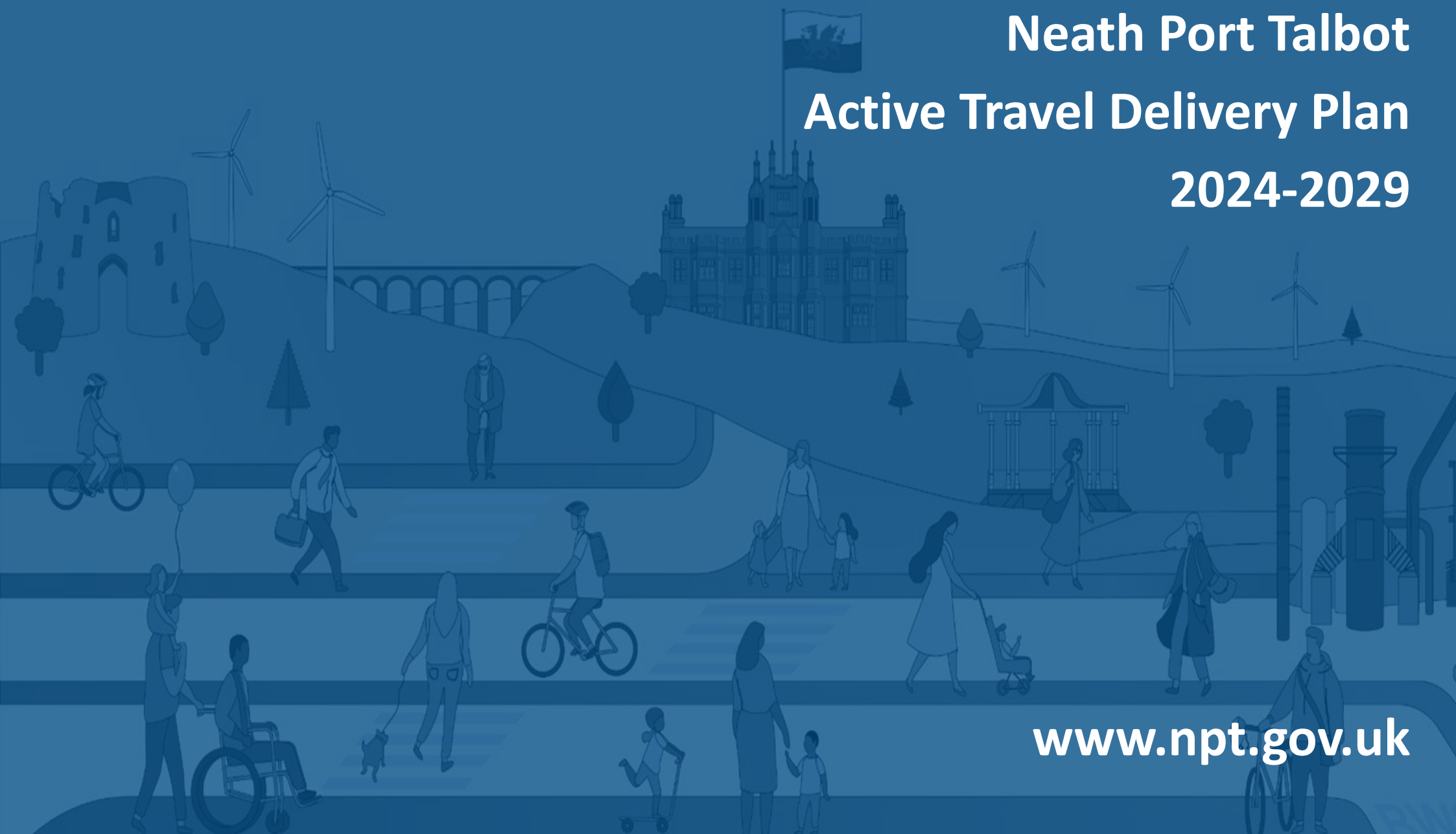




Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

# Neath Port Talbot Active Travel Delivery Plan 2024-2029



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## ***NPT ACTIVE TRAVEL***

If it's not far, leave the car



# Section 1

## Introduction and background

**A CLEANER MORE  
PROSPEROUS  
HEALTHIER COUNTY  
BOROUGH**



## SECTION 1 INTRODUCTION AND BACKGROUND

The Neath Port Talbot Active Travel Delivery Plan sets out the blueprint for how we intend to encourage and facilitate a change in travel for local journeys by walking, cycling and wheeling (e.g. wheelchairs, scooters, prams). The Active Travel Delivery Plan recognises the economic and social value of active travel, articulating the role of different stakeholders and identifying priority actions that reflect resources.

This Active Travel Delivery Plan has two broad aims:

- To set out the strategic vision for active travel in Neath Port Talbot.
- Demonstrate how the active travel network will be improved and extended in the next five years.

The focus of the plan is to enhance the opportunity for active travel in Neath Port Talbot and to encourage the uptake of new modes of transport to assist with modal shift. Increasing levels of physical activity is central to improving the nation's health, in turn, benefitting the overall physical and mental well-being of the population, while also supporting tourism and encouraging economic growth.

### What is Active Travel

Active Travel is walking, cycling and wheeling 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.



### Benefits of Active Travel

By supporting more people in Neath Port Talbot to walk, wheel and cycle for everyday journeys, we will help improve the health and wellbeing of our residents, create safer communities, reduce congestion on our roads and reduce environmental impacts.



HEALTH



CONGESTION



ENVIRONMENTAL



SOCIAL



ECONOMIC



## Health Benefits

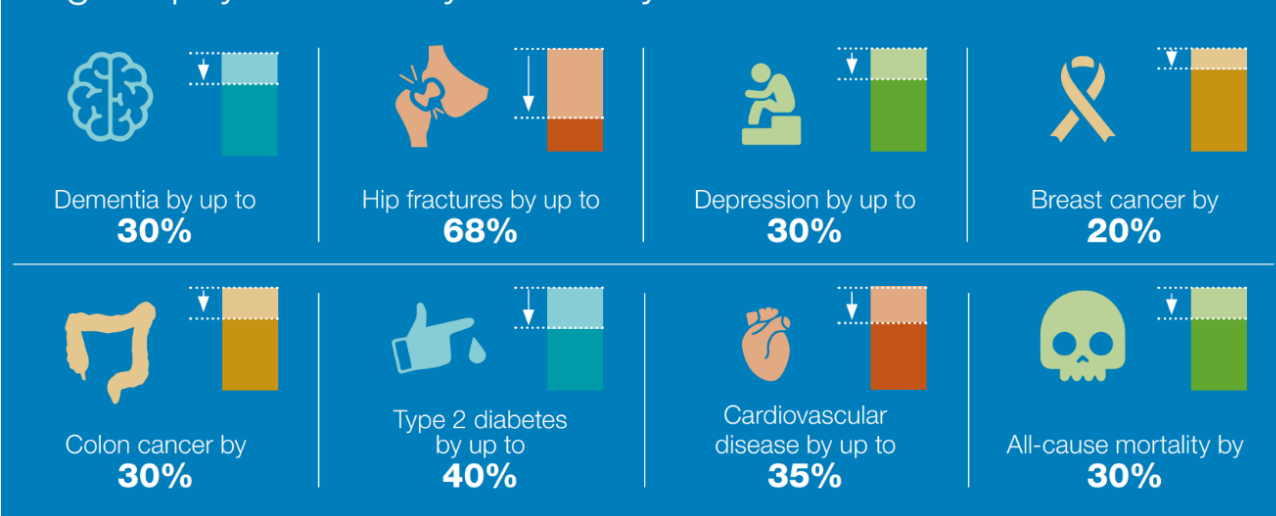
The health benefits of walking, cycling and wheeling are vast. Physical activity can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes, and depression. A 2022 World Health Organisation WHO report found that active commuting is associated with around a 10% decrease in risk for cardiovascular disease and a 30% decrease in type 2 diabetes.



HEALTH

In Wales, approximately 60% of adults are obese or overweight and 25% of children are overweight or obese when they start primary school. It is well known that the way we eat and the amount of physical activity we undertake contribute to our weight. Chief medical officers recommend that over a week, physical activity should total around 2½ hours of moderate intensity activity. This can sound a daunting target to fit into our busy lives, travelling actively is a great way of doing this.

### Regular physical activity reduces your risk of...



Poor mental health is a significant and often poorly understood issue in the UK, with one in six workers experiencing depression, anxiety or problems relating to stress at any one time. Evidence suggests walking, wheeling and cycling can contribute positively towards mental health both through physical activity (and through other factors) in comparison to commuting by car.

Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone) (2020.)

Figure 1: What are the health benefits of walking and cycling? Source: Department for Transport 2020.

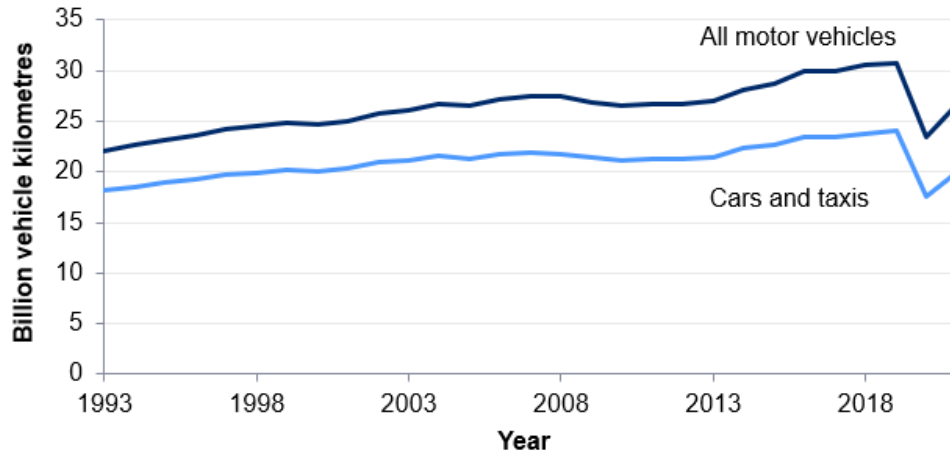


## Reduction in Highway Congestion

Road congestion is a challenge for towns and cities across the country. Networks planned in the mid-1900s struggle to cope with current volumes of traffic. The number of journeys and the number of vehicles has increased as the population has grown.



CONGESTION



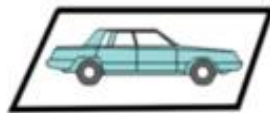
At the end of March 2023, there were over 40.8 million licensed vehicles in the UK, an increase of 1.1% compared to March 2022.

Trends of road traffic in Wales show that between 1993 and 2019 traffic volume increased overall by 39% reaching a peak of 30.7 billion vehicle kilometres in 2019.

Modal shift to active travel and public transport will ultimately result in fewer cars on the road, so less congestion, less pollution and less noise from traffic.

Figure 2: Welsh Governments analysis of annual average daily flows (AADF) data.

One car takes up the same space as



20 people walking



5 people cycling





Transport is considered a key contributor to carbon emissions, enabling residents to make the shift from travelling by car to walking, wheeling and cycling has the potential to reduce the impact of climate change. Every cyclist that makes 160 4km trips by bike every year saves 112,000 grams of CO<sub>2</sub> that would be generated if travelling by car.

## Emissions in Wales in 2018

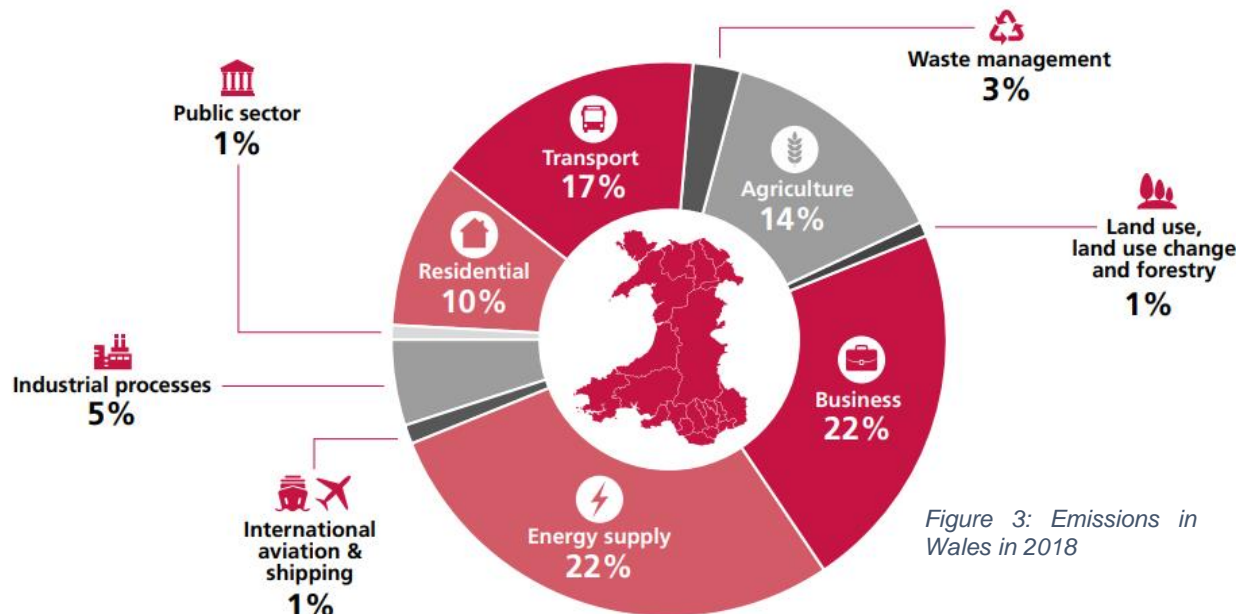


Figure 3: Emissions in Wales in 2018

On 30th April 2019, the Welsh Government declared a Climate emergency. At Neath Port Talbot Council we recognise that tackling climate change is necessary and urgent and the Council declared a climate emergency on 28th September 2022. We are dedicated to enhancing the quality of the local environment by working to improve air quality and thereby safeguarding and enriching the environment. We will continue to improve our active travel network to enable our residents to travel by more sustainable modes. Switching from fossil fuelled vehicles to active travel will cut congestion, carbon dioxide (CO<sub>2</sub>) emissions and other air pollutants that endanger public health.

In Neath Port Talbot we have one declared air quality management area (AQMA). AQMAs are declared when pollution levels exceed health based Air Quality Objectives.



The AQMA is in place in Taibach/Margam because of exceedances of the PM<sub>10</sub> Air Quality Objective<sup>1</sup>. The area is continuously monitored for PM<sub>10</sub> in a number of locations to ensure compliance. Since 2000 there has been a gradual decrease in exceedance days at our AURN Port Talbot Margam fire station site, however, some years we have been close to the target and are noticing impacts at our Prince Street site in 2023 which we are investigating, as such the AQMA will remain until we are confident that breaches of the Air Quality Objective are unlikely.

Neath Port Talbot undertake automatic air quality monitoring. In 2023 monitoring was undertaken at five sites Port Talbot fire station Margam, Dyffryn School Margam, Margam, Little Warren Margam, Prince Street Margam and Victoria Gardens Neath. The monitor at Twll yn y Wal is not currently working and the council are exploring opportunities to finance reinstating the machine.



Neath Port Talbot monitor for a range of pollutants in addition to PM<sub>10</sub>. Along with PM<sub>10</sub> Neath Port Talbot also monitors for finer particulates smaller than 2.5 micrometres (PM<sub>2.5</sub>) at the sites around the AQMA. Monitoring is undertaken at Port Talbot Margam Fire Station for Sulphur Dioxide, Carbon Monoxide, Ozone, Nitrogen Dioxide, Benzene and Poly Aromatic Hydrocarbons. Diffusion tube monitoring is undertaken throughout the borough for Nitrogen Dioxide (NO<sub>2</sub>) from road traffic emissions and heavy metals are monitored at a number of locations with particular interest in the Pontardawe area. Dust monitoring is carried out in 6 locations targeting industrial processes. Monitoring is reported annually to Welsh Government and the reports are uploaded to Neath Port Talbot's website.

Annual mean NO<sub>2</sub> concentrations at all sites decreased over the last five years, except for a slight increase between 2020 and 2021. It is thought that a greater than expected decrease in concentrations in 2020 is due to the COVID-19 lockdown and restrictions and the subsequent increase in 2021 is due to easing of these restrictions. Concentrations fell by around 5% between 2021 and 2022.

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<sup>1</sup> Particulate matter (PM) is everything in the air that is not a gas and therefore consists of a huge variety of chemical compounds and materials, some of which can be toxic. PM<sub>10</sub> are the fractions of PM where particles are less than 10 micrometres in diameter.





## Biodiversity

In the UK we are facing an ecological emergency. Principally due to habitat loss, habitat fragmentation, climate change and changes to agricultural practices. Since 1970, the UK has seen a decline in 41% of species populations; in Wales, 18% of species are threatened with extinction (State of Nature Wales 2023). Much of these declines in nature are attributable to human activity such as agricultural practices, pollution and urbanisation.

Neath Port Talbot has traditionally been associated with heavy industry and mining communities. However, this does not do justice to the incredible variety and quality of biodiversity that exists here. Our underlying geology, the geography and hydrology of the county allow many important ecosystem services to work and improve our lives. We have a legal duty to maintain and enhance biodiversity, and in so doing, promote the resilience of ecosystems under the Environment (Wales) Act 2016. In response to this, we have been aiming to develop greener, more biodiverse walking and cycling routes. All development will deliver a net benefit for biodiversity and ecosystem resilience from the baseline state. Examples of measures that have been implemented are: changing management to create biodiverse grasslands and replacing any one tree removed as a consequence of the scheme with three trees of similar size and biodiversity value. On all of our schemes, we will enhance biodiversity adjacent to the walkways and cycling routes.



Switching to walking, cycling or wheeling for purposeful journeys can actually help protect biodiversity, for two reasons:

1. **It helps combat climate change:** as the temperature gets warmer and the weather gets more unpredictable, plant and animal species are put under pressure. Walking and cycling creates less noise, less air pollution, and results in fewer emissions that are warming the atmosphere.
2. **Raises awareness of our local biodiversity:** Human beings play an important role in both the destruction and protection of biodiversity. Making it even more important to raise awareness of the value of biodiversity – both for us and for nature. Walking and cycling raises awareness of local biodiversity by encouraging people to get out, and experience some of the diverse nature in Neath Port Talbot.



## Social benefits

The social benefits of travelling actively are widespread.



SOCIAL

- ❖ Quieter, cleaner, safer neighbourhoods – fewer cars on the road would help improve safety for both road users and non-road users alike.
- ❖ Reduced segregation – providing opportunity for everyone, including people with an impairment, to participate in community activities and enjoy the outdoor environment.
- ❖ Enabling access to employment and facilities for people who do not have access to a vehicle helping to address issues of social exclusion caused by lack of public transport options.
- ❖ Reduced transport costs.
- ❖ Increasing the number of people of all ages who are out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction.
- ❖ Enabling increased access to nature by travelling by active modes.



Making it easier to walk and cycle to our towns and villages means that more of our residents can enjoy these opportunities.



## Economic benefits

### Benefit to Our Residents

Walking, cycling and wheeling are far cheaper form of transport than travelling by car or by public transport. Choosing to travel actively can save considerable amounts of money in comparison to those that travel by car – allowing them more disposable income to invest into the local economy. Money helper estimates that the average annual cost of running a car is £3,129 this is in addition to the purchase/lease costs for the vehicle. The cost of running a car is unaffordable for many of our residents, putting them into transport poverty. It is vital that we do more to help our residents on low incomes to walk, wheel or cycle to access the things they need. We also need to help those who own a car to save money by leaving their cars at home and walking, wheeling or cycling more.



ECONOMIC

The 2021 census shows that there are 62,374 households in Neath Port Talbot with 142,289 residents.

117,182 residents over 16 years of age of these 59,187 are in employment, 29,419 retired and 6,317 are students. Of the 59,187 residents that are in employment 12,464 work mainly from home, 40,399 travel by car, 1,965 travel by public transport and 3,842 travel by walking or cycling.

Of the 62,375 households in Neath Port Talbot 13,059 households do not have access to a car or van these residents are reliant on public transport and active travel to access everyday services such as employment, education, retail and medical facilities.



### Benefit to Local Businesses and Employers

Walking, wheeling and cycling either on their own or as part of a longer journey alongside public transport helps people to access employment and education. Businesses see good walking and cycling links as key to attracting and retaining the staff they need to thrive.

Employers and local businesses benefit by having a healthier workforce. Evidence has shown that there are fewer absenteeism rates amongst staff who participate in higher levels of physical activity.



## Benefit to the Local Economy

Increasing the levels of walking and cycling within the County Borough will undoubtedly generate a range of economic benefits both personally and within the community.

Better environments for walking, wheeling and cycling are shown to encourage people to spend more time in local high streets and town centres working, shopping and socialising.

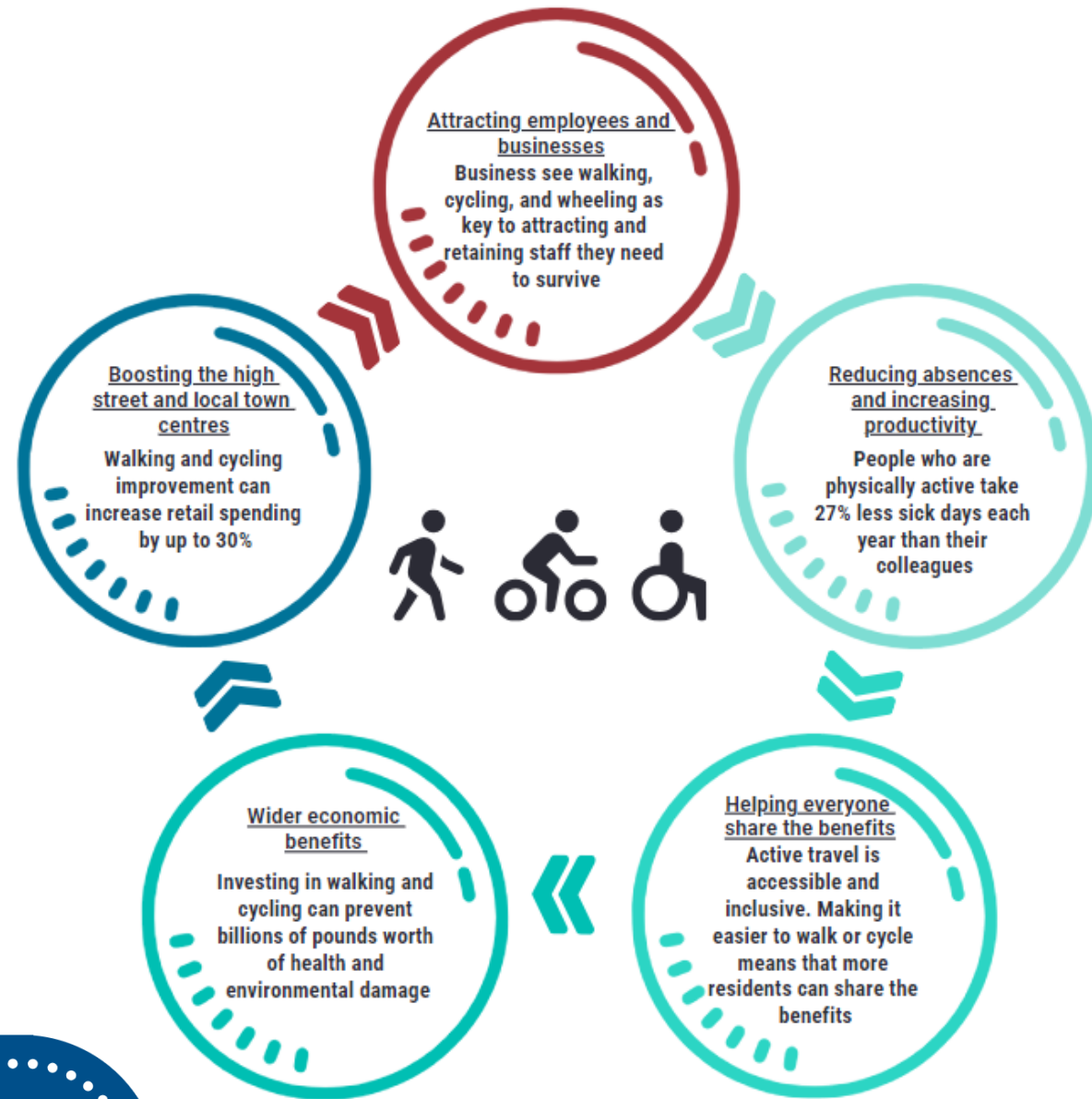
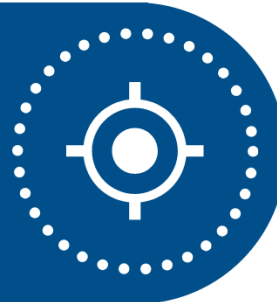


Figure 4: Economic benefits to Active Travel.

## ACTION

We will improve the walking, cycling and wheeling network in Neath Port Talbot to support more of our residents to walk wheel and cycle for everyday journeys, this will help improve the health and wellbeing of our residents, create safer communities, reduce congestion on our roads and reduce environmental impacts.



# Section 2

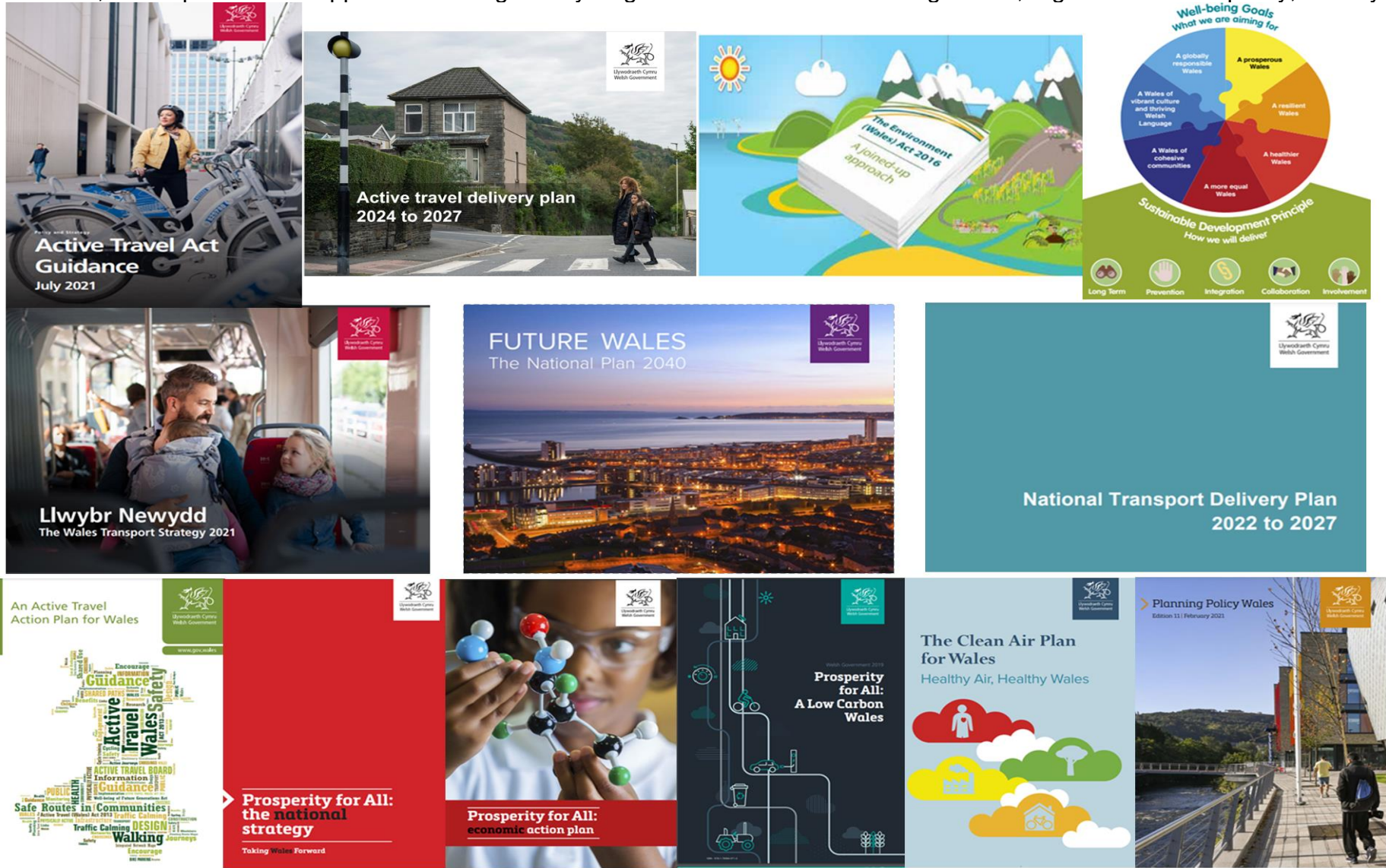
## Policy Context

**SUPPORTING AND  
COMPLYING WITH  
NATIONAL, REGIONAL  
AND LOCAL POLICIES**



## SECTION 2 POLICY CONTEXT

Promotion, development and support for walking and cycling is embedded in national legislation, regional and local policy, namely:



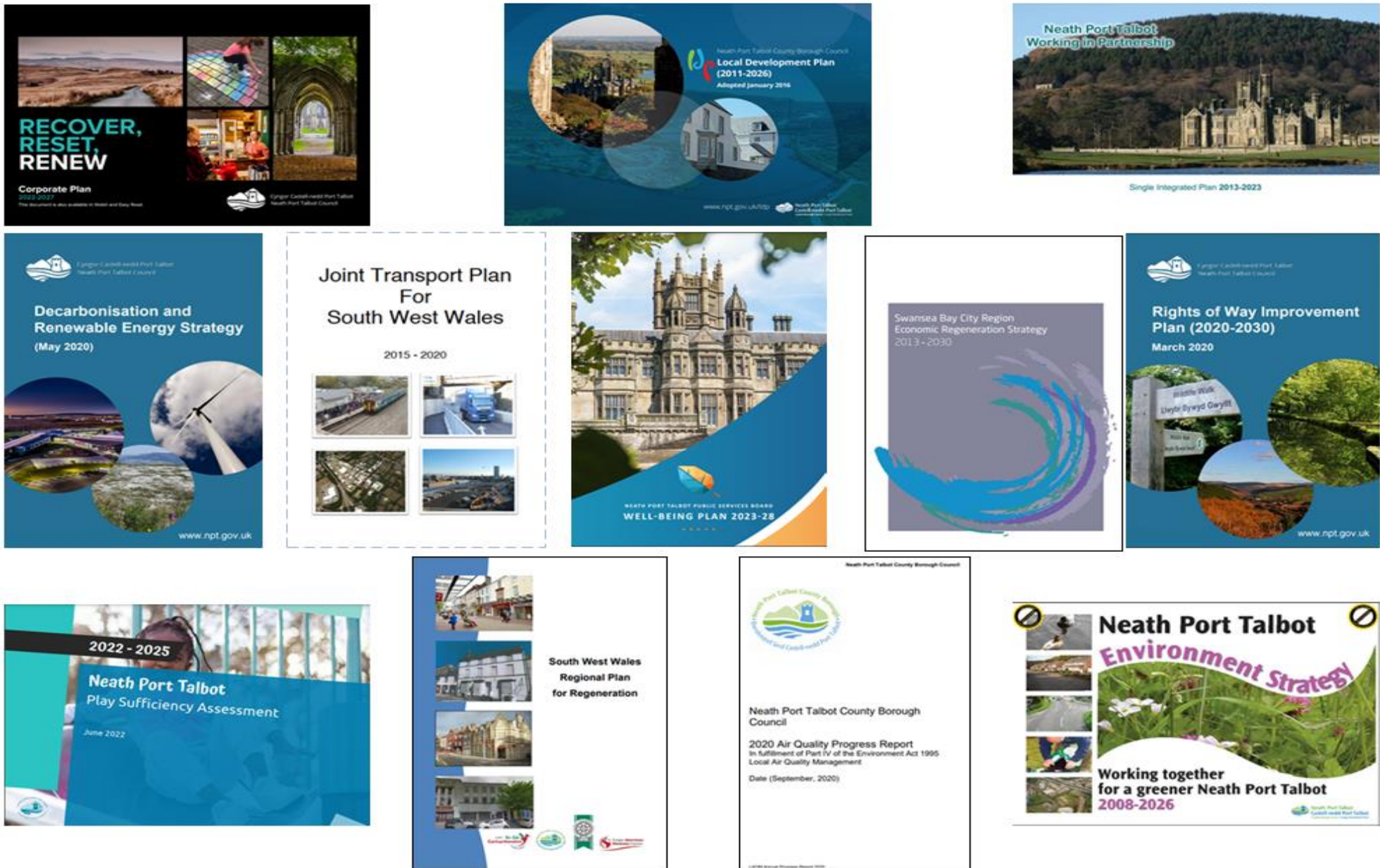


Figure 5: Pictures of relevant legislation, regional and local plans and policies.



### Neath Port Talbot Corporate Plan 2022-2027

Neath Port Talbot Corporate Plan focuses on Recover, Reset, Renew and sets out how the Council will recover from the Covid pandemic and how the Council will work to make Neath Port Talbot a place we are all proud of and a place where everyone can live a good life.

### Neath Port Talbot Strategic Change Programme 2023-2027

The strategic change programme sets out the intended outcomes and key priorities to deliver the Councils well-being objectives.

### Neath Port Talbot Public Service Board Wellbeing Plan 2023-2028

The Neath Port Talbot Well-being Plan sets out the Public Services Board's long-term vision for the area as well as priorities for action over the next 5 years.

All of the plans have a common set of wellbeing objectives:

To ensure all children get the best start in life

To ensure all our communities are thriving and sustainable

To ensure our local environment, culture and heritage can be enjoyed by future generations

To ensure there are more secure, green and well paid jobs and that skills across the area are improved

All of these documents are important for NPT, as they consider what is good; the challenges facing the area now and in the future; and where through working together in a different way, there is opportunity to help improve the well-being of local people.



## ACTION

We will comply with national, regional and local policies ensuring that the transport hierarchy is maintained in all developments by prioritising active travel above all other forms of travel.





## To ensure all children get the best start in life

Physical activity is brilliant for all children. Undertaking daily exercise by walking, cycling or wheeling is both fun and beneficial for the whole family and is an excellent way to stay health, active and happy.

According to campaigners Living Streets, 'A generation ago, 70% of us walked to school – now it's less than half' improving active travel links will enable and encourage more children to travel actively rather than being driven to school.

Physical activity is good for children and society as a whole. The benefits to children are:

- ❖ Health - Regular exercise makes children healthier and reduces risk of obesity.
- ❖ Road Sense - travelling by active travel modes helps children gain an understanding of how to be safe near the highway.
- ❖ Good mental health - research shows that physical activity helps children sleep well and be less stressed which makes them happier.
- ❖ Safety - reducing the number of cars on our roads by enabling active travel makes the roads safer for everyone.
- ❖ Social and Independent - walking, cycling and wheeling is sociable for children and helps them become more independent.
- ❖ Pollution - is reduced if more children walk to school rather than being driven.
- ❖ Start young - regular walking, cycling or wheeling from a young age means children grow up with this good healthy habit for life.

## To ensure all our communities are thriving and sustainable

In Wales, the ability to live healthy lives is central to overall wellbeing for Welsh people. Enabling active travel to key services will allow people to become more active and healthier and will contribute to creating a safer, confident and resilient community.

Sustainable development can help communities to thrive by meeting today's needs in a way that harmonises economic growth, social inclusion and environmental protection, ensuring that the needs of future generations are not compromised.



## To ensure our local environment, culture and heritage can be enjoyed by future generations

There have been numerous studies that show how both exercise and the natural environment can be conducive to good mental health. Our local environments, in particular our natural environments can have significant effects upon our wellbeing.

Improving active travel infrastructure will enable more people to travel actively whilst enjoying their natural surroundings.

All of our schemes will be designed to ensure that there is an overall benefit to biodiversity.

Encouraging more people to travel sustainably by constructing appropriate active travel routes will help to reduce air pollution.

## To ensure there are more secure, green and well paid jobs and that skills across the area are improved

Improving appropriate connections between where people live, work, learn and enjoy their time is vital to obtaining the decarbonisation agenda.

Improving active travel infrastructure will enabling our residents to travel more actively to access employment instead of relying on private cars.

Physical health is a growing issue worldwide, as increasing numbers of people lead sedentary lifestyles. Employees who walk and cycle to work are healthier, happier and less likely to take sick days.

Swapping driving for walking is a great way to reduce CO2 emissions.

This Active Travel Delivery Plan will contribute to these objectives by enabling and encouraging NPT residents to travel actively. Thereby, reducing cars on the road, improving our local environment, helping to create sustainable communities for all, and giving people without access to cars the ability to travel actively to a place of employment, education and other key facilities.



# Section 3

Drivers for  
change

**WE WANT  
NEATH PORT  
TALBOT TO BE  
AT THE HEART  
OF POSITIVE  
CHANGE**



## SECTION 3 DRIVERS FOR CHANGE

### Vision

Our vision for the future of Active Travel in Neath Port Talbot for the next 5 years is:

**Making walking, cycling and wheeling the first choice for a cleaner, safer, healthier and more active Neath Port Talbot.**

To deliver the vision in Neath Port Talbot we will:

**Expand the active travel network and improve facilities to enable all to walk, cycle and wheel.**

**Encourage behaviour change by promoting active travel in Neath Port Talbot communities.**

**Ensure that active travel is prioritised above all other forms of transport in developments where possible.**

### Meeting the challenge of a shift to Active Travel- SWOT analysis

Below we set out a SWOT analysis that details the key Strengths, Weaknesses, Opportunities and Threats associated with shifting to active travel in Neath Port Talbot.



## STRENGTHS

- Evidence clearly illustrates the benefits of active travel for individuals and communities.
- More active travel will reduce vehicle emissions and help hit net zero targets.
- 105 Km of existing active travel routes in Neath Port Talbot.
- Community support for active travel.
- Wales Transport Hierarchy, prioritising active travel over other modes of travel.
- 20mph speed limits encouraging people to drive slower and making roads safer for on-road cycling.
- Opportunity to apply to Welsh Government (and other external organisations) for funding for infrastructure improvements.
- Large residential areas where the propensity to cycle may be high.
- Biodiversity enhanced on schemes.

## OPPORTUNITIES

- Supports national, regional and local policy.
- Opportunity to enhance existing facilities.
- Active Travel Network Maps has been approved by Welsh Government.
- Funding has been secured from WG for active travel improvements with potential for further funding available.
- Opportunities to secure S106 monies through developments to improve active travel.
- Support from TFW in scheme design.
- Potential for increase of visitor economy.
- Potential to raise the profile of the area and act as a local authority of best practice
- Opportunity to enhance biodiversity.

## WEAKNESS

- Network is incomplete.
- Population which is one of the unhealthiest in the UK (ranking 328 out of 331 LA's with 1 being the healthiest. Source: census 2021)
- Topography, including traversing over valleys.
- Spread out rural communities making it too far for most people to walk/cycle.
- Existing road infrastructure often makes it difficult to retrofit walking and cycling routes.
- People are not aware of how long journeys will take when walking or cycling.
- Lack of understanding of what Active Travel is and its ambitions.
- Speeding traffic on our highways.
- Funding is allocated annually through a bidding process.

## THREATS

- High reliance on private vehicles as a mode of transport, which has become a habit.
- NIMBY's attitude from some when building infrastructure.
- Ensuring that schemes provide a net benefit for biodiversity can be challenging in some location
- Built environment that makes using the car the most convenient option for some.
- Lack of support from the local community for measures required to construct infrastructure such as removal of parking, speed reduction measures etc.
- Perceived safety, convenience, and the ability to carry objects.
- Risk to funding due to the rural nature of some schemes.
- Maintenance – new systematic maintenance approach is required.
- Failure to meaningfully consult/engage leads to a lack of trust

Figure 6: SWOT analysis on shifting to active travel in Neath Port Talbot



# Section 4

## Mapping and Prioritisation

**PLANNING ROUTES  
THAT BENEFIT THE  
RESIDENTS OF NEATH  
PORT TALBOT**



## SECTION 4 MAPPING AND PRIORITISATION

### Active Travel Act Guidance (ATAG)

The ATAG is published by the Welsh Government for use throughout Wales. The document provides the mandate to act on the imperative to deliver high quality active travel networks and schemes. The ATAG must be considered when planning, designing and maintaining active travel routes and related facilities, or when considering the needs of walkers and cyclists as part of new developments, traffic management and road safety schemes.

The guidance is split into two parts:

- Part 1: details the delivery of active travel in Wales including network mapping, consultation, monitoring, and reporting.
- Part 2: provides detailed technical advice on how infrastructure should be planned and designed.

### Mapping of existing and future routes

The Active Travel (Wales) Act 2013 (the Act) makes it a legal requirement for the Council to map and plan for suitable routes for active travel, including making year on year improvements within settlements specified by the Welsh Government.

The Act defines that local authorities in Wales map and plan for suitable routes within designated localities. These designated localities are specified by Welsh Government and derived from the Office for National Statistics' Built-up Areas.

Settlements within designated localities in Neath Port Talbot include: **Neath (including all or parts of Bryncoch, Coedffranc, Briton Ferry, Tonna, Cimla, Aberdulais, Cadoxton, and Cifrew), Port Talbot (including all or parts of Baglan, Aberavon, Sandfields, Taibach, and Margam), Pontardawe (including all or parts of Trebanos, Alltwen, Godre'r Graig, Ystalyfera, and Rhos), Croeserw, Cymmer, Brynamman, Gwaun-Cae-Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters, and Resolven.**

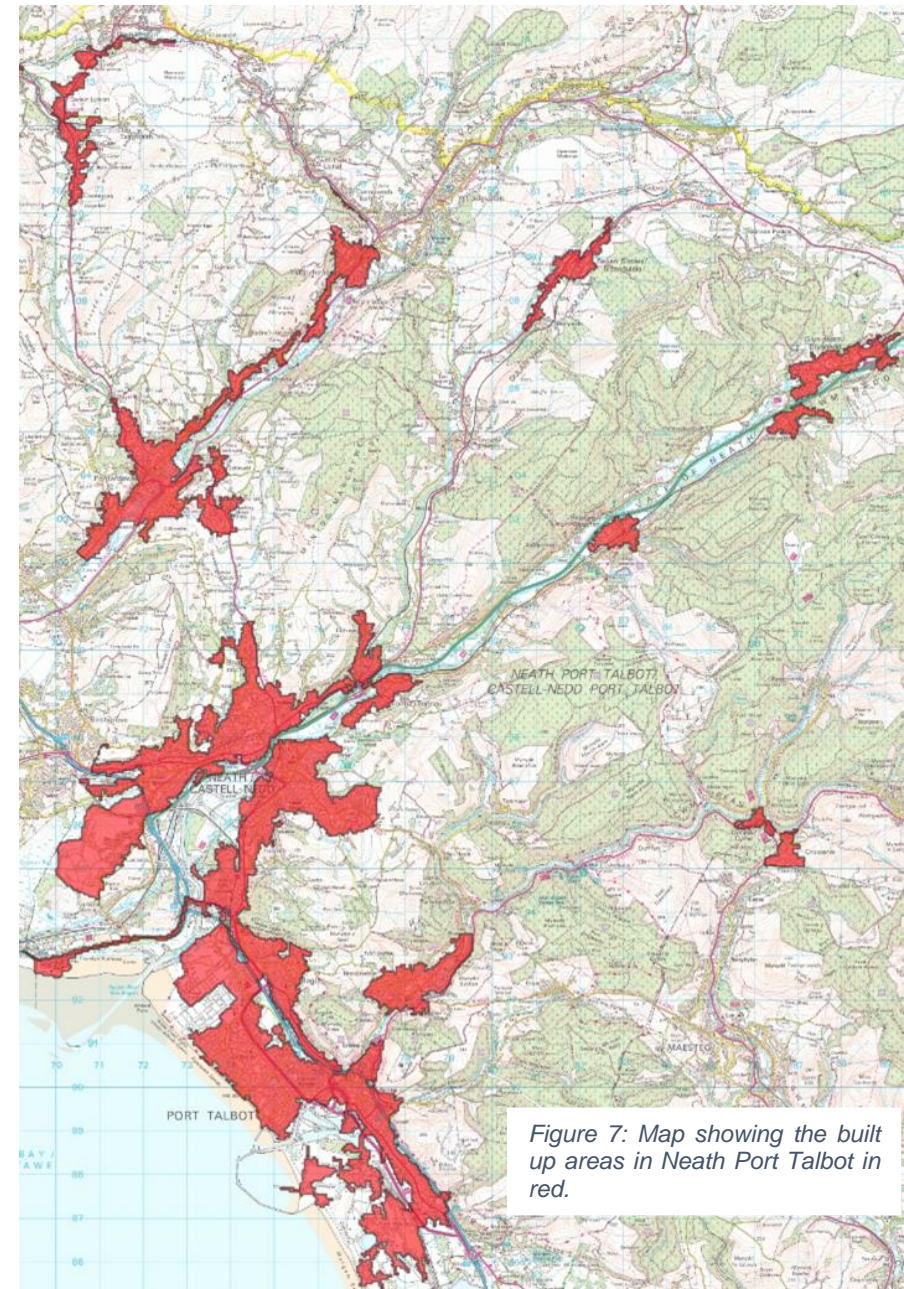


Figure 7: Map showing the built up areas in Neath Port Talbot in red.



The assignment of designated localities, does not limit an authority's ability to develop network maps for other localities, where there is demand for active travel routes and a high potential for their use. Crynant received a large number of consultation responses during the ATNM consultations in 2021, which showed a demand for routes in this locality. As a result, future routes were added in Crynant during the revision of the Councils ATNM in 2021.

The Act requires local authorities to prepare, publish and keep under review an ATNM, which comprises of:

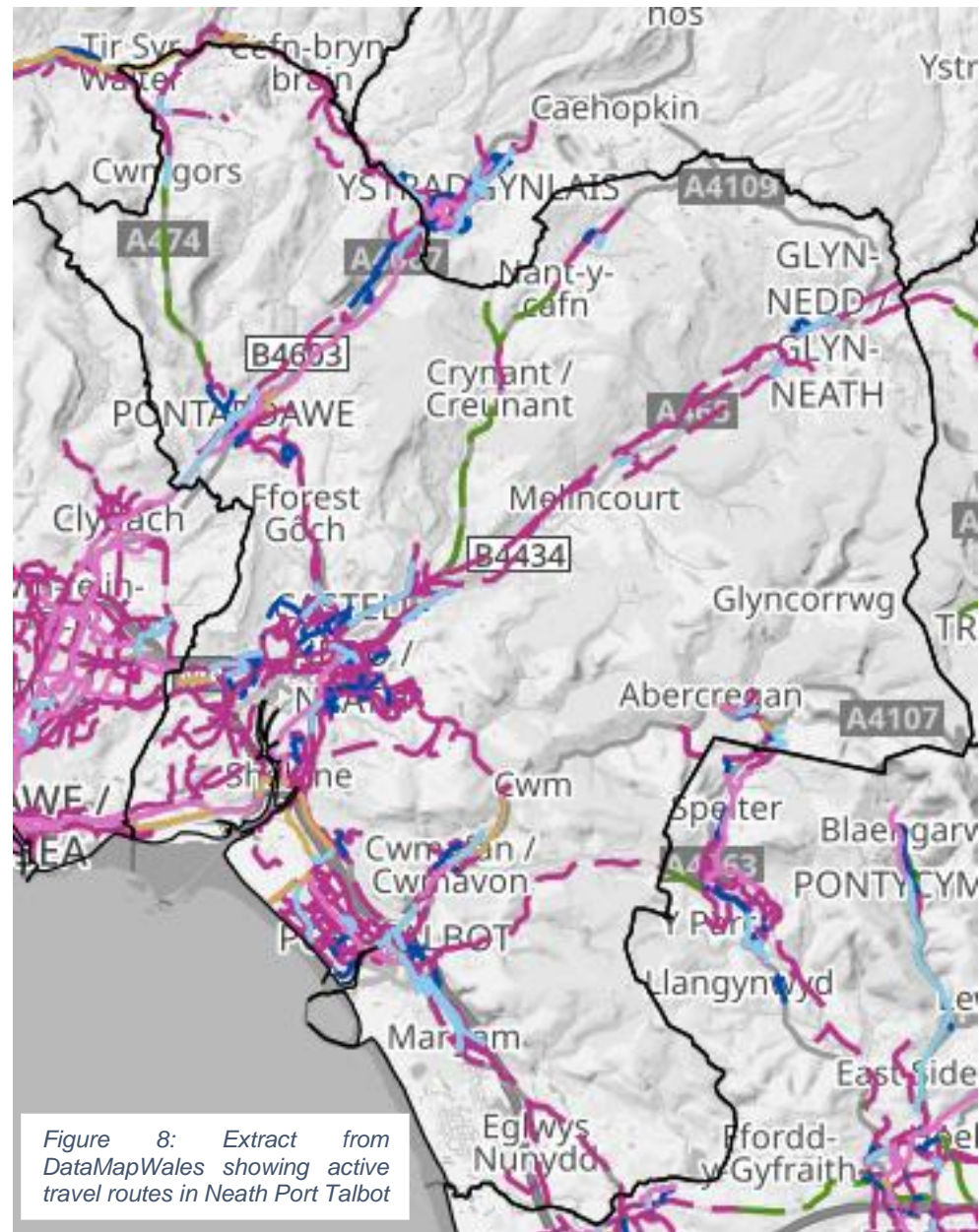
**Existing routes** – informs the public of the existing routes in the County Borough that the Council considers suitable for active travel meeting Welsh Government standards; and

**Future routes** – Future Routes are either routes that do not yet exist, or routes that fall short of the threshold to be classified as an existing route and require improvement.

Neath Port Talbot's Active Travel Network Map (ATNM) was approved by Welsh Ministers on the 3rd August 2022, the Council is in the process of implementing its revised Active Travel Network Map (ATNM), seeking to deliver upon the wider aspirations set out in the ATNM and improve the active travel network wherever possible.

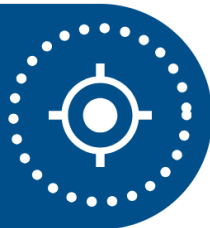
The approved maps are available to view on the Welsh Government website DataMapWales <https://datamap.gov.wales>

The Act requires that the ATNM should be reviewed by Local Authorities every three years, or no later than a date specified by the Welsh Ministers. In November 2023 the Minister and Deputy Minister for Climate Change agreed to extend the next date for all local authorities to submit revised versions of their Active Travel Network Maps (ATNM), to 1 December 2026 (nearer to 5 years).





## ACTION



We will renew our Active Travel Network Map in line with Welsh Government criteria with the next revision currently due to be submitted by 1 December 2026.

### Mesh Density

If a cycle network is viewed as a grid or mesh that is laid across an area, and the existing and future routes are the lines of the mesh, then the density can be measured by the distance (typically direct alignment) between those routes. This distance between routes is referred to as the “mesh width” for the basis of network planning. Networks should ultimately be designed to have a mesh width of around 250m in central areas, with a wider mesh width of 500m in outer suburbs where the density of development is lower. ATAG states that during the next revision of the maps this mesh density requirement should be achieved.

### Related Facilities

Related facilities must also be included on the ATNMs and be added to the maps using DataMapWales. There are a number of existing related facilities on the maps and these should be audited and updated regularly as required so the information is kept up to date.

This may include:

- ❖ cycle parking/storage/maintenance facilities
- ❖ e-cycle or electric mobility aid charging facilities
- ❖ public cycle–hire docking or hire facilities
- ❖ public mobility aid docking or hire facilities (e.g. Shopmobility)
- ❖ public toilets and/or washing facilities

Potential barriers or considerations walkers and cyclists may need to be aware of, should be shown on the ATNM and could include:

- ❖ access barriers which prevent infrastructure being fully accessible (including steps without adjacent ramped provision)
- ❖ level crossings
- ❖ one–way streets
- ❖ places that are not accessible at all times (e.g. gated at night)
- ❖ routes or sections that have no streetlights
- ❖ roads without pavements
- ❖ steps and/or steep gradients (e.g. above 1 in 12)

## ACTION

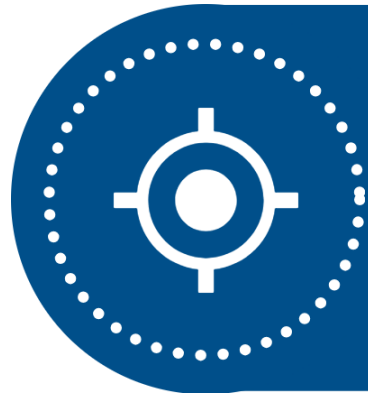


We will update our related facilities (such as toilets, benches, barriers etc.) on DataMapWales.



## Route Audits

Route Audits are a systematic assessment of a walking or cycle route. Audits take into account factors such as the infrastructure type, dimensions, condition, as well as contextual factors. The aim of the walking and cycling audit tools is to ensure a consistent approach to the method for assessing active travel routes across Wales. The ATAG sets out the Welsh Government specified criteria that a route has to meet to be classified as an existing route.



### ACTION

We will audit all of our future routes against the criteria set out in the Active Travel Act Guidance.

We will add all future routes that pass the audits (for walking, cycling or both) to the ATNM as existing routes (on an annual basis).

We will ensure that all of our existing routes have been reaudited to reflect the changes in the audit criteria in 2021.

The audit considers indicators that contribute towards achieving the five key principles:



To pass an audit routes must have a score of 70% or more and have no critical fails. Routes that score between 60% and 69% may be eligible to be passed with a statement.

A route can critically fail an audit if certain criteria are not met for example:

- **Walking:** a critical fail would be applied if there were dropped kerbs and tactile paving absent along the route (making the route inaccessible to users with some mobility aids.)
- **Cycling:** if the route is on-highway and vehicle flows (including percentage of HGVs) or speeds are above a certain threshold,
- Or if the **cycling** route is below 25% of the desirable widths for more than 50% of the route length.

Any route that critically fails cannot be classified as an existing route despite the audit score.



## Route Classification

Routes are classified by the importance of the connections they make within the network. They are classified in the following categories.

### Primary Routes:

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

### Secondary Routes:

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

### Local Routes:

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

During the revision of NPT's ATNM, the revised classification of routes went to public consultation in December 2021, along with the prioritisation of routes.



## Prioritisation of Routes

The Active Travel Act Guidance states that the parts of the network that potentially offer the greatest impact on increasing rates of active travel should be prioritised, but other local priorities may also be considered such as targeting areas of deprivation or poor public health.

### Active Travel Network Map Prioritisation

During the production of the Councils ATNM in 2021, routes on the proposed Active Travel network were prioritised according to their proximity to key destination points using the following criteria:

- ❖ Distance to education settings;
- ❖ Distance to employment sites;
- ❖ Distance to leisure facilities;
- ❖ Distance to health facility;
- ❖ Distant to transport interchange; and
- ❖ Population density.

The scoring system was automated via a Geographical Information System (GIS); the resulting score determined whether a route was long, medium or short priority. The prioritisation and classification of NPT's ATNM was consulted on with members of the public in December 2021.

The GIS scoring system resulted in 130 short-term routes, 253 medium term routes and 44 long-term routes. The prioritisation undertaken during the development of the maps does not include all the factors set out in the ATAG, therefore, it is necessary to further develop this prioritisation and to provide a shorter list of short-term priorities.



Other factors that the ATAG recommends are assessed as part of the prioritisation process are:

- ❖ Accident data
- ❖ Speed data
- ❖ Access to facilities
- ❖ Benefit to pedestrians (walking audit only)
- ❖ Benefit to cyclists (cycling audit only)
- ❖ Wider benefits – impact on other road users, impact on health, potential for modal shift
- ❖ Risk to delivery – environmental, land, planning consent, consultation
- ❖ Delivery

It is recognised that prioritising routes simply by access to facilities is only part of the process that needs to be completed. However, to assess all of these factors for the 427 routes in Neath Port Talbot would take a considerable amount of time and money.

### Transport for Wales Prioritisation Tool

In October 2023, a Prioritisation Tool has been developed by Transport for Wales (TfW). This tool was developed to provide a consistent method of prioritising routes across Wales, identifying routes that could have the highest potential to impact on modal shift in line with ATAG. The tool uses nationally available datasets in order to meet the five high-level objectives, as summarised below.

High Level Objective	Criteria	Individual Metric	Weighting
Potential for modal shift	M1	Potential to induce modal shift (Propensity to Cycle Tool)	12
	M2	Access to transport interchange	12
	M3	Population catchment – residential	12
Access to Services	M4	Access to education	8
	M5	Access to retail	8
	M6	Access to leisure / tourist attraction	8
	M7	Access to health	8
	M8	Access to community centre, places of worship	8
Deprivation	M9	Impact on deprivation - Welsh Index of Multiple Deprivation	8
Health	M10	Impact on health - Welsh Index of Multiple Deprivation	8
Safety	M11	Safety / collision data	8

Every route on the approved ATNM has been assessed against the 11 criteria in the table and a weighting applied to each score, when totalled these provided a weighted score for each future ATNM route. The weighted scores have been ranked and separated into five equal categories showing the potential impact the route may have on modal shift.

Table 1: Transport for Wales (TFW) prioritisation tool criteria.



## Active Travel Network Map Route Impact

### Local Authority - Neath Port Talbot

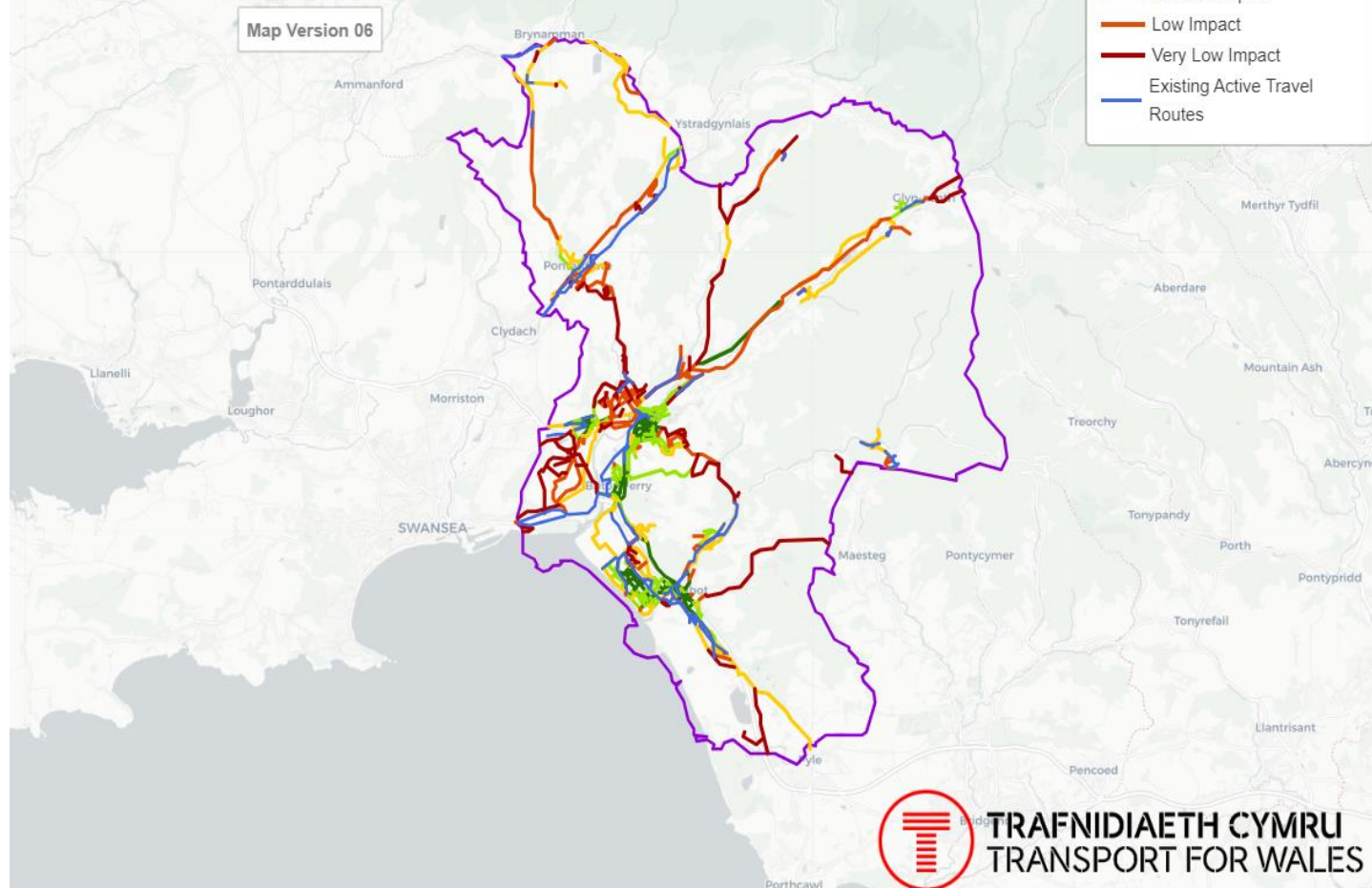


Figure 9: Map displaying how the active travel routes in NPT are prioritised.

The prioritisation tool is a GIS based assessment and while it includes more information than the initial assessment for the ATNM, the assessment does not encompass all of the factors included for prioritisation in the ATAG.

The prioritisation undertaken by TfW provides a good initial assessment there is potential for refinement, including:

- ❖ LA cross-boundary routes
- ❖ Including major employment sites in the access to services assessment.
- ❖ Land ownership, biodiversity and local delivery factors
- ❖ The length of a route. Longer routes are likely to pass more of the key properties considered in the matrix and thereby attract a higher score than shorter routes that may only pass one and attract a lower score.

Future Active Travel funding applications will require evidence to show how routes and schemes have been prioritised across the LA's wider ATNM.

There will be an expectation that schemes likely to have a high or very high impact in terms of modal shift should be prioritised for development. Justification will be required to receive funding for lower priority schemes.



# Section 5

Improving  
infrastructure  
and facilities.

**SUPPORTING  
REGENERATION AND  
DEVELOPMENT IN OUR  
TOWNS AND  
COMMUNITIES**



## SECTION 5 IMPROVING INFRASTRUCTURE AND FACILITIES

### Meeting the challenge to shift to active travel

It is our goal to enable our residents to travel by more sustainable modes of travel, making active travel the first choice for many more people.

It is recognised that in order to increase the levels of active travel we need to provide a network of infrastructure that is coherent, direct, safe, attractive, comfortable and suitable for the needs of our communities. To achieve the change required, we will be central in delivering the interventions that serve everyday journeys.

The Active Travel Network map shows that Neath Port Talbot has:

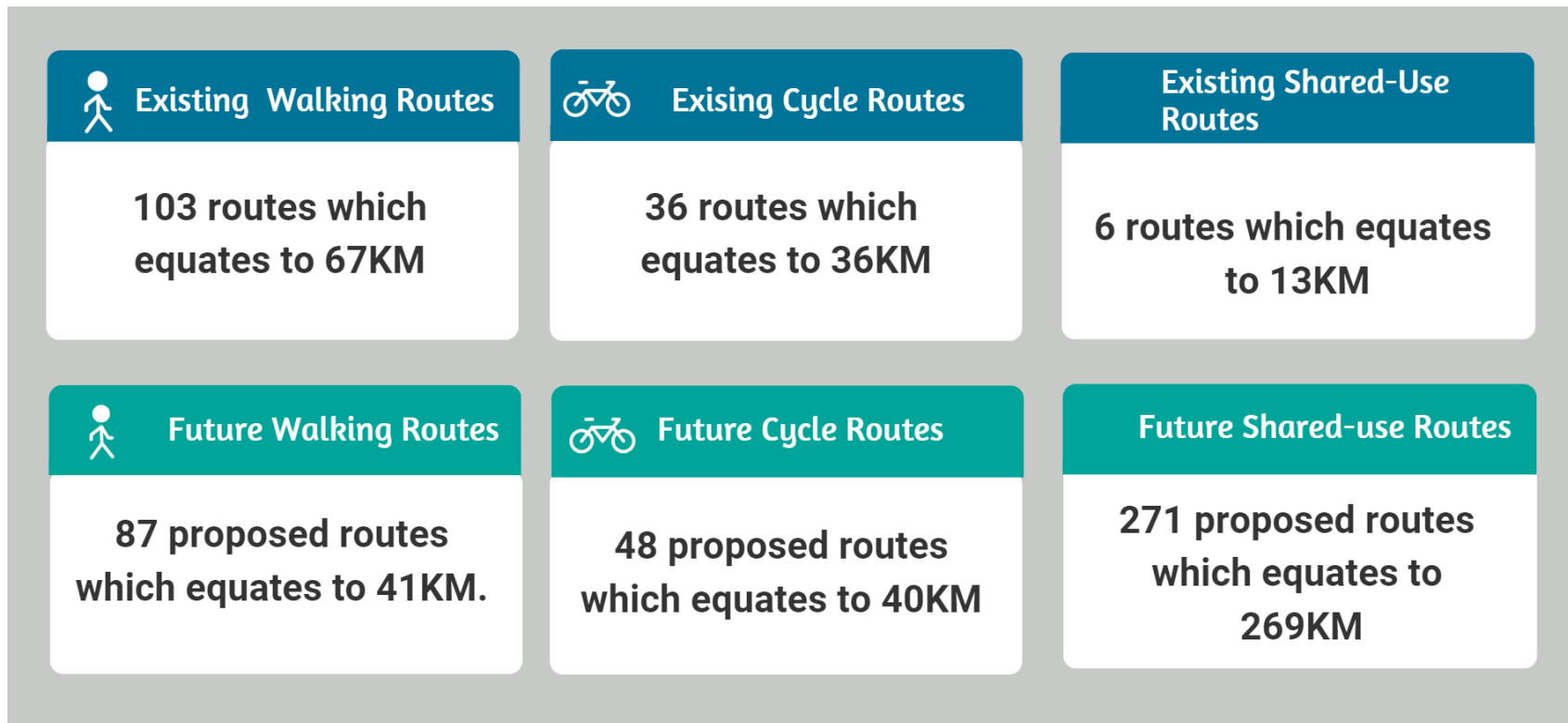


Figure 10: Statistics for NPT's ATNM as of August 2024.





Focus for delivery.

To deliver an active travel network that is suitable and accessible we will work towards creating the following:



## Connectivity Corridors

### CONNECTING OUR BUILT-UP AREAS

Connectivity corridors provide connections between our built-up areas allowing longer distance commuting.



## Walking and wheeling network

### CONNECTING TO OUR TOWNS

Walking and wheeling networks provide connections between our residential areas to our towns. Enabling people to travel sustainably to access employment and retail.



## Active travel neighbourhoods

### CONNECTING TO OUR LOCAL FACILITIES

Active Travel Neighbourhoods provide connections between where we live and our local facilities such as schools and the local shops.

When undertaking improvements we will aim to exceed minimum requirements set out in the Active travel Act Guidance.



# Connectivity Corridors



## CONNECTING OUR BUILT-UP AREAS

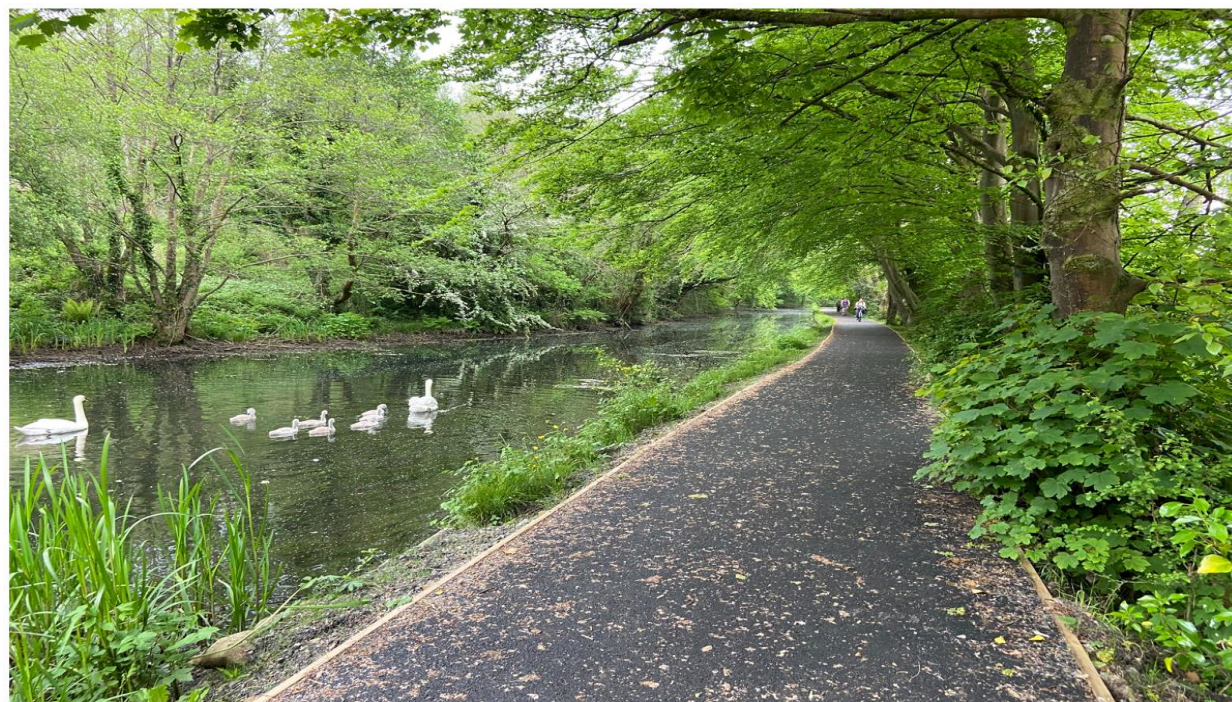
Safe, segregated, on-road and off-road cycling infrastructure that connects places people want to go. Connectivity corridors will be identified where possible along main routes to ensure safe, direct infrastructure. These corridors would complete gaps in the network between active travel neighbourhoods and the everyday places where people want to go.

A high quality accessible network will include features such as:

- ❖ Safe routes that connect our built-up areas with good quality surfaces
- ❖ To be suitable for all users.

Actions to deliver:

- ❖ Good quality surfaces
- ❖ Widths in accordance with the ATAG
- ❖ Removal of barriers that affect access for all users
- ❖ Safe accessible crossings with appropriate visibility



*NCN 47 between Briton Ferry Neath and Tonna*



# Walking and wheeling network



## CONNECTING TO OUR TOWNS

Using roadside footways/shared space, cycle lanes, on road cycling and off road active travel paths, an accessible network for walking and wheeling has been mapped and has been shown on our Active Travel Network Map as existing routes.

Where there are gaps in the network or the network does not meet the standards set out in the ATAG routes have been shown as aspirational future routes, these would need to be reviewed and upgraded to meet the required standards.

A high quality accessible network will include features such as:

- ❖ Good quality surfaces with widths in accordance with the ATAG
- ❖ Safe accessible crossings with appropriate visibility

Actions to deliver:

- ❖ We will complete audits of all our future routes to determine if they meet the requirements of the ATAG. Where routes meet the standards, they will be added to the existing route network.
- ❖ We will review routes that have audit scores above the minimum requirement but have critically failed to determine what measures are necessary to bring them up to the required standard.
- ❖ We will continue the programme to remove historic non-compliant barriers on the routes that prevent access for some users.
- ❖ We will undertake feasibility studies on the highest priority routes to determine what measures are required to ensure that they meet the ATAG standards.
- ❖ We aim to increase our existing route 'mesh density'<sup>2</sup> year on year.



<sup>2</sup> Mesh density can be used to analyse the coverage of existing (and future) cycle routes in order to help identify where there are gaps. It is a simple analysis of the length of cycle route within each kilometre square.



# Active travel neighbourhoods



## CONNECTING TO OUR LOCAL FACILITIES

To encourage modal shift to active travel, local streets need to be safer and more pleasant for active travel. Infrastructure that helps this may include:

- ❖ Traffic calming to reduce the speed of vehicles (speed humps, plateaus, priority filters etc.)
- ❖ Modal filters (bollards, barriers etc.)
- ❖ Green active travel infrastructure (raingardens, trees)
- ❖ One way streets
- ❖ Cycle lanes
- ❖ Parking restrictions
- ❖ Controlled and uncontrolled road crossings
- ❖ School streets – where traffic around schools is restricted at certain times of the day.
- ❖ Cycle storage facilities
- ❖ Good quality surfaces
- ❖ Widths in accordance with the ATAG
- ❖ Safe accessible crossings with appropriate visibility



This infrastructure, combined with the Welsh Governments national rollout of 20mph, will enable people to consider active travel as a safe, realistic option for everyday trips.



#### Actions to deliver

- ❖ We will undertake a masterplan approach by considering an area wide study on networks and measures required to facilitate active travel in these areas.
- ❖ We will capture data on the speed and volume of traffic to determine what measures are required.
- ❖ [We will improve crossing facilities to enable access for all.](#)
- ❖ We will consult with residents throughout the process to imagine safer, more pleasant local streets.
- ❖ We will ensure that infrastructure in planning applications prioritise walking, cycling and wheeling over other forms of transport.

**CREATING NEIGHBOURHOODS IN WHICH  
WE CAN SAFELY WALK AND WHEEL**



## Route Development – Looking Back

Over the last 5 years we have improved:



CONNECTIVITY CORRIDOR



### FABIAN WAY AND Ffordd Amazon (NCN4)

The walking and cycling route alongside Fabian Way and Ffordd Amazon is a key route for people commuting to Swansea from Neath Port Talbot and vice versa. Minor improvements (for example, improving drainage, cycle signage and road markings) were undertaken on this active travel route to make it easier for users to navigate and to bring it up to Active Travel Act standards.



WALKING & WHEELING NETWORK



### ANGEL STREET TO DWR Y FELIN COMPREHENSIVE SCHOOL

Improvements were made to this popular link between Dwr Y Felin Comprehensive and Neath Town Centre to improve the footway between the existing footbridge and the town. Works included construction of a new section of footway, resurfacing and the installation of dropped crossings/tactile paving to allow better access for all types of users.





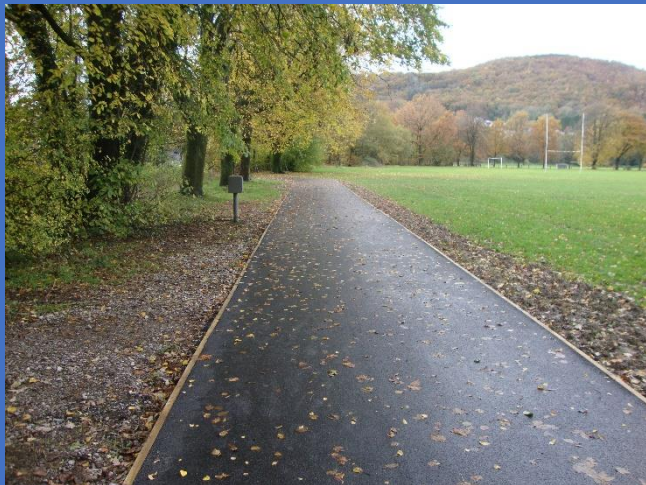
CONNECTIVITY CORRIDOR

### NEATH TO TONNA CYCLE ROUTE (NCN47 & NCN46)

Largely along the Neath Canal, this picturesque route has been improved in three phases. This phase extended improvements previously made between Neath and Briton Ferry.

Improvements undertaken in this phase include resurfacing, barrier removal, improving signage and installation of a speed reduction crossing on the B4434 on between Neath and Tonna.

These upgrades have enabled members of the community such as those with prams, wheelchairs or mobility scooters to travel between the residential areas of Briton Ferry and Tonna to the shops in Neath easier and with less restrictions. It has also encouraged more people to use the route.



CONNECTIVITY CORRIDOR

### PONTARDAWE CYCLE ROUTE (NCN43)

Following a mixture of riverside paths, new purpose build sections and old railway lines, national cycle route 43 provides an important walking and cycling link from Pontardawe to Swansea and Ystalyfera on almost entirely traffic free paths.

Improvements to this route were largely from Pontardawe town centre to the Swansea boundary, it involved upgrades to surfacing, (including providing a tarmac path around the edge of Pontardawe Recreation Ground) and removal of cycle barriers. This has provided better access for all users including disabled people.





WALKING & WHEELING NETWORK

### GODRER GRAIG ACTIVE TRAVEL ROUTE

This scheme involved construction of a small section of route between the National Cycle Network and Godre'r Graig. Works included obtaining landowner permission to undertake the works, resurfacing the route, raising the parapets on the footbridge, barrier removal and drainage improvements. This has provided a safe walking route linking Godre'r Graig to the rest of National Cycle Route 43 and beyond.



WALKING & WHEELING NETWORK

### BLAENGWRACH TO GLYNNEATH IMPROVEMENT BETWEEN THE HEALTH CENTRE AND NEW FOOTBRIDGE

The villages of Blaengwrach and Cwmgwrach are separated from Glynneath by the A465. The only safe pedestrian route providing a link from these communities to Glynneath is through an underpass under the A465 and across a footbridge over the river Neath. The footbridge over the river Neath was replaced by Neath Port Talbot council, following irreparable damage to the previous bridge during storm Dennis. The new footbridge was constructed with greater width to allow the construction of a shared use path.

Active Travel funding was used to widen the existing footways between the recently constructed health centre to the new footbridge. This improved accessibility for all including wheelchair users and cyclists.







## ACTIVE TRAVEL NEIGHBORHOODS



### SOUTHDOWN ROAD SANDFIELDS

Improvements have been made to active travel routes: FR-PT-SU065 and FR-PT-SU064 on Southdown Road and Southdown Court to improve walking and cycling links between Baglan Bay Retail Park and Sandfields housing estate. Works included:

- widening and resurfacing of path
- improvements to junctions including adding tactile crossing points throughout
- improvements to lighting near the bridge access



## ACTIVE TRAVEL NEIGHBORHOODS



### TONNA HOSPITAL LINK

Improvements have been made to the linkages between the hospital and local community with the shop and public transport facilities in Tonna. Works included:

- widening the existing footway
- improvements of the crossing facilities at junctions
- reduction in speed along the route from 30mph to 20mph and the introduction of a transition zone between the 20mph section and 60mph section
- relocation of the bus stop to allow the improvement of the side road junction
- installation of seating on the route
- installation of a green wall to enhance biodiversity and the local environment
- **As part of the scheme dropped kerbs were installed in various locations around Tonna. This created a total of 3.1km of walking routes which now meet active travel standards and have been added to the active travel existing route map.**





ACTIVE TRAVEL NEIGHBORHOODS

## VILLAGE ROAD PORT TALBOT

Due to the volume and speed of traffic on Village road members of the local community were experiencing difficulty in crossing between the residential area west of Village road to Ysgol Bae Baglan and Ysgol Gymraeg Bro Dur.



The scheme delivered a toucan crossing point, speed reduction and parking restrictions on Village Road to allow all users to safely cross the road. Dropped kerbs and tactile paving was installed on adjoining roads to improve crossing facilities at junctions.

Linking the local residential area with local destinations such as Ysgol Bae Baglan, Ysgol Gymraeg Bro Dur and National Cycle Route 4.



ACTIVE TRAVEL NEIGHBORHOODS

## BARRIERS

An access barrier is anything that restricts or prevents any users from accessing or travelling along walking and cycling paths.



Access barriers have historically been installed to stop motorbikes and mopeds from using paths illegally; however, they also prevent legitimate users (such as those with mobility aids or non-standard cycles) from walking, wheeling or cycling along the network. Barriers also affect people who are not able to get off their cycle to manoeuvre through or around them.

Since 2019 we have removed/replaced a total of 56 access barriers in the county borough, making routes more accessible for everyone choosing to walk, wheel or cycle along them.





ACTIVE TRAVEL NEIGHBORHOODS

## CYCLE STORAGE

A bike can be costly and leaving it unattended makes it prone to theft or vandalism. Bike racks can help to provide a secure place for cycles while the rider is at their workplace, the shops or school. Installing cycle shelters and hoops could also encourage people to use bicycles as a means of transport. We have installed cycle shelters in:



- Aberavon Shopping Centre
- Aberavon Beach
- Port Talbot Train Station.
- Vale of Neath Leisure Centre
- Cycle hoops have been installed in:
  - Cymmer near to the Refreshment Rooms
  - Cwrt Herbert Sports Centre
  - Aberavon Leisure Centre
  - Pontardawe Leisure Centre



ACTIVE TRAVEL NEIGHBORHOODS

## SEATING

Seating along walking and cycling routes can provide a much-needed place to rest. Outside of town centres there are generally fewer places to sit and have a break for those travelling between their homes and key destinations. We have installed new seating at 11 locations alongside cycle routes in the county borough.



## Route Development – looking forward

Over the next 5 years we will continue to create high quality networks within Neath Port Talbot. We will provide greater opportunities for people to walk, wheel and cycle by improving our infrastructure.

Through improving our infrastructure, we will provide greater opportunities for people to walk, wheel and cycle not only within settlements, but also through **connectivity corridors** connecting local centres to built up areas, with **walking and wheeling network** connecting to our towns and within **active travel neighbourhoods** connecting to our local facilities.



We will create an effective delivery environment that prioritises active travel and delivers a high-quality network. In developing new infrastructure, we will consider local needs, as well as the requirements of the Active Travel Act Guidance. The guidance generally sets minimum acceptable standards we will consider the purpose and environment when considering how to apply the guidance, seeking to exceed minimum standards.

The proposals detailed below are a combination of construction of new routes, improvements to existing infrastructure and minor improvements. Once complete routes will be audited against Welsh Government Criteria and added to the Active Travel Network Map as existing routes.

## FUNDING

Infrastructure improvements are subject to the Council receiving grant funding from WG/TfW and other external funding organisations.

Welsh Government have established the Active Travel Fund as the first dedicated active travel investment programme for Wales. TfW manages the Active Travel Fund on behalf of Welsh Government to ensure that the grant programme aligns with WG priorities and assesses the compliance of schemes delivered.



## SANDFIELDS MASTERPLAN



The Sandfields area comprises two electoral wards – Sandfields West and Sandfields East. Large areas of these two wards are ranked amongst the 10-20% most deprived in Wales (WIMD 2019) and around 35% of households do not have access to a car or van. Census 2011 data also indicates that a high proportion of residents have a commute less than 5km (47%) and 67% less than 10km, such distances illustrate potential users for whom modal shift to bicycle and on foot would be feasible.

TfW prioritisation tool shows most of the routes in the study area to have high or very high impact in terms of modal shift.

Where we would like to be at the end of the plan period.

Subject to grant funding we will deliver a network of active travel routes within the Sandfields area, that satisfy the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).

Focusing on the implementation of continuous, coherent, safe and attractive routes.

- ❖ Ensure integration with existing active travel routes, particularly the routes along Afan Way (NCN Route 4) and Promenade.
- ❖ Improve access to schools, neighbourhood shops, employments areas and leisure facilities along Aberavon Seafont.

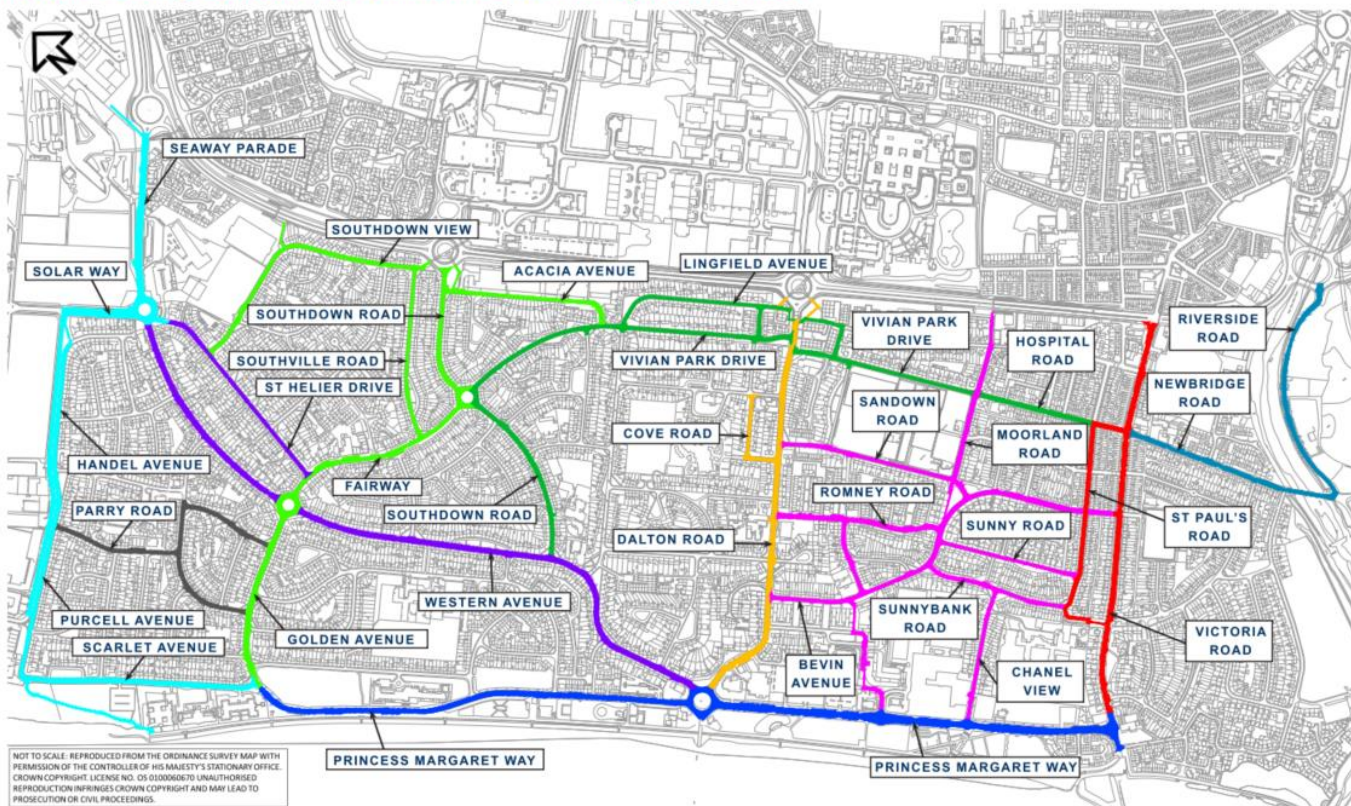


Figure 11: ATNM routes in the Sandfields area.



## NEATH MASTERPLAN



Neath is an historic market town with a variety of employment, retail, education, health and leisure facilities. The town centre attracts residents from within the study area as well as from surrounding villages and communities such as Skewen, Briton Ferry, Tonna, Cimla, Bryncoch and Cadoxton. The main retail area of the town centre has restricted access for vehicles between the hours of 5pm and 10.30am.

The Neath Town Centre area comprised the electoral wards of Bryncoch South, Neath North, Neath South and Neath East. In 2021 census data shows that the population in each of these wards was Bryncoch South 5407, Neath North 3801, Neath South 4805 and Neath East 6120. Census data also shows that within the Neath Town area 38.2% of households had no access to a car or van and that 62.4% travel to work by car, 10.8% on foot and 0.8% by bike. Large areas of the study area are among the 10% most deprived in Wales (WIMD2019). TfW prioritisation tool shows most of the routes in the study area to have very high impact in terms of modal shift.

To encourage active travel we need to develop a network of routes, linking key destinations so that pedestrians and cyclists can travel seamlessly on good quality infrastructure.

[Where we would like to be at the end of the plan period.](#)

Subject to grant funding we will deliver a network of active travel routes within the Neath Town Centre area, that satisfy the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).

Focusing on the implementation of continuous, coherent, safe and attractive routes.

- ❖ Ensure integration with existing active travel routes, particularly the routes along the Neath Canal towpath (NCN46/47).
- ❖ Improve access to education, public transport, retail, employments areas and leisure facilities.

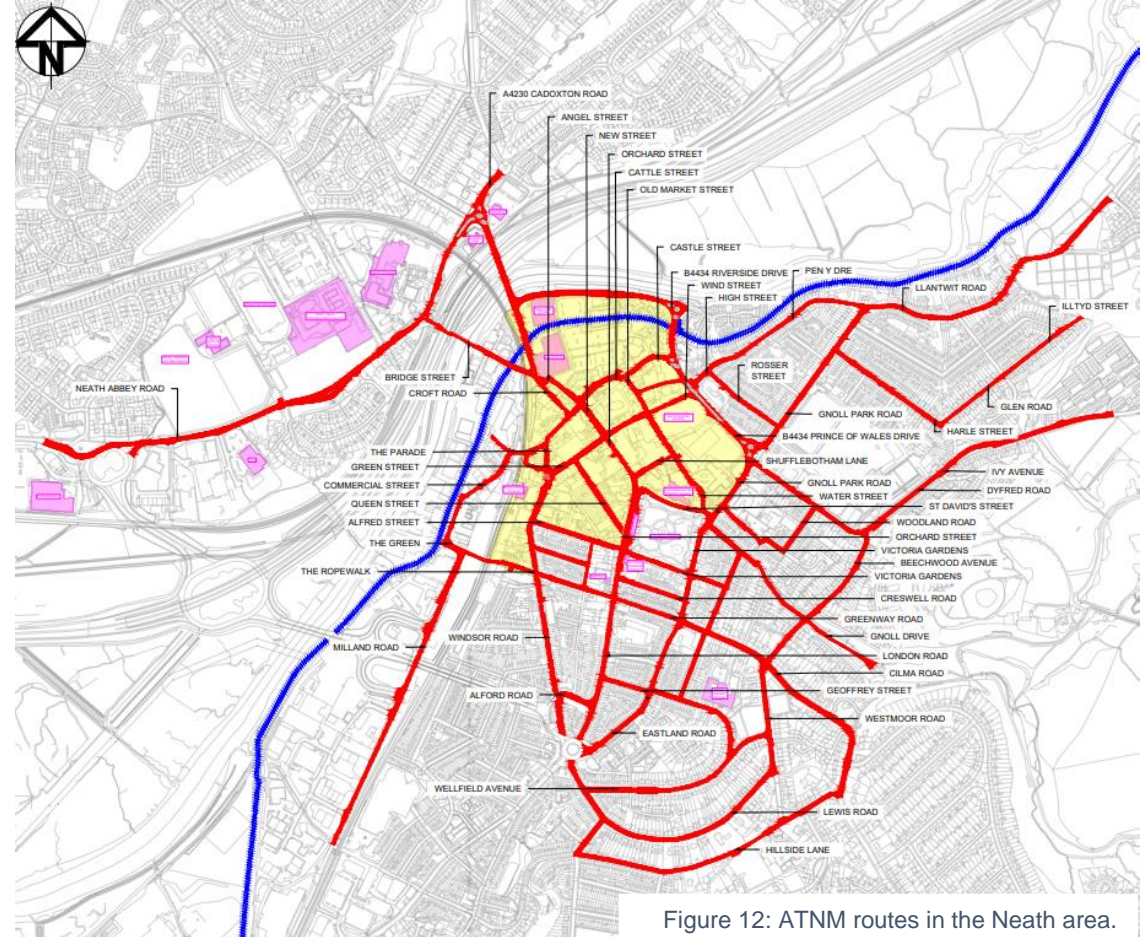


Figure 12: ATNM routes in the Neath area.



## NEATH TO CIMLA



Cimla is a large village on the outskirts of Neath Town Centre. To access the main employment, retail, education, health and leisure facilities residents of Cimla have to travel to Neath town. Cimla is within the electoral ward of Cimla and Pelenna. The 2021 Census shows that the population of the ward is 4848 residents in 2133 households of which 86.1% of households have access to at least one car. 70.8% of residents travel to work by car 2.8% on foot and 0.2% by bike. Parts of Cimla are ranked within the 30-50% most deprived in Wales (WIMD 2019).

The main transport route between Neath and Cimla is along the B4287 Cimla road & Afan Valley road. The existing active travel provision along this road is poor especially for cyclists, with cyclists having little alternative but to cycle on road with the traffic. Traffic data captured in 2023 shows that the number of vehicles in a 24 hour period was 11,788 with the 85th percentile of traffic being 23mph. Given the speeds and volume of traffic and the gradient of the road, walking and cycling this route is unsuitable and unsafe for many people wanting to walk and cycle between Neath and Cimla. Cimla road is often congested at the junction of Cimla road and Eastland road, and is an area being monitored for poor air quality. Encouraging a modal shift to active travel modes by providing an alternative safe and accessible active travel route will encourage residents to travel more sustainably rather than using their cars and could help ease the congestion.

TfW prioritisation tool shows most of the routes in the study area to have high or very high impact in terms of modal shift.

[Where we would like to be at the end of the plan period.](#)

Subject to grant funding will deliver an active travel route to link Neath Town Centre with Cimla, that satisfies the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).

Focusing on the implementation of continuous, coherent, safe and attractive route.

- ❖ Ensure integration with existing active travel routes, particularly the routes along the Neath Canal towpath (NCN46/47).
- ❖ Improve access to education, public transport, retail, employments areas and leisure facilities.

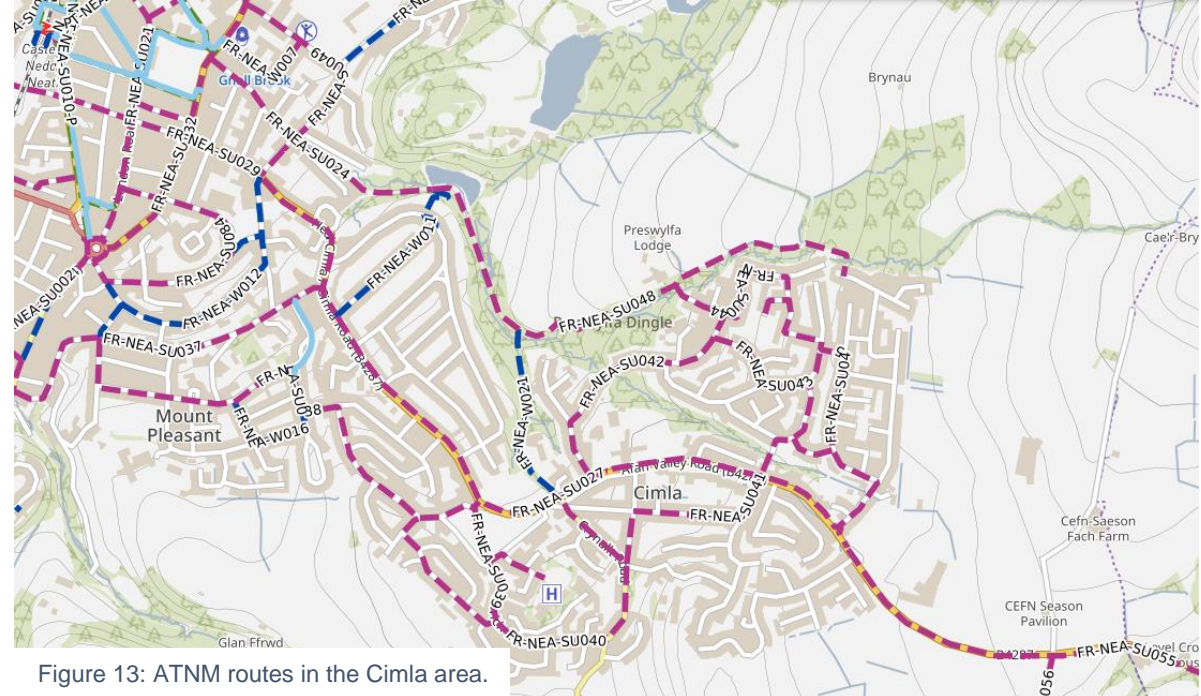


Figure 13: ATNM routes in the Cimla area.



## **BRYN TO GOYTRE AND PORT TALBOT**



Bryn is a village and community located between Cwmafan in the Afan Valley and Maesteg in the Llynfi Valley. Goytre is a village near Taibach on the outskirts of Port Talbot Town. The area comes under three wards Bryn & Cwmavon and Margam & Taibach and Port Talbot.

The 2021 Census showed that in the three wards there were 20,171 residents in 8954 households of these households approx. 80% have at least one car or van with approx. 66.6% commuting by car, 1.2% by bike and 5.5% by foot.

There is an existing local route that links the two communities known as the Bryn Goytre Cycleway, the 2.5km route follows the disused railway track. Presently the Bryn Goytre Cycleway does not meet the standards set out in the Active Travel Act Guidance and needs to be improved. Connections between the Goytre end of the route and the town of Port Talbot are also poor with route audits showing that many of these routes critically fail due to missing dropped kerbs and tactile paving.

The TfW prioritisation tool shows that the routes in the Taibach and Goytre area have high or very high impact in terms of modal shift with the route between Bryn and Goytre being shown as low.

[Where we would like to be at the end of the plan period.](#)

Subject to grant funding we will deliver improvements to the off road active travel route linking the communities of Goytre and Bryn along with improvements to routes linking Goytre and Taibach to Port Talbot Town.

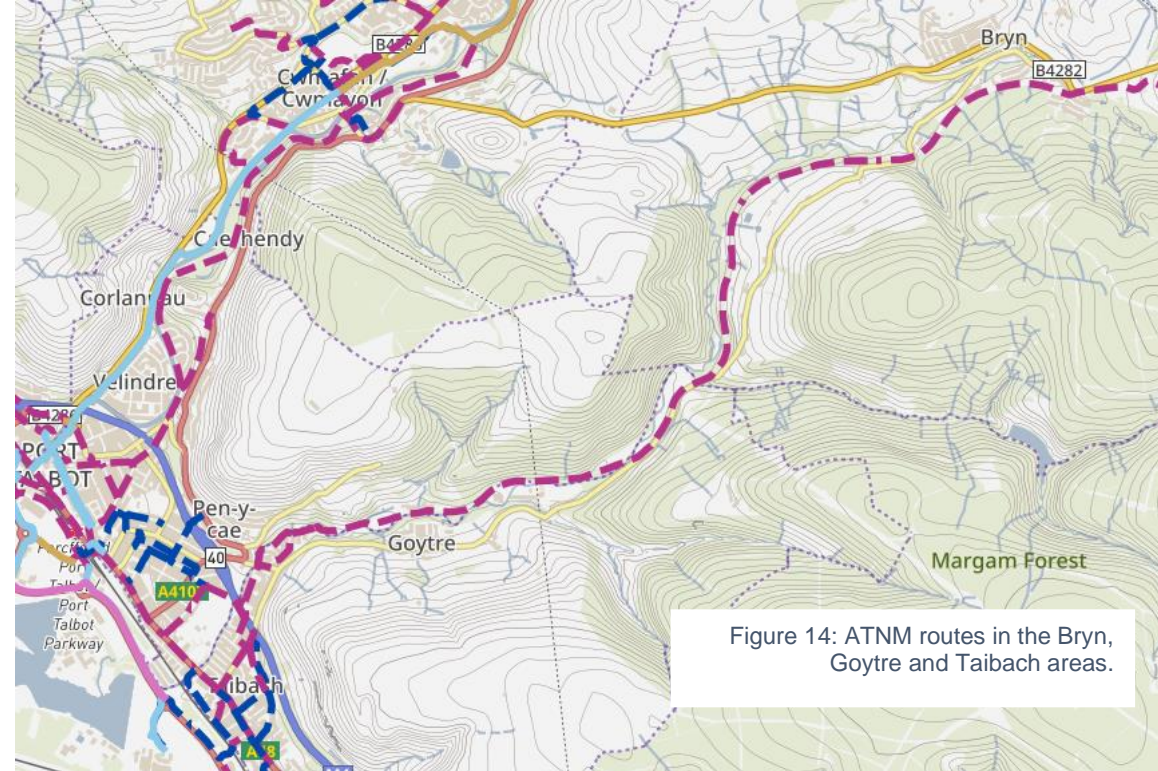


Figure 14: ATNM routes in the Bryn, Goytre and Taibach areas.





## NEATH CANAL NCN47 TO A48 BRITON FERRY BRIDGE



The National Cycle Network route NCN47 provides an excellent off-road route linking Tonna to Neath and Briton Ferry. Currently there is a missing link between the shared use path on the northern side Briton Ferry bridge and NCN47 on the Neath Canal.

Data captured shows that there were 98 pedestrians and 28 cyclists using this route in 24 hours (in May 2024).

The TfW prioritisation tool shows that routes in the area have high or very high impact in terms of modal shift.

[Where we would like to be at the end of the plan period.](#)

Subject to grant funding we will deliver improvements to the connection between NCN47 and A48 Briton Ferry bridge.

All improvements will satisfy the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).

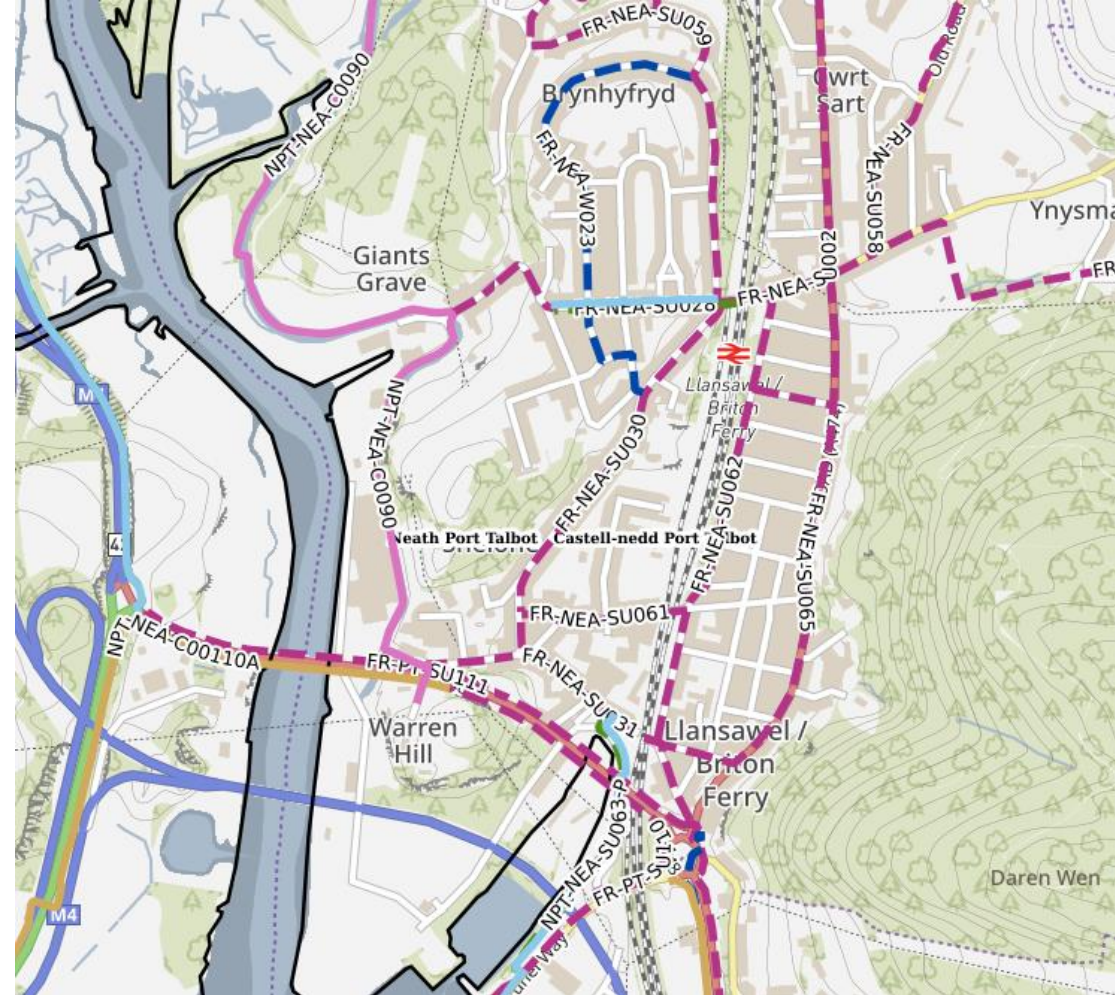


Figure 15: ATNM routes between the NCN47 and A48.



## NEWBRIDGE ROAD BRIDGE



Subject to funding we will replace the existing Newbridge road bridge and improve active travel connections either side of the bridge.

Newbridge Bridge (Circa. 85m): Newbridge Bridge is a Grade II listed structure that was constructed in 1903 and originally provided a vehicular crossing over the river Afan. The bridge is owned by Neath Port Talbot County Borough Council. The bridge was closed to road traffic in 1972 and following structural deterioration, it was closed to all users in 2016. A structural assessment has found that the primary and secondary elements of the steel structure have corroded and are in extremely poor condition. The proposal will allow the bridge to be refurbished and reopened to pedestrians and cyclists.

Newbridge Road (Circa. 375m): We will improve the active travel facilities along Newbridge road and provide seating as part of the scheme.

Riverside Road (Circa. 516m): Upgrading Riverside Road to adoptable standards, including the provision of a shared pedestrian and cycle track alongside the western side of the carriageway between Associated British Ports (ABP) access and the A4241 Afan Way Roundabout where it would connect to the existing active travel network / NCN Route 4.

In summary the scheme will:

- ❖ Improve east-west connectivity and reduce severance crossing the River Afan, between the communities of Aberavon / Sandfields and key destinations including the Docks, Tata Steelworks, Harbourside Business Park, Port Talbot Town Centre and Rail Station / Interchange Hub.
- ❖ Provide a more attractive, safe, and continuous traffic-free active travel route, avoiding the heavily trafficked Victoria Road and Afan Way.
- ❖ Increase the coherence and density of the local active travel network and improve linkages to existing routes and NCN Route 4.
- ❖ Encourage modal shift to active travel modes.
- ❖ Preserve and reopen the deteriorated Grade II listed bridge structure.



Figure 16: Location of Newbridge Road Bridge



## PORT TALBOT & ABERAVON MASTERPLAN



Port Talbot and Aberavon have long been the centre of industry, culture and entertainment with a variety of employment, retail, health and leisure facilities. The town centre attracts residents from within the study area as well as from surrounding villages and communities such as Sandfields, Taibach, Margam, Goytre and Bryn. The main retail area of the town centre has restricted access for vehicles between the hours of 5pm and 10.30am Monday to Saturday. Neath Port Talbot Hospital sits within the study area the hospital provides a range of inpatient and outpatient day services and has a minor emergency injury unit.

The Masterplan area comprised the electoral wards of Aberavon and Port Talbot.

In 2021 census data shows that the population in Aberavon was 5,673 and Port Talbot was 5756. Census data also shows that within the Study area approx. 26% of households had no access to a car or van and that 62% travel to work by car, 9% on foot and 2.2% by bike. Large areas of the study area are among the 10% most deprived in Wales (WIMD2019). The TfW prioritisation tool shows that the majority of routes within the Port Talbot town area have high or very high impact in terms of modal shift.

To encourage active travel we need to develop a network of routes, linking key destinations within the locality as a complete journey so that pedestrians and cyclists can travel seamlessly on good quality infrastructure.

[Where we would like to be at the end of the plan period.](#)

Subject to grant funding we will deliver a network of active travel routes within the Neath Town Centre area, that satisfy the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).

Focusing on the implementation of continuous, coherent, safe and attractive routes.

- ❖ Ensure integration with existing active travel routes, particularly the National Cycle Network (NCN4).
- ❖ Improve access to education, health, public transport, retail, employments areas and leisure facilities.

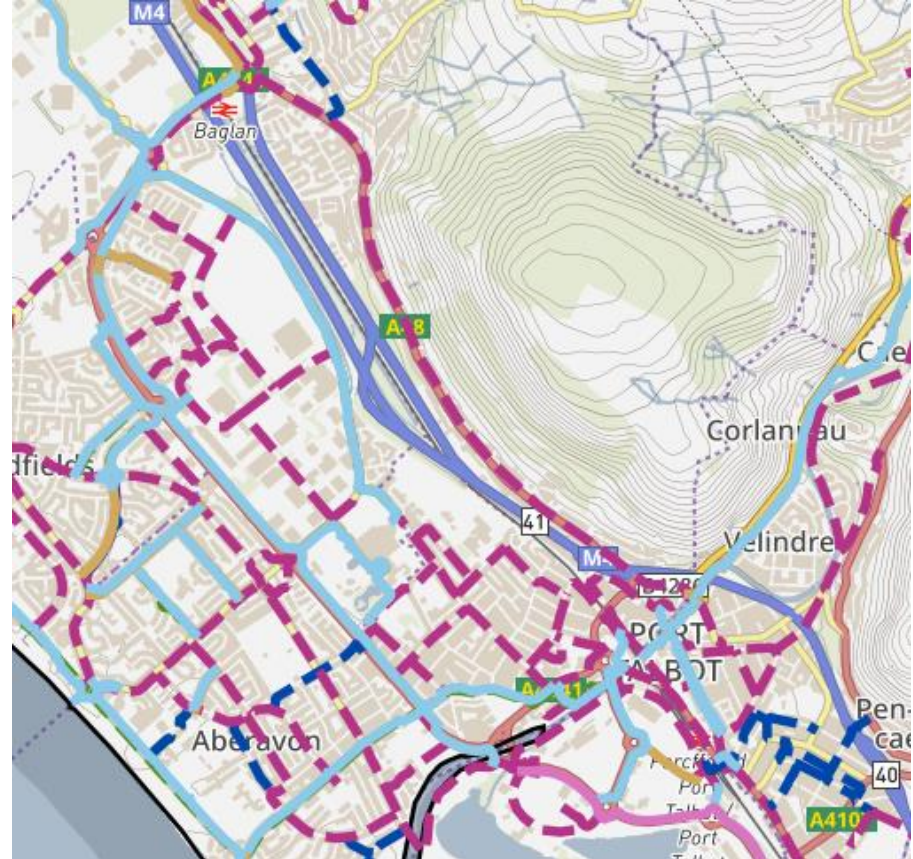


Figure 17: ATNM routes in the Port Talbot and Aberavon area (Also showing the Sandfields and Taibach areas).





## IMPROVING ACCESSIBILITY AND FACILITIES

### DROPPED KERBS AND TACTILE PAVING

Future routes identified on NPT's Active Travel Network Map have been audited against a set of Welsh Government specified criteria detailed in the Active Travel Act Guidance to determine if they are suitable for walking, cycling or both. Over 100 future walking routes have passed the audit with a score above 70%, but have critically failed due to missing dropped kerbs and tactiles. To improve access for residents with reduced mobility, and/or visually impairment it is essential that dropped kerbs and tactile paving is installed on these routes. Once complete routes will be added to the ATNM as existing routes.

Due to the high number of routes requiring dropped kerbs and tactile paving the improvements will subject to grant funding run over several years. Routes will be prioritised based on the following criteria:

- ❖ Route classification based on NPT's ATNM classification, with routes classified as 'short term' being considered first.
- ❖ Ordering these short terms routes according to their audit score, starting with the highest audit score and working down.

### BARRIERS

Since 2019 we have removed or replaced 56 non-compliant barriers, opening up access to our network of routes for all users. Subject to funding we will continue to replace non-compliant barriers to ensure that our network is accessible to all users.

### CYCLE STORAGE






We will continue to review suitable locations for the installation of cycle storage and will subject to grant funding install cycle storage at appropriate locations.



# ACTION



Subject to grant funding the following schemes will be improved during the plan period:

 <b>SANDFIELDS MASTERPLAN</b>	 <b>NEATH MASTERPLAN</b>	 <b>NEATH TO CIMLA</b>	 <b>BRYN TO GOYTRE AND PORT TALBOT</b>	 <b>NEATH CANAL NCN47 TO A48 BRITON FERRY BRIDGE</b>	 <b>NEWBRIDGE ROAD BRIDGE</b>	 <b>PORT TALBOT &amp; ABERAVON MASTERPLAN</b>	 <b>IMPROVING ACCESSIBILITY AND FACILITIES</b>
							

The schemes will be reviewed to determine if they can be improved to comply with the Active Travel Act Guidance. Should any of the above prove not to be feasible alternative schemes will be considered.

The above list is not exhaustive we will also continue to respond to queries from members of the public, local members and stakeholders and will as appropriate add items to the list above.



# Section 6

Education  
development  
and training

**INFLUENCING  
BEHAVIOUR CHANGE**



## SECTION 6 EDUCATION DEVELOPMENT AND TRAINING

The Council works with Primary and Secondary schools in the Borough to provide training and practical support to promote safe walking and cycling. We run a comprehensive programme of both practical and classroom based training, with a view to encourage more active journeys. Through our schools, the team delivers Child Pedestrian Training, Kerbcraft for 5-7 year old pupils, Scooter Training, Balance

Bike Training, introduction to cycling programme and National Standards Level One and Two for the 10 -11 year olds. This training forms a sound basis to encourage pupils and parents to select more active modes of transport, which is also supported by our active travel events such as Walking Buses, Scoot to School events and our partnership work with Sustrans with promotion of the Big Pedal initiative. Secondary School children receive training on how to route plan. This training is aimed at tackling attitude and behaviour change as young road users. We also undertake cycle training for adults of all abilities to support those looking to gain confidence in cycling for recreational or to commute to work.

More recently, we have been working in conjunction with Living Streets to promote the WG funded WOW initiative aimed at capturing daily travel journeys of pupils within 8 Primary and 2 Secondary schools, over a 2 year period. Our Learner Travel Officer has also engaged with 20 of our Primary schools to convert their current School Travel Plans into Active Travel Plans; further implementing the Sustrans travel planning ethos

for all school pupils. We also work with the NHS by encouraging all NPT schools to complete the Hands up survey to capture the number of children that travel actively to schools.

It is essential that in addition to providing training and travel plans that good accessible infrastructure is provided, this will allow the skills and good habits learnt to be put into practice for everyday journeys.

### ACTION

We will continue to work in our primary and secondary schools throughout the borough to provide training and practical support to promote safe walking and cycling.

### ACTION

We will work with colleagues in road safety to consider the feasibility of a trial to implement school streets. School Streets are areas around School entrances that are closed to vehicles during peak drop-off and pick-up times. This is to help children access the school safely, promote active travel and reduce air pollution. Only vehicles with valid School Street permits are permitted to enter School Streets during restricted times.



# Section 7

## Promotion of Active Travel

**PROMOTING  
BEHAVIOUR CHANGE  
FOR A HEALTHIER  
NEATH PORT TALBOT**





## SECTION 7 PROMOTION OF ACTIVE TRAVEL

Promotion of active travel is vital to ensuring use of new infrastructure and encouraging modal shift.

Promotion that has been undertaken in NPT includes:

### Neath Port Talbot Active Travel Website

Neath Port Talbot's website ([www.npt.gov.uk](http://www.npt.gov.uk)) is a primary source of information for both residents and visitors. It provides a wide range of information on all services and facilities that are supported by the Local Authority.

In 2023, the active travel website in Neath Port Talbot was rebranded, to make it more user friendly and appealing, this included adding information on all the routes that have been improved.

### ACTION

We will continue to promote active travel on the Council's website and by other promotional means.

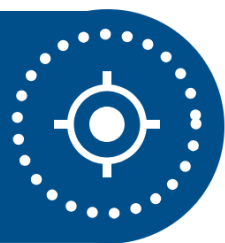


Figure 18: Screenshot from [www.npt.gov.uk/activetravel](http://www.npt.gov.uk/activetravel)



## Branding

During 2022/2023 a branding exercise was undertaken, the aim was to give future NPT active travel communication consistency and to ensure that information is presented in an understandable format, without too much technical jargon. The branding uses the council's colour pallet as a basis. The following are examples of material that was created as part of the active travel branding exercise:



Os nad yw'n bell, gadewch y car  
**TEITHIO LLESOL CnPT**  
**NPT ACTIVE TRAVEL**  
 If it's not far, leave the car



Figure 19: example of NPT Active Travel



## Promotion

### Radio campaign - School competition

In 2022, we ran a radio campaign where schools in Neath Port Talbot were able to design a poster to raise awareness of active travel. The competition was open to both primary and secondary schools. We received 46 entries from primary school pupils and 20 entries from secondary school pupils.

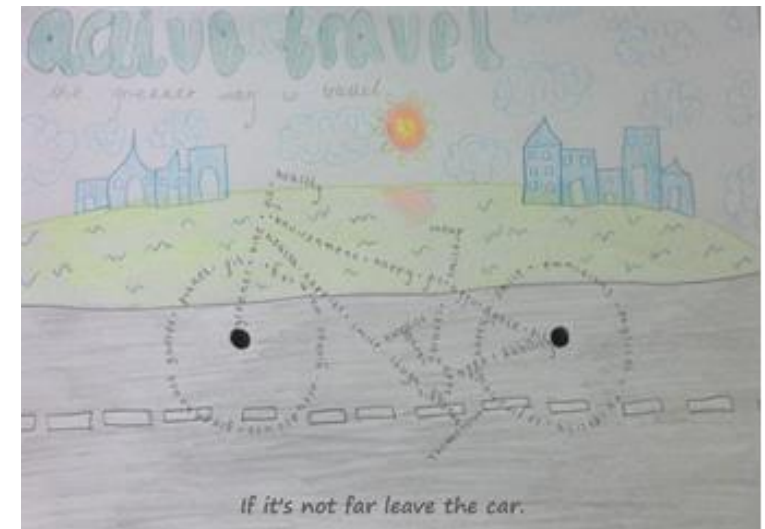


Figure 20: Radio Campaign schools Active Travel Poster design competition.



## Radio campaign - Free cycle stands

In 2022 we launched our scheme to enable local businesses to have free cycle stands to install on their own land. To launch the campaign we ran a radio campaign to raise awareness in the public domain of the scheme.

Adverts featured on the Wave and Greatest Hits radio South Wales – post campaign analysis shows that the advert impacted 1,071,209 listeners. The campaign was also launched on the Wave social media account reaching 20,492 viewers and received 475 clicks on the ad for the proposal. The radio website linked to the proposal also received 622 views.

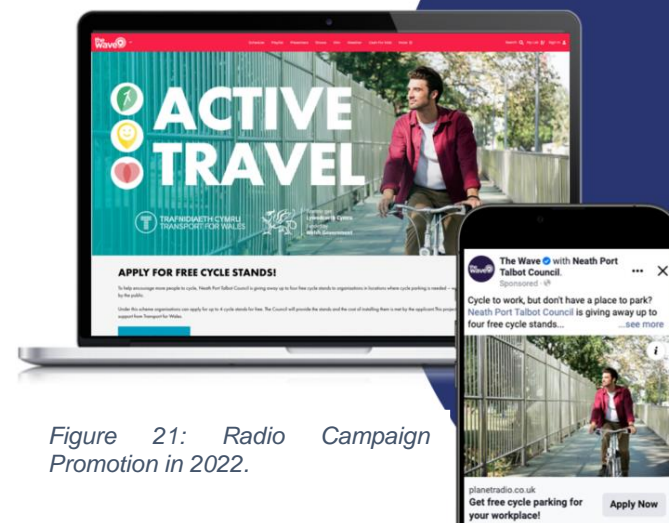


Figure 21: Radio Campaign Promotion in 2022.

## Newspaper Advertising

In order to help reach the digitally excluded we ran a campaign with the evening post to raise awareness of the publication of our ATNM. Additionally the new ATNM was advertised on the evening post website 'in your area' with the advert receiving 1,957 viewings during the campaign.

## Roundabout Sponsorship

During 2023/2024 we sponsored two roundabouts, one in Neath and one in Port Talbot. The aim of this promotion was to encourage people using cars to walk or cycle to work, school or the shops and/or to encourage traffic to our website.

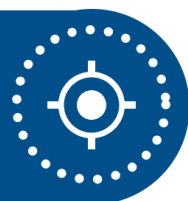


Figure 23: Roundabout Sponsorship designs in NPT



Figure 22: Advertisement in the evening post 23 & 28th March 2023

## ACTION



We will work regionally to develop a proposal to promote behaviour change.



# Section 8

## Engagement & Consultation

**ENGAGING AND  
COMMUNICATING WITH  
OUR COMMUNITIES**



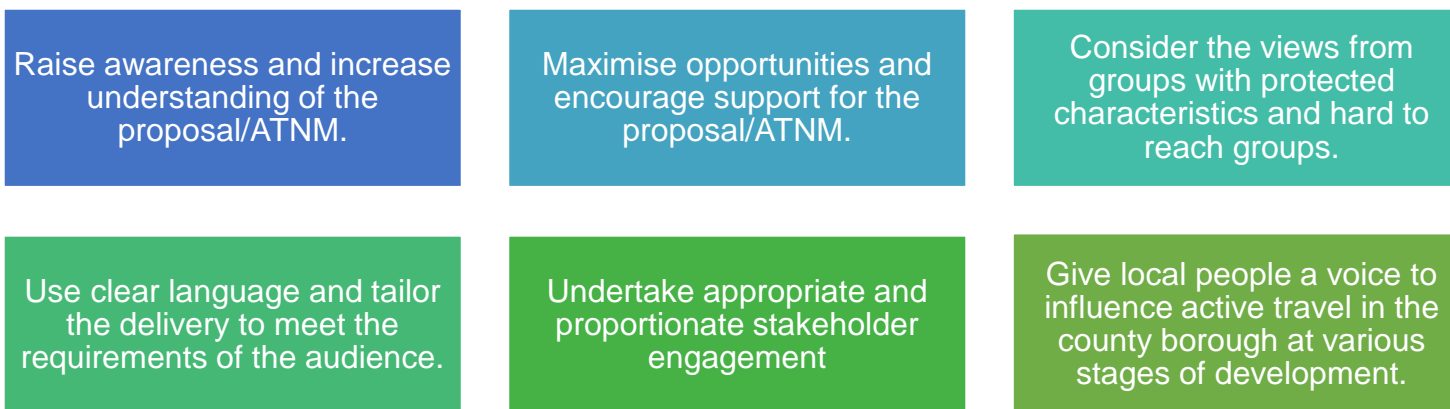
## SECTION 8 CONSULTATION

The Council want to provide an accessible and open way to enable stakeholders and members of the public to participate in the consultation process and become part of the development of the proposal.

There are two areas which require active travel consultation, which are:

1. Revision of the Active Travel Network Maps
2. Individual scheme consultations.

Our active travel priorities for consultation are shown below and are designed to ensure that appropriate engagement is undertaken and that the views of all people are considered in a proportionate manner.



Consultation is undertaken in different ways depending on the matter being consulted on and the audience. All consultation documents are available in Welsh and English.

A list of stakeholders has been developed and includes groups of people with protected characteristics. The list is not exhaustive and should anyone wish to be added to the list they are able to email [greener@npt.gov.uk](mailto:greener@npt.gov.uk).



## Active Travel Network Map (ATNM) Consultation

The preparation of the ATNM represents a significant opportunity for stakeholders to influence how active travel networks, routes and facilities will be developed over the long-term. As such, it is vital that sufficient opportunities are made available to gather the views of those wishing to participate.

There are two formal opportunities for engagement during the development of the ATNM.

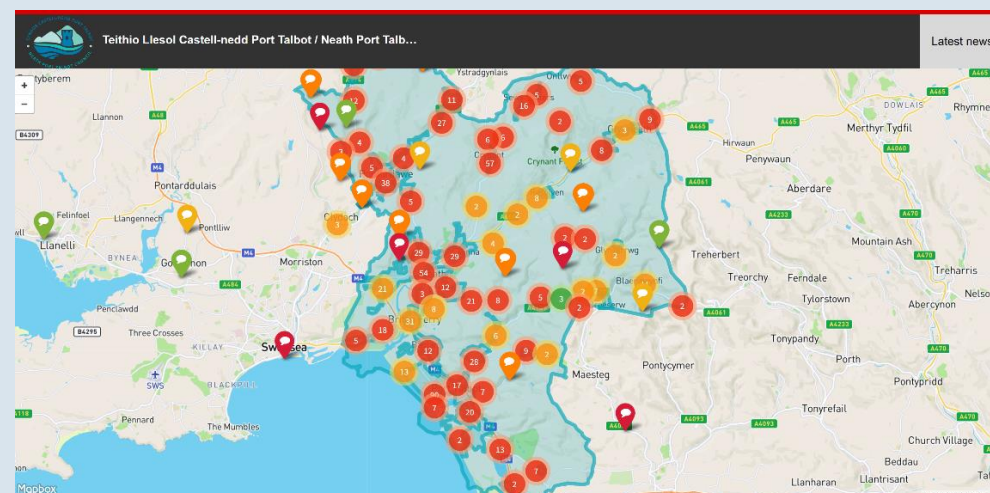
The first opportunity for engagement is at the route identification stage. This will ensure the views of the public and stakeholders are considered at an early stage in the development of the ATNM.

The second opportunity for engagement is at the validation stage, where stakeholders will have the chance to view the proposed networks in their entirety and be able to make additional comments or suggestions to enhance or challenge the routes and networks identified.

## Case Study

During the validation stage of updating our ATNM's in 2021, we used the digital engagement platform Commonplace. The online platform asked members of the public to drop a pin and answer a series of questions relating to where in their local area they thought improvements to walking or cycling infrastructure were needed. Other people were able to agree, resulting in a "heat map" showing areas of highest demand.

The heat map consultations were able to reach high numbers of people and because demographic information was collected, we were then able to target areas where lower participation was noticed.



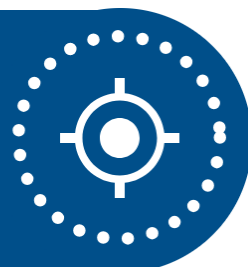
During the revision of the ATNM, substantial consultation activities were undertaken, including:

- ❖ Press releases
- ❖ Social media campaign including a number of YouTube videos being produced promoting the consultation including competitions and prizes in order to encourage engagement
- ❖ Social media advertising campaigns were then undertaken on the corporate Facebook and Instagram accounts with a total reach of 291,625 people across all the campaigns
- ❖ Letter drops and posters distributed to all relevant organisations
- ❖ Radio and Evening Post campaigns
- ❖ Over 40 organisations were sent easy read questionnaires for distribution
- ❖ Meeting with visually impaired people to give them an opportunity to give their feedback
- ❖ Active travel lessons in schools
- ❖ Digital posters were placed on the screens in bus stations in Neath, Port Talbot



## ACTION

We will engage and consult members of the public during the revision of the Active Travel Network Maps and during scheme development.



An example of some of the consultation activities can be seen below:







1,229

People responded to the Active Travel Network Map Consultations during 20/21.



2000

Leaflets distributed in areas with low engagement.



291

Stakeholders were informed of all ATNM consultations.



15

Remote active travel schools lessons undertaken.

**NPT ACTIVE TRAVEL**

Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

**WANT TO WIN A FITBIT CHARGE 4?**  
WE HAVE 10 TO GIVEAWAY IF YOU FEATURE!  
Take a selfie on a walking or cycling route that is important to you on the map and send to greener@npt.gov.uk or on our Social Media.

**ENTER BY 23:59PM - MON 16TH AUG 2021**

For more information and T&Cs visit [www.npt.gov.uk/bikefitout](http://www.npt.gov.uk/bikefitout)

Have your say on

### Walking and Cycling in Your Community

Help us to improve cycling and walking routes in your neighbourhood and to shape the future Active Travel network by sharing your views in the Council's Active Travel consultation.



We are reviewing the existing Active Travel network in Neath Port Talbot to identify new routes and existing routes that need improvement. Your feedback and ideas will help to create new network maps for the future Active Travel network for Neath Port Talbot, which will be submitted to Welsh Government in December 2021.

Get involved and share your views with us on our consultation page:

<https://neathporttalbot.commonplace.is>



For more information:

- [01639] 686845 or
- [greener@npt.gov.uk](mailto:greener@npt.gov.uk)
- [www.npt.gov.uk/activetravel](http://www.npt.gov.uk/activetravel)



\*Printed copies of the maps in English or Welsh are available on request.

Would you like to win a £100 voucher from a bike shop? Fill in the survey for a chance to win!

**NPT ACTIVE TRAVEL**

**HAVE YOUR SAY**  
FOR A CHANCE TO WIN £100  
IN BIKE SHOP VOUCHERS!

Neath Port Talbot Council  
Published by Rhian Johns · 27 November at 17:00 ·

People living in Neath Port Talbot are being asked for their advice on plans to improve cycling and walking (Active Travel) routes in towns and villages throughout the county borough.

[https://www.npt.gov.uk/14107pr\\_id=6665](https://www.npt.gov.uk/14107pr_id=6665)



20,883 People reached  
3,491 Engagements  
Boost post

56 comments 88 shares

NEATH PORT TALBOT COUNCIL  
**Walking and Cycling (Active Travel) Survey**  
A snapshot of results as of 07/01/2021

**735** people commented  
**1322** people agreed with comments  
**807** people responded

**56%** of responders were **male**  
**44%** of responders were **female**  
Only **6%** were aged **29** and under

**POSITIVE** COMMENTS INCLUDED:  
"A cycle route from GCG connecting Ammanford to Pontardawe would be a great opportunity to use the old railway line, similar to the Ammanford to Brynamman project (linking Cwmgors, Pontardawe & Gwaun Cae Gurwen)"

**NEGATIVE** COMMENTS INCLUDED:  
Newbridge Road Bridge, Port Talbot  
"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"

**HOW COULD ROUTES BE MADE BETTER?**  
168 people commented: **More cycle lanes**  
137 people commented: **Improve surfaces**  
127 people commented: **Widen footpaths & pavements**  
80 people commented: **Remove barriers**

**What POSITIVE changes have there been in your local area?**  
"Resurfacing of the Neath Canal between Briton Ferry and Neath, and improvements to the promenade on Aberavon Beach"

**REPLIES CAME FROM THESE AREAS:**  
190 People living in **Port Talbot**  
187 People living in **Neath**  
41 People living in **Pontardawe**  
37 People living in **Gwaun Cae Gurwen**  
12 People living in **Cwmafan**  
11 People living in **Seven Sisters**  
9 People living in **Cymer**  
7 People living in **Glynneath**  
7 People living in **Resolven**  
2 People living in **Brynamman**  
0 Replies from **Croeserw**  
0 Replies from **Blaengwrach**

**125** replies were from people living in other areas of the county borough

**Deadline for comments**  
Search 'Active Travel NPT' to have your say on improving walking and cycling routes in Neath Port Talbot by 15/01/2021.  
[neathporttalbot.commonplace.is](https://neathporttalbot.commonplace.is)



## Scheme Consultation

During the development of a scheme, it is important to engage with stakeholders and the public to determine how the scheme will impact the people who will use it.

Engagement on scheme proposals takes place in a variety of ways such as:

- ❖ Letter drops – to residents
- ❖ Public engagement events
- ❖ Emails
- ❖ Meetings – online and face to face

Details of scheme proposals are made available on NPT's website along with a questionnaire on the proposals. Awareness of scheme engagement is promoted through social media (Facebook, X.com previously twitter etc.) as well as press releases, emails and letters.

Records are kept of engagements with a summary report being prepared and placed on NPT's website. The report provides responses to all comments raised.

All responses are treated as anonymous to comply with GDPR requirements.

Stakeholders include representatives from groups with protected characteristics, businesses, schools etc



## Active Travel Route FR-TON-SU001 Tonna Hospital Link Roundabout and Heol Caredig

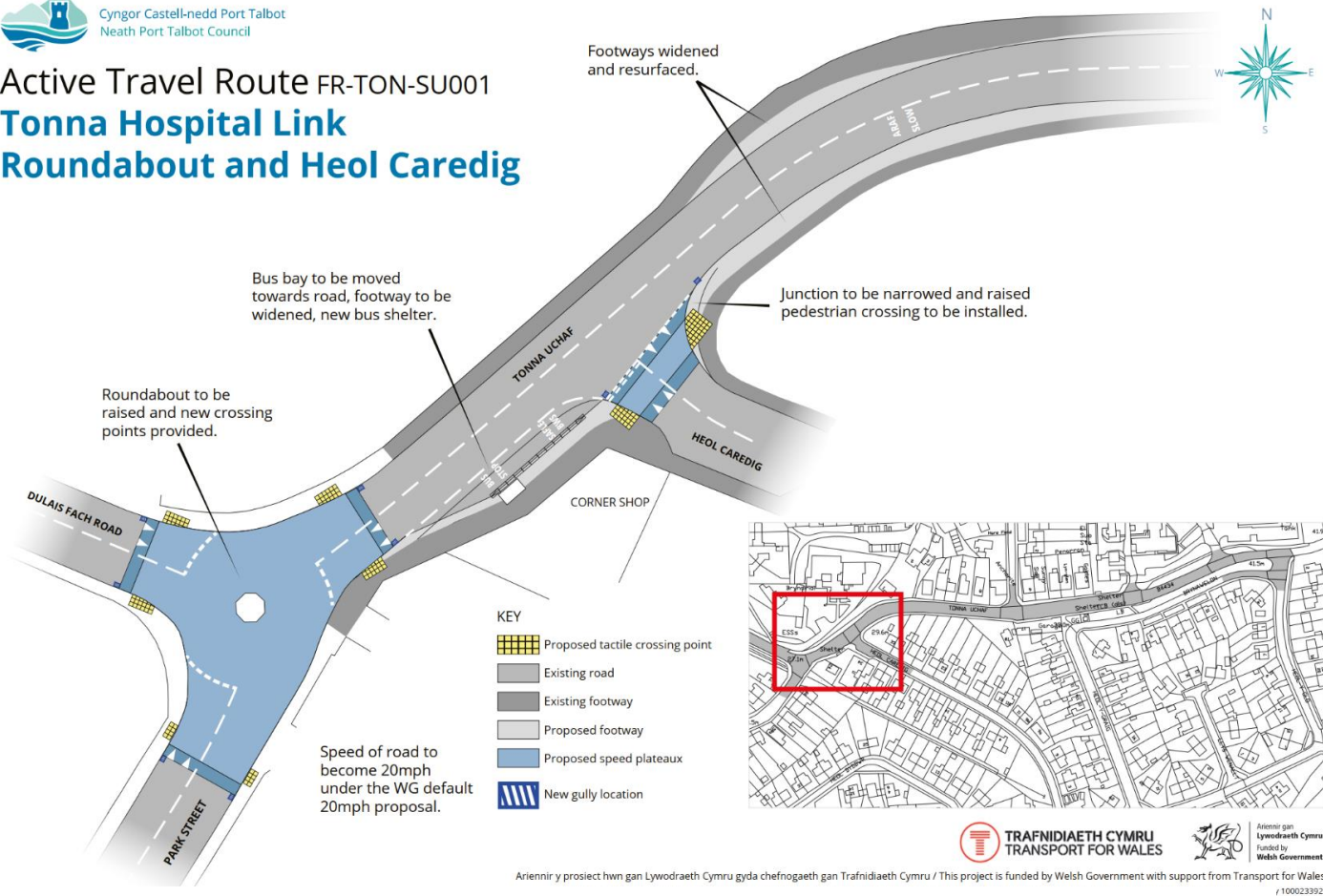


Figure 24: Diagram of active travel route FR-TON-SU001



## Healthy Travel Charter

The Swansea Bay Healthy Travel Charter was launched in May 2022.



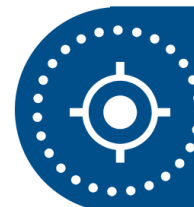
Healthy Travel Charter  
Swansea Bay

Neath Port Talbot Council became a signatory of The Swansea Bay Healthy Travel Charter in February 2023. Charter signatories are committed to 17 actions to be completed over 2 years. The actions include establishing a network of sustainable travel champions within each organisation, developing targeted communications campaigns for staff, offering, and promoting the cycle to work scheme, EV car adoption and promoting public transport discounts. The Council collaborates with representatives from education, health, emergency services, statutory bodies, housing associations and businesses to encourage a change in travel behaviour. By working together, the signatories aim to increase the proportion of journeys made to and from workplaces which are sustainable.

Neath Port Talbot Council (as an employer) have been successful in achieving Health Travel Charter status.

## Planning Applications

In order to ensure that new developments meet the requirement of the Active Travel Act, we will review large scale and relevant planning applications to ensure that the proposals comply with the Active Travel Act Guidance.



### ACTION

We will review large scale and relevant planning applications to ensure that developments meet the requirements of the Active Travel Act.

## Highways Asset Management Plan HAMP

The HAMP adopted by the Council in 2023 identified the need for more clarity in relation to the ongoing maintenance and management of active travel routes, public rights of way, adopted footways and unadopted footways. Neighbourhood colleagues in collaboration with the Active travel team and PROW team will be undertaking a review in line with the emerging Regional Transport Plan.



### ACTION

We will work with our maintenance section to review the maintenance regime of active travel routes.



# Section 9

## Monitoring

**MEASURING THE  
IMPACT OF  
IMPROVEMENTS**



## SECTION 9 MONITORING

Monitoring and reporting is key in evaluating the impact of improvements, justifying future improvements and providing evidence to support continuous development of good practice. The Active Travel Act places specific duties on local authorities and Welsh Government for annual and triennial reporting. To comply with this duty Neath Port Talbot undertakes detailed monitoring of individual active travel schemes and of existing and future routes as required. Copies of the annual reports can be seen on NPT's Website.

Neath Port Talbot's Corporate plan requires that we report annually on:

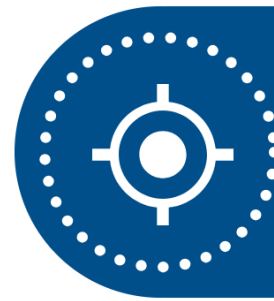
Number of accessible Active Travel routes increased (by kilometre) in accordance with the Active Travel Act Network Map for walking and cycling.

Number of pedestrians and cyclist utilising improved Active Travel routes (for 3 years post construction).

Data to record the speed and volume of traffic, along with cycle and pedestrian counts, are undertaken on routes to record base data along with capturing data to demonstrate benefits of improving active travel routes. We presently use mobile radar boxes to capture data and will continue to capture this way. Future versions of the Active Travel Delivery plan will also be able to monitor against the ambitions set in this report.

## ACTION

We will continue to comply with the requirements of the Active Travel Act for annual and triennial reporting by undertaking detailed monitoring of individual active travel schemes and of existing and future routes as required.



## ACTION

To improve the visibility of Active Travel, we will subject to grant funding install an automatic cycle counter totem where residents can see the number of pedestrians and cyclists using a route. This will be done initially as a pilot to ascertain the success of the project.



Over the last few years we have reported on improvements that we have made including:

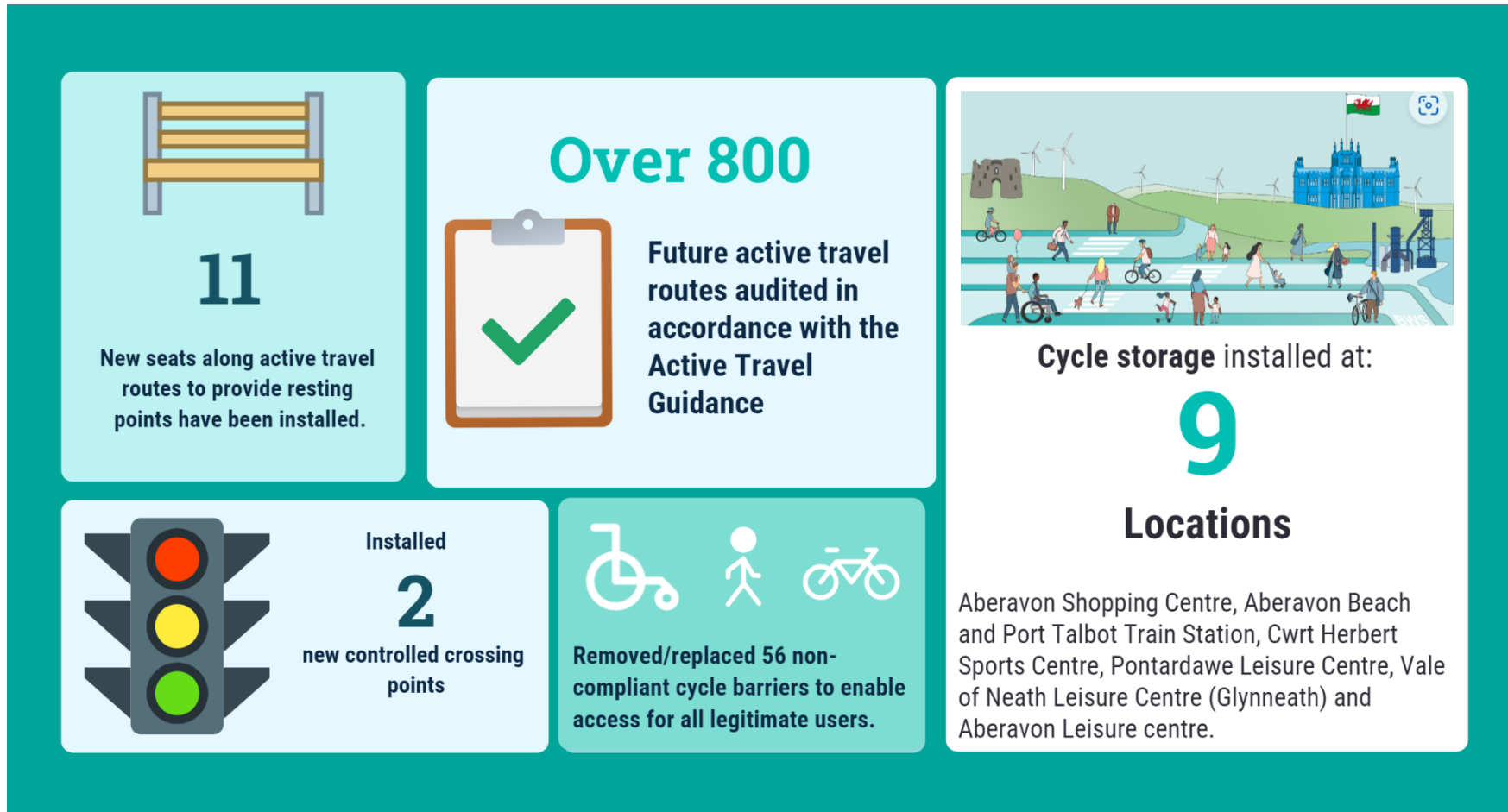
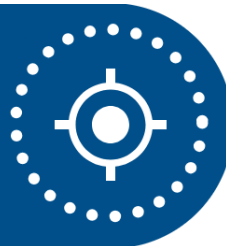


Figure 25: Improvements to Active Travel Routes

Further information can be seen at <https://www.npt.gov.uk/32497#routedevelopmentimprovingactivetravelinneathporttalbot>

## ACTION

We will present an annual monitoring report to cabinet detailing progress made in completing the actions set out in this Active Travel Delivery Report.



# Section 10

## Action Plan

**ACTIONS FOR  
CHANGE**



## SECTION 10 ACTION PLAN

### SECTION 1 INTRODUCTION AND BACKGROUND

- ❖ We will improve the walking, cycling and wheeling network in Neath Port Talbot to support more of our residents to walk wheel and cycle for everyday journeys, this will help improve the health and wellbeing of our residents, create safer communities, reduce congestion on our roads and reduce environmental impacts.

### SECTION 2 POLICY CONTEXT

- ❖ We will comply with national, regional and local policies ensuring that the transport hierarchy is maintained in all developments by prioritising active travel above all other forms of travel.

### SECTION 3 DRIVERS FOR CHANGE

- ❖ We will work towards expanding the active travel network and improving facilities to enable everyone to walk, cycle and wheel.
- ❖ We will work to encourage behaviour change by promoting active travel in Neath Port Talbot communities.
- ❖ Ensure that active travel is prioritised above all other forms of transport in developments where possible.

### SECTION 4 MAPPING AND PRIORITISATION

- ❖ We will audit all of our future routes against the criteria set out in the Active Travel Act Guidance.
- ❖ We will add all future routes that pass the audits (for walking, cycling or both) to the ATNM as existing routes (on an annual basis).
- ❖ We will update our related facilities (such as toilets, benches, barriers etc.) on DataMapWales.
- ❖ We will ensure that all of our existing route have be reaudited to reflect the changes in the audit criteria in 2021.
- ❖ We will renew our Active Travel Network Map in line with Welsh Government criteria with the next revision currently due to be submitted by 1 December 2026.





## SECTION 5 IMPROVING INFRASTRUCTURE AND FACILITIES

- ❖ We will work towards providing greater opportunities for people to walk, wheel and cycle not only within settlements, but also through **connectivity corridors** connecting local centres to built up areas, with **walking and wheeling networks** connecting to our towns and within **active travel neighbourhoods** connecting to our local facilities.
- ❖ We will work towards creating new and improving our existing **connectivity corridors** to build on the works that have been completed on NCN47 between Briton Ferry, Neath & Tonna and NCN43 between Trebanos, Pontardawe and Ystalyfera.
- ❖ We will work towards creating and improving our **walking and wheeling networks**, connecting our residential areas with the retail, employment and educational facilities.
- ❖ We will work towards creating **active travel neighborhoods** by improving our local streets to enable active travel and encourage placemaking. 'Placemaking' means setting out from the beginning the aim of creating sustainable and attractive places for living, working and spending leisure time. It aims to move on from standard housing estates with minimal facilities, dependent on the private car, to more complete and inclusive communities.
- ❖ We will work with colleagues in the Countryside and Wildlife Team to ensure that we protect and enhance biodiversity during all construction project
- ❖ We will continue to apply to TfW/WG for grant funding to improve out active travel network.
- ❖ We will continue to seek alternative sources of funding to improve active travel infrastructure e.g. LUF, S106 etc
- ❖ We will work with planning colleagues to maximise developer contributions to active travel.
- ❖ We will work with our maintenance section to review the maintenance regime of active travel routes.
- ❖ During the plan period the schemes listed at the end of SECTION 5 IMPROVING INFRASTRUCTURE AND FACILITIES will be improved subject to funding.
- ❖ We will review our walking routes that pass the audit but critically fail because of inappropriate crossing facilities and add these routes to the programme for improved crossings.



## SECTION 6 EDUCATION DEVELOPMENT AND TRAINING

- ❖ We will continue to work in our primary and secondary schools throughout the borough to provide training and practical support to promote safe walking and cycling.
- ❖ We will work with colleagues in road safety to consider the feasibility of a trial to implement school streets. School Streets are areas around School entrances that are closed to vehicles during peak drop-off and pick-up times. This is to help children access the school safely, promote active travel and reduce air pollution. Only vehicles with valid School Street permits are permitted to enter School Streets during restricted times.

## SECTION 7 PROMOTION OF ACTIVE TRAVEL

- ❖ We will continue to promote active travel on the Councils Website and by other promotional means.
- ❖ We will work regionally to develop a proposal to promote behaviour change.

## SECTION 8 ENGAGEMENT AND CONSULTATION

- ❖ We will engage with and consult Stakeholders and members of the public during the revision of the Active Travel Network Maps and during scheme development.
- ❖ We will review large scale and relevant planning applications to ensure that developments meet the requirement of the Active Travel Act.

## SECTION 9 MONITORING

- ❖ We will continue to comply with the requirements of the Active Travel Act for annual and triennial reporting by undertaking detailed monitoring of individual active travel schemes and of existing and future routes as required.
- ❖ To improve the visibility of Active Travel, we will subject to grant funding install an automatic cycle counter totem where residents can see the number of pedestrians and cyclists using a route. This will be done initially as a pilot to ascertain the success of the project.



## REFERENCES

FACT AND FIGURES	SOURCE
Physical activity can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression.	<a href="https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health#:~:text=Many%20people%20don't%20realise,type%202%20diabetes%20and%20depression">https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health#:~:text=Many%20people%20don't%20realise,type%202%20diabetes%20and%20depression</a>
A 2022 World Health Organisation WHO report found that active commuting is associated with around a 10% decrease in risk for cardiovascular disease and a 30% decrease in type 2 diabetes.	<a href="https://research.senedd.wales/research-articles/the-active-travel-act-10-years-on/#:~:text=A%202022%20World%20Health%20Organisation,in%20type%202%20diabetes%20risk">https://research.senedd.wales/research-articles/the-active-travel-act-10-years-on/#:~:text=A%202022%20World%20Health%20Organisation,in%20type%202%20diabetes%20risk</a>
In Wales, approximately 60% of adults are obese or overweight and 25% of children are overweight or obese when they start primary school. It is well known that the way we eat and the amount of physical activity we undertake contribute to our weight. Chief medical officers recommend that over a week, physical activity should total around 2½ hours of moderate intensity activity.	<a href="https://phw.nhs.wales/topics/overweight-and-obesity/">https://phw.nhs.wales/topics/overweight-and-obesity/</a>
Poor mental health is a significant and often poorly understood issue in the UK, with one in six workers experiencing depression, anxiety or problems relating to stress at any one time.	<a href="https://www.mentalhealth.org.uk/explore-mental-health/statistics/mental-health-work-statistics">https://www.mentalhealth.org.uk/explore-mental-health/statistics/mental-health-work-statistics</a>
Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone).	<a href="https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-">https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-</a>



	<a href="#">health#:~:text=Physical%20inactivity%20is%20associated%20with,35%25%20less%20active%20by%202030</a>
At the end of March 2023, there were over 40.8 million licensed vehicles in the UK, an increase of 1.1% compared to March 2022.	<a href="https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2023/vehicle-licensing-statistics-january-to-march-2023">https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2023/vehicle-licensing-statistics-january-to-march-2023</a>
Trends of road traffic in Wales show that between 1993 and 2019 traffic volume increased overall by 39% reaching a peak of 30.7 billion vehicle kilometres in 2019.	<a href="https://www.gov.wales/road-traffic-2022-html#:~:text=Trends%20in%20road%20traffic%20in%20Wales,-Figure%201%20shows&amp;text=Between%201993%20and%202019%2C%20total,the%202008%2D09%20economic%20 downturn">https://www.gov.wales/road-traffic-2022-html#:~:text=Trends%20in%20road%20traffic%20in%20Wales,-Figure%201%20shows&amp;text=Between%201993%20and%202019%2C%20total,the%202008%2D09%20economic%20 downturn</a>
Every cyclist that makes 160 4km trips by bike every year saves 112,000 grams of CO2 that would be generated if travelling by car.	<a href="https://www.cyclescheme.co.uk/health-calculator">https://www.cyclescheme.co.uk/health-calculator</a>
Since 1970, the UK has seen a decline in 41% of species populations; in Wales, 18% of species are threatened with extinction (State of Nature Wales 2023).	<a href="https://stateofnature.org.uk/countries/wales/">https://stateofnature.org.uk/countries/wales/</a>
Money helper estimates that the average annual cost of running a car is £3,129 this is in addition to the purchase/lease costs for the vehicle	<a href="https://www.moneyhelper.org.uk/en/everyday-money/buying-and-running-a-car/how-to-find-the-right-car-for-your-budget">https://www.moneyhelper.org.uk/en/everyday-money/buying-and-running-a-car/how-to-find-the-right-car-for-your-budget</a>
The 2021 census shows that there are 62,374 households in Neath Port Talbot with 142,289 residents.	<a href="https://www.ons.gov.uk/census">https://www.ons.gov.uk/census</a>



117,182 residents over 16 years of age of these 59,187 are in employment, 29,419 retired and 6,317 are students. Of the 59,187 residents that are in employment 12,464 work mainly from home, 40,399 travel by car, 1,965 travel by public transport and 3,842 travel by walking or cycling.

Of the 62,375 households in Neath Port Talbot 13,059 households do not have access to a car or van these residents are reliant on public transport and active travel to access everyday services such as employment, education, retail and medical facilities.

#### REDUCING ABSENCES AND INCREASING PRODUCTIVITY.

People who are physically active take 27% fewer sick days each year than their colleagues.

<https://www.bhf.org.uk/information-support/publications/health-at-work/health-at-work---economic-evidence-report>

#### BOOSTING THE HIGH STREET AND LOCAL TOWN CENTRES.

Walking and cycling improvements can increase retail spend by up to 30%

<https://brc.org.uk/news/associate-insight/active-travel-putting-the-pedal-power-back-into-retail/#:~:text=Walking%20and%20cycling%20improvements%20can,footfall%20by%20up%20to%2040%25>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>





[www.npt.gov.uk](http://www.npt.gov.uk)