

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Special Environment & Highways Cabinet Board

18th January 2016

Report of the Head of Planning

Nicola Pearce

Matter for Decision

Wards Affected: All Wards

Active Travel (Wales) Act – Consideration of: the Responses and Recommendations to the Representations received following Consultation on the Existing Route Map (ERM); the amended ERM for Neath Port Talbot; and Submission of the ERM to the Welsh Government for approval.

Purpose of the Report

- 1 To consider the responses and recommendations to the representations received following consultation on the ERM; the need for the Council to amend the ERM for Neath Port Talbot; and to authorise the submission of the ERM to the Welsh Government for approval.

Executive Summary

- 2 The Active Travel (Wales) Act 2013 makes it a legal requirement for the Council to map and plan for suitable routes for active travel within the following settlements: Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.
- 3 The draft 'Existing Route Map' (ERM) was prepared for the purposes of consultation indicating the existing routes that provide for active travel journeys and meet the requirements set by Welsh Government – the draft ERM included a total of 20 cycle routes and 57 pedestrian routes.
- 4 The formal consultation period ran for a total of 12 weeks from Monday 21st September to Monday 14th December 2015.

- 5 The report considers the representations received following consultation, seeks endorsement of the amended ERM and authorisation to submit the ERM, along with supporting documentation, to the Welsh Government for approval.

Background

- 6 In November 2013, the Welsh Government introduced the Active Travel (Wales) Act 2013 (*the Act*) which makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel within certain settlements specified by Welsh Government in the County Borough.
- 7 Active Travel means walking and cycling for everyday 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.
- 8 The Act requires local authorities to prepare, consult upon and publish the following two maps:
- **Existing Route Map (ERM)** – primarily intended to inform the public of the existing routes in the County Borough that the Council considers suitable for active travel by the Welsh Government standards. To be submitted to the Welsh Government for approval by 22nd January 2016; and
 - **Integrated Route Map (IRM)** – required to set out the Council's plans for the next 15 years and is mainly a tool to enhance the forward planning of active travel and to support infrastructure development planning. To be submitted to the Welsh Government for approval by 24th September 2017.
- 9 Accordingly at this stage, this report only considers the emerging ERM. In terms of an overview, the draft ERM for Neath Port Talbot included:
- **10** cycle routes that met the standard;
 - **10** cycle routes (with statements) that although failed to meet the standard, were considered suitable for inclusion on the map;
 - **35** pedestrian routes that met the standard; and
 - **17** pedestrian routes (with statements) that although failed to meet the standard, were considered suitable for inclusion on the map.

Consultation

- 10 The formal consultation period ran for a total of 12 weeks from Monday 21st September to Monday 14th December 2015.
- 11 Following consultation, the Council received a total of 50 representations (or *comments*). Comments were either submitted directly online via the interactive questionnaire, by email or in writing. In addition, a number of engagement sessions were held with three schools that expressed an interest in being involved, they included: Traethmelyn Primary, Melin Juniors and Tonnau Primary.
- 12 The responses and recommendations to all the comments received, including a summary of the feedback received from the Schools, are set out in **Appendix 1**.

Existing Route Map for Neath Port Talbot

- 13 Having had regard to the representations received, coupled with the consideration of new information that has emerged, it is considered appropriate to recommend a limited number of changes to the ERM. Accordingly, the amended ERM Schedule is attached in **Appendix 2** (with the maps supplied as background papers), with the proposed changes summarised in the table below:

NEATH	
NPT-NEA-C0020: Bridge Street to Neath Town Centre [via National Cycle Network (NCN) 47]	Re-audited / proposed for inclusion in the ERM with statement. <i>Reason:</i> this is a useful route that acts as an important link to Neath Town Centre and the wider national cycle network. Although sections of the route need to be resurfaced, in its current state it can be considered suitable for active travel.
NPT-NEA-P00100: Briton Ferry Train Station	Re-audited / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> this is an important link from the train station into Neath and in its current state it can be considered suitable for active travel.
PORT TALBOT	
NPT-PT-C0050: Bus station to Civic Centre via Route 887	Re-audited / proposed for inclusion in the ERM with statement. <i>Reason:</i> this route is an important link from Aberavon Seafront through Port Talbot to Cwmafan and Pontrhydyfen, without compromising pedestrians in the Port Talbot Town Centre pedestrianised areas. This route has also been extended to include a section of NCN 887 which runs alongside the River Afan which was not included in the initial audit.

NPT-PT-C0010: Port Talbot Parkway-Margam	Re-audited / proposed to be removed from the ERM. <i>Reason:</i> upon re-audit was not considered suitable for active travel.
NPT-PT-C0040: Port Talbot, Connect 2	Route extended to include missing sections of the NCN 887, which run parallel to Cwmafan Road, Port Talbot / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> this section was omitted from the initial audit and including this section ensures that the route links into Cwmafan.
NPT-PT-P00160: Baglan Train Station to Baglan Energy Park	Re-audited / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> this is a short but vital link from Baglan Train Station to employment sites in Baglan Energy Park, in its current state it can be considered suitable for active travel.
NPT-PT-P00190: Western Avenue, Sandfields	New Audit / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> this is a well used route for pupils travelling to school, in its current state it can be considered suitable for active travel.
PONTARDAWE	
NPT-PON-P0050: Pontardawe Town Centre to Craig-Llan Gwyn School	Re-audited / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> this is a well used route by school pupils and residents which upon re-audit was considered suitable for active travel.
NPT-PON-C0010: Clydach to Cwmtawe School and Pontardawe Leisure Centre	Re-audited / proposed for inclusion in the ERM with statement. <i>Reason:</i> this route is an important link providing connection between Pontardawe Town Centre and Swansea. The majority of the route is of a good standard, however upgrading the surface in some areas will improve this route further.
CWMAFAN	
NPT-CWM-C002: Ty'r Owen Road (Cwmafan Infants & Junior School) to Tarren Terrace	Route extended to link with the settlement of Pontrhydyfen / proposed for inclusion in the ERM (no statement required). <i>Reason:</i> including this section ensures route continuity and that it links into the settlement of Pontrhydyfen.

14 Taking account of the proposed changes, the amended ERM for Neath Port Talbot includes:

- **9** cycle routes that meet the standard;
- **12** cycle routes that although failed to meet the standard, have been considered suitable for inclusion on the map with a supporting statement;
- **39** pedestrian routes that meet the standard; and
- **18** pedestrian routes that although failed to meet the standard have been considered suitable for inclusion on the map with a supporting statement.

- 15 In accordance with national guidance, upon submission of the ERM to the Welsh Government for approval, accompanying evidence will be submitted providing evidence of the extent of consultation undertaken. The Consultation Report will focus on the variety of means by which the consultation has been promoted and facilitated and the level and nature of the responses received.

Financial Impact

- 16 Funding to create and publish the maps has been provided by the Welsh Government as part of the Local Transport Fund. Costs will therefore be accommodated within existing budgets.

Equality Impact Assessment

- 17 In order to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010, an Equality Impact Assessment Screening Exercise has been carried out. The Screening Exercise concluded that there is no requirement to carry out an additional separate exercise.

Workforce Impacts

- 18 There are no workforce impacts in respect of this report.

Legal Impacts

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

Risk Management

- 20 The Council will be in breach of its legal requirement to prepare and publish Active Travel maps should there be a failure to implement the proposed recommendations within the prescribed period.

Recommendation

- 21 That having considered the report, it is resolved to make the following recommendations for approval:
1. That the responses and recommendations to the representations received as set out in Appendix 1 be agreed.

2. That the amended ERM Schedule attached in Appendix 2 be agreed and authorisation given to submit the ERM, along with supporting documentation, to the Welsh Government for approval.

Reasons for Proposed Decision

- 22 The recommendations are needed to ensure compliance with the requirements of the Active Travel (Wales) Act 2013.

Implementation of Decision

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

Appendices

- 24 Appendix 1 – Responses & Recommendations to the ERM Representations
- 25 Appendix 2 – Existing Route Map Schedule

List of Background Papers

- 26 The Active Travel (Wales) Act 2013.
- 27 Statutory Guidance for the Delivery of the Active Travel (Wales) Act.
- 28 The Active Travel (Wales) Act 2013 – Design Guidance.

Officer Contact

- 29 Ceri Morris – Interim Planning Policy Manager [Tel: 01639 686320 / E-mail: c.morris1@npt.gov.uk]

APPENDIX 1 – RESPONSES & RECOMMENDATIONS TO THE ERM REPRESENTATIONS

ERM Ref:	Name / Organisation	Comment	Officer Response / Recommendation
General Comment	Helen Hodgson – Network Rail	<p>In principle Network Rail supports the identification of active travel routes across Neath Port Talbot however, the Council must ensure that no such routes utilise level crossings. Should any level crossings be identified as part of an active travel route Network Rail would raise an objection mindful that we have an on-going national programme to close level crossings in the interest of pedestrian, cyclist and vehicular safety.</p> <p>Network Rail must be advised of any active travel routes which utilise land or structures within our ownership and which may have implications for the management or maintenance of our land and structures. In this respect I note that some active travel routes do utilise structures and land within Network Rail ownership and therefore I would advise you to contact Network Rail's Asset Protection Wales Team in advance of finalising any routes. The initial point of contact is assetprotectionwales@networkrail.co.uk</p>	<p>Comments noted.</p> <p>Route NPT-PT-C0030 crosses the level crossing next to Port Talbot train station – this route failed the audit.</p> <p>Recommendation: No amendment required.</p>
General Comment	E Peter Lloyd Jones – Cwmlllynfell Community Council	<p>Cwmlllynfell Community Council has considered the Existing Route Map which you have consulted on and notes that the areas which were included had been determined by the Welsh Government and were based on population.</p> <p>It is the view of the Council that the Welsh Government direction in respect of the matter is unnecessarily restrictive and as such will probably result in some Active Travel Routes being omitted.</p>	<p>Comments noted.</p> <p>The Built Up Areas (BUAs) have been determined by Welsh Government based on population density. The Council is not able to amend the boundaries.</p> <p>Recommendation: No amendment required.</p>
General Comment	Rhyan Berrigan – Disability Wales	<p>Disability Wales (DW) is an independent, not for profit organisation established in 1972. We are a membership organisation of disability groups and allies from across Wales.</p> <p>As the national association of disabled people's organisations, Disability Wales strives to achieve equality, rights and independence for all disabled people, regardless of physical, sensory or neurological impairment, learning difficulty or mental health condition. We recognise that many disabled people have different identities and can face multiple-discrimination.</p> <p>The Social Model of Disability is at the core of our value base, recognising that people are disabled more by poor design, inaccessible services and other people's attitudes than by their impairment. We are recognised as the lead organisation in Wales in promoting the understanding, adoption and implementation of the Social Model of disability.</p> <p>Disability Wales welcomes the Active Travel route conceptualisation generally as it promotes healthier lifestyles for all. However Local Authority route planners / designers must recognise that private car use is absolutely essential for many disabled people to enable them to live independently in the community. Therefore any proposed route design implementation must not impede on private car use by local disabled people.</p> <p>We cannot comment on specifics, however we would like to reiterate the importance of full, inclusive engagement with disabled people at every stage at the cycle route and walking active Travel route planning / designing process.</p> <p>Access barrier removal to encourage the increase in walking</p>	<p>Comments noted.</p> <p>The audit sheets used to assess Neath Port Talbot's active travel routes take into account the issues listed.</p> <p><i>[Note: the audit sheets used can be found in the Welsh Government's 'Design Guidance, Active Travel (Wales) Act 2013' Appendix B & C].</i></p> <p>Recommendation: No amendment required.</p>

		<p>Safety concerns: (along shared routes especially) – actual and perceived risks of having an accident coming to harm or injury through collisions. These dangers are very real and discourage many disabled people across the disability spectrum who may otherwise use the paths to perhaps to keep fit for example Shared space especially is a great concern to disabled people and other ‘vulnerable’ pedestrians. Disabled people with invisible impairments which are not obvious to approaching cyclists; a visual impairment, being deaf or pedestrians with cognitive impairments or mental health issues may be more of a risk of having an accident caused by inconsiderate cyclists. For example the cyclist could assume that a ring of the bell will make the pedestrian move out of the way speedily. Many disabled people cannot move / jump out the way quick enough at the sound of the bell dinged by an approaching cyclist. Collisions and possible altercations may result due to disabled pedestrians and cyclists clashing over right of way misunderstandings and near misses.</p> <p>Placing a dividing line to separate cyclists and pedestrians may solve the issue of cyclist pedestrian collisions. However careful considerations have to be given to the widths of each and how the dividing line is indicated. Disabled ‘pedestrians’ include wheelchair users using manually/ electrically propelled chairs and also mobility scooter users of various sizes. Many of these pedestrians would not want to travel along the route in single file. Two or more wheelchair users may want to stroll together in a social group. Or a disabled family may wish to travel from A to B as a group, chatting rather than negotiating the paths regimentally in a straight line, therefore the pedestrian ‘side’ width must accommodate this.</p> <p>Allowing enough room to safely pass other pedestrians coming in the opposite direction or those wanting to overtake slower pedestrians along the route is important. The dividing line must be clearly visible to avoid ambiguity / possible dispute and thus accidents. Serious attention must be given to the surface colour in comparison to the dividing line. It must be ensured that these are colour contrasting and are clearly distinct in all weather conditions, also the type of delineator line used, whether the line is slightly raised in comparison to the path, or of a different texture to the path would also have to be considered. Distinct separate walking and cycling areas along all of the shared space active travel routes could abate danger and lessen disabled pedestrians’ fear of injury.</p> <p>Path surfaces (smooth tarmac or uneven earth or gravel surface terrain?), use of cambers (which are difficult for visually impaired individuals and other disabled people to negotiate), gradient considerations¹ (i.e. disabled people using wheelchairs or with mobility impairments would find steep gradients difficult to navigate), type and frequency of lighting along the whole length of the path. Will there be lighting? Located at frequent intervals along the routes? Will these ensure ‘vulnerable’ pedestrians feel safe, especially in the darker winter months? Will they be adequately maintained to ensure they are in good working order? Provision of strategically placed seating to allow frequent breaks as required could assist many disabled people in using the routes. Provision of CCTV may also increase disabled people’s confidence in using the paths. These should all be considered thoroughly when designing Active Travel routes. The proximity of paths to facilities should also be a consideration. Although Active Travel routes do not focus on leisure trips per se, those pedestrians using the paths for their intended means may also be caught short and need the toilet for example. Amenities in the</p>	
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¹ Using ramp gradients for comparison. CAE states ‘as a general rule most ramp manufacturers recommend a gradient no steeper than 1:12 for independent use and 1:6 for assisted use.’

vicinity are also an important consideration.

Inconsistency of access available would result in a major access barrier for many disabled and older pedestrians. While planning the journey disabled people must be confident that the path remains accessible for the entirety of their journey not just for part of the journey, otherwise disabled people could reach a point that they cannot travel further due to inaccessibility and find themselves having to make their way home, causing added exhaustion and upset in the process. Creating Active Travel routes/ paths should not create additional barriers; instead these routes should encourage disabled people to use these paths independently.

Access barrier removal to encourage the uptake of cycling

Some disabled people enjoy cycling; either with a conventional pedal bike or hand cycle. Travel routes must reflect ease of use for all cyclists not only those with 'standard upright bikes'. Wider path widths could be required to ensure wider bikes used by disabled people can adequately pass those travelling in the opposite direction and which allow faster cyclists to overtake without impeding the disabled cyclist. The path surfaces should be smooth and obstacle free, avoiding unhelpful 'clutter', superfluous objects and visual aesthetics like overly large flower tubs or ornaments along the route in place 'to brighten it up' making the route pleasing on the eye. Inclusion of facilities along the route that adequately ensures disabled cyclists access requirements are met is a must such as rest stops, fully accessible changing facilities and accessible bike stands. Consideration should be given to the type of surface used, texture, colour and how distinct the surface is compared to the pedestrian side, if the path is of shared use.

The gradient must be suitable for disabled cyclists to navigate, too steep a gradient and the route would become unnegotiable, therefore disabled cyclists could become frustrated due to their non-productive journey if forced to turn back due to inaccessibility.

As with disabled pedestrians, shared space could cause access issues and barriers for disabled cyclists too. Adapted cycles e.g. tricycles or hand cycles could require extra space due to a wider turning circle needed, also two disabled cyclists may wish to cycle alongside each other rather than one in front and one behind. Therefore access provision along whole Active Travel routes must be ensured to implement full inclusivity amongst cyclists.

Disability Wales advocates the Local Authorities should coordinate a fully inclusive, active engagement process with local disabled people and disabled people's groups and organisations rather than merely consult with them. Positive engagement and open, honest, transparent dialogue at the route planning stage is a must to ensure local disabled people have a say in route creation and are able to inform Local Authorities of potential access barriers to their use.

Where Active Travel routes cross Local Authority boundaries there must be clear collaboration and dialogue between neighbouring Local Authorities to ensure disabled peoples access consistency throughout the whole route. Local Access Groups and disabled individuals in each Local Authority should all be given an opportunity to contribute their views which should be taken on board within each Local Authority and also as a whole to avoid having differing access quality as per Local Authority section of the Active Travel route. Consistent accessible routes which match pan disability access requirements for whole routes is paramount.

		<p>Disabled people's 'Shared Space' concerns are not an issue unique to Wales; disabled people throughout the UK have had bad experiences using Shared Spaces, as highlighted in a recent report entitled. 'Accidents by Design: The Holmes Report on "shared space" in the United Kingdom.' (Lord Holmes of Richmond MBE, July 2015). The Report used desk-based research and questionnaire to establish the effects of shared space on its users. Swansea, Cardiff, Carmarthen and Pontypridd were locations reported in the survey. The questionnaires received 9 respondents from Wales (2%). The report concluded that "shared space" instead of improving pedestrian movement and comfort, actually resulted in users reporting anxiety and fear in a third of cases. The report was based on Shared Space in Towns and Cities. However the same experiences and inferences of fear and anxiety rings true for Shared Space on the Active Travel routes too. For many disabled people, including our members, Shared Spaces are a barrier preventing Active Travel route use.</p> <p>In general, the UN Convention on the Rights of Disabled People 2010 stated that disabled people have to be included in the community and enjoy pursuits accordingly.</p> <p>Article 19 - Living independently and being included in the community</p> <p><i>"States Parties (Countries) to this Convention recognize the equal right of all persons with disabilities to live in the community, with choices equal to others, and shall take effective and appropriate measures to facilitate full enjoyment by persons with disabilities of this right and their full inclusion and participation in the community, including by ensuring that:</i></p> <ul style="list-style-type: none"> <i>a. Persons with disabilities have the opportunity to choose their place of residence and where and with whom they live on an equal basis with others and are not obliged to live in a particular living arrangement;</i> <i>b. Persons with disabilities have access to a range of in-home, residential and other community support services, including personal assistance necessary to support living and inclusion in the community, and to prevent isolation or segregation from the community;</i> <i>c. Community services and facilities for the general population are available on an equal basis to persons with disabilities and are responsive to their needs."</i> <p>Paying due regard to the UN Convention on the Rights of Disabled People which the UK Government ratified in 2010 is a must when making decisions that affect the lives of disabled people.</p> <p>Conducting Equality Impact Assessments are a must in any decision making process, especially those which relates to the Active Travel Route design and planning. Measuring impact on disabled people in a timely fashion is a must before any decisions are implemented.</p>	
Pontardawe	Clive Reed – Swansea Valley Heritage	<p>I want the Swansea Canal towpath sections in Pontardawe to be included in the Active Travel Existing Route Map Consultation.</p> <p>(1) The canal towpath between Arthur Terrace, Pontardawe and Herbert Street, Pontardawe is used by pupils walking to school to attend the Cwmtawe Comprehensive School five days each week. The pupils are from their homes on Grove Road, Thomas Street, Woodland Road, the</p>	<p>Comments refer to routes NPT-PON-P0050, NPT-PON-P0020 and NPT-PON-P0010 in Pontardawe.</p> <p>Routes NPT-PON-P0020 and NPT-PON-P0010 passed the initial audit so are already</p>

		<p>northern parts of Brecon Road and several other streets in those areas.</p> <p>Many residents of Pontardawe also use the same route to gain access to the shopping areas of Herbert Street and the retail park at Ynysderw. A pedestrian count by the Swansea Canal Society c2006 counted over 90 persons using this section of canal towpath each day.</p> <p>(2) The canal towpath between Herbert Street, Pontardawe and the Upper Clydach canal aqueduct to the south of Herbert Street, Pontardawe is also used every day by pupils attending the Cwmtawe Comprehensive School. The pupils are from their homes on Grove Road, Thomas Street, Woodland Road, High Street, James Street, Church Road, Brecon Road and several other streets in those areas.</p> <p>Many residents of Pontardawe also use the same route to gain access to the shopping areas of the retail park at Ynysderw.</p> <p>(3) The canal towpath from Arthur Terrace up the Ynysmeudwy Isaf canal overbridge is also used for the same reasons and purposes but to a lesser extent by school pupils and residents from Upper Heathfield, Coed Cae, Birchfield Road, Brecon Road, New Road, Ynysmeudwy and the surrounding areas.</p>	<p>included in the ERM.</p> <p>Whilst route NPT-PON-P0050 initially failed, the route has been re-audited and subsequently passed.</p> <p>Recommendation: Amend ERM to include route.</p>
NPT-PT-C0050	Geoff Marquis	<p>Bus station to Civic Centre via Route 887: this section apparently has failed without statement which makes a mockery of the recent works carried out by the Council which was only possible after approval of the design by Sustrans engineers. How it can then fail is surprising. This route should pass or at least fail with statement because:</p> <p>It is a vital link from the bus station and railway station to Cwmafan and beyond.</p> <p>It links Aberavon and the north-south NCN4 to the walking and cycling (MTB) facilities of the Afan Valley without compromising pedestrians in the town centre pedestrianised areas.</p> <p>It links the Civic Centre to all routes without compromising pedestrians making it ideal for the NPTCBC staff working in the Civic Centre.</p> <p>This route is newly built having been designed and built by NPTCBC engineers.</p> <p>I recall there are bike racks near the bus station outside Aberavon shopping centre.</p> <p>Also this section of cycle route does not appear to have been plotted on the map accurately in the area of the multi-story car park</p>	<p>Comments noted.</p> <p>This route has been re-audited and although scored higher than the initial audit still failed.</p> <p>It is however considered that this route is an important cycle link from Aberavon Seafront through Port Talbot to Cwmafan and Pontrhydyfen.</p> <p>Recommendation: Amend ERM to include route with statement.</p>
NPT-PT-C0070	Geoff Marquis	<p>NCN 887 River Afan to Port Talbot Parkway: this section of route has failed, I understand, because it includes the old route NCN4 which goes behind the railway station. Currently the plot shows a 'road without footway' and 'pedestrian and cycle zone'. Surely this route should include at least a fail with statement because:</p> <p>It links Aberavon and the bus station/Afan Valley with the new railway station development.</p> <p>The area around the railway station, including active travel links, will form part of future</p>	<p>Comments noted.</p> <p>The section of NCN 887 which runs along the River Afan referred to has now been included in the section audited above (NPT-PT-C0050). Consequently, section NPT-PT-C0070 now runs from Port Talbot Bus Station to Port Talbot train station.</p>

		development of the area and this should be flagged up now.	This section however failed the initial audit so will not be included in the ERM. Recommendation: No amendment required. [Note: the section of the NCN 887 that runs along the River Afan is due to be closed from January 2015 to January 2016, this will be noted in the report to Welsh Government].
NPT-PT-C0010	Geoff Marquis	Port Talbot Parkway – Margam: this section of route has apparently passed audit. It is a major route to/from the south, including from the steel works yet it needs improvement. I am aware that it sends cyclists the wrong way down one way streets and road markings are so poor that cyclists have been knocked off their bikes by cars, even though they have right of way. Local residents also complain about its condition. Perhaps a statement seeking improvement would be more realistic.	Comments noted. This section of cycle route was re-audited and failed. Recommendation: Amend ERM to remove route.
NPT-PT-P0050 / NPT-PT-P0090	Geoff Marquis	Port Talbot Steel Works: these pedestrian sections link the steel works to the local population. They are newly built and also provide an excellent through route to/from the south linking NCN4. This was under consideration last year so if it has not already been done I think it would be useful to consider re-designating this route as NCN4 (i.e. P0050, P0090 and C0020 to become cycle routes) to overcome the problems with the existing route as identified above.	Comments noted. Where possible NCN 4 has already been re-designated along these routes. Recommendation: N/A.
NPT-PT-C0040	Geoff Marquis	Connect 2 Route: there appears to be a section of cycleway missing at the north east end of the route opposite Cwmafan Road. This is one of the most heavily used routes, as measured by the Council and surveyed by Sustrans, and should be seen as part of the major link into the Afan Valley, as identified in comments above.	Comments noted. The missing link referred to on NCN 887 was re-audited and passed. Recommendation: Amend ERM to include route.
NPT-PT-P00160	Geoff Marquis	Baglan Train Station to Baglan Energy Park: surely the section shown on the map along Seaway Parade has been audited in error. The motorway parapet on the south side is low and anyone falling from their bike would fall onto the motorway. The correct route should be on the north side as the parapet is raised higher to prevent such an occurrence so it's much safer? I know this because the NPTCBC engineers pointed this out last year as part of the design of the Swansea Bay Cycle Routes. It would be silly to repeat that mistake.	Comments noted. The more appropriate side of the road was re-audited and passed. Recommendation: Amend ERM to include route.
NPT-NEA-C0090	Geoff Marquis	NCN47, Bridge near industrial estate - Industrial Estate, Melincryddan: this route has apparently been failed without statement. The route has been improved including being resurfaced using Welsh Government grant within the last three years, as has the whole of the canal route from Briton Ferry through to Tonna. It is accepted by Welsh Government as a vital off road link from Briton Ferry to Neath. It is patrolled by Sustrans Rangers on at least a weekly basis. Pedestrian and cycle use has increased significantly following the improvements leading to greater security and reduced anti-social behaviour. This section is also a promoted biodiversity walk. Are NPTCBC now to abandon this benefit to the health and well-being of the local community? Are Sustrans really taking a pragmatic approach here?	Comments noted. This route has been re-audited and failed. Recommendation: No amendment required.
NPT-NEA-C001 / NPT-TON-C001	Geoff Marquis	Neath to Tonna: a continuation of the canal route NCN47 referred to above. This section of the canal route apparently has passed audit yet it has been improved to exactly the same specification as the length failed above. I also note from the pdf maps that there appears to be	Comments noted. This is a continuation of the route above.

		a gap between these two sections. The route is of course continuous.	This route was re-audited and failed. Recommendation: No amendment required.
NPT-NEA-P0070	Geoff Marquis	Cwrt Sart Comprehensive School - Melin Junior School: another failed route. I have to ask whether the auditor was aware of the work done by the NPTCBC Road Safety Team on Safe Routes to Schools and were they consulted? Only then can you provide a realistic answer to parents who will otherwise quite rightly claim their children have been encouraged to walk and cycle on an unsafe route. This will also without doubt be seized upon by those standing against new routes for Cwrt Sart pupils to the new campus. It was specifically highlighted by the BBC News last week as a problem so the Council needs to ensure each different department is signed up to the same strategy and that you are in possession of all relevant information.	Comments noted. The Council's Road Safety team has been consulted regarding this section of route and it has been confirmed that this area has not been considered as part of the Safe Route to School scheme. Recommendation: N/A.
NPT-NEA-P00100	Geoff Marquis	Briton Ferry Train Station. Another failed route. Again I'm sure it is within the catchment area of the new school so the comment immediately above applies. Is the Head of Transportation aware that Planning are making such statements about his proposed routes?	Comments noted - this refers to the route along the A474 in Briton Ferry. This section of route was re-audited along with officers from Road Safety and Engineering and passed. Recommendation: Amend ERM to include route.
NPT-NEA-C0050	Geoff Marquis	NCN 47 to A474 roundabout (southbound): this is a section of the Swansea Bay Cycle Routes Scheme which was safety audited by the NPTCBC Engineers before being signed and widely promoted as such. This route is part of a scheme that received recognition at the UK National Transport Awards. I have no information on why Sustrans failed it.	Comments noted. This section transverses the pedestrianised centre of Neath and consequently, cyclists are required to dismount affecting the continuity of the cycle route. Recommendation: No amendment required.
NPT-NEA-C00100 / NPT-NEA-C00110	Geoff Marquis	New university Campus Area: these are routes promoted as part of NCN4. The latter route appears to connect NCN4 into the new university campus from the Neath Port Talbot end. Should the alternative link which is more heavily trafficked also be included on NPT maps? It is a new Swansea/NPTCBC route recently completed and according to recent press reports is already one of the most highly trafficked routes in the Borough, albeit only a short length is in NPT.	Comments noted. This section of route crosses the administrative boundary of Neath Port Talbot and Swansea. It was agreed that the City & County of Swansea audit this route. Recommendation: No amendment required.
Glynneath to Resolven	Geoff Marquis	I've looked at this part of the pdf maps and am confused. The Swansea Bay Cycle Route (Green route) runs along the B4242. It was safety audited by NPTCBC engineers yet does not appear to be shown on the map so I assume that for some reason they were not audited this time. However the map does show NPT-RES-C001 following the line of the Neath Canal, so I assume it was audited. Interestingly the canal route is one which has been pursued by the Council for some time but always rejected by the canal company where it is in ownership, as they want support for its maintenance. Sustrans of course illegally signed the route some years ago and they patrol it. The route is also known to cross private land without the landowner's permission. I'm surprised the Council are now supporting this link without funding or land owner support.	Comments noted. NPT-RES-C001 failed without statement in the initial audit. The additional route referred to via the B4242 would 'critically fail' due to the speed limit along the route. Recommendation: No amendment required.
NPT-PON-C0010	Geoff Marquis	Clydach to Cwmtawe School and Pontardawe Leisure Centre: again I believe this section	Comments noted.

		<p>of the route failed audit. There is also a gap at the north east end suggesting the route is not continuous when it obviously is. It would be interesting to see how Swansea decided to class their section of NCN43 which adjoins. I think it better practice to apply similar standards across county boundaries to reduce confusion.</p>	<p>This section of route was re-audited and although scored higher still failed. The route is however considered to be an important link providing connection between Pontardawe Town Centre and Swansea. The majority of the route is also of a good standard.</p> <p>Recommendation: Amend ERM to include route with statement.</p> <p><i>[Note: the City & County of Swansea has been consulted concerning the audit results].</i></p>
General	Traethmelyn Primary School	<p>A lesson was undertaken in Traethmelyn Primary in collaboration with Sustrans, the main points that resulted from the lesson were:</p> <p>The underpasses by south down view floods regularly.</p> <p>Are the routes to the new superschool on the map?</p> <p>Western avenue is heavily used by the pupils in the class to walk to school, however this is currently not identified as an active travel route.</p> <p>There is a no entry sign at the end of St Helier Drive by the roundabout this is restrictive to cyclists who would like to cycle the shortest possible route to school.</p>	<p>Feedback noted – as a consequence, Western Avenue, Sandfields, Port Talbot was audited as a pedestrian route.</p> <p>Recommendation: Amend ERM to include route.</p> <p><i>[Note: other relevant points have been referred to the Council's Road Safety Team].</i></p>
General	Melin Junior School	<p>A lesson was undertaken in Melin Junior School in collaboration with Sustrans, the main points that resulted from the lesson were:</p> <p>On Chamberlain Road there are too many stones on the road.</p> <p>Marshfield road- there is too many parked cars.</p> <p>The lights on the A474 by Lidl's don't always work and it takes a long time to cross. Overall they felt that there was too much traffic on this road.</p> <p>It was thought on old road that there is a very narrow pavement in parts.</p> <p>Foundry Road is too bumpy.</p>	<p>Feedback noted – where relevant, issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p>Recommendation: No amendment required.</p>
General	Tonnau Primary School	<p>A lesson was undertaken in Tonnau Primary School in collaboration with Sustrans, the main points that resulted from the lesson were:</p> <p>Improve canal towpath from Tonna to Neath, the students thought that it is too bumpy, needs lighting and there should be a link bridge by the YMCA.</p> <p>Around Tonnau School cars park on both sides of the road and on the zig-zag lines at school pick up and drop off times making it congested.</p> <p>On the B424 along St Anns Terrace, Tonna there are potholes on the road, and also busy</p>	<p>Feedback noted – where relevant, issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p>Recommendation: No amendment required.</p>

	junctions to cross. The students suggested that they should be a walking and cycling route down Neath Road linking Tonna to the centre of Neath.	
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GENERAL COMMENTS DERIVED FROM THE ONLINE QUESTIONNAIRE RESPONSES

Area	Comment	Officer Response / Recommendation
Neath	<p>Resurfacing of canal paths and other cycle routes (to be tarmacked for road bikes).</p> <p>Expansion of the paths for cyclists along the Tennant Canal and Neath Canal.</p> <p>A safe route around the roundabout by the old Briton Ferry Bridge (by McDonalds).</p> <p>More footpaths across the countryside.</p> <p>Improved signage and street names around Llandarcy.</p> <p>A route from Neath Town Centre to Briton Ferry.</p> <p>Dedicated (traffic and pedestrian free), well lit, tarmac cycle routes linking Neath and its surrounding villages to Swansea would encourage more people to commute by bike.</p> <p>Skewen main road needs a pedestrian crossing up the top end by Tennant Park, children cannot cross the main road safely.</p>	<p>Feedback noted – where relevant, issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p>Recommendation: No amendment required.</p>
Port Talbot	<p>A route between Briton Ferry and the new school site on Western Avenue.</p> <p>A route from Baglan to the town centre along Baglan Road.</p> <p>Improved and safe cycle routes from Sandfields and Baglan to the Baglan Halt train station, and to the new school before it opens.</p> <p>A review of safety on The Afan Way route.</p>	<p>Feedback noted – where relevant, issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p>Recommendation: No amendment required.</p>
Pontardawe, Ystalyfera and Godre'r Graig	<p>A cycle lane between Pontardawe and Neath.</p> <p>Connect the missing cycle link between Ystalyfera and Varteg Hill on Route 43, along the old railway track.</p> <p>Upgrade the quality of track surface between Pontardawe and Trebanos.</p> <p>Update the maps to show an existing route from the bus stop on Swansea Road Pontardawe opposite No 25 Swansea Road down to the leisure centre and Cwmtawe School.</p> <p>Resurfacing between Coed Gwilym Park and The Mond.</p> <p>Establish pick up and drop off points on the A4067 near to the villages to make it easier to share cars.</p> <p>Develop a route from Rhos to Neath avoiding the roundabouts at Alltwen and Pontardawe Cycling entrance to YGG</p>	<p>Feedback noted – where relevant, issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p>Recommendation: No amendment required.</p> <p><i>[Note: in regard to updating the maps to include Swansea Road to Cwmtawe School and Pontardawe Leisure Centre (bullet point 4) this is already on the ERM (Ref: NPT-PON-P00120)].</i></p>

	Pontardawe (Welsh-medium primary school).	
Other BUAs	<p>Expansion of old railway paths including: Cwmgors to Quarry Place - extending the route as far as Pwllfawatkin Landfill site, with a view to extending it further to link to Sustrans 43; the old railway line from Abernant Colliery to Cwmamman cycle path.</p> <p>Further consultation and updates to the Active Travel maps: there is no mention of the path utilising the old mineral railway linking Twyn yr Efail with the rear of TJ's in Cwmgors; the Cwmgors route seems to relate to the now closed school and people now have to walk to GCG school.</p> <p>Clearing mapping (or consideration of a wider audience): If I knew where cycle routes were I would be more inclined to cycle rather than walk.</p> <p>Dedicated cycle paths on all new roads.</p> <p>Development on the land adjacent to the canal between Resolven & Pontwalby.</p> <p>Extending the route in Cwmafan up to Pontrydryfen.</p> <p>More leisure routes: routes alongside the river from the Lamb area up to Pontwalby or beyond; extend routes either side of river to create complete the loop; Ynys Afan Bridge to Ynys y Gwas hill (S side) and Gwaun Afan up river on Cwmafan side; Foel Mountain to River Walk Way; extended links further up the valley such as Cefn-Bryn-Brain down to Ystalyfera so Brynamman to benefit tourism from the main track heading towards Brecon.</p>	<p>Feedback noted.</p> <p>The cycle route from Cwmafan to Pontrydryfen was re-audited and passed.</p> <p>Recommendation: Amend ERM to include extended route (NPT-CWM-C002).</p> <p>Where relevant, all other issues raised will be considered for inclusion as part of the Integrated Route Map.</p> <p><i>[Note: in regard to the second bullet point, the route at the rear of TJ's in Cwmgors is not a promoted cycle route or right of way therefore was not audited].</i></p>

APPENDIX 2 – EXISTING ROUTE MAP SCHEDULE

[Note: Proposed amendments to the ERM Schedule are highlighted]

BRYNAMMAN

Settlement	Reference	Type	Destination	Statement (where relevant)
Lower Brynamman	NPT-LBA-C001	Cycle	Lower Brynamman to Twyn Via Amman Valley Cycle route.	N/A

BLAENGWRACH

Settlement	Reference	Type	Destination	Statement (where relevant)
Blaengwrach	NPT-BLAE-P002	Pedestrian	Blaengwrach Infants School to High Street via Edwards Street	N/A
Blaengwrach	NPT-BLAE-P003	Pedestrian	Blaengwrach Primary School to Residential Area / High Street	N/A

CWMAFAN

Settlement	Reference	Type	Destination	Statement (where relevant)
Cwmafan	NPT-CWM-P002	Pedestrian	Residential Area to Cwmafan Infants & Junior School via Ty'r- Owen	<i>Fail with statement</i> - this is a busy route that links up a residential area to Cwmafan Infants & Junior School. There are a number of minor issues with the route which need to be addressed (particularly overgrown vegetation) but in its current state it can be considered suitable for users on foot only due to steps.
Cwmafan	NPT-CWM-P003	Pedestrian	Cwmafan Infants & Junior School to Cwmafan Health Centre (Doctors)	N/A
Cwmafan	NPT-CWM-P005	Pedestrian	Cwmafan Health Centre (Doctors) to Residential Area via Salem Road	N/A
Cwmafan	NPT-CWM-C001	Cycle	Ty'r-Owen Road (Cwmafan Infants & Junior School) to Cwmafan Road	N/A
Cwmafan	NPT-CWM-C002	Cycle	Ty'r-Owen Road (Cwmafan Infants & Junior School) to Tarren Terrace	N/A

CYMMER / CROESERW

Settlement	Reference	Type	Destination	Statement (where relevant)
Croeserw	NPT-CROE-P001	Pedestrian	Croeserw Industrial estate to Croeserw Primary School	N/A
Croeserw	NPT-CROE-P002	Pedestrian	Croeserw Primary School to Residential Area	N/A
Croeserw	NPT-CROE-C001	Cycle	Croeserw to Cymmer	N/A

Croeserw	NPT-CROE-C002	Cycle	Croeserw to Caerau via Menai Avenue	<i>Fail with statement</i> - this is a useful route that links Croeserw to Caerau. There are a number of minor issues with the route which need to be addressed but in its current form it can be considered suitable for active travel.
Cymmer	NPT-CYM-P002	Pedestrian	Cymer Afan Primary School to Residential Area / Station Road	N/A
Cymmer	NPT-CYM-C002	Cycle	Route From Duffryn To Cymer Afan Comprehensive School	N/A
Cymmer	NPT-CYM-C003	Cycle	NCN linking to Cymer Afan Comprehensive School & Croeserw	<i>Fail with statement</i> - this is a useful NCN route that acts as an important link to Cymer Afan Comprehensive School and Croeserw. The route also connects with the wider NCN. Whilst better cyclist provision and resurfacing of the roads would be beneficial this does not affect its suitability as an active travel route.

GLYNNEATH

Settlement	Reference	Type	Destination	Statement (where relevant)
Glynneath	NPT-GLYN-P001	Pedestrian	Residential Area to Cwmnedd Primary Schools via Park Avenue	N/A
Glynneath	NPT-GLYN-P002	Pedestrian	Cwmnedd Primary School to Doctors Surgery and Pharmacy	N/A
Glynneath	NPT-GLYN-P003	Pedestrian	Residential area to Doctors Surgery and Pharmacy via High Street	<i>Fail with statement</i> - this useful part on/part off road pedestrian route links a doctor's surgery and pharmacy to a residential area, including Bus stops and Place of Worship along the way. More Lighting, as well as Improving the width on the controlled staggered crossing and the time it takes to bring the traffic to a stop (including the green man time) would make the route safer and more appealing.

GWAUN CAE GURWEN

Settlement	Reference	Type	Destination	Statement (where relevant)
Gwaun Cae Gurwen	NPT-GCG-P001	Pedestrian	Residential Area to Gwaun Cae Gurwen Primary School via Brynamman Road	N/A
Cwmgors	NPT-GCG-P003	Pedestrian	Residential Areas linking to Cwmgors Primary School via Heol-Y-Gors	N/A

NEATH

Settlement	Reference	Type	Destination	Statement (where relevant)
Bryncoch	NPT-BRYN-P001	Pedestrian	Waunceirch Primary School to Blaenhonddan Primary School including Residential Areas	N/A
Bryncoch	NPT-BRYN-P002	Pedestrian	2 Residential Areas linking in Blaenhonddan Primary School	N/A

Bryncoch	NPT-BRYN-P003	Pedestrian	2 Residential Areas Linking In Ysgol Maes Y Coed	<i>Fail with statement</i> - this busy route links up 2 residential areas to Ysgol Maes Y Coed. There are numerous minor issues which need to be addressed (e.g. lack of lighting, dropped kerbs and some uneven footways), but in its current state can be considered as a suitable active travel route.
Cilfrew	NPT-CIL-P001	Pedestrian	Neath Abbey/ Residential Area to Catwg Primary School	N/A
Cilfrew	NPT-CIL-P002	Pedestrian	Catwg Primary School to Llangatwg Community School	N/A
Cilfrew	NPT-CIL-P003	Pedestrian	Llangatwg Community School to Cilfrew Primary School	N/A
Cilfrew	NPT-CIL-P004	Pedestrian	Cilfrew Primary School to Aberdulais via Swn-Yr-Afon	N/A
Neath	NPT-NEA-P0040	Pedestrian	Neath Train Station to Neath Civic Centre	N/A
Neath	NPT-NEA-P0090	Pedestrian	Church Street / Shelone to NPT-PT-P0080	<i>Fail with statement</i> - this route provides a useful link to the train station. The location of dropped crossings causes some inconvenience for users but this does not diminish comfort on the route.
Neath	NPT-NEA-P00100	Pedestrian	Briton Ferry Train Station	N/A
Neath	NPT-NEA-P00120	Pedestrian	Angel Street to Dwr Y Felin Comprehensive School	<i>Fail with statement</i> - this route provides a crucial link between the town centre and Dwr-y-Felin Comprehensive School, college and all of the residential areas north of the river and as such is very well used. The lack of footway on Bridge Street does not unduly affect safety as the street is a dead-end with low vehicle speeds and volumes.
Neath	NPT-NEA-C0020	Pedestrian	NCN 47 to Bridge Street, Town centre	<i>Fail with Statement</i> - this is a useful NCN route that acts as an important link to Neath Town Centre and the wider NCN. Although sections of the route need to be resurfaced, in its current state it can be considered suitable for active travel.
Neath	NPT-NEA-C0080	Cycle	Council Offices The Quays to Baglan Energy Park	N/A
Neath	NPT-NEA-C00100	Cycle	NCN47 / NCN4 - Baldwin's Crescent (Bay Campus)	<i>Fail with statement</i> - this route forms part of a useful commuter link between Swansea and Llandarcy/Neath/Port Talbot and is the only link to Bay Campus travelling from the east. The route is almost all traffic free. Future development of junctions around Ffordd Amazon should not compromise the continuity of this route.
Neath	NPT-NEA-C00110	Cycle	NCN4 Baldwin's Crescent to NCN4 Ffordd Amazon	N/A
Neath Abbey	NPT-NAB-P001	Pedestrian	Residential / Commercial area to Dwr Y Felin Comp School & Neath College	<i>Fail with statement</i> - this is a useful route that links a residential/commercial area to Dwr Y Felin Comprehensive School & Neath College. There are a number of minor issues with the route which need to be addressed but in its current form it can be considered suitable for active travel.

Neath Abbey	NPT-NAB-P002	Pedestrian	Dwr y Felin Comprehensive School & Neath College to Waunceirch Primary School	<i>Fail with statement</i> - this is a useful route that links Dwr Y Felin Comprehensive School & Neath College to Waunceirch Primary School. There are a number of minor issues with the route which need to be addressed but they don't affect its suitability as an active travel route.
Neath Abbey	NPT-NAB-P003	Pedestrian	Dwr Y Felin Comprehensive School & Neath College To Cadoxton	<i>Fail with statement</i> - this is a useful route that links Dwr Y Felin Comprehensive School & Neath College to Cadoxton. There are a number of minor issues with the route which need to be addressed but in its current form it can be considered suitable for active travel.
Skewen	NPT-SKW-P002	Pedestrian	Pen yr Heol Residential Area to Skewen Train Station	<i>Fail with statement</i> - this is a useful route that connects a residential area to Skewen train station. Whilst there are a number of minor issues that need to be dealt with along this route, they don't affect its suitability as an active travel route.
Skewen	NPT-SKW-P003	Pedestrian	Residential Area / Wern Road to Coedffranc Primary School	N/A
Skewen	NPT-SKW-P004	Pedestrian	Residential Area / Siding Terrace to Coedffranc Primary School	N/A
Skewen	NPT-SKW-P005	Pedestrian	Residential Area / Dynevior Road to Skewen Strain Station	N/A
Skewen	NPT-SKW-P006	Pedestrian	Coedffranc Primary School to Neath Abbey Infants school	<i>Fail with statement</i> - this route is a useful link to two schools in the area of Coedffranc and Neath Abbey. There are a number of minor issues which need to be addressed (particularly with the controlled crossing times) but in its current form it can be considered suitable as an active travel route.
Tonna	NPT-TON-P001	Pedestrian	Residential Area to Tonnau Primary Community School	N/A
Tonna	NPT-TON-P002	Pedestrian	Residential Area to Tonnau Primary Community School	N/A
Tonna	NPT-TON-P003	Pedestrian	Tonna Hospital to Residential area in centre of Tonna	<i>Fail with statement</i> - this is a busy route that links a residential area to a hospital and the centre of Tonna. There are a number of minor issues with the route (e.g. in particular the staggered crossings on the roundabout) but there are other, safer crossing points available. Consequently, in its current state it can be considered suitable for active travel.
Tonna	NPT-TON-C001	Cycle	NCN 47 Neath to Tonna (Henfaes Road) connections to Tonnau Primary School	<i>Fail with statement</i> - this is a useful NCN route that acts as an important link to Tonna Community School and the wider NCN. Although sections of the route need to be resurfaced and needs the vegetation cut back, in its current state it can be considered suitable for active travel.

PORT TALBOT

Settlement	Reference	Type	Destination	Statement (where relevant)
Port Talbot	NPT-PT-P0010	Pedestrian	Port Talbot Steel Works	N/A
Port Talbot	NPT-PT-P0020	Pedestrian	Neath Port Talbot College	N/A
Port Talbot	NPT-PT-P0030	Pedestrian	Port Talbot Steel Works	<i>Fail with statement</i> - the route provides a useful link to Taibach town centre and local primary school. There are sections where the path narrows due to tree planting and parked cars making it awkward for wheelchairs/pram users. Installing double yellow lines would help to address this issue.
Port Talbot	NPT-PT-P0040	Pedestrian	Taibach Centre (including Central Primary School)	<i>Fail with statement</i> - this route provides a useful link for people living in Penycae to access Taibach town centre. Sections of route have limited surveillance however this route will be used mostly during daylight hours and so is considered suitable for active travel.
Port Talbot	NPT-PT-P0050	Pedestrian	Port Talbot Steel Works	N/A
Port Talbot	NPT-PT-P0060	Pedestrian	NPT Council Offices / Port Talbot Town Centre - Port Talbot Parkway	N/A
Port Talbot	NPT-PT-P0070	Pedestrian	Port Talbot Town Centre - Felindre (Route 887)	N/A
Port Talbot	NPT-PT-P0080	Pedestrian	Port Talbot Parkway	<i>Fail with statement</i> - main cause of failure is the apparent malfunction of the controlled crossing outside Port Talbot Parkway station. The auditor waited a full five minutes for a green man signal which did not come. This can be easily fixed and will promote this route to a comfortable 'pass'.
Port Talbot	NPT-PT-P0090	Pedestrian	PDR Pedestrian Route - Port Talbot Steel Works to Port Talbot Station via NCN4	N/A
Port Talbot	NPT-PT-P00140	Pedestrian	Retail Park - Junction Fairway Road / Southdown Road	<i>Fail with statement</i> - route provides a link between the retail outlets and residential area of Sandfields that avoids crossing Afan Way, a dual carriageway. There is limited lighting in the subway however there is each section of subway is short with good visibility.
Port Talbot	NPT-PT-P00150	Pedestrian	Sandfields Comprehensive School - Southdown Road Subway	<i>Fail with statement</i> - this route comprises a useful link between an existing retail park, comprehensive school and established residential area. There is limited lighting in the subway however there is each section of subway is short with good visibility.
Port Talbot	NPT-PT-P00160	Pedestrian	Baglan Train Station to Baglan Energy Park	N/A
Port Talbot	NPT-PT-P00180	Pedestrian	Magistrates Court	N/A
Port Talbot	NPT-PT-P00190	Pedestrian	Western Avenue, Port Talbot	N/A
Port Talbot	NPT-PT-C0010	Cycle	Port Talbot Parkway to Margam (Port Talbot Parkway / Taibach / Tata Offices)	N/A

Port Talbot	NPT-PT-C0020	Cycle	NCN4 & Port Talbot Steel Works (Port Talbot Steel Works)	<i>Fail with statement</i> - the route is a useful traffic free link for people who cycle to the large employer. The route also links to the residential areas of Sandfields and Taibach via NCN4. Cycle priority crossings would improve continuity for cyclists.
Port Talbot	NPT-PT-C0040	Cycle	Port Talbot Civic Centre to Route 887 (Villiers Street)	N/A
Port Talbot	NPT-PT-C0050	Cycle	Bus station to Civic Centre via Route 887	<i>Fail with statement</i> - this cycle route is an important link from Aberavon Seafront through Port Talbot to Cwmafan and Pontrhydyfen, without compromising pedestrians in the Port Talbot Town Centre pedestrianised areas.
Port Talbot	NPT-PT-C0080	Cycle	Riverside Road to Scarlet Avenue	<i>Fail with statement</i> - this is a popular route and provides a useful link between the town centre and leisure destinations on The Princess Margaret Way. There are a number of minor issues with the route which should be addressed but in its current form it can be considered suitable for active travel journeys.
Port Talbot	NPT-PT-C0090	Cycle	Afan Way	N/A
Port Talbot	NPT-PT-C00110	Cycle	Scarlet Avenue / Purcell Avenue to Youth Centre	<i>Fail with statement</i> - this route provides a useful link to the Youth Centre. The route is mainly on-road but at time of audit they appeared to be quiet, residential streets with low flows and speeds. There is one uncontrolled crossing which did not cause significant delay to the journey therefore it is considered suitable for active travel
Port Talbot	NPT-PT-C00130	Cycle	NCN4 The Quays to Baglan Train Station	<i>Fail with statement</i> - this route provides a useful commuter link to Baglan Station without the need to travel on road along the A48 and Afan Road. Removing bollards and signs, and installing dropped kerbs would enhance the quality of this active travel route.
Port Talbot	NPT-PT-C00150	Cycle	Bus Station via Courts	<i>Fail with statement</i> - the route between bus stations provides a useful link for people visiting or working in the Harbour development. The route also connects with the wider NCN. Whilst the path over the bridge would benefit from some evasion room, this is over a short distance with good visibility.
Port Talbot	NPT-PT-C00160	Cycle	Hospital link	<i>Fail with statement</i> - is route provides a useful short cut to the hospital from Afan Way. There are limited narrow sections due to guardrail but this does not unduly affect its suitability as an active travel route.

PONTARDAWE (including Ystalyfera & Godre'r Graig)

Settlement	Reference	Type	Destination	Statement (where relevant)
Pontardawe	NPT-PON-P0010	Pedestrian	Clydach - Cwmtawe School, retail Park & Pontardawe Leisure Centre	N/A

Pontardawe	NPT-PON-P0020	Pedestrian	Pontardawe Retail Park to Pontardawe Town Centre	N/A
Pontardawe	NPT-PON-P0050	Pedestrian	Pontardawe town centre to Craig-Llan Gwyn School	N/A
Pontardawe	NPT-PON-P0090	Pedestrian	Ystalyfera to Supermarket	<i>Fail with statement - this route provides an important link connecting people to village centres, supermarket and school avoiding the busy A465. Reducing the numbers of crossovers on the route and improving the alignment of pedestrian footways would improve this route.</i>
Pontardawe	NPT-PON-P00110	Pedestrian	Godre'r Graig Village Route	N/A
Pontardawe	NPT-PON-C0010	Cycle	Clydach to Cwmtawe School and Pontardawe Leisure Centre	<i>Fail with statement - this route is an important link providing connection between Pontardawe Town Centre and Swansea. The majority of the route is of a good standard, however upgrading the surface in some areas will improve this route.</i>

RESOLVEN

Settlement	Reference	Type	Destination	Statement (where relevant)
Resolven	NPT-RES-P002	Pedestrian	Industrial park / works to Commercial Road via John Street	N/A

SEVEN SISTERS

Settlement	Reference	Type	Destination	Statement (where relevant)
Seven Sisters	NPT-SEV-P003	Pedestrian	Residential Area to Blaendulais Primary School via Heol Hen	N/A

