

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Regeneration & Sustainable Development Cabinet Board

27th October 2017

Report of the Head of Planning and Public Protection

Nicola Pearce

Matter for Decision

Wards Affected: All

Active Travel (Wales) Act 2013 – Consideration of the representations received following consultation on the revised Existing Route Map (ERM) and Integrated Network Map (INM) for Neath Port Talbot; the proposed amendments to the maps; and to authorise submission of the maps to the Welsh Government for approval.

Purpose of the Report

- 1 To consider the representations received following consultation on the revised ERM and INM for Neath Port Talbot; the proposed amendments to the maps; and to authorise the submission of the maps to the Welsh Government for approval.

Executive Summary

- 2 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 within the following settlements: Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.
- 3 Active Travel is defined as walking and cycling for everyday purposeful short-distance journeys, such as journeys to school, work, or for access to shops or services. Active travel does not include journeys purely made for recreation or social reasons.
- 4 The Act requires local authorities to prepare, publish and keep under review an Existing Route Map (ERM) and an Integrated Network Map (INM).

- 5 Revisions to the Council's ERM (first approved in 2016) and a *draft* INM, setting out the Council's aspirations for the next 15 years, were prepared for the purposes of consultation. The formal consultation period ran for 12 weeks from Monday 26th June to Monday 18th September 2017.
- 6 This report considers the representations received following consultation, together with the proposed amendments to the maps and seeks authorisation to submit the maps to the Welsh Government for approval.

Background

- 7 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 settlements specified by Welsh Government.
- 8 Those settlements in Neath Port Talbot include: **Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.**
- 9 Active Travel is defined as walking and cycling for everyday purposeful short-distance journeys, such as journeys to school, work, or for access to shops or services. Active travel does not include journeys purely made for recreation or social reasons.
- 10 The Act requires local authorities to prepare, publish and keep under review 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 meeting Welsh Government standards; and
 - **Integrated Network Map (INM)** – required to set out the Council's aspirations for the next 15 years, identifying improvements to existing routes or new routes that the Council considers should be added to the network. The INM is therefore mainly a tool to enhance the forward planning of active travel and to support infrastructure development planning.

Consultation

- 11 A limited number of additions to the Council's ERM (first approved in 2016) and a *draft* INM, setting out the Council's aspirations for the next 15 years, were prepared for the purposes of consultation. The formal consultation period ran for 12 weeks from Monday 26th June to Monday 18th September 2017.

Existing Route Map (Additional Routes)

- 12 Following consultation, the Council did not receive any comments in respect of the limited number of proposed additions to the ERM. Consequently, no further changes to the additional ERM routes (as presented in **Appendix 1**) are proposed.

Integrated Network Map

- 13 Following consultation, the Council received a total of 54 comments from 19 different organisations or individuals. These comments were either submitted directly online via the interactive questionnaire, by email or in writing. In addition, comments were also collected as part of the community engagement events and school workshop activities that took place over the 12 week period.
- 14 The proposed responses and recommendations to all the comments received are set out in **Appendix 2**.
- 15 Having had regard to the comments received, it is considered appropriate to recommend a limited number of changes to the INM. Accordingly, the amended INM is presented in **Appendix 3**, with the proposed changes summarised in the table below:

NEATH		
INM-NEA-C022	Cycling	A48 Roundabout to Bethal Street, proceeding to Church Street (connecting to INM-NEA-C012) <i>Reason:</i> This additional route would act as an important link between the A48 roundabout and two identified INM routes (INM-NEA-C012 and INM-NEA-P005).
PORT TALBOT		
INM-PT-C016	Cycling	Christchurch Road to Baglan Moors Retail Park <i>Reason:</i> This additional route would provide a good link between INM-PT-C011 and the retail outlets available at Baglan Moors.
INM-PT-P012	Pedestrian	St. Theresa's to Fairway (connecting to INM-PT-C002)

		Reason: This additional route would act as an important connection to an identified INM route (INM-PT-C002) and an ERM route along Western Avenue (NPT-PT-P00190).
INM-PT-P013	Pedestrian	Sandown Road (Moorland Road to Victoria Road), Sandfields Reason: This additional route would act as a good link between two identified pedestrian INM routes (INM-PT-P007 and INM-PT-P008).
PONTARDAWE		
INM-PON-C011	Cycling	Rhos to Cwmtawe Comprehensive School Reason: This additional aspirational route would provide a safe link between the settlement of Rhos and Cwmtawe Comprehensive School.

- 16 In accordance with national guidance, upon submission of the revised ERM and INM to the Welsh Government for approval, accompanying documents 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

- 17 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.
- 18 In respect of the delivery of schemes, it should be emphasised that as the INM is an aspirational document and not a commitment to deliver, there are consequently no financial implications for the Council in the longer term.
- 19 For those schemes that are delivered, it is expected that they will primarily be funded as part of ongoing development, either directly or by means of financial contributions received from developers.

Equality Impact Assessment

- 20 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

21 There are no workforce impacts in respect of this report.

Legal Impacts

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

Risk Management

23 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.

Recommendation

24 That having considered the report, it is resolved to make the following recommendations for approval:

1. That the four additional ERM routes presented in Appendix 1 be agreed and authorisation given to submit to the Welsh Government for approval.
2. That the responses and recommendations to the representations received as set out in Appendix 2 be agreed.
3. That the INM presented in Appendix 3 be agreed and authorisation given to submit to the Welsh Government for approval.

Reasons for Proposed Decision

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

Implementation of Decision

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

Appendices

27 Appendix 1 – Existing Route Map (Additional Routes)

- 28 Appendix 2 – Responses and Recommendations to the INM Representations
- 29 Appendix 3 – Integrated Network Map (Schedule & Maps)

List of Background Papers

- 30 The Active Travel (Wales) Act 2013
- 31 Statutory Guidance for the Delivery of the Active Travel (Wales) Act
- 32 The Active Travel (Wales) Act 2013 – Design Guidance

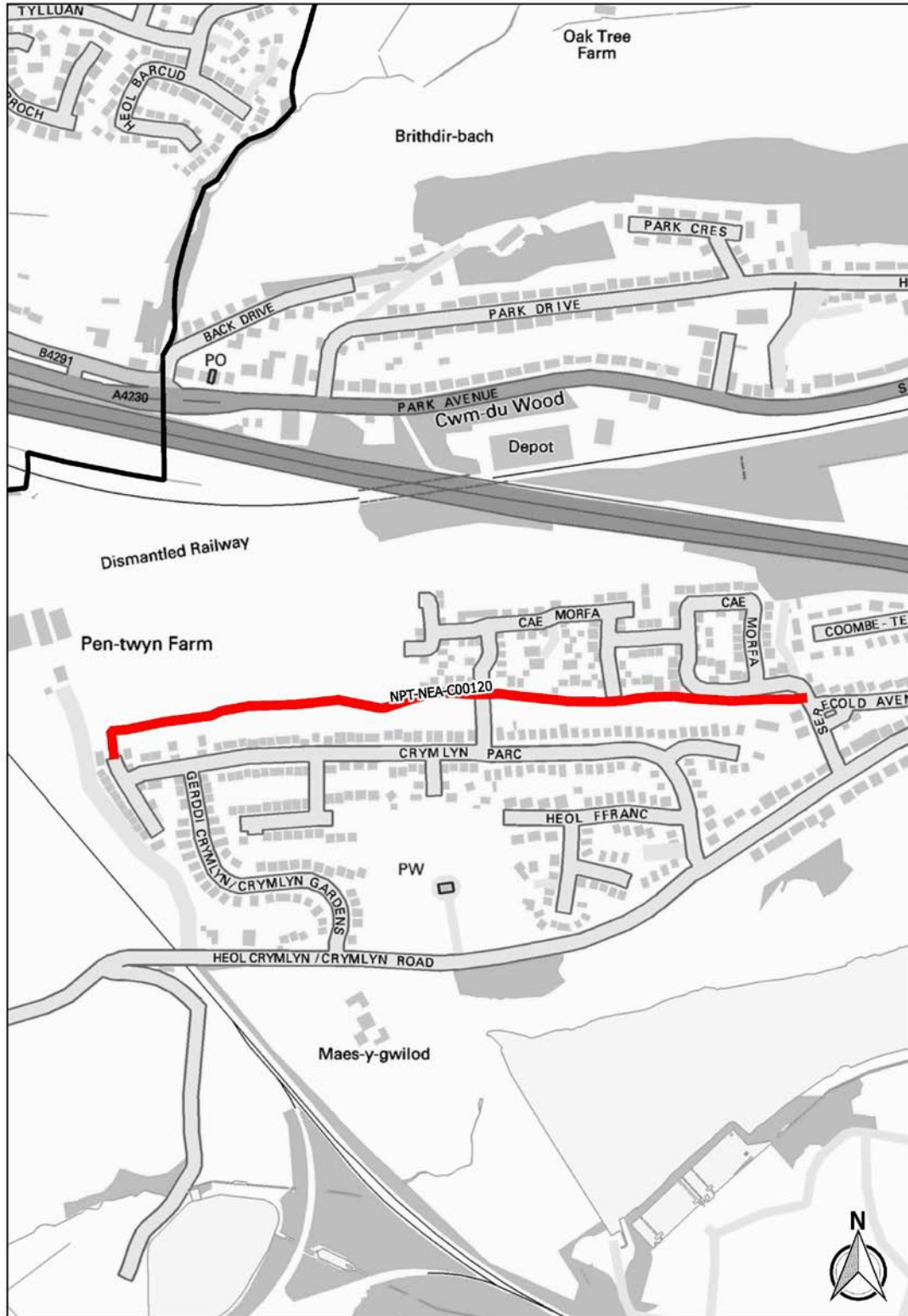
Officer Contact

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

APPENDIX 1 – Existing Route Map (Additional Routes)

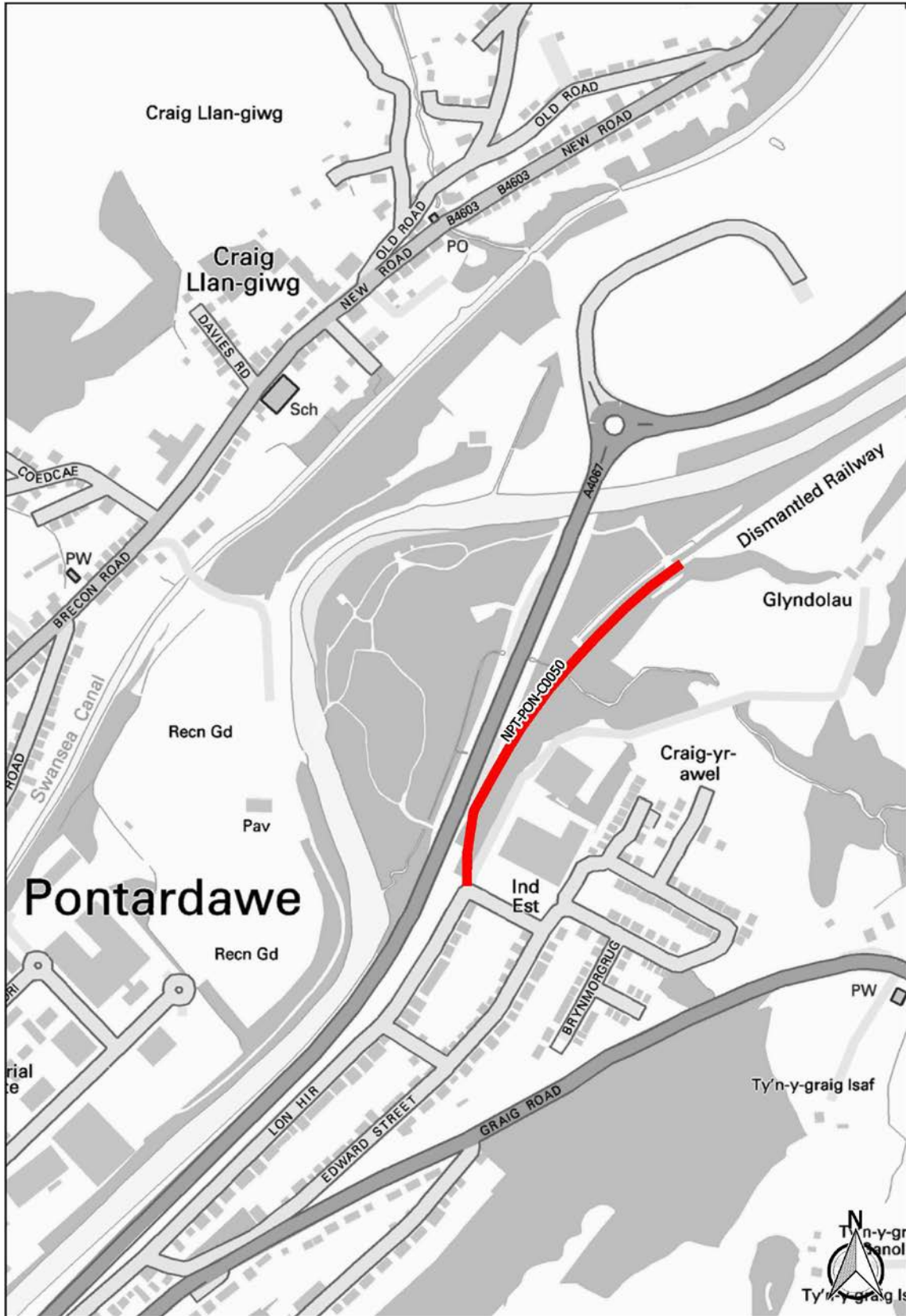
Settlement: Neath

Ref:	NPT-NEA-C00120	Type:	Cycle	% Audit Score:	82%
Description:	Crymlyn Parc to Serecold Avenue, Skewen				



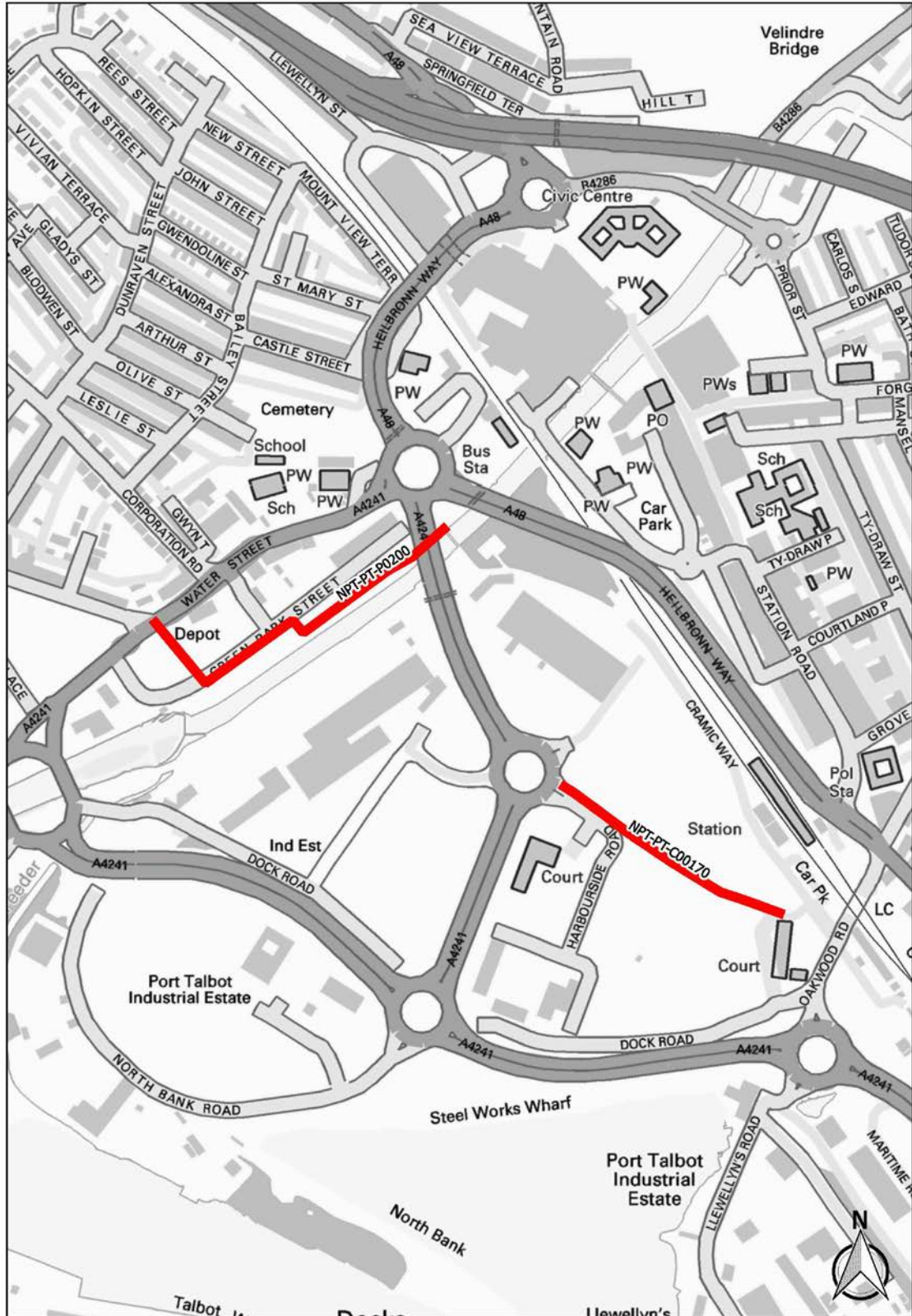
Settlement: Pontardawe

Ref:	NPT-PON-C0050	Type:	Cycle	% Audit Score:	78%
Description:	Bryn Morgrug to Valley Route				



Settlement: Port Talbot

Ref:	NPT-PT-C00170	Type:	Cycle	% Audit Score:	88%
Description:	Port Talbot Parkway to Harbour Way				
Ref:	NPT-PT-P0200	Type:	Pedestrian	% Audit Score:	95%
Description:	Port Talbot Bus Station to Green Park				



APPENDIX 2 – Responses and Recommendations to the INM Representations

Table 2(a) – Representations derived from completed Questionnaires and Correspondence

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
GENERAL					
INM1	General	Tony Moon	Rhondda Tunnel Society	<p>I have just looked at the Active Travel Consultation Map for Neath Port Talbot. Unfortunately it misses out Blaengwynfi and Abergwynfi altogether so these communities are to remain isolated even though they are connected by a cycle path to Cymmer and from there right down the Afan Valley to Port Talbot (which your map does not show).</p> <p>These seem to be a serious omission, especially with the prospect of the tunnel re-opening and it becoming a route for residents of Cymmer, Croeserw and the Gwynfi's to get to the more developed upper Rhondda Valley and train links to Cardiff and beyond. Can you include Blaengwynfi and Abergwynfi (and Glyncoerrwg) as places to be considered for Active Travel? Incidentally Rhondda Cynon Taf has shown their active travel route coming right up to the tunnel mouth.</p>	<p>In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlements of Abergwynfi, Blaengwynfi and Glyncoerrwg are not specified within the Act.</p> <p>Notwithstanding this point, in advance of the consideration of routes, a detailed methodology was developed to improve clarity and to justify the development of the draft INM. Several sources were utilised including the Council's ERM (approved by Welsh Government Ministers in August 2016) and Local Development Plan (adopted in January 2016); the Active Travel (Wales) Act 2013 Design Guidance; the National Cycle Network; consultation events and public surveys.</p> <p>Accordingly, a number of elements fed into the preparation of the INM including the crucial element of the identification / plotting of key trip attractors.</p> <p>It was established that there were little or no trip attractors identified in some rural areas and consequently, the inclusion of some routes linking the more rural built-up areas was not considered to be justified.</p> <p>In specific regard to the re-opening of the Rhondda Tunnel, in addition to the reasons cited above, given the fact that the feasibility / deliverability of the project has yet to be fully established and given the likely timescales for delivery should the project prove viable, it is not considered appropriate to include at this time. The Council will however review the position in future iterations of the INM.</p> <p>Recommendation: No amendment required.</p>
INM2	General	Brian Gibbons	Gwynfi Miners	<p>We are very disappointed at its content. We urge a major revision of the document to more accurately reflect the needs and practice in the Upper Afan Valley in general and Aber / Blaengwynfi in particular. We are shocked at neither</p>	<p>In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlements of Abergwynfi, Blaengwynfi and Glyncoerrwg are not specified within the Act.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				<p>Abergwynfi, Blaengwynfi or, indeed Glynorrwg is included as any of the sub-areas. No explanation is given on how the sub-areas were selected which is also a major weakness in the document. What criteria were used in the selection process?</p> <p>We believe that at the very least the communities of Gwynfi and Glynorrwg should be included as sub-areas. They are areas of substantial cycling / walking activities. While there is room for improvement in the volume, walking and cycling is used by residents in these communities to access local school, medical, social care, recreational and transport facilities that are located at Cymmer. Both Gwynfi and Glynorrwg communities are judged not to be eligible for free school transport and so cycling / walking are options available to those who attend Cymer Comprehensive School to study or work.</p> <p>People from Gwynfi who cycle / walk to Cymmer or use it as an intermediate point on a longer journey use a combination of either the A4107 and the existing cycle / walking track depending on their destination. For example:</p> <ul style="list-style-type: none"> • If working at or visiting Ty Nant Care Home people regularly walk along the cycle / walking track to Gelli Crossing and then take the A4107 to get to Ty Nant. • If using Cymmer Health Centre or Substance Abuse Centre people would use either the cycle track or the A4107 to walk / cycle. • Afan Valley Swimming Pool; There are a range of options again using the A4107 and / or the existing cycling / walking track. <p>You will be aware that the Gwynfi community has amongst the lowest car ownership in Wales and residents are heavily dependent on public transport which is problematic in itself. Anyone who travels along the A4107 will see any local people walking or cycling either along this road or along the adjacent cycling / walking track.</p> <p>As well there are plans afoot to re-open the Rhondda Tunnel from Blaengwynfi to the Rhondda. This will again</p>	<p>When determining which settlements were to be included in the Act, Welsh Ministers gave regard to issues such as density of population, size, proximity to other densely-populated localities above a particular size and proximity to community services / facilities.</p> <p>Notwithstanding this point, in advance of the consideration of routes, a detailed methodology was developed to improve clarity and to justify the development of the draft INM. Several sources were utilised including the Council's ERM (approved by Welsh Government Ministers in August 2016) and Local Development Plan (adopted in January 2016); the Active Travel (Wales) Act 2013 Design Guidance; the National Cycle Network; consultation events and public surveys.</p> <p>Accordingly, a number of elements fed into the preparation of the INM including the crucial element of the identification / plotting of key trip attractors.</p> <p>It was established that there were little or no trip attractors identified in some rural areas and consequently, the inclusion of some routes linking the more rural built-up areas was not considered to be justified.</p> <p>In specific regard to the re-opening of the Rhondda Tunnel, in addition to the reasons cited above, given the fact that the feasibility / deliverability of the project has yet to be fully established and given the likely timescales for delivery should the project prove viable, it is not considered appropriate to include at this time. The Council will however review the position in future iterations of the INM.</p> <p>Recommendation: No amendment required.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				increase the level of walking and cycling in the area and not just for recreational purposes.	
INM3	General	Beth Preece	Public Health Wales	Our Healthy Schools Team has sent the information to schools via their newsletter. No individual comments but a statement in support that any change that brings about better access or opportunities to walk / scoot or cycle can only be a good thing for schools.	The comment is noted. Recommendation: Not applicable.
INM4	General	Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru's assessment of NPTCBC's draft Integrated Network Map has been limited as there is insufficient information available to understand what improvements to routes are proposed.</p> <p>Sustrans Cymru understands that designs and ideas for long term routes may not yet be developed. Sustrans Cymru would have liked to have seen more information about shorter term schemes. There is insufficient detail to understand why shorter schemes plans have been prioritised and how the proposed improvements will address the issues that have been identified and create routes for active travel.</p> <p>Sustrans Cymru is keen to work with Neath Port Talbot Council to develop ideas and plans for these shorter term schemes, particularly where they coincide with the National Cycle Network.</p>	<p>The Council has followed Welsh Government guidance in the preparation of the draft INM. The guidance stipulates that the 'prioritisation' stage (i.e. categorising the routes as short, medium or long term), should not be finalised until post-consultation. It should also be emphasised that route prioritisation is entirely a matter for the Council.</p> <p>To inform the consultation stage, the Council categorised the routes as either 'short' or 'long' term, with the short term routes being those which the Council considers have the potential to be prioritised and are on parts of the network that are most likely to have the greatest impact on increasing rates of active travel.</p> <p>Informed by the auditing and consultation stages, a schedule of routes will be submitted alongside the maps to the Welsh Government, which will identify the priority status of each route and a description of the necessary improvements / upgrades as relevant.</p> <p>Recommendation: No amendment required.</p>
INM5	General	Lindsey Brown	Sustrans Cymru	<p>In reviewing the network plans for walking and cycling, Sustrans Cymru believes a lack of network aims misses the opportunity to help citizens understand how improvements and new routes set out in the network plan may benefit them, and help them switch to sustainable travel and lead to more active lifestyles.</p> <p>The Active Travel Design Guide clearly states: <i>"When developing their active travel networks, local authorities should be clear what the aims of the network are, the journeys they are planning to cater for and the people they are hoping will use the network"</i> (para 5.8.10, p83, Welsh Government Active Travel Design Guidance).</p> <p>Whilst the plan includes several schemes that are much welcomed there is a risk that the key messages and</p>	<p>The Council does not accept that there is a lack of a communications strategy associated with the INM.</p> <p>The consultation document prepared by the Council was clear in its definition of Active Travel, the type of journeys that would be catered for, and the key messages / aspirations of the Council for the next 15 years.</p> <p>In addition, these key messages and aspirations were communicated via a comprehensive consultation / communications strategy which included correspondence to key stakeholders; development of a questionnaire / on-line survey; school workshops; engagement events / roadshows; website with 'interactive' maps; press releases; social media posts; maps and supporting documents distributed to Civic Centres and libraries; and staff newsletters.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				<p>aspirations of the Integrated Network Map will be lost and the INM not supported as the plan lacks a communications strategy to enable citizens to show their support or more importantly change their travel behaviour.</p> <p>Sustrans Cymru is keen to work with Neath Port Talbot Council in the future to develop ideas and plans for the implementation of the Integrated Network Map.</p>	<p>These efforts combined resulted in a good response to the consultation, all of which will be documented in a 'Consultation Report' to be submitted to the Welsh Government alongside the INM.</p> <p>In terms of ongoing implementation, the INM will be an important document for the Council and will be considered as part of the planning decision making process so that where possible, aspirations are realised as part of ongoing development.</p> <p>Successful implementation of the INM / Active Travel (Wales) Act however, can only be achieved through partnership working involving Local and Central Government, key stakeholders / organisations and developers.</p> <p>Recommendation: Not applicable.</p>
LOWER BRYNAMMAN & GWAUN CAE GURWEN					
INM6		Tim Dunn		<p>I have looked at the cycling routes on the Council website and there is a major problem with the Ammanford to Brynamman cycle path whether it is being used for commuting or recreation.</p> <p>What is the point of having a cycle path that is impossible to use due to the number of locked gates and kissing gates that make the route unusable? I understand that some road crossings need to be protected by gates, but the kissing gates provided are too narrow for anything but the lightest road bike to pass through. Larger heavier mountain bikes or heavy bikes with pedal assist batteries cannot easily pass through these gates. Also, the narrowed gateways that allow pedestrians to pass between the metal bars are too small for bike handlebars.</p> <p>The cycle path is very underused and a major reason for this would be its unsuitability for cycle access.</p>	<p>The comments are noted. The installation and use of the existing gates / barriers on the cycle network are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users.</p> <p>The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013.</p> <p>Recommendation: No amendment required.</p>
CROESERW & CYMMER					
INM7	INM-CROE-C001: Croeserw to Caerau via Menai Avenue	Matthew Gilbert	Bridgend CBC	Bridgend CBC agrees that the route along South Avenue and Pen-y-Mynydd in Croeserw that leads towards the County Borough boundary with Caerau as it will link to proposal INM-MA-1 in the Bridgend Draft INM	<p>The support for the route is noted.</p> <p>Recommendation: Not applicable.</p>
INM8	INM-CROE-C001:	Matthew	Bridgend	Bridgend CBC agrees with the proposed route from	The support for the route is noted.

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
	Croeserw to Caerau via Menai Avenue	Gilbert	CBC	Croeserw to Caerau via Menai Avenue (INM-CROE-C001) as this will connect with proposal INM-MA-1 in the draft Bridgend INM.	Recommendation: Not applicable.
INM9		Matthew Gilbert	Bridgend CBC	The draft Bridgend INM includes proposal INM-MA-17 which relates to a connection from Brynheulog (north of Caerau) towards Afan Argoed to provide access to a tourism generator. We would request that a connection from the County Borough Boundary is considered for inclusion within the NPT draft INM.	Whilst it is acknowledged that the draft INM for Bridgend includes the proposal as described, the Council considers that this route would predominantly be for the purposes of tourism / leisure. On this basis, it is not considered appropriate to include a connection within Neath Port Talbot. Recommendation: No amendment required.
GLYNNEATH / BLAENGWRACH / RESOLVEN					
INM10	INM-GLYN-C001: Abergarwed to Glynneath INM-RES-C001: Blaengwrach to Resolven south of A465	Lindsey Brown	Sustrans Cymru	There is an obvious gap between these two proposed routes. Filling this gap would not only enable a connection between two strategic routes but could also improve opportunities for active travel within the village of Resolven.	The identified routes run parallel to the north and south of the A465 (T) respectively. Whilst it is acknowledged that the connection of these two routes would benefit an integrated network, the safety concerns of traversing the A465 (T) override the potential benefits. Recommendation: No amendment required.
INM11	INM-GLYN-C001: Abergarwed to Glynneath	Anonymous		Sections of the B4242 from Aberdulais to Glynneath are very poor in condition. The amount of quick fix filler tarmac is a joke. The road surface approaching the junction to the A465 roundabout at Resolven is some of the roughest in the local area and is very hazardous to cyclists. The cycle route marking on the roads consist of several haphazard placement of short section of "cycle path", some of which are overgrown with encroaching vegetation.	The comment is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for improvements / upgrades particularly in respect of sections of the B4242 and the approach to the A465 roundabout (INM-GLYN-C001 and INM-NEA-C014). Any necessary improvement works will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM12	INM-GLYN-P001: Residential area to Doctors' Surgery / Pharmacy via High Street	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is aware that the Trunks Road Agency was looking at walking and cycling improvements in conjunction with works to A465. This would focus specifically on NCN46. There is a gap in the NCN at Glynneath. There is an opportunity to fill this gap and improve opportunities for active travel within Glynneath.	The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, an extension to this route is not considered to be justified. Recommendation: No amendment required.
PONTARDAWE					
INM13	INM-PON-C001: Crynant to Ystalyfera	Lindsey Brown	Sustrans Cymru	Pleased to see that these routes are included (as short term schemes) however, unable to add further comment as no detail of proposed improvements have been included. The	The support for the routes is noted. As a result of the consultation and auditing process which examined

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
	INM-PON-C004: Glais to Cwmtawe School INM-PON-C008: Pontardawe to Godre'r Graig via Route 43			route requires widening in places and there is a narrow bridge across the river. We are also aware that the route needs resurfacing, lighting and improved destination signage.	issues such as surface quality, lighting, signage etc., the description of the route will highlight the need for improvements and upgrades. All upgrades will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM14	INM-PON-C010: NCN43 to Pontardawe Town Centre	Lindsey Brown	Sustrans Cymru	Route linking the NCN to Pontardawe is welcomed however no detail has been provided on what improvements will be made. Lack of network planned within the town centre itself to connect other proposed routes and link key destinations such as the existing retail park and primary school in the town.	The support for the route is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for improvements. Any necessary improvements will reflect the Welsh Government design guidance standards for Active Travel routes. The Council does not accept that there is a lack of network planned serving the town centre of Pontardawe. There are a number of long term aspirational routes identified in this first iteration of the INM. Recommendation: No amendment required.
INM15	INM-PON-C006: Rhydyfro Primary School to Pontardawe	Anonymous		It is very difficult cycling from Pontardawe to Rhydyfro as the roads are narrow, busy and steep. You hold up cars cycling up Gelligron hill. Ideally there should be a dedicated bike lane or cycle path to get the cyclists off the road.	The comment is noted. As a result of the auditing and consultation process, this route has been identified as a longer term aspiration. All alignment options, designs and ideas will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM16	INM-PON-C007: Clydach to Cwmtawe School and Pontardawe Leisure Centre	Anonymous		Pontardawe to Clydach along the canal is not suitable for road bikes. The surface is too rough.	The comment is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for surface upgrades. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM17		Owain Lewis		You should improve the cycle path around the Rec in Pontardawe. As a long term prospect to improve the path from Neath to Pontardawe: use and improve the public footpaths between	The comments are noted. At present, there is a short term route identified around the recreation ground (INM-PON-C008) and as a result of the auditing and consultation process, the description of the route will highlight the need for upgrades. Furthermore, a new long term aspirational route

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				Fforest Goch and Primrose Lane, Rhos; improve the path to Alltwen and use the roads Lon Tan Yr Allt and Lon Y Wern.	<p>(INM-PON-C005) has been identified running adjacent to the recreation ground.</p> <p>In respect of a route between Neath and Pontardawe and as a result of the auditing and consultation process, route INM-NEA-C001 has been identified as a longer term aspiration.</p> <p>All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM18		Roland Lanchbury	Cilybebyll Community Council	The Council expresses its surprise that the route from Rhos to Pontardawe, along Primrose Lane via a Public Right of Way and Lon y Wern Alltwen, and then on to Pontardawe via Tesco, does not figure in the list of improvements under the Pontardawe section. Perhaps you would consider adding this to that section.	<p>The comment is noted. There is however a number of issues associated with the suggested alternative route, including safety issues relating to the narrow nature of Lon Y Wern.</p> <p>On this basis therefore, the Council considers that the inclusion of the route is not justified.</p> <p>Recommendation: No amendment required.</p>
INM19		Jane Hennell	Canal & River Trust	<p>The Canal & River Trust has responsibility for 2,000 miles of canals, rivers, docks and reservoirs, along with museums, archives and the country's third largest collection of protected historic buildings. In Wales, as Glandwr Cymru, we own and maintain most of the Monmouthshire and Brecon Canal as well as the Swansea canal which runs through Neath Port Talbot as well as promoting the restoration of the nearby Neath and Tennant Canals which are in private ownership. The Trust has a range of charitable objectives including:</p> <ul style="list-style-type: none"> • To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment; • To protect and conserve objects and buildings of heritage interest; • To further the conservation, protection and improvement of the natural environment of inland waterways; and • To promote sustainable development in the vicinity of any inland waterways for the benefit of the 	<p>The comments are noted.</p> <p>Recommendation: Not applicable.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				<p>public.</p> <p>The Trust works extensively with private, public and voluntary partners to conserve, enhance and improve the waterways of Wales.</p> <p>The Town and Country Planning Association (in association with British Waterways, as we were at the time) produced a document entitled 'Unlocking the potential and securing the future of Inland Waterways through the planning System'. http://www.tcpa.org.uk/pages/inland-waterways.html. This document considers Inland Waterways as a Form of Sustainable Transport. Waterways and towing paths play an important role in widening travel choices for cycling, walking, freight and public transport. The towing path network provides a motor-vehicle-free environment in which to travel to work, school or home, and 100 tonnes of carbon dioxide CO2 are saved per 1 kilometre of towing path upgraded.)</p> <p>The Trust welcome any opportunity for the recognition and promotion of the canal towpaths suggest that they are treated as sustainable transport routes as well as a recreational asset. Towpaths can also be useful in providing connections between other routes.</p> <p>The Swansea canal towpath should remain as a permissive path, and whilst we would wish to promote the suitability of the other canals for use in this way, this should of course be with the consent of their owners.</p> <p>We note that several responders have highlighted the need for towpath surface improvements to enable better use for cyclists in particular. The Trust wishes to work with the Council and in conjunction with local preservation and restoration societies, to promote and upgrade the towpath for the benefit of all, through continuing to seek additional funding opportunities to improve the towpath and canal itself.</p>	
INM20		Lindsey Brown	Sustrans Cymru	Pleased to see routes proposed from residential areas on the edge of Pontardawe - need to ensure routes connect across the town centre to enable people to choose cycling	The support for the routes is noted. Recommendation: Not applicable.

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				for everyday journeys.	
INM21		Lindsey Brown	Sustrans Cymru	Sustrans Cymru is concerned that no pedestrian improvements are planned with Godre'r Graig and its links with NCN 43. In particular, there is a need to provide better crossing facilities over the A4067. Linking these small communities will enable people to have more travel options for everyday journeys.	The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, an identified route in this location is not considered to be justified. Recommendation: No amendment required.
INM22		Jeffrey Hughes		<p>If you are serious about getting more people cycling and getting people out of their cars, you must get the Council to provide resurfaced roads safe and fit for purpose and this means the surface is steam rolled flat and even.</p> <p>The A474 at Fforest Goch has recently been resurfaced and is so uneven it represents a health and safety hazard to cyclists. Unfortunately the contractors haven't rolled the surface to finish the job and left the road uneven and rough where cyclists ride (about a metre from the kerb). There are also sharp chippings sticking out of tar which is also a hazard. They left the cars roll their own track in the middle of the road but for cyclists the road is rough and uneven. Another hazard is the height of the "go slow" lettering on the road. The paint is about 15mm high causing a very rough ride. Can you please try and get the road where the cyclists use rolled with a steam roller as this surface is not fit for purpose and any future resurfacing needs steam rolling as well.</p> <p>A path from where the NCN 43 comes out in Lon Hir to nearly the top of Graig Road (A474). At the moment there are only steps and you have to carry your bike up the steps which is hard work or cycle to Alltwnen and then cycle back from the bottom of Graig Road (A471) which is frustrating if you are going to Neath - especially if you are going to work.</p>	<p>Whilst the comments in respect of road surfacing being fit for purpose are noted, this issue lies outside the remit of the INM.</p> <p>In regard to the suggested additional route, the Council has assessed a potential route from where the NCN43 joins Lon Hir and then on towards the top of Graig Road (A474) however, due to the gradient along the route it was not considered justified to include in the INM.</p> <p>Recommendation: No amendment required.</p>
NEATH (including SKEWEN / TONNA / CIMLA / JERSEY MARINE / BRITON FERRY)					
INM23	INM-NEA-P004: Pen yr Heol residential area to Skewen Train Station	Lindsey Brown	Sustrans Cymru	Disappointing that the proposed route only relates to pedestrian not cycling infrastructure. There is an opportunity here to link routes for Coed Darcy and alongside the M4 for cycling. Recommend that this route is designed and delivered both for walking and cycling.	The comment is noted. In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
					<p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p>Recommendation: No amendment required.</p>
INM24	INM-NEA-P011: Dwr Y Felin Comprehensive School and Neath College to Wauanceirch Primary School	Lindsey Brown	Sustrans Cymru	Could the route be developed for walking and cycling to enable people to continue their onward journey? There is a gradient to consider but people will still wish to cycle along this route and it serves two schools.	<p>The comment is noted.</p> <p>In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p> <p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p>Recommendation: No amendment required.</p>
INM25	INM-NEA-C021: NCN47/NCN4 - Baldwin's Crescent (Bay Campus)	Neil Hinds		I am supporting the inclusion of INM-NEA-C021. Need to improve the track surface.	<p>The support for the route is noted.</p> <p>Recommendation: Not applicable.</p>
INM26	INM-NEA-C021: NCN47/NCN4 - Baldwin's Crescent (Bay Campus)	Lindsey Brown	Sustrans Cymru	Showing as short term on the map but long term in the table. Short term improvements are needed on this route. Sustrans Cymru is keen to liaise with NPTCBC to discuss the improvements needed.	<p>The comment is noted. The Council confirms that this is an editing error in the consultation document. The route is a short term priority for the Council.</p> <p>Recommendation: Amend INM table to read 'short term'.</p>
INM27	INM-NEA-C020: Coed Darcy	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes plans to include cycling routes to Coed Darcy. The route has been in the pipeline for many years. What are the timescales for the development of this route and what type of infrastructure is being considered?	<p>The support for the route is noted.</p> <p>The delivery of this particular route is a longer term aspiration linked to the delivery of the Coed Darcy Southern Access Route (SAR).</p> <p>Discussions are continuing between the Council and St Modwen Developments Ltd to assess the robustness of the S106 Legal Agreement, and in due course, a revised trigger for the delivery of the SAR will be agreed and inserted to require completion of the SAR before a specified date or occupancy level (whichever is sooner).</p> <p>Recommendation: No amendment required.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
INM28	INM-NEA-C019: Swansea University Bay Campus	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes the long term proposal to develop a walking and cycling route along the south side of Fabian Way.	The support for the route is noted. Recommendation: Not applicable.
INM29	INM-NEA-C017: Jersey Marine to Neath College	Lindsey Brown	Sustrans Cymru	Welcome this route as a long term improvement for cycling.	The support for the route is noted. Recommendation: Not applicable.
INM30	INM-NEA-C016: Jersey Marine to Coed Darcy	Lindsey Brown	Sustrans Cymru	Welcome this route but believe it should be a short / medium term aspiration to help encourage sustainable travel habits from a growing / new development.	The support for the route is noted. The long term aspirational status of the route reflects the fact that the development of Coed Darcy will be delivered over the longer term. Recommendation: No amendment required.
INM31	INM-NEA-C010: Briton Ferry to Neath	Anonymous		<p>Neath generally suffers with particularly poor provision for cycling and it could be a really good hub for cycling bearing in mind the good provisions that are within the local area - such as the canal routes and NCN4, but it is fundamentally inaccessible because of the one-way system and lack of formal provision for cycling. It would be really good to see these problems overcome in the coming years.</p> <p>As someone who commutes from Briton Ferry to Swansea, I would readily welcome improved provision for cycling between Briton Ferry and Neath.</p> <p>With regard to INM-NEA-C010, I would ask that consideration be given to the creation of a route adjacent to Rockingham Terrace and Railway Terrace. The verge is largely wide enough to allow for this and it would encourage those not comfortable with cycling on these roads to consider using a bicycle and would improve the links to NCN4, south of Briton Ferry.</p> <p>Provision for cyclists north of Rockingham Terrace is very difficult due to the narrow widths of the road and footways, but it would provide a significant benefit for the town. The canal route cannot be relied on for utility travel due to the low bridges and its isolated and unlit nature.</p>	<p>The comments are noted.</p> <p>At present, there is one short term route identified between Briton Ferry and Neath (INM-NEA-C012), and as a result of the auditing and consultation process, the description of the route will highlight the need for upgrades.</p> <p>In addition, route INM-NEA-C010 has been identified as a longer term aspiration. All alignment options, designs and ideas will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>In respect of the creation of an additional route adjacent to Rockingham Terrace / Railway Terrace, whilst the Council does not consider the suggestion to be a viable option due to on-street parking, connection with the A474 and trip attractors, an alternative new route has been identified in the vicinity.</p> <p>Recommendation: Amend INM to include a connecting route from the A48 roundabout to INM-NEA-C012.</p>
INM32	INM-NEA-C010: Briton Ferry to Neath	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes this long term proposal for an additional route that can serve everyday stations between Neath and Briton Ferry. It will be important for this route to	The support for the route is noted. Recommendation: Not applicable.

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				connect to NCN47 to improve permeability and choice in the network.	
INM33	INM-NEA-C009: Neath to Cimla	Lindsey Brown	Sustrans Cymru	Sustrans Cymru welcomes this proposed route to link up the community and destinations within Cimla to the town centre. This route should also look to improve conditions for walking as well as cycling.	The support for the route is noted. Recommendation: Not applicable.
INM34	INM-NEA-C001: Neath to Pontardawe INM-NEA-C010: Briton Ferry to Neath INM-NEA-P015: Residential area to Neath via Pen y Wern Road	Anonymous		<p>The recently installed turning bollards on Penywern Road have created an even more dangerous exposure to cyclists trying to navigate upwards toward the proposed route to Pontardawe. They have created pinch points at every bollard, meaning vehicles now squeeze cyclist even closer to the kerb when they are being past. The pedestrian crossing at the top of Penywern has a badly filled trench running across it which is a hazard to cyclists, this forces them to swerve into the path of following vehicles. The new bollards, again installed without the consultation of local cycling stakeholders.</p> <p>The priority should be the removal of the recently installed turning bollards on Penywern Road and to use the extra space freed up to provide a segregated safe cycling path to negotiate the hill.</p> <p>Briton ferry to Neath is one of the most dangerous routes I'm forced to cycle on. The blind spots from parked cars, poor road surface, narrowing of the road, no cycling provision whatsoever.</p>	<p>The comments are noted. The bollards have been installed along Penywern Road to increase safety due to traffic speeds.</p> <p>In respect of a route between Neath and Pontardawe and as a result of the auditing and consultation process, route INM-NEA-C001 has been identified as a longer term aspiration.</p> <p>In regard to routes between Briton Ferry and Neath, at present, there is one short term route identified (INM-NEA-C012), and as a result of the auditing and consultation process, the description of the route will highlight the need for upgrades, including surface and visibility works.</p> <p>In addition, route INM-NEA-C010 has been identified as a longer term aspiration.</p> <p>All alignment options, designs and ideas for routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM35		Anonymous		The section of cycle path that runs alongside the M4 from Llandarcy roundabout, is poorly maintained, overgrown and is littered with debris. The route which takes you over the Briton Ferry Bridge is rough and is continually littered with loose chipping, glass and debris.	The comment is noted. This section of the network as described however is not included within the draft INM. Recommendation: Not applicable.
INM36	INM-NEA-C001: Neath to Pontardawe	Anonymous		I echo previous comments on the need to repair and improve paths between Rhos and Pen Y Wern hill, Neath. Also the cycle track along the canal between Pontardawe and Clydach needs surfacing to allow a full range of bikes to utilise and complete and link the excellent existing tarmac covered paths either side of this route (i.e. to Ystalyfera and the Clydach to Swansea route).	The comments are noted. In respect of a route between Neath and Pontardawe, as a result of the auditing and consultation process, route INM-NEA-C001 has been identified as a longer term aspiration. In regard to the route between Pontardawe and Clydach (along the canal), as a result of the auditing and consultation process, the

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				A safe cycle link from Rhos to Cwmtawe School would provide an excellent introduction for children to get to and from school and improve their fitness and independence at a key age. There is an off-road path between Primrose Lane and Gwyn Street that could be improved to allow safe passage.	<p>description of the route will highlight the need for surface upgrades.</p> <p>In respect of a route between Rhos and Cwmtawe School, whilst currently the INM includes three pedestrian routes (INM-PON-P002; INM-PON-P005 and INM-PON-P007) which would enable access, the Council considers it appropriate to include a long term aspirational cycle route on the INM.</p> <p>All upgrades to existing routes and final alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: Amend INM to include a cycle route between Rhos and Cwmtawe School (INM-PON-C011).</p>
INM37	INM-NEA-C001: Neath to Pontardawe	Lindsey Brown	Sustrans Cymru	Pleased to see this route included, particularly as it is currently promoted as a commuter route and does not meet active travel standards. Given this we would recommend that delivering this route is a short term priority. Given current road conditions and speed, Sustrans Cymru would recommend that cycling facilities are segregated from the carriageway.	<p>The support for the route is noted.</p> <p>As a result of the auditing and consultation process, route INM-NEA-C001 has been identified as a longer term aspiration.</p> <p>All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM38		Peter Langton		The old A48 cycle/pedestrian path around Junction 43. Traffic regularly jump the lights (orange is seen as a signal to accelerate) so it is dangerous to cross the slip ways. Requires pedestrian crossing to make it safer (would make it safer for traffic as well). The newly cleared canal path from Neath Abbey to Jersey marine goes across a Bailey bridge which waste haulage trucks seem to like racing across.	<p>The comments are noted.</p> <p>The existing S106 Agreement associated with the Coed Darcy development requires a series of improvements to Junction 43 of the M4. Work has already been completed in regard to the initial phases of improvement works and all works have been completed to current standards.</p> <p>Recommendation: No amendment required.</p>
INM39	INM-NEA-C007	Lindsey Brown	Sustrans Cymru	Good to see this alignment shown. However, unable to add further comment as no detail of proposed improvements have been included. In our previous submission, Sustrans Cymru recommended a fully segregated cycle route is needed between the border with Swansea and Neath Abbey Road (bridge over River Neath).	<p>The support for the route is noted.</p> <p>All alignment options, designs and ideas for this long term aspirational route will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
INM40		Lindsey Brown	Sustrans Cymru	<p>Within the town centre of Neath itself there appears to be several gaps in the network, both for pedestrians and those cycling. It is not clear if this is because there are existing routes that will connect up short term changes. There appears to be no cycling improvements planned for the town centre. Given the proximity of the train station to the town centre it is important that those choosing to cycle are able to access the town centre as part of their journey to the station or to access areas of the town to the south and east.</p>	<p>The Council does not accept that there is a lack of routes planned for Neath town centre.</p> <p>The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around the town centre.</p> <p>In particular, there are four long term aspirational cycling routes identified serving Neath town centre: INM-NEA-C001 (Neath to Pontardawe); INM-NEA-C002 (Neath to Skewen); INM-NEA-C009 (Neath to Cimla); and INM-NEA-C010 (Neath to Briton Ferry).</p> <p>Recommendation: No amendment required.</p>
INM41		Lindsey Brown	Sustrans Cymru	<p>Missed opportunity to improve access for people living close to the town centre in communities such as Ty'n Y Caeau. Given the close proximity of these communities to destinations in the town centre there is the potential for people to walk and cycle more if good infrastructure is provided. In addition there are missed opportunities to improve access to NCN 47 to the northeast of the town centre, for example along Llantwit Road.</p>	<p>The Council does not accept that there has been a missed opportunity in respect of the communities of Ty'n Y Caeau and Llantwit.</p> <p>The following three routes are identified within close proximity: INM-NEA-P007; INM-NEA-P009; and INM-NEA-C011.</p> <p>These identified routes, combined with the existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide sufficient opportunities for such areas.</p> <p>Recommendation: No amendment required.</p>
INM42		Lindsey Brown	Sustrans Cymru	<p>Sustrans Cymru is aware that both NPTCBC and CCoS is considering improvements to Baldwin's Bridge and Fabian Way. This will be a major change to the network and given the now heavy use by people walking and cycling to and from Bay Campus it is really good opportunity to improve what is an uncomfortable and unattractive pinch point on the cycle and pedestrian network. Sustrans Cymru would welcome being involved in discussions to identify how this part of the route can be improved.</p>	<p>The comment is noted.</p> <p>Recommendation: Not applicable.</p>
INM43		Lindsey Brown	Sustrans Cymru	<p>There is a missed opportunity in Briton Ferry to improve links between route 47 and Brunel Way for walking and cycling. NPTCBC should consider measures here to make walking and cycling to schools (primary and secondary) and the station easier.</p>	<p>The comment is noted. The Council has recently completed improvements to routes in the area and the assessment / audit of this particular link will be considered as part of a future review of the ERM / INM.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
					Recommendation: No amendment required.
PORT TALBOT (including BAGLAN / ABERAVON / SANDFIELDS / TAIBACH / MARGAM)					
INM44	INM-PT-P002: Port Talbot Parkway	Lindsey Brown	Sustrans Cymru	Given the link to NCR 887 and potential links to NCR 4 south of the station, it is recommended that this route is improved for cycling as well as pedestrians.	<p>The comment is noted.</p> <p>In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified.</p> <p>There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes.</p> <p>Recommendation: No amendment required.</p>
INM45	INM-PT-C015: Bae Baglan to Baglan	Lindsey Brown	Sustrans Cymru	Improving links between Baglan and Bae Baglan are welcomed as the current provision over the railway and M4 is not sufficient, uncomfortable to use and an attractive environment.	<p>The support for the route is noted.</p> <p>Recommendation: Not applicable.</p>
INM46	INM-PT-C011: Baglan Way	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is pleased to see the route along Baglan Way has been identified in the short term schemes. Sustrans Cymru would be keen to understand what improvements are planned for this route	<p>The support for the route is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for improvements / upgrades.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM47	INM-PT-C010: NCN887 River Afan to Port Talbot Parkway INM-PT-C012: Neath Port Talbot Hospital Link INM-PT-C014: Bus Station to Hospital	Beth Preece	Public Health Wales	We welcome the plans in the short term and longer term to improve routes from Port Talbot bus station, train station and surrounding areas to Neath Port Talbot Hospital and Primary Care Resource Centre. Given the numbers accessing these services then shorter term amendments to routes could have a more immediate impact.	<p>The support for the routes is noted.</p> <p>Recommendation: Not applicable.</p>
INM48	INM-PT-C010: NCN887 River Afan to Port Talbot Parkway	Lindsey Brown	Sustrans Cymru	Improvements to this route would be welcomed as an important link to the station.	<p>The support for the route is noted.</p> <p>Recommendation: Not applicable.</p>

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
INM49	INM-PT-C007: Bryn to Maesteg	Beth Preece	Public Health Wales	The 'old dram' road which is the path that links one end of Bryn village to the other and is the main route to get to the GP, Community Centre and school apart from walking on the main road with traffic is the main road with traffic which is slowly being overtaken by the greenery and there are no lights.	In developing the draft INM, the focus of the Council's work has been on the settlements specified within the Active Travel (Wales) Act 2013 – the settlement of Bryn is not specified within the Act and has therefore not been assessed / audited for suitable active travel routes. Recommendation: No amendment required.
INM50	INM-PT-C007: Bryn to Maesteg	Matthew Gilbert	Bridgend CBC	The proposed route from Bryn to Maesteg does not appear to have significant potential as an Active Travel Route and therefore a connection on the Bridgend County Borough side of the boundary has not been included with the Council's draft INM. Whilst it may be considered for a future iteration of the INM, we would request that it is removed from the final INM at this time.	Whilst it is noted that there is not a connection included within the draft INM for Bridgend as described, a route connecting Bryn to Maesteg is nevertheless a long term aspiration of the Council. Notwithstanding the fact that designs and ideas for long term routes may not be developed at this time, the Council considers it would be a missed opportunity not to identify the route as a long term aspiration in the INM. Recommendation: No amendment required.
INM51	INM-PT-C005: Port Talbot Steelworks - Alternative NCN4	Lindsey Brown	Sustrans Cymru	Improving facilities alongside Harbour Way for cycling is welcomed however Sustrans Cymru also believes that there is an opportunity to improve facilities along the A48. The opening of Harbour Way has reduced pressure on the A48 and should allow the A48 to become more a local road / street where the primary function is no longer through traffic. Making the street easier to walk and cycle along will enable people to access the everyday destinations such as schools, medical facilities and shops along it on bike and by foot.	The support for the route is noted. In respect of the A48, whilst it is acknowledged that the opening of Harbour Way may well reduce traffic levels along the road, there remain a number of safety issues associated with the route (e.g. on-street parking etc.). The Council considers that the identified route is the more justifiable option in the longer term. Recommendation: No amendment required.
INM52	INM-PT-C003: Afan Way to Riverside Road	Lindsey Brown	Sustrans Cymru	Sustrans Cymru is keen to see the reconnection of Route 4 along the River Afan and welcomes this scheme.	The support for the route is noted. Recommendation: Not applicable.
INM53		Anonymous		Cycling provision in Neath Port Talbot is among the poorest I've experienced in Wales and falls way behind major cities in the UK, and is bottom of the league compared to European cycling provisions. The disjointed cycling paths in the area are generally poorly maintained, overgrown, littered with debris and are largely planned without the consultation of local cycling stakeholders. Cycle path along Harbour Way heading east stops at the entrance to the Tata Steelworks roundabout, abruptly. This path should have been maintained along the full length of	The comments are noted. In implementing the requirements of the Active Travel (Wales) Act 2013, the INM sets out the Council's aspirations for the next 15 years. The INM will identify where improvements can be made to existing routes or where new routes should be added to the network. The INM will be used as a tool to enhance the forward planning of active travel and to support infrastructure development planning. In respect of Harbour Way, as a result of the auditing and consultation process, proposals have been identified for a new route along the road (INM-PT-C005) which is accessed from the A48

Ref	INM Route	Name	Organisation	Comment	Officer Response / Recommendation
				the new road along the grass verge that now exists. All along this road the crossing of junctions is hazardous to cyclists as they are forced to negotiate a doglegged sharp turn instead of flowing through the junction by the use of drop kerbs in line with the direction of travel.	through Tollgate Road and past Groeswen fields. In addition, there are proposed upgrades to route INM-PT-C008, which links through to the Harbourside area of Port Talbot. All upgrades to existing routes and final alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM54		Lindsey Brown	Sustrans Cymru	Lack of improvements planned for Port Talbot Centre particularly cycling. The current alignment of Route 887 to the north is unnecessarily long, poorly overlooked and misses the opportunity for those cycling to access and spend money in the town centre. Sustrans Cymru believes that consideration should be given to how a link between Route 887, the town centre and the station can be created to bring people in to use the facilities and services of the town.	The Council does not accept that there is a lack of routes planned for Port Talbot town centre. The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around the town centre. Furthermore, the construction of the Integrated Transport Hub is nearing completion and will deliver further opportunities for walking and cycling. Recommendation: No amendment required.

Table 2(b) – Representations derived from Community Engagement Events

Ref	Comment	Officer Response / Recommendation
ABERAFAN SHOPPING CENTRE, PORT TALBOT		
INM55	Used to be a bridge crossing the river on the cycle route between Dyffryn and Cymmer near the DIY shop. Re-opening the bridge would make active travel journeys in the area more feasible.	The comment is noted. As a result of the auditing and consultation process, the Council concluded that, based on a limited number of trip attractors, an active travel route crossing the river by the DIY shop would not be viable. Recommendation: No amendment required.
INM56	There is no suitable walking route for pedestrians from Margam towards Bridgend.	As a result of the auditing and consultation process, the Council concluded that, based on a limited number of trip attractors, an active travel route from Margam towards Bridgend would not be viable. Recommendation: No amendment required.

Ref	Comment	Officer Response / Recommendation
INM57	Pedestrian routes need to be improved near Blanco's Hotel & Restaurant.	<p>The comment is noted.</p> <p>The pedestrian routes in proximity to Blanco's Hotel and Restaurant have been audited as part of the Active Travel Act process.</p> <p>Subsequently, there are two short term pedestrian proposals (INM-PT-P007 – Sports Centre to Port Talbot Bus Station and INM-PT-P006 – Bus Station to Port Talbot Parkway) as well as one long term aspirational cycle route proposal (INM-PT-C014 - Bus Station to the Hospital) that are aimed at improving the routes near Blanco's Hotel and Restaurant.</p> <p>Recommendation: No amendment required.</p>
INM58	In general, the surfacing on cycle paths is of poor quality in NPT, road bikes often suffer punctures and cyclists therefore choose to cycle on the road, even when there is an allocated cycle path available.	<p>The comment is noted.</p> <p>All of the cycling, walking and shared-use routes throughout the County Borough have been audited using the Route Audit Tool provided by the Welsh Government.</p> <p>The Route Audit Tool provides a useful numerical tool for assessing the quality of routes. Routes that have a poor quality will be subject to review and appropriately amended.</p> <p>Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM59	On the canal path there are styles that stop cyclists from accessing sections. The directness of some routes could be improved, for example between Aberafan Hospital and the Civic Centre.	<p>The comments are noted.</p> <p>All cycling, walking and shared-use routes throughout the County Borough have been audited using the Route Audit Tool provided by the Welsh Government. In advance of this response, the canal path was audited and identified for proposed upgrades.</p> <p>With regard to the route from the hospital to the civic centre, a more direct cycle route has been proposed on the draft INM as a long term aspiration (INM-PT-C014).</p> <p>Recommendation: No amendment required.</p>
INM60	'Boris' style electric bikes could be a useful method of engaging the old and unfit in cycling, acting as a stepping stone with the aim of them cycling conventionally in future.	<p>The comment is noted.</p> <p>At present, there are two locations within the County Borough that provide the option to hire bikes (these are however not controlled by the Council). Such schemes are recognised by the Welsh Government (particularly at interchanges between multiple forms of public transport) as appropriate locations for cycle parking facilities with hire, repair and retail facilities.</p> <p>Recommendation: No amendment required.</p>
INM61	The junction on Pentyla Hill in Port Talbot is unsuitable.	<p>The comment is noted.</p> <p>A long-term aspirational proposal to improve the walking provision through the junction on Pentyla Hill has been included in the draft INM. This route is identified as INM-PT-P010 (Civic Centre to Baglan).</p> <p>Recommendation: No amendment required.</p>

Ref	Comment	Officer Response / Recommendation
GWYN HALL, NEATH		
INM62	Many restrictions on tenant canal route from Neath town centre to Neath Abbey, it is unsuitable for prams / wheelchairs etc.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such surface, use of barriers etc. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM63	Baglan retail park – cars near the LIDL roundabout are going very fast and it puts people off using the walking / cycling paths.	The comment is noted. The INM identifies a number of routes which link to the retail park at Baglan, including INM-PT-P001, INM-PT-P005 and INM-PT-P011. Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM64	Canal route is overgrown and needs to be cleaned – signage could also be improved.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety, vegetation overgrowth and signage. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM65	The bridge crossing river near Zoah's Ark needs to be tidied.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM66	There needs to be an improved link between Neath town centre and Neath Abbey.	The comment is noted. The INM identifies a number of routes (both pedestrian and cycling) to improve the links between Neath town centre and Neath Abbey. Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM67	Canal route – cyclists are forced to dismount to go through barriers.	The comment is noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users. The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013. Recommendation: No amendment required.
INM68	Canal Road, Neath – barrier left open which	The comment is noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and

Ref	Comment	Officer Response / Recommendation
	protruded into path and cyclists were crashing into it.	safety reasons and specifically to prevent access by motorbikes and/or other illegal users. The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013. Recommendation: No amendment required.
TESCO, PONTARDAWE		
INM69	There should be a map showing the locations of secure cycle parking, so that people know where they can safely leave their bikes and plan journeys accordingly.	The Council's website provides a map showing existing facilities for secure cycle parking across the County Borough: https://www.npt.gov.uk/6869 Recommendation: Not applicable.
INM70	Route in Ynysmeudwy is currently for walking but could be suitable for cycling as well. The route runs through the nature reserve along the canal and could be added as an INM route.	The comment is noted, albeit the Council is unclear as to which pedestrian route the comment refers. In developing the first iteration of the INM, and to ensure consistency with the Council's ERM (approved by Welsh Ministers in August 2016), the focus of the Council's work has been to identify routes either for pedestrian or cycle use. 'Shared-use' routes have therefore not been identified. There is a requirement to review the ERM / INM every 3 years, and future reviews of the maps will consider the potential for shared-use routes. Recommendation: No amendment required.
INM71	Should be a walking route between Garth Eithin and Pontardawe, footway is narrow at present and could be improved by cutting back vegetation.	The comment is noted. Based on the applied methodology however, and in particular the key element of the identification / plotting of trip attractors, the inclusion of the route as described is not considered to be justified. Recommendation: No amendment required.
INM72	INM-PON-C007 – on-road route is unsuitable for cyclists as surface quality is poor (e.g. potholes).	The comment is noted. As a result of the auditing and consultation process, the description of the route will highlight the need for improvements, including those relating to surface quality. Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM73	A-frames need to be removed from routes (for example the canal route) as they are a barrier for cyclists and wheelchairs etc.	The comments are noted. The installation and use of the existing gates / barriers on the cycle network however are there for health and safety reasons and specifically to prevent access by motorbikes and/or other illegal users. The Council will continue to review the use of such infrastructure in accordance with the Active Travel (Wales) Act 2013. Recommendation: No amendment required.
INM74	The canal bridge in Ystalyfera (on the canal route) is blocked off, the landowner may have blocked it, but would be useful if it were to be opened.	This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM. Recommendation: Not applicable.

Ref	Comment	Officer Response / Recommendation
INM75	Routes between Pontardawe and Ystalyfera are poorly maintained and need to be cleared.	This comment relates to maintenance regimes associated with specific routes and therefore lies outside the remit of the INM. Recommendation: Not applicable.

Table 2(c) – Representations derived from Secondary School Presentations & Workshops

Ref	Comment	Officer Response / Recommendation
BAE BAGLAN COMPREHENSIVE SCHOOL, SANDFIELDS		
INM76	There should be a separate lane for cyclists along Aberavon Beach away from pedestrians.	The shared use path along Aberavon sea front (indicated on the ERM) adheres to the Welsh Government design guidance standards for Active Travel routes and as such is not considered necessary to propose a separate lane for cyclists (away from pedestrians) in the INM. Recommendation: No amendment required.
INM77	There should be safer routes to Morrisons.	There are two short term routes identified which would offer safe routes to Morrisons. The first, (INM-PT-P009), which crosses Afan Way (A4241), through the residential area of Village Gardens and secondly, (INM-PT-P001) along Southdown View to Lidl, both of which connect to the longer term aspirational route (INM-PT-P011) at Morrisons. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes Recommendation: No amendment required.
INM78	Old Road Baglan should be a cycle route.	There are longer term proposals to upgrade a section of Old Road, Baglan for cycling (INM-PT-C001). Further consideration of extending Old Road were ruled out due to issues relating to the width of streets and safety for cyclists and pedestrians. Recommendation: No amendment required.
INM79	There should be a safe route from Ascot Drive to Bae Baglan.	There are no proposals to provide a route from Ascot Drive to Bae Baglan, however there is a longer term proposal (INM-PT-C015) to upgrade the route from Bae Baglan School to Baglan Community Church, which is a short distance from Ascot Drive. Recommendation: No amendment required.
INM80	There should be a link between St Theresa's and Western Avenue.	In advance of the consultation there were no proposals to provide a link between St. Theresa's and Western Avenue. However, as a result of the consultation, the Council are proposing a new pedestrian route along Farm Drive to connect the proposed longer term aspirational route along Fairway (INM-PT-C002) and the Existing Route along Western Avenue (NPT-PT-P00190). Recommendation: Amend INM to include a pedestrian route along Farm Drive (INM-PT-P012).
INM81	Replace the bridge at McDonalds.	This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM. Recommendation: Not applicable.

Ref	Comment	Officer Response / Recommendation
INM82	Add a cycle track from the sports centre to Briton Ferry.	As a result of the auditing and consultation process, consideration was given to the cycling infrastructure from the sports centre to Briton Ferry. However, it was concluded that due to the location of the sports centre and limited traffic / footfall, and the predominantly leisure driven activities associated with the sports centre, it was not considered a viable INM route for the Active Travel Act. Recommendation: No amendment required.
INM83	There should be a route from the hospital to Port Talbot.	As a result of the auditing and consultation process, a longer term aspirational route (INM-PT-C014) has been proposed from the hospital to Port Talbot bus station which leads to Port Talbot Town Centre via an underpass. Recommendation: No amendment required.
INM84	There should be a route from Bae Baglan to the beach.	As a result of the auditing and consultation process, there are short-term proposals to upgrade the route to the east of Bae Baglan travelling south along Seaway Parade and Rhodfa Purcell to the beach (INM-PT-C009). Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM85	There should be better signs.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as signage. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM86	Would use the cycle shelter but there are thefts from it.	This comment lies outside the remit of the INM and as such is not considered to be a relevant issue for the INM. Recommendation: No amendment required.
INM87	Make canal routes safer.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as health and safety. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM88	Old Road Baglan extending beyond INM-PT-C001 from Briton Ferry Bridge to Sunnycroft Roundabout.	At present, there are longer term proposals to upgrade a section of Old Road, Baglan for cycling (INM-PT-C001). Further consideration of extending Old Road from Briton Ferry Bridge to Sunnycroft roundabout were ruled out due to issues relating to the width of streets and safety for cyclists and pedestrians. Recommendation: No amendment required.
INM89	Christchurch Road Baglan – Baglan Moors to Baglan Moors Retail Park.	As a result of the auditing and consultation process, the Council consider this route is a viable improvement to the draft INM. As a result, the Council has added this route to the INM improving the route to Baglan Moors Retail Park. Recommendation: Amend INM to include a short term cycle route along Christchurch Road to Baglan Moors Retail Park (INM-PT-

Ref	Comment	Officer Response / Recommendation
		C016).
INM90	Sandown Road – Moorland Road to Victoria Road Aberafan.	As a result of the auditing and consultation process, the Council consider this route is a viable improvement to the draft INM. As a result, the Council has added this route to the INM, subsequently providing a link to the route along Victoria Road (INM-PT-P007). Recommendation: Amend INM to include a short term pedestrian route along Sandown Road – Moorland Road to Victoria Road, Aberafan (INM-PT-P013).
CWMTAWE COMPREHENSIVE SCHOOL, PONTARDAWE		
INM91	There should be better paths to Asda.	The comment is noted. There are a number of routes identified on the INM that are located adjacent to the supermarket in Ystalyfera. In particular, a route is identified between Godre'r Graig and the supermarket (INM-PON-P001). Recommendation: No amendment required.
INM92	There should be more crossings.	As part of the auditing process stipulated within the Active Travel (Wales) Act, the Council audited routes throughout NPT. The audits, as well as the consultation process will aim to provide improvements to identified issues such as signage. Any necessary upgrades will reflect the Welsh Government design guidance standards for Active Travel routes. Recommendation: No amendment required.
INM93	Route into mountains needed.	Based on the fact that active travel does not include journeys purely made for recreation or social reasons, routes to such locations are not justified. Recommendation: No amendment required.
INM94	Cycle track from Rhos to Pontardawe.	The comment is noted. Whilst currently the INM includes three pedestrian routes (INM-PON-P002; INM-PON-P005 and INM-PON-P007) which would enable access to Pontardawe, the Council considers it appropriate to include a long term aspirational cycle route on the INM. It is considered that the additional route proposed between Rhos and Cwmtawe School (Comment Ref: INM36) would address the required access. All alignment options, designs and ideas for new routes will need to be considered in accordance with the Welsh Government design guidance standards for Active Travel routes. Recommendation: Amend INM to include a cycle route between Rhos and Cwmtawe School (INM-PON-C011).
INM95	INM should be easier to read.	The comment is noted. The presentation of the Active Travel maps will be governed by the Welsh Government mapping software which will be utilised to generate the final INM maps. Recommendation: No amendment required.
INM96	There should be more cycle paths.	The comment is noted. The INM sets out the Council's aspirations for the next 15 years, identifying improvements to existing routes or new routes that the Council considers should be added to the network. The INM will be used to enhance the forward planning of active travel and to support infrastructure development planning.

Ref	Comment	Officer Response / Recommendation
		<p>The consultation draft INM includes a total of 58 cycling routes. Informed by the auditing and consultation stages, a schedule of routes will be submitted alongside the maps to the Welsh Government, which will identify the priority status of each route and a description of the necessary improvements / upgrades as relevant.</p> <p>Recommendation: No amendment required.</p>
INM97	There should be more cycle tracks through Ystalyfera.	<p>The comment is noted. The INM identifies a total of nine cycle routes which would serve Ystalyfera and the surrounding area (INM-PON-C001 through to INM-PON-C009).</p> <p>The identified INM routes, when combined with the existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around Ystalyfera.</p> <p>Recommendation: No amendment required.</p>
INM98	Safer paths needed from Trebanos to Pontardawe.	<p>The comment is noted. As a result of the auditing and consultation process, a route is proposed between Clydach, through Trebanos and on to Cwmtawe School and Pontardawe Leisure Centre (INM-PON-C007). The description of the route will highlight the need for improvements, including those relating to safety.</p> <p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>
INM99	More paths needed to the centre of Neath.	<p>The comment is noted. The identified INM routes, when combined with the number of existing routes already identified on the Council's ERM (approved by Welsh Government Ministers in August 2016), is considered to provide a sufficient number of opportunities for active travel in and around Neath town centre.</p> <p>In particular, there are four long term aspirational cycling routes identified serving Neath town centre: INM-NEA-C001 (Neath to Pontardawe); INM-NEA-C002 (Neath to Skewen); INM-NEA-C009 (Neath to Cimla); and INM-NEA-C010 (Neath to Briton Ferry).</p> <p>Recommendation: No amendment required.</p>
INM100	New route down Wern Road needed.	<p>The comment is noted. As a result of the auditing and consultation process, a pedestrian route is proposed through the settlement of Ystalyfera, via Wern Road (INM-PON-P004). The description of the route will highlight the need for improvements.</p> <p>Any necessary improvements / upgrades will reflect the Welsh Government design guidance standards for Active Travel routes.</p> <p>Recommendation: No amendment required.</p>

APPENDIX 3 – Integrated Network Map (Schedule & Maps)

[Note: Proposed additions to the INM Schedule and Maps are highlighted]

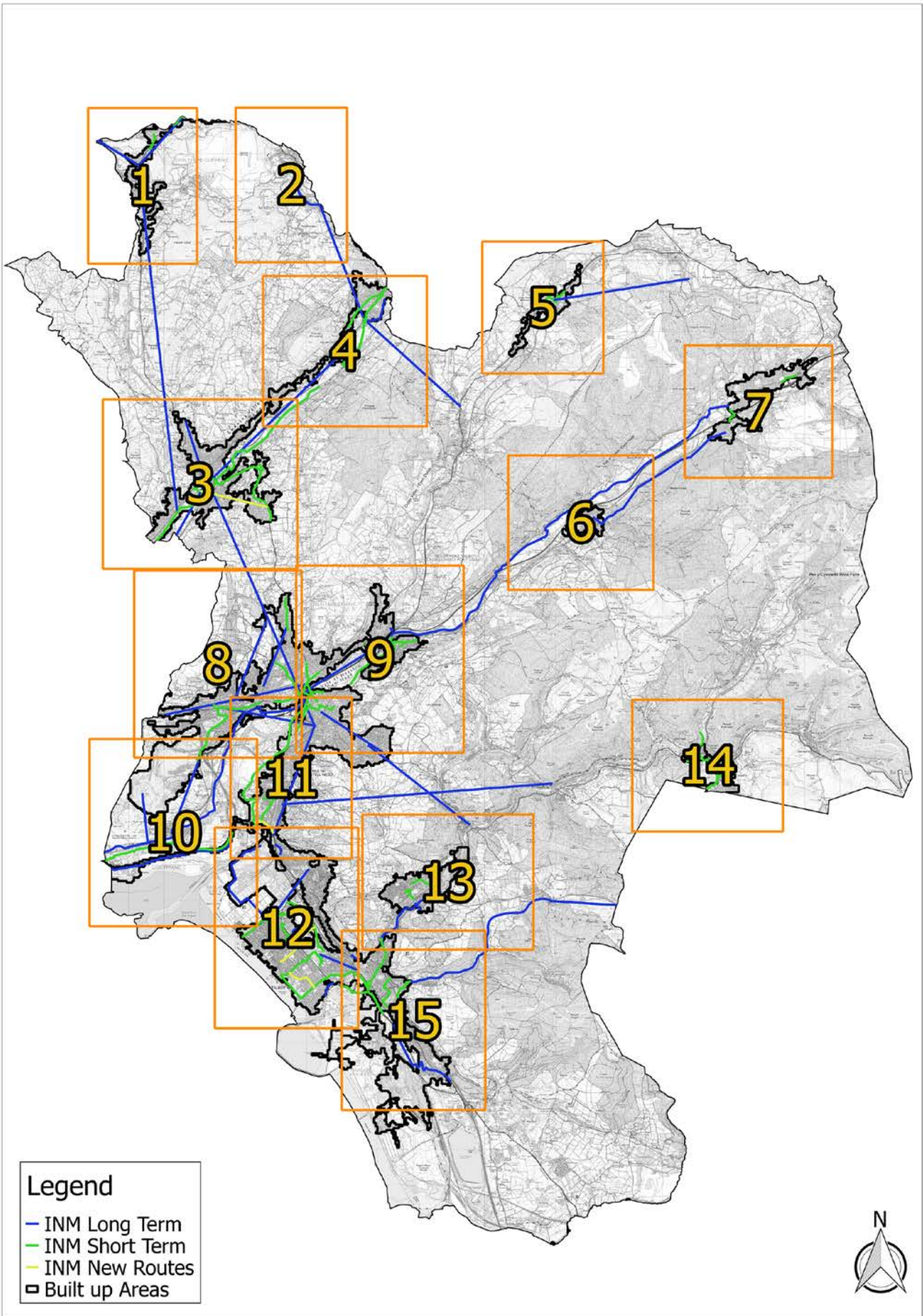
Route Ref	Type	Settlement	Description	Priority (Term)
INM-BLAE-P001	Pedestrian	Blaengwrach	Glynneath to High Street	Short
INM-LBA-C001	Cycling	Brynamman	Forge Washery Amman Valley	Short
INM-LBA-C002	Cycling	Brynamman	Cwmllynfell Amman Valley	Long
INM-LBA-P001	Pedestrian	Brynamman	Residential Area / Connection to GCG & School Street	Short
INM-CROE-C001	Cycling	Croeserw	Croeserw to Caerau via Menai Avenue	Short
INM-CWM-P001	Pedestrian	Cwmafan	Residential Area to Cwmafan Infants & Junior School via Ty'r-Owen	Short
INM-CWM-P002	Pedestrian	Cwmafan	Residential Area to Salem Road via Heol Jiwbilli	Short
INM-CWM-P003	Pedestrian	Cwmafan	Ynysyguas Hill	Long
INM-CWM-C001	Cycling	Cwmafan	Port Talbot to Cwmafan	Long
INM-CYM-C001	Cycling	Cymmer	NCN linking to Cymer Afan Comprehensive School & Croeserw	Short
INM-CYM-C002	Cycling	Cymmer	Cymmer to Routes leading to Glyncorrwg	Short
INM-CYM-P001	Pedestrian	Cymmer	Cymmer Bus Depot to Cymer Afan Comprehensive School	Short
INM-GLYN-C001	Cycling	Glynneath	Abergarwed to Glynneath	Long
INM-GLYN-P001	Pedestrian	Glynneath	Residential area to Doctors Surgery and Pharmacy via High Street	Short
INM-GCG-C001	Cycling	Gwaun Cae Gurwen	Gwaun Cae Gurwen to Garnant	Long
INM-GCG-C002	Cycling	Gwaun Cae Gurwen	Gwaun Cae Gurwen to Brynamman	Long
INM-GCG-C003	Cycling	Gwaun Cae Gurwen	Pontardawe to Gwaun Cae Gurwen	Long
INM-NEA-C001	Cycling	Neath	Neath to Pontardawe	Long
INM-NEA-C002	Cycling	Neath	Neath to Skewen	Long
INM-NEA-C003	Cycling	Neath	Bryncoch to Taillywd Road	Long

INM-NEA-C004	Cycling	Neath	Cimla to Afan Valley along B4287	Long
INM-NEA-C005	Cycling	Neath	Neath Abbey to Bryncoch	Long
INM-NEA-C006	Cycling	Neath	Neath College to Cadoxton	Long
INM-NEA-C007	Cycling	Neath	Skewen	Long
INM-NEA-C008	Cycling	Neath	Briton Ferry to Cynonville via Tonmawr	Long
INM-NEA-C009	Cycling	Neath	Neath to Cimla	Long
INM-NEA-C010	Cycling	Neath	Briton Ferry to Neath	Long
INM-NEA-C011	Cycling	Neath	NCN47 Neath to Tonna (Henfaes Road) connections to Tonnau Primary Community School	Short
INM-NEA-C012	Cycling	Neath	NCN47 Bridge near Industrial Estate – Industrial Estate, Melincryddan	Short
INM-NEA-C013	Cycling	Neath	Industrial Estate, Melincryddan – NCN 47 Bridge Street	Short
INM-NEA-C014	Cycling	Neath	Resolven to Aberdulais and Tonna	Long
INM-NEA-C015	Cycling	Neath	NCN47 Tonna Henfaes Road (connections to Tonnau Primary Community School) to Aberdulais	Short
INM-NEA-C016	Cycling	Neath	Jersey Marine to Coed Darcy	Long
INM-NEA-C017	Cycling	Neath	Jersey Marine to Neath College	Long
INM-NEA-C018	Cycling	Neath	Tennant Canal	Long
INM-NEA-C019	Cycling	Neath	Swansea University Bay Campus	Long
INM-NEA-C020	Cycling	Neath	Coed Darcy	Long
INM-NEA-C021	Cycling	Neath	NCN47/NCN4 – Baldwin's Crescent (Bay Campus)	Short
INM-NEA-C022	Cycling	Neath	A48 Roundabout to Bethal Street, proceeding to Church Street (connecting to INM-NEA-C012)	Short
INM-NEA-P001	Pedestrian	Neath	Two residential areas linking in Ysgol Maes Y Coed	Short
INM-NEA-P002	Pedestrian	Neath	Tonna Hospital to residential area in centre of Tonna	Short
INM-NEA-P003	Pedestrian	Neath	Coedffranc Primary School to Neath Abbey Infants School	Short
INM-NEA-P004	Pedestrian	Neath	Pen yr Heol residential area to Skewen Train Station	Short
INM-NEA-P005	Pedestrian	Neath	Church Street/Shelone – NPT-PT-P0080	Short
INM-NEA-P006	Pedestrian	Neath	Briton Ferry Train Station – Giant's Grave Road	Short
INM-NEA-P007	Pedestrian	Neath	Bridge Street to residential area via canal towpath	Short
INM-NEA-P008	Pedestrian	Neath	Dwr Y Felin Comprehensive School & Neath College To Cadoxton	Short
INM-NEA-P009	Pedestrian	Neath	Neath Train Station to Dyfed Road Leisure Centre	Short
INM-NEA-P010	Pedestrian	Neath	Residential / commercial area to Dwr y Felin Comprehensive School & Neath College	Short
INM-NEA-P011	Pedestrian	Neath	Dwr y Felin Comprehensive School & Neath College to Waunceirch Primary School	Short
INM-NEA-P012	Pedestrian	Neath	Llandarcy Business Centre / residential area to Pen yr Heol residential area	Short
INM-NEA-P013	Pedestrian	Neath	Neath Train Station – Milland Road Industrial Estate	Short
INM-NEA-P014	Pedestrian	Neath	Angel Street to Dwr-y-Felin Comprehensive School	Short

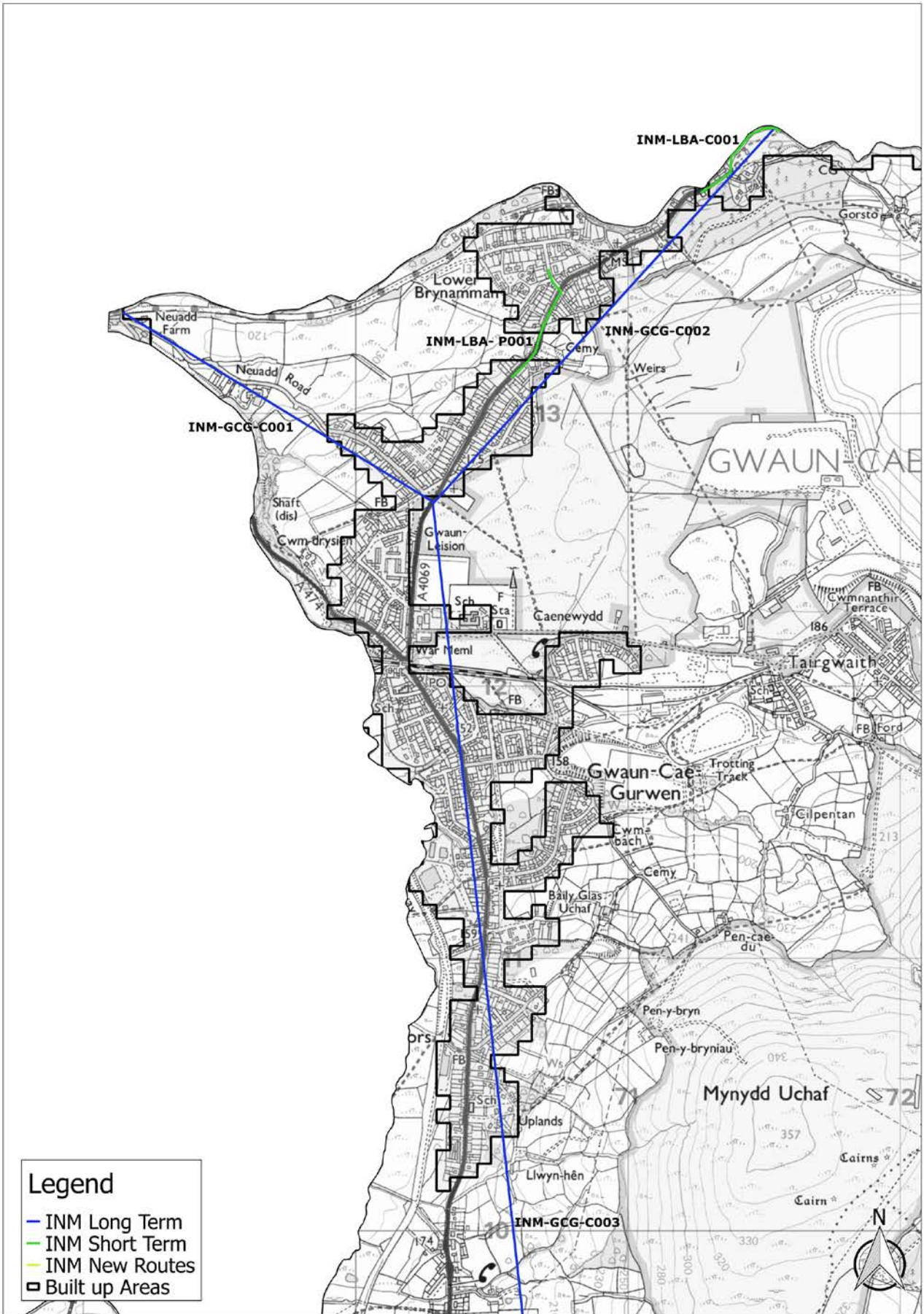
INM-NEA-P015	Pedestrian	Neath	Residential area to Neath via Pen Y Wern Road	Short
INM-NEA-P016	Pedestrian	Neath	Llangatwg Community School to Tonna via Aberdulais	Short
INM-NEA-P017	Pedestrian	Neath	Access to Aberdulais	Long
INM-PON-C001	Cycling	Pontardawe	Crynant to Ystalyfera	Long
INM-PON-C002	Cycling	Pontardawe	Ystalyfera to Cwmllynfell	Long
INM-PON-C003	Cycling	Pontardawe	Glan yr Afon Road – no pavement	Long
INM-PON-C004	Cycling	Pontardawe	Glais to Cwmtawe School	Long
INM-PON-C005	Cycling	Pontardawe	Godre'r Graig to Cwmtawe School	Long
INM-PON-C006	Cycling	Pontardawe	Rhydyfro Primary School to Pontardawe	Long
INM-PON-C007	Cycling	Pontardawe	Clydach to Cwm Tawe School and Pontardawe Leisure Centre	Short
INM-PON-C008	Cycling	Pontardawe	Pontardawe to Godre'r Graig via Route 43	Short
INM-PON-C009	Cycling	Pontardawe	Godre'r Graig to Ystalyfera via Route 43	Short
INM-PON-C010	Cycling	Pontardawe	NCN43 to Pontardawe Town Centre	Long
INM-PON-C011	Cycling	Pontardawe	Rhos to Cwmtawe Comprehensive School	Long
INM-PON-P001	Pedestrian	Pontardawe	Godre'r Graig to Supermarket	Short
INM-PON-P002	Pedestrian	Pontardawe	Rhos to Gellinudd Hospital	Short
INM-PON-P003	Pedestrian	Pontardawe	Swansea Road to Cwmtawe School and Pontardawe Leisure Centre	Short
INM-PON-P004	Pedestrian	Pontardawe	Ystalyfera Village Route	Short
INM-PON-P005	Pedestrian	Pontardawe	Pontardawe to Gellinudd	Short
INM-PT-C001	Cycling	Port Talbot	Old Road Baglan (bottom of Thorne Hill) – no pavement	Long
INM-PT-C002	Cycling	Port Talbot	Sandfields – possibility of new route along Fairway	Long
INM-PT-C003	Cycling	Port Talbot	Afan Way to Riverside Road	Long
INM-PT-C004	Cycling	Port Talbot	The Quays to Western Avenue playing fields	Long
INM-PT-C005	Cycling	Port Talbot	Port Talbot Steelworks – Alternative NCN4	Long
INM-PT-C006	Cycling	Port Talbot	Taibach to Goytre	Short
INM-PT-C007	Cycling	Port Talbot	Bryn to Maesteg	Long
INM-PT-C008	Cycling	Port Talbot	NCN4 and Port Talbot Steelworks	Short
INM-PT-C009	Cycling	Port Talbot	Scarlett Avenue / Purcell Avenue – Youth Centre	Short
INM-PT-C010	Cycling	Port Talbot	NCN887 River Afan to Port Talbot Parkway	Short
INM-PT-C011	Cycling	Port Talbot	Baglan Way	Short
INM-PT-C012	Cycling	Port Talbot	Neath Port Talbot Hospital Link	Short

INM-PT-C013	Cycling	Port Talbot	Goytre to Bryn	Long
INM-PT-C014	Cycling	Port Talbot	Bus Station to Hospital	Long
INM-PT-C015	Cycling	Port Talbot	Bae Baglan to Baglan	Long
INM-PT-C016	Cycling	Port Talbot	Christchurch Road to Baglan Moors Retail Park	Short
INM-PT-P001	Pedestrian	Port Talbot	Sandfields Comprehensive School – Southdown Road Subway	Short
INM-PT-P002	Pedestrian	Port Talbot	Port Talbot Parkway	Short
INM-PT-P003	Pedestrian	Port Talbot	Port Talbot Steelworks	Short
INM-PT-P004	Pedestrian	Port Talbot	Bus Station to Port Talbot Parkway	Short
INM-PT-P005	Pedestrian	Port Talbot	Retail Park – Junction of Fairway Road / Southdown Road	Short
INM-PT-P006	Pedestrian	Port Talbot	Bus Station to Port Talbot Parkway	Short
INM-PT-P007	Pedestrian	Port Talbot	Sports Centre to Port Talbot Bus Station	Short
INM-PT-P008	Pedestrian	Port Talbot	Hospital – Leisure Centre	Short
INM-PT-P009	Pedestrian	Port Talbot	Village Gardens to Seaway Parade Youth Centre	Short
INM-PT-P010	Pedestrian	Port Talbot	Civic Centre to Baglan	Long
INM-PT-P011	Pedestrian	Port Talbot	Christchurch Road to Morrisons	Long
INM-PT-P012	Pedestrian	Port Talbot	St. Theresa's to Fairway	Short
INM-PT-P013	Pedestrian	Port Talbot	Sandown Road (Moorland Road to Victoria Road), Sandfields	Short
INM-RES-C001	Cycling	Resolven	Blaengwrach to Resolven south of A465	Long
INM-SEV-C001	Cycling	Seven Sisters	Dove Workshops to Seven Sisters	Long
INM-SEV-P001	Pedestrian	Seven Sisters	Residential area to Blaendulais Primary School via Church Street	Short
INM-SEV-P002	Pedestrian	Seven Sisters	Residential area to Blaendulais Primary School via Brynhyfryd Terrace	Short

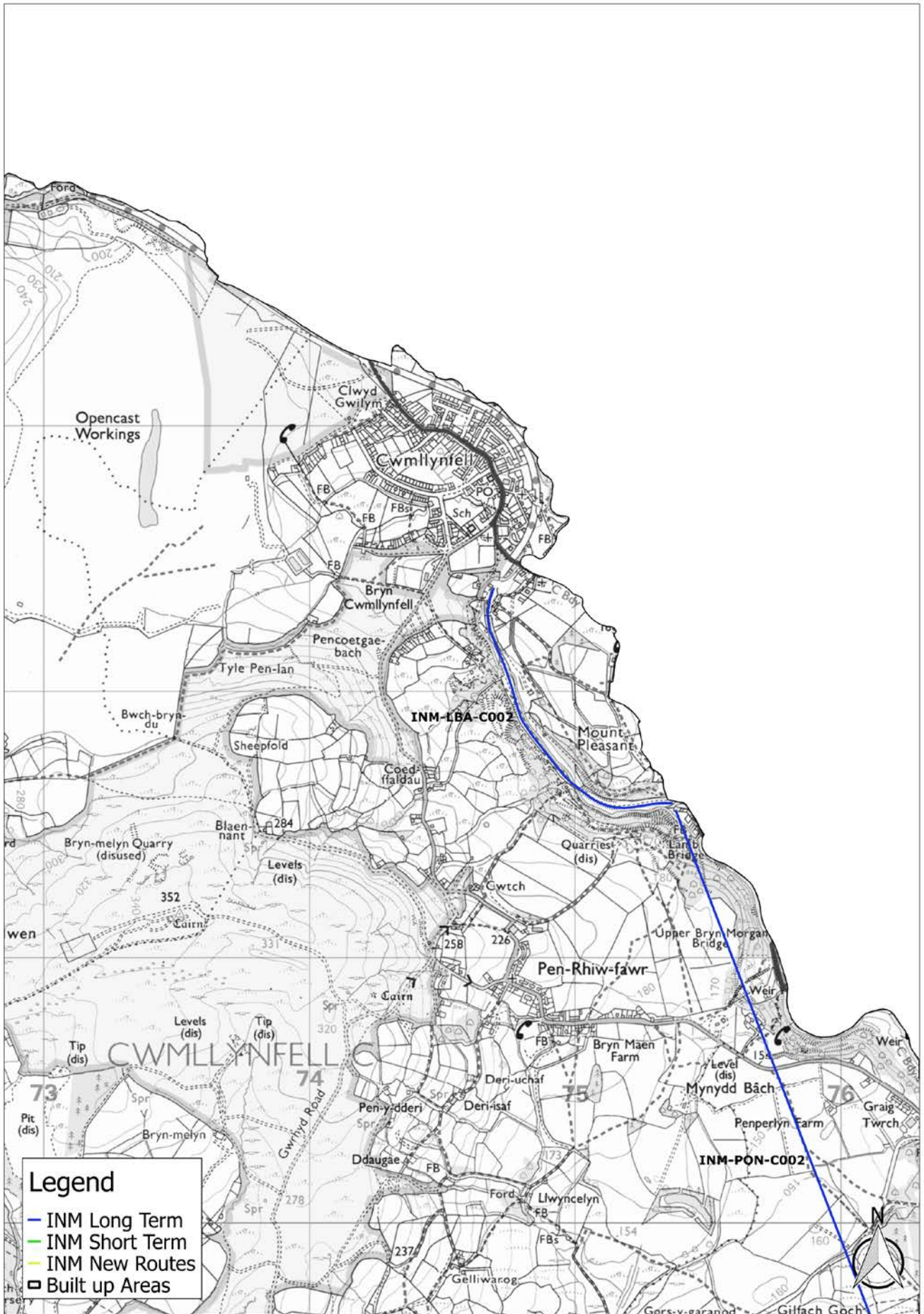
INM: County Borough Reference Map



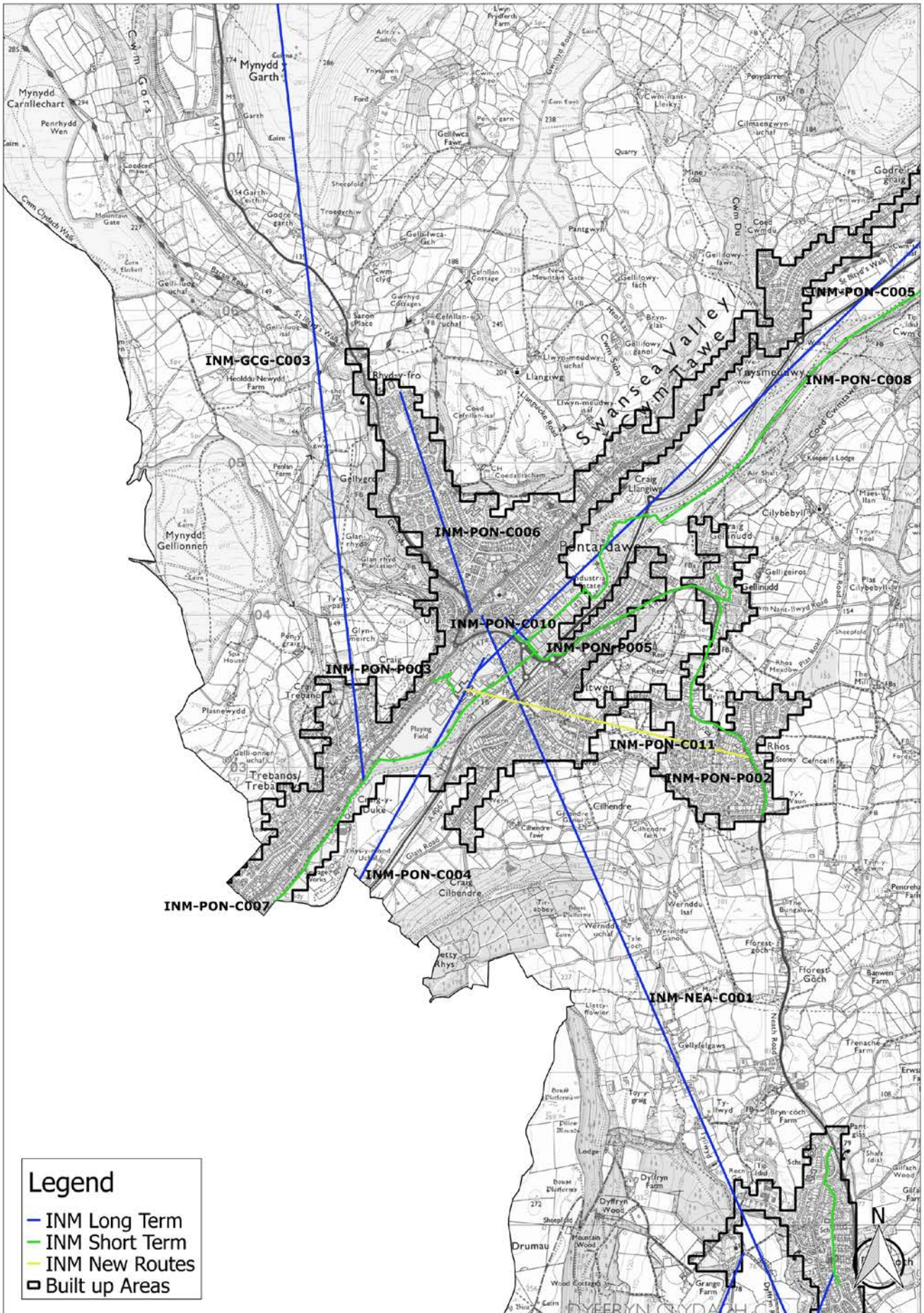
INM Map 1: Lower Brynamman & Gwaun Cae Gurwen



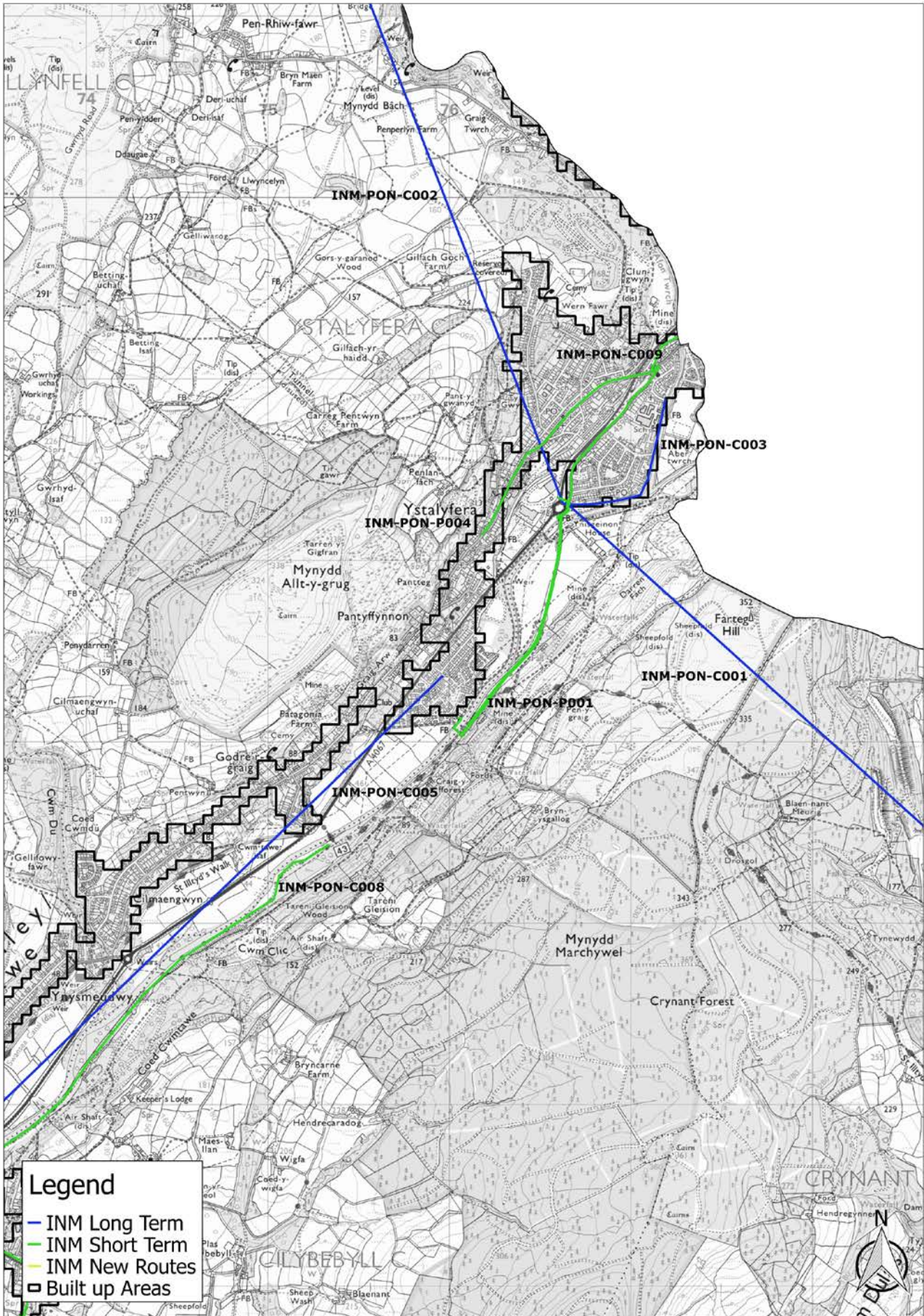
INM Map 2: Cwmllynfell



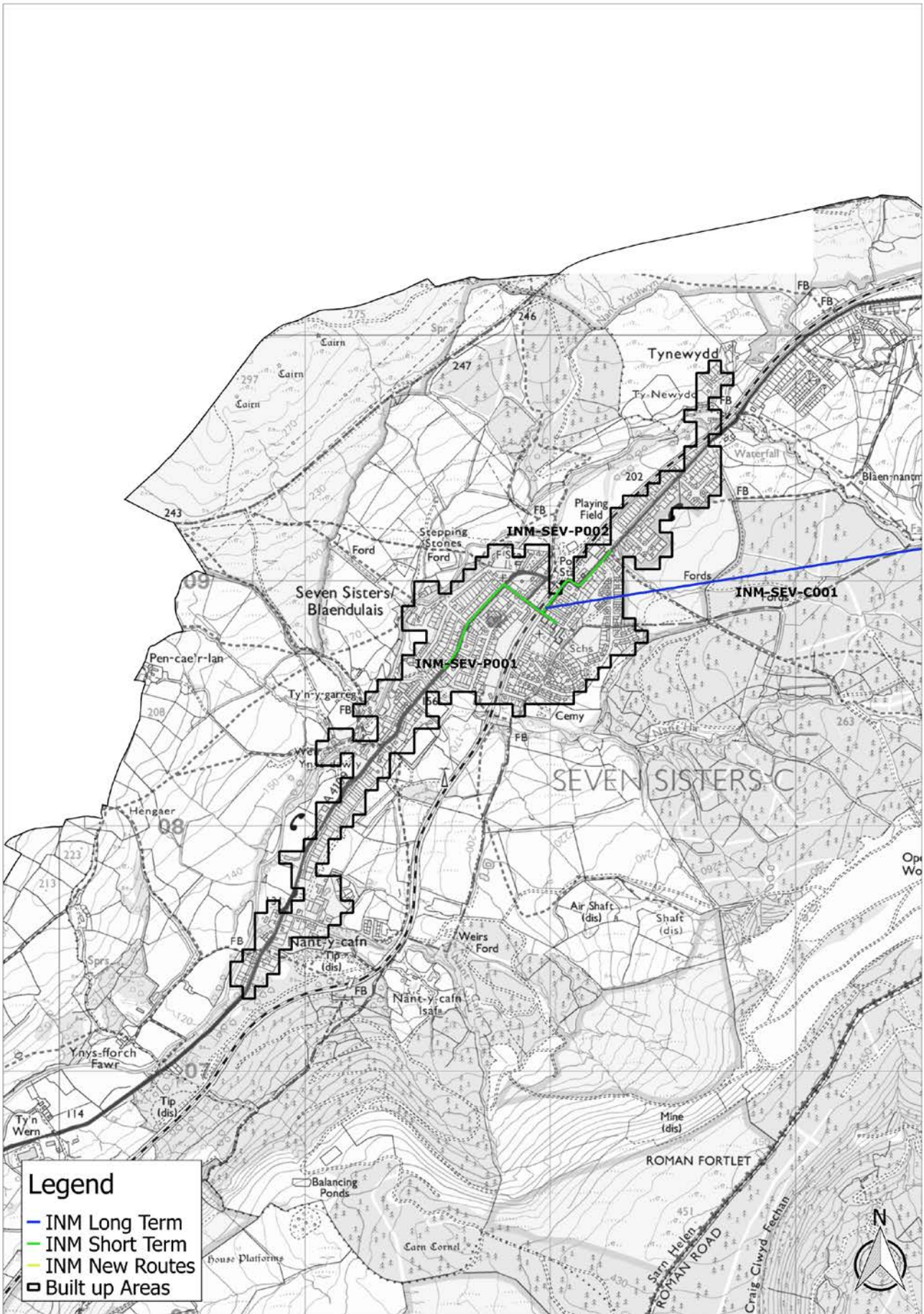
INM Map 3: Pontardawe



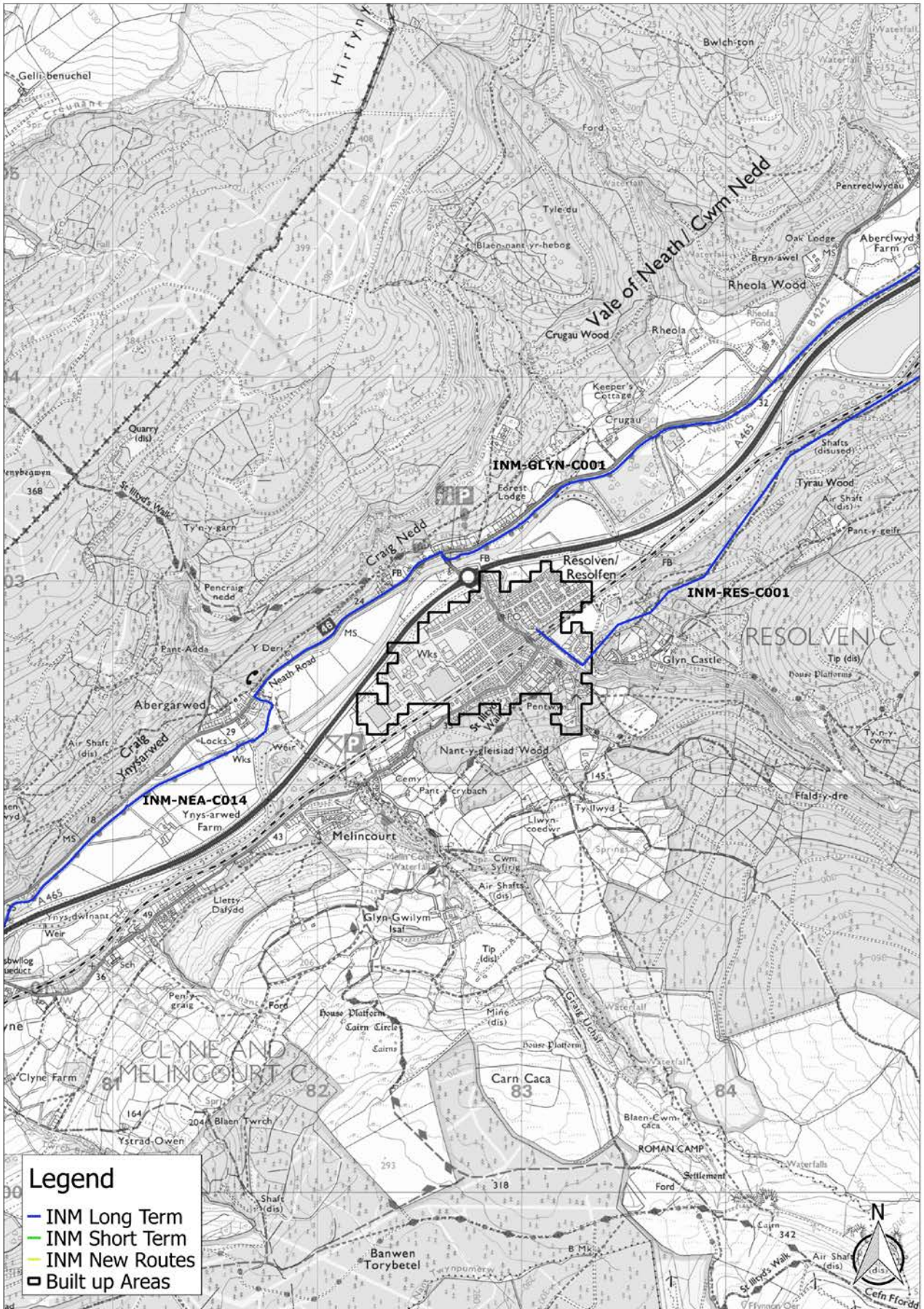
INM Map 4: Ystalyfera



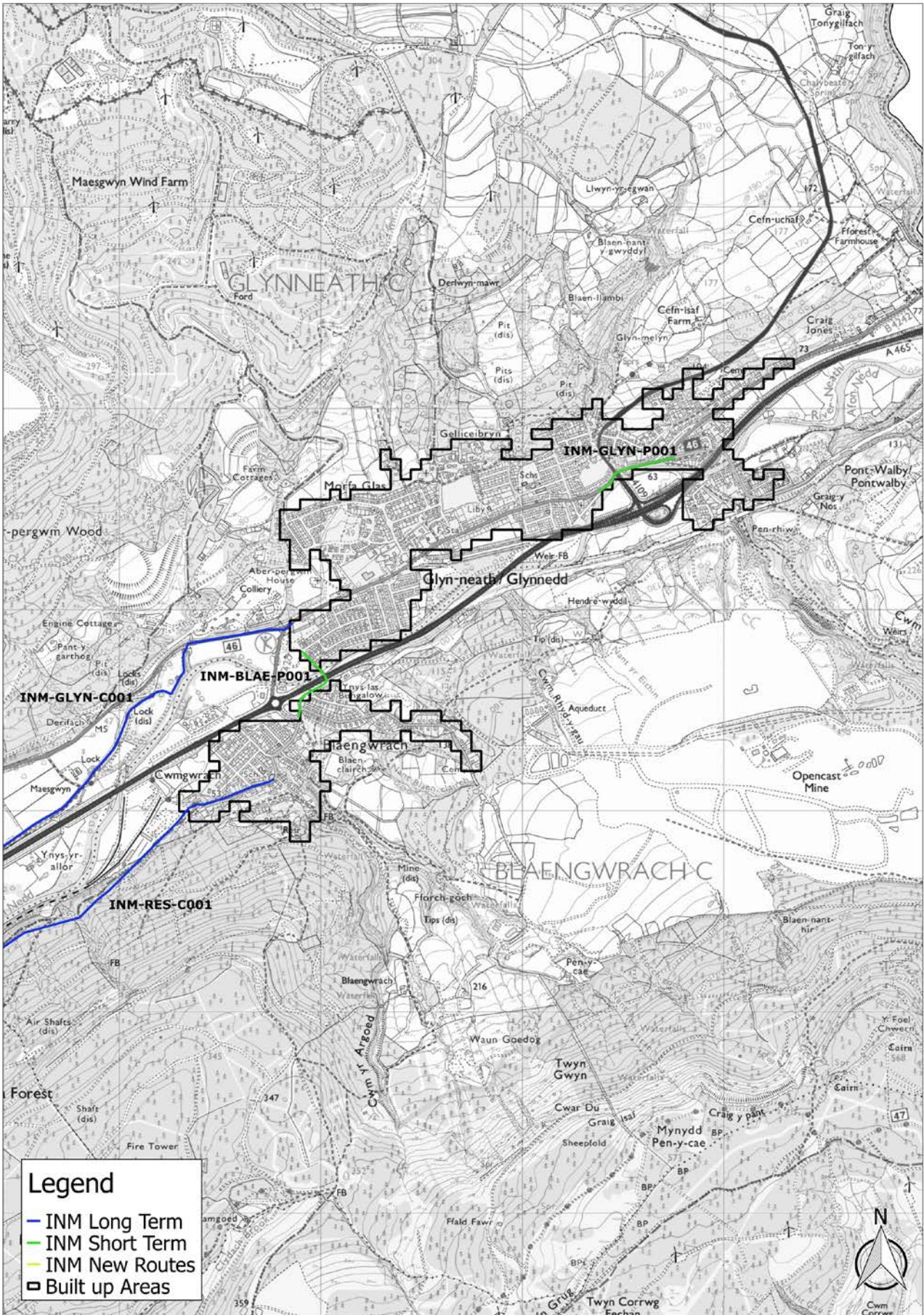
INM Map 5: Seven Sisters



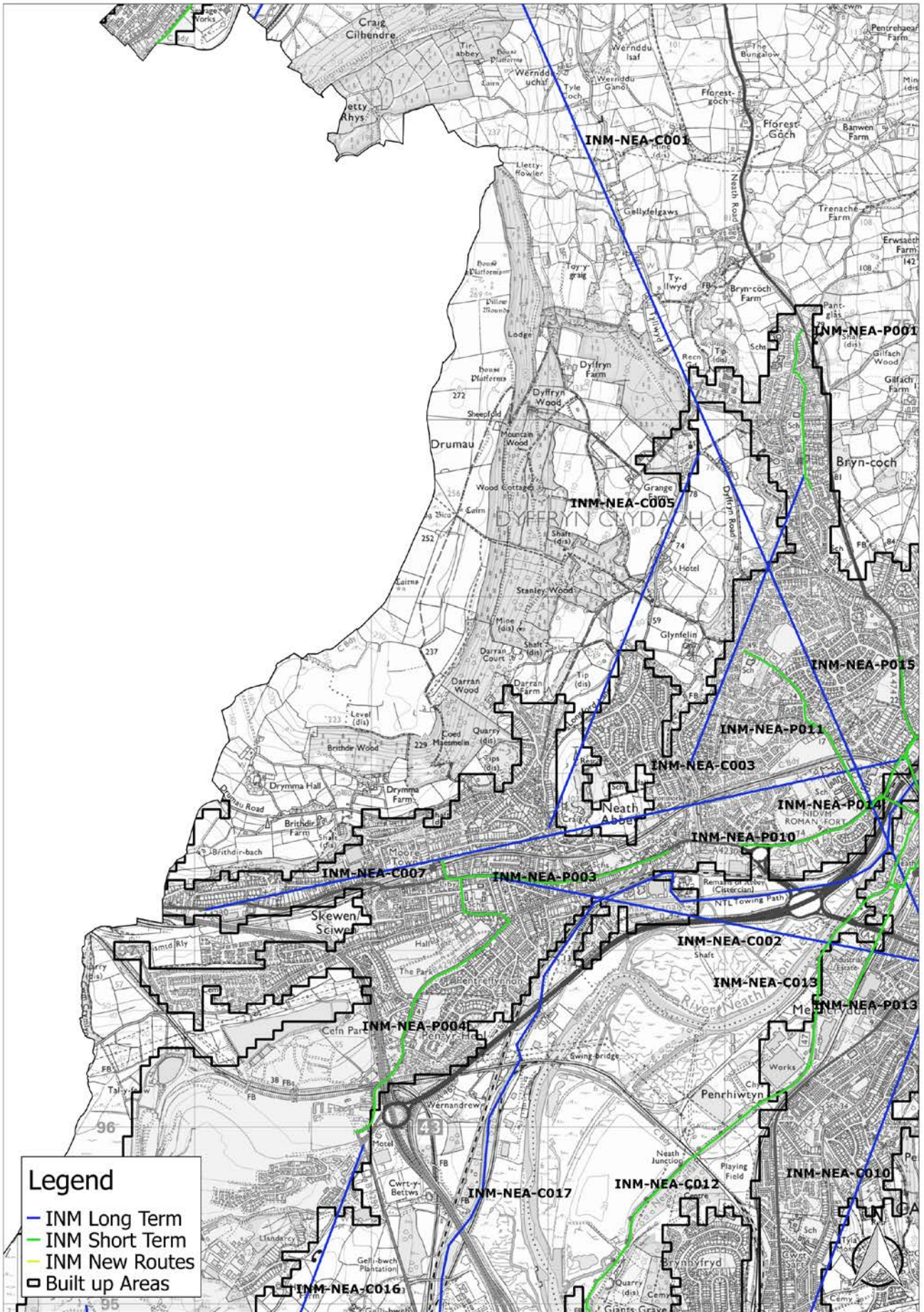
INM Map 6: Resolven



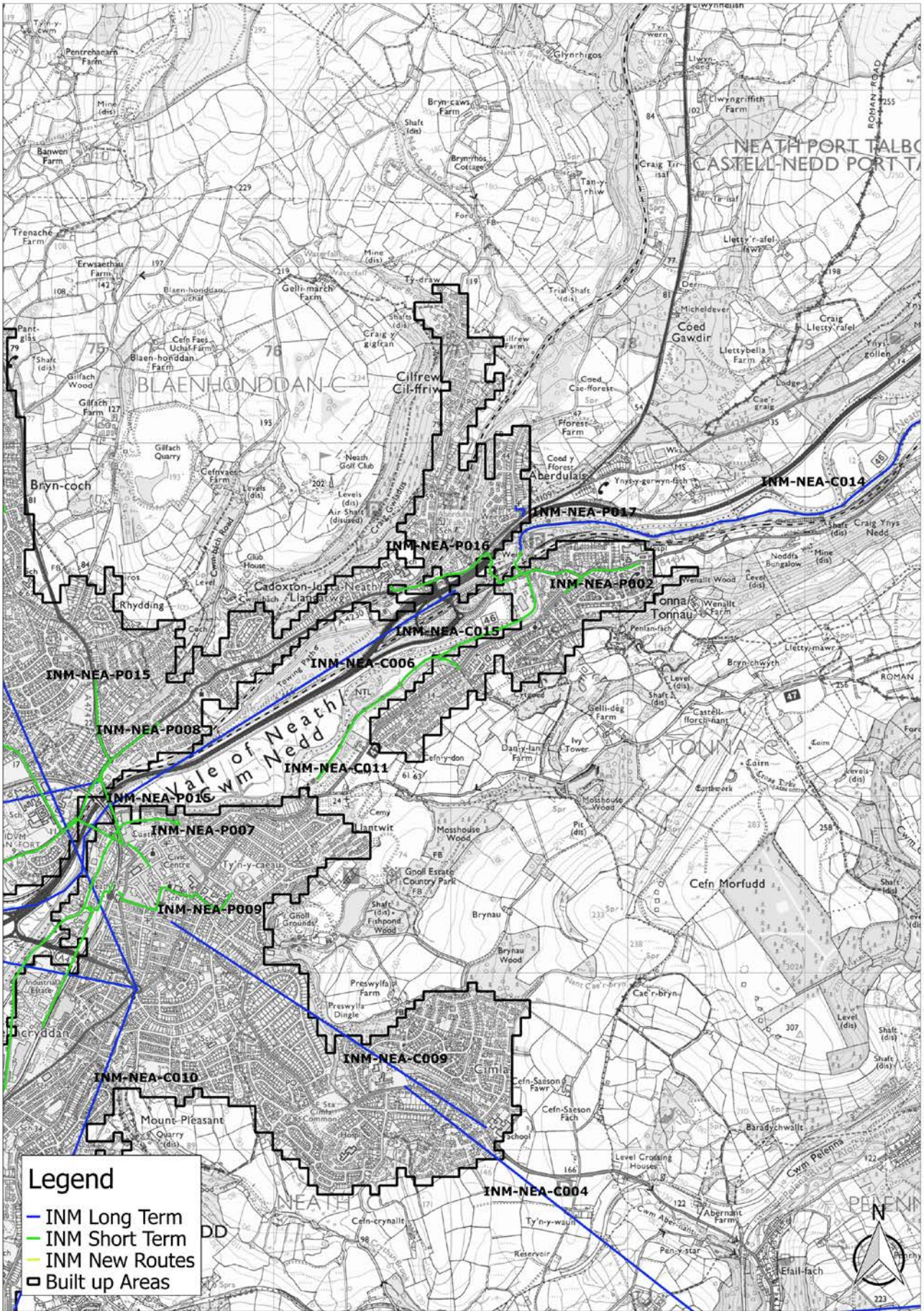
INM Map 7: Glynneath & Blaengwrach



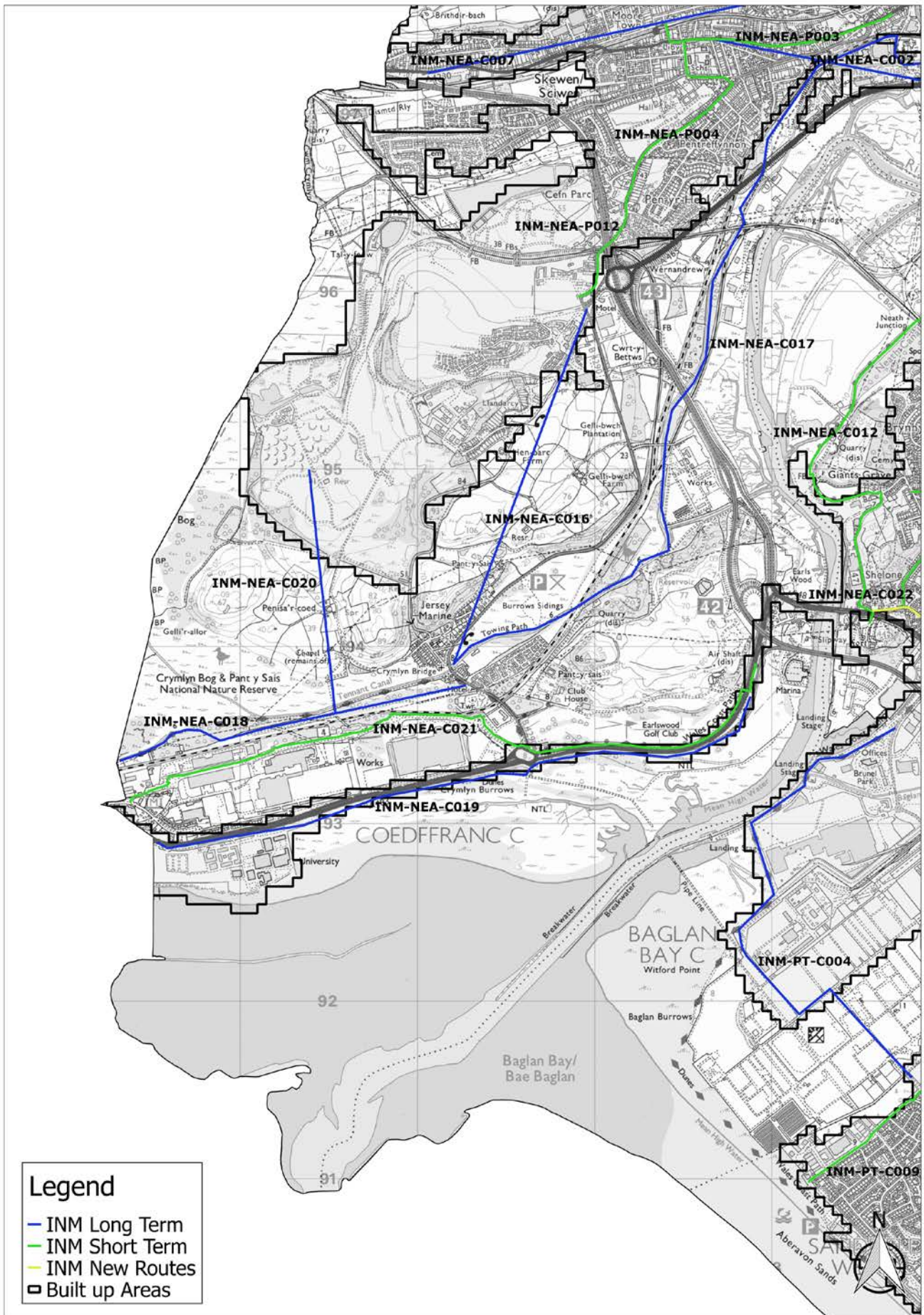
INM Map 8: Skewen



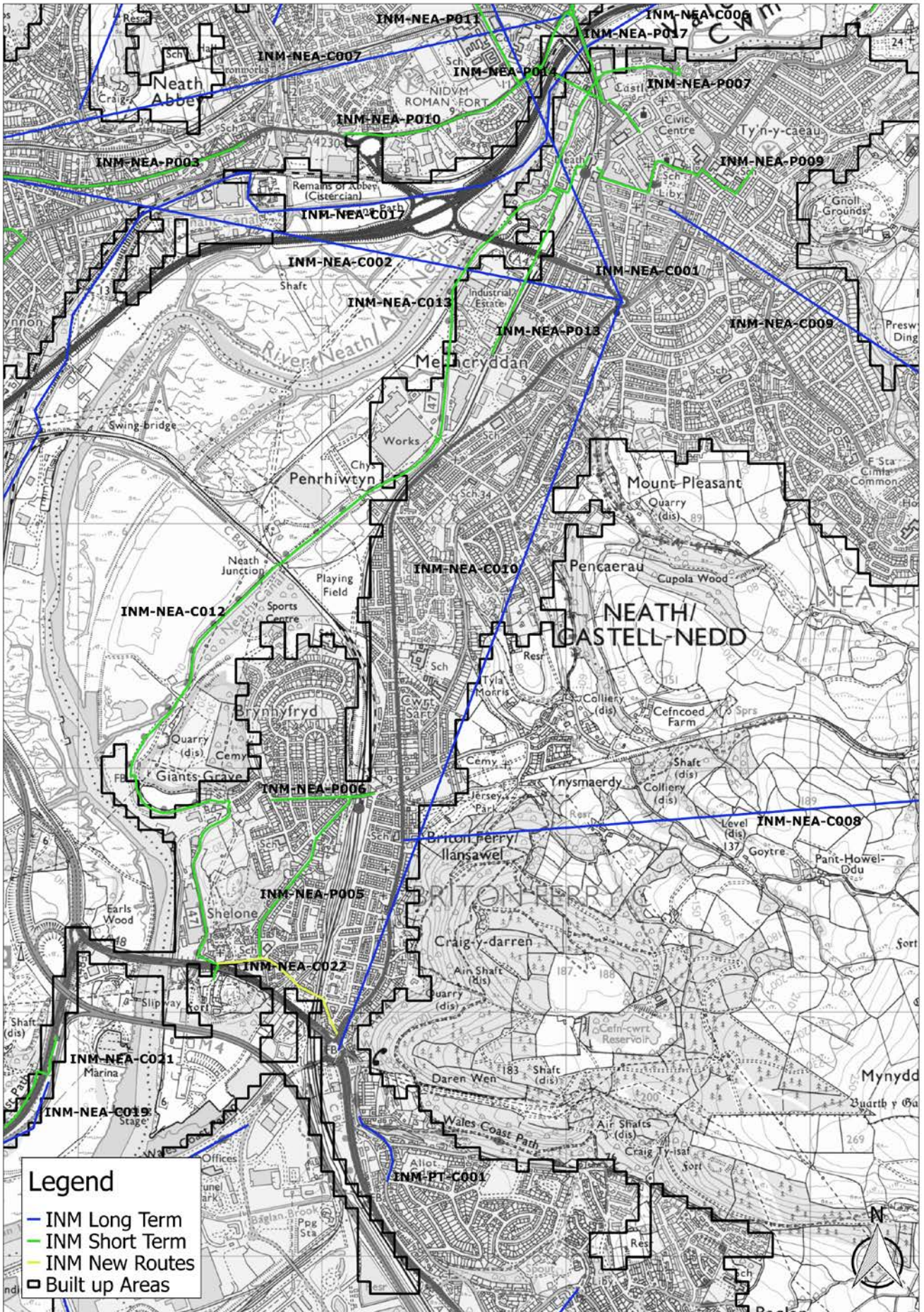
INM Map 9: Neath, Tonna & Cimla



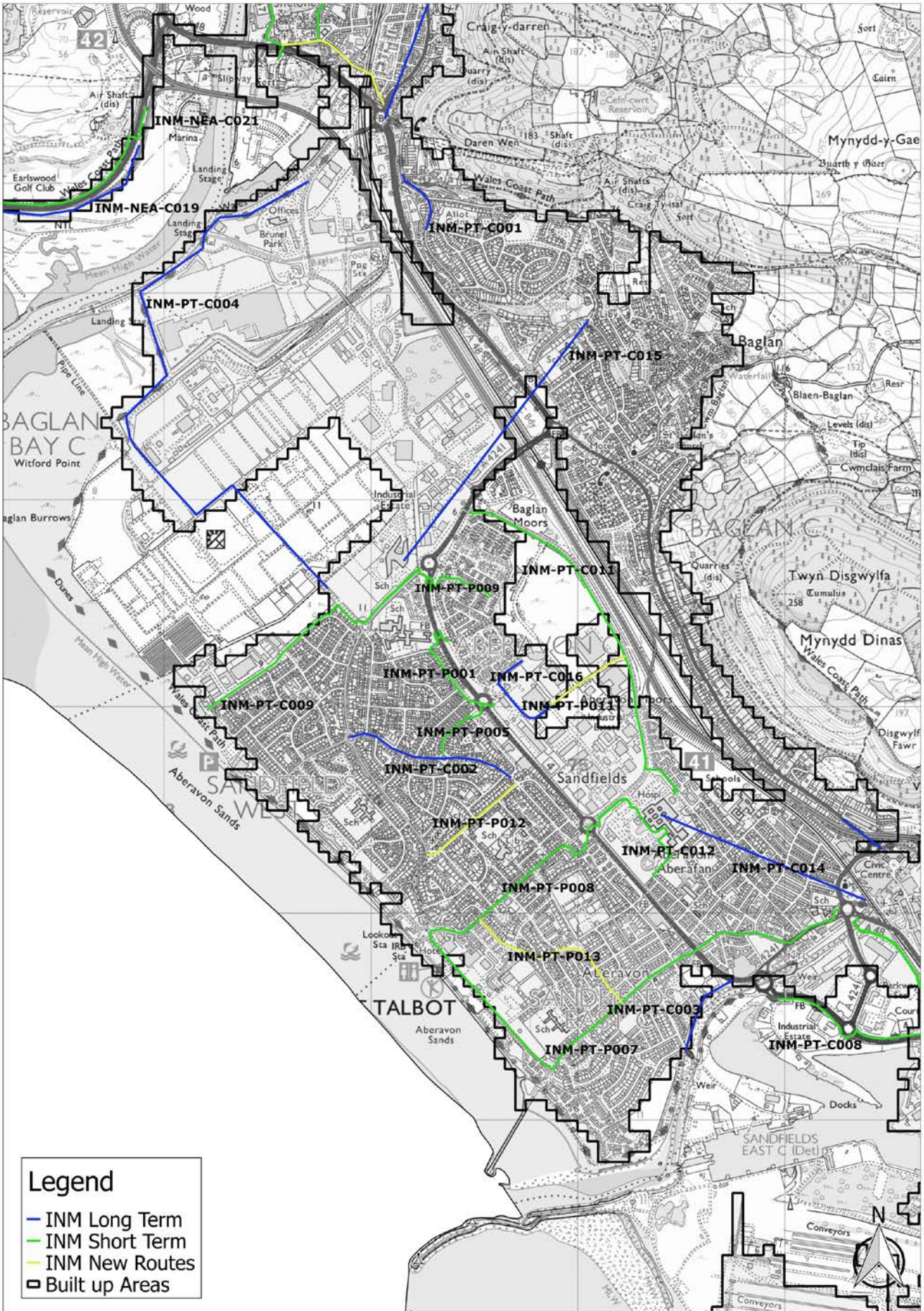
INM Map 10: Jersey Marine



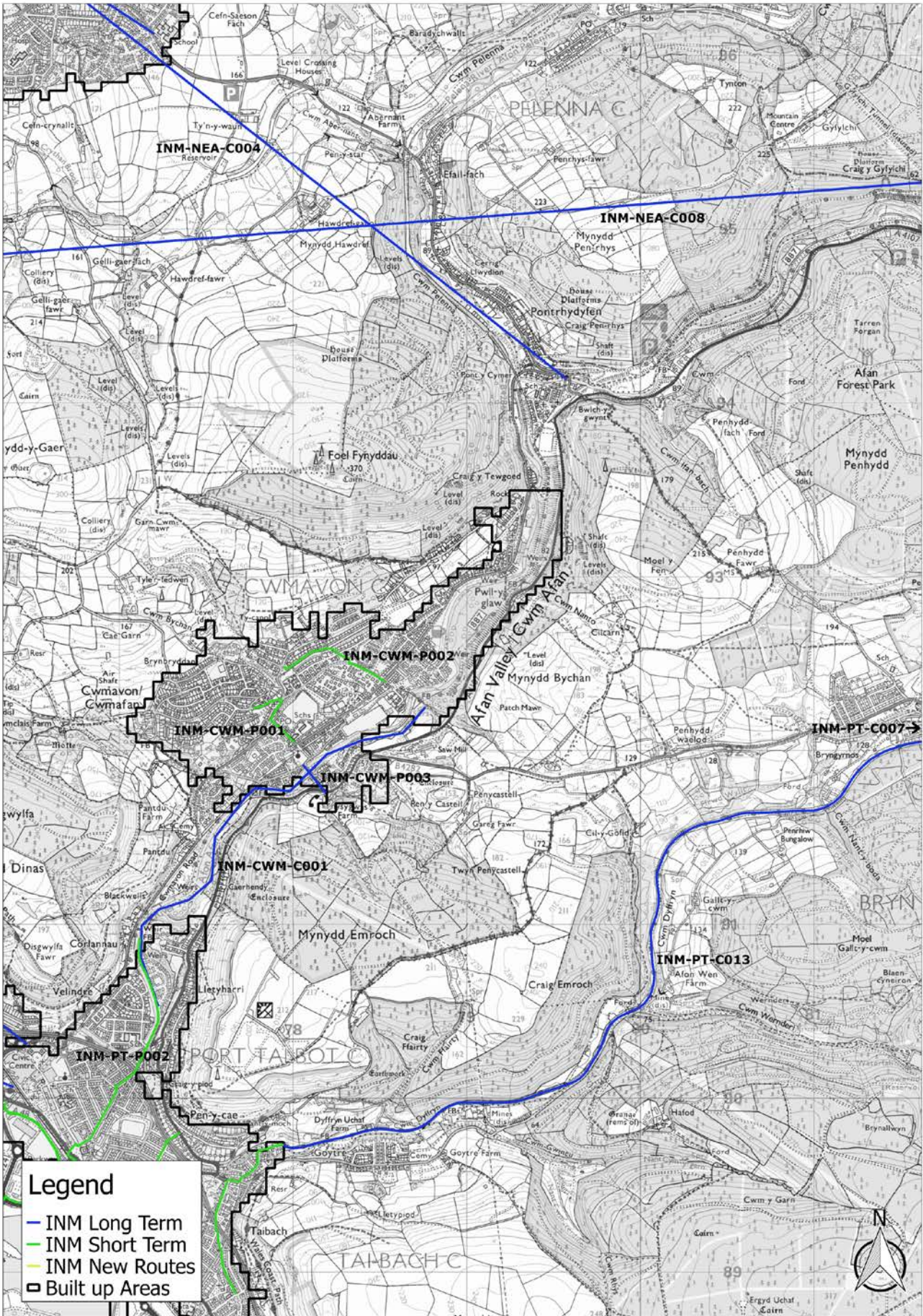
INM Map 11: Briton Ferry



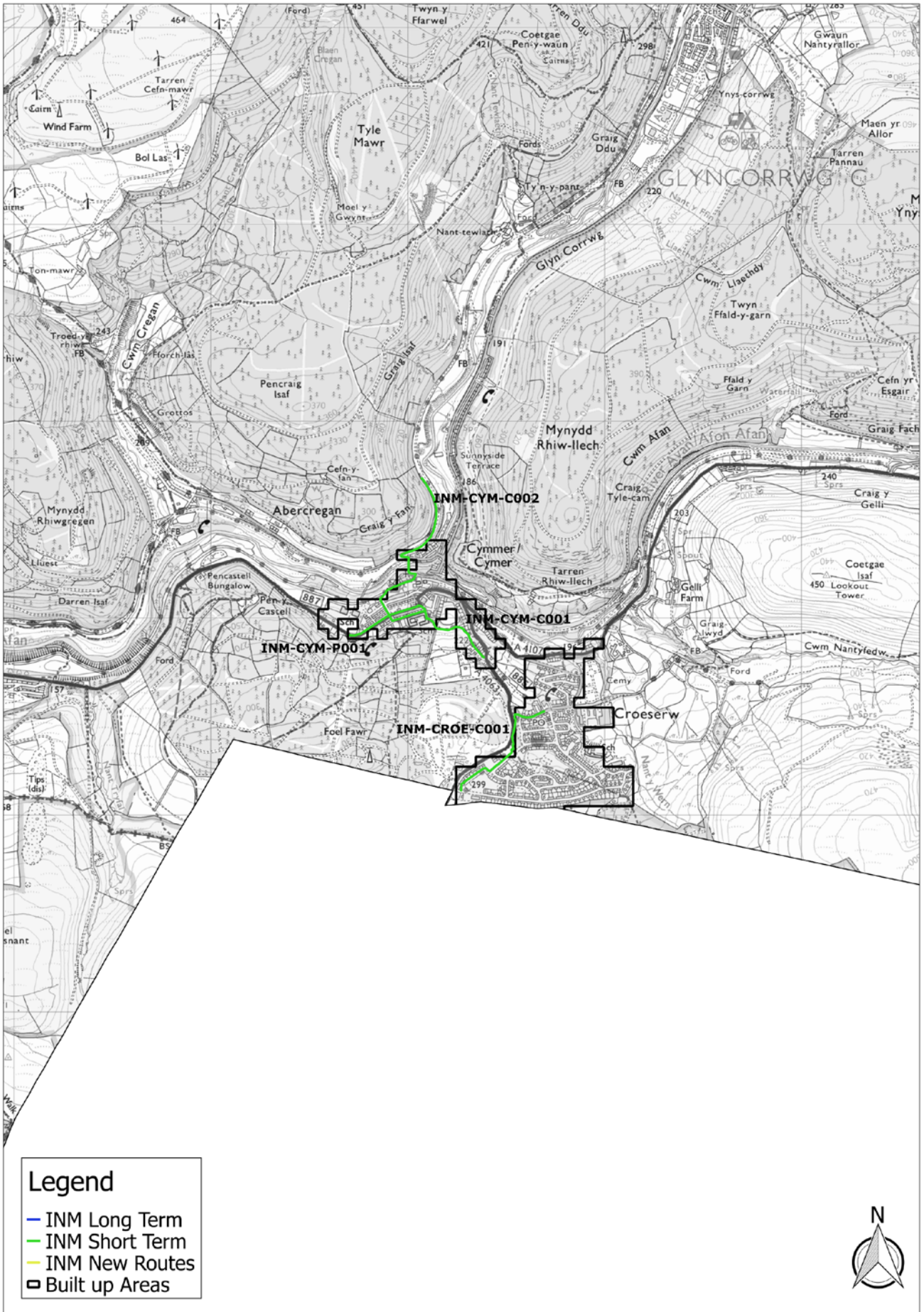
INM Map 12: Baglan, Aberavon & Sandfields



INM Map 13: Cwmafan



INM Map 14: Croeserw & Cymmer



INM Map 15: Port Talbot, Taibach & Margam

