map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	walkways so that people will continue to use them		
Glynneath	There is an opportunity to connect Glyneath to Neath along the historical towpath line 100% of the way, without having to use the road at all.	Connections have already been identified on the Active Travel Network Map between Glynneath and Neath.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	The map and colour coding isn't clear! There should be cycle and walking paths away from the main road and the council should take advantage of the old railway lines to create new paths and connect to other cycle routes already in existence.	Old railway lines have been taken advantage of where there is a direct link to services and/or housing. Some railway lines are in remote locations which may not meet the requirements of Active Travel standards.	Where relevant already on the map- no action needed
Gwaun-cae-gurwen	There seems to be currently no active travel routes along the A474 between Cwmgors and Rhyd Y Fro. A good active travel route here would be very welcome. Trying to reroute via Pwllfawatkin and Baron Road can be impractical as a journey would be lengthier	Noted- there is already a route on the map on the A474 between Cwmgors and Rhyd Y Fro.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	The cycle/pedestrian route from gwaun cae gurwen to ponty is long overdue. GCG/Tairgwaith/Cwmgorse are a forgotten part of NPT, there are no facilities within this area to promote active travel and we as a community have been calling out for this link for more than 20 years and yet nothing has ever been done and it looks like we're going to have to wait at least another 15 years, every day running the risk of getting knocked down whilst many people cycle this route to and from work.	Noted- this route is already on the Active Travel Network Map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Gwaun-cae-gurwen	To be able safely to cycle to Pontardawe would open up the rest of Neath Port Talbot for me and for local children. We have little public transport going in that direction and this would enable children and families plus those who are older like myself get to Pontardawe pool and leisure centre, enjoy the arts centre and connect in with the Bus transport services to Neath and Swansea. Many of our local children go to Cwmtawe school so they could then cycle.	Noted- this route is already on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	The proposed route needs to be as close to the same distance from GCG/Cwmgors to Pontardawe as the road. There should not be a huge discrepancy with a new cycle route.	Noted- this route is already on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	Cycle track from Gwaun-Cae-Gurwen to Pontardawe would help with present missing bus routes. It would also encourage people to use bikes/walks to keep fit, with the knowledge that it is safe to use without the risk of having to cycle on a busy road that exists presently between Gwaun-Cae-Gurwen and Pontardawe. It open up facilities in Pontardawe which is presently difficult if you don't have use of car. It would also link with existing cycle routes up to Ystalyfera and down to Swansea.	Noted- route already on the proposed maps.	No change to the Active Travel Network Maps required. .
Gwaun-cae-gurwen	We in Gwaun Cae Gurwen desperately need a safe cycle route that connects us with the rest of Npt and further afield, Swansea bay. We currently have no safe cycle route for adults, let alone considering children to pontardawe and beyond. Commuting is not possible as the personal injury risk of riding on the Cwmgors to pontardawe road is significant, travel these roads can be dangerous in a motorised vehicle! That we as a community feel rather "neglected" by the lack	Noted- route already on the proposed maps.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	of NPT active, healthy lifestyle facilities. The closest being pontardawe which considering the above comments on the safety of the connect road only, in my opinion, emphasises the need for the council to support us as a community!		
Gwaun-cae-gurwen	We desperately need a cycle/walking route via the A474. It is too dangerous for bikes to be on that road day or night. I, and many of villagers would use it plus it would keep the road bikes off the road. It is way too dangerous for them. There are so many accident especially in the winter when the ice is everywhere on that road. It's a death trap and something needs to be provided to keep everyone safe. I hope for success. Thank you.	Route already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	The footpath which runs parallel to the main road cutting across Upper Colbren is not marked down. Neither is the one crossing the common to Brynaman (which needs widening). There are numerous other footpaths around the village according to an interactive map on the NPT website. Are these usable? They are not marked on the route assessment. Why not? Active travel, keeping healthy. Variety of walks for people.	Active Travel' means walking and cycling in order to get to a destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel does not include walking and cycling for recreation. The paths crossing the common are leisure routes rather than Active Travel routes. Additionally the paths are narrow and carrying out works to widen and improve these paths would have impact on the common (loss of grazing land and impacts on drainage). The council would	No change to the Active Travel Network Maps required.



Built up Area	Consultation response	Officer Comments	Recommendation
		need further information on the routes referred to in 'Upper Colbren'.	
Gwaun-cae-gurwen	<p>The ones that come to mind instantly are the footpaths across the common to the north of New Road connecting to Brynamman Road. These footpaths are very well used, and although surfaced the common is starting to win in places. There are footpaths across the pieces of common on the south side of New Road opposite the fire station and school. These are well-used but could do with some additional paths to make them more logical. Also cycle links needed from GCG down to the riverside path to Ammanford. Connecting up at the moment is hazardous, either down Graig Road which is scary on a bike, or by Neuadd Road, difficult to navigate with so many parked cars at the eastern end and then narrow and well-used by cars for the rest. A route from GCG to Pontadawe outlined is just the main road which has few verges and places to step aside and hazardous to cyclist or walkers- it is not an appropriate Active Travel route, but a walking. Cycling route to Pontardawe would be of great benefit to our community. Also restoration/creation of links from GCG/Tairgwaith to Cwmllynfell would help links towards Ystalyfera/ystradgynlais</p>	<p>Active Travel' means walking and cycling in order to get to a destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel does not include walking and cycling for recreation. The footpath across the common would be deemed as recreation routes on this occasion. The future routes identify where people are travelling to and from and are planned along the most direct routes. Future Routes go through a development process to assess how they can be successfully implemented and the development stage will look at the feasibility and details of routes.</p>	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	<p>FR-GCG-C001 - this route would only be useful if it is safe - clearly segregated from vehicular traffic. If the intention is to just mark a lane then it would not be enough to make it attractive.</p>	<p>Any routes built will need to meet the criteria set out in the Active Travel Guidance, this takes into account a broad</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
		range of criteria including safety.	
Gwaun-cae-gurwen	Need better links from GCG/Cwmgors to Pontardawe avoiding the A474 as it is busy and dangerous. NPT have let the community down badly as the only other way is over the Barran which isn't the safest or the long way around Brynamman and Cwmllynfell. As a keen cyclist I have to go in the opposite direction through Carmarthenshire for a safer cycling experience!	Noted, there is currently a proposed walking and cycling route connecting GCG to Pontardawe, although this shows on the map as on road. It may not be on the road if the route is constructed, the route will need to meet Active Travel standards which takes into account safety of users.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	A route from GCG to Rhydyfro that is off the road. There is an existing disused rail track that runs for most of the length. I do know that it has permission to re-instate rail track. But the creation of a new route following the line, but a safe distance away from possible re-laid track, could be achieved without a monumental effort.	Noted, there is currently a proposed walking and cycling route connecting GCG to Pontardawe, although this shows on the map as on road. It may not be on the road if the route is constructed, the route will need to meet Active Travel standards which takes into account safety of users.	No change to the Active Travel Network Maps required.
Gwaun-cae-gurwen	<p>The path must be as accessible as possible for cycling, i.e. wide, quality tarmac.</p> <p>Historically, there was a path between Abernant/Llwyn Road and Cemetery Road and on to Heol Hir. The path through the farm (Beili Glas Uchaf) has fallen into disarray and should be reopened properly. The old path allowed travel between Cwmgors, Gwaun Cae Gurwen and Tairgwaith without having to travel along the main road.</p> <p>A connecting cycle or walking path to the Amman Valley Path would be very useful.</p>	Future routes area already present on the map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	The brambles and nettles on the public path between Upper Colbren Road and Derwydd Avenue has been cut back. This is a very popular route and needs to be maintained properly. Sadly, the bins along the route are not cleaned out often enough and are often overflowing.		
Neath	A trial segregated cycle lane should be piloted in Neath. If not enough budget for this then at least more painted road markings for cyclists.	There are a number of new routes on road in Neath, segregated cycle lanes/road markings will be considered at the next stage of route development following approval of the maps.	Already on the maps- no action needed
Neath	New path from Tonna to Resolven.	Proposed routes are already on the map to connect these two localities.	No change to the Active Travel Network Maps required.
Neath	Better connectivity between LLandarcy/Coed Darcy and the Tennant Canal Tow path to Neath Abbey. Access could be via Cwrt Y Bettws.	There is already a proposed route on the Active Travel Network map on the Tenant Canal with links via Cwrt Bettws.	Already on the map- no action needed
Neath	Penydre and Llantwit Road as a road suitable for cycling is a bit aspirational. There are several factors that limit its suitability, including particularly bad junctions at both ends of Penydre, Penydre being one way for cars without signage to alert motorists to contraflow cyclists, and conflicts with motorists who drive considerably faster than the conditions allow on a narrow twisty road like Llantwit Road (there are various contributing factors here, including deceptive road markings). This should be a major axis for active travel, but it needs significant improvements. It all depends on the quality of	The future routes identify where people are travelling to and from and are planned along the most direct routes. Future Routes go through a development process to assess how they can be successfully implemented and the development stage will look at the feasibility and details of routes	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>the routes, particularly when it comes to junctions. It's simply no good if pedestrians and cyclists are deflected around circuitous and/or unsafe routes. Whilst I welcome the inclusion of Gnoll Park Road, I am concerned that the extreme deflection for the roundabout on the Fairfield is assumed to be retained. Likewise Stockham's Corner is drawn so that active travel is pushed to the edge, rather than reconfiguring space to allow pedestrians and cyclists to travel along desire lines. There needs to be a link across the Neath Canal from Welsh Water's access lane next to Llantwit Parish Church to the towpath. This would allow local residents to make use of existing segregated infrastructure, and also cut off an exceptionally circuitous and steeply graded section of National Cycle Network Route 47. If this is a success, as I hope it is, there will need to be improvements to cycle parking facilities in the town centre.</p>		
Neath	<p>I love the Neath canal towpath, but the Tennant canal towpath should definitely be re-opened to cyclists - and it acts as an extra link between communities.</p> <p>Briton Ferry should be reconnected to Abercregan, thus reconnecting communities.</p>	<p>Tenant Canal to be added to the maps. The settlement of Abercregan is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p>	<p>Full Tennant Canal to be added.</p>

Built up Area	Consultation response	Officer Comments	Recommendation
		When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.	
Neath	There is no safe footpath to get from Cimla to Efail Fach and no safe footpath from Efail Fach Tonmawr yet somebody thinks putting speed humps all over Cimla somehow works just to add if you travel from Mackworth Drive in Cimla to the Lodge junction via Old Road melyn you will need to navigate almost forty speed hump/ramps, add to them the potholes its 3rd world route in a 1st world country.	There is already a proposed route from Cimla to Efail Fach	No change to the Active Travel Network Maps required. .
Neath	Paths that are not the long way round. The shortest easiest route need to be given to active travel. Currently they are all given to cars. We need a (or several ideally) dedicated river crossing for the Neath River as this splits Neath in half at present. Why not connect from Neath Abbey along the A465 corridor and onto the Neath canal.	Route to be added to the maps.	Route to be added onto the maps.
Neath	How do cyclists get from Bridge Street to Neath Railway Station? No route shown on map.	Two routes are shown on the map to link these two destinations.	No change to the Active Travel Network Maps required.
Neath	The resurfacing of the section of the national cycle network between Bridge Street and Calor Gas in Tonna has recently been completed. It doesn't appear to be marked in brown on the map. I find it hard to believe that it fails to meet the agreed standards. Pelican crossing joining the footpath behind Calor Gas in Tonna to continue the journey safely along the canal	Noted, funding has been secured this financial year to look at the crossing point in Tonna behind Calor gas. The Neath Canal not being present on the maps is an error and will be rectified.	Add route on the Neath Canal between Neath and Tonna.

Built up Area	Consultation response	Officer Comments	Recommendation
Neath	A better off the road link between Neath and Pontardawe. Also the whole length of the Tennant canal towpath is actually cycle-able, just, in its current condition. But it would not take much to improve it. A better, more dedicated and more visible link between the end of the Neath canal towpath at Briton Ferry to Aberavon.	Noted, routes already present on the map.	No change to the Active Travel Network Maps required. .
Neath	A cycling/walking path from the British Legion in Aberdulais along the disused mineral railway all the way to Cwmgwrach. This would be a fantastic route	There is already a route present on the Future Routes Map connecting these two communities.	No change to the Active Travel Network Maps required.
Neath	Links to cycle route 47 from cimla- there's a byway that goes past cae'r bryn farmhouse and then turns into a footpath (actually a farm track) which is suitable for cyclists heading to the afan valley bike trails, but I always get complaints from the residents of the farm.	Already a route present on the map.	No change to the Active Travel Network Maps required.
Neath	1) The Tennant canal towpath improved and utilised for the whole length. 2) A more off road route from Neath to Pontardawe.	Noted, tenant canal is now present on the maps. There is a route identified between Neath and Pontardawe, although the route is currently identified on the road this will not necessarily mean that the route will be on road when developed.	Tenant Canal added.
Neath	No good way to get to Neath from skewen	Proposed routes have been identified on the map.	No change to the Active Travel Network Maps required.
Neath	I would like to cycle more but living in the Rhyddings the roads are very busy at times, therefore I am less inclined to take a risk on the roads, the bollards in the centre of Penywern road narrow the road making it more dangerous for cars and lorries to pass cyclists safely. There needs to be more dedicated cycle lanes in the area to make cycling more	Routes already present on the proposed map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>attractive and safe to encourage cyclists to take to the roads.</p> <p>I would like to see a safe walking route from Longford to Dyffryn church, this road is used by many walkers and is quite narrow in parts as well as several bends. The dram road goes part of the way but from the red ash lane near the Glynclydach hotel.</p> <p>The resurfacing of the canal towpaths have been excellent, however they need to be maintained I have seen the path between Zoars to Briton Ferry bushes and foliage overgrown making it difficult to pass at times.</p>		
Neath	<p>There is no safe pedestrian crossing at the lower section of Penywern Road. A significant residential area and future proposed residential areas are impacted by this.</p> <p>I am concerned at the lack of a safe crossing at the lower section of Penywern Road. Children from a large residential area on the North side of Penywern Road attend Dwr-y-Felin School, yet have no safe route to and from school. Crossing on the Cadoxton side of the mini roundabouts offers little to no visibility of traffic emerging from Penywern Road. A safer alternative is essential.</p>	Feedback to be shared with the road safety team	Share feedback
Neath	<p>The Tennant canal is not marked up.</p> <p>I cycle to work occasionally from Neath to llansamlet. I try and avoid busy roads as much as possible. The Tennant canal path takes a lot of that away. However the most difficult obstacle is the large blockstones at the college footbridge. They are difficult to manoeuvre around with a bike</p>	Request for Tenant Canal to be included in plan.	Route to be added to the map.

Built up Area	Consultation response	Officer Comments	Recommendation
Neath	Easier routes, lots of the routes close to home are muddy nature paths, while tarmac paths are not particularly environmentally friendly it would improve journeys on foot/bike. Specifically dyffryn woods and the canal path from Neath abbey ruins to Neath or llandarcy.	Request for Tenant Canal to be included in plan.	Tenant canal to be added to map.
Neath	Paving of the canal towpath between Neath & Tonna has made cycling easier & faster, but less of a benefit to walkers	No change to the Active Travel Network Maps required.	No change to the Active Travel Network Maps required.
Neath	More street lighting needed surrounding the bridge from zoars over to the school. The resurfacing of the canal walkways allows walking that route instead of alongside the busy roads.	Lighting to be considered during scheme development	No change to the Active Travel Network Maps required.
Neath	You encourage cycling to work or school but road from Tonmawr/pontydryfn to Neath is dangerous to cycle on. With the new school built on the top of cimla wouldn't it be lovely to have a nice cycle route to it!	This route has been added to the Future Routes map.	No change to the Active Travel Network Maps required.



Built up Area	Consultation response	Officer Comments	Recommendation
Neath	<p>Thank you for contacting us about the draft Active Travel Network Map for Neath Port Talbot. We own a large area of land adjoining Gnoll Country Park. One of the future routes is earmarked to cross our land. As well as a direct interest in this we have a wider interest in the successful combination of active travel routes with green infrastructure networks. We hope that improved active travel infrastructure will not only improve access to quality green space but also protect and improve the quality of green infrastructure that accompanies access routes and would be interested to work with others to achieve this. We note that the Welsh Governments Active Travel Guidance makes various references to the value of trees and tree planting but have heard of some cases where there has been a significant and unfortunate removal of mature trees.</p> <p>Specifically, using the Neath Port Talbot ATNM as an example, we have some questions:</p> <ul style="list-style-type: none"> <li>• At what stage is landowner consultation undertaken? New routes would require formal landowner agreement to include clear identification of liability for inspection and maintenance of the route and associated infrastructure (which should not be assumed to sit with the landowner). We feel that landowners like ourselves of impacted routes should be directly involved early in the design and planning process.</li> <li>• What design guidance exists that ensures that routes enhance green corridors and street-side green infrastructure? In this context we are concerned that the Welsh Governments Walking</li> </ul>	<p>The map has been updated following this response to remove the route FR-NEA_SU048. The lower level route will take into account the Active Travel Guidance which takes into account the issues mentioned. Maintenance liability would be agreed following access agreements. Landowners are consulted at the next stage of route development.</p>	<p>Remove higher route from Active Travel Network Map.</p>

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>and Cycling Route Audit tools do not appear to consider impacts on habitat or the influence of trees and habitat on shade and route attractiveness. This could lead to the unnecessary loss of mature trees.</p> <ul style="list-style-type: none"> <li>• For routes that would require 'development' to meet the recognised design standard, we would expect a determination of 'appropriateness' to include an environmental assessment that takes into account potential impacts both from the construction and subsequent use of the path, in particular the loss of mature green infrastructure, fragmentation of native habitats and the introduction of street lighting. For instance increased human disturbance and new permanent infrastructure such as street lighting.</li> <li>• In the rare cases that proposed routes run through woodland, the Trust's view is that any loss of, or damage to, ancient woodland by any sort of development destroys irreplaceable wildlife habitat that is also of huge importance to our culture and heritage. (State of Native Woods and Trees page 134.) How is 'appropriateness' determined? We view new developments within ancient woodland, including increased human disturbance and new permanent infrastructure such as street lighting, as inappropriate unless for wholly exceptional reasons.</li> </ul> <p>We would be particularly interested to know more about any infrastructure proposals and maintenance liabilities relating to FRNEASU047 and FRNEASU048 as these proposed routes cross our property or run adjacent to it and we note that they pass through ancient woodland. Ancient</p>		

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>woodland is an irreplaceable habitat and we would be concerned if significant physical engineering works or new street lightning were likely to be required to achieve the required route that could damage or destroy areas of this important habitat.</p>		
Neath	<p>A safe cycling route into Neath town Centre. At present there is a near completion Safe Route in the Community Route with a 3 metre wide shared path to the end of Dwr y Felin Road. After this there is a footbridge which you are not supposed to cycle over, but most people do. This leads to a pedestrian only area. So to cycle to places such as the railway station if people need to travel to work they have to cycle in busy traffic at peak periods. A lot of Welsh Government money has been provided for the Safe Route in the Community Scheme but it does not help people travel to work, school or into the town. The route doesn't help people travel to work unless they are</p>	<p>Suggestion for route into Neath Town Centre has been included in the Future Routes map.</p>	<p>No change to the Active Travel Network Maps required.</p>

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>employed in the primary schools or Neath Port Talbot College or Dwr y Felin School.</p> <p>A safe route into Neath town without having to join the traffic in the busy system around Morrison's and roads leading to the railway station when commuting to work by train. Also, there is no safe route for cyclists travelling from Skewen into Neath.</p> <p>When cycling up Pen y Wern hill you experience cars, vans and big lorries overtaking you. This is to be expected but in this area keep left signs and road markings act as a barrier at numerous points resulting in traffic overtaking you and having to pull in to the left quickly before the next keep left sign. This is very intimidating when cycling up this hill.</p>		
Neath	<p>Road markings to make car / van drives aware that cyclists use the same road.</p> <p>Bridge Street of Neath Station. Croft Road to Neath Station.</p>	Suggestion for route to the railway station has been included in the Future Routes map.	No change to the Active Travel Network Maps required.
Neath	<p>There is a cycle route I take regularly from the T-bones cross roads past cefn saeson school, over the top of the gnoll, past caer y bryn farm and connecting with cycle route 47 and eventually the afan mtb trail network.</p> <p>I've had some issues with going past caer y bryn farm and the owners trying to stop cyclists, even getting the council to put up no cycling signs, which I complained about and had removed as the route past their house is on a byway.</p> <p>The issue is, shortly after their house, the route designation becomes a footpath, even though</p>	Suggestion for a route from Cimla to Pontrhydyfen has been included in the Future Routes map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>the path is a farm road, so suitable for cyclists.</p> <p>It would make a good connection to the cycle route as the only alternative currently is to go down the hill from cimla and around the gnoll or on a dangerous busy backroad towards tonmawr.</p>		
Neath	The incline in Briton Ferry should be added onto the map.	This route has now been added to the Future Routes map.	Route added.
Neath	It would be good to link the M4 cycle path (FR: SKW: SU006) to the Tennant Canal path (FR: NAB: SU014). This could be achieved at the embankment at Lat 51.644 Long -3.845 to link onto the path from Cwrt Y Bettws to the canal. At present access is possible via Cwrt Y Bettws but this has to be accessed from the B4290 via the busy J43.	Noted, route to be added	Route to be added.
Neath	They are looking good	Noted thanks for your response.	No change to the Active Travel Network Maps required.
Neath	I would like better segregation between pedestrians and cycles on some routes. A white line would be ideal. I walked to Aberdulais from Neath and noticed a few electric scooters so I wonder if this interest in scooters will increase?	Segregation between pedestrian and cyclists is in the majority of cases for cycle routes with high usage, in the more rural locations segregation with a white line would not necessarily be appropriate, however this would be looked at in the next stage of development.	No change to the Active Travel Network Maps required.
Neath	B4287 between Cimla and Tonmawr has no pavement or path next to the main road which makes running, cycling and walking dangerous and difficult due to constant traffic. Lots of	Proposed route identified on the map.	No change to the Active Travel Network Maps required. .

Built up Area	Consultation response	Officer Comments	Recommendation
	locals in Neath and Tonmawr use this route.		
Neath	A route from old road Skewen to Briton ferry via grave end under the a465	Route to be added onto the maps.	Route to be added to the map.
Neath	Please see attached, I have set out a case for the inclusion of Neath River crossings on the Active Travel map and additionally suggested a location where it appears to be feasible.	The suggested route has been added to the Active Travel Network Map.	Route added.
Other Areas	To use my bike instead for the car I'd need to ensure the safety of my bike while I'm in the surgery in Bryn or while at the shops or post office. Increase the size of the route signs :)	<p>The settlement of Bryn is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p> <p>Signage will be looked at in the next stage of route development.</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Other areas	Tonmawr has no cycling routes. Linking it to Port Talbot/Neath via Pontrhydyfen/Cimla would help.	The settlement of Tonmawr is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered. When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.	No change to the Active Travel Network Maps required.
Other Areas	Walking/ cycling route from Banwen to Neath is needed. Roads too dangerous to walk or cycle.	The settlement of Banwen is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered. When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
		Active Travel (Wales) Act, unless a need can be demonstrated.	
Other Areas	Crossing the A4067 by Swansea valley tyre Centre stops me and my child using the 43 cycle route as road is very busy and hard to see both directions and cars and lorry's are driving at 60 mph it's very dangerous	The council recognises that links into the NCN43 is limited in this area- therefore a route to be added onto the maps.	Route to be added onto the maps.
Other areas	Cyclable tracks / paths from Llandarcy / Coed Darcy to Jersey Marine, Fford Amazon, Neath. I would like to be able to ride my daughter and son to school and shortly ride with her to school, I just can't do that at the moment as there isn't the safe cycling infrastructure to do that. If riding to work there is no cycle lane or supportive infrastructure for the road linking Coed Darcy to Jersey Marine. Once there you can join the Fford Amazon cycle route.	There are already proposed routes on the map.	No change to the Active Travel Network Maps required.
Other areas	Coed Darcy / Llandarcy to Jersey Marine - There is a back road, but the surface is terrible.	There are two routes on the future routes map from Coed Darcy to Jersey Marine.	No change to the Active Travel Network Maps required.
Other areas	There are no cycling paths from Neath to skewen, it's a very busy and often narrow with car parked. Extending the quality of the cycle track from Tonna to Glyn Neath to the same quality as from Neath to Tonna.	There are already proposed routes on the map for both these locations.	No change to the Active Travel Network Maps required.
Other areas	The cycle tracks in the Afan valley are restrictive for disabled people as there mobility scooters will not pass through the barriers also bikes have to be picked up or laid down to get passed the barriers so therefore it is more convenient to use a car for the	The council is replacing barriers (which make cycle routes hard to access for disabled people) with bollards. These changes are in line with the Active Travel Guidance. The	No change to the Active Travel Network Maps required.



Built up Area	Consultation response	Officer Comments	Recommendation
	local shops in cymmer and cwmavon	Council is also aware of motocross issues in the Afan Valley so are replacing 3 barriers this year as a trial. The impact will be monitored over the next few months before rolling barrier removal out to the rest of the area.	
Other areas	Safe route from Skewen to Neath	Already on the map.	No change to the Active Travel Network Maps required.
Other areas	Upgrade of routes from Bryn to Port Talbot. No pavements on B4282 for safe walking with pushchairs or children between Bryn and Cwmavon	<p>There is already a route from Bryn to Port Talbot on the maps.</p> <p>Regarding the route between Bryn and Cwmavon. The settlements of Bryn is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Other Areas	The new tarmac section of Neath canal from bridge street to Tonna is very good.	No change to the Active Travel Network Maps required. .	No change to the Active Travel Network Maps required.
Other Areas	<p>Why isn't Tonmawr in the Pelenna Valley included in the route assessment?</p> <p>Tonmawr. A village which has a main road with no pavement, two disused railway lines which could be converted into cycle ways and public rights of way that are overgrown and unusable.</p>	<p>The settlement of Tonmawr is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p>	No change to the Active Travel Network Maps required.
Other Areas	<p>Some kind of path between Tonmawr and Cimla or between Tonmawr and Pontrhydfen. There is currently no safe walking route out of Tonmawr village.</p> <p>There is currently no safe route to school for residents of Tonmawr. There is currently large-scale private investment in outdoor activities in the Afan Valley around the Bryn Bettws area.</p> <p>It is currently impossible to get to Bryn Bettws unless you are driving there.</p>	The settlement of Tonmawr is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	There is no cycle access to the Afan Valley from the North or West, this means that the best cycling facilities in the country are unavailable to cyclists from the direction of the area's major population centres. This seems like an enormous waste.	community services/facilities have been considered.  When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.	
Other Areas	Better walking routes from cimla to afan Valley destinations	The settlement of Tonmawr is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.  When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Other Areas	<p>A safer route from Tonmawr into the Afan valley and from Tonmawr into the Cimla area.</p> <p>To encourage more walking and cycling from Cimla to the Afan and vice versa, we need a safe cycle and walking route. There is a hazardous road from Danycoed down to Efail Fach to pick up the existing routes to the Afan, and to get to Cimla. There is an option to reach Cimla by taking the old farm road up past Penstar farm, green lanterns and then to come back out at Cefn Saeson but this is a convoluted and longer route. Also, at this time, the stretch of road/path, from Efail Fach to Penstar farm is unusable as dangerous due to potholes, also, this stretch is barrier on one side due to subsidence so not sure how safe it is. A safe, usable route might also make a realistic option of children from the area cycling to school, especially Cefn Saeson which would be a great promotion for an active lifestyle and also be a great contribution to a greener npt.</p> <p>Within our area, Pelenna and the interconnected valleys, we are spoilt for options for walking and cycling, however, there are issues over maintenance and clearance of these routes so that they can be used. We have a historical route which was established back in the late 1800s which starts in Cymmer, continues through Tonmawr and then over to Neath above the agnolotti Park. Currently, on Nrwl land, this route is blocked due to tree falls and a landslide. As this path is now not being used it is leading to further deterioration by overgrowth.</p>	<p>The settlement of Tonmawr is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p>	No change to the Active Travel Network Maps required.
Other Areas	There is no proposed connection from Cwmllynfell to Ystalyfera, because it widely used and is a	Request for a route from Cwmllynfell to Ystradyfera, route	No change to the Active Travel

Built up Area	Consultation response	Officer Comments	Recommendation
	missing link in the cycle network. For once it would be nice if NPTC would consider the communities outside of the larger towns and villages, we again are forgotten. A little reminder, we all pay our council tax.	already present on the map.	Network Maps required.
Other Areas	The road from Pontrhydyfen to Neath is so dangerous that I, as inexperienced cyclists and current unfit due to ill health would not be able to take the either the extended route or the route along the road. Is there not a possibility of a more direct route that avoids the extremely dangerous road? That would mean that more families would be able to use them.	A route from Pontrhydyfen to Neath has been included in the Future Routes map.	No change to the Active Travel Network Maps required.
Other Areas	<p>I &amp; several in my community spent considerable time working through your rather frustrating system, questionnaires etc. in an attempt to get you to make it safe for our community to travel out of our valley without having to use polluting vehicles - there is a huge desire to embrace a healthy lifestyle &amp; go green up here, but no way to safely cycle, walk, scoot, skateboard or even ride a horse out of our valley down to the next conurbation Pontardawe &amp; then access other safe green riding routes south to the rest of the World.</p> <p>The only access is up or down the very busy &amp; dangerous A474, there are horrendous crashes along this route every year &amp; that is in cars, vans or lorries - do you really think it's safe for cyclists, families etc. to use this route???</p> <p>Despite all our efforts, many of which did appear on your original consultation map, we have once</p>	The Future Routes Map include a proposal for an active travel route from this community.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	again been omitted from your plans. Is there any major essential route between villages in your County that is more dangerous for people to use?		
Other Areas	<p>Having safer, accessible pedestrian access on country roads with bends and hills and better signage. I am shocked Ton-Mawr road has not been included as a proposed area for improvement. It is a 40 MPH road with sharp bends and steep inclines in places for about 1KM. It is the only road for access in and out of Tonmawr and at the weekend is used by visitors to the area accessing Gyfylchi, Bryn Bettws and the Afan Bike Park. As a mother of a toddler, it is absolutely impossible to walk safely out of the village with my child. Therefore I now drive the distances, which in places I used to live in I would be able to walk. This comparison has highlighted how critical it is to have a pathway in and out of the village for everyone who lives here and the visitors to the area. I would suggest that the process in which we can have our say is made clearer and more user friendly for people who might not be able to access the online forms. I feel that Tonmawr slips through the net when it comes to council decisions - from not being</p>	<p>The settlement of Ton-Mawr are not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a 'need' can be demonstrated.</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	included as a proposed area in the active travel policy to being missed out of the Flying Start areas, it seems NPTC don't really care about the smaller settlements. like Tonmawr		
Pontardawe	Looking at all the routes around rhos towards alltwn they say shared use but none of them are suitable for cycling. The lane from rhos delffordd to alltwn is unusable around where the pigs are. There are no conditions safe for cyclists to get from rhos to pontardawe. This map shown does not show what or when you propose to do anything	<p>Noted, there is a link between Rhos to Pontardawe already on the map. A link on the map means that it can be investigated properly once the maps have been agreed and an alternative can be investigated if the initial option is found to be unviable.</p> <p>The council plan to consult on the prioritisation (whether the route is short, medium or long term) in December.</p>	No change to the Active Travel Network Maps required.
Pontardawe	Add on the full length of the canal path, this could be an incredible asset for safe off-road cycle commuting and leisure (it's more direct than the Tawe path and closer linked to urban areas, like linking Cilmaengwyn with Pontardawe), but it is not safe for its full length and some parts are narrow for passing, and the ground is quite rough for younger cyclists. This canal path could be improved up to where the path terminates in Godregraig.	The part of the canal path that is deliverable has already been added onto the maps. The rest of the route to link these communities is designated on-road as it is more likely to encourage Active travel along this route.	No change to the Active Travel Network Maps required.
Pontardawe	There needs to be a safe cycle route between Pontardawe and Neath. There is sufficient provision along both Neath and Swansea Valley. Connecting the two valleys with a safe cycle route is really needed.	Proposed route identified on the map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Pontardawe	<p>There is a path that almost loops around the leisure centre which is already pretty good - this could easily be made into 'a mile loop' suitable for pedestrians, cyclists and wheelchair access. There is just one section that currently floods regularly and a path through the leisure centre car park would need to be made. Signposts directing people to the town centre from the bike paths as visitors from outside potentially miss the town centre completely on the current bike routes! What a loss to Ponty! Bike racks???</p>	<p>Active Travel' means walking and cycling in order to get to a destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel does not include walking and cycling for recreation. A loop cycle route in this case would not be classified as an active travel route.</p> <p>Noted regarding signage on cycle routes and directing to the town centre.</p>	No change to the Active Travel Network Maps required.
Pontardawe	<p>There is a path missing (going from the path alongside Argos on the Pontardawe shopping outlet to the B4603.) There is a path which is used by many residents of Trebanos and Pontardawe that is not showing on the map. From the junction of cycle way 43 at the end of the open section of canal in Trebanos and the path that leads to the Leisure centre in Pontardawe there is a path that joins up with the B4603</p>	<p>The proposed route is along the road as it is more accessible to residents and is overlooked which if constructed to Active Travel standards will provide a safer route all year round. The canal path does not provide connectivity to the houses along the road and access onto the route is limited.</p>	No change to the Active Travel Network Maps required. .
Pontardawe	<p>The route proposed are on busy roads which are unpopular with cyclists. As others have said new traffic free routes are preferred, for example along the entire length of the Swansea canal, with better links to ynysmeudwy using the canal access paths. The A4067 is a barrier to linking the communities with the cycleway and a bridge or similar should be considered from the end of the canal path at Godregraig to the cycleway access carpark opposite.</p>	<p>Although routes show on the map as on-road, it may not be on the road if the route is constructed.</p> <p>The future routes identify where people are travelling to and from and are planned along the most direct routes. Future Routes go through a development process to assess how they can be successfully</p>	No change to the Active Travel Network Maps required.



Built up Area	Consultation response	Officer Comments	Recommendation
		<p>implemented and the development stage will look at the feasibility and details of routes including safety of users.</p> <p>Regarding Swansea Canal, the proposed route is along the road as it is more accessible to residents and is overlooked which if constructed to Active Travel standards will provide a safer route all year round. The canal path does not provide connectivity to the houses along the road and access onto the route is limited.</p>	
Pontardawe	<p>1. FR PON006 should be extended up into the woods then left to join Lon y Coed its already tarmacked ok for cycles and walking allowing access to school from estate I've used it to walk my kids to from school traffic free</p> <p>2 Path currently from Swansea road Trebanos drops to sustrans 43 at the start of the Swansea canal Trebanos then onto the shops and cwmtawe school. This allows a quicker route for Trebanos residents/pupils to shops and school. Already present just add it in.</p> <p>3 A route safer from Rhydyfro to Cwmgorse would be using the partially completed old railway which would avoid the main road altogether.</p> <p>4 an alternative safe route from Pontardawe to Neath would be the alltwen to brncoch B road (back road) as more use electric bikes this becomes a viable alternative to the car and a safer route.</p>	<p>Suggestion regarding extending FR PONW006 would take the route outside the built up area designated by the Active Travel Act. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales)</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
		<p>Act, unless a need can be demonstrated.</p> <p>The future routes identify where people are travelling to and from and are planned along the most direct routes. Future Routes go through a development process to assess how they can be successfully implemented and the development stage will look at the feasibility and details of routes.</p>	
Pontardawe	<p>The path from the welsh school to Ynysmeudwy is in a terrible state. This path is very well used especially by the children from the welsh school and other casual walkers. Some years ago an elderly gentleman fell on this path and could not get up, he was rescued by other walkers. The other path that needs attention is the path along Cwmdy G up to Rhyd y Fro</p>	Noted- routes to be added on the map	Routes to be added to the map.
Pontardawe	<p>The path between the Welsh school and Coedcae, along St Illtyds Walk, is regularly used by children of all ages from the Welsh school. There are several parts of the path that are very rough and need to have maintenance work carried out. The path is regularly used by other walkers.</p>	Route already identified on the map.	No change to the Active Travel Network Maps required.
Pontardawe	<p>Pontardawe Map 3 - It appears the new cycle route (red) connecting Pontardawe to Ynysmeudwy is along a busy road. An alternative option would be to upgrade the canal towpath which runs parallel, thus providing a more pleasant / safer traffic free route and a continuation of other sections of canal towpath which are already providing this? It is noted that there are many other comments</p>	<p>The proposed route is along the road as it is more accessible to residents and is overlooked which if constructed to Active Travel standards will provide a safer route all year round. The canal path does not provide connectivity to the houses along the road and access</p>	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	suggesting the towpath is upgraded enabling active travel connections between local communities and Glandwr Cymru look forward to continuing to work with Sustrans and Neath Port Talbot council to achieve this.	onto the route is limited.	
Pontardawe	<p>More link paths between roads and canal paths/cycle paths.</p> <p>There is a poorly maintained path and steps from Swansea Road, Trebanos B4603 to the Canal path / leisure centre grounds. As not maintained this path will be lost and the opportunity for those living on or above Swansea road to access the canal path, recreation ground and to walk into Pontardawe will also be lost. The path is situated next to the bus stop on Swansea road opposite to the junction with Graig Road and goes down some steps over a bridge to the canal path (there is no other path allowing access in this area) The other paths are either from Pontardawe adjacent to the roundabout or in Trebanos adjacent to the park</p>	This route from Trebanos to the sports centre will be included on the map.	Route to be added onto the map.
Pontardawe	On map 4 you have extended Glantwrch alongside the school playing fields all the way down to Abertwrch Farm. This lane is not Glantwrch, it is a private access road to Abertwrch Farm. It is not a public footpath, nor is it a public highway, and in fact one third of it is not even owned by the Local Authority. By marking this as Glantwrch you are implying it is a public access road, so could you please remove this marking.	Request to move route from road which comment claims is a private access road but after checking the location there is no active travel route proposed for the road.	No change to the Active Travel Network Maps required.
Pontardawe	Make current walking route off NCN 43 (FR-PON-W001) into a shared use path. Add a shared use path off the A440 roundabout to Gnoll Road then cross the river back onto NCN43.	This route has now been added to the Active Travel Network Maps.	Route added.

Built up Area	Consultation response	Officer Comments	Recommendation
Pontardawe	FR PON W010 I totally support the proposal to create a route going left after the footbridge and zebra crossing rather than the existing route going right on the pavement alongside the road away from the Tesco store. People do walk the proposed route already, despite the absence of a pavement, often walking in the road; it makes sense to provide a safe route here. FR PON W009 When following this route from Francis Street towards Cwmtawe School, as the path reaches Lidl car park, the route follows the existing path to the pavement along Ffordd Parc Cwmtawe. However, Lidl customers walk across the narrow planted verge straight into the car park, and then walk across the car park. Although walking across the car park is more dangerous than following the 009 route, it is what people do, so I believe that it makes sense to discuss with Lidl creating a route across the car park.	FR PON W010 - Noted FR PON W009- Thank you for the suggestion, however the Active Travel Guidance requires councils to take the safest route.	No change to the Active Travel Network Maps required.
Pontardawe	I am an avid Cyclist and a route from Crynant to Neath and one from GCG to Pontardawe would be of extreme use.	Routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	A route from the naval club, behind the sand dunes to Brunel Dock. Plus Newbridge Road Bridge repairs or renewal as cyclists are being forced down a very busy Victoria road.	A number of routes are present around Newbridge Road Bridge. A route from the naval club across the sand dunes would require a lot of maintenance to keep the path clear, a smooth surface would be difficult to achieve as required by the Active Travel Guidance.  Additionally Active Travel' means walking and cycling in order to get to a	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
		destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel does not include walking and cycling for recreation. The suggested route is deemed a leisure route and would not meet the Active Travel requirements in this respect.	
Port Talbot	<p>A new link to overcome the loss of the bridge at the eastern end of Newbridge Road (Aberavon) is a real priority as it makes east-west journeys disjointed and difficult by bicycle.</p> <p>The strategic network is generally pretty good, but courage and conviction is needed to link to our homes and communities! Keep up the good work.</p>	There is a route already present on the maps.	No change to the Active Travel Network Maps required.
Port Talbot	Still no safe cycle route to Kenfig Industrial Estate. Potential for route from Longlands Lane via existing coastal path and disused railway land.	Kenfig is outside the designated built-up area, however is an important destination to link to in terms of Active Travel.	Add a route onto the map, linking into the rest of the network.
Port Talbot	Tenant canal route from bridge Street Neath to Jersey marine missing. Would like to see new bridge road bridge reopened or alternative non road route provided, bridge over Swansea District railway line is too narrow for bikes on pavements and road is very busy would like to see upgrade of some sort.	Noted this section of the Tenant Canal to be added onto the maps.	This section of tenant canal added onto the maps.
Port Talbot	Newbridge Road bridge should definitely be re-opened: it makes a far better route for walkers and cyclists to get to Aberavon. Margam Park is cut off from Port Talbot - the current NCN route is not suitable for all. A shared use	Routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	path to run alongside the A48 as a matter of urgency.		
Port Talbot	More connections between port Talbot town centre and outlying areas. More lighting along routes. Map boards at regular points along cycle routes	There are a number of connection on the maps between Port Talbot and the outlying areas.	No change to the Active Travel Network Maps required.
Port Talbot	Newbridge road bridge/ cycle path is the safest way to get to the beach if you walking/cycling with kids	Route already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	Newbridge road bridge to be reopened or repaired, designated cycle route from Baglan to port talbot town centre. Also a route linking Aberavon beach to the Quays	Routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	The bridge is closed in new bridge road and that was the direct route cycle path to town without going on the road it's effecting all the cyclists and walkers would be great if this bridge would open or another smaller bridge to replace it to open back up the cycle route	Routes already identified on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	Safe off-road or dedicated cycle lanes along the A48 and Harbour Way.	Route already on the map.	No change to the Active Travel Network Maps required.
Port Talbot	To connect the cycle route along the A48 connecting port talbot through to Bridgend	Route already on the map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
Port Talbot	<p>I am a lone woman cyclist and walker. Often walking to and from the train station from Corporation Rd. There is a point in the journey where the only option is to go through a lonely section past St Joseph's church or St Mary's church, and past the Aberavon Shopping Centre entrance and through a lonely car park past Riverside Baptist, beneath the underpass. I'm often as part of my commute doing this journey pre 6:30 am and after 19:00, so in Autumn Winter months this is dark. I'd like this route made safer or an alternative route of equal distance. (Walking and cycling is already more time consuming, the route past the Court buildings takes a lot more mileage for a walker/cyclist. Life is already exhausting and to put more time on my journey is not an option. I will often drive to save time so that I can get the basics of daily life done in the confines of my spare time on a week.) Also, the journey that I take to Aberafan sea front via Newbridge Road could be better coming from the Train Station/Civic Centre, which is a route I often take in my commute/daily journey. At the bottom of Newbridge Rd, there is a Bridge which has been fenced off. If that was made good for cyclists and walkers only, then it would allow a roadless cycle/walk from the seafront, along the Afan, across the Bridge and over the bypass bridge to the Weir side and continue to town without having to use the road. Currently from Newbridge Rd, is either a cycle through glass strewn lanes, or along Victoria Rd/Beach Hill and through the lanes of Green Park area, until picking up the path between the Weir and Blanco's through the subway to</p>	Routes already present on the proposed map.	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>the bus station.</p> <p>In my mind the bridge is the missing link. If the bridge was open to cyclists, not only would this be a traffic free route for commuting to work and schools, but would also be a scenic route that would travel from Awel y Mor nursing home, along the seafront, along the river to the Civic Centre, from Princess Theatre along the river to Velindre. Obviously the bridge has its beauty and history and sits sympathetically well bringing the nostalgia of the dock and riverside area and history together. It reminds me of a small version of the bridge of spies in Berlin. It would be nice to see some Victorian lamppost either end and make a feature of it. Etc.</p> <p>Aside from the Subway between Blanco's and the Weir, to the Parkway train station, through the industrial area, past MPG Tyres could be made a safe cycle route. It is a shortcut from that cycle/walking path to the train station.</p>		
Port Talbot	<p>You haven't even shown FP92 or FP 93 from the A48 to Morfa beach after we took Tata Steel to court in order to keep it! I hope this doesn't mean that you think you can abandon it as a footpath? I also notice that you haven't shown any of the footpaths just West of Pyle coming off FR PT SU 022 that were closed to the public during Covid! I HOPE you have no intention of closing any of them either? We spend many hours every year walking these paths and it would be completely negligent of you as our paid representatives to allow any of the land owners to close these public rights of way off.</p>	<p>Active Travel' means walking and cycling in order to get to a destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel does not include walking and cycling for recreation.</p> <p>These routes would be classed as recreation routes.</p> <p>There are no plans in the immediate future to close footpaths.</p>	<p>No change to the Active Travel Network Maps required.</p>



Built up Area	Consultation response	Officer Comments	Recommendation
Port Talbot	<p>Safe routes to Margam park from Town. Safe routes over Briton Ferry Bridge Open the bridge at new ridge rd., it's unsafe cycling and walking down the duel carriageway and Victoria Rd.</p> <p>Make sure pathways and cycle ways are cleared of rubbish and dog mess!</p>	Suggestions are included in Future Routes map.	No change to the Active Travel Network Maps required.
Port Talbot	<p>Crossing the road by McDonald's in Baglan with children to walk or cycle down the quays is dangerous also the foot bridge is difficult to get pushbikes up especially for children! The quays is adequate however numerous piles of dog poo everywhere along the route! Not enough bins and they are not emptied regularly enough offer bags around them for general waste and dog poo, also the path has multiple dips in the route which you could easily fall down and trip over.</p>	Request for improved crossing from Briton Ferry McDonalds to the Quay as the bridge is not suitable for cycling. The map has now been updated to include a new link.	Active Travel Network Maps have been updated.
Port Talbot	<p>I live in Sandfields and I would like to cycle to the town centre. Looking at the map, I cannot see if I am able to do it safely. I see red lines but are unsure what they are. Is it the road? I would prefer a cycle track.</p> <p>Make a proper map available to purchase once complete</p>	This has already been proposed as a future route.	No change to the Active Travel Network Maps required.
Port Talbot	<p>A new bridge at Newbridge/Darwin Road. Will provide miles of sage cycle paths rather than walker a more so cyclists risking the bend on afan way- it's an serious accident waiting to happen</p>	The Bridge at Newbridge Road is already on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	<p>The Newbridge Road bridge needs to be restored or replaced as it's vital for cycling, running and walking to get along the coastal path route to join the cycle track towards the steelworks/Margam without having to turn down the busy</p>	The Bridge at Newbridge Road is already on the Active Travel Network Map	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	Victoria Road and Afan Way/A4241.		
Port Talbot	I want to be sure that the dram road bridge at Newbridge is opened if possible to enable us to cycle and walk over it to reach the riverside and the beach.	The Bridge at Newbridge Road is already on the Active Travel Network Map.	No change to the Active Travel Network Maps required.
Port Talbot	The shared use route along the promenade may technically align with the design elements set out within the latest guidance but when considering volume of pedestrians (with prams / dogs etc.) there is inadequate room for cyclists. Important to raise that other non-active travel routes still have facilities for pedestrians (alongside majority of roads) A lot of the future routes are shared use? Perhaps use of that word leans towards a share use path.	Noted. A future route has been identified on The Princess Margaret Way in order to provide an option regarding the promenade. The term shared-use is being discussed at Welsh Government level as if it's on the map as shared use it will not necessarily result in a shared use path. It could be that the cycle route is on road and the walking path is improved.	No change to the Active Travel Network Maps required.
Resolven	A dedicated cycle route mapped out on the existing road infrastructure	Route already on the map.	No change to the Active Travel Network Maps required.
Resolven	The Vale of Neath railway would make an excellent cycle path for the valley with designated stop off points in villages to build a more robust local economy.	Old railway lines have been taken advantage of where there is a direct link to services and/or housing. Some railway lines are in remote locations which may not meet the requirements of Active Travel standards.	No change to the Active Travel Network Maps required. .
Resolven	The railway could be actively used for dog walkers, cyclists and families to be able to access both Glynneath and Tonna and enjoy the scenery/lakes/rivers we are lucky to have. Nant y Gleisad mountain also has some amazing views however the walking paths up there are not the greatest either. Using the railway to	Active Travel' means walking and cycling in order to get to a destination (also called 'purposeful journeys'), this includes journeys to school, work or for access to shops or services. Active travel	No change to the Active Travel Network Maps required.

Built up Area	Consultation response	Officer Comments	Recommendation
	enjoy more of our scenery within Resolven, Glynneath and Tonna such as the lakes/rivers we are lucky to have or having to drive to a public car park as Neath Road doesn't have a safe route for cyclists/walkers for Melincourt falls.	does not include walking and cycling for recreation. Nant-y-Gleisad mountain is not in a built up area, designated by the Active Travel Act.	
Resolven	There is a disused railway line running from Glynneath to Neath and could perfectly be used for cycle lanes and e scooter as well and can link up the villages on the way and there are a lot more disused lines that can be put to good use as well this should be looked and discussed	Old railway lines have been taken advantage of where there is a direct link to services and/or housing. Some railway lines are in remote locations which may not meet the requirements of Active Travel standards.	No change to the Active Travel Network Maps required.
Resolven	I feel however the footpath between Resolven and Melincourt should be link to make walking to school safer for all children and adults.	<p>The settlements of Melincourt is not determined in the Active Travel (Wales) Act as 'Built up areas'. These areas have been derived from the Office for National Statistics', and factors such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services/facilities have been considered.</p> <p>When developing NPT's Active Travel Network the focus is on the 'Built up areas' specified within the Active Travel (Wales) Act, unless a need can be demonstrated.</p>	No change to the Active Travel Network Maps required. .

Built up Area	Consultation response	Officer Comments	Recommendation
Seven Sisters	<p>You seem to keep all routes on the streets and not along picturesque routes.</p> <p>The route you show running along Heol Hen could come down past the cemetery into the cwm, then at footbridge could either come down along river and come out besides Seven Sisters AFC fields or cross the river and walk along the route locally known as lovers lane which comes out at the railway crossing at Brynteg or before the railway crossing it sweeps around left and comes along to meet the road through the forestry which is accessed off road beside 1 heol yr felin. There are a lot of other routes which the local councillor should know about too.</p> <p>There is a walk around the tips missing. There is one behind garden city. from 1 heol yr felin you can walk up the forestry road and sweep right at top and walk up to the wind turbine and come down in onllwyn</p>	<p>Routes are for active travel and so are designed to connect to where people live. Recreational routes have not been included but if there are paths that provide active travel benefits then these can be included in future maps.</p>	<p>No change to the Active Travel Network Maps required.</p>
Seven Sisters	<p>Routes need to join up to places that people use their vehicle to access. E.g. travelling from Crynant to Ystradgynlais via Rhos Common, it's a 60mph road, there is a cycle route proposed but stops at the NPT boundary (How will this work as a cycle path? Will it continue on to established cycle routes in the Swansea Valley? Will the road be widened? Or will it just be a few signs dotted around?) Travelling from Onllwyn to Glynneath also appears to have no cycle route, again, cyclists would have to travel along a 60mph steep road, which has had several fatalities in recent years. Crynant to Aberdulais has a planned cycle route, but again, I'd like to know how this will work as a cycle route, will the road be widened and traffic segregated or will it</p>	<p>The future routes identify where people are travelling to and from and are planned along the most direct routes. Future Routes go through a development process to assess how they can be successfully implemented and the development stage will look at the feasibility and details of routes. The Future Route in Seven Sisters has now been extended to the end of the village.</p>	<p>Future route in Seven Sisters has now been extended to the end of the village.</p>

Built up Area	Consultation response	Officer Comments	Recommendation
	<p>just be a few signs dotted along the road? Also, there is no pavement, or sign-posted walking route between Crynant and Seven Sisters. The only way to walk between the two villages is along a twisty 40mph road, which seems dangerous.</p> <p>Segregated cycle lane - Crynant to Ystradgynlais/National Cycle Route 43  Segregated cycle lane - Crynant to Aberdulais  Segregated cycle lane - Onllwyn to Glynneath  Safer walking route between Crynant and Seven Sisters</p> <p>It does feel like walking or cycling around the Dulais Valley at the moment, can be dangerous. It is nice to see that non-motorised transport is being considered in the area. I do wonder how the development of the "Global centre of rail excellence" at Onllwyn in the next few years will impact traffic and safety on the surrounding roads.</p>		
Seven Sisters	<p>Why don't you put a valley path to link crynant- Seven Sisters?  There is available room to do so.</p>	<p>A future route from Crynant to Seven Sisters has been included. The feasibility study at the next development stage will assess whether this is the most suitable alignment or whether there is a more appropriate alternative.</p>	<p>No change to the Active Travel Network Maps required.</p>

## Appendix 3 -Draft classification and prioritisation of Active Travel routes

### Classification of routes

Routes are designated by the importance of the connections they make within the network, they are classified into the following categories:

**Primary routes:** The key connections between neighbourhoods/residential areas and a town or city centre; routes between districts and neighbourhoods; links to main public transport interchanges; other cycle routes which are (or which have the potential to be) used by many cyclists;

**Secondary routes:** These link between the primary routes; links to trip attractors such as schools, colleges, employment sites; cycle routes which are an attractor for a more limited range of users; links to local public transport interchanges and stops; other routes which may cater for fewer cycle journeys than the primary routes but are still of strategic importance within the network

**Local routes:** All other all-purpose roads, greenways and bridleways that are not necessarily part of a designated route (e.g. many residential streets). This basic network of local routes, although lower in the hierarchy, forms an important part of the cycle network.

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-BLAE-SU001	Blaengwrach	Cwmgrach to B4242 via Blaengwrach, Heol Wenallt - High Street - Chain Road - A465, Neath	Glynneath , Blaengwrach	Shared use	Secondary	Medium
FR-BLAE-SU002	Blaengwrach	Blaengrarch to Glyn Neath via Empire Avenue & Parish Road, Neath	Blaengwrach	Shared use	Local	Medium
FR-LBA-SU001	Brynamman	Brynamman to Ystragynlais	Lower Brynamman	Shared use	Primary	Medium
FR-LBA-SU002	Brynamman	Amman Rd, Lower Brynamman	Quarter Bach , Lower Brynamman	Shared use	Primary	Low
FR-LBA-SU003	Brynamman	Parc Street, Lower Brynamman	Lower Brynamman	Shared use	Primary	Low
FR-LBA-SU004	Brynamman	Gwilym Road	Cwmllynfell	Shared use	Primary	Low
FR-LBA-SU005	Brynamman	Ystradowen to Cwmtwrch	Cwmllynfell	Shared use	Primary	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-LBA-SU006	Brynamman	Ystradowen to Cwmtwrch	Ystalyfera , Cwmllynfell	Shared use	Local	Medium
FR-LBA-W001	Brynamman	School Street, Lower Brynamman	Lower Brynamman	Walking	Secondary	Low
FR-CROE-SU001	Croeserw	Eastern Avenue, Croeserw	Cymmer	Shared use	Primary	Medium
FR-CROE-W001	Croeserw	Heol Dwyfor, Croeserw	Cymmer	Walking	Secondary	Medium
FR-CRY-C002	Crynant	Crynant to Ystradgynlais	Crynant	Cycling	Primary	Low
FR-CRY-SU001	Crynant	Neath Road, Crynant	Crynant	Shared use	Primary	Medium
FR-NEA-C001	Crynant	Aberdulais to Crynant	Crynant , Aberdulais	Cycling	Primary	Medium
FR-CWM-SU001	Cwmafan	Heol Camlas, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU002	Cwmafan	Depot Rd, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU003	Cwmafan	Residential link, Cwmafan,	Bryn and Cwmavon	Shared use	Local	Medium
FR-CWM-SU004	Cwmafan	Cwmafan Rd, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU005	Cwmafan	Ynys y Gwas Hill, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU006	Cwmafan	NCN 887, Cwmafan	Bryn and Cwmavon , Port Talbot	Shared use	Primary	Medium
FR-CWM-SU007	Cwmafan	Oakwood ave, Pontrhydyfen	Bryn and Cwmavon , Pelenna	Shared use	Primary	Medium
FR-CWM-W001	Cwmafan	Cwmafan Rd, Cwmafan	Bryn and Cwmavon	Walking	Primary	Medium
FR-CWM-W002	Cwmafan	Tabernacle Terrace, Cwmafan	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W003	Cwmafan	Old Market Place, Cwmafan	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W004	Cwmafan	NCN 887, Cwmafan	Bryn and Cwmavon	Shared use	Primary	Medium
FR-CWM-W005	Cwmafan	Heol Jiwbili	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W006	Cwmafan	Afan Valley Road to Ynys Y Gwas	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W007	Cwmafan	B4286, Cwmavon	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CYM-SU001	Cymmer	Route Connecting Cymer to NCN route to Glyn Corrwg	Cymmer	Shared use	Primary	Medium
FR-CYM-SU002	Cymmer	NCN 885 Glenavon St to Maesteg Road	Cymmer	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-CYM-SU003	Cymmer	Afan Road to Brynheulog	Cymmer	Shared use	Secondary	Low
FR-CYM-W001	Cymmer	Brytwn Road	Cymmer	Walking	Secondary	Medium
FR-CYM-W002	Cymmer	Recreational route, Cymmer	Cymmer	Shared use	Primary	Medium
FR-GLYN-SU001	Glynneath	B4242, Glyn-Neath	Glynneath	Shared use	Secondary	Low
FR-GLYN-SU002	Glynneath	Glyn-Neath to RCT	Glynneath	Shared use	Primary	Low
FR-GLYN-SU003	Glynneath	Glyn Neath Main Road Glyn Neath Main Road	Glynneath	Shared use	Primary	Medium
FR-GLYN-SU004	Glynneath	New Street to High Street	Glynneath	Shared use	Secondary	Medium
FR-GLYN-SU005	Glynneath	B4242, Glyn-Neath	Glynneath , Blaengwrach	Shared use	Primary	Medium
FR-GLYN-W001	Glynneath	Park Avenue to Morfa Glas	Glynneath	Walking	Secondary	Medium
FR-GCG-C001	Gwaun Cae Gurwen	Pontardawe to Cwmgors	Pontardawe , Gwaun-Cae-Gurwen	Cycling	Primary	Medium
FR-GCG-SU001	Gwaun Cae Gurwen	Brynamman Road	Lower Brynamman , Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU002	Gwaun Cae Gurwen	Garnant to Gwaun Cae Gurwen	Garnant , Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU003	Gwaun Cae Gurwen	Gwaun Cae Gurwen to Cwmgors	Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU004	Gwaun Cae Gurwen	Brook Terrace, Taigwaith	Lower Brynamman , Gwaun-Cae-Gurwen	Shared use	Secondary	Medium
FR-GCG-W001	Gwaun Cae Gurwen	New Rd, Taigwaith	Lower Brynamman	Walking	Secondary	Medium
FR-ADU-SU001	Neath	Ffynnon Dawel, access to residential area from Main Road (A4230, A4109), Aberdulais	Aberdulais	Shared use	Secondary	Medium
FR-ADU-SU002	Neath	Tonna to Cadoxton via Main Road (A4230, A4109, A465), Station Road & Dulais Fach Road (B4434), Neath	Cadoxton , Tonna , Aberdulais	Shared use	Primary	Medium
FR-BRYN-SU0001	Neath	Bryncoch to Neath Road (A474) via Main Road, Neath	Bryn-Coch South , Bryn-Coch North	Shared use	Primary	Medium



Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-BRYN-SU0002	Neath	Dwr-Y-Felyn Road to Main Road via Cloda Avenue & Ty'n Yr Heol Road, Caerwern	Bryn-Coch South , Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-SU001	Neath	Main Road, Bryncoch to Neath Road (A474), Bryncoch	Bryn-Coch North	Shared use	Primary	Medium
FR-BRYN-SU002	Neath	Cloda Avenue to Ty'n Yr Heol Road, Caerwern	Bryn-Coch South , Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-SU003	Neath	Neath Road (A474) to Main Road, Bryncoch	Bryn-Coch South , Bryn-Coch North	Shared use	Primary	Low
FR-BRYN-SU004	Neath	Heol Llwyn Celyn to Priory Court, Caerwern	Bryn-Coch South	Shared use	Local	Medium
FR-BRYN-SU005	Neath	Dwr y Felin to Penywern Road via Llygad Yr Haul, Caerwern	Bryn-Coch South	Shared use	Secondary	Medium
FR-BRYN-SU006	Neath	Heol Llywnon, Caerwern	Bryn-Coch South	Shared use	Local	Low
FR-BRYN-SU007	Neath	Llygad Yr Haul to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Shared use	Local	Medium
FR-BRYN-SU008	Neath	llewelyn Road to Penywern Road (A474) via Llewellyn Avenue & Dynevor Avenue, Caerwern , Bryncoch	Bryn-Coch South	Shared use	Primary	Medium
FR-BRYN-W001	Neath	Elias Drive to Main Road via Furzeland Drive, Bryncoch	Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-W002	Neath	Furzeland Drive to Main Road, Bryncoch	Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-W003	Neath	Elias Drive to Main Road, Bryncoch	Bryn-Coch North	Shared use	Secondary	Low
FR-BRYN-W004	Neath	Heol Llwyn Celyn to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Shared use	Secondary	Medium
FR-BRYN-W005	Neath	Leiros Parc Drive to Penywern Road (A474) via Herons Way & Daphne Road, Rhydding	Bryn-Coch South	Walking	Secondary	Medium
FR-BRYN-W006	Neath	Leiros Parc Road to Penywern Road (A474), Rhydding	Bryn-Coch South	Walking	Secondary	Low
FR-BRYN-W007	Neath	Heol Illtyd, Caewern	Bryn-Coch South	Walking	Local	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-BRYN-W008	Neath	Heol Y Felin to Dynevor Avenue via Heol Illtyd, Caerwern	Bryn-Coch South	Walking	Secondary	Medium
FR-BRYN-W009	Neath	Twyn Teg to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Walking	Secondary	Medium
FR-CIL-C001	Neath	Pencynor, Cilfrew	Aberdulais	Shared use	Primary	Medium
FR-CIL-C002	Neath	Pencynor, Cilfrew to Main Road (A4230)	Cadoxton , Aberdulais	Shared use	Primary	Medium
FR-CIL-SU001	Neath	Main Road, Cilfrew	Aberdulais	Shared use	Primary	Medium
FR-CIL-SU002	Neath	Main Road (A4230) to Pencynor, Cadoxton	Cadoxton	Shared use	Primary	Medium
FR-CIL-SU003	Neath	Main Road & Church Road (A4230), Cadoxton-Juxta-Neath	Cadoxton	Shared use	Primary	Medium
FR-NAB-SU002	Neath	Dwr Y Felin Road	Cadoxton , Bryn-Coch South	Shared use	Secondary	High
FR-NAB-SU003	Neath	Dwr Y Felin Road	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU004	Neath	Stratton Way to NPT College and Dwr Y Felin Road	Bryn-Coch South , Dyffryn	Shared use	Secondary	High
FR-NAB-SU005	Neath	Dwr Y Felin Road	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU006	Neath	Brookfield Wern Ffraith, Neath Abbey	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU007	Neath	Taillwyd Road to Dwr Y Felin Road	Bryn-Coch South	Shared use	Local	Low
FR-NAB-SU008	Neath	Taillwyd Rd	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU009	Neath	Neath Abbey Road to Longford Road	Dyffryn	Shared use	Secondary	Medium
FR-NAB-SU010	Neath	Rhyd Hir to Longford Lane	Dyffryn	Shared use	Local	Medium
FR-NAB-SU011	Neath	Longford Road to Rhyd Hir	Dyffryn	Shared use	Secondary	Medium
FR-NAB-SU012	Neath	Heol Penderyn	Dyffryn	Shared use	Local	Medium
FR-NAB-SU013	Neath	The Highlands to Drummau Road	Coffranc North , Dyffryn	Shared use	Secondary	High
FR-NAB-SU014	Neath	Tennant Canal	Coffranc West , Coffranc Central , Dyffryn	Shared use	Primary	Low
FR-NAB-SU015	Neath	Penywern Road	Cadoxton , Bryn-Coch South	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NAB-SU016	Neath	Neath Abbey Road, Neath Abbey	Dyffryn	Shared use	Primary	Medium
FR-NAB-W001	Neath	Lon Brynteg, Neath Abbey	Bryn-Coch South	Walking	Secondary	Medium
FR-NAB-W002	Neath	Heol Glynderwen to Wern Fraith	Bryn-Coch South	Walking	Local	Medium
FR-NAB-W003	Neath	Brookfield to Heol Glynderwen via Mill Race and Millbank	Bryn-Coch South	Walking	Local	Low
FR-NAB-W004	Neath	Rhiwlas	Bryn-Coch South	Walking	Local	Low
FR-NAB-W005	Neath	The Highlands to Cwm-Clydach Pond	Bryn-Coch South , Dyffryn	Walking	Local	Medium
FR-NAB-W006	Neath	Stratton Way	Dyffryn	Walking	Local	Medium
FR-NEA-SU0003	Neath	Neath Station forecourt	Neath North	Shared use	Secondary	High
FR-NEA-SU0004	Neath	Water Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU001	Neath	Neath Canal Route	Resolven , Tonna , Aberdulais	Shared use	Primary	Low
FR-NEA-SU002	Neath	Brynhyfryd Road to Briton Ferry Road	Briton Ferry West , Neath East , Briton Ferry East	Shared use	Primary	High
FR-NEA-SU002	Neath	Ynysygerwyn Cricket Ground to Abergarwed	Resolven , Aberdulais	Shared use	Primary	Medium
FR-NEA-SU003	Neath	Fforest Hill, Aberdulais	Aberdulais	Shared use	Secondary	Medium
FR-NEA-SU0031	Neath	Victoria Gardens, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU004	Neath	Main Road (A4109) to Cricket Ground	Aberdulais	Shared use	Primary	Medium
FR-NEA-SU005	Neath	Llantwit Road (B4434) to Pen Y Dre to Prince of Wales Drive, Neath	Neath North , Tonna	Shared use	Primary	High
FR-NEA-SU006	Neath	Riverside Drive (B4434), Neath	Neath North	Shared use	Primary	High
FR-NEA-SU007	Neath	Croff Road (B4434) River Crossing Neath to Town Centre	Bryn-Coch South , Neath North	Shared use	Primary	High
FR-NEA-SU008	Neath	The Square to Neath Abbey Road, Neath	Bryn-Coch South , Neath North	Shared use	Primary	High
FR-NEA-SU009	Neath	Riverside Drive to Bridge Street, Neath	Neath North	Shared use	Primary	High
FR-NEA-SU010	Neath	Windsor Road to Bridge Street	Neath East , Neath North	Shared use	Primary	High
FR-NEA-SU011	Neath	Milland Road to Commercial Street	Neath North	Shared use	Secondary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-SU012	Neath	Milland Road	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU013	Neath	Gibbs Row, NCN 46 to Neath Train Station	Neath North	Shared use	Secondary	High
FR-NEA-SU014	Neath	Maes Yr Haf Road to Neath Station	Neath North	Shared use	Primary	High
FR-NEA-SU015	Neath	Castle Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU016	Neath	Wind Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU017	Neath	Prince of Wales Drive	Neath North	Shared use	Secondary	High
FR-NEA-SU018	Neath	Rosser Street	Neath North	Shared use	Secondary	High
FR-NEA-SU019	Neath	Gnoll Park Road to Llantwit Road	Neath North	Shared use	Secondary	High
FR-NEA-SU020	Neath	Hane Street	Neath North	Shared use	Local	High
FR-NEA-SU021	Neath	London Rd to Angel Square	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU022	Neath	Alfred Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU023	Neath	St David Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU024	Neath	Preswylfa Brook to Victoria Gardens, Neath	Neath North , Neath South	Shared use	Primary	High
FR-NEA-SU025	Neath	Milland Road	Neath East	Shared use	Secondary	High
FR-NEA-SU026	Neath	Old Road, Cwrt Sart	Neath East , Briton Ferry East	Shared use	Secondary	Medium
FR-NEA-SU027	Neath	Afan Valley Rd, Cimla	Neath South , Cimla	Shared use	Primary	Medium
FR-NEA-SU028	Neath	Brynhyfryd Road	Briton Ferry West , Briton Ferry East	Shared use	Secondary	High
FR-NEA-SU029	Neath	Cimla Road to Milland Road	Neath East , Neath North , Neath South	Shared use	Secondary	High
FR-NEA-SU030	Neath	Briton Ferry Train Station to NCN 4 & 46	Briton Ferry West	Shared use	Local	High
FR-NEA-SU031	Neath	Church Street to Bethel Street	Briton Ferry West , Briton Ferry East	Shared use	Primary	High
FR-NEA-SU032	Neath	Neath to Briton Ferry	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU033	Neath	Key link to settlements	Neath East	Shared use	Primary	High
FR-NEA-SU034	Neath	Windsor Rd to Briton Ferry Rd via Pendrill Street	Neath East	Shared use	Primary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-SU035	Neath	Route to Melin school	Neath East	Shared use	Secondary	High
FR-NEA-SU036	Neath	Route to Melin School	Neath East	Shared use	Secondary	High
FR-NEA-SU037	Neath	Cimla to Briton Ferry	Neath East , Neath South	Shared use	Secondary	Medium
FR-NEA-SU038	Neath	St Joseph's School, Cimla	Neath South	Shared use	Secondary	High
FR-NEA-SU039	Neath	Link to Cimla Hospital	Neath South	Shared use	Secondary	Medium
FR-NEA-SU040	Neath	Crynant Rd, Local Route	Neath South , Cimla	Shared use	Local	Medium
FR-NEA-SU041	Neath	Link from residential areas in Cimla to Primary Route	Cimla	Shared use	Secondary	Medium
FR-NEA-SU042	Neath	Castle Drive, Cimla	Cimla	Shared use	Secondary	Medium
FR-NEA-SU043	Neath	Glannant Way	Cimla	Shared use	Local	Medium
FR-NEA-SU044	Neath	Wood View to Brynau Wood	Cimla	Shared use	Secondary	Medium
FR-NEA-SU045	Neath	Mackworth Drive, Cimla	Cimla	Shared use	Local	Medium
FR-NEA-SU046	Neath	Heol y Fynnon, Cimla	Cimla	Shared use	Local	Medium
FR-NEA-SU047	Neath	Gnoll to Cimla	Neath North , Neath South , Cimla	Shared use	Local	Medium
FR-NEA-SU048	Neath	Gnoll to Cimla	Neath South , Cimla	Shared use	Primary	Medium
FR-NEA-SU049	Neath	Beechwood Avenue, Neath	Neath North	Shared use	Local	High
FR-NEA-SU050	Neath	Milland Road to Milland Industrial Estate	Neath East	Shared use	Secondary	Medium
FR-NEA-SU051	Neath	Milland Rd, Neath	Neath East	Shared use	Secondary	Medium
FR-NEA-SU052	Neath	Milland Rd access via footbridge	Neath East	Shared use	Secondary	Medium
FR-NEA-SU053	Neath	Old Road to Primrose Road	Neath East	Shared use	Secondary	Medium
FR-NEA-SU054	Neath	Alford Rd, Neath	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU055	Neath	B4287 to Cefn Saeson Comprehensive School	Pelenna , Cimla	Shared use	Primary	Medium
FR-NEA-SU056	Neath	B4287 to Pen Y Star	Pelenna , Cimla	Shared use	Local	Medium
FR-NEA-SU057	Neath	Pontrhydyfen to B4287	Bryn and Cwmavon , Pelenna	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-SU058	Neath	Old Rd, Cwrt Sart	Briton Ferry East	Shared use	Secondary	Medium
FR-NEA-SU059	Neath	Llansawel Crescent	Briton Ferry West	Shared use	Local	High
FR-NEA-SU060	Neath	Giants Grave Road, Giants Grave	Briton Ferry West	Shared use	Secondary	Medium
FR-NEA-SU061	Neath	Regent Street West, Briton Ferry	Briton Ferry West , Briton Ferry East	Shared use	Local	High
FR-NEA-SU062	Neath	Rockingham Terrace to Railway Terrace, Briton Ferry	Briton Ferry East	Shared use	Primary	High
FR-NEA-SU063	Neath	Wharf Road, Briton Ferry	Briton Ferry West	Shared use	Primary	High
FR-NEA-SU064	Neath	Rockingham Terrace to Neath Road (A474) via Hoo Street, Briton Ferry	Briton Ferry East	Shared use	Local	High
FR-NEA-SU065	Neath	Neath Road (A474) to Villiers Street, Briton Ferry	Briton Ferry East	Shared use	Primary	High
FR-NEA-SU066	Neath	New Road to Ashleigh Terrace (B4290), Llandarcy - Jersey Marine	Briton Ferry East	Shared use	Primary	Medium
FR-NEA-SU067	Neath	Tennant Canal Path, Jersey Marine	Coffranc West	Shared use	Primary	Low
FR-NEA-SU068	Neath	Ffordd Coed Darcy to Ffordd Amazon path, Llandarcy - Jersey Marine	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU069	Neath	Llandarcy to Jersey Marine route	Coffranc West	Shared use	Secondary	Medium
FR-NEA-SU070	Neath	Heatherland Way, Llandarcy	Coffranc West	Shared use	Local	Low
FR-NEA-SU071	Neath	The Greenway to Tank Farm Road, Llandarcy	Coffranc West	Shared use	Local	Low
FR-NEA-SU072	Neath	Crymlyn Road, Skewen	Coffranc West	Shared use	Primary	Low
FR-NEA-SU073	Neath	Crymlyn Road to M4 path, Skewen	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU074	Neath	Path to Darcy Business Park, Llandarcy	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU075	Neath	Darcy Business Park, Llandarcy	Coffranc West	Shared use	Local	Low
FR-NEA-W001	Neath	Link from NCN 46 to town centre via steps	Neath North	Walking	Secondary	High
FR-NEA-W002	Neath	Cattle Street to The Parade, Neath	Neath North	Walking	Secondary	High
FR-NEA-W003	Neath	Old Market Street, Neath	Neath North	Shared use	Secondary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-W004	Neath	Shufflebotham Lane, Neath	Neath North	Shared use	Secondary	High
FR-NEA-W005	Neath	Queen Street, Neath	Neath North	Walking	Secondary	High
FR-NEA-W006	Neath	Victoria Bus Station, Neath	Neath North	Walking	Secondary	High
FR-NEA-W007	Neath	Gnoll Park Road to Dyfed Road via Foster Road & Woodland Road, Neath	Neath North	Shared use	Secondary	Medium
FR-NEA-W008	Neath	Neath Train Station to Car Park, Neath	Neath North	Walking	Secondary	High
FR-NEA-W009	Neath	Fairyland to Dyfed Road, Neath	Neath North	Walking	Secondary	High
FR-NEA-W010	Neath	Creswell Road, Neath	Neath North	Shared use	Secondary	High
FR-NEA-W011	Neath	Gnoll Estate Country Park path to Cimla Road (B4287) via Hawthorn Avenue & Cimla Crescent, Neath	Neath South	Walking	Secondary	Medium
FR-NEA-W012	Neath	Eastland Road (B4434) to Cimla Road (B4287) via Lewis Road & Westernmoor Road, Mount Pleasant	Neath East , Neath South	Walking	Secondary	Medium
FR-NEA-W013	Neath	Crythan Road to Briton Ferry Road (A474), Neath	Neath East	Walking	Secondary	Medium
FR-NEA-W014	Neath	D C Griffiths Way, Neath	Neath East	Walking	Secondary	Medium
FR-NEA-W015	Neath	Cook Rees Avenue, Mount Pleasant	Neath South	Walking	Secondary	High
FR-NEA-W016	Neath	Caederwen Road to Groves Road to Kingdon Owen Road, Mount Pleasant	Neath South	Walking	Local	Medium
FR-NEA-W017	Neath	Pencaerau to Mount Pleasant via Old Road	Neath East	Walking	Local	Medium
FR-NEA-W018	Neath	Meadow Road, Pencaerau	Neath East	Walking	Local	Medium
FR-NEA-W019	Neath	Meadow Rd, Pencaerau	Neath East	Walking	Local	Medium
FR-NEA-W020	Neath	Herbert Road to A474 via Evan's Road & School Road, Pencaerau	Neath East	Walking	Secondary	Medium
FR-NEA-W021	Neath	Gnoll to Afan Valley Road (B4287), Cimla	Neath South , Cimla	Walking	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-W022	Neath	Parc Newydd, Brynhyfryd	Briton Ferry West	Walking	Secondary	Medium
FR-NEA-W023	Neath	Shelone Road crossing to Olive Branch Crescent via Elm Road, Gethin Street & Glanymor Street, Brynhyfryd	Briton Ferry West	Walking	Local	High
FR-NEA-W024	Neath	George Street, Mount Pleasant	Neath East , Neath South	Walking	Local	Medium
FR-SKW-SU0002	Neath	Siding Terrace & New Road (A4230) to Stanley Road, Skewen	Coffranc West , Coffranc Central , Coffranc North	Shared use	Primary	High
FR-SKW-SU0003	Neath	Dynevor Road to Station Road, Skewen	Coffranc North	Shared use	Secondary	High
FR-SKW-SU001	Neath	Wern Road to Stanley Road, Skewen	Coffranc West , Coffranc Central	Shared use	Secondary	High
FR-SKW-SU001	Neath	New Road & St John's Terrace (A4230), Skewen	Coffranc West , Coffranc Central , Dyffryn	Shared use	Primary	High
FR-SKW-SU002	Neath	Station Road to New Road (A4230) to Stanley Road to Old Road to Burrows Road (A4290), Skewen	Coffranc Central , Coffranc North	Shared use	Secondary	High
FR-SKW-SU003	Neath	Pen Yr Heol (B4290), Skewen	Coffranc West , Coffranc Central	Shared use	Primary	Medium
FR-SKW-SU004	Neath	Crymlyn Road to Jersey Marine Junction North, Skewen via Cycle Way	Coffranc West	Shared use	Primary	Low
FR-SKW-SU005	Neath	Pen Yr Heol (B4290), Skewen	Coffranc West	Shared use	Primary	Low
FR-SKW-SU006	Neath	Leisure Complex (B4290) to Mid & West Wales Fire Brigade (A48), Skewen via Cycle Way	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU007	Neath	Dynevor Road, Skewen	Coffranc North , Dyffryn	Shared use	Secondary	High



Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-SKW-SU008	Neath	Old Road (B4290), Skewen	Coffranc Central , Dyffryn	Shared use	Primary	High
FR-SKW-SU009	Neath	Jenkins Road, Skewen to Neath Abbey Business Park	Coffranc Central , Dyffryn	Shared use	Primary	Medium
FR-SKW-SU010	Neath	Monastery Road, Neath Abbey	Dyffryn	Shared use	Primary	Medium
FR-SKW-SU011	Neath	Neath Abbey Business Park link to Monastery Road, Neath Abbey	Dyffryn	Shared use	Secondary	Medium
FR-SKW-SU012	Neath	Neath Abbey Business Park	Dyffryn	Shared use	Local	Medium
FR-SKW-SU013	Neath	Brook Street link to Bethlehem Road, Skewen	Coffranc Central	Shared use	Primary	High
FR-SKW-SU014	Neath	Cardonnel Road to Bosworth Road to Parc Wern, Skewen	Coffranc Central	Shared use	Local	High
FR-SKW-SU015	Neath	Parc Y Deri, Skewen	Coffranc Central	Shared use	Local	Medium
FR-SKW-SU016	Neath	Winifred Road, Skewen	Coffranc West	Shared use	Secondary	Medium
FR-SKW-SU017	Neath	New Road to Wern Road, Skewen via Tenant Park	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU018	Neath	Crymlyn Rd, Skewen	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU019	Neath	Brookville Drive to Woodland Close to Dynevor Road	Coffranc North	Shared use	Secondary	High
FR-SKW-SU020	Neath	Park Avenue to Siding Terrace (A4230)	Coffranc North	Shared use	Primary	Medium
FR-SKW-W001	Neath	Cae Nant Terrace link to Picton Road, Skewen	Coffranc Central	Walking	Secondary	High
FR-SKW-W002	Neath	Link to Dynevor Rd, Skewen, via Railway underpass	Coffranc Central , Coffranc North	Walking	Local	Medium
FR-SKW-W003	Neath	Dynevor Rd to Drummau Road, Skewen	Coffranc North , Dyffryn	Walking	Secondary	Medium
FR-SKW-W004	Neath	Queens Rd, Skewen	Coffranc Central	Walking	Local	High
FR-SKW-W005	Neath	Bosworth Road, Skewen	Coffranc Central	Walking	Local	High
FR-SKW-W006	Neath	Pale Road link to Bosworth Road, Skewen	Coffranc Central	Walking	Local	Medium
FR-SKW-W007	Neath	Parc Bryn link to Pen Y Bryn, Skewen	Coffranc Central	Walking	Local	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-SKW-W008	Neath	Pen Yr Alley Avenue, Skewen	Coffranc West , Coffranc Central	Walking	Secondary	Medium
FR-TON-C003	Neath	Tonna to Neath via canal	Tonna	Shared use	Primary	Medium
FR-TON-SU001	Neath	Henfaes Road to Park Street (B4434)	Tonna	Shared use	Primary	Medium
FR-TON-SU001	Neath	Park Street to Tonna Uchaf (B4434)	Tonna	Shared use	Secondary	Medium
FR-TON-SU002	Neath	Neath Road to Henfaes Road (B4434)	Tonna	Shared use	Primary	Medium
FR-TON-SU002	Neath	Henfaes Road (B4434) to NCN	Tonna	Shared use	Local	Medium
FR-TON-SU003	Neath	Neath Road (B4434)	Tonna	Shared use	Local	Low
FR-PON-SU001	Pontardawe	High Street (A4603), Pontardawe to Rhyd-y-fro Primary School via Brynawell, Alltywerin, Cefn Llan Road, Gelligron Road (A474) & Waun Penlan, Rhyd-y-fro	Pontardawe	Shared use	Primary	High
FR-PON-SU002	Pontardawe	Herbert Street to High Street (A4603) via Holly Street, Arthur Terrace, Grove Road, Woodland Road & Brecon Road (A4603), Pontardawe	Pontardawe	Shared use	Primary	High
FR-PON-SU003	Pontardawe	Tawe Terrace, Pontardawe	Pontardawe	Shared use	Primary	High
FR-PON-SU004	Pontardawe	Ynysmeudwy Road to New Road to Brecon Road (B4603), Pontardawe	Pontardawe , Godre'r Graig	Shared use	Primary	Medium
FR-PON-SU005	Pontardawe	Pen Yr Allt to Penywern Road, Ystalyfera	Ystalyfera	Shared use	Local	Medium
FR-PON-SU006	Pontardawe	Wern Road to NCN 43, Ystalyfera	Ystalyfera	Shared use	Secondary	High
FR-PON-SU007	Pontardawe	Glan Yr Afon to St Davids Road, Ystalyfera	Ystalyfera	Shared use	Primary	Medium
FR-PON-SU008	Pontardawe	Along River Tawe path between 2 bridges	Rhos	Shared use	Primary	Low
FR-PON-SU009	Pontardawe	Cwmtawe Comprehensive School Street	Pontardawe	Shared use	Secondary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PON-SU010	Pontardawe	Pontardawe to Gellinudd via Herbert Street & Graig Road (A474),	Rhos , Pontardawe , Allt-Wen	Shared use	Primary	High
FR-PON-SU011	Pontardawe	Rhos to Gellinudd via Neath Road & New Road (A4747), link to Cwm Nant Llwyd Road, Ashwood Drive & Lon Catwug	Rhos	Shared use	Primary	Medium
FR-PON-SU012	Pontardawe	Pontardawe Industrial Estate path	Rhos , Pontardawe	Shared use	Primary	Medium
FR-PON-SU013	Pontardawe	Lon Hir, Gellinudd	Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU014	Pontardawe	Tawe Terrace to A474 via Herbert Street, Pontardawe	Pontardawe	Shared use	Secondary	Medium
FR-PON-SU015	Pontardawe	Ffordd Parc Ynysderw to A474, Pontardawe	Pontardawe	Shared use	Secondary	High
FR-PON-SU016	Pontardawe	Ffordd Parc Ynysderw to A474, Pontardawe	Pontardawe	Shared use	Secondary	High
FR-PON-SU017	Pontardawe	A474, Pontardawe	Pontardawe	Shared use	Secondary	High
FR-PON-SU018	Pontardawe	Graig Road to Alloy Industrial Estate, Pontardawe	Pontardawe , Allt-Wen	Shared use	Primary	Medium
FR-PON-SU019	Pontardawe	New Road, Rhos to Graig Road (A474), Alltwn via Pen Yr Alltwn, Bryn Llewelyn & Alltwn Hill	Rhos , Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU020	Pontardawe	Gwyn Street to Gwyns Place to The Triangle, Alltwn	Allt-Wen	Shared use	Local	Medium
FR-PON-SU021	Pontardawe	Gwyns Place to A4067, Alltwn	Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU022	Pontardawe	Neath Road (A474), Rhos to Alltwn Hill, Alltwn via Primrose Lane, path, Lon Y Wern & Heol Y Parc	Rhos , Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU023	Pontardawe	Bryn Coch to Rhos via Neath Road (A474)	Rhos , Bryn-Coch North	Shared use	Primary	Medium
FR-PON-SU024	Pontardawe	Cwmtawe Comprehensive School to NCN 43 link, Pontardawe	Pontardawe	Shared use	Secondary	Medium
FR-PON-SU025	Pontardawe	Ynisdarren Road (B4599), Ystalfera to Pantyffynnon path	Rhos , Godre'r Graig , Ystalyfera	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PON-W001	Pontardawe	Godre'r Graig to NCN 43 link, Pantyffynnon	Godre'r Graig , Ystalyfera	Walking	Secondary	Medium
FR-PON-W002	Pontardawe	Wern Road to Cyfyng Road, Ystalyfera	Ystalyfera	Walking	Secondary	Medium
FR-PON-W003	Pontardawe	Golwg Y Mynydd to NCN 43 link, Pantyffynnon	Godre'r Graig	Walking	Secondary	Low
FR-PON-W004	Pontardawe	Herbert Street to James Street (A474) to Gelligron Road (A474), Pontardawe	Pontardawe	Walking	Primary	High
FR-PON-W005	Pontardawe	Swansea Road (B4603) to Cwmtawe Comprehensive School, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W006	Pontardawe	Alltacham Drive to James Street (A474), Pontardawe	Pontardawe	Walking	Secondary	High
FR-PON-W007	Pontardawe	Cwmtawe Comprehensive School to Ynisderw Road, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W008	Pontardawe	Ffordd Parc Ynysderw crossing, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W009	Pontardawe	Ynysderw Park Road to Francis Street, Pontardawe	Pontardawe	Walking	Secondary	High
FR-PON-W010	Pontardawe	Cwmtawe Comprehensive School to A4067, Pontardawe	Pontardawe , Allt-Wen	Walking	Secondary	Medium
FR-PON-W011	Pontardawe	Gwyn Street to Alttwen Hill via Heol Penrhiwiau, Heol Glanllechau & Lon Tanyrall, Allt-Wen	Allt-Wen	Walking	Local	Medium
FR-PON-W012	Pontardawe	Delffordd to Heol Y Nant, Rhos	Rhos	Walking	Local	Low
FR-PON-W013	Pontardawe	Delffordd, Rhos	Rhos	Walking	Secondary	Low
FR-PON-W014	Pontardawe	Heol Y Nant, Rhos	Rhos	Walking	Secondary	Low
FR-PON-W015	Pontardawe	Glan Yr Afon (A4067) Roundabout, Ystalyfera	Ystalyfera	Walking	Secondary	Medium
FR-PT-C001	Port Talbot	Baglan Way, Aberavon to Sandfields Primary School via Neath Port Talbot Hospital	Aberavon	Shared use	Secondary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-C002	Port Talbot	Port Talbot Bus Station to NCN 4, Port Talbot	Aberavon , Margam	Shared use	Primary	High
FR-PT-SU001	Port Talbot	Port Talbot to Lletyharri via Grove Place, Oakwood Street, King Street & Ynys Y Gored	Port Talbot	Shared use	Primary	High
FR-PT-SU002	Port Talbot	Lletyharri to River Afan path, Lletyharri	Port Talbot	Shared use	Local	Medium
FR-PT-SU003	Port Talbot	Velindre to Cwmafan Road (B4286)	Port Talbot	Shared use	Primary	Medium
FR-PT-SU004	Port Talbot	Route connecting Goytre to BrynRoute connecting Goytre to Bryn	Bryn and Cwmavon , Tai-bach , Port Talbot	Shared use	Primary	Low
FR-PT-SU005	Port Talbot	Wildbrook to Tan Y Groes Place, Taibach	Tai-bach	Shared use	Local	Medium
FR-PT-SU006	Port Talbot	Wildbrook to Dyffryn Road via Conduit Place & Conduit Street, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU007	Port Talbot	Park View, Port Talbot to Dyffryn Road via M4, Taibach	Tai-bach , Port Talbot	Shared use	Secondary	High
FR-PT-SU008	Port Talbot	Jenkins Terrace, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU009	Port Talbot	Incline Row to Dyffryn Road, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU010	Port Talbot	Dyffryn Road to Central Road via Woodfield Street, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU011	Port Talbot	Commercial Road to Theodore Road, Taibach	Tai-bach , Port Talbot	Shared use	Secondary	High
FR-PT-SU012	Port Talbot	Margam Road (A48) to Harbour Way (A4241) via Penrhyn Street & Central Road, Taibach	Margam , Tai-bach	Shared use	Secondary	Medium
FR-PT-SU013	Port Talbot	Prince Street, Taibach	Tai-bach	Shared use	Local	Medium
FR-PT-SU014	Port Talbot	Dyffryn Road, Taibach to Ty Fry Road, Margam via Margam Road (A48)	Tai-bach	Shared use	Primary	High
FR-PT-SU016	Port Talbot	Ty Fry Road, Margam to Margam Road, Taibach via Wern Road, Geifr Road, Penderyn Avenue, Groeswen Park &	Tai-bach	Shared use	Local	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
		Groes Wen Lane, Taibach				
FR-PT-SU017	Port Talbot	Abbots Close to Ty Fry Road & Landore Avenue via Margam Road, Margam	Margam , Tai-bach	Shared use	Primary	Medium
FR-PT-SU018	Port Talbot	Abbots Close, Margam to Harbour Way, Port Talbot via Margam Road, Tollgate Road, Morfa Road, Saltoun Street & Knights Road, Taibach	Margam , Tai-bach	Shared use	Primary	High
FR-PT-SU019	Port Talbot	Harbour Way (A4241), Margam	Margam	Shared use	Primary	Medium
FR-PT-SU020	Port Talbot	Cefn Gwrgan Road, Margam	Margam	Shared use	Secondary	Medium
FR-PT-SU021	Port Talbot	Brynhyfryd to Abbots Close (NCN 4), Margam	Margam	Shared use	Secondary	Medium
FR-PT-SU022	Port Talbot	Margam to Pyle via Margam Road & Pyle Road (A48),	Margam , Pyle Unknown	Shared use	Primary	Medium
FR-PT-SU023	Port Talbot	Forge Road to Oakwood Street, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU024	Port Talbot	Mansel Street, Port Talbot	Port Talbot	Shared use	Local	High
FR-PT-SU025	Port Talbot	Prior Street, Port Talbot to Port Talbot Shopping Centre	Port Talbot	Shared use	Secondary	High
FR-PT-SU026	Port Talbot	Station Road, Port Talbot to Port Talbot Shopping Centre	Aberavon , Port Talbot	Shared use	Secondary	High
FR-PT-SU027	Port Talbot	Station Road, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU028	Port Talbot	Cramic Way to Heilbron Way (A48), Port Talbot	Aberavon , Margam	Shared use	Secondary	High
FR-PT-SU029	Port Talbot	Heilbronn Way (A48), Port Talbot	Aberavon , Margam , Port Talbot	Shared use	Secondary	High
FR-PT-SU030	Port Talbot	Port Talbot Station Link, Port Talbot#	Margam , Port Talbot	Shared use	Secondary	High
FR-PT-SU031	Port Talbot	Station Road to Station, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU032	Port Talbot	Talbot Road (A48), Port Talbot	Port Talbot	Shared use	Primary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU033	Port Talbot	Broad Street to Talbot Road (A48), Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU034	Port Talbot	Water Street to Harbourside Road (A4241) via Green Park Street, Port Talbot	Aberavon	Shared use	Secondary	High
FR-PT-SU035	Port Talbot	Green Park Street, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU036	Port Talbot	Water Street (A4241) to The Princess Margaret Way, Aberavon via Ysguthan Road & Victoria Road, Aberavon	Aberavon , Sandfields East	Shared use	Secondary	Medium
FR-PT-SU037	Port Talbot	The Princess Margaret Way to Vivian Park Drive via Dalton Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU038	Port Talbot	Farm Drive to Dalton Road via Severn Crescent & Swn Y Mor, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU039	Port Talbot	Moorland Road to Dalton Road via Romney Road, Aberavon	Sandfields East	Shared use	Local	Medium
FR-PT-SU040	Port Talbot	Moorland Road to The Princess Margaret Way via Bevin Avenue, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU041	Port Talbot	Victoria Road, Aberavon to Southdown Road, Sandfields via Hospital Road, Park Drive & Acacia Avenue, Aberavon	Sandfields East , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU042	Port Talbot	Newbridge Road, Aberavon link to Riverside Road, Port Talbot	Sandfields East , Margam	Shared use	Primary	Medium
FR-PT-SU043	Port Talbot	Afan Way (A4241) to Newbridge Road, Aberavon via Harvey Crescent	Sandfields East	Shared use	Primary	Medium
FR-PT-SU044	Port Talbot	Afan Way (A4241) extension to Victoria Road, Aberavon avoiding overpass	Sandfields East	Shared use	Local	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU045	Port Talbot	Water Street (A4241) to Neath Port Talbot Hospital via Corporation Road, Julian Terrace & Rhodes Avenue, Port Talbot	Aberavon	Shared use	Primary	Medium
FR-PT-SU046	Port Talbot	Corporation Road Roundabout to Newton Avenue via Bailey Street, John Street & Hopkin Street, Port Talbot	Aberavon	Shared use	Local	Medium
FR-PT-SU047	Port Talbot	Afan Way (A4241) to Rhodes Avenue via Pendarvis Street & Brwyna Avenue, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU048	Port Talbot	Newton Avenue, Port Talbot	Aberavon	Shared use	Local	Medium
FR-PT-SU049	Port Talbot	Afan Way to Julian Terrace via Frederick Street & Lilian Street, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU050	Port Talbot	Pendarvis Terrace, Aberavon	Aberavon	Shared use	Secondary	Medium
FR-PT-SU052	Port Talbot	The Princess Margaret Way, Sandfields	Sandfields West	Shared use	Local	Medium
FR-PT-SU053	Port Talbot	Scarlet Avenue to The Princess Margaret Way, Sandfields	Sandfields East , Sandfields West	Shared use	Primary	Medium
FR-PT-SU054	Port Talbot	Purcell Avenue to Handel Avenue to Seaway Parade, Sandfields	Baglan , Sandfields West	Shared use	Primary	Medium
FR-PT-SU055	Port Talbot	Western Avenue, Sandfields	Sandfields East , Sandfields West	Shared use	Local	Medium
FR-PT-SU056	Port Talbot	Dalton Road to The Princess Margaret Way, Aberavon	Sandfields East	Shared use	Primary	Medium
FR-PT-SU057	Port Talbot	Farm Drive, Sandfields	Sandfields East , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU058	Port Talbot	Golden Avenue, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU059	Port Talbot	Golden Avenue to Purcell Avenue via Citrine Avenue, Silver	Sandfields West	Shared use	Secondary	Medium



Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
		Avenue & Parry Road, Sandfields				
FR-PT-SU060	Port Talbot	Southdown Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU061	Port Talbot	Southdown Road Roundabout, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU062	Port Talbot	Fairway, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU063	Port Talbot	Southdown Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU064	Port Talbot	Southdown Road to Afan Way (A4241), Sandfields	Aberavon , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU065	Port Talbot	Southdown View, Sandfields to Village Road, Port Talbot via footbridge	Aberavon , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU066	Port Talbot	Southville Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU067	Port Talbot	Christchurch Road to Neath Port Talbot Hospital via Aberavon Road, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU068	Port Talbot	Baglan Way, Port Talbot	Aberavon	Shared use	Primary	Medium
FR-PT-SU069	Port Talbot	Seaway Parade (A4241) to Neath Port Talbot Hospital via Baglan Way, Port Talbot	Aberavon	Shared use	Primary	High
FR-PT-SU070	Port Talbot	Village Road, Baglan	Aberavon	Shared use	Primary	Medium
FR-PT-SU071	Port Talbot	Village Gardens to Village Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU072	Port Talbot	Village Gardens to Baglan Moors Health Centre, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU073	Port Talbot	Windsor Village, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU074	Port Talbot	Cathedral Way, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU075	Port Talbot	Moor Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU076	Port Talbot	Village Road to Moor Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU077	Port Talbot	Seaway Parade (A4241) to Central Avenue, Baglan	Baglan , Sandfields West	Shared use	Primary	High
FR-PT-SU078	Port Talbot	Village Road to Seaway Parade (A4241), Baglan	Aberavon , Baglan	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU079	Port Talbot	Sunnycroft to Seaway Parade (A4241), Baglan	Baglan	Shared use	Primary	High
FR-PT-SU080	Port Talbot	Sunnycroft Roundabout to Baglan Way via Seaway Parade (A4241), Baglan	Aberavon , Baglan	Shared use	Primary	High
FR-PT-SU081	Port Talbot	Baglan Road (A48) to Heilbron Way (B4286), Baglan	Aberavon , Baglan , Port Talbot	Shared use	Primary	High
FR-PT-SU082	Port Talbot	Prior Street link to Forge Road, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU083	Port Talbot	Sunnycroft Roundabout, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU084	Port Talbot	Pinewood Terrace, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU085	Port Talbot	Old Road to Sunny Mount via WilLow Way & Glan Hafren, Baglan	Baglan	Shared use	Primary	Medium
FR-PT-SU086	Port Talbot	Elmwood Road to Baglan Primary School, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU087	Port Talbot	Baglan Primary School to Blaenbaglan Primary School via Lodge Drive, WilLow Grove & Maes Ty Canol, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU088	Port Talbot	Old Road to Neath Road (A474) via Swan Road, Baglan	Baglan , Briton Ferry East	Shared use	Primary	Medium
FR-PT-SU089	Port Talbot	Brunel Way to Seaway Parade via Baglan Energy Park, Baglan	Baglan , Briton Ferry West , Sandfields West	Shared use	Secondary	Low
FR-PT-SU090	Port Talbot	Victoria Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU091	Port Talbot	Dalton Road to Victoria Road via Moorland Road & Sandown Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU092	Port Talbot	Knights Road to Ty'r Groes Drive via Landore Avenue, Ty Fry Road, Bertha Road & College Green, Margam	Margam , Tai-bach	Shared use	Secondary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU093	Port Talbot	Christchurch Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU094	Port Talbot	Abbeyville Avenue, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-W001	Port Talbot	Farm Drive, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W003	Port Talbot	Sunnybank Road, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W004	Port Talbot	Newbridge Road to Moorland Road via Lake Road, St Paul's Road & Sunny Road, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W005	Port Talbot	Dickens Avenue, Aberavon	Sandfields East	Walking	Local	Medium
FR-PT-W006	Port Talbot	Newbridge Road to Aberavon Promenade via Darwin Road, Mariners Point & Mariners Quay, Aberavon	Sandfields East	Walking	Primary	Medium
FR-PT-W007	Port Talbot	Moorland Road, Aberavon	Aberavon , Sandfields East	Walking	Secondary	Medium
FR-PT-W008	Port Talbot	Afan Way (A4241) to Vivian Park Drive via Poplars & Subway	Aberavon , Sandfields East	Walking	Secondary	Medium
FR-PT-W009	Port Talbot	Water Street (A4241) to Aberafan Shopping Centre, Port Talbot	Aberavon	Walking	Secondary	High
FR-PT-W010	Port Talbot	Bailey Steet toward Port Talbot Town, Port Talbot	Aberavon	Walking	Secondary	Medium
FR-PT-W011	Port Talbot	Glan Hafren to Baglan Primary School, Port Talbot	Aberavon	Walking	Secondary	High
FR-PT-W012	Port Talbot	Vivian Park Drive, Aberavon	Sandfields East Unknown	Walking	Secondary	Medium
FR-PT-W013	Port Talbot	Plas Newydd, Baglan	Aberavon	Walking	Secondary	Low
FR-PT-W014	Port Talbot	Church Road, Baglan	Baglan	Walking	Secondary	Medium
FR-PT-W015	Port Talbot	Fairwood Drive to Elmwood Bank, Baglan	Baglan	Walking	Secondary	Medium
FR-PT-W016	Port Talbot	Park View to Pen Y Cae via Connaught Street & Talcennau Road, Port Talbot	Port Talbot	Walking	Local	Medium
FR-PT-W017	Port Talbot	Abbey Road (A4107) to Beverley Street via Connaught Street, Port Talbot	Port Talbot	Walking	Local	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-W018	Port Talbot	Evelyn Terrace to Tan Y Groes Street to Beverley Street to Grange Street, Port Talbot	Port Talbot	Walking	Local	High
FR-PT-W019	Port Talbot	Manor Street, Port Talbot	Port Talbot	Walking	Local	High
FR-PT-W020	Port Talbot	Oakwood Street, Port Talbot	Port Talbot	Walking	Secondary	High
FR-PT-W021	Port Talbot	Heilbronn Way (A48) to Cramic Way via Port Talbot Parkway	Margam , Port Talbot	Walking	Primary	High
FR-PT-W022	Port Talbot	Commercial Road to Dyffryn Road via Caradog Street & Constant Road, Taibach	Tai-bach	Walking	Secondary	High
FR-PT-W023	Port Talbot	Incline Row, Taibach	Tai-bach	Walking	Secondary	High
FR-PT-W024	Port Talbot	Earl Road, Margam	Tai-bach	Walking	Local	Medium
FR-PT-W025	Port Talbot	Margam Road (A48) to Afan College, Margam	Margam	Walking	Local	Medium
FR-PT-W026	Port Talbot	Pen Y Cae Road, Port Talbot to subway	Port Talbot	Walking	Local	Medium
FR-RES-SU001	Resolven	Glyn-Neath Road, Glyn-Neath	Resolven	Shared use	Primary	Medium
FR-RES-SU002	Resolven	Commercial Road (B4464), Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU003	Resolven	Clydach Avenue, Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU004	Resolven	Neath Canal, Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU005	Resolven	Cwmgrach to Melin courtCwmgrach to Melin court	Resolven	Shared use	Secondary	Low
FR-RES-W001	Resolven	John Street, Resolven	Resolven	Walking	Secondary	Medium
FR-RES-W002	Resolven	Neath Road (B4434), Resolven	Resolven	Walking	Secondary	Medium
FR-RES-W003	Resolven	Neath Road (B4434), Resolven	Resolven	Walking	Secondary	Medium
FR-RES-W004	Resolven	Ynys Fach Avenue, Resolven	Resolven	Walking	Local	Medium
FR-CRY-C001	Seven Sisters	Seven Sisters to Crynant	Crynant , Seven Sisters	Cycling	Primary	Medium
FR-SEV-SU001	Seven Sisters	Brynhyfryd Terrace to Heol Y Felin (A4109), Seven Sisters	Seven Sisters	Shared use	Primary	Medium
FR-SEV-SU002	Seven Sisters	Dulais Road & Church Road (A4109) to Martyns Avenue, Seven Sisters	Seven Sisters	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-SEV- W001	Seven Sisters	Church Road (A4109) to High Street, Seven Sisters	Seven Sisters	Walking	Secondary	Medium
FR-SEV- W002	Seven Sisters	Heol Hen to Blaendulais Primary School, Seven Sisters	Seven Sisters	Walking	Local	Medium

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