



**REGENERATION AND SUSTAINABLE DEVELOPMENT CABINET
BOARD**

25 JUNE 2021

**IMMEDIATELY FOLLOWING CABINET SCRUTINY COMMITTEE
FRIDAY**

VIA TEAMS

**ALL MOBILE TELEPHONES TO BE SWITCHED TO SILENT FOR THE
DURATION OF THE MEETING**

PART 1

1. Appointment of Chairperson
2. Welcome and Roll Call
3. Chair Announcements
4. Declarations of Interest
5. Minutes of Previous Meeting (*Pages 3 - 6*)
6. Active Travel (Wales) Act 2013: Consideration of requirements for the Consultation Draft Active Travel Network Map (ATNM) for Neath Port Talbot and the publication / consultation procedures to be implemented (*Pages 7 - 110*)
7. Forward Work Programme 2021/2022
8. Urgent Items
Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Statutory Instrument 2001 No 2290 (as amended).

9. Access to Meetings
To resolve to exclude the public for the following items pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290 and the relevant exempt paragraphs of Part 4 of Schedule 12A to the Local Government Act 1972.

PART 2

10. Former Liberal Club, Orchard Street, Neath (Exempt under Paragraph 14) (*Pages 111 - 120*)
11. Former Dyffryn Lower School, Port Talbot (Exempt under Paragraph 14) (*Pages 121 - 132*)
12. Port Tennant Company Ltd v Neath Port Talbot County Borough Council (Exempt Under Paragraph 14) (*Pages 133 - 160*)
13. Renewal of Lease - Lonlas Village Workshops, Skewen, Neath (Exempt under Paragraph 14) (*Pages 161 - 174*)

K.Jones
Chief Executive

Civic Centre
Port Talbot

18 June 2021

Regeneration and Sustainable Development Cabinet Board
Members:

Councillors. L.Jones and A.Wingrave

EXECUTIVE DECISION RECORD

14 MAY 2021

REGENERATION AND SUSTAINABLE DEVELOPMENT CABINET BOARD

Cabinet Members:

Councillors: A.Wingrave and P.A.Rees

Officers in Attendance:

S.Brennan, P. Jackson, K.Davies, N.Headon and N.Jones

Scrutiny Invitee:

Councillor R.Taylor (Vice Chair)

1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor A.Wingrave be appointed Chairperson for the meeting.

2. **DECLARATIONS OF INTEREST**

No declarations of interest were received.

3. **MINUTES OF PREVIOUS MEETING**

That the minutes of the 16 April 2021 be approved.

4. **PROPOSED WATERFALL COUNTRY PARK AND RIDE PILOT**

Decision:

Having given due regard to the circulated first stage Integrated Impact Assessment, the delivery of the Waterfall Country Park and Ride Pilot project to run on Saturdays, Sundays and Bank Holiday Mondays during the 2021 school summer holiday period, be approved.

Reasons for Decision:

By delivering this pilot project we would be able to establish if these measures offer significant opportunities to relieve parking pressures within the village of Pontneddfechan. Relieving these pressures have the potential to improve the quality of life of local residents

Implementation of Decision:

The decision will be implemented after the three day call in period.

5. **EXAMINATION BY AUDIT WALES INTO THE COUNCIL'S REGENERATION SERVICE AS PART OF ITS WELL BEING OBJECTIVES**

Decision:

Having given due regard to the first stage of the Integrated Impact Assessment, the report be noted.

6. **FORWARD WORK PROGRAMME 2021/2022**

Decision:

That the Forward Work Programme be noted.

7. **ACCESS TO MEETINGS**

RESOLVED: That pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290, the public be excluded for the following item of business which involved the likely disclosure of exempt information as defined in Paragraph 14 of Part 4 of Schedule 12A to the Local Government Act 1972.

8. **PORT TALBOT PERIPHERAL DISTRIBUTOR ROAD PHASE 2 - PAYMENT OF COMPENSATION UNDER THE PROVISIONS OF PART 1 OF THE LAND COMPENSATION ACT 1971 (EXEMPT UNDER PARAGRAPHS 12 & 14)**

Decision:

Having given due regard to the circulated first stage Integrated Impact Assessment, the payment of the compensation sum to the affected party as set out in the private circulated report, be approved.

Reason for Decision:

To pay compensation as a result of the Port Talbot Peripheral Distributor Road Phase 2 Scheme.

Implementation of Decision:

The decision will be implemented after the three day call in period.

CHAIRPERSON

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

Regeneration and Sustainable Development Cabinet Board 25th June 2021

Report of the Head of Planning and Public Protection Ceri Morris

Matter for Decision

Wards Affected: All Wards

Active Travel (Wales) Act 2013: Consideration of requirements for the Consultation Draft Active Travel Network Map (ATNM) for Neath Port Talbot and the publication / consultation procedures to be implemented.

Purpose of the Report

To agree the Consultation Draft Active Travel Network Map (Existing and Future Routes) for Neath Port Talbot; and to authorise the publication and consultation procedures to be implemented for the forthcoming public consultation.

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 Active Travel Network Maps will need to be submitted by 31st December 2021.

Following an initial period of consultation, the Council's ATNM has been reviewed and a new Consultation Draft ATNM has been 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. The Council is now required to further consult on the map to determine whether it is fit for purpose.

This report therefore seeks endorsement of the Consultation Draft ATNM, and the approval of the publication and public consultation arrangements to be implemented.

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 identified in Neath Port Talbot include: **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 mainly 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 27th February 2018. The approved maps are available on the Council's website alongside an 'Interactive Active Travel Map' facility:

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 consider it appropriate to extend the submission of the next round of Active Travel Network Maps to 31st December 2021.

The Council's ATNM has been reviewed, taking into account comments received from the public and interested parties, and a new Consultation Draft ATNM has been prepared. This sets 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 considers should be developed and added to the Active Travel network.

Following an initial stage of consultation, the Council is now required to undertake a formal 12 week consultation on the map enabling comments to be submitted and considered and changes made where appropriate in order to ensure that the ATNM is fit for purpose.

Active Travel Network Map: Methodology

The methodology applied to the preparation of the draft ATNM has been developed in collaboration with Sustrans and other Local Authorities in Wales, in order to ensure that a consistent approach is taken across administrative boundaries.

To date, the draft ATMN has been informed and based on the outputs of the following four work stages:

- *Stage 1 – First consultation (Nov 20 - Jan 21);*
- *Stage 2 – Auditing of existing routes;*
- *Stage 3 – Information gathering and journey mapping; and*
- *Stage 4 – Prioritisation.*

Stage 1 – First Consultation (Nov 20 - Jan 21)

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

The consultation was widely advertised including:

- Radio campaign;

- Social media campaigns (including Twitter, Facebook and Instagram);
- South Wales Evening Post campaign;
- Posters on digital boards in bus stations;
- NPT website, as well as advertisements or webpages on the websites of: CVS; In Your Area; South Wales Evening Post; The Wave; and Swansea Sound;
- Posters were placed in leisure centres, libraries, health centres and civic centres;
- Information was sent to the NPT Citizens Panel;
- Articles were placed in 'In The Loop' and the NPT residents newsletter (which went out to 1868 residents);
- Information was sent to all schools in Neath Port Talbot;
- Information was sent to key stakeholders such as Royal National Institute of Blind People (RNIB), Enfys¹, Local Access Forum, cycle clubs and adjoining authorities.

The comments received from the first consultation were categorised into *Strategic Comments* (comments that relate to the strategic network itself), *Permanent Infrastructural Comments* (comments about site specific built environment features) or *Temporary Interactions Comments* (comments about temporary or changeable features such as litter, obstructions or traffic levels etc.).

The Strategic comments from the first consultation can be viewed in Appendix 2, together with draft responses and proposed actions.

Stage 2 – Auditing of Existing Routes

The *Existing Routes* mapped do not show all walking and cycling routes across the County Borough, only those existing routes that provide for Active Travel journeys meeting the requirements set by Welsh Government.

35 existing routes that have previously not met Active Travel requirements have been re-audited. These are either routes that have had improvement works undertaken since the last revision of the maps, or are considered to be important routes. As a result:

- **10** routes are now considered to meet Active Travel requirements and have been added as *existing* routes.

¹ Enfys - <https://enfys.org/>

- **25** routes still do not meet Active Travel requirements and therefore will be included in the *future routes* map

The additional routes now classified as *existing* are:

- Residential / Commercial area to Dwr Y Felin Comprehensive School & Neath College.
- NCN47/NCN4 – Baldwin's Crescent (University Bay Campus).
- NCN47 Bridge near Industrial Estate – Industrial Estate, Melincryddan.
- Industrial Estate, Melincryddan NCN 47 Bridge Street.
- Angel Street to Dwr Y Felin Comprehensive School.
- Clydach to Cwmtawe School / Pontardawe Leisure Centre.
- Asda Roundabout (off-road section) to Ystalyfera (via NCN43).
- Godre'r Graig Village Route to Supermarket.
- NCN4 to Port Talbot Steel Works.
- NCN47 to Bridge Street, Neath town centre.

Stage 3 – Information Gathering and Journey Mapping

Information has been collected from a variety of sources to establish the Active Travel journeys that people are already making within Neath Port Talbot. Trip departure (e.g. residential areas) and destination points (e.g. employment, health care, education) were mapped to establish the main 'desire lines' that exist for both pedestrian and cycle routes within each settlement.

Other factors that were taken into account include the permeability of routes and whether they are easily accessed, barriers to walking and cycling, local knowledge and a strategic planning tool called 'Propensity to Cycle' Tool (PCT) (and the walking equivalent created by Sustrans) the data of which shows where people are travelling to and from and which routes would be most suitable if those journeys were undertaken by walking or cycling.

Stage 4 – Prioritisation

The proposed Active Travel networks will need to be 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 Design Guidance.

Using the Welsh Government Prioritisation Matrix as a guide, the routes will be 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 classified as a short term, medium term or long term aspiration. This exercise is currently ongoing and will be incorporated into the ATNM following the end of the 12 week formal consultation and prior to WG submission.

The full prioritisation matrix detailed in WG Active Travel Guidance will be taken into consideration when the Council applies for funding for specific routes.

Neath Port Talbot ATNM: Consultation Draft

The Consultation Draft ATNM is presented in Appendix 3. The ATNM extracts are split into two groups with 16 area plans showing Existing Routes and 16 showing 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.

Members should note that the ATNM is an aspirational document and not a commitment to deliver. However, 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 are realised as part of ongoing development, either directly or by means of financial contributions from developers.

The Consultation Draft ATNM includes the following total lengths of routes:

- Existing Cycling: 39.4km
- Existing Walking 34.48km
- **Total Existing: 73.88km**

- Future Combined 268.6km
- Future Cycling 14.04km
- Future Walking 41.37km

Total Future: 324.29km

Statutory Consultation: Procedures

The Council is required to formally consult on the ATNM with the purpose of the consultation being to determine whether it is fit for purpose.

In accordance with national guidance, the consultation will be held over a period of 12 weeks, commencing in late July 2021. The aim will be 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.

The consultation will be promoted and facilitated through a variety of means:

- A Press Release will be issued;
- A consultation will be hosted on the 'Commonplace' system;
- The Council's website will provide all relevant information and documentation;
- Information will be made available at the Civic Centres, libraries and health centres;
- Social media campaign;
- South Wales Evening Post campaign;
- Radio campaign;
- Correspondence will be 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;
- The Planning Policy team are working in collaboration with the Road Safety team to deliver a number of homework sessions in primary and secondary schools across Neath Port Talbot, this will feed into the consultation process.

In accordance with the Council's Welsh Language Scheme all publicity / communication will be bilingual. Responses will be in the language used by the respondent.

The maps will be available for purchase at a reasonable charge. In common with previous practice, it is suggested that the price be based on the cost of printing together with post and package at the prevailing cost. Electronic copies will be made available at no cost.

Timetable

The timetable for implementation is as follows:

- W/C 28th June 2021: maps to be submitted to Welsh Government for approval (prior to statutory consultation);
- July - October 2021: statutory consultation to take place (exact dates will be dependent on the date Welsh Government approve the maps for statutory consultation);
- 3rd December 2021: the proposed final maps will be submitted to Regeneration and Sustainable Development Cabinet Board; and
- 31st December 2021: final maps to be submitted to Welsh Government for approval.

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 Consultation Draft 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 Consultation Draft ATNM consultation has been prepared in accordance with the Welsh Language Standards (No. 1)) Regulations 2015 and the proposed consultation and its content embodies the principles of the regulations.

Biodiversity – The Consultation Draft 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 Consultation Draft 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 Consultation Draft ATNM involves only decisions about the routes to be included for public consultation together with the details of the consultation process. This report in itself therefore does not involve any strategic decision-making and consideration of the Socio-economic Duty is therefore not applicable in this case.

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 will enable valleys residents to have an input into the future provision of Active Travel routes in their communities.

Workforce Impacts

It is anticipated that the preparation 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 needs to undergo two rounds of consultation. This report outlines the results of the first public consultation on the ATNM (Stage 1: Nov 20 - Jan 21) and proposes an additional 12 week formal consultation (Stage 2) on the revised Consultation Draft ATNM.

Recommendations

That having considered the report and the outcome of the first stage Integrated Impact Assessment, it is resolved that:

1. The Consultation Draft ATNM summarised in the main body of the report and presented in Appendix 3 be agreed as forming the basis of consultation.
2. The engagement and consultation arrangements as set out in the report are implemented.

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: Strategic Comments & Responses
Appendix 3: Consultation Draft Active Travel Network Map

List of Background Papers

The Active Travel (Wales) Act 2013
Draft Active Travel Act Guidance- Welsh Government, February 2020
NPTCBC Active Travel Network Map (ATNM)

Officer Contact

Lana Beynon – Planning Policy Manager
Tel: 01639 686314 or e-mail: l.beynon@npt.gov.uk

Appendix 1: Integrated Impact Assessment (IIA) - First Stage

1. Details of the initiative

Initiative description and summary: Endorsement of the draft Revised Active Travel Network Map and ATNM consultation procedures.
Service Area: Planning Policy, Planning and Public Protection
Directorate: Environment and Regeneration

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

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

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

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 draft 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 draft 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 ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				As above, the draft Revised ATNM will not in itself have any significant impact on the promotion of the resilience of ecosystems since it does not propose any specific works or operations in itself.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The draft 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.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The draft 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.
Involvement - how people have been involved in developing the initiative	✓		The draft Revised ATNM has been developed in consultation with officers across the Council, elected members, adjoining authorities and the Welsh Government. This report seeks the endorsement of the draft Revised ATNM for full public consultation, which will allow further involvement of the general public, other bodies and organisations and stakeholders. This can then influence changes and amendments to the documents prior to further consideration through the council's democratic decision making process, and endorsement by the WG. These procedures will give a wide ranging opportunity for involvement across the county borough and beyond.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		As above, the consultation processes undertaken during the preparation of the draft Revised ATNM will ensure 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.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The draft 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. The consultation proposed in the report should help 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.

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
<p>Equalities – The draft 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>Welsh Language – The draft Revised ATNM consultation has been prepared in accordance with the Welsh Language Standards (No. 1)) Regulations 2015 and the proposed consultation and its content embodies the principles of the regulations.</p> <p>Biodiversity – The draft Revised ATNM will not have any effect on biodiversity since it does not propose any works or operations in itself.</p> <p>Well-being of Future Generation (5 ways of Working) – the draft 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	6 th May 2021
Signed off by	Ceri Morris	Head of Service	26 th May 2021

APPENDIX 2 – Active Travel Consultation: Strategic Comments and Responses

Barriers to Walking and Cycling: Comments

The following comments have been designated 'strategic comments' as they relate to journeys between places. 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 the number of agreements (i.e. likes or 'thumbs up' given by other respondents) that each comment received on the Commonplace Consultation website.

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.

Where have you placed your pin?	Any other comments?	Response	Comment/ Action	Agreements (Thumbs up / like) with Comment
Elias Drive	<p>Bryncoch as a cycling destination is pretty cut off from Neath and the surrounding areas.</p> <p>Pen-y-Wern Hill could be better laid out for cyclists. Rather than a central chevrons area, the edges of the road could be marked for cyclists and the road carriageways using the centre. This could be carried on towards Rhos/Pontardawe.</p> <p>Currently it's very dangerous for cyclists, as vehicles cannot pass due to the amount of islands. Often resulting in cars speeding past and cutting in before the island. There are also several poorly maintained drain covers, with some almost completely rusted away and wide enough for a bicycle wheel to drop into.</p> <p>The above suggestion would require the removal of the islands and chevrons.</p> <p>The flattest return commuter route to Swansea from Bryncoch, uses Longford Road to Longford and then towards Skewen and linking up to the cycle tracks at Lonlas. Longford Road adjacent to the Glyn Clydach Hotel is very poorly surfaced and often cars speed along it, which is very hazardous.</p> <p>The alternative footpath between Bryncoch and Longford is muddy, poorly lit and not well signposted. This path would benefit from resurfacing and lighting. There are no "accessible" footpaths between Bryncoch and Longford, but would offer residents of Bryncoch the most direct and flat commuter options to Swansea (via Skewen) should it be properly surfaced.</p> <p>The canal path between Neath and Jersey marine could become the most frequently used path for leisure and commuting between Neath and Swansea... If it were</p>	Many of these suggestions have been considered in the proposed route map.	This comment has been addressed in the development of the Future Routes Map.	16

	<p>better surfaced, lit and accessible. There are far too many obstacles and poor surfaces along it to commute all year round. It's possible to use during spells of dry weather.</p> <p>It's the flattest route, so could be used by people of all abilities.</p>			
Darwin Rd	The bridge that crossed the Afan was a vital part of the cycle route, it avoided the heavy traffic through that part of the estate. This needs to be reinstated.	A replacement route is being considered	This comment has been addressed in the development of the Future Routes Map.	15
Bryn	This cycle path is on a disused rail track between Bryn and Goytre and could be made a lot better. Further up the track in Bryn if the old railway tunnel could be reopened, this would link Maesteg with Port Talbot and make an excellent walking / cycle track.	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	12
Neath river non-existent crossing	I realize that this is unlikely and would be very expensive, but a pedestrian/cycling bridge here would transform the area, the seafront could be viable student accommodation and various commuting lines would actually be faster by active travel than car.	Unfeasible to deliver under the Active Travel Act	Not Feasible under Active Travel	12
Bridge Street	This could and should be Neath's central interchange for cycle traffic. It's perfect, it intersects the Neath and Tenant canals, an active travel bridge to the college and comprehensive school, it's connected to the town centre. It could connect Tonna, Briton Ferry, Skewen, and Longford all away from roads.		This comment has been addressed in the development of the Future Routes Map.	10
Mariners Point	A section of the main cycle route through Port Talbot takes you through streets and back lanes. We regularly cycle from our home near Aberafan Beach to Margam Park with our daughter. We can go so far on the cycle path that runs adjacent to the dual carriageway. Then you're routed through a residential area before coming back out on the approach road to the crematorium. Apart from the fact it can be awkward weaving through streets and barriers, it's littered with glass and a puncture risk for a couple of miles. In my personal opinion, it's wholly unsuitable and, at times, unsightly. It's also unlit in some areas. Cyclist would be far better served if the cycle route were to continue alongside the dual carriageway for its full length.		This comment has been addressed in the development of the Future Routes Map.	10

	There is no cycle / walking path from Gwaun Cae Gurwen to Pontardawe it would be really good to clear the old railway line and make a path to join to Pontardawe so we can access the other cycle / walking paths and it would be a lot safer than people walking /cycling down the main road		This comment has been addressed in the development of the Future Routes Map.	10
	A cycle path connecting Cwmgors to Pontardawe is much needed as there is no safe area for cycling		This comment has been addressed in the development of the Future Routes Map.	9
Newbridge Road	The bridge at end of Newbridge Road was an easy route to Town for shopping. Also my disabled son loved using the route in his wheelchair.	Work is being undertaken to establish a new route.	This comment has been addressed in the development of the Future Routes Map.	9
Dulais Road, Seven Sisters	Put some cycle paths in to join with Ystradgynlais/Ystalyfera through Seven Sisters as well as onto Glynneath / Resolven off road and roadside. Let alone along the valley from Aberdulais to Banwen and beyond. Use the closure of Nant Helen to join some of the dots. Happy to explain		This comment has been addressed in the development of the Future Routes Map.	9
Afan Valley Road, Cimla	There are two old railway lines that could link Tonmawr to Cimla and to Pontrhydyfen, please consider opening these back up, the cuttings are already there is only a matter of maintenance.		This comment has been addressed in the Future Routes Map.	8
	What an opportunity the opening of the Rhondda Tunnel would be, a huge benefit for both sides of the mountain, I would love to ride down to Aberafan or Swansea from the Rhondda on a safe cycling path, no doubt people would like to cycle the other way as well, can pick up the Taff Trail to Brecon or Cardiff, would be a huge tourist boost for South Wales	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	8
Cwmgors	There are no cycle routes from Gwaun Cae Gurwen, through Cwmgors down to Pontardawe. Also, the pavement ends just outside of the village of Cwmgors, so you are unable to walk safely to Pontardawe to link up with the walking/cycling routes. There is an old disused railway line from Gwaun Cae Gurwen to Abernant that could be converted for public use.		This comment has been addressed in the development of the Future Routes Map.	8

Gwaun-Cae-Gurwen to Pontardawe	In the summer, I regularly travel to and from work; G-C-G to Morriston Hospital; by bike. The road to Pontardawe is not a pleasant road to ride on due to the high volume and speed of vehicles passing. At some points vehicles cannot pass and so the drivers become impatient and pass dangerously close. I only travel when it is light, so the spring and summer because of this and because the road becomes waterlogged when it has rained. A path for walking and cycling from G-C-G/Cwmgors would address these issues and link to the network in Pontardawe.		This comment has been addressed in the development of the Future Routes Map.	8
Sustran's route stops at bridge across river Afan necessitating going through busy streets in town with heavy traffic and pollution. Either remove bridge and replace with new or make safe for walkers and cyclists only.	Needs sorting for access to walkers and cyclists across bridge.		This comment has been addressed in the development of the Future Routes Map.	8
Footpath adjacent to B and M Bargains	<p>Narrow pedestrian route through town centre.</p> <p>Regularly used by cyclists as official 887 route is indirect and runs in opposite direction and around the back of the shopping centre.</p> <p>There is a dead end turning point for loading bay next to the narrow path could possibly be used for cyclist's access or to widen footpath.</p> <p>This is a key route through town centre and a major pinch point and barrier to cycling to town centre from Aberavon/Sandfields/Baglan areas.</p>		This comment has been addressed in the development of the Future Routes Map.	8
Newbridge Road	The bridge that crosses the river Avan on Newbridge road which is closed off and is falling away, this used to be the cycle route. It's the safest way to the beach and keeps the cycle route off the main road.		This comment has been addressed in the development of the Future Routes Map.	8
Canal path Skewen to Neath	<p>I think it would be great to extend a bike track from Skewen into Neath town centre.</p> <p>I rode along the canal with my family in the summer to be met with boulders blocking the way and then anti-social drunks at bridge street which made me concerned for my family's safety. Is there any way an official and safe path can be made for a family ride to Neath town centre?</p>		This comment has been addressed in the development of the Future Routes Map.	7

Footpath & cycle track, Cwmllynfell	I use the existing routes most days for walking, but do not use the same routes for cycling due to restrictions caused by the kissing gates at Cefn Bryn Brain and Brynamman. I would like to take my children in a bike trailer on the cycle track but this is impossible. There is also no link that allows travel on a footpath/cycle track heading towards the cycle track in Ystalyfera. What cycle tracks are available are very short and have multiple barriers that restrict cycling on safe routes.		This comment has been addressed in the development of the Future Routes Map.	7
Cwmgors	This year has thrown many challenges at us, and we have seen the benefits of exercise and fresh air on both our mental and physical wellbeing. Therefore, I think it would be a brilliant idea to clear and extend the old railway line in Cwmgors, to create a path from the GCG/Cwmgors area to Pontardawe. The path from Brynamman to Ammanford works brilliantly, and is constantly being used. I believe that a similar path from Cwmgors to Pontardawe would be beneficial to the local residents.		This comment has been addressed in the development of the Future Routes Map.	7
Llwyn Road	To create a cycling / public footpath from GCG/Cwmgors to Pontardawe. The road connecting these villages is impossible to access unless you have got a car - it is not possible to travel from Cwmgors to Pontardawe on foot and the route is very dangerous to cycle. A path of this type would be very beneficial to the residents of GCG and Cwmgors.		This comment has been addressed in the development of the Future Routes Map.	7
Between Cwmgors and Pontardawe	From Gwaun Cae Gurwen to Pontardawe to link up with other cycling routes. Use the unused railway line.		This comment has been addressed in the development of the Future Routes Map.	7
Water Street GCG	A cycle route from GCG connecting Ammanford to Pontardawe great opportunity to use old railway line in place, similar to the Ammanford to Brynamman project		This comment has been addressed in the development of the Future Routes Map.	7

Bridge (Newbridge Road)	<p>Since the bridge closed walkers, runners and cyclists have to divert down Newbridge Road, turn right into Victoria Road (a very busy area for traffic) and get across the traffic lights/junction of the busy A4241 and head across the busy road twice to end up the other side of Riverside Road. It can be very risky and dangerous at times, especially for cyclists who have to cycle on the main road.</p> <p>When the bridge was open it was an integral part of the cycle route and people could stay out of the way of the congested area. A bridge repair or replacement would be a significant boost to people who use the coastal path route through Port Talbot at a time when so many people are walking, cycling and running.</p>		This comment has been addressed in the development of the Future Routes Map.	7
Gwyn Terrace Crynant	There is no safe way to walk or cycle in or out of Crynant. I am aware of other schemes where a cycle / walking path has been placed alongside a railway line to provide a safe route (Exe estuary). Please could this be considered?		This comment has been addressed in the development of the Future Routes Map.	7
24 Heol Las Fawr	Ystradgynlais has fantastic cycle/walking paths but living in Crynant I can't connect to them safely a path could be constructed over common land towards Ystradgynlais then connect up to a current cycle path through forestry land .I'm sure this would get people who are locked inside our village on their bikes again.		This comment has been addressed in the development of the Future Routes Map.	7
Main road	Create a cycle path/pedestrian walkway through the Dulais valley. Currently there is no pedestrian access in or out of Crynant at any route. Making journeys as simple as going to the doctors impossible to travel unless by car due to the dangers of the roads without pavement. Causing un-needed pollution.		This comment has been addressed in the development of the Future Routes Map.	7
Croft Road	Access by foot over the B4434 bridge into Neath Town Centre is very poor - if you are on the downstream side of the bridge then you have to cross the busy road emerging from the one way system. This should be a key pedestrian gateway into Neath.	Proposed route included	This comment has been addressed in the development of the Future Routes Map.	7
A48	Very dangerous as cars are travelling at 60-70mph and there is no safety buffer between the cars and pedestrians or cyclists. Families use this path to walk/cycle to Margam Park and Port Talbot. It needs a safety barrier and widening of the path.		This comment has been addressed in the development of the Future Routes Map.	7

Neath road, south end of Crynant	There is no safe way other than driving to get in and out of Crynant due to a narrow bridge, and narrow road with sharp corners with steep restrictive sides limiting access to the colliery museum and forestry only a few hundred yards away to having to drive there		This comment has been addressed in the development of the Future Routes Map.	7
Dan y Coed, Tonmawr	There is no safe route out of the village of Tonmawr. Not even a roadside pavement. There are paths marked on the OS map that are completely impassable (totally overgrown with brambles and trees, impossible to follow, leading nowhere). There is no way to walk or cycle from the village other than walking on the carriageway of a dangerous road. I feel it is an urgent matter to provide some car-free way of entering and leaving the village.		Tonmawr is outside an Active Travel built up area, unless a 'need' can be demonstrated it is not feasible under the Active Travel Act. Alternative funding could be sought.	7
Rhos	There's no safe way to cycle from Pontardawe to Neath. I live in Rhos and travel to work by train but the route from Rhos to Neath to cycle is dangerous so I drive		This comment has been addressed in the development of the Future Routes Map.	7
Tennant Canal - Neath Abbey to Neath	This could be a great asset to link Neath Abbey & Skewen to Neath Town Centre. The underpasses are pretty good and the path mostly needs widening as has been done so well at Briton Ferry!	.	This comment has been addressed in the development of the Future Routes Map.	7
Cycle route at Cwmllynfell	The existing cycle route is poor as there are too many gates and obstructions, and it needs linking to other areas such as lower Brynamman (passing through Carmarthenshire) and Route 43 at Ystalyfera (passing through Powys). This would enable walking and cycling to Tesco Glanrhyd, and Ammanford, Asda Ystalyfera. And to schools such as YG Ystalyfera and workplaces.		This comment has been addressed in the development of the Future Routes Map.	7
B4282	There's no pavement on this road past a certain point. As much as I love the Bryn-Goytre bridleway, I'd like to be able to walk to Cwmafan safely too	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	6

Neath railway	The Neath railway line is now unused it would make a perfect dedicated cycle track from Cwmgwrach to Neath. It would need a tarmac surface, which could have 2 lanes or more such as a fast lane for competitive cyclists and a slow lane for leisure cyclists. The possibilities would be amazing. Please do not let such a resource of the past be available for the future	Alternative alignment is on the map between Cwmgwrach and Neath.	This comment has been addressed in the development of the Future Routes Map.	6
Rhondda tunnel	Will be missing a great opportunity if this tunnel is not opened.		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	6
Purcell Ave	Purcell Ave/Handel Ave is part of the national cycling route. However the road surface and double parked cars from workers in nearby factories make this a bit more dangerous. You could make a dedicated cycle path on the grass verge between Purcell and factory Road so that our children could cycle/walk to school in safety.		This comment has been addressed in the development of the Future Routes Map.	6
Parish path from Pontardawe to Rhydyfro	The footpath has been closed because it is dangerous. It should be made safe for all to use!!		This comment has been addressed in the development of the Future Routes Map via an alternative route.	6
A474	You cannot get from GCG, Cwmgors or Tairgwaith to Pontardawe without motor transport. A474 is dangerous with no footway or even usable verges. We need a path perhaps along the old rail line so that people can use active travel options and get to NPT network		This comment has been addressed in the development of the Future Routes Map.	6
on the A474	A474 is a dangerous fast road connecting Pontardawe and the Upper Amman Valley in the County Borough of Neath Port Talbot. The route is unlit, no walkway and is 7 miles in length to Cwmtawe School. The surrounding area have linking cycle paths Pontardawe to Swansea, Pontardawe to Brecon Beacon, Carmarthenshire from Upper Brynamman to Ammanford to Pembrokeshire the other way Upper Brynamman to Cwmllynfell to Pontardawe the missing link is Pontardawe to Gwaun Cae Gurwen. What is relevant is to apply a safe route to walk and cycle or an alternative route on the disused railway line working with partners.		This comment has been addressed in the development of the Future Routes Map.	6

Abernant Road	There has never been a safe pedestrian route from Cwmgors to Pontardawe, the road that connects the 2 villages is not safe for pedestrians. The route is also not ideal for cyclists and a safer route is much sought after.		This comment has been addressed in the development of the Future Routes Map.	6
A474	Total death trap - NPT should be SO ashamed that unless you're in a vehicle there is simply NO SAFE WAY to travel between our valley & Pontardawe & beyond!! Especially when there is a disused railway along most of this route!! Thank the Lord - but no thanks to NPT - no walkers, cyclists, have been injured or worse (horse riders & pram pushers would have no chance (though I once rescued a mother & child who'd broken down). If NPT really are serious about these improvements?? This Must be a priority - Come on NPT - do the right thing!!!		This comment has been addressed in the development of the Future Routes Map.	6
Rockingham Terrace & Railway Terrace	This would be a really good link for the community, to link to the paths & NCN4 to the south. An off-road cycle path would provide a link to the doctor's surgery that was moved out of Briton Ferry, also to Bay Baglan, which was also moved out of the town. Thanks!		This comment has been addressed in the development of the Future Routes Map.	6
Cefni Coed Colliery Museum	If we are to encourage the use of the museum, a walking route or path and integration of cycle routes would be a great step towards this. Currently, there's no way to safety travel to the site as a pedestrian.		This comment has been addressed in the development of the Future Routes Map.	6
Road outside Cwrt Herbert	This road is really uncomfortable to cycle on especially with the stone wall on your left there is nowhere to go for close passing vehicles. Really it would be great if a full off road path could be constructed through Dwr Y Felin. There is one by Cwrt Herbert but then it abandons you.		This comment has been addressed in the development of the Future Routes Map.	6

24 Twynyrefail Place	I have lived in the village all my life and I have always experienced barriers to access links. Being a keen walker/runner and conscious that physical activity is important for both physical and mental health I personally would benefit from a cycle/walking route from the village to Pontardawe that will align us to other established routes. I am a Neath Port Talbot resident and am disappointed to have to cross the border to Carmarthenshire to use a cycle/walking route. Introducing a cycle/path in this area would align to the Government's current Strategy document - see link below. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918442/cycling-walking-investment-strategy.pdf		This comment has been addressed in the development of the Future Routes Map.	6
Sgwd Gwladus trail	It is difficult to walk from Glynneath to Pontneddfechan, especially at popular times for visitors. There is only one narrow footpath which is regularly parked on & people have to drive to get to the shops in Glynneath or drive to Pontneddfechan from Glynneath adding to the parking issues, it is not encouraging walking or cycling.	New Active Travel Route proposed.	This comment has been addressed in the development of the Future Routes Map.	6
Adjacent to St Illtyd's Church, Llantwit	There is an extremely long gap in access to the Neath Canal towpath between the town centre and Tonna Lock. Providing a bridge over the canal (connecting to the waterworks access lane alongside Llantwit Parish Church) would vastly improve access for local residents, as well as providing circular walking routes via the cemetery and the Gnoll Country Park.	Agree with the comment but there is no public access at this point.	This comment has been addressed in the development of the Future Routes Map.	6
Morgans Terrace	Adding easy to navigate non MBT cycle path connections to Neath would improve the safety and encourage the use of cycling as an alternative to road transport. At the moment you have to navigate busy and dangerous roads to cycle to Neath, which for children and parents is too dangerous. Improved safety on road access through Ponrhydyfen and Sardis Hill would encourage more cyclists and pedestrians, at present the speed traffic go through Ponrhydyfen is terrifying and the so called traffic calming measures put in place are laughable and have done nothing to reduce speeds or traffic congestion. Ideally reinstating the schools or at least one school in the villages of Oakwood, Ponrhydyfen, Efail Fach and Tonmawr would be the best option with regards to road safety, congestion and reducing the road trips made as the majority of children would be able to walk or easily cycle to school thus improving not only their health but the health of their parents as well as the air quality in the local area.		This comment has been addressed in the development of the Future Routes Map.	6

Abergarwed	It would be nice and beneficial to be able to walk/cycle from Neath to Glynneath without having to use the road--along a vastly underused towpath, like a linear country park. Some repair works at Resolven have recently been carried out--to good effect- --and to join it all up would be very worthwhile.		This comment has been addressed in the development of the Future Routes Map.	6
Sa126td	Access to Aberafan beach via wales costal path avoid the main traffic roads on Baglan way through industrial estates		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	5
	I urge the council to continue to support the reopening of the Rhondda Tunnel between Blaengwynfi and Blaencwm	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	5
By the cricket field at top of Cimla beyond Cefni Saeson	There is NO safe route from Cimla to Afan Argoed. Opposite Cimla Cricket fields the is a road/path that goes past farm's (T Bones etc.) that takes you down towards Efail Fach/ colliers. This then links on another cycle path Afan Argoed. This would be a great safe official cycle route. The mail road is very dangerous for cyclists		This comment has been addressed in the development of the Future Routes map.	5
Canal Abergarwed	There needs to be link between the canal at Abergarwed to Resolven for cycling and walking	Route takes alternative alignment.	This comment has been addressed in the development of the Future Routes Map.	5
A474	There is no safe access other than motor vehicles to travel from GCG to Pontardawe. Lots of paths available in Pontardawe so can get to Swansea, Neath and anywhere on the bay once there but can't get there. Active travel is not available to our valley unless we travel into Carmarthenshire. We have a bridle path on the Gyred Mountain and others on the Barran Mountain that we can't access as A474 is so dangerous. Our children ride at Park Howard Pony Club but can't go anywhere to hack as the road prevents due to traffic and lack of verges or any safety. Cyclists take their life in their hands if they ride on the A474 to get to Pontardawe. This path to Pontardawe is needed. Local people would fundraise to assist.		This comment has been addressed in the development of the Future Routes Map.	5

Disused Railway Line	We have a disused coal railway line from Gwaun Cae Gurwen to the old Abernant colliery, which passes through Cwmgors. The line is currently filled in with large stones and is very difficult to walk on, and the old sleepers still remain in places which are slippery when wet. If this line was filled in properly with tarmacadam it would be an ideal walkway for the locals to exercise without walking along the pavements on the main road and being subjected to the fumes from the vehicles, as well as the traffic noise. It's crying out for updating.		This comment has been addressed in the development of the Future Routes Map.	5
A474	A walk path or cycle path needed for pedestrians from Gwaun Cae Gurwen to Pontardawe. At the moment we can't walk to Ponty as no pavements nor pathway. Walking along aberrant straights is a death trap with traffic speeding and very dangerous. Not safe for anyone. A safer walkway would be appreciated to the local area and would help a lot of the villagers out as not enough buses in the area to get to Ponty. Also walking very healthy and we could all do with a health kick boost		This comment has been addressed in the development of the Future Routes Map.	5
Gwaun Cae Gurwen on the A474 road to Pontardawe	It is vital to have cycle / Foot and bridleways links up to GCG! We have virtually no transport links and the most incredible areas to explore yet unless you have a car you cannot get here! Walkers cannot walk as large parts of the A474 to a Pontardawe HAVE NO PAVEMENT!! Cyclists risk their lives trying to cycle to work or cycling for "pleasure". This link road NEEDS TO WAKE UP TO being GREEN and putting in place a safe pathway for non-vehicles which will tick green energy boxes! Come in Neath Port Talbot it's about time you made villages in the area accessible to those who choose to be "green"!		This comment has been addressed in the development of the Future Routes Map.	5
Gawain Cae Gurwen	A cycle path from GCG to Pontardawe would be safer for cyclists and encourage more individuals to take up cycling as well as other forms of activity along the cycle path.		This comment has been addressed in the development of the Future Routes Map.	5
Newbridge Rd	Reopen Newbridge Rd bridge to cyclists and pedestrians	A replacement route is being considered	This comment has been addressed in the development of the Future Routes Map.	5

Eastern bank of River Afan	I can see that there are plans on the council website for a new future cycle walking path up this eastern side of the river. This would be great, and If this were ever to be created, please also consider linking it to Hawthorne Close. Perhaps this could be a gradual incline from the end of Hawthorne Close to the existing bridge at Heol Undeb (known locally as the Piggery bridge). This would provide safe walking and cycling routes from all of the housing in the Ynysywas area to shopping, health and community facilities in Cwmafan.		This comment has been addressed in the development of the Future Routes Map via an alternative alignment.	5
Darwin road	<ol style="list-style-type: none"> 1. Would Be nice to have new bridge road bridge open to cyclists and pedestrians. With a dedicated cycle/pedestrian track going towards town along dock road. Safety. 2. Would be nice to have path at side of river to beach by green stars widened as very narrow in some places. 3. A continuation of cycle track and pedestrian track along beach from naval club end to the river Neath and even a bridge over the river to connect cycle tracks to Swansea. 4. A dedicated cycle/footpath around by the naval club to the school cycle path as it is a dangerous road to cycle on when taking my young girls on their bikes. Forced to use road. 5. It would be nice to have a dedicated cycle track on the road past the steel works all the way up to crem as it is dangerous cycling on the dual carriageway between the 2 roundabouts of the steel work entrance and the one at the crem end. These suggestions would link up so much of Neath port Talbot and Swansea safely. I would love to cycle to Margam park with my girls on the bikes but too dangerous on Current routes. And the same heading to Swansea way. 6. Barriers between cycle and pedestrians on all tracks would help too. <p>Sure that's enough to get on with??</p>	Thank you for your comment. We have added new alignments for some of these suggestions.	Some comments has been addressed in the development of the Future Routes Map.	5
Newbridge Road	Please repair the bridge		This comment has been addressed in the development of the Future Routes Map.	5

<p>Afan Way/Victoria Road Junction</p>	<p>Very popular route for both pedestrians and cyclists currently, walking/cycling over grass and 'pedestrian deterrent paving'.</p> <p>Clearly a need for a direct route here avoiding the bridge, would also be useful for disabled users who may struggle with incline so they can use existing crossing point on Afan Way at end of cycle path.</p> <p>There is room to extend path further down along grass verge, pavement would then need to go along inside of existing footbridge.</p>	<p>A walking route has been proposed from the crossing point to Victoria Road.</p>	<p>This comment has been addressed in the development of the Future Routes Map.</p>	<p>5</p>
<p>Newbridge Road</p>	<p>Closed bridge causes diversion for cyclists on route 887.</p> <p>Makes pedestrian/cyclist access to employment/town centre/Tata Steel from Sandfields more difficult.</p> <p>Re-instating route across the river creates a more direct and pleasant link to town centre from Aberavon Seafront</p>		<p>This comment has been addressed in the development of the Future Routes Map.</p>	<p>5</p>
<p>Newbridge Road Bridge</p>	<p>Reopen the bridge to cyclists and pedestrians. This was formally the coastal cycling/ walking path route.</p>		<p>This comment has been addressed in the development of the Future Routes Map.</p>	<p>5</p>
<p>48 Derwydd Ave Gwaun Cae Gurwen</p>	<p>A cycle walking path to Pontardawe would be of benefit to those who cycle on very busy roads with lots of very big lorries that speed. Especially first thing in the morning. We are isolated here. In Pontardawe there are lots of different walks also but nothing here. Would also help those who don't drive get to Ponty safely for work. Think it's about time the people from this area had something put back into. I've been here over 25 years and we have nothing. Even the roads are atrocious. This is very much needed for our community.</p>		<p>This comment has been addressed in the development of the Future Routes Map.</p>	<p>5</p>
<p>Brook terrace Tairgwaith</p>	<p>A cycle path is much needed from Tairgwaith to GCG. This route could run alongside the old railway line. This would be a safe option for children and parents to walk or cycle to the English medium school in Tairgwaith which serves the communities of Cwmgorse GCG and lower Brynamman. It then could join a network of paths which could run towards Pontardawe and Garnant. I think NPT have neglected the residents of this area for far too long on this issue.</p>		<p>This comment has been addressed in the development of the Future Routes Map.</p>	<p>5</p>

Lower Colbren Road	<p>A cycle route needs to be created utilising the former railway track to the former Abernant Colliery site. The ballast is there (along with rails in sections through Cwmgors). One issue is that parts of the suggested route is in Carmarthenshire. Cross Authority is required. A serious study needs to take place to extend this as far as Pontardawe. Sustrans 43 already extends to Ystalyfera and beyond.</p> <p>By linking Ponty to GCG it can then hopefully link to the cycle/walking routes to Ammanford and up to Cwmllynfell. NPT in their wisdom has closed schools in the upper end of this valley. Plan and give something back to the rate payers in a forgotten part of the council area.</p> <p>I responded to a survey quite a few years ago with the same suggestion. Nothing has happened so far.</p> <p>I hope this survey will result in ACTION.</p>		This comment has been addressed in the development of the Future Routes Map.	5
Crynant	It would be amazing to have a cycle and walk path to seven sisters and to Neath from Crynant, and the biggest issue of all is the safety aspect of it for everyone.		This comment has been addressed in the development of the Future Routes Map.	5
Duffryn Valley, ex railway footpath	<p>You could improve the Duffryn Railway path in the Goytre valley to connect with Margam forest and further on to connect with Bryn and the Afon Argoed forest cycle tracks... This in turn would also connect 2 isolated villages Goytre...to... Bryn from Port Talbot to the Afon valley and the Garw Valley</p> <p>The Goytre valley connecting road to Bryn is an unclassified single lane road totally unsuitable for cyclists and cars to operate together safely so the old Railway line walking and cycling route could be improved greatly to improve as a gateway to Goytre-Bryn /Afon Argoed Cycle centre.</p> <p>After all Afon Cycling centre is getting much needed investment as an off road centre of excellence....</p> <p>The WELSH Car Rally used both Afon and Margam forest connected.... Why not Cyclists?</p>	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	4
Rhondda Tunnel	The Rhondda tunnel could be a useful and convenient link between the Rhondda and Afan valleys for walkers and cyclists, as well as being a historic site, which would bring more visitors and possibly tourism to both valleys while avoiding the need to drive.	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	4

King Edward Rd	<p>The lack of safe cycle route and a public footpath From Cwmgors to Rhyd y Fro is an absolute disgrace in this day and age , Especially now with the government trying to get us all to be more active .</p> <p>To walk or cycle that route without any safe path or cycle track is like walking across a motorway with your eyes closed!</p> <p>Please help our forgotten communities up here and make this a safer route for cyclists and pedestrians.</p>		This comment has been addressed in the development of the Future Routes Map.	4
Tegfan Llwyncelyn Road Tairgwaith	<p>I have lived in the valley all my life and have been a keen cyclist. I have found cycling to Pontardawe to connect up with the Swansea cycle path a very dangerous obstacle to navigate. Not only me, but all the cyclists in the valley finds it dangerous and of cause there is no way of being able to walk this way either as there is no public footpath and the amount of traffic on the A474 can be over whelming at times. There is a cycle path for Ammanford and one in Pontardawe but nothing in the Gwaun Cae Gurwen area. The road is a death trap for cyclists and walkers, it stopped me cycling to work which I have had to use my car for the past 20+ years.</p>		This comment has been addressed in the development of the Future Routes Map.	4
Adjacent to Baglan way	<p>Between Port Talbot bus station and the energy park, near the Quays there is space to have a segregated cycle/walking route. Running behind the playing fields, adjacent Baglan way and behind the cricket ground, to Baglan Train Station. This could form an uninterrupted 'spine' - there are no junctions to have to slow down and stop for. Some of the current cycle infrastructure has so many junctions it is to slow for active travel. Having used the road instead, I have suffered from several punishment passes. This route could link to the canal towpath network and provide a fast safe route between Neath and port Talbot.</p>		This comment has been addressed in the development of the Future Routes Map.	4
Beach Hill by traffic lights and from Town Centre to the beach also the bridge	<p>The bridge needs to be repaired to get to the beach. The cycle path is terrible by old beach hill I take my 5 Yr old daughter and she nearly fell onto oncoming traffic from cycle path. It's not smooth and bumpy. Need a better cycle path from Margam to the beach. Dual carriageway is too dangerous and busy for children to cycle. Also a safer cycle route from Margam to Margam Park.</p>		This comment has been addressed in the development of the Future Routes Map.	4
New bridge road river crossing	<p>Please re open the bridge.</p>		This comment has been addressed in the development of the Future Routes Map.	4

Newbridge Road	It would greatly benefit cyclists if the Newbridge Road bridge could be reinstated so you can join the cycle path to Aberavon Beach without having to use the crossings on the main road. Me and my partner used to cycle from Cwmavon to Aberavon Beach regularly but since the bridge has been closed it has put us off and we don't cycle down to the beach anymore as we hate using roads and avoid them as much as we can.		This comment has been addressed in the development of the Future Routes Map.	4
A48	The cycle path beyond the motorway junction is substandard, it's very hilly and has a gate which is very difficult to pass, path alongside the A48 is mainly grass and is very narrow, would be nice to make this wider and tarmacked all the way from here to Pyle as it seems the cycle routes to the east are inadequate		This comment has been addressed in the development of the Future Routes Map.	4
New ridge Road	The bridge has been closed to cyclists and pedestrians for a few years due to safety issues. Please either fix or replace it with a pedestrian/cycle bridge as you have further down the river closer to town. The closure means that it's an extra 1km to get to the same place the other side of the river, not great when you're trying to get to work on time. It's also a safety concern as cyclists are being pushed onto the main road instead of safely using the cycle paths. Thank you.		This comment has been addressed in the development of the Future Routes Map.	4
Newbridge road bridge	The cycle route is currently diverted down Victoria road which is very busy and not safe for cyclists. If bridge is unrepairable, maybe making a path along to west side of the river to meet up on the roundabout by McDonalds would be a more viable option		This comment has been addressed in the development of the Future Routes Map.	4
Newbridge road			This comment has been addressed in the development of the Future Routes Map.	4
B4434 by Llantwit Cemetery	Although it's a challenging environment, with the cemeteries on both sides of the B4434, the narrow pavement does not encourage walking. Although the Council failed to secure any funding from the Cwm Celyn development to investigate possible improvements to the pavement, it's a problem route that will continue to exist, and limit the number of people who would walk from Tonna into Neath, and vice-versa.	.	This comment has been addressed in the development of the Future Routes Map.	4
Treforgan	It would be great to have cycle / walking paths connecting the village to Seven Sisters, Neath and Ystradgynlais. As it stands we are isolated as a village and unable to safely walk or cycle to these areas.		This comment has been addressed in the development	4

			of the Future Routes Map.	
Canal path Aberdulais to Resolven	At the end of the path from Neath to Aberdulais the road crossing is treacherous. I also understand the path from Aberdulais to Resolven is overgrown and impassable	An Active Travel Route has been proposed for this area.	This comment has been addressed in the development of the Future Routes Map.	4
Rear entrance to Margam park	The current path from Pyle to Margam is generally very good, but stops at the rear entrance to the Park - the NCN signage takes you up a narrow lane to a high wrought iron gate which is stuck-fast at a 45 degree angle which is not disabled friendly. The path along the A48 should continue along the road, utilising the existing pavement as a basis for a more easy-of-use access to Margam village.		This comment has been addressed in the development of the Future Routes Map.	4
Newbridge Road	The bridge on Newbridge road needs to be repaired or replaced as it's the safest way to cycle, walk, run to the beach.	An Alternative to New Bridge is being investigated	This comment has been addressed in the development of the Future Routes Map.	4
Gwaun Cae Gurwen	We are in desperate need of a cycle/walking path from Gwain Cae Gurwen to Pontardawe. I have lived in GCG all my life and I am just waiting for a fatal accident to happen with a cyclist. The road is very scary to drive on with the amount of speeding that happens there. I dread to think of a cyclist got hit. It would be devastating for all involved. I urge you please to please put a cycle path in place where cyclist and pedestrians can be safe.		This comment has been addressed in the development of the Future Routes Map.	4
Crynant	You can use the cycle path from Ystradgynlais all the way down to mumbles safely. Crynant has no safe cycle path either to Ystradgynlais (the common is not safe for cyclists) or to Neath (Aberdulais road is extremely dangerous and there are accidents there all the time) Having a safe route would encourage cyclists and promote exercise.		This comment has been addressed in the development of the Future Routes Map.	4
Lewis road	There is no safe walking or cycle route between Crynant and seven sisters. If we could have a safe cycle/walking route linking them it would be fantastic as a lot of villagers partake in a lot of walking and cycling. Thank you. A lot of other areas seem to have this facility.		This comment has been addressed in the development of the Future Routes Map.	4

Tonmawr Road	There is currently no connecting footpath or cycle path, between Tonmawr and Pontrhydyfen. The only access is on a busy 40 mph Road, with lots of blind corners! That makes it really dangerous to walk on!		Tonmawr is outside an Active Travel built up area, unless a 'need' can be demonstrated it is not feasible under the Active Travel Act. Alternative funding could be sought.	4
Pantyrheol & Neath Road	The improvements to the canal towpath between Neath and Briton Ferry are excellent, and really well used! Could more connections be made to it, to link northern areas of Briton Ferry & Melin into this important route?	It is difficult to access the canal route but opportunity for further links to the route is limited.	This comment has been addressed in the development of the Future Routes Map.	4
Road heading north from Cefni Yr Allt	This quiet road provides a great alternative to the A4109 and takes you a good length of the distance to Crynant away from the busy traffic. Could this road be improved and/or partly be given over to active travel?		This comment has been addressed in the development of the Future Routes Map.	4
B4287	Lack of any safe route for people wanting to access Afan Forest Park by bike horse or on foot from Neath or vis versa. With the building of the new secondary school next to the B4287 at the top of Cimla this route will be important in the future to access both the school from the villages in the valley and also Afan Forest Park. Many young people are already using this route to get to the Bike Park at Bryn Bettws and so the construction of a safe off road route is very important.		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	3
Incline	The incline path could provide an important and useful cycle link for Cimla / Pontydryfen to access Swansea Bay cycle network. On 20+ years of using this path no improvement has ever been made and the surface is now unusable even for mountain bikes. Such a waste of a resource.	Due to the remote nature of this path it is not suitable for Active Travel	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	3

Rhondda tunnel	I can only see benefit to the tunnels reopening, the benefits include commercial potential with increased usage and footfall to either side of the tunnel, the health benefits of encouraging people to get out and partake in walking, cycling and running this structure which I believe would be the second longest pedestrian tunnel in the world. The incidence of health related illness related to the valleys has always been high for a multitude of variables, the recommissioning of the tunnel will play its part in encouraging a more active lifestyle in my personal opinion. The tunnel has so much potential I honestly believe only good can come from it.	It does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	3
New Road	There is no safe route via road as mentioned between Jersey Marine Village and Coed Darcy. Canal tow path alternative, even on MTB is real challenge.		This comment has been addressed in the development of the Future Routes Map.	3
Tennant Canal	Tennant canal is the perfect way to create a car-free north-south link along Neath Valley through all of the villages. Current tow-path is not suitable for cycling, and often not passable on foot due to overgrowth or flooding. Route links and connects well with existing cycle routes, with frequent access to villages along route.		This comment has been addressed in the development of the Future Routes Map.	3
	Blaengwnfi and the upper Afan valley have very poor transport links to centres of work, further education and population. Opening the Rhondda tunnel will immediately correct this issue. There is an excellent bus service at Blaencwm plus a rail link at Treherbert . This enables Afan residents to access Cardiff Pontypridd together with the University at Treforest. NPT council should actively support this tunnel opening project.	This route does not meet the criteria for Active Travel. .	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	3
B4282	The main road between Maesteg and Bryn (also known as Neath Road) is a very busy thoroughfare to Port Talbot yet it does not feature a safe cycle lane. The remains of the original road (c. 1900s) is visible from the map, but now lies on a farmer's field. If permission could be sought, then this would make an ideal safe route away from the road which could then be linked up with the existing cycle path to Goytre.	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	3

Scarlett Avenue	I live in Ocean Way and every Friday when my dad collects me from my school, Ysgol Bae Baglan, we come home by bike. We go down the factory Rd that runs from Western Avenue Fields to Scarlett Avenue. I can't travel this journey on my own because there is no bike track from Scarlett Avenue to school and there is lots and lots of traffic because of the factories. There is lots of disused land around there though and it could link all the way from the end of the beach along Scarlett Avenue and up to the playing fields which would mean that lots of us who live near the beach could cross to the beach then have one long cycle track with no roads to cross which would then link up with the cycle track along the school and beyond to Britton Ferry.		This comment has been addressed in the development of the Future Routes Map.	3
A474	There is no safe way to cycle between Neath and Pontardawe. I live in Pontardawe but work in Neath. I'm a keen cyclist but do not feel safe cycling along this busy stretch of road. The road is plenty wide enough that the pavement could be widened to accommodate an off road cycle lane	An Active Travel Route has been proposed	This comment has been addressed in the development of the Future Routes Map.	3
Hell Y Gors	Off road cycle path required connecting Cwmgors / Gwaun Cae Gurwen to Pontardawe. Currently no safe route to cycle.		This comment has been addressed in the development of the Future Routes Map.	3
Crescent Road	The villages of GCG and Cwmgors are desperate for a safe way to be able to walk to Pontardawe to make use of its facilities. These villages feel forgotten on the edge of the county boundary, however, this is a safety issue. The main road has no pavement access and it can only be deemed treacherous with drivers flouting thoughts of speed limits and safety in great numbers. The old railway line could be regenerated for walkers who would enjoy the scenery and the ability to be safe.		This comment has been addressed in the development of the Future Routes Map.	3
Heol Cae Gurwen	Can you link Gwaun Cae Gurwen to Pontardawe cycle walking path		This comment has been addressed in the development of the Future Routes Map.	3
Newbridge Road	The opening of this bridge for cycling and walking would be a great improvement on the current cycle track. It would also reroute cyclists away from the busy Victoria road/Afan way junction which is an accident black spot.		This comment has been addressed in the development of the Future Routes Map.	3

Newbridge road/Darwin road	Hi I know the bridge at Newbridge Road is unsafe for vehicles as there's a metal fence stopping people from crossing it from Harbour Way to the beach. What would be great as i live in Margam and enjoy cycling and would like to go to the beach from there maybe if there was a little gap in the fence just for cyclists and walkers.		This comment has been addressed in the development of the Future Routes Map.	3
Bay View	There is the opportunity to make the path between Bay View and the Ynys-y-Gored access road into a useable Cycle path. With an improved surface, the gradient of the path would be cyclable, and provide an excellent link with NCN 887 and the town centre from Llettyharri and the housing along the A4107.		This comment has been addressed in the development of the Future Routes Map.	3
Newbridge Rd bridge	The first bridge from the sea on any river should never be allowed to fall into disrepair!!!		This comment has been addressed in the development of the Future Routes Map.	3
Afan Way Cycle Path	Pedestrians have a long doubling back to walk to shops at the end of the retail park as they have to walk to the roundabout at Lidl to gain access, potential to create access further back on the footpath/cycleway.		This comment has been addressed in the development of the Future Routes Map.	3
New bridge road	Fixing of this bridge would enable the community to cycle/walk to work/town which would minimise car emissions and help the welsh government' reach the aim of net carbon by 2050.		This comment has been addressed in the development of the Future Routes Map.	3
Neither generally	The cycle routes through and around Port Talbot are well defined and plentiful whereas in Neath there are no defined routes other than the canal Bank. Cycling around the town is dangerous as traffic on B4434, Prince of Wales drive is constrained by a central reservation. Eastling Road is narrow.	More routes have been added to the Future Routes Map for the Neath area	This comment has been addressed in the development of the Future Routes Map.	3
Crymlyn Road	The cycle route either side of Crymlyn Road is really good, but very poorly linked at this spot. The pavement is not wide enough, the parapets not high enough and the dropped kerbs not well placed.	Improvements to this route and a new route along Crymlyn Road have been added to the future map.	This comment has been addressed in the development of the Future Routes Map.	3
Pen-Yr-Heol	The off-road cycle routes either side of this section are great; but there is nothing to provide for safe cycling on this road.		This comment has been addressed in the development of the Future Routes Map.	3

Neath Railway Station	Neath Railway Station is fairly close to some good facilities for cycling, but the last few hundred metres is poor. A more explicit, good quality connection would be a real asset to encourage people to do the first and last mile of their journey by bicycle.	Additional links have been proposed to Neath Station	This comment has been addressed in the development of the Future Routes Map.	3
Main road, Crynant	As one of the gateways to the Brecon, Neath and the Dulais Valley needs to be better connected to the National Park through safe off road cycle/pedestrian paths so locals and tourists can have better access to our wonderful natural attractions. The roads between Aberdulais and Crynant, Crynant and Seven sisters, Crynant and Ystradgynlais are very dangerous for cyclists. They need a separate track. Better for the environment and people's health to cycle rather than drive. This will also be a great boost for the hospitality businesses in the valley and local tourist industry.		This comment has been addressed in the development of the Future Routes Map.	3
Pen yr Heol	The cycle route from Skewen park area is really poor. If you head towards Briton Ferry then you have to cross two M4 slip lanes. If you head towards Neath there is no cycle lanes and the canal path which could be used towards Neath and jersey marine is in poor condition. I'd be happy to use them more and take the kids on a route if they were safer (better quality pavement and safe crossing areas).		This comment has been addressed in the development of the Future Routes Map.	3
Jersey marine pinch point	This bit of road is awful for all users, it's a pinch point with poor visibility and no cycle path. The footpath is also very narrow. There is no pedestrian exit from jersey marine. All are dangerous, except the canal with is often overgrown and dark.	Future Route considered	This comment has been addressed in the development of the Future Routes Map.	3
New bridge road bridge	The bridge here has been closed for years. It needs to be repaired and reopened. It is the safest way to cycle / walk to the beach from town.		This comment has been addressed in the development of the Future Routes Map.	3
Abernant Road	More cycle lanes needed so cyclists do not need to use walkways/paths and to be able to road from Pontardawe to GCG safely		This comment has been addressed in the development of the Future Routes Map.	3
Newbridge Road	Newbridge Rd Bridge is eventually going to fall into the river if you don't do something about it, it is now deemed too dangerous for foot traffic or cycling, what's your next move??		This comment has been addressed in the development of the Future Routes Map.	3

Lewis Road	The Dulais Valley is one of the least connected valleys in Neath Port Talbot, as a keen walker, runner and cyclist there are no safe means of doing these activities. There is no streetlights to allow safe cycling to Seven Sisters, Ystradgynlais or Neath, likewise with Walking or running, whereas other towns and villages have segregated cycle paths such as that down the Swansea Valley and Neath Valley (Canal Path) it would be great if some investment was put in to this Valley to potentially create cycle/walking paths to connect to Seven Sisters, Ystradgynlais and Neath and/or more streetlights to increase safety as come winter it is impossible to go out and enjoy these activities as we are just restricted to the residential streets of the village		This comment has been addressed in the development of the Future Routes Map.	3
Crynant	Cycle/walking route from Crynant to Seven Sisters/Banwen... cycle lane from Crynant to Aberdulais as it's a nightmare for cars speeding/not giving enough room on that road		This comment has been addressed in the development of the Future Routes Map.	3
Woodland Road	Footpath / cycle route from Crynant to Cefni Coed colliery museum. Only safe way is to drive.		This comment has been addressed in the development of the Future Routes Map.	3
Woodland Rd	Create an off-road footpath/cycle path through the length of the Dulais Valley, from Neath, all the way up to Banwen. Currently there is no pedestrian, or cycling access from the outskirts of Crynant in any direction. A connecting footpath/cycle path to Ystradgynlais would also be of great help to those who want to walk to the shops there, and so reduce vehicle pollution.		This comment has been addressed in the development of the Future Routes Map.	3
Efail Fach	There is no safe route from Neath to Afan Argoed. The route between the top of Cimla down to Efail Fach is particularly bad and the road surface down the bottom is getting very dangerous. Improving this section would also provide the missing link from Neath to Port Talbot via Cimla.		This comment has been addressed in the development of the Future Routes Map.	3
A48 Water St	The road from Margam village to the main entrance to Margam Park is frighteningly dangerous pavements not in good condition and having to cross the A48 once you get to the back entrance of Margam park as the pavement stops. It is impossible to cross the junction safely at the A48 & Water St as there are 3 ways to look, a brow of a hill and speeding traffic, it is unsafe to walk or cycle at this point		This comment has been addressed in the development of the Future Routes Map.	3

Fabian Way	<p>This is a really busy route (and road). It can be dangerous for pedestrians and bicycles crossing the access roads to the Shell Fuel Station, where the motor traffic drivers are more focussed on the road, rather than the bicycles on the shared path.</p> <p>Would it be possible to explore a route around the back of the Shell garage to eliminate the risk?</p>		This comment has been addressed in the development of the Future Routes Map.	3
Crynant	In order to ride anywhere with my children we have to load up the car and drive to a cycle path Ystyslyfera/Tonna/ferry.I Would love to be able to just go from the house on a safe cycle path that connects to other village's.	2	This comment has been addressed in the development of the Future Routes Map.	3
Incline	Incline provides a safe link between Swansea, Briton Ferry and Sandfields to Pontrydyfen and the Again Valley. It should be improved with better surfacing and signage.		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
By Navel club	Joining the cycle path from beach by Navel club to Neath river by power station would be well used by cyclists, runners and walkers.		This comment has been addressed in the development of the Future Routes Map.	2
Rhondda tunnel former entrance	Open up former Rhondda tunnel to cycle route	It does not meet the criteria for Active Travel. .	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
The Incline	<p>This would provide a much more attractive route to Cimla and links through to Cefni Saeson School, the Richard Burton Trail, Efail-fach & the Afan Valley. The existing routes require the use of very busy roads and even steeper gradients than would be encountered here.</p> <p>With one last push you could also connect to the NCN4 south of Briton Ferry.</p>		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Roman road Banwen	There isn't any decent mountain bike routes as the only one I go on is up Walters arena and then you got the security asking me to leave . The cycle path 43 that goes from Coelbren to the mumbles is amazing . Something like that we need that can go from Banwen to Neath ?????		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2

Brytwn Road	The Upper Afan Valley feels very remote and cut off. The tunnel would provide an excellent active travel route to Maesteg with shops, school, good bus service and trains to Bridgend and beyond. The current cycle route over the top has unacceptable gradients and a rather dangerous road.	It does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Blaengwynfi	Any authority that can't see the potential for improvements to the area by reopening the Rhondda Tunnel as a cycling and walking path are purely short sighted. The Rhondda Tunnel will be the longest walking and cycling tunnel in Europe and the second longest in the World, any authority coming up with excuses not to open it should be ashamed of themselves for lack of foresight, and the desire to improve the area.	It does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Lloyds Terrace	It would be an amazing asset to open a route across the Croeserw viaduct, through the Hello tunnel a small bridge across the Afan river and onto to Blaengwynfi. Kids would love it.	It does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Rhondda Tunnel	Situated midway between the Afan Valley's cycling and walking routes and the new Zip line development at Rhigos, the Rhondda Tunnel is well placed to act as a 'link' attraction for the area. What's needed now is for the two local authorities to work together towards re-opening the tunnel so that the whole area can reap the economic benefits that this can bring.	It does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Canal between Tonna and Neath			This route has now been improved.	2
end of Gnoll road beginning of North access to Canal nature reserve	At the moment there is no proper access from the end of Gnoll road to the canal path (also no footpath on the verge after garage). Grass is not even cut up to retaining wall. This is an extremely narrow area running alongside road. There should be a barrier alongside road and proper gravel path.		This comment has been addressed in the development of the Future Routes Map.	2
Cwmllynfell	I believe that extending the current Cwmllynfell foot and cycle path down to Cwmtwrch would be extremely beneficial to the village of Cwmllynfell and improve the wellbeing of all residents.		This comment has been addressed in the development of the Future Routes Map.	2

Neath road between Pontardawe and Neath	NPT doesn't have a safe cycle path between its major transport hub (Neath train station) and one of its main suburban areas (Pontardawe/Alltwen/Rhos area). Building something that enables safer cycling along this main artery would support health, well being and the environment and provide better commuting opportunities.	A new Active Travel Route has been proposed	This comment has been addressed in the development of the Future Routes Map.	2
We need a cycle path from GCG to Pontardawe	Turn the old railway line into a cycle route between GCG and Pontardawe!		This comment has been addressed in the development of the Future Routes Map.	2
Newbridge road	Please consider repairing or replacing the bridge across the river on Newbridge Road avoiding the bid diversion the quickest easier route to the beach from town on foot or bike Many thanks		This comment has been addressed in the development of the Future Routes Map.	2
Caeglas	There is a great opportunity to connect the Caeglas housing development with NCN 887. Just a fence at the end of an existing roadway prevents residents from gaining access to the shared walking and cycling path at this location. Opening this fence up, and laying just a short stretch of tarmac would provide a good safe route to school for Cwmafan Primary, and also access to the Cycle route to the town centre for residents of Caeglas. Other similar housing developments along NCN 887 have similar connecting paths to the route. (for example: Ynys y Wern , Ynys Y Gored , Gwaun Afan)	Alternative link to route has been added to the map.	This comment has been addressed in the development of the Future Routes Map.	2
Viola Road	There seems to be no safe route through Sand fields into the town centre... Or even to the cycle path that runs along the edge of the estate Other issues include the constant flooding of the underpass in any inclement weather Parking in Viola Road is an utter nightmare.. The road is too narrow.... There are not enough driveways and dropped kerbs and people are expected to pay themselves for any dropped kerbs or driveways... There is a burnt out and ugly area of grass land that could be turned into parking to aid the situation... But isn't		This comment has been addressed in the development of the Future Routes Map.	2

Victoria Road	<p>Opportunity to link Victoria Road to 887 Cycleway/Aberavon Beach along existing wide footway from Lake Road, would require signage and some minor alterations.</p> <p>Victoria Road is busy and deterrent to cyclists.</p>		This comment has been addressed in the development of the Future Routes Map.	2
	The route across the bridge is great; but the link into Briton Ferry is really, really poor. Even just a better connection into the back streets would be an improvement.	New route alignments have been included in the future plan	This comment has been addressed in the development of the Future Routes Map.	2
Siding Terrace	This is a really wide road, with on-street parking provided for homes which mostly already have double driveways. Cycle lane provision would link really well with the existing routes.	A route has now been added to the Future Map for this road.	This comment has been addressed in the development of the Future Routes Map.	2
Main road Crynant	Crynant has NO path to cycle safely to Neath or seven sisters or even a safe walkway to the other villages. The valleys Crynant Seven Sisters Banwen in particular are the forgotten village.		This comment has been addressed in the development of the Future Routes Map.	2
Clos Ysticlau	Don't feel safe whilst riding my bike from Seven Sisters to Crynant. Fast roads and no cycle lanes.		This comment has been addressed in the development of the Future Routes Map.	2
Seven sisters	Cycling is an excellent way of exercising, losing weight and improving health. With the country in lockdown a lot more people are getting out walking and using the bicycles. Not nor mention the mental health impacts that coronavirus has placed on people over the past year, exercising is great for improving mental health. Better cycle paths and walking paths particularly from seven sisters to Crynant, and from Crynant to Aberdulais would be an excellent use of resources. To keep people improving their health and well-being whilst keeping them safe from traffic on the roads. With the roads being safer a lot of people would get out on their bikes. Myself included. I don't feel safe or confident going down the valley on my bike. I only use my bike going to Coelbren from seven sisters or if I drive to a designated cycling spot. But in Lockdown that's not allowed, so as a consequence I haven't used my bike for over a year.		This comment has been addressed in the development of the Future Routes Map.	2
Martyn's Avenue	There needs to be a safe off road cycle and footpath between Seven Sisters and Crynant		This comment has been addressed in the	2

			development of the Future Routes Map.	
Dulais road	Being a keen cyclists and living in Seven Sisters there is no safe route in Neath despite the A4109 being a cycle route. I've ridden all over Wales and the A4109 is one of the most dangerous roads. A cycle path is a must for people of all ages.		This comment has been addressed in the development of the Future Routes Map.	2
Neath road	Currently there is no facility for safe walking / cycling from the village apart from using the main road both towards seven sisters and Neath. These roads have heavy traffic flow and many bends / sharp turns which make the activities a danger to all parties including motorists. The valley hosts many beauty spots and attractions and we should make every effort to provide safety for users.		This comment has been addressed in the development of the Future Routes Map.	2
Neath road, Crynant	A cycle/pedestrian route would be a fantastic idea. The current road is heavily used by cyclists and is very dangerous due to people's erratic driving. This road seems to be a particular hot spot for dangerous driving, where overtaking 2 or 3 vehicles at a time is a regular occurrence and the lighting is very poor. I strongly believe that a cycle/pedestrian route from Neath to Crynant, Seven sisters or beyond would be a great asset to the community.		This comment has been addressed in the development of the Future Routes Map.	2
Neath Road	Crynant can feel cut off from the surrounding towns and villages because there are no safe routes by foot or cycle to Neath, Ystradgynlais etc.		This comment has been addressed in the development of the Future Routes Map.	2
Llys Dulais Crynant	No pavements into or out of Crynant village, it makes it impossible to walk out of the village in any direction		This comment has been addressed in the development of the Future Routes Map.	2
The Crescent	We need to encourage more walking/cycling to improve our health and well being, there is a need to provide safe walkways/cycle paths so that the community can walk/cycle to places outside of the village whether for work or recreation. It is currently not safe for children or families to use the roads, therefore we need investment to achieve this. The Council talk about Cefni Coed museum as the Gateway to the Valley but there is no way to access safely by foot or bike. A path to Seven Sisters has been explored in the past but came to nothing this should be re-examined, perhaps a local group could be formed to explore all options.		This comment has been addressed in the development of the Future Routes Map.	2

He crescent Crynant Neath	It would be very beneficial to have a cycle/walking path from Crynant to Neath and Crynant to seven sister. I have lived in the village for nearly 6 years and I've always said that it is not an option for me to walk in to Neath town as there is no safe route. Now I have a daughter and we both have bikes it would be great to have the choice to cycle into Neath to maintain a more healthy life style and also promote this for my daughter.		This comment has been addressed in the development of the Future Routes Map.	2
	Kids in Crynant are isolated. Paths or cycle paths are needed to connect with friends in Seven Sisters, Aberdulais and Ystradgynlais. The roads are too dangerous for kids and as a cyclist I know!		This comment has been addressed in the development of the Future Routes Map.	2
Main Road Crynant	Please consider the building of a footpath and cycle path is to aid movement through the valley . It is currently unsafe to ride on the road due to lack lighting and also the road itself is not safe or suitable due to the volume and speed of traffic. I propose a track running alongside the railway or using a similar route would be ideal. It will allow families to exercise within their own community rather than have to travel to Aberavon or Ystradgynlais to enjoy a safe bike ride.		This comment has been addressed in the development of the Future Routes Map.	2
Crynant	Wish there was a cycle path connecting Crynant and Ystradgynlais as the Varteg hill and common can be dangerous.		This comment has been addressed in the development of the Future Routes Map.	2
School Road	There are 3 ways out of this village, Neath, Ystrad and Seven Sisters. No route out has a pavement. If Walking out of the village they are all On at least 50 mph roads. The lighting isn't good and walking or cycling is very dangerous on already deathly roads. To link Crynant to cycle routes or even a different village we would need pavement with safety barriers		This comment has been addressed in the development of the Future Routes Map.	2
Duffryn Road	Work with BCBC to improve this old road that used to link Caerau in the Llynfi Valley to Duffryn colliery, Duffryn Rhondda, Cymmer.	Discussions with BCBC have been undertaken to agree a route alignment on the map so this can be taken forward	This comment has been addressed in the development of the Future Routes Map.	2

Newbridge road bridge	<p>Living in Velindre with small children i used to enjoy cycling up the river Afan to the beach. However Newbridge road bridge is no longer accessible. I do not enjoy cycling along and crossing a dual carriageway, then travelling through white city and up and over the bridge, down Victoria road then Newbridge road to join the Afan again. Especially with small children in tow on their bikes.</p> <p>I much preferred being able to cross Newbridge road bridge. I felt this was a much safer and more enjoyable route, away from the main roads and busy traffic.</p> <p>I would like to see Newbridge road bridge brought back into commission, or a new crossing provided at the area.</p>		This comment has been addressed in the development of the Future Routes Map.	2
Main road	<p>Crynant needs a safe cycle / walking path that links the village to other Dulais Valley villages Seven Sisters, Banwen. The village currently has nothing!!!! We are the forgotten community.</p>		This comment has been addressed in the development of the Future Routes Map.	2
Bryndulais	<p>The main road between Seven Sisters and Crynant is very busy and not safe for cyclists or pedestrians so a cycle/walking path would be beneficial to both villages.</p>		This comment has been addressed in the development of the Future Routes Map.	2
Brynteg	<p>A cycling/walking track would be great to have from Crynant through Seven Sisters and up to Banwen. This would provide a safe route for people to travel through the valley</p>		This comment has been addressed in the development of the Future Routes Map.	2
Cwmllynfell	<p>Current cycle path needs extending to join Ystalyfera cycle path. Currently have to join busy road which is dangerous for children.</p>		This comment has been addressed in the development of the Future Routes Map.	2
GCG	<p>No way of getting to Pontardawe without a vehicle</p>		This comment has been addressed in the development of the Future Routes Map.	2

Tonmawr	There are two old railway lines that could link Tonmawr to Cimla and to Pontrhydyfen, these should have been kept and reused for bikes and pedestrians years ago and not sold off, and left to grow over' an opportunity lost, please consider opening these back up, the cuttings are already there is only a matter of maintenance, before it's too late		Partly addressed in the development of the Future Routes Map.	2
Start of closed road	Fobbed off by the council when I brought this up with them earlier in the year. As there is no safe route down the B4287 due to lack of pavements and speeding cars, this is the only route through to the Richard Burton trail by bike or foot. Path is eroding away year by year, and unsafe barriers erected on the left as you descend.		This comment has been addressed in the development of the Future Routes Map.	2
Water Street	A cycle path & pavement to link St David's Park and Eglwys Nunnydd to the a48 pavement would be an ideal improvement		This comment has been addressed in the development of the Future Routes Map.	2
A474	If it is possible to construct a cycle path that has a gradient that is much kinder to cyclist than the 'joy' that is Gelli Gron Hill / James Street		This comment has been addressed in the development of the Future Routes Map.	2
Cwmillynfell				2

Cymmer Afan	<p>The Cycle track between Cymmer and Blaengwynfi should be on your active travel plans. Most areas that are being promoted for this will never attract people travelling to/from work no matter how much you wish for it. In The Afan valley, due to the declining Public Transport, it is important that we are offered another safe method of getting about and avoiding the dangerous roads. When the Rhondda Tunnel is opened, this will be an additional way of alleviating social isolation by giving many people direct access to the Rhondda Valley, to visit friends and relatives as well as giving better access to additional employment prospects down the valley and at Cardiff. It will also, encourage much more tourism. You have only got to look at the Two Tunnels, Bath and the Monsal Trail, Derbyshire to realise this and the track and tunnel as well as being an attraction in their own right, will help connect to other tourist attractions in the Afan & Rhondda Valleys. At Present, the Mountain between the Afan & Rhondda Valleys acts like a kind of 'Berlin Wall' with much less social interaction, than in years gone by, when linked by train. This has been much missed by many on both sides of the mountain, so let's have a much more positive attitude from NPTC, towards getting this Tunnel open!!!! All the hard work has been done for you by the Rhondda Tunnel Society, with the encouragement of the Welsh Government and RCT Council and Windfarms. Even Heritage Lottery are keenly interested and encouraging us to apply for grants to get the tunnel open, once Ownership is sorted between The Historical Railways Estate, part of Highways England and Welsh Government.</p>		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	2
Ynysygerwn avenue			This comment has been addressed in the development of the Future Routes Map.	2
B4282 Bryn to MAESTEG road	Create a path for cycle or walking alongside the road to connect Bryn to Maesteg	This route does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	1

Brunel Dock	The Neath-Briton Ferry Canal path currently starts/ends at Georges Row. There is potential to reclaim, and reconnect, a pathway along the remains of the old canal and extend this alongside the river Neath to the end of the Brunel dock mole before reconnecting back onto the paths at Brunel Way by developing a track across the outer basin dividing wall. By doing so, this could improve public, and tourist interest in the area hopefully integrating it as a public space instead of the current post-industrial wasteland and dumpsite. Such a project would require investment but will pay off in the mid to longer term and should be able to attract external funding.	Due to the remote nature of the route it is deemed a route closer to the highway more suitable.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	1
Purcell Avenue	Can you connect the promenade to the path along the Neath River it would be an excellent to be able to cycle or walk from Aberafan to the Neath River without going through the sand dunes.		This comment has been addressed in the development of the Future Routes Map.	1
Between the bottom of Gnoll road and the canal path. There needs to be a barrier between the road and a pavement added. This would create a path from Godrergraig to the rest of the footpaths.	It would join the bottom of the Miners Steps to the canal tow path. Create a safe walking route from Godrergraig to Pontardawe.		This comment has been addressed in the development of the Future Routes Map.	1
Cwmllynfell	I would like to request the connecting of the cycle path (number 43) which goes through Cwmllynfell to Cwmtwrch and eventually joining the path at the roundabout at Asda near Ystradgynlais. Cycling through Cwmtwrch is extremely dangerous due to narrow roads and on-road parking. Without this vital connecting path there is, essentially, no way of safely accessing the rest of path 43 and the wider network.		This comment has been addressed in the development of the Future Routes Map.	1

Right of Way footpath from New Rd to the Swansea Canal Tow path.	This path connects the village of Ynysmeudwy to Swansea Canal Tow Path which in turn connects with the cycle network. It is a public ROW. The path surface was compacted stone, but has deteriorated. It would benefit from resurfacing and using as a link to connect with the cycle network. It is the only link path from this area which has many residents. The path may be too steep for cycling but it is short and with signage to push bikes would be very popular. I understand it may be owned by the canal trust who I am sure would be willing to work with you. Signage identifying that it is access to the canal would also be useful for visitors as despite the row symbol you would never realise currently.		This comment has been addressed in the development of the Future Routes Map.	1
Graig Road	Cycling on Graig Road (A474) from Rhos to Pontardawe and vice versa is dangerous. A fairly simple approach would be to designate a pavement on one side of the road for cyclists and the other for pedestrians - this would be especially beneficial for cyclists coming up Graig Road, when speeds are low.	An Active Travel Route has been proposed.	This comment has been addressed in the development of the Future Routes Map.	1
Cwmgors	The A470 is a fast unsafe route connecting the Upper Amman Valley with NPT 3rd town Buses are few and hours apart we find children and young adults having to walk a route that has no walk way and cycling is dangerous. The old railway route would be ideal to development partnership before it's too late between the British Rail Celtic Energy Welsh Government, RDP should be looked into		This comment has been addressed in the development of the Future Routes Map.	1
Lower Brynamman / Gwaun Cae Gurwen / Cwmgors	At the moment there is no safe way to walk/cycle/run from Lower Brynamman/GCG/Cwmgors etc. to Pontardawe to join the main cycle routes into Swansea. There is an ideal path (old railway) that could be used.		This comment has been addressed in the development of the Future Routes Map.	1
New bridge road	Fix the new bridge road bridge		This comment has been addressed in the development of the Future Routes Map.	1
Restore the bridge at the end of new bridge road. Having to cycle or walk around to Victoria road and then the blue bridge and back along the dual carriageway is both dangerous and unsightly.	Restoring the bridge and allow for development along the Avan river to link a beautiful beach to a potentially beautiful town centre. Imagine cafes, bars, retail and restaurants along the length of the river to the beach front. The location is sheltered from dominant winds and would become a hub for new businesses and tourism.		This comment has been addressed in the development of the Future Routes Map.	1

A4241	To set up path to connect from dual carriageway as not always ideal to go through Margam main road at times where traffic can be heavy and not safe		This comment has been addressed in the development of the Future Routes Map.	1
Acacia Avenue	Poor access to route 4 from Acacia Avenue underpass. Barriers in place to keep pedestrians away from bus depot access has made it difficult to access via bike, alternations to barrier and signage needed.	New route proposed.	This comment has been addressed in the development of the Future Routes Map.	1
Aberavon Seafront	Access from cycle route 887 to Princess Margaret Way at the Kitetail Sculpture is currently pedestrian only. Widening of path would allow direct access from 887 through cinema car park site to Bevin Avenue and onwards to Afan Way cycle path (route 4)	New route proposed as suggested	This comment has been addressed in the development of the Future Routes Map.	1
42 Mariners Point	The closed bridge at the end of Newbridge Road needs to be reopened for walkers and cyclists. Since it's closed I can no longer cycle from Aberavon Beach to the tracks up the Afan valley as the detour is really hazardous, especially for children. We have countless great cycling paths within NPT but at the moment we can't connect safely from the Aberavon Beach area. I appreciate there would be a cost but it doesn't need to reopen for cars just cyclists and walkers.		This comment has been addressed in the development of the Future Routes Map.	1
Old Road	More cycle paths needed in Neath, wider cycle paths in safer areas please. The canal is lovely but doesn't feel safe for a lone cyclist. Aberavon seafront cycle path is too narrow with too many pedestrians. Any improvements would be appreciated.	More routes have been added to the Future Routes Map for the Neath area for both Walking and Cycling. New routes in Aberavon have also been added.	This comment has been addressed in the development of the Future Routes Map.	1
Standert terrace	Since the first lockdown there are more and more people of all ages cycling more than ever before. There is a lovely cycling track from Ystrad to Pontadawe but the roads are dangerous to cycle over there. We should have cycling tracks from Neath to Banwen for the valleys. This will also cut down on cars being used as a lot of people now own e bikes. It will be safer and healthier for all		This comment has been addressed in the development of the Future Routes Map.	1
Dulais road, Seven Sisters	The roads between Crynant and seven sisters are dangerous for cyclists and pedestrians		This comment has been addressed in the development	1

			of the Future Routes Map.	
Crynant	Very dangerous for pedestrians and cyclist going from Crynant to Seven Sisters, Neath and Ystradgynlais as there are no pavement or cycle path.		This comment has been addressed in the development of the Future Routes Map.	1
Main road	Would love to have pavement/ cycle path to get around the valley from Crynant, to seven sisters especially.		This comment has been addressed in the development of the Future Routes Map.	1
Main Road	<p>You can use the cycle path from Ystradgynlais all the way down to mumbles safely, however we do not have a safe way to get to Ystradgynlais on a bike. Riding over the common to Ystradgynlais is treacherous at best and I wouldn't dream of cycling over it with children.</p> <p>Cycling/walking to Seven Sisters is also no go with no safe routes.</p> <p>Having a safe route to either destination would encourage cyclists, promote exercise and give our children the opportunity to cycle safely for longer periods of time.</p>		This comment has been addressed in the development of the Future Routes Map.	1
Pontneddfechan Road	It's really hard to walk to in this area when it is busy as there are so many cars parked along the road and often on the pavements. Very dangerous as people get out of their cars straight onto the road. Could do with traffic calming measures in this area. Also it is not great walking from Glynneath to Pontneddfechan and better walkways to connect these areas.	New Active Travel Route proposed	This comment has been addressed in the development of the Future Routes Map.	1
Victoria Road	Linking a cycle route would be really useful on this road. The formal cycle route takes u way out of your way. This road is a much better direct link towards the Afan Valley cycle route		This comment has been addressed in the development of the Future Routes Map.	1
Quarry Road GCG	No safe route to walk or cycle from GCG to Pontardawe, from Abernant flats the route is incredibly dangerous to walk or cycle along. Conduct study to ascertain how feasible it would be to utilise old railway line from GCG. Of benefit to locals but also increasing tourism in this area and evident large groups of cyclists especially in summer linked to Black Mountain and Brecon Beacons National Park.		This comment has been addressed in the development of the Future Routes Map.	1

Crynant	I have read a lot of comments about improving cycle paths. But please bear in mind we have nothing between Crynant and Neath. If the railway ever closes that would make a great track.		This comment has been addressed in the development of the Future Routes Map.	1
The Crescent	Crynant is rapidly falling behind the other towns and villages throughout the NPT Area due to a severe lack of investment. There is no safe Footpath/Cycle path for us to travel from here to other villages such as Seven Sisters, Ystradgynlais, or Neath. Every other valley has suitable cycle facilities but unfortunately barely used. I know many people around here who would love the opportunity to have something like that on our doorstep. We have a River, Railway and 'Old' roads between Crynant & Neath and further north to Banwen in the Dulais valley so maybe some investment and consideration could be given to us. I would be more than happy to begin drawing up a potential route plan and provide some information to the council who only seem to spend on the towns. For example....there are talks of upgrading the facilities at Cefni Coed Colliery Museum to turn this facility in to the 'Gateway' to the valley, therefore how about considering putting a safe footpath & cycle path to this from Crynant and then utilise the old road to continue this on in to Aberdulais and Neath. It would boost visitor numbers to the museum and invest in the tea room/cafe there and boom a great way to bring more money in to the museum, a nice summer cycle ride there or a weekend walk for a cuppa. There are plenty of opportunities for things like this to be done here, so please don't forget about the people who are currently bound to the village as there is no safe way out.		This comment has been addressed in the development of the Future Routes Map.	1
Cwmgors	Please could there be a cycle and walking route from Gwaun Cae Gurwen to Pontardawe maybe via the old railway line, like the other parts of the county has? This is important for our physical and mental health and would help keep children and adults fit		This comment has been addressed in the development of the Future Routes Map.	1
Bryndulais Row, Seven Sisters	Add a path for walkers/ bikes from Seven Sisters to join up with Coelbren to Swansea foot path.		This comment has been addressed in the development of the Future Routes Map.	1

Lower Brynamman	<p>Footpaths</p> <p>There are several footpaths that are currently partially suspended due to the East Pit East OCCS workings. However, the suspension of these footpaths are in the process of being reopened, and diverted in some instances, following completion of the opencast workings, which is imminent. Additionally, it is hoped that a bridleway will also be included</p> <p>Cycle ways</p> <p>The Amman Valley Cycleway is extremely well used, however, the link between Lower Brynamman and Cwmllynfell remains incomplete because of land ownership issues that remain unresolved. Officers from NPT and Carmarthenshire are working tirelessly to resolve these issues, including looking for alternative routes. Resolving these issues would be very beneficial in completing the cycle way from Cwmllynfell to Ammanford</p>		This comment has been addressed in the development of the Future Routes Map.	1
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Lower Brynamman	<p>My answers to the above questions a little off my point. For some time now we have been discussing as a family and a community the need for a safe cycling and walking route between Brynamman and Pontardawe. From there we have access to cycle all the way to Swansea and other areas.</p> <p>We feel that without a car or regular bus routes we are cut off from Pontardawe. We have a teenager and a nearly teen who go to school in Pontardawe and have friends there but require regular lifts to access clubs, societies and shops, relying on lists as the Road between Cwmgors and Rhydyfro is too fast, busy and unsafe for them to ride roadside.</p> <p>As they near work age, part time weekends etc... they are limited to the local area if we can't run them around.</p> <p>They are keen cyclists and would happily cycle back and for as the do already between Ammanford and Brynamman.</p> <p>Obviously I am speaking from a very personal experience however, it is a narrative we regularly hear from others, children and adults alike.</p> <p>We are currently looking to move from Brynamman because this lack of access is such an issue now and in the future for us as a family.</p>		This comment was not taken forward within the proposed routes as	1
Water street	I currently live in Eglwys Nunydd and cannot walk out of the estate I live in as there isn't a safe path to walk along.		This comment has been addressed in the development of the Future Routes Map.	1
Water Street, Margam	Create a new footpath from Margam Park through to North Cornelly along Water Street. This will join up the 2 counties and allow you to get better access to the all Wales Coastal Path.		This comment has been addressed in the development of the Future Routes Map.	1
Water street	A safe cycle route is needed to access Kenfig industrial estate. Cycling down Water street is risky with the amount of HGV's and vans at peak times.		This comment has been addressed in the development of the Future Routes Map.	1

Ton-Mawr Road	<p>Ton-Mawr Road is the only accessible route in and out of Tonmawr for pedestrians and road users but it is currently really dangerous for pedestrians. There are no designated pavements for the majority of this road, and large vehicles including buses, lorries and tractors as well as lots of cars frequently use this road.</p> <p>It's practically impossible to push a pram along this road as it is so dangerous, but children still independently use the road as pedestrians, despite limited road safety awareness. I can imagine wheelchair users and people with accessibility needs would be limited using this road, too.</p> <p>We have little to no amenities in Tonmawr. Restricted pedestrian access on Ton-Mawr Road is bound to be having a long term impact in terms of physical health and mental wellbeing, whilst encouraging vulnerable members of the community to make journeys in and out of the village that are hazardous and potentially life threatening.</p> <p>Having a designated footpath would create a safer connection with Pontrhydyfen and beyond, meaning routes for outdoor activities such as running and hiking would be improved. Tonmawr could also access Pontrhydyfen's community amenities without the need to drive the short distance and adding further traffic to the already congested roads there.</p>		Not Feasible under Active Travel	1
Jersey marine outside ocean view	Any chance of a cut through here it would cut out quite a significant long way round.		This comment has been addressed in the development of the Future Routes Map.	1
Neath canal. Brunel way cycle path to complete	Connect the Neath canal cycle lane to Brunel Way by the Brunel tower under the M4 Briton ferry bridge make huge difference connect the whole route.	Due to the remote nature of this route, an alignment closer to the carriageway where possible will be considered.	This comment has been addressed in the development of the Future Routes Map.	1
Mae's Crofte	Open up the disused Railway track from GCG to Pontardawe with a safe well lit cycle/foot path. We are unable to walk as no pavements.		This comment has been addressed in the development of the Future Routes Map.	0

Haul Road	<p>The opportunity to create a cycle and walking path all the way from Porthcawl to Aberavon is too good to miss. Part of the route is the old Haul Road so is already in place. I know that this route has been discounted as too controversial in the past, but times have changed and the steel works owe the community more than we owe them. This might also spark interest in housing developments in the docks area. Once this route was in place there would be continuous off road route from Porthcawl through Aberavon, on to Swansea and Mumbles, up the Clyde Valley, along the Millennium coast path through Llanelli, Burry Port and on to Kidwelly. This would be one of the longest costal Cycle routes in Europe, and it's too good an opportunity to miss, just because it would be inconvenient for the steel works.</p>	Route does not meet the criteria for Active Travel.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	0
Cymmer Railway bridge	<p>The Cymmer viaduct/railway bridge could be transformed into a footpath/cycle bridge to connect both the Cymmer/Abercregan sides of the River Afan.</p> <p>Rather than the path transitioning over the top of the bridge, a walkway could be laid across the base of the steel frame, with bridge access/egress taking place through the archways of the stone abutments at either end. Potentially on either sides of the bridge a glass/Perspex barrier could be installed.</p> <p>I understand that this could take some expenditure to check on and potentially reinforce the integrity of the bridge, but would also help to safely secure a local landmark for future generations.</p> <p>As well as providing a safe crossing alternative to the White Bridge further up the river, it could also help to further promote local tourism, due to the history of such a future, coupled with outstanding view of the valley and beyond.</p>	It does not meet the criteria for Active Travel. .	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	0
Alan Valley Road	<p>There is no easily accessible cycle way for. Neath to the Afan valley. Users can safely travel from Port Talbot, however the same is not afforded to Neath constituents.</p>		This comment has been addressed in the development of the Future Routes Map.	0
Top of Cimla Road to Efail Fach	<p>To gain access to Afan Argoed area for cyclists from Cimla involves being on a busy road. There are no safe cycle lanes available.</p>		This comment has been addressed in the development of the Future Routes Map.	0

Canalside	The tenant canal path would make an excellent green cycle and walking route into Neath. There's no signage and the path condition is poor. Canalside itself is in poor condition for cyclists and pedestrians with many potholes.		This comment has been addressed in the development of the Future Routes Map.	0
Cimla	No dedicated cycle route to link Neath with trails at Afan. Also route is very well used by road cyclists. Drivers often get frustrated by slow cyclists. Shallow 'drop in' lanes on the left to allow traffic to pass would be a good safety feature. The same goes for the road from Port Talbot to Treorchy (Bwlch).		This comment has been addressed in the development of the Future Routes Map.	0
Dan y coed Tonmawr.	Been asking for years, but always same answer cost too much. If you van waste money on things people don't want, put money into something people want a footpath. Thank you.		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	0
Main road Crynant	Extending pavement from Neath road to Cefni Coed and Forestry entrance would be beneficial for walkers		This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	0
Handel Avenue/Purcell Avenue	Missing Link' between Aberavon Seafront and Western Avenue, cycle path heads 'on road' at Handel Avenue/Purcell Avenue. Important route to Aberavon Seafront and facilities there is less attractive because of this on road element. An off road cycle path here would complete circular route of estate.		This comment has been addressed in the development of the Future Routes Map.	0
	There is a missing link for cycling between the Cwmtawe cycle way and the improved cycle paths in Clydach. The poor surface on the canal towpath and the steep drops into the river really put me off cycling here. I've tried cycling a few times through Trebanos on the road, but it's pretty scary - so I've given up trying to cycle to work in Swansea.	Improvements to the canal path surface have been undertaken and Swansea CC are investigating further improvements beyond the NPT border.	This comment has been addressed in the development of the Active Travel Network Map.	0
A474	Add a cycle track from Pontardawe to Cwmgors/GCG using the old railway line		This comment has been addressed in the development of the Future Routes Map.	0

Heol y Gors			This comment has been addressed in the development of the Future Routes Map.	0
Newbridge road	Fix the bridge in Newbridge Road		This comment has been addressed in the development of the Future Routes Map.	0
Cimla	Please provide a safe cycle route between Cimla and Neath - the only option is to cycle on the main road an off road route through the Gnoll would be ideal.	New routes to the Cimla have been proposed, These routes offer the opportunity to connect more people within the Cimla and will provide routes which offer a higher level of social safety and inclusivity.	This comment has been addressed in the development of the Future Routes Map.	0
Heol y Coed	There is no cycle track from Cwmllynfell to Ystayfera.		This comment has been addressed in the development of the Future Routes Map.	0
Gwaun Cae Gurwen/Cwmgors/ Tairgwaith/Lower Brynamman area	We should be moving towards improved facilities for walking and cycling. What we currently have is patchy, and leaves us disconnected to wider networks. Non paved footpaths across fields etc. need more support to ensure confidence in using them. Many are not usable or have issues with them. We should have robust off road links to Pontardawe and Cwmllynfell/ Ystalyfera (now the open cast has finished)		This comment has been addressed in the development of the Future Routes Map.	0
Caedu Road	There is no cycle track between Cwmllynfell & Ystalyfera. Children and Adults need to cycle / walk on the main road through Ystradowen and Cwmtwrch.		This comment has been addressed in the development of the Future Routes Map.	0
End of cycle track at Ystalyfera	Cycle path stops at Ystalyfera, really should be connected to rest of route which starts at Farteg. I'm aware that there are bits of track, but connection of two elements would be such an improvement.		This comment has been addressed in the development of the Future Routes Map.	0

Railway Terrace	Continue the cycle path to Cwmtwrch. This would complete the path and connect to Ystalyfera.		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell walking/cycle path	With the traffic that uses the road from Cwmllynfell to Cwmtwch getting more and more, I feel the safety of cyclists and pedestrians is put at risk. Extending the cycle path that runs through the back of Cwmllynfell down to Cwmtwch would benefit pedestrians/dog walkers and cyclists 100%		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	The cycle lane should be connected to Ystradgynlais cycle track to provide a safe way to travel there on bike		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	Extend the cycle track to Ystalyfera via Cwmtwrch to link with the Sustrans network.		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	It would be great if we could extend the cycle/walking track through Cwmllynfell to make it safer for walking and cycling.		This comment has been addressed in the development of the Future Routes Map.	0
Alltygrug road	Please extend the cycle path to link with the Amman cycle track in Cwmtwrch and to go further than Coelbren		This comment has been addressed in the development of the Future Routes Map.	0
Delffordd	It is impossible to cycle safely from Rhos to Neath or Pontardawe. Work needed on improving not just the main road access but improving and upgrading footpaths and developing cycle ways. As a walking or cycling option there is an old footpath at the bottom of Primrose Lane Rhos that goes to Alltwen that was well used and cut out some of the road. This lane has been allowed to be ruined and become difficult to access due to lack of support from whoever is responsible, surely start with improving what is available		This comment has been addressed in the development of the Future Routes Map.	0

A474 Penywern hill coming up from Neath towards Pontardawe	Cycling up the A474 from Neath towards Pontardawe is horrible since the installation of the multiple crossing points and lane dividers - introduced I assume to slow traffic. This creates severe pinch points when riding up this hill which is dangerous to the cyclist and I have seen several vehicles pass the arrow bollards on the incorrect side in order to overtake me on my bike which is dangerous for all traffic. A dedicated cycle lane for going up this hill or a wider shared use pavement would resolve this.		This comment has been addressed in the development of the Future Routes Map.	0
	Create a new cycle path to link with the Amman Valley one using the old railway line so you can go from Swansea-Pontardawe (as now NCN43) and then to GCG/Ammanford.		This comment has been addressed in the development of the Future Routes Map.	0
Alltwen	Would love to be able to travel from Alltwen to Morriston without having to cycle on the canal path as it is not a safe area to ride through finishing late at night.		Lack of feasible route.	0
Ystrafera	The cycle route from the Asda roundabout in Ystrafera to Ystradgynlais is poor, and unsafe to use with my son in his trailer attached to my bike, as it is too narrow to accommodate the trailer. This is a real shame as I am able to cycle from my home in Llansamlet to Ystrafera without any issues. A safe route from Ystrafera to Ystradgynlais would be a very welcome addition to the national cycle route network.		This comment has been addressed in the development of the Future Routes Map.	0
A474	Living in Tairgwaith there is no safe way to cycle to Pontardawe. From Pontardawe it is safe to cycle to Swansea. I would like to see a cycle/ footpath from Cwmgorse to Pontardawe using the old railway line,		This comment has been addressed in the development of the Future Routes Map.	0
Cwmgors	It would be nice to be able to walk/cycle safely to Pontardawe.		This comment has been addressed in the development of the Future Routes Map.	0
GCG	Make a cycle path using the old railway track to Pontardawe from GCG. Amman valley Railway have been talking about steam trains for years ,Mike Smith makes every effort to stop the cycle lane idea, but it would be much better to have a foot path and cycle track between GCG and Ponty. Loads of people could use it, at the moment no one can cycle safely to Ponty and back via that main road.		This comment has been addressed in the development of the Future Routes Map.	0

Cwmgors	There are many cyclists in the area that would appreciate an off road cycle path as this stretch of road can be very busy.		This comment has been addressed in the development of the Future Routes Map.	0
36 Graig Rd	No cycle path or safe road from GCG to Pontardawe		This comment has been addressed in the development of the Future Routes Map.	0
Graig Road Gwaun Cae Gurwen	My teenage children have to use the main road to cycle from GCG to Pontardawe. It is unsafe and not suitable for cyclists. An alternative safe cycle route would be very welcome and well used!		This comment has been addressed in the development of the Future Routes Map.	0
Graig Road	For years I have been forced to cycle on the main road where cars do not slow down when wanting to travel to Pontardawe. Since the lack of cycle path, I feel it is essentials that we connect these two towns together.		This comment has been addressed in the development of the Future Routes Map.	0
	Convenient route from Aberavon (887) to Afan Way (Route 4) Dead end road with pedestrian cut through and gated across road. Scope to widen the pedestrian access to a cycle path and introduce dropped kerb.	New route proposed	This comment has been addressed in the development of the Future Routes Map.	0
Newbridge Road bridge	This bridge was closed to vehicles for decades, but was open for foot and bike passage over the river, which keeps cycling away from the busy road junction of Victoria Road and Afan Way dual carriageway, which we find people riding on pavement to go over the foot bridge over this dual carriageway		This comment has been addressed in the development of the Future Routes Map.	0
Neath road Crynant	There is no safe way to walk or cycle out of the village, not to Aberdulais, Seven Sisters or Ystradgynlais. The distances to all a very small so it is a great shame that we can't walk or cycle to these villages, this leaves us quite isolated.		This comment has been addressed in the development of the Future Routes Map.	0
Alderwood Close	At the moment there is no path that connects Crynant to any surrounding villages or towns. Would be great to see paths put in to make it safe for children and everyone else to be able to walk to the likes of seven sisters.		This comment has been addressed in the development of the Future Routes Map.	0

Main Road	We need a cycle/walking path out of the village connecting Crynant to Ystradgynlais and Neath		This comment has been addressed in the development of the Future Routes Map.	0
Crynant	There is no safe cycle path for my son to cycle from Crynant or from Crynant to join the cycle path to mumbles. We as a family love cycling but with our children we simply can't cycle from home.	A new connection has been added to the Future Routes Map	This comment has been addressed in the development of the Future Routes Map.	0
Neath station	It is very difficult to cycle from Bryncoch and go to Neath Station without one of the following: 1. Cycling down from Bryncoch, past Neath college, along Neath Abbey Road to the Tesco roundabout, along the A474 and then off to Milland Road to the station. This is not an easy trip with fast traffic at several points and takes twice as long as the route down Pen y Wern. 2. Cycling from Bryncoch down Pen y Wern, right along Cadoxton Rd, left across the bridge and then either left and through the town by B&M, Morrison's and other shops or straight over the lights and then get off and walk up to the Castle Hotel as it is a one way street. We need some form of cycle route or cycle path.	New alignments have been added	This comment has been addressed in the development of the Future Routes Map.	0
End of Victoria road	The bridge at the end of Newbridge has been closed for some time. In order to walk/cycle to town or the works you have to go to Victoria road and take the dual carriage way. Why not put a foot/cycle bridge above the "historic" one that's there?		This comment has been addressed in the development of the Future Routes Map.	0
Port Talbot Parkway	A direct route to Aberavon Beach from the train station is needed. Directing walkers and cyclists along the Afan Way (A4241) is not safe, and does not feel safe. Do not wish to switch to an active mode until access affords active travel from Riverside Road to Darwin Road.		This comment has been addressed in the development of the Future Routes Map.	0
Cwmafan	I live in Cwmafan and I would like to ride my bike to school which is in Margam but there are no safe routes to get me directly to it. It would be good if there was a safe cycle path for people from Cwmafan to ride to Margam/school.	Additional routes have been added to the Future Routes Map	This comment has been addressed in the development of the Future Routes Map.	0
new link between Penywern road and Dynevor Avenue	New route required between Dynevor Avenue and Penywern Road		This comment has been addressed in the development of the Future Routes Map.	0

Vale of Neath Leisure Centre	Please provide a route to the new Vale of Neath Pharmacy especially from Cwmgwrach/Blaengwrach.		This comment has been addressed in the development of the Future Routes Map.	0
A474	This is really needed between Cwmgors and Pontardawe		This comment has been addressed in the development of the Future Routes Map.	0
Cimla		New routes have been added in this area including walking routes to bus stops.	This comment has been addressed in the development of the Future Routes Map.	0
Gwilym Road	Extend the path down to Cwmtwrch and sort out the amount of dog poo on path that some do not clean up		This comment has been addressed in the development of the Future Routes Map.	0
Gwilym Road	We need to join up the cycle paths between Cwmllynfell and Ystalyfera. We seem to be forgotten up here when you cycle Neath or Port Talbot, there are so many cycle paths, we are just asking for one.		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	At present, the cycle path stops in Cwmllynfell and then continues in Ystalyfera. This means that to cycle to Tesco's or to continue to the next cycle path we have to use the road. This is dangerous as cars pay no attention to cyclists, and especially with the hill connecting Ystradowen to Cwmtwrch, this is not a safe cycle route at present. Connection of the cycle paths would result in increased safety of the residents here. We have the right to cycle safely as much as any other village does. Thank you.		This comment has been addressed in the development of the Future Routes Map.	0
Newbridge Road bridge	Please repair the bridge so access is available to walkers and cyclists. This would be safe route for families to use. Opens up path from town centre to the beach		This comment has been addressed in the development of the Future Routes Map.	0

Blaengwrach	Please consider improving the pedestrian and cycle route between Blaengwrach/Cwmgwrach and Glynneath. The footbridge has been constructed (as the old bridge was damaged in the storm) but the pedestrian/cycle link between the areas needs improving. This is the only link for the residents to health, retail, leisure and education other than by car.		This comment has been addressed in the development of the Future Routes Map.	0
Cramic Way	Poor provision for walking and cycling between Aberavon shopping centre and the railway station.	New routes have been proposed	This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	I would love it if existing cycle track in Cwmllynfell could be extended to reach Cwmtwrch		This comment has been addressed in the development of the Future Routes Map.	0
Cwmgors	There are no cycle routes from Gwaun Cae Gurwen, through to Cwmgors down to Pontardawe. The pavement ends just outside of the village of Cwmgors, so you are unable to walk safely to Pontardawe to link up with the walking/cycling routes. There is an old disused railway line from Gwaun Cae Gurwen to Abernant that could easily be converted for public use!		This comment has been addressed in the development of the Future Routes Map.	0
Gwaun Cae Gurwen	The addition of a cycle path via the old railway line would enable connections to be made to other nearby cycle paths. This would enable cyclist to venture further in a safe environment. The road from GCG to Pontardawe is extremely dangerous, putting many casual cyclist off travelling. A safer cycling path would encourage more people to exercise, increasing both health and wellbeing.		This comment has been addressed in the development of the Future Routes Map.	0
Pontardawe	Between Pontardawe and Cwmgors / GCG there are no walking routes / cycle paths. This is needed.		This comment has been addressed in the development of the Future Routes Map.	0
Newbridge Road bridge	Make access from Newbridge Rd to dock area , to link up cycle path to town & Margam		This comment has been addressed in the development of the Future Routes Map.	0

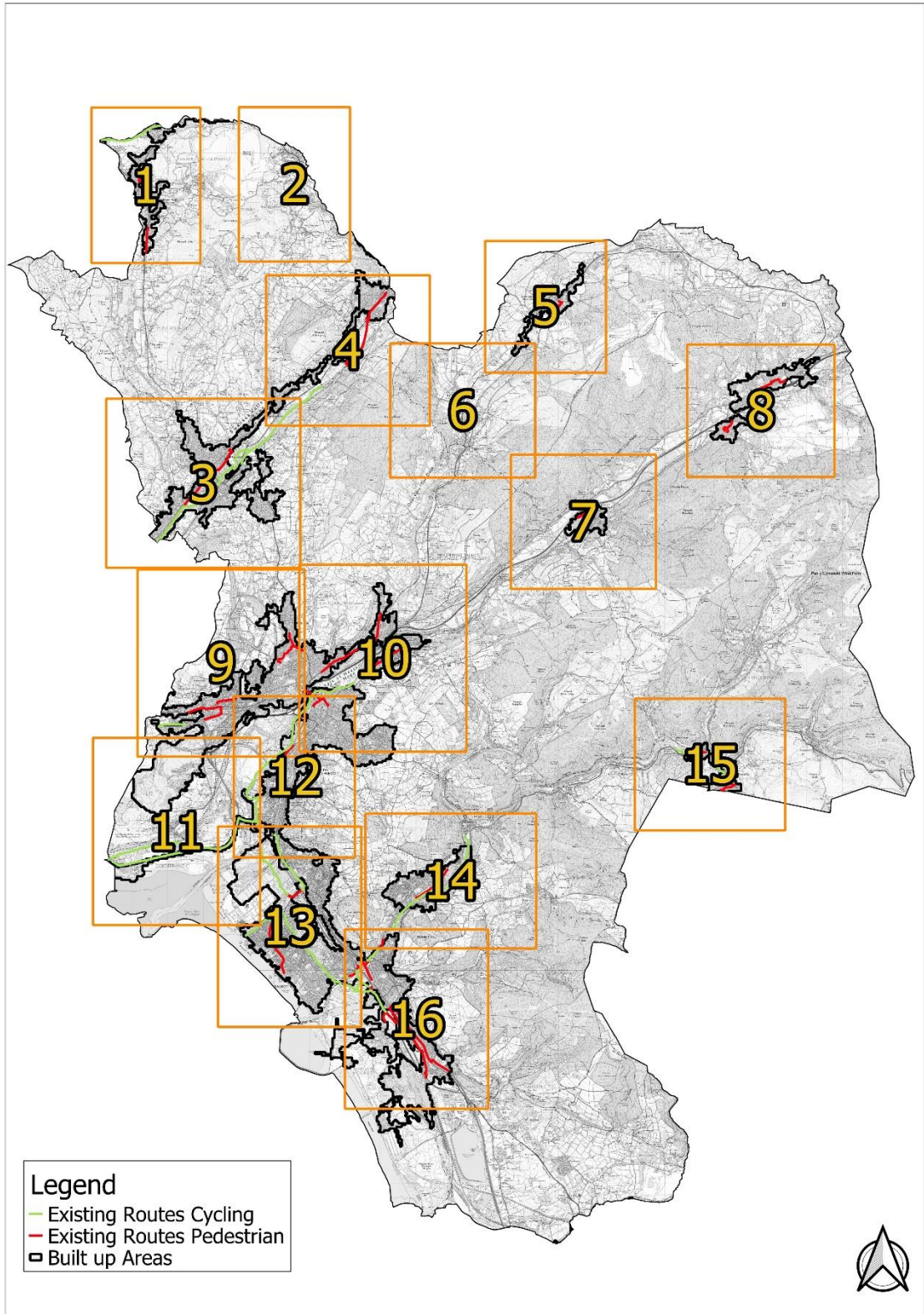
Bryn Road	I would like to see the Cycle path extended from Cwmllynfell down through Cwmtwrch and on to Ystalyfera. Traffic speeding in our area is a huge concern and it would provide a safe environment for us to enjoy our local area without having to worry about the volume of traffic and our safety.		This comment has been addressed in the development of the Future Routes Map.	0
Neath road	There are no pavement which link Resolven to Melincourt, daily children, adults and family with pushchairs are forced to walk on the road without a safe route, to get out for daily exercise, shopping or taking their children to school. This is a daily issues/risk without any alternative.		This comment has been addressed in the development of the Future Routes Map.	0
Crynant	Crynant is currently a very 'isolated' village other than travelling via car / bus. There are no safe cycle routes / footpaths out of the village in any of the 3 directions. I would love to see some sort of cycle path / foot path created to link Crynant to Neath , perhaps a link from the Colliery		This comment has been addressed in the development of the Future Routes Map.	0
36 chrome avenue	The old Dock road bridge was a very safe passage for bikers and walkers. Unfortunately the bridge is closed off and you have to cycle on the main road. Not very safe for young children to cycle near a dual carriage way. Need to install a small footbridge.		This comment has been addressed in the development of the Future Routes Map.	0
A4241	No cycle lane on the above road, considering it is a fairly new road it's unsafe for there to be no cycle lane. I live in Margam village and my children work in Port Talbot centre and there is no safe cycle route! Please don't say through Margam as that is cycling on an A road and through back streets which are not designated cycle paths all the way.		This comment has been addressed in the development of the Future Routes Map.	0
	The bridge at Newbridge Road that closed has had a big impact on accessing the beach front. Can this be reopened?		This comment has been addressed in the development of the Future Routes Map.	0
A474	Use old railway line to create a cycle or walk track from Pontardawe to Cwmgors. Cwmgors isolated village with regards to walking		This comment has been addressed in the development of the Future Routes Map.	0
GCG	Unable to take my young children out cycling from my home to a cycling path. For example a linking path way down to the main one in Pontardawe. The road coming up from Pontardawe to the GCG to the Black mountain is completely unsafe to take children due to several features. It completely isolates the area even though other areas have had cycle/ walk ways made / converted.		This comment has been addressed in the development of the Future Routes Map.	0

Seven sisters	Run a cycle/walking path down from Onllwyn to Crynant/Neath alongside the railway line this would open the villages up for walking safely between them		This comment has been addressed in the development of the Future Routes Map.	0
Dulais Road	We need to support cyclists who are able to commute , or go out for leisure rides with their children, unable to at this moment in time because of the dangerous roads and no cycle routes at these locations , we need to join up our villages across the whole Dulais Valley for safe active travel		This comment has been addressed in the development of the Future Routes Map.	0
Gron Road	The old railway lines to GCG to Ammanford and GCG to Abernant need to be turned into walking/cycle paths as the local cycle paths completely by-pass GCG. Many cars park on the pavement through Heol Cae Gurwen and it makes it difficult for children to cycle safely. In some areas people have to cycle/walk on the main road as cars are parked on the pavements. This pavement parking prevents mobility scooter and pushchairs from using the pavements safely.		This comment has been addressed in the development of the Future Routes Map.	0
Gwernant	Extend the cycle path further from Cwmllynfell to Ystalyfera to make it safer to link up to the Ystalyfera/Pontardawe route		This comment has been addressed in the development of the Future Routes Map.	0
Cwmgors to Rhydyfro	Ridiculous that there is no safe route for cycling between GCG/Cwmgors and Pontardawe		This comment has been addressed in the development of the Future Routes Map.	0
Cwmllynfell	We have a footpath/cycle path all the way to Ammanford, Why can't NPTCBC and Zoey's council get together and extend it from here to Ystalyfera and then there would be one from Ammanford to Pontardawe		This comment has been addressed in the development of the Future Routes Map.	0
Nant Celyn	Need a cycle route to connect all villages of the Dulais valley. No way to walk or cycle up the villages without literally walking and being on the main road. Silly		This comment has been addressed in the development of the Future Routes Map.	0

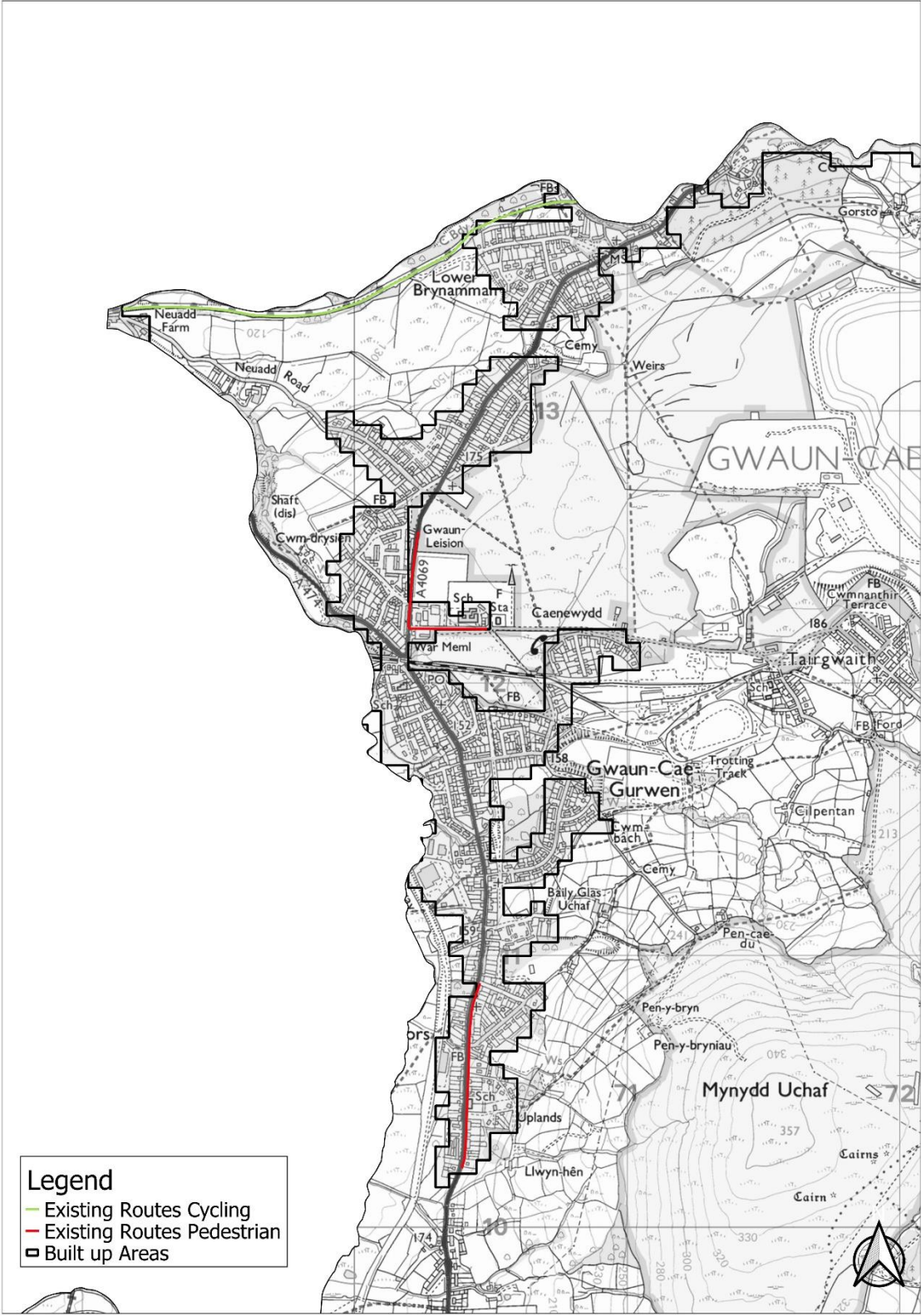
Tonmawr Road	<p>There is no way to safely walk or cycle between Tonmawr and Pontrhydyfen, there are several blind corners which makes walking dangerous, in particular for children of which there are many in the village including my 2-year old daughter who will be growing up here.</p> <p>It is only a matter of time before someone, likely a child, is involved in an accident on this road if a pavement is not added at the least.</p>		This comment has been addressed in the development of the Future Routes Map.	0
Afan Valley Rd	It is not safe to walk or cycle between Pontrhydyfen and Cimla, particularly children, although the distance is very manageable to walk and would help reduce emissions and improve health and wellbeing if this was safer.		This comment has been addressed in the development of the Future Routes Map.	0
B4287 between Cimla and Pontrhydyfen, Tonmawr and Afan Forest Park	There is a complete lack of safe route for residents of Neath to access Afan Forest Park by foot or bike between Cimla hill and Pontrhydyfen, Tonmawr & Afan Forest Park. There is much use of this route by young people access the cycle trails in Afan and especially the Bike Park by Bryn Bettws Lodges and also walking to the forests. The construction of the new secondary school will also benefit from the creation of a safe off road route to access the school from the outlying villages in the valleys.		This comment has been addressed in the development of the Future Routes Map.	0
Gwaun Cae Gurwen	Walking to Ysgol GCG from Neuadd road is dangerous. We are in desperate need of a crossing facility on the main road. This has been requested several times but it seems the safety of the children getting to school and home is not of importance.		This comment has been addressed in the development of the Future Routes Map.	0
Cwmgors			This comment has been addressed in the development of the Future Routes Map.	0
Tynywaun Cottages	I live in Tynywaun Cottages and have recently had a baby. We are currently unable to walk from our home safely with a pram due to the lack of pavement up towards Cimla or down towards Pontrydyfen. Please consider adding a pavement as this would benefit us, our neighbours and the many walkers who use the road greatly.		This comment has been addressed in the development of the Future Routes Map.	0
Neath canal			This comment has been addressed in the development	0

			of the Future Routes Map.	
Rockingham terrace	I would like a cycle path along Rockingham terrace	A new route has been added to the map	This comment has been addressed in the development of the Future Routes Map.	0
Blaengwynfi	In the Afan valley there are two tunnels that are in VERY good condition, these tunnels link 3 valleys, the Rhondda, Afan, and the Llynfi. If these tunnels were opened, and the Rhondda tunnel is being checked at this present time you could cycle from Cardiff to Port Talbot and Bridgend using old railway tracks and would not go near main roads for at least 80% of the journey. With the aim of carbon free travel in this day and age what a draw this would be as a holiday destination for families. The chance to create rest areas, BandBs, cafes, also involve Afan Argoed mining centre Glyncoirwg biking centre , The opportunities are endless, I would like whoever is involved to seriously consider this. Thank you.	This route could be developed as a leisure route but it does not meet the criteria for Active Travel. Recommend looking for alternative funding.	This comment relates to a leisure journey and should be addressed outside Active Travel Funding.	0

Active Travel Network Map Consultation Draft- Proposed Existing Routes



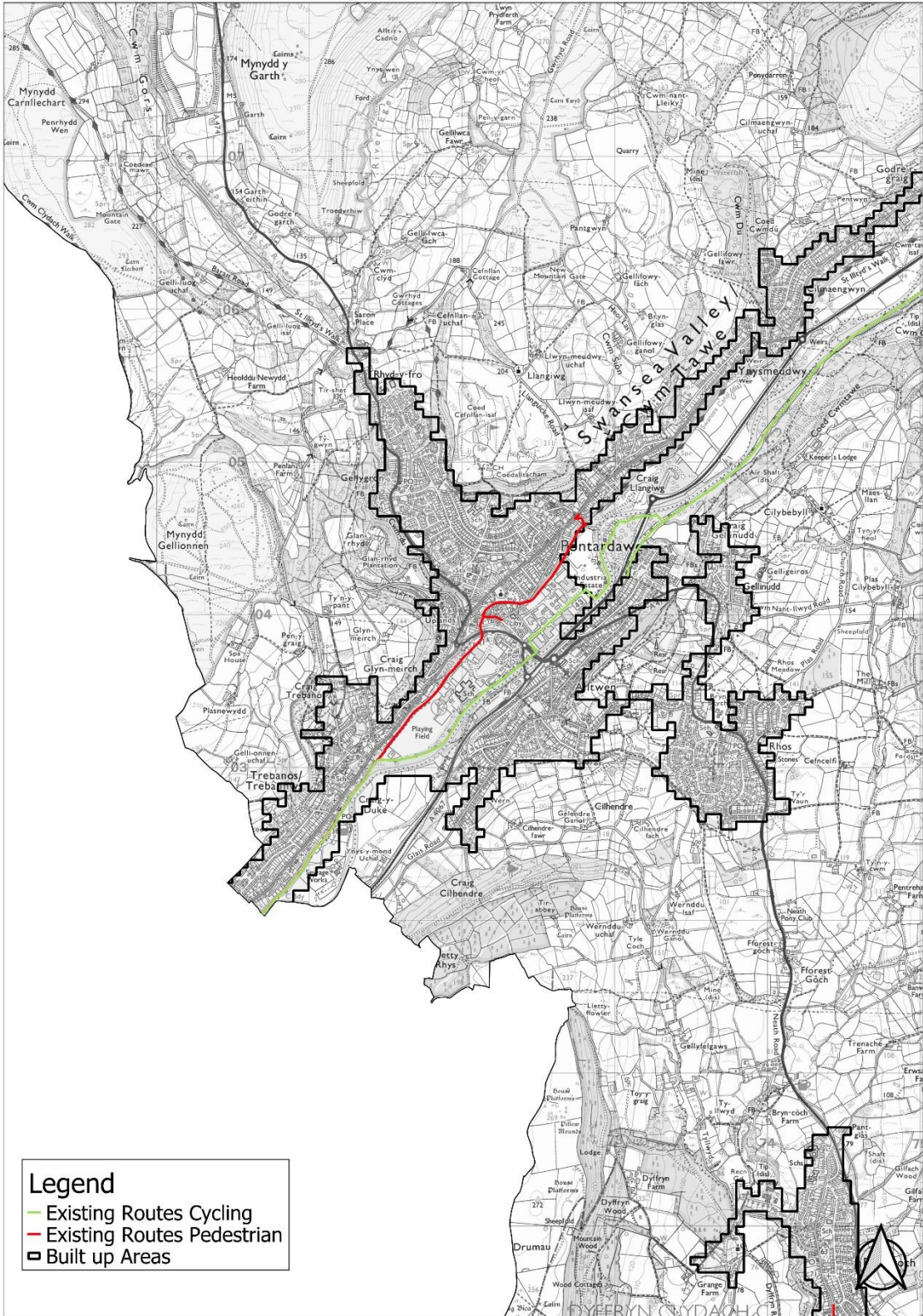
Existing Routes Map 1- Brynamman/Gwaun Cae Gurwen



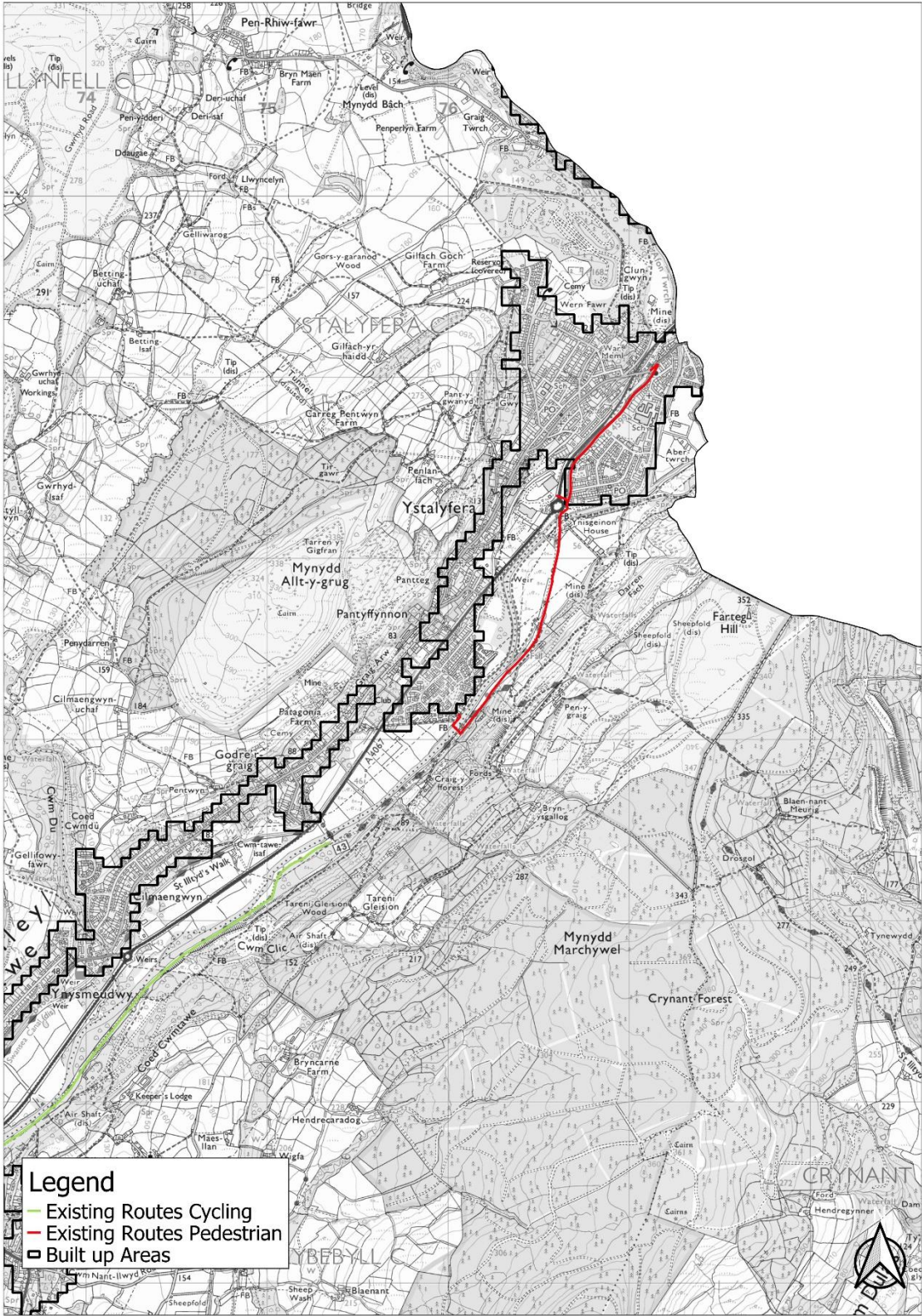
Existing Routes Map 2- Cwmllynfell



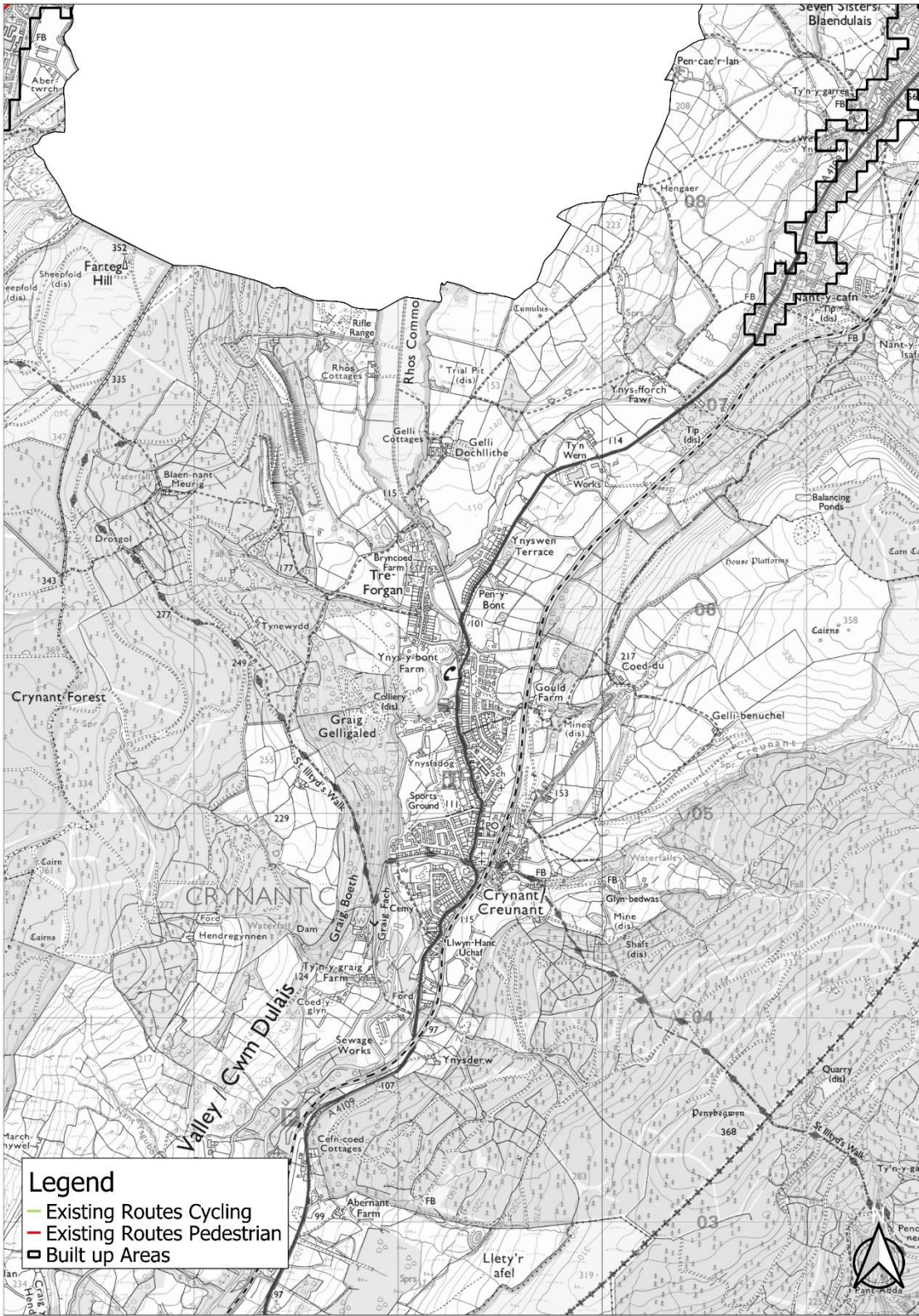
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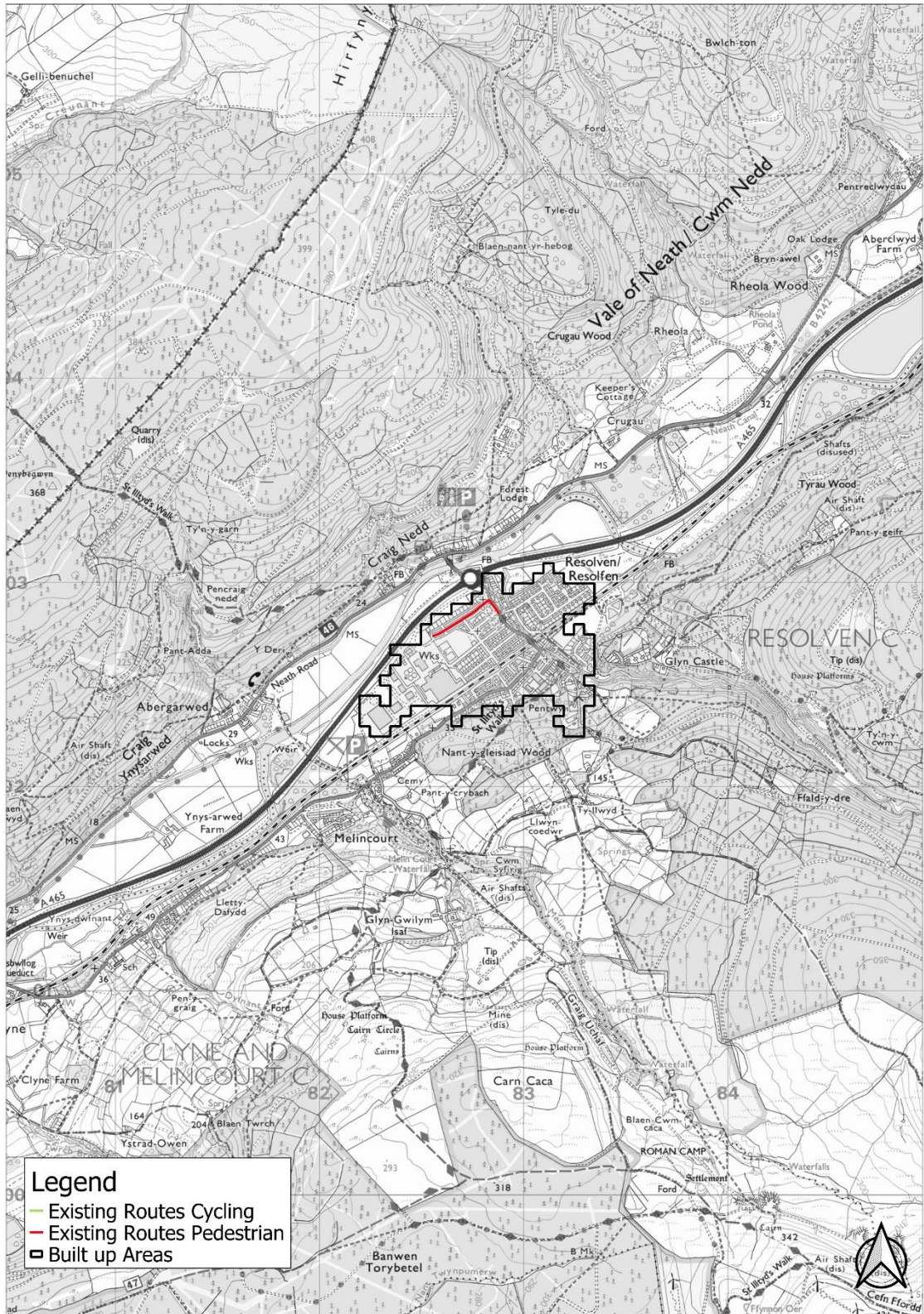
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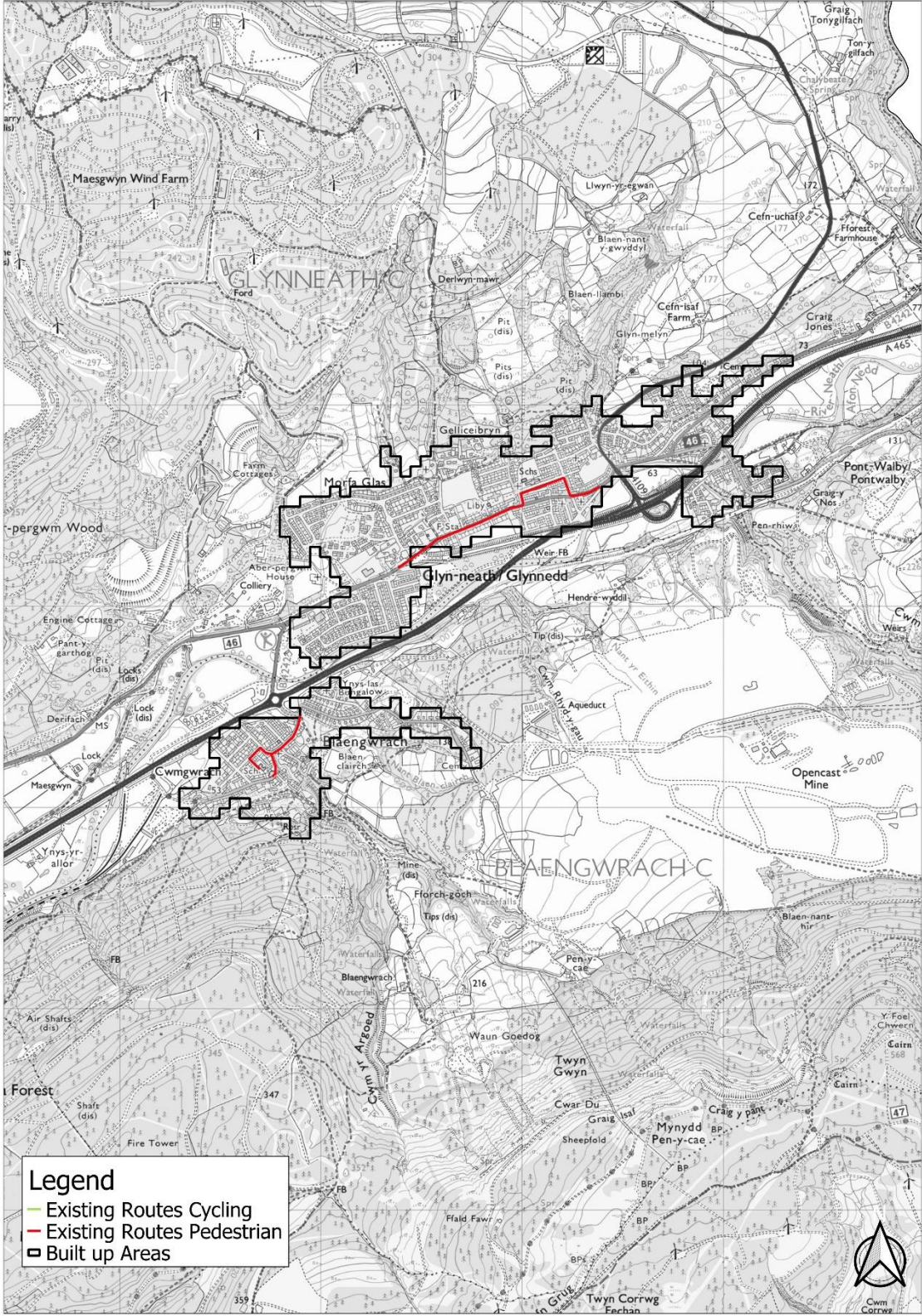
Existing Routes Map 6- Crynant



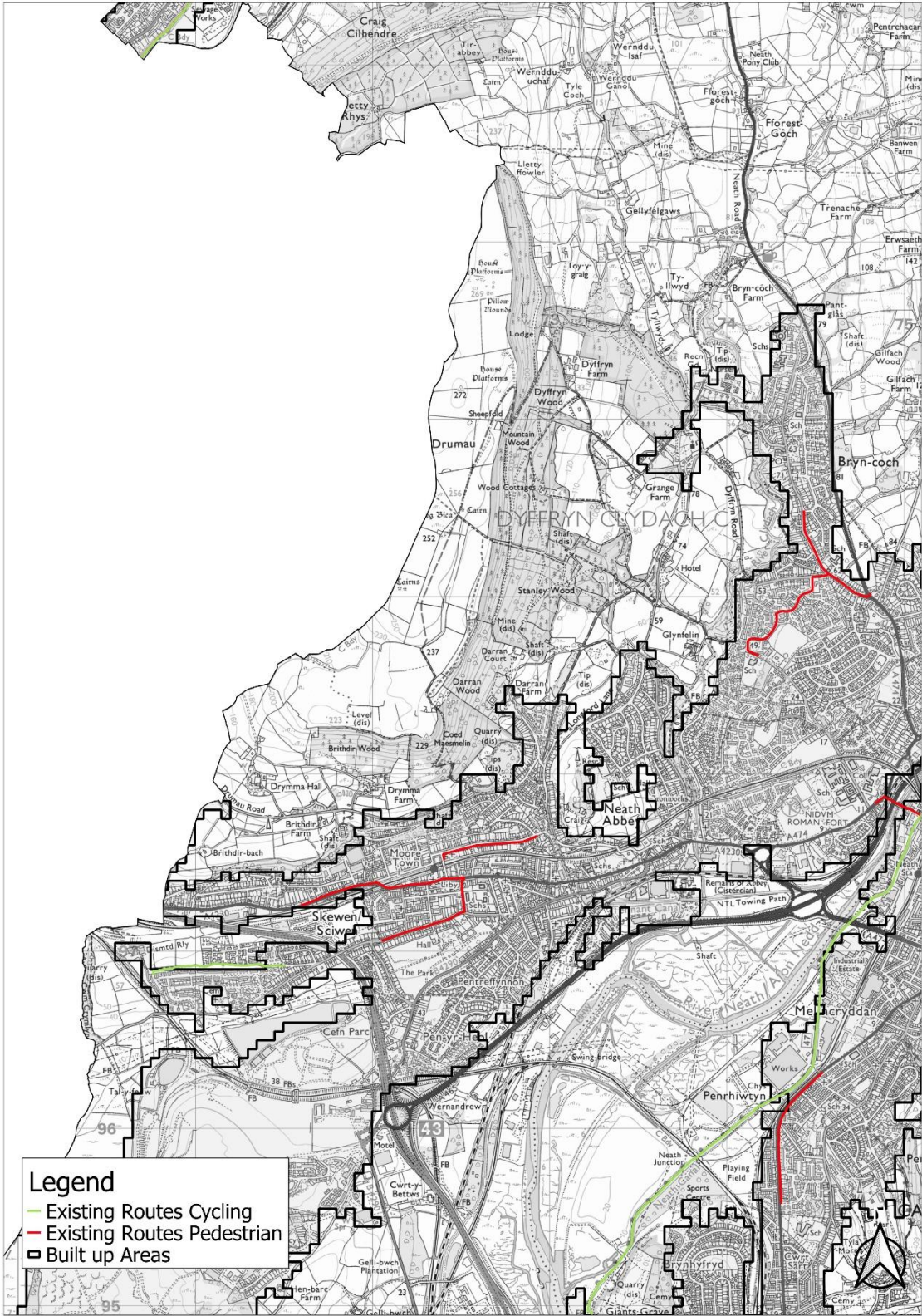
Existing Routes Map 7- Resolven



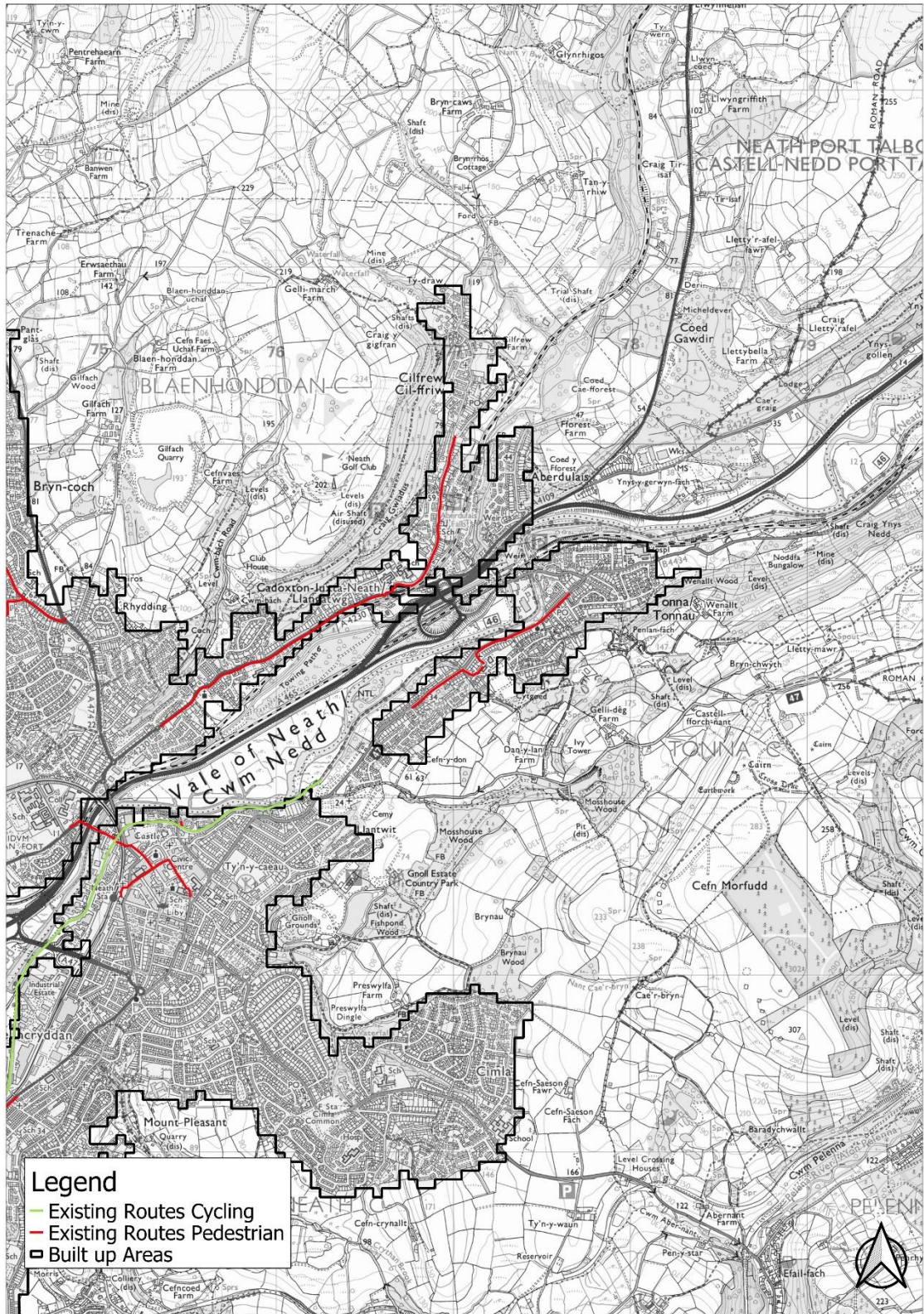
Existing Routes Map 8- Glynneath/Blaengwrach



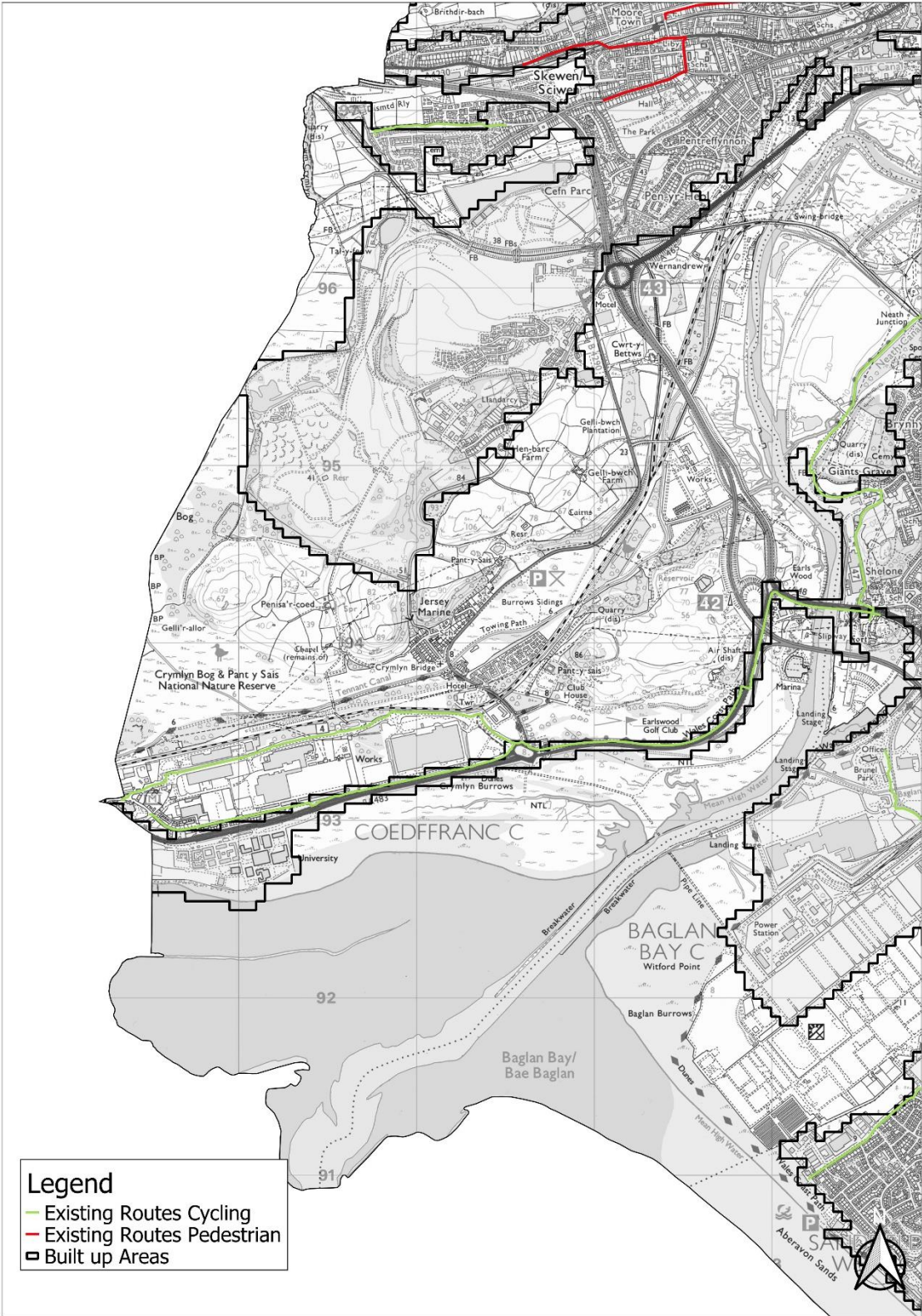
Existing Routes Map 9- Neath



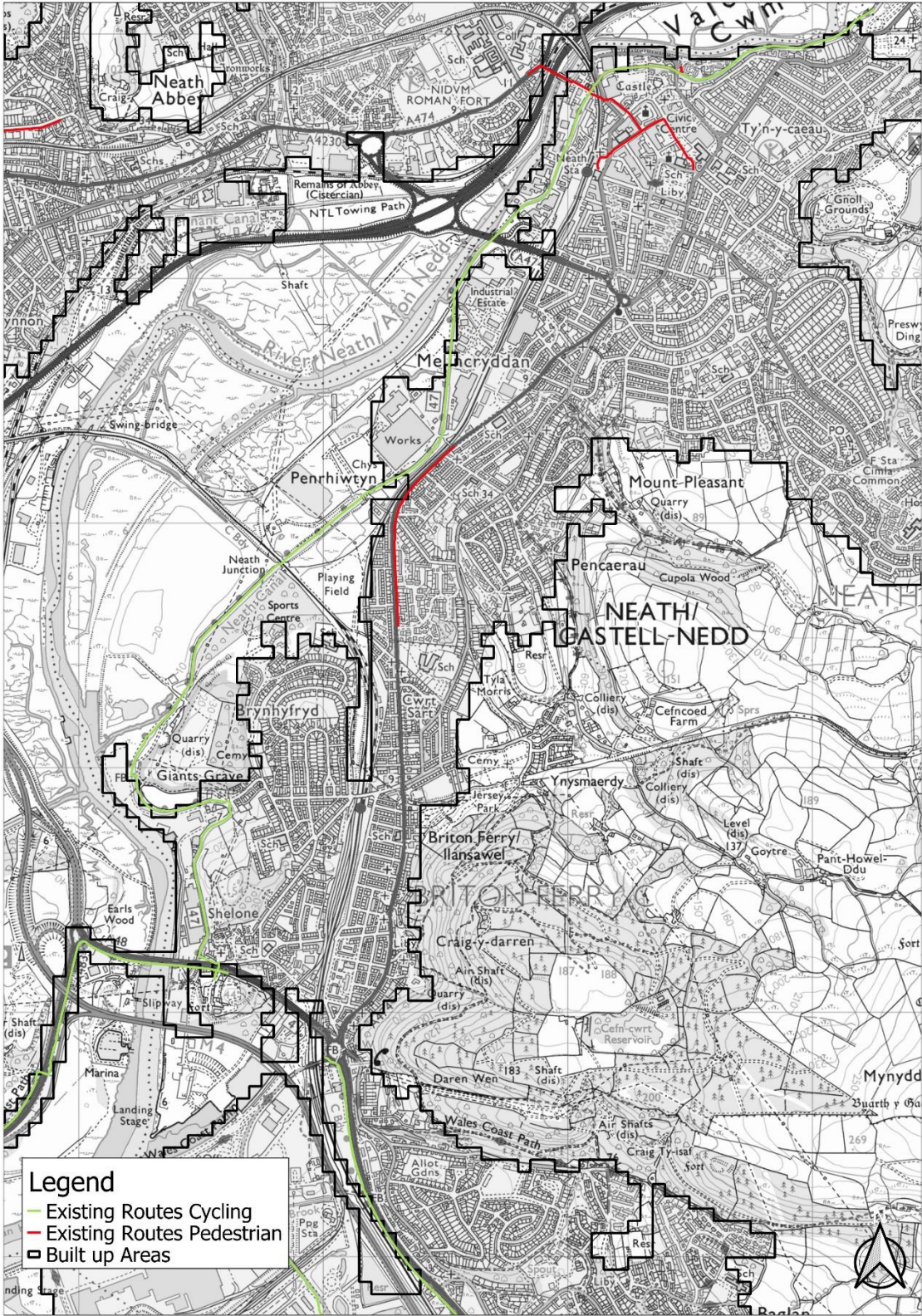
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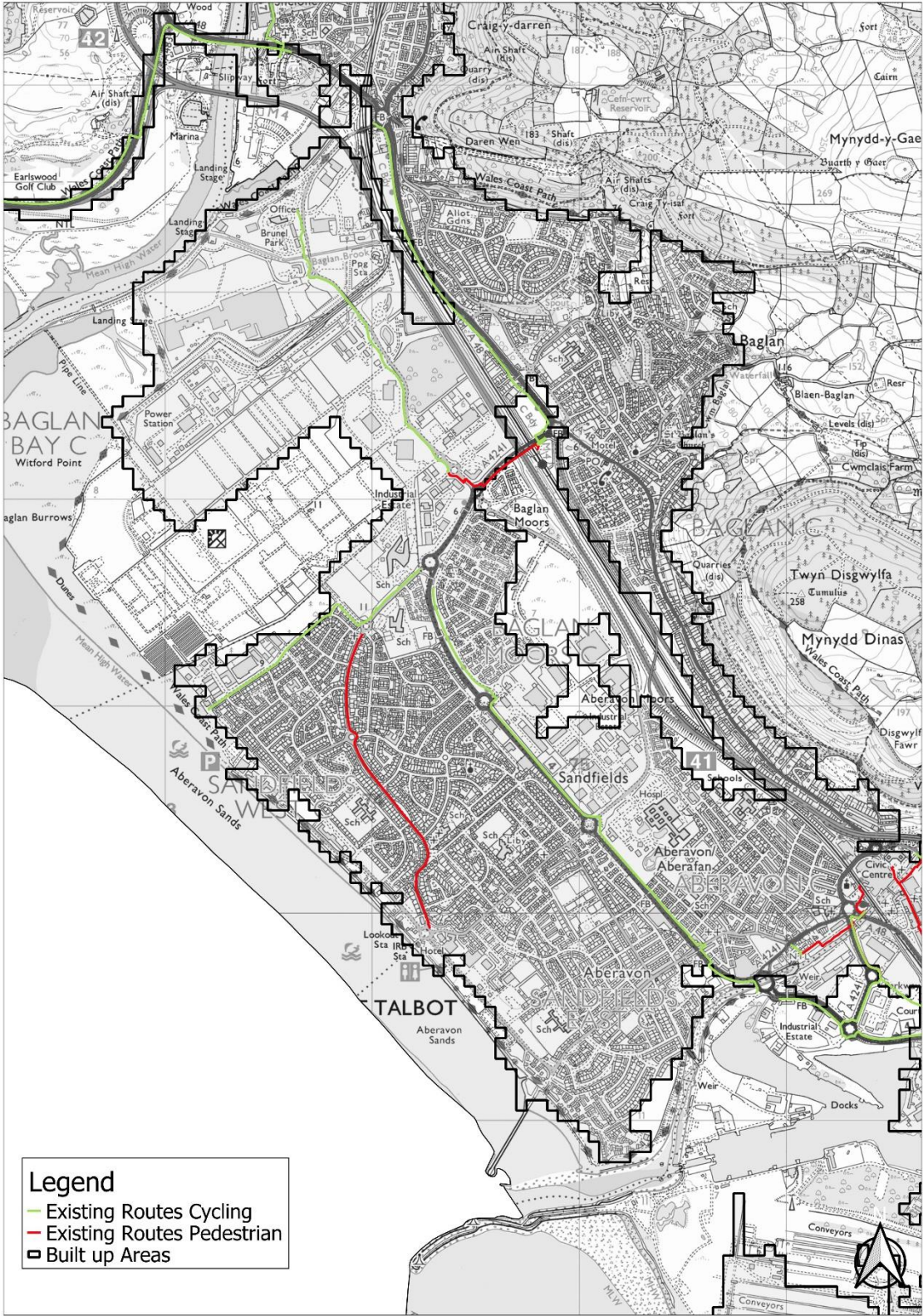
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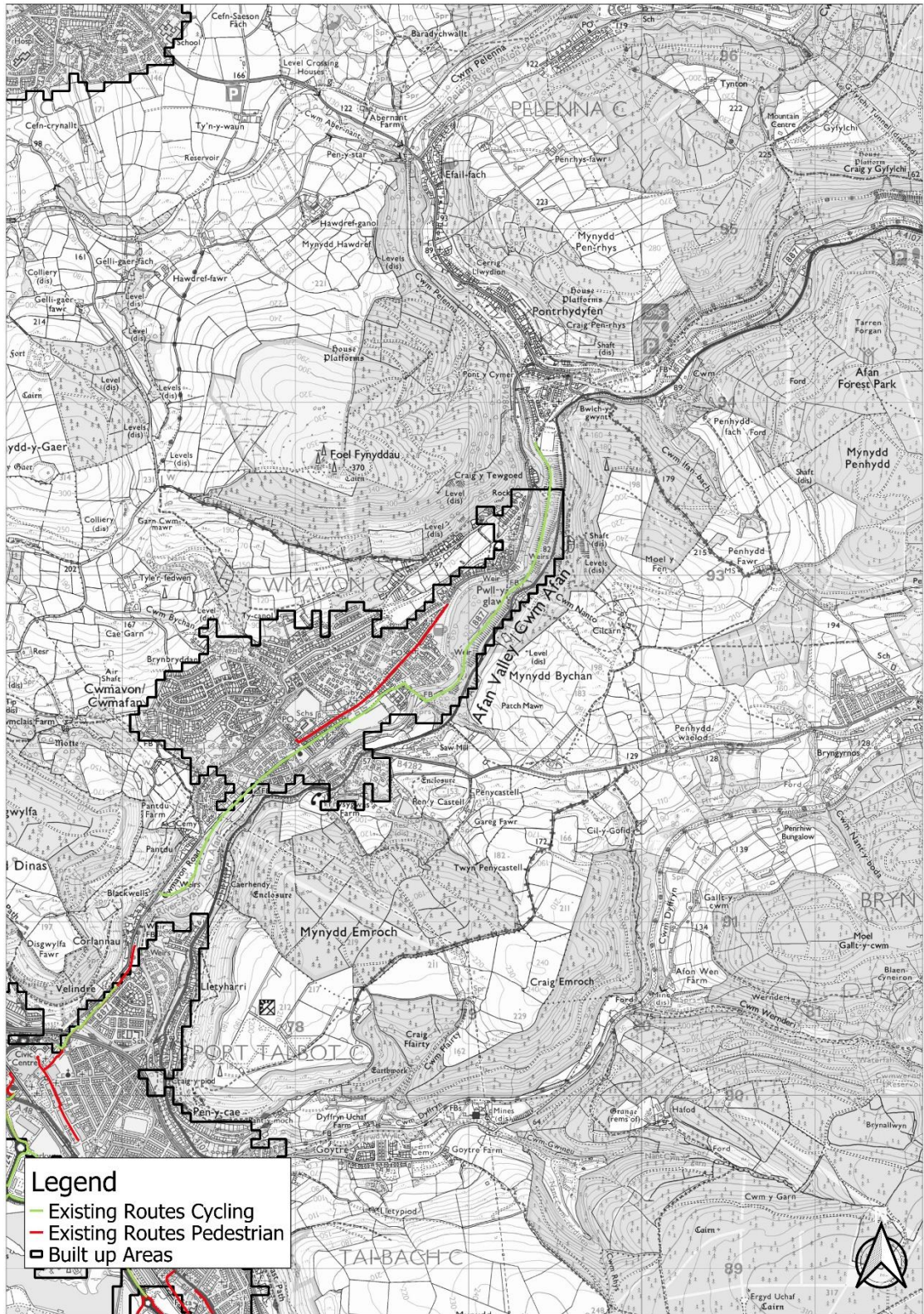
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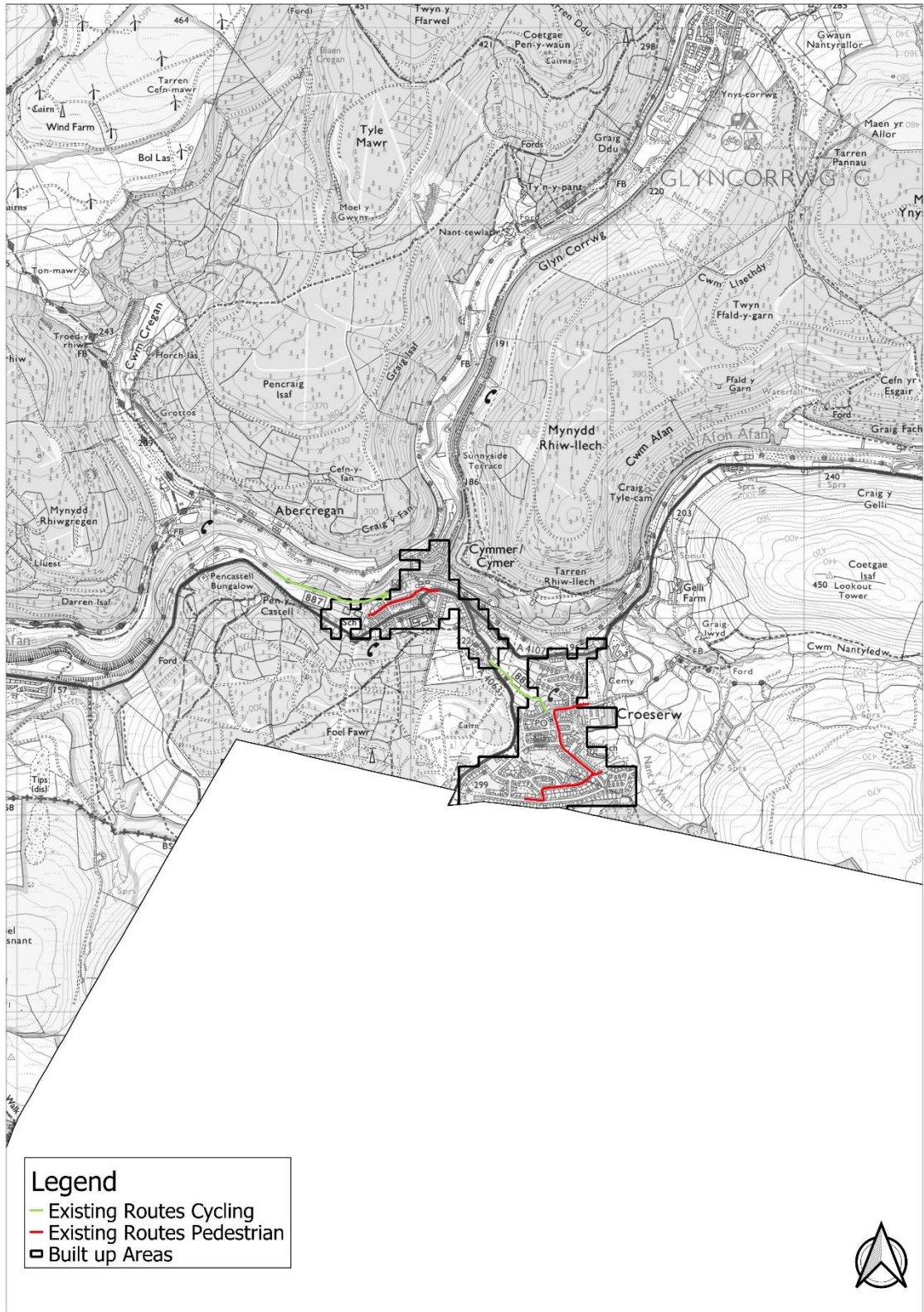
Existing Routes Map 13- Port Talbot



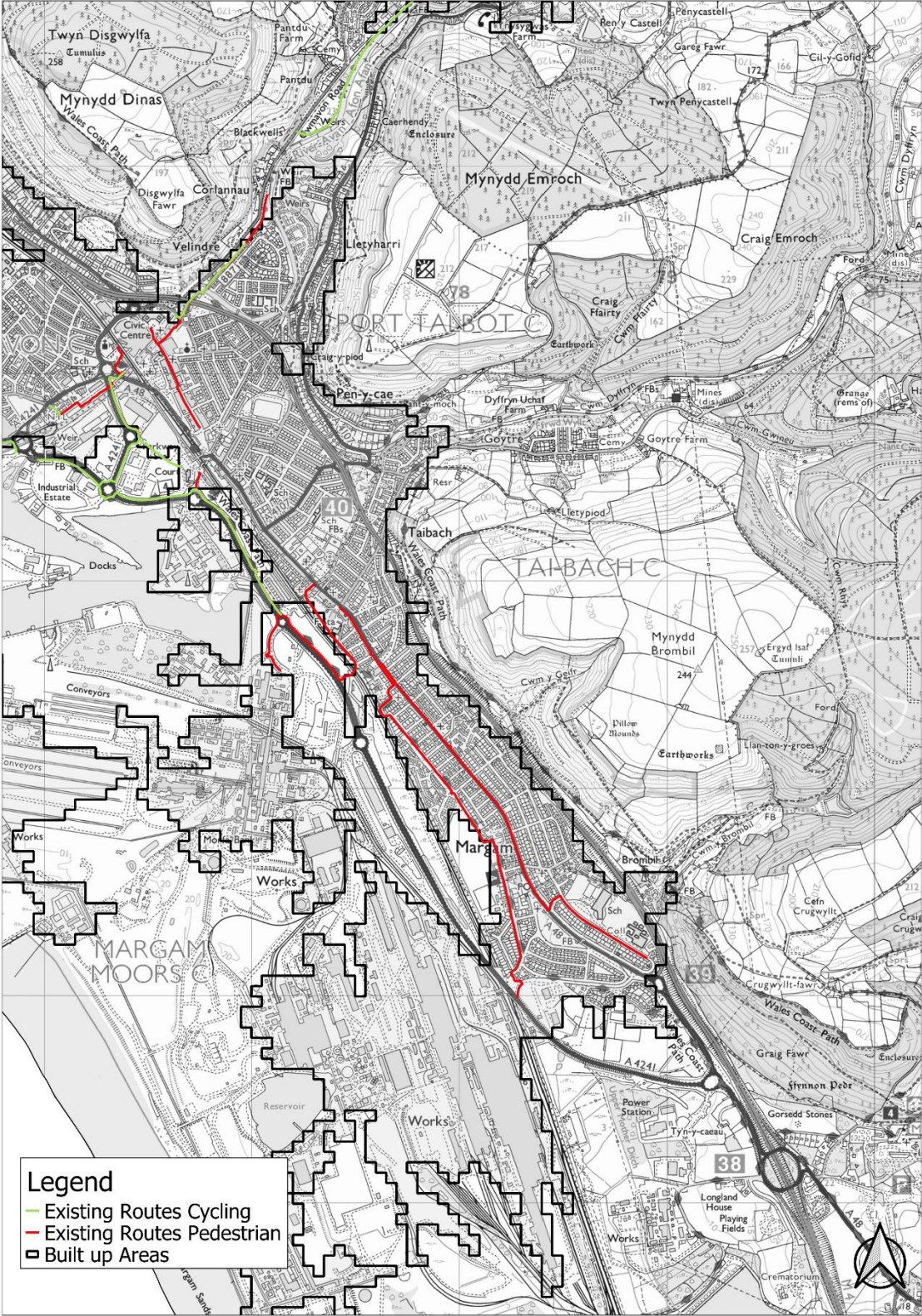
Existing Routes Map 14- Cwmafan



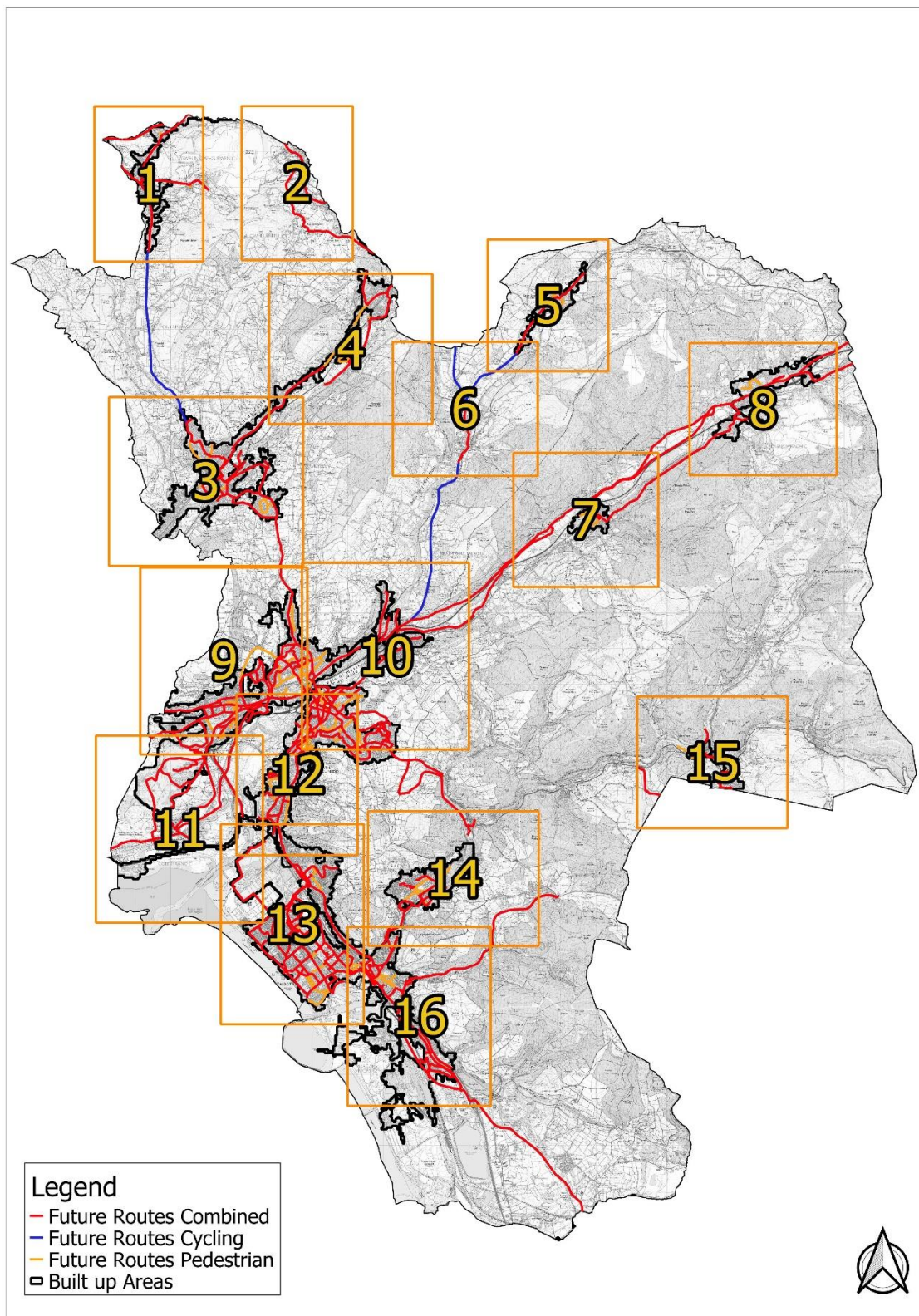
Existing Routes Map 15- Croeserw/Cymmer



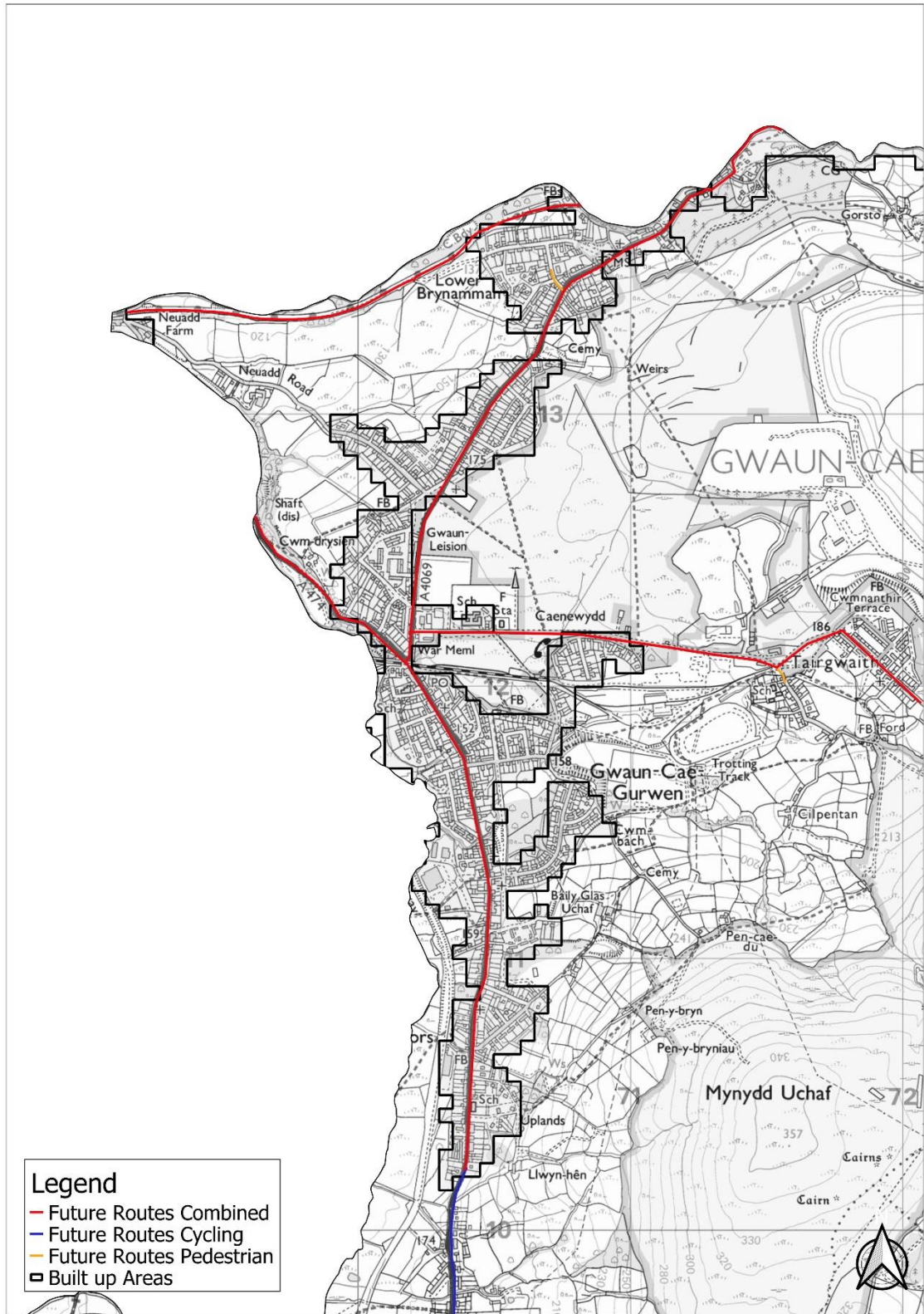
Existing Routes Map 16- Port Talbot



Active Travel Network Map Consultation Draft- Proposed Future Routes



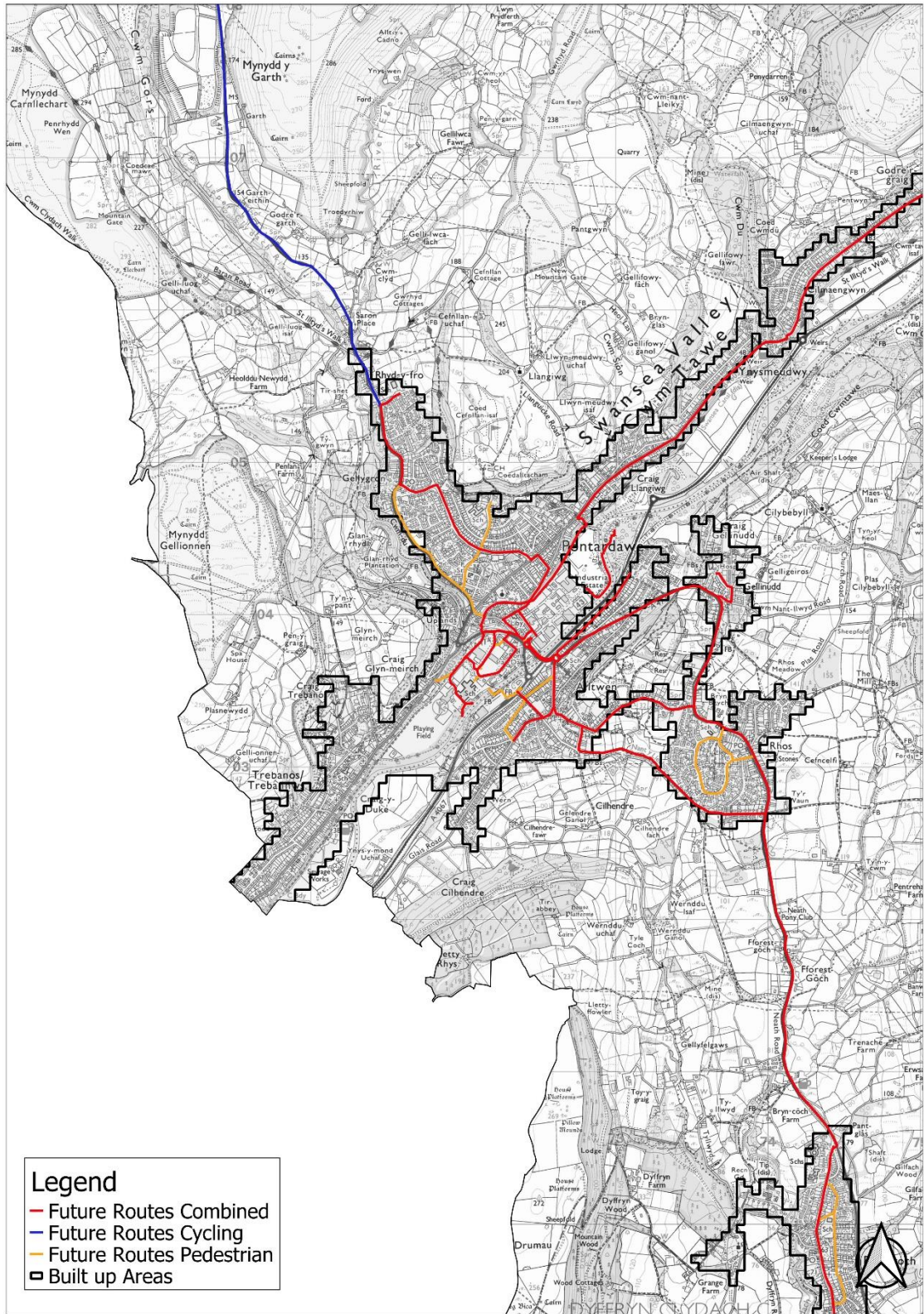
Future Routes Map 1- Brynamman/Gwaun Cae Gurwen



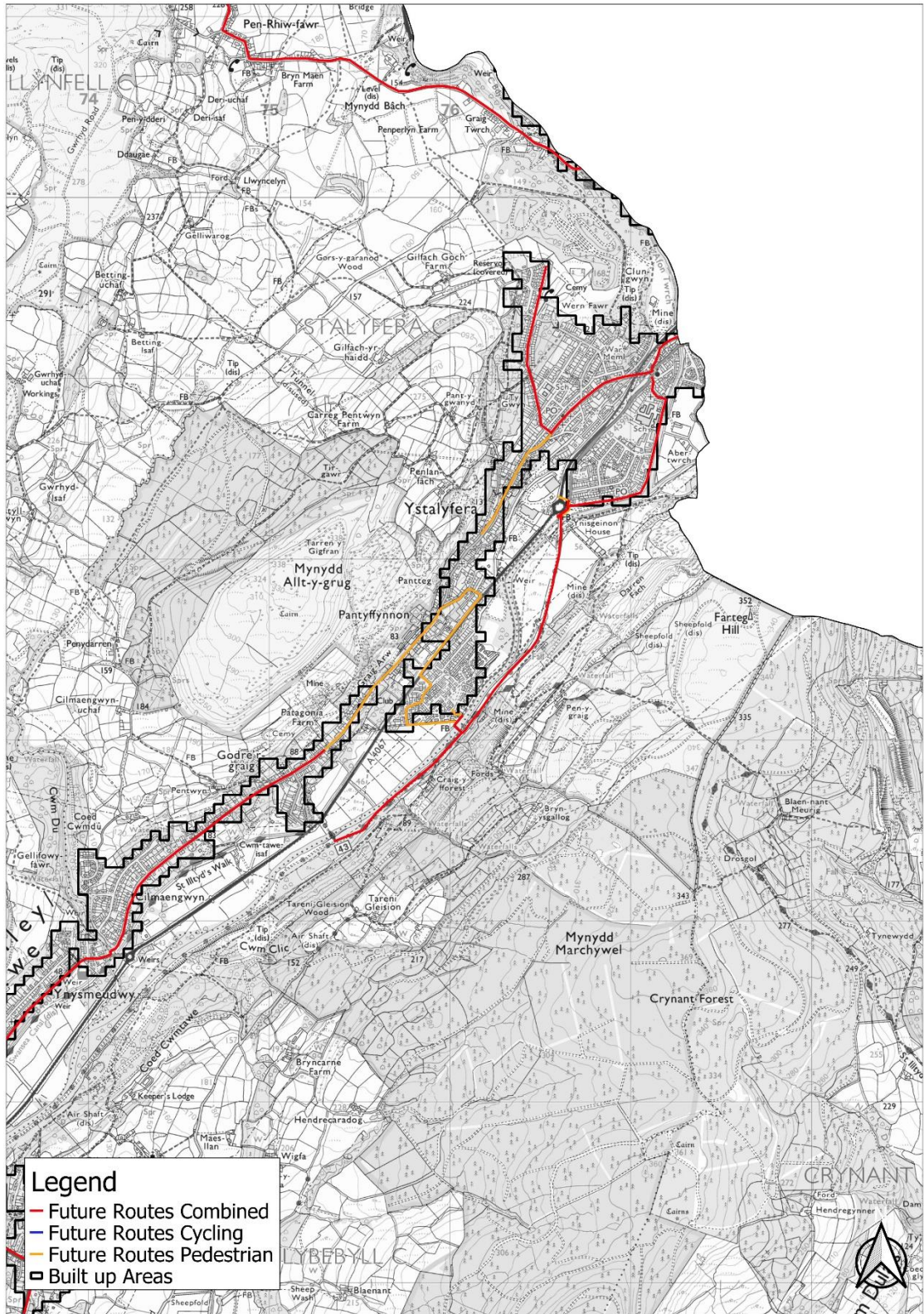
Future Routes Map 2- Cwmllynfell



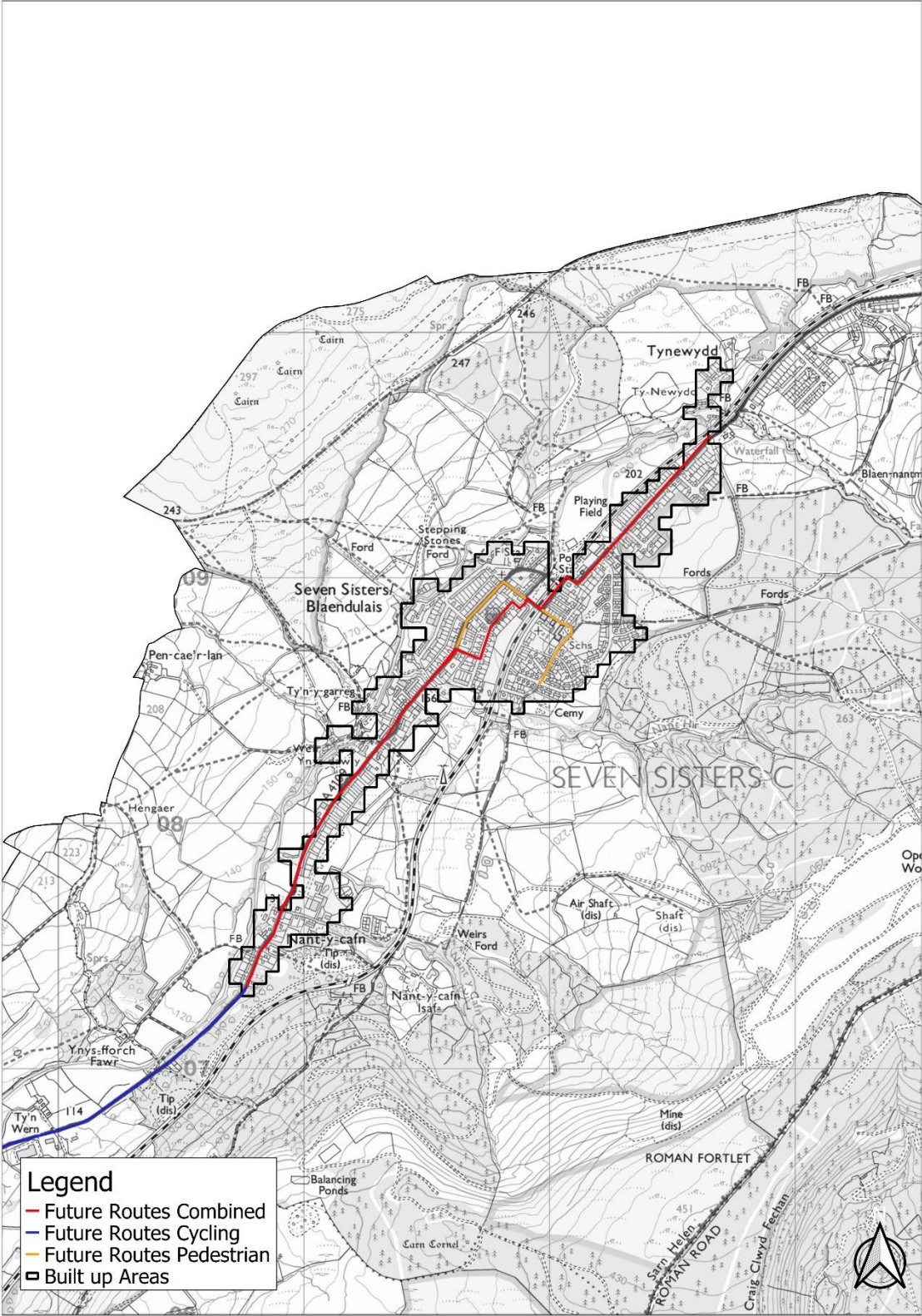
Future Routes Map 3- Pontardawe



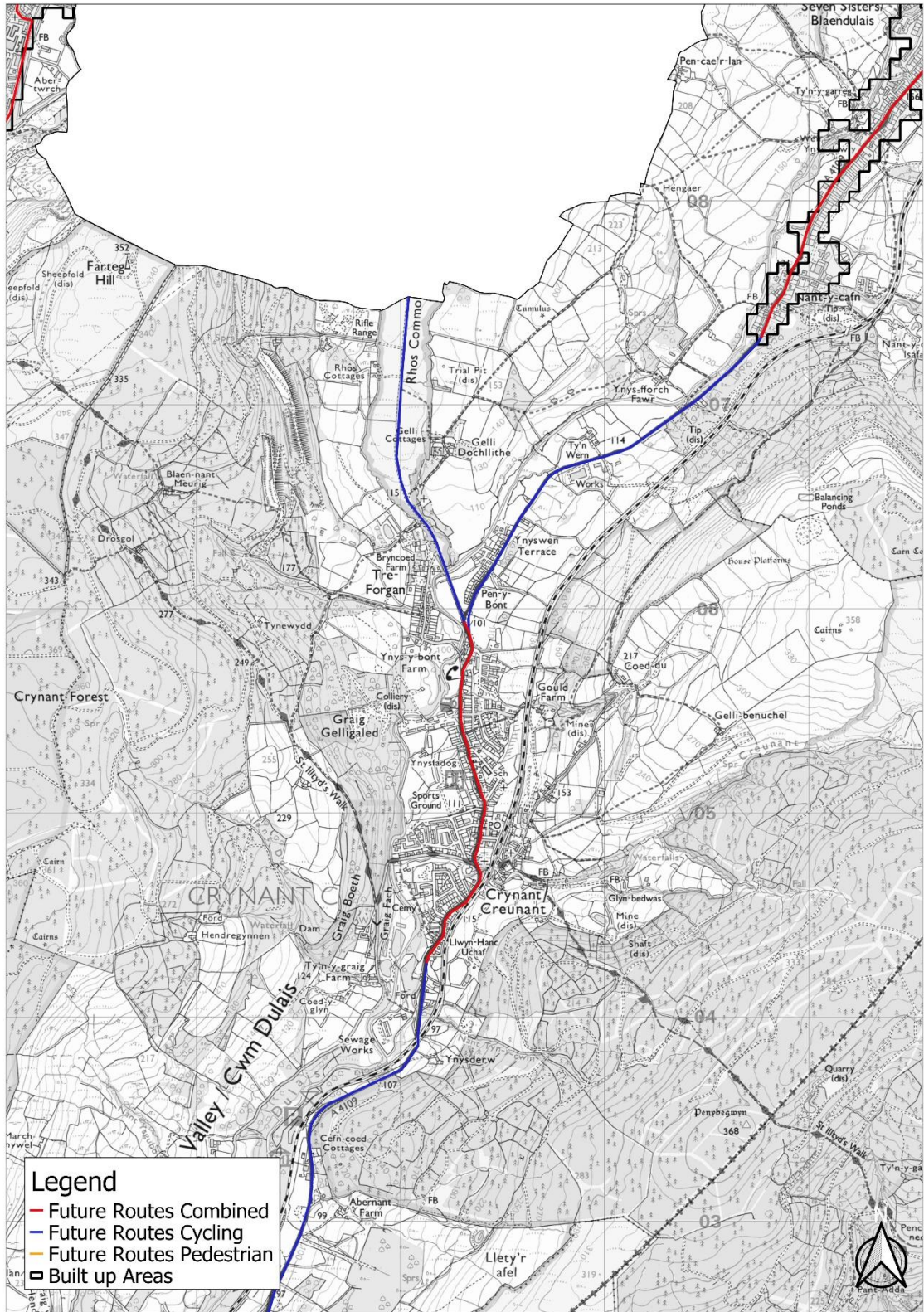
Future Routes Map 4- Pontardawe



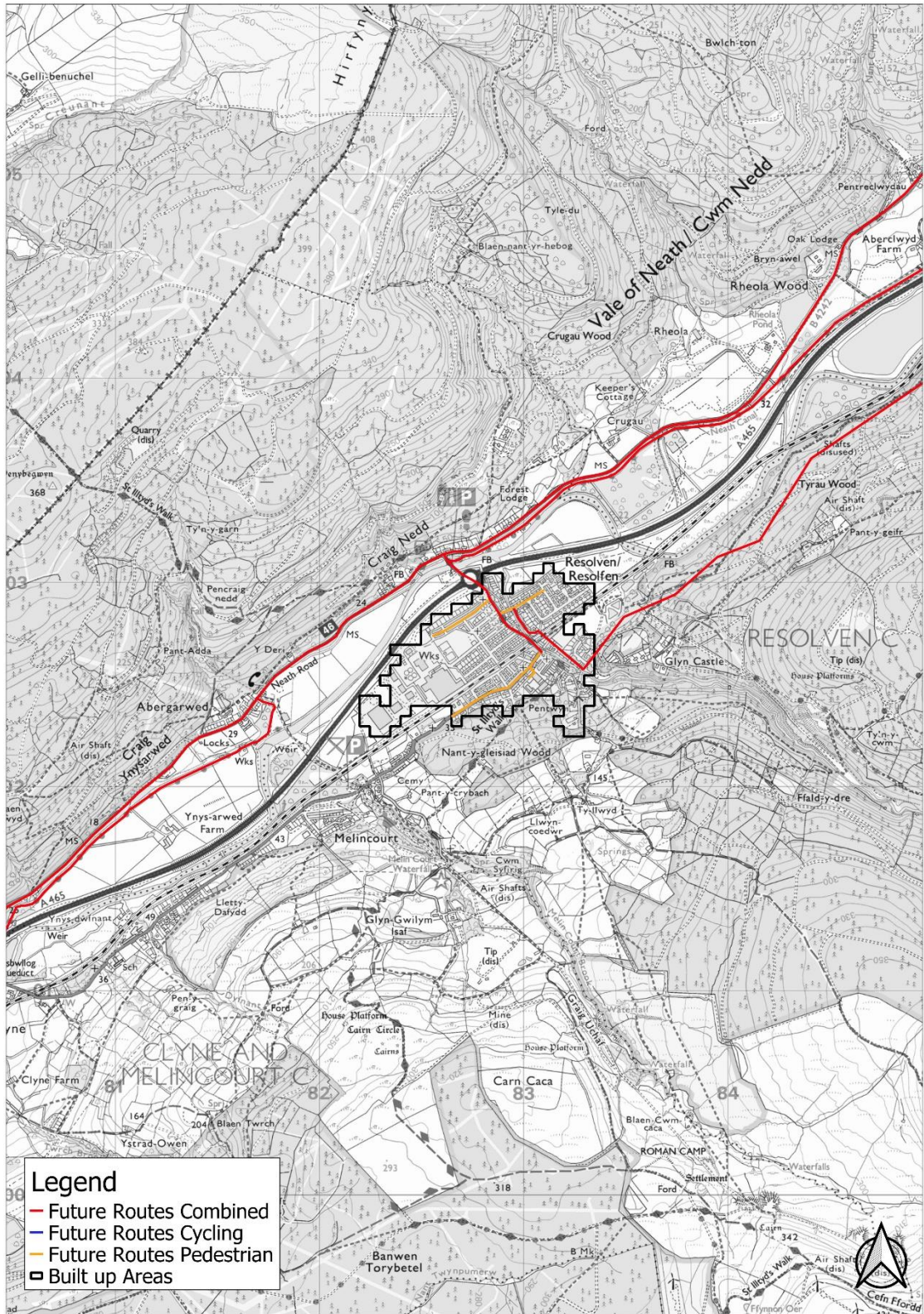
Future Routes Map 5- Seven Sisters



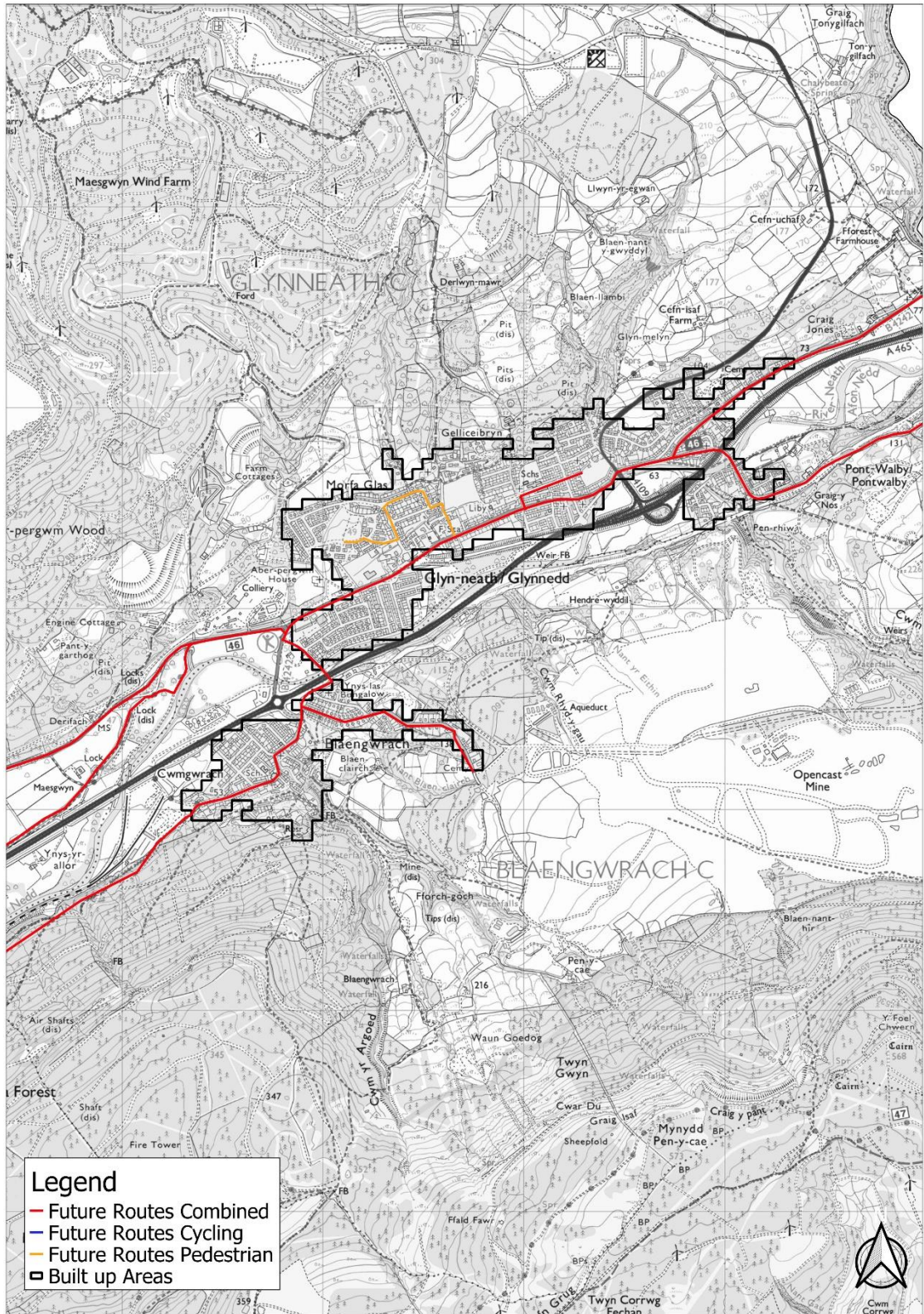
Future Routes Map 6- Crynant



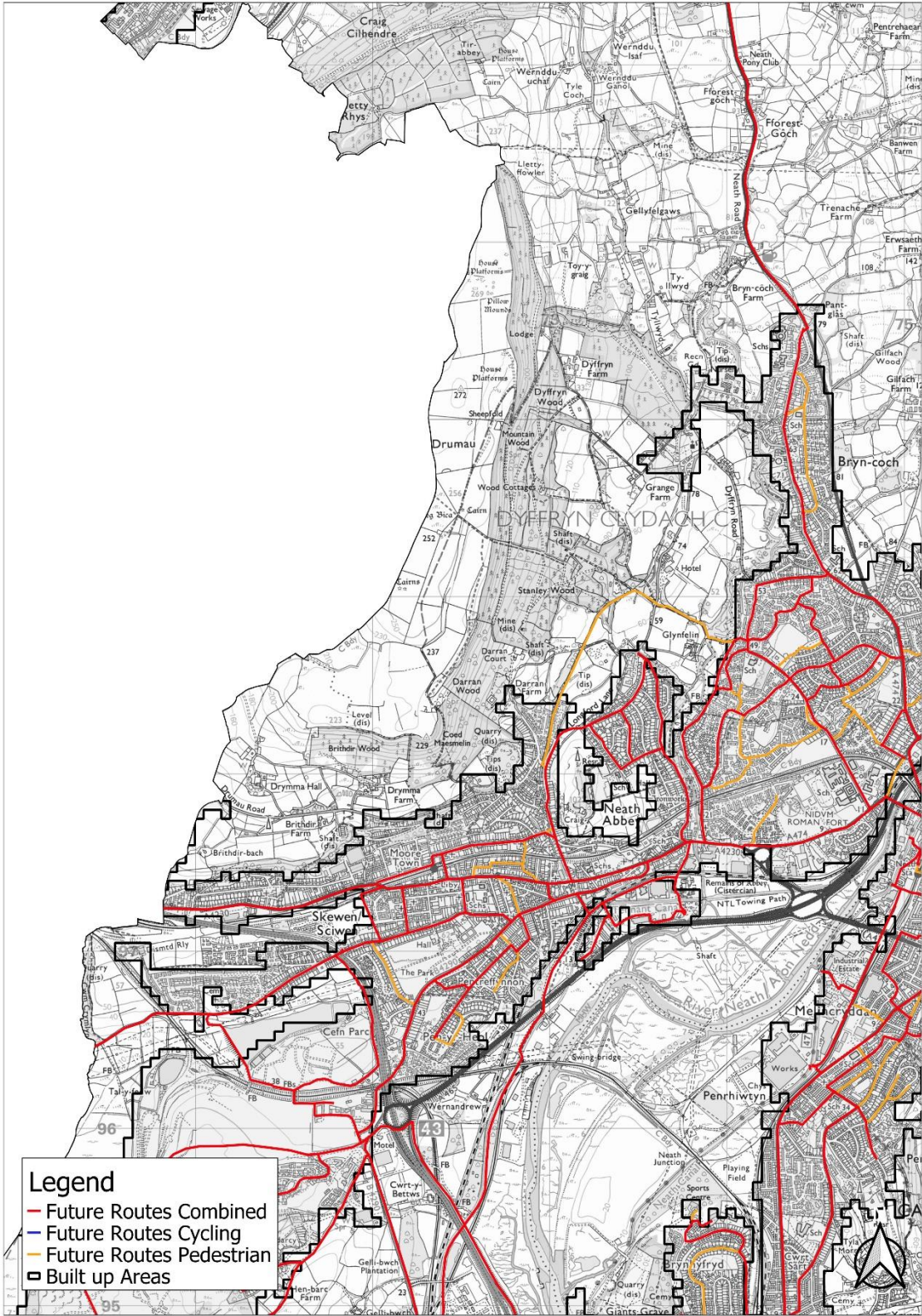
Future Routes Map 7- Resolven



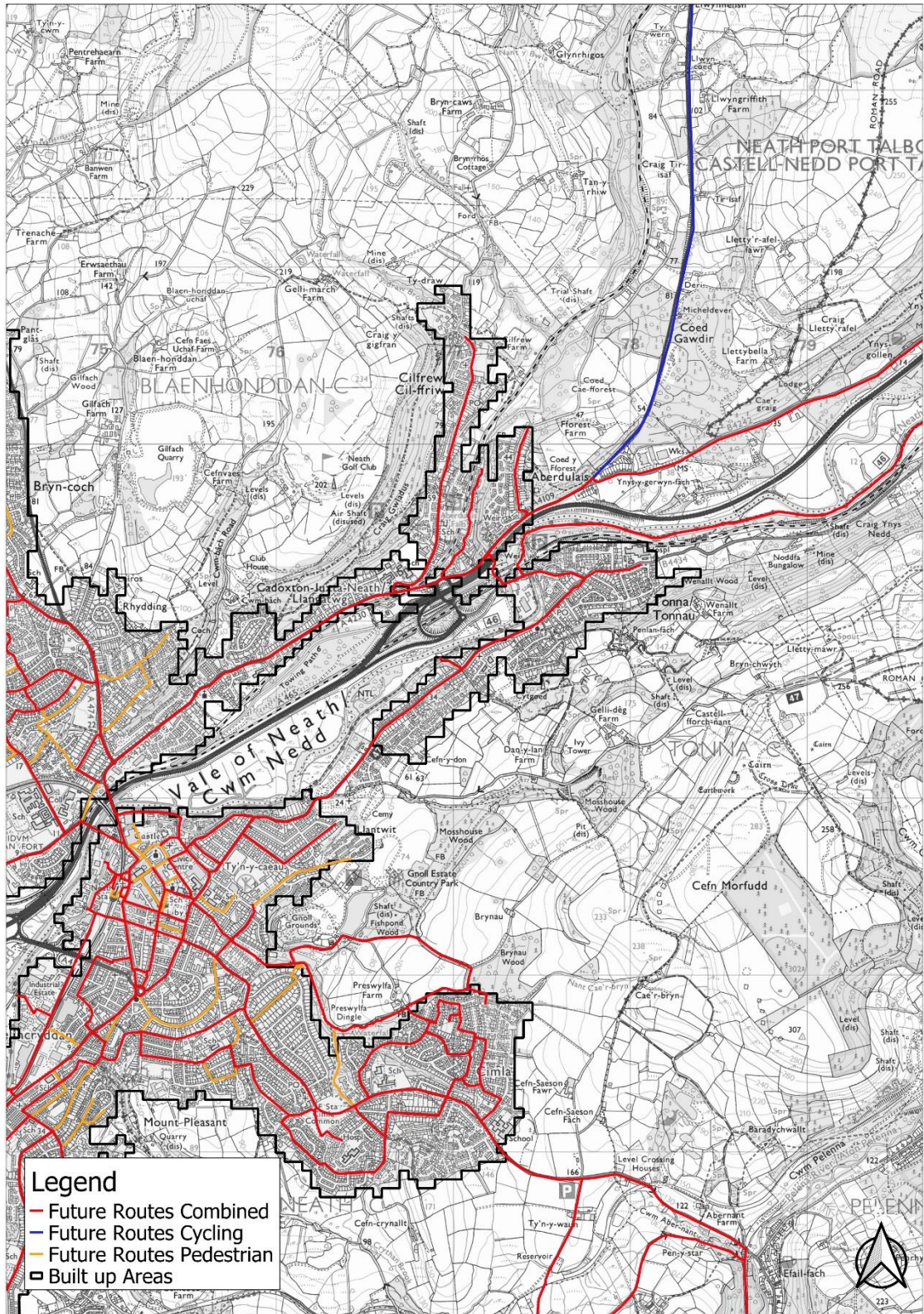
Future Routes Map 8- Glynneath/Blaengwrach



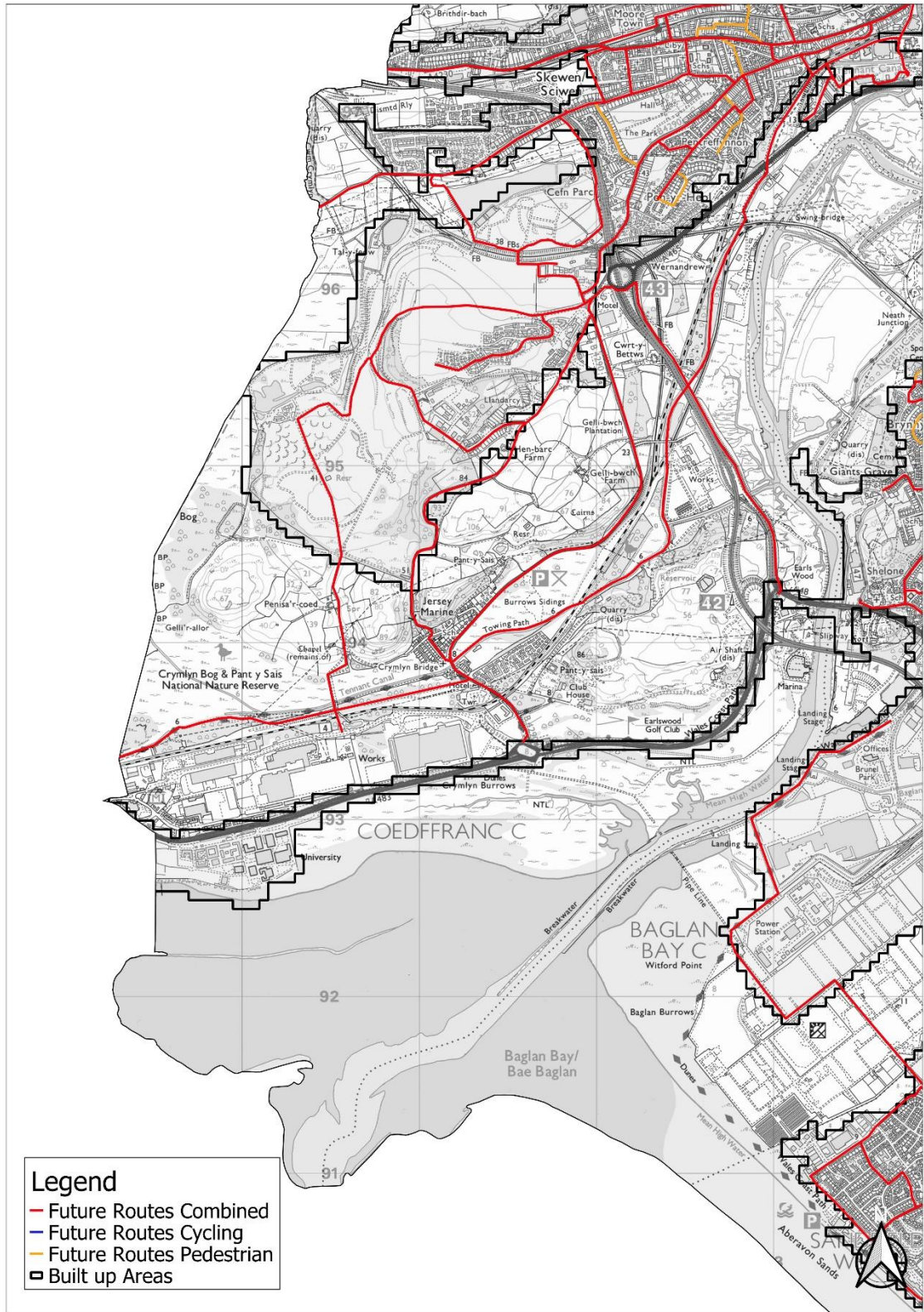
Future Routes Map 9- Neath



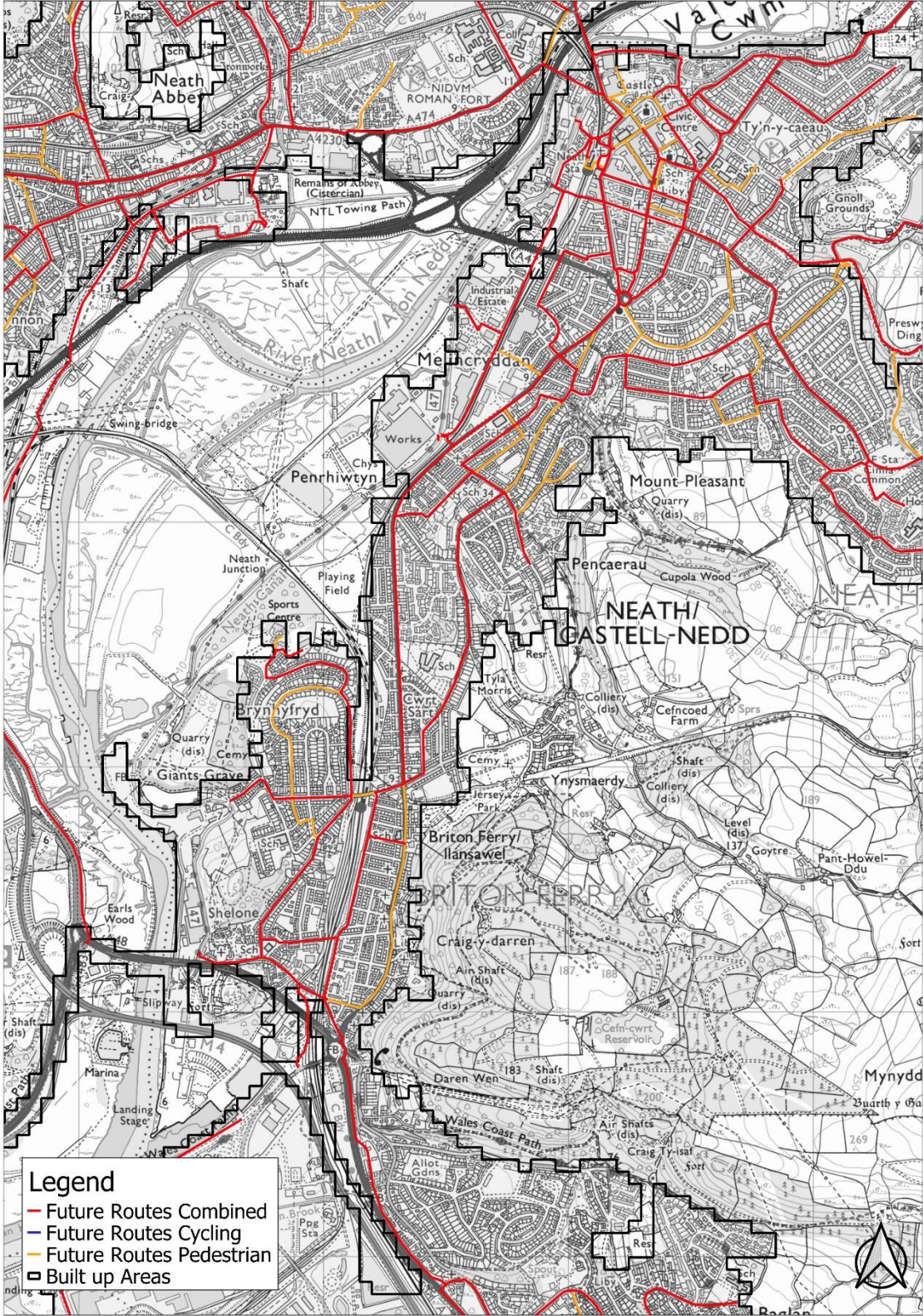
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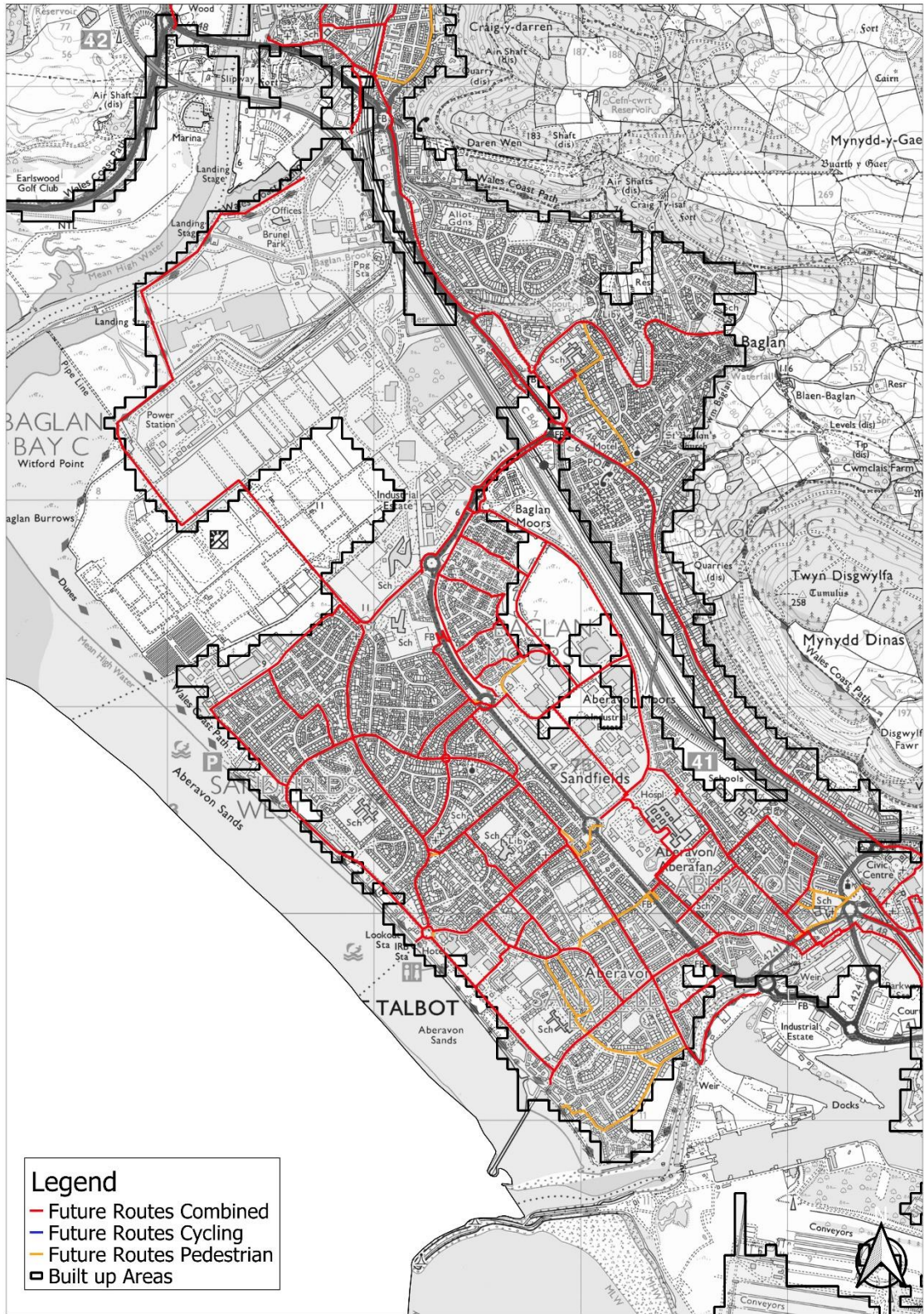
Future Routes Map 11- Neath/Port Talbot



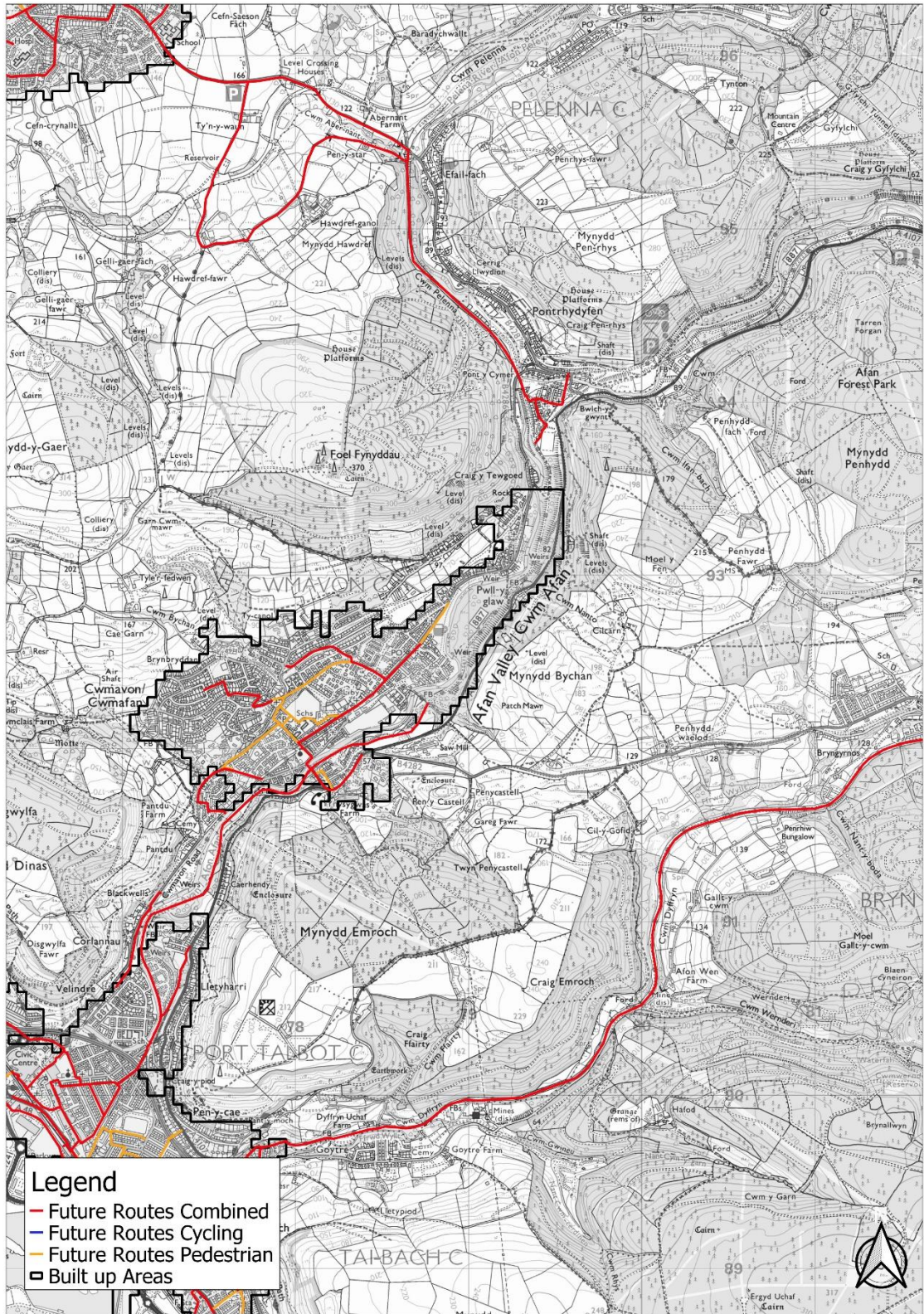
Future Routes Map 12- Neath/Port Talbot



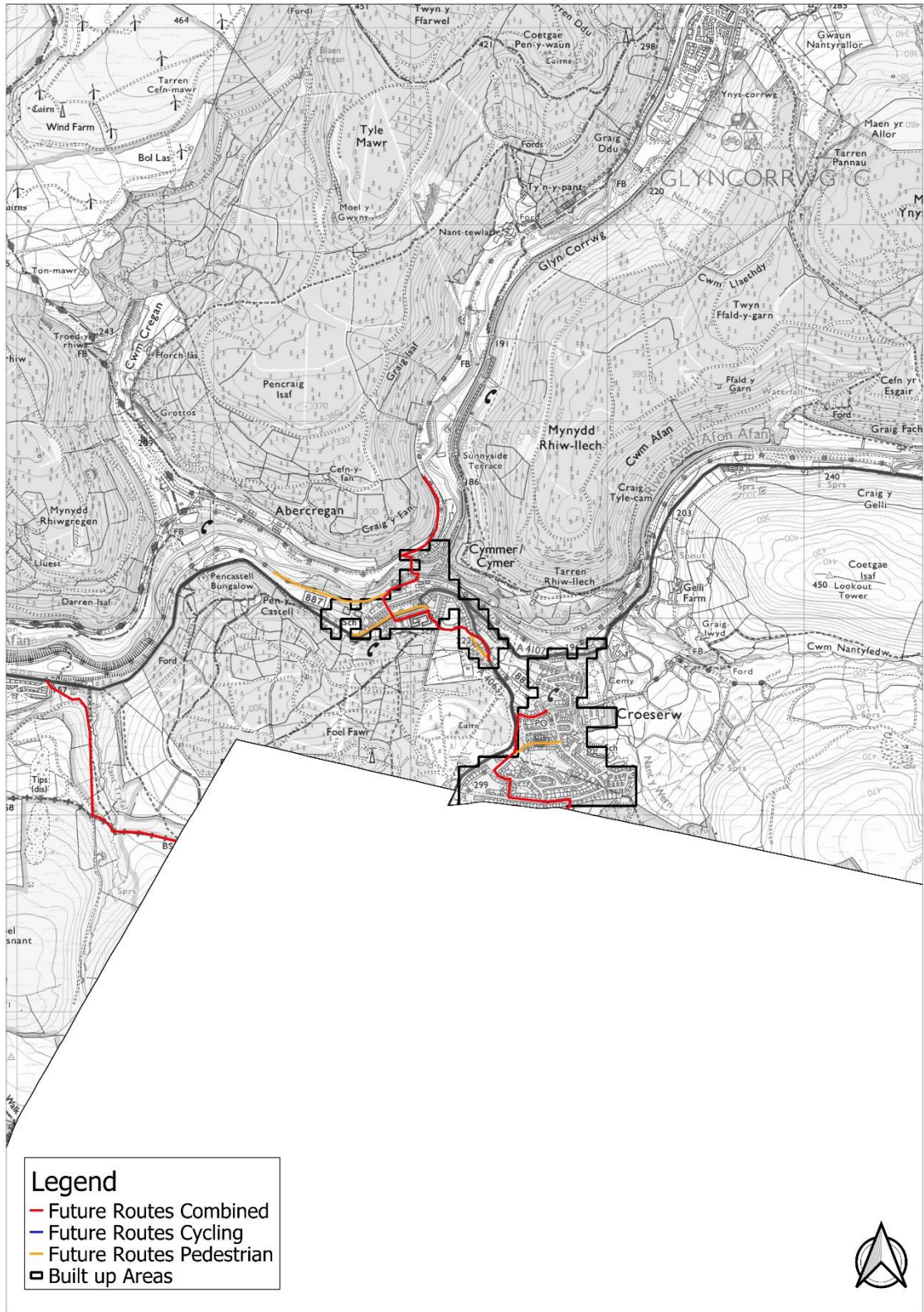
Future Routes Map 13- Port Talbot



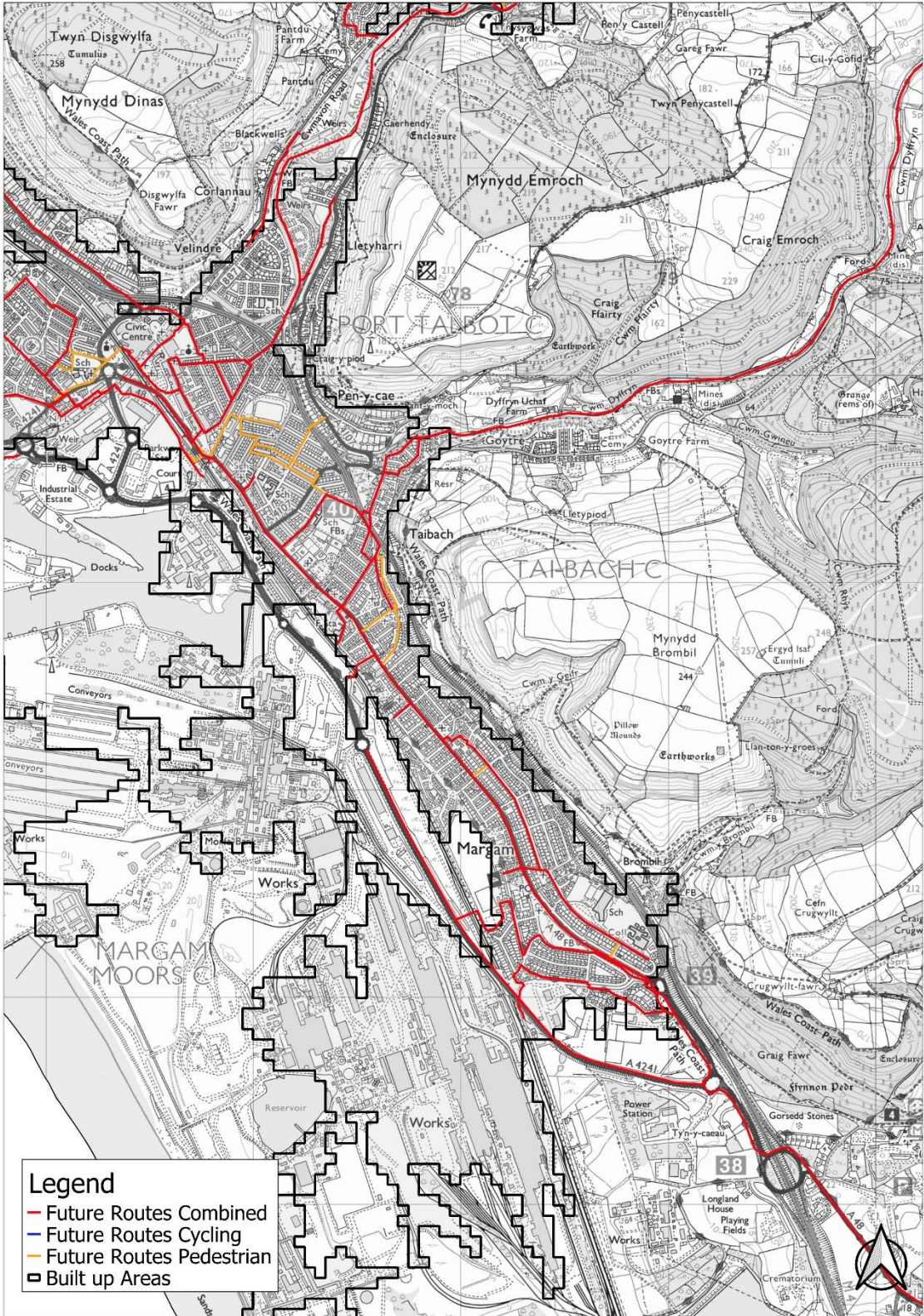
Future Routes Map 14- Cwmafan



Future Routes Map 15- Croeserw/Cymmer



Future Routes Map 16- Port Talbot



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Regeneration and Sustainable Development Cabinet Board
Immediately following Scrutiny Committees starting at 10am

Meeting Date	Agenda Item	Type	CDG/ CMB/ Comments	Contact Officer
30 July 2021	Food and Feed Delivery Plan 2021/2022	Information		Ceri Morris / Mark Thomas
	Food and Feed Enforcement Review 2020/2021	Information		Ceri Morris / Mark Thomas
	Replacement Local Development Plan (RLDP) 2021-2036 Delivery Agreement – Consultation Draft	Decision	CDG – 9 July CMB – 9 July	Ceri Morris / Lana Beynon
	Lease of 5-6 London Road, Neath (Private)	Decision	Not needed – C.Jones	Claire Jones Andrea Nicholas
10 September 2021	Local Air Quality Management	Information		Ceri Morris / Mark Thomas

	Rural Development Plan Update	Information		Angelina Spooner- Cleverly
22 October 2021	2021/22 Quarterly Performance – Quarter 1	Monitor	CDG 29 th September CMB (Not required)	Simon Brennan / Ceri Morris
	Local Development Plan (LDP) Annual Monitoring Report	Information	CDG 29 September CMB 6 th October	Ceri Morris / Catherine Rylands
3 December 2021	2021/22 Quarterly Performance – Quarter 2	Monitor	CDG 10 th November CMB (Not required)	Simon Brennan / Ceri Morris
	Replacement Local Development Plan (RLDP) 2021-2036 Delivery Agreement – Submission Version	Decision	CDG – 10 Nov CMB – 24 Nov	Ceri Morris / Lana Beynon/ Anjuli Davies
14 January 2022				

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