



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council



# NEATH PORT TALBOT ATNM UPDATE

## Stakeholder and Public Engagement Report

Document Ref: 30304210-ARC-XXX-XX-TR-TP-00001

Revision: P01

January 2026

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# Neath Port Talbot ATNM Update

## Stakeholder and Public Engagement Report

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|---------------|---------------------------------|
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| Approver      | MT                              |
| Document Ref. | 30304210-ARC-XXX-XX-TR-TP-00001 |
| Date          | 16/01/2026                      |

## Revision Control

| Revision | Date       | Author | Checker | Reviewer | Approver | Changes      |
|----------|------------|--------|---------|----------|----------|--------------|
| P01      | 16/01/2026 | CWC    | CWC     | CAC      | MT       | Final Report |
|          |            |        |         |          |          |              |
|          |            |        |         |          |          |              |
|          |            |        |         |          |          |              |
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# 1 INTRODUCTION

## 1.1 Overview

- 1.1.1 Arcadis has been commissioned by Neath Port Talbot County Borough Council (NPTCBC) to support with the update of the Active Travel Network Map (ATNM) in preparation for its 2026 submission to the Welsh Government.
- 1.1.2 This 2026 submission forms part of the statutory three to five-year review cycle of the ATNM. The purpose of the review cycle is to ensure continuous refinement and improvement of the network and to take account of changes, such as in land use, environmental factors, and the priorities of stakeholders and the public.
- 1.1.3 This report provides a summary of the feedback received during the initial engagement phase and outlines how these comments will be considered in the next stages of the ATNM update process.

## 1.2 Report Structure

- 1.2.1 The structure of the report is as follows:
  - **Chapter 2** outlines the engagement process.
  - **Chapter 3** sets out the stakeholder and public engagement feedback.
  - **Chapter 4** sets out the response to stakeholder and public engagement
  - **Chapter 5** summarises the findings and outlines next steps.

## 2 ENGAGEMENT PROCESS


### 2.1 Overview

- 2.1.1 This chapter outlines the public and stakeholder engagement activities, and the promotional methods used to publicise the engagement exercise.

### 2.2 Public Engagement

#### DataMapWales Survey

- 2.2.1 An online survey was hosted on the DataMapWales website between 03 September 2025 and 03 November 2025 (extended from 19 October 2025). The survey included an interactive map of the existing ATNM, background information about the ATNM update, and instructions for filling out the survey.
- 2.2.2 Respondents were able to drop a pin at a specific location and provide a comment or feedback. Respondents were also able to provide general comments regarding cycling, wheeling and walking in NPTCBC.
- 2.2.3 The interface of the survey and questions on the DataMapWales website can be seen in Figure 1 and Figure 2.


DataMapWales

[Sign in](#)

[DataMapWales](#) > [Have your Say on Neath Port Talbot's Walking, Cycling and Wheeling Routes!](#)

# Have your Say on Neath Port Talbot's Walking, Cycling and Wheeling Routes!

Neath Port Talbot Council is updating its Active Travel Network Map (ATNM) and we want to hear from you. Whether you walk, wheel, cycle or simply care about safer, sustainable travel options, your feedback will help us improve everyday routes across the county borough.

Under the Active Travel (Wales) Act 2013, all Welsh councils must regularly review and enhance their walking, wheeling and cycling infrastructure. Our current map was approved by Welsh Government in 2022 and now it's time to update it to reflect recent progress and shape future improvements.

## What's Being Updated?

We're reviewing and refining the ATNM to include:

- Existing Routes:** Routes that meet Welsh Government standards for walking, wheeling, and cycling.
- Future Routes:** Proposed routes that either don't yet exist or need improvements to meet the required standards.

## Why should I fill out this survey?

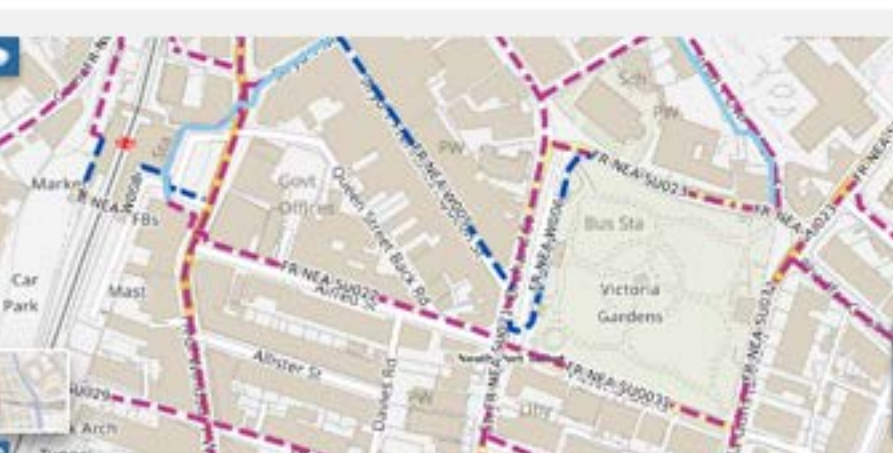
Neath Port Talbot Council can apply for funding every year to improve routes shown on the ATNM. If a route isn't on this map, it can't get funding. So, it's important for the council to know what residents of Neath Port Talbot think about these routes. This helps ensure the routes that matter most to people are included on the map.

## How to Fill Out the Survey

**Step 1:** Start by zooming in on the map to find the existing or future route(s) you want to comment on. Click on the map to drop a pin.

**Step 2:** Once you've selected a location, fill out the quick survey below.

Please note: The map may take a few moments to load.









|   |   |
|---|---|
|  Existing walking routes             |  Future walking routes             |
|  Existing cycling routes             |  Future cycling routes             |
|  Existing walking and cycling routes |  Future walking and cycling routes |

Figure 2: DataMapWales Survey Questions

The image shows a survey form titled 'DataMapWales Survey Questions'. It contains five numbered questions with corresponding input fields:

- 1) What is the specific Route ID(s)?**  
A single-line text input field.
- 2) What routes are you commenting on?**  
A large multi-line text input field.
- 3) What is your comment (footpath widening, lighting, lowered kerbs with tactile guidance, tactiles, drainage)?**  
A large multi-line text input field.
- 4) Could you rate this route from 1-10? (1 - poor, 5 - neutral, 10 being highest)**  
A single-line text input field.
- 5) Do you have any additional comments you would like to make regarding cycling, wheeling and walking in Neath Port Talbot?**  
A large multi-line text input field.

At the bottom right of the form is a red button labeled 'Submit >'.

2.2.4 The survey was also available in Welsh for those using the Welsh version of DataMapWales.

2.2.5 Hard copies of the survey were also made available in the following local libraries:

- Cymmer
- Glynneath
- Gwaun-Cae-Gurwen
- Neath
- Pontardawe
- Port Talbot
- Sandfields

## Face-to-Face Events

- 2.2.6 A series of face-to-face events were hosted across NPTCBC during September and October 2025. The events were held at a variety of locations where there is natural footfall to encourage a greater level of response.
- 2.2.7 The location and dates of the public drop-in events are shown in Table 1.

*Table 1: Public Drop-in Events*

| Venue  | Date       | Time          |
|--|------------|---------------|
| Port Talbot Library  | 10/09/2025 | 12:30 – 14:30 |
| Sandfields Library   | 10/09/2025 | 15:00 – 16:30 |
| Cwmafan Library  | 15/09/2025 | 09:30 – 11:00 |
| Glynneath Library  | 16/09/2025 | 10:00 – 11:30 |
| Neath Library  | 22/09/2025 | 10:00 – 11:30 |
| Skewen Library   | 25/09/2025 | 09:30 – 11:00 |
| Craig Gwladus  | 28/09/2025 | 10:30 – 12:00 |
| Gwaun-Cae-Gurwen Community Library                                   | 30/09/2025 | 10:00 – 11:30 |
| Baglan Library   | 06/10/2025 | 10:00 – 11:30 |
| Pontardawe Library   | 09/10/2025 | 10:00 – 11:30 |
| Briton Ferry Stroke Group. Briton Ferry Town Council Community Hall, | 01/10/2025 | 10:00 – 12:00 |
| Crynant Community Centre   | 02/10/2025 | 11:00 – 13:00 |
| Seven Sisters Community Hall   | 07/10/2025 | 11:00 – 13:00 |
| Cymmer Community Library and tearoom                                 | 08/10/2025 | 14:00 – 15:00 |

- 2.2.8 The sessions provided the opportunity to speak with the project team, share their views and submit a response to the public survey.

## 2.3 Stakeholder Engagement

### Local Councillor Workshops

- 2.3.1 Between 16 October 2025 and 23 October 2025, four online workshops, and one in-person workshop, were held with Local Councillors to gather feedback on the ATNM within their respective wards. Local Councillors from all wards across NPTCBC were invited to participate. To support focused and locally relevant discussions, the workshops were organised by geographical area.
- 2.3.2 The geographical breakdown of each Local Councillor workshop is shown in Table 2.

Table 2: Local Councillor Workshops

| Date     | Geographical Region | Format | Wards   |
|----------|---------------------|--------|---|
| 16/10/25 | North               | Online | <ul style="list-style-type: none"> <li>• Allt-wen</li> <li>• Blaengwrach and Glynneath West</li> <li>• Crynant, Onllwyn and Seven Sisters</li> <li>• Cwmllynfell and Ystalyfera</li> <li>• Glynneath Central and East</li> <li>• Godre'r Graig</li> <li>• Gwaun-Cae-Gurwen and Lower Brynamman</li> <li>• Pontardawe</li> <li>• Rhos</li> <li>• Trebanos</li> </ul> |
| 17/10/25 | East                | Online | <ul style="list-style-type: none"> <li>• Cadoxton</li> <li>• Cimla and Pelenna</li> <li>• Cymer and Glyncorwg</li> <li>• Gwynfi and Croeserw</li> <li>• Neath East</li> <li>• Neath North</li> <li>• Neath South</li> <li>• Resolven and Tonna</li> </ul>   |
| 20/10/25 | South               | Online | <ul style="list-style-type: none"> <li>• Aberavon</li> <li>• Bryn and Cwmavon</li> <li>• Margam and Taibach</li> <li>• Port Talbot</li> <li>• Sandfields East</li> <li>• Sandfields West</li> </ul>   |
| 21/10/25 | West                | Online | <ul style="list-style-type: none"> <li>• Aberdulais</li> <li>• Baglan</li> <li>• Briton Ferry East</li> <li>• Briton Ferry West</li> <li>• Bryncoch North</li> <li>• Bryncoch South</li> <li>• Coedffranc Central</li> <li>• Coedffranc North</li> <li>• Coedffranc West</li> <li>• Dyffryn</li> </ul>  |



- 2.3.3 An in-person drop-in event was also held on the 23 October 2025 at The Quays in Briton Ferry. All ward members were invited to the drop-in session.

## **NPTCBC Officer Workshop**

- 2.3.4 An online NPTCBC Officer workshop was held on 13 October 2025. Officers from a variety of council departments were invited to a briefing call which provided an overview of the project and invited officers to share feedback relevant to their department.

- 2.3.5 Officers from the following departments were invited to the workshop:

- Rights of Way Officer
- Planning & Planning Policy
- Engineering and Transport
- Tourism
- Green Infrastructure
- Regeneration
- Highways Development Control
- Maintenance & Streetcare
- Town Centre Manager
- Biodiversity
- Participation & Engagement

## **Replacement Local Development Plan**

- 2.3.6 Following the NPTCBC Officer Workshop, officers from Planning Policy provided GIS files containing candidate sites identified within the Replacement Local Development Plan (RLDP).
- 2.3.7 These candidate sites were cross-referenced against the existing ATNM to identify any gaps where sites are not currently served by the active travel network.

## **Workshop for People with Sight Loss**

- 2.3.8 An online workshop was held on 22 October 2025 for people who experience any form of visual impairment. Representatives from local sight loss campaign groups were invited. Local councillors were also encouraged to forward the invitation to any local residents with visual impairments who they were aware of.
- 2.3.9 Attendees were provided with an overview of the project and were invited to share their feedback and make recommendations on how the ATNM can better serve the needs of people with any form of visual impairment.

## **Engagement with Schools**

- 2.3.10 School headteachers from 65 schools were emailed on 03 September 2025 with information about the ATNM engagement, requesting that the survey could be shared amongst young people and families.
- 2.3.11 The Participation & Engagement Officer from the Think Family Partnership (NPTC) also provided children's views on active travel routes, gathered from five short video responses involving 16 pupils from the Port Talbot area.

## Stakeholder Email

2.3.12 A briefing email was sent out to 400+ key stakeholders on 03 September 2025 containing background information about the ATNM update and how to respond to the engagement.

2.3.13 The stakeholder mailing list included:

- Disability Groups
- Active Travel Interest Groups
- Schools
- Community and Town Councils
- Local Community Groups
- Key Statutory Consultees

## Neighbouring Local Authorities

2.3.14 To ensure agreement on the alignment of cross-boundary ATNM routes, NPTCBC engaged in online meetings and email correspondence with neighbouring local authorities, including:

- Bridgend County Borough Council
- Powys County Council
- Carmarthenshire County Council
- City and County of Swansea Council
- Rhondda Cynon Taf County Borough Council

## World Stroke Day Information Event

2.3.15 The NPTCBC Active Travel team exhibited a stand at the [World Stroke Day Information Event](#) held at Aberavon Beach Hotel in Port Talbot on 24 October 2025 from 10:00 to 16:00.

2.3.16 The stand showcased details about the ATNM and provided an opportunity for attendees to share their experiences of the physical and mental effects of stroke. Discussions focused on how active travel provision could be adapted to better meet their needs. Attendees were encouraged to provide feedback through the public survey via a QR code.

2.3.17 Given the diverse ways stroke can impact physical and mental function, the feedback enabled the Active Travel team to identify how the ATNM can be improved to support a wide range of individuals with varying physical and mental disabilities, not only those recovering from stroke.

## 2.4 Promotion

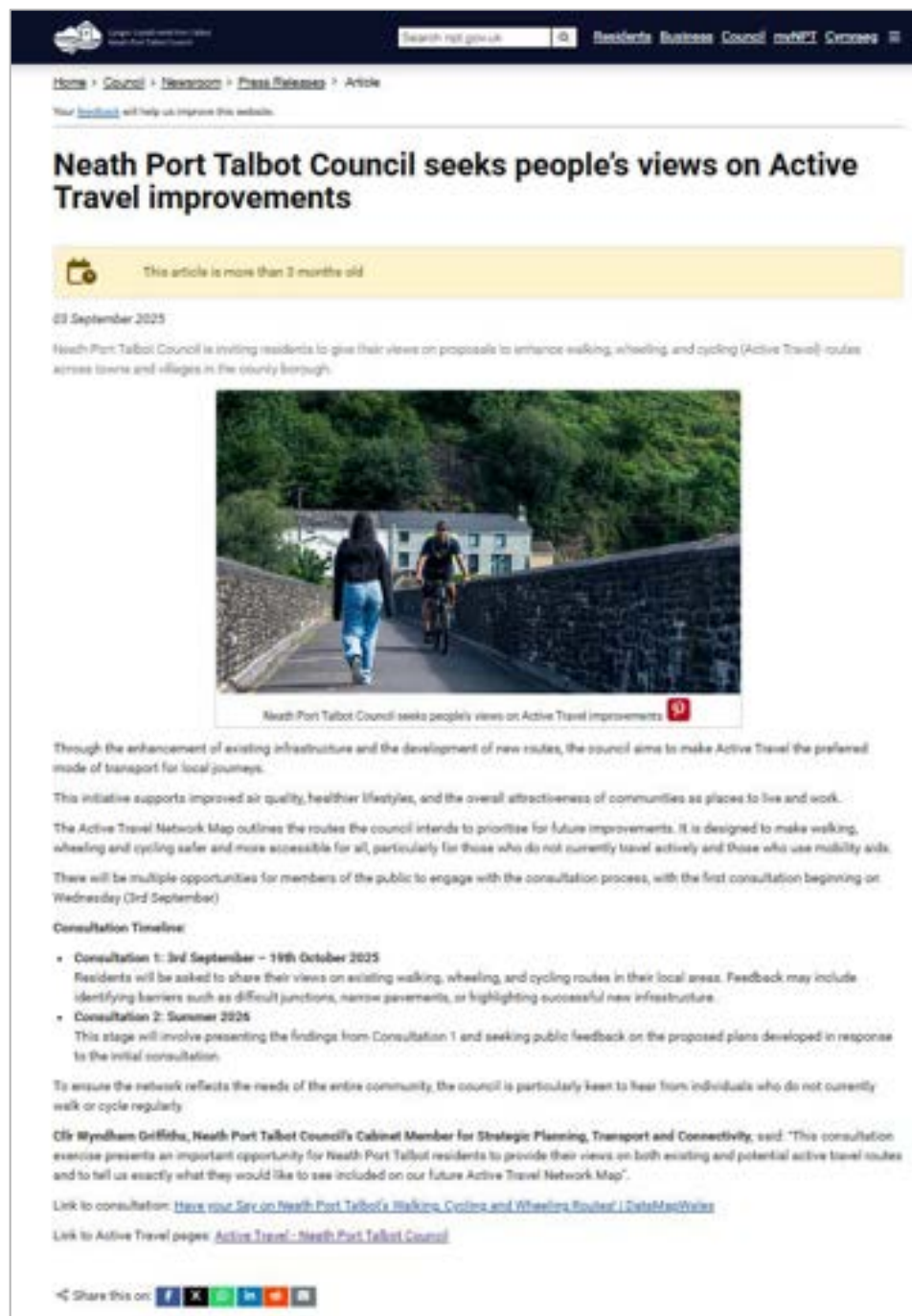
### Website and Newsletter

2.4.1 The DataMapWales survey and information about drop-in events, as well as background information about the information were publicised on the [Neath Port Talbot Council Website](#).

2.4.2 A [press release](#) was also published in the News section of the Neath Port Talbot Council website.

2.4.3 A screenshot of the press release is shown in Figure 3.

Figure 3: Press Release



## Posters

- 2.4.4 Posters were printed and placed at key location around Neath Port Talbot and key transport hubs including bus stations and multi-storey car parks.
- 2.4.5 The poster is shown in Figure 4.

Figure 4: Promotional Poster



## Social Media

- 2.4.6 Social media posts were scheduled throughout the engagement period to promote the public survey and encourage residents to provide feedback.
- 2.4.7 Posts were shared on a range of social media platforms including Facebook, Instagram, X, and LinkedIn.
- 2.4.8 A reel was also produced which was shared across social media platforms.
- 2.4.9 A sample of the social media posts are shown in Figure 5, and a screenshot of the reel is shown in Figure 6.



Figure 5: Social Media Posts

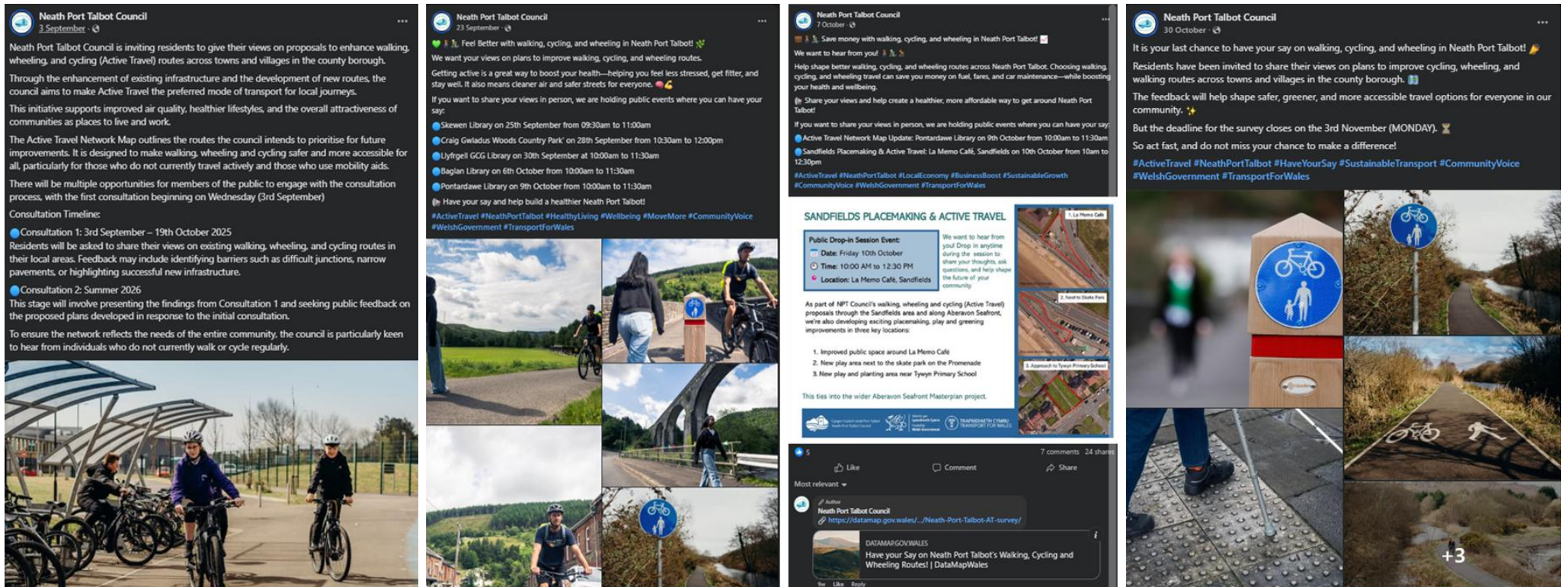


Figure 6: Social Media Reel



## Media Wales Campaign

2.4.10 The public engagement was also promoted through Media Wales which utilises print and digital platforms to connect campaigns to the target audience.

2.4.11 Media Wales promoted the campaign across three key formats:

- 'InYourArea' advertisement and daily newsletter.
- Digital display across news sites.
- Printed advertisement in local newspaper.

2.4.12 The impact of the Media Wales campaign is shown in Table 3.

Table 3: Media Wales Campaign Results

| Campaign Format                 | Impact  |
|---------------------------------|---|
| InYourArea Advert – English     | <b>5,829</b> Times people saw the advert, <b>67</b> Clicks              |
| InYourArea Advert - Welsh       | <b>5,740</b> Times people saw the advert, <b>20</b> Clicks              |
| InYourArea Newsletter - English | <b>7,988</b> Newsletter Sends, <b>64</b> Clicks                         |
| InYourArea Newsletter - Welsh   | <b>7,988</b> Newsletter Sends, <b>68</b> Clicks                         |
| Digital Display                 | <b>199,998</b> Impressions, <b>358</b> Clicks (184 English + 174 Welsh) |
| Print Campaign                  | <b>18,779</b> Readership  |

2.4.13 The full results of the Media Wales Campaign can be seen in [Appendix A](#).

## 3 ENGAGEMENT FEEDBACK

### 3.1 Overview

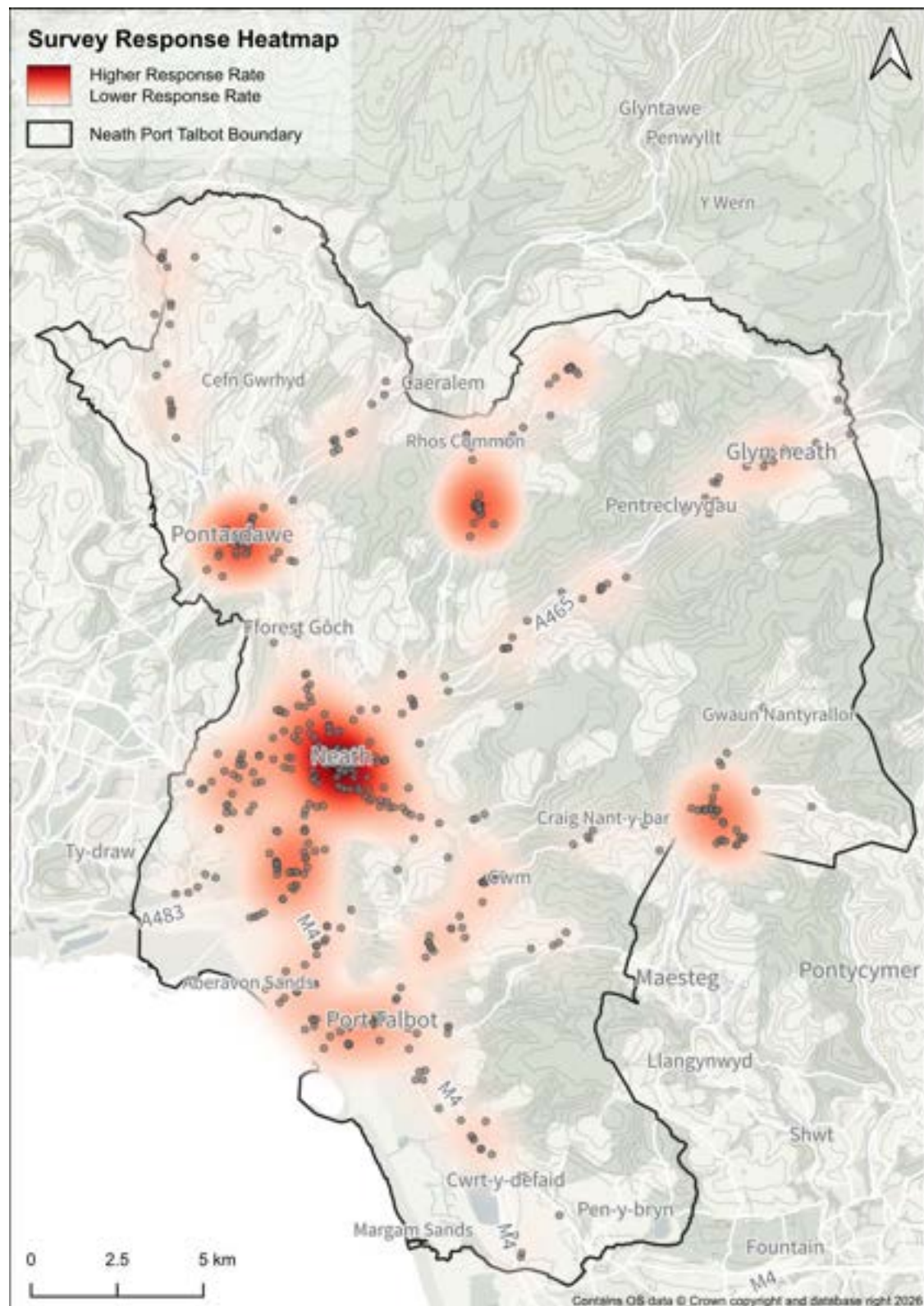
- 3.1.1 This chapter summarises the feedback gathered from members of the public and key stakeholders during the engagement exercise.

### 3.2 Engagement Response

- 3.2.1 A total of **579** responses were received, comprising submissions via the DataMapWales platform, feedback from public drop-in sessions, and input from stakeholder workshops and email correspondence.
- 3.2.2 All responses were consolidated into a single Excel database to enable identification and analysis of key response themes. The full database can be viewed in [Appendix B](#).
- 3.2.3 Responses were received from across the entire County Borough, with higher concentrations observed in more densely populated area. This distribution is illustrated in the heatmap in Figure 7.



Figure 7: Heatmap of Survey Responses





## 3.3 Analysis of Responses

- 3.3.1 All responses contained within the database were reviewed to ensure a thorough understanding of the feedback received. Recurring patterns and significant points of interest were identified to understand overarching key themes across the response data.
- 3.3.2 Each key theme was then examined in greater detail and broken down into sub-themes, allowing for a more detailed interpretation of the data. This approach provided deeper insights into the perspectives and priorities expressed through public and stakeholder engagement, ensuring that the analysis captured both broad trends and specific issues.
- 3.3.3 The resulting key themes and their corresponding sub-themes are summarised in Table 4

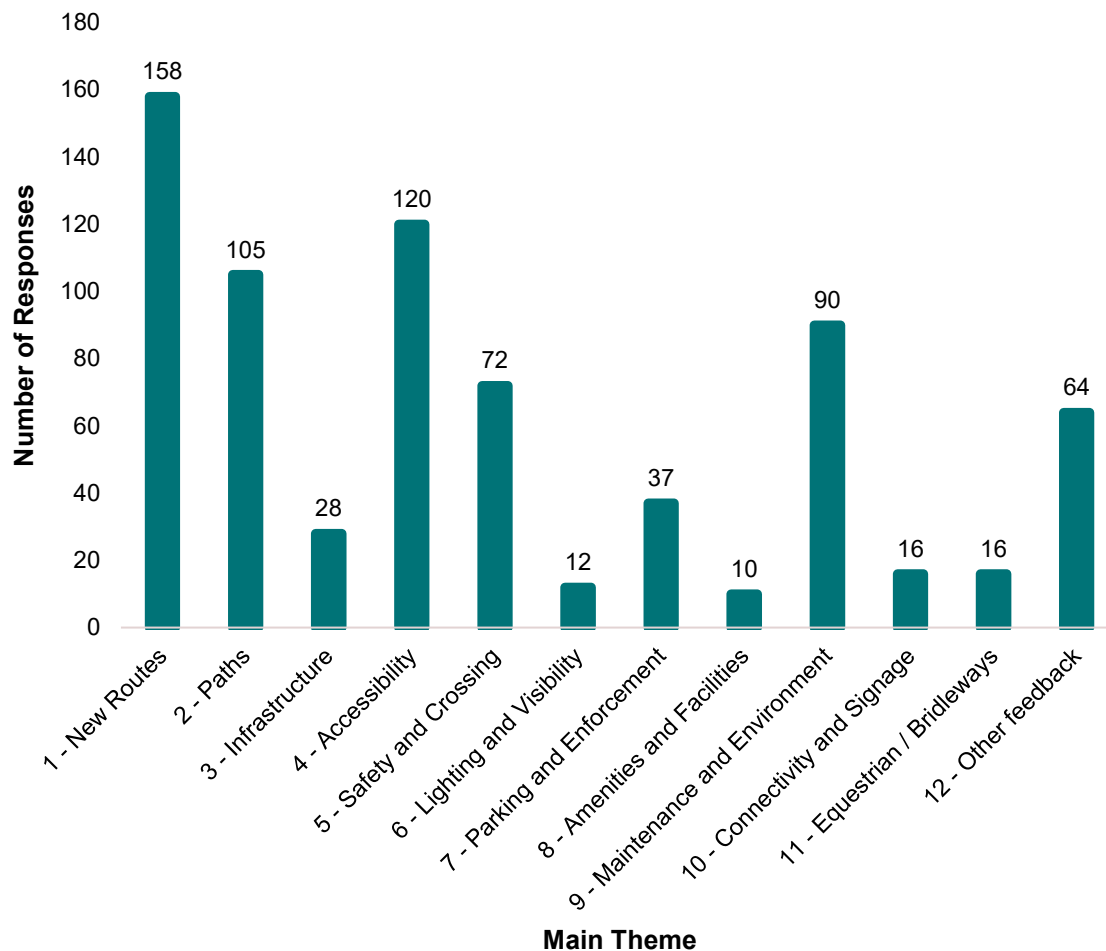
Table 4: Key Response Themes

| Theme | Theme Name                     | Description  | Sub-theme                                    |
|-------|--------------------------------|--|--|
| 1     | <b>New Routes</b>              | Establish new walking and cycling routes   | New / amended ATNM route suggestion          |
|       |                                |  | Deliver future route on ATNM                 |
| 2     | <b>Paths</b>                   | Widen, resurface and improve footways and shared-use facilities.   | Future route improvements                    |
|       |                                |  | Existing route improvements                  |
| 3     | <b>Infrastructure</b>          | Improve infrastructure along active travel routes and integration with public transport infrastructure.      | Bridge / structural                          |
|       |                                |  | Subway / underpass                           |
|       |                                |  | Drainage issues                              |
|       |                                |  | Bus stop / rail station                      |
| 4     | <b>Accessibility</b>           | Add drop kerbs / tactiles, remove barriers and ensure step-free gradients.                                   | Missing or damaged dropped kerbs or tactiles |
|       |                                |  | Barriers, physical obstructions, and evasion |
|       |                                |  | Gradients / steps                            |
| 5     | <b>Safety and Crossing</b>     | Install and improve crossing facilities and improve measures to manage speeding vehicles.                    | New or improved crossings                    |
|       |                                |  | Traffic calming and speed management         |
| 6     | <b>Lighting and Visibility</b> | Improve lighting along routes.   | Lighting                                     |
| 7     | <b>Parking and Enforcement</b> | Prevent pavement parking, use of bollards and double yellow lines. Regulation needed around illegal E-bikes. | Pavement parking                             |
|       |                                |  | Bollards                                     |
|       |                                |  | Traffic orders                               |
|       |                                |  | E-bike regulations                           |
| 8     |                                |  | Cycle storage                                |

| Theme | Theme Name                         | Description   | Sub-theme                                       |
|-------|------------------------------------|---|---|
|       | <b>Amenities and Facilities</b>    | Provide related facilities such as cycle storage and seating along routes.  | Seating   |
| 9     | <b>Maintenance and Environment</b> | Clear overgrown areas particularly along the Neath Canal. Manage refuse issues, littering, dog mess and anti-social behaviour.                        | Neath Canal                                     |
|       |                                    |   | Maintenance, environment, anti-social behaviour |
|       |                                    |   | Refuse  |
| 10    | <b>Connectivity and Signage</b>    | Wayfinding and route information.   | Signage and wayfinding                          |
| 11    | <b>Equestrian and Bridleways</b>   | Improve safety and routes for horse riders.   | Equestrian / bridleways                         |
| 12    | <b>Other Feedback</b>              | All other feedback including positive feedback on the network, suggestions for blue badge parking, and accessibility issues with the survey platform. | Positive feedback                               |
|       |                                    |   | DMW Accessibility feedback                      |
|       |                                    |   | Disabled Parking                                |
|       |                                    |   | All other feedback                              |

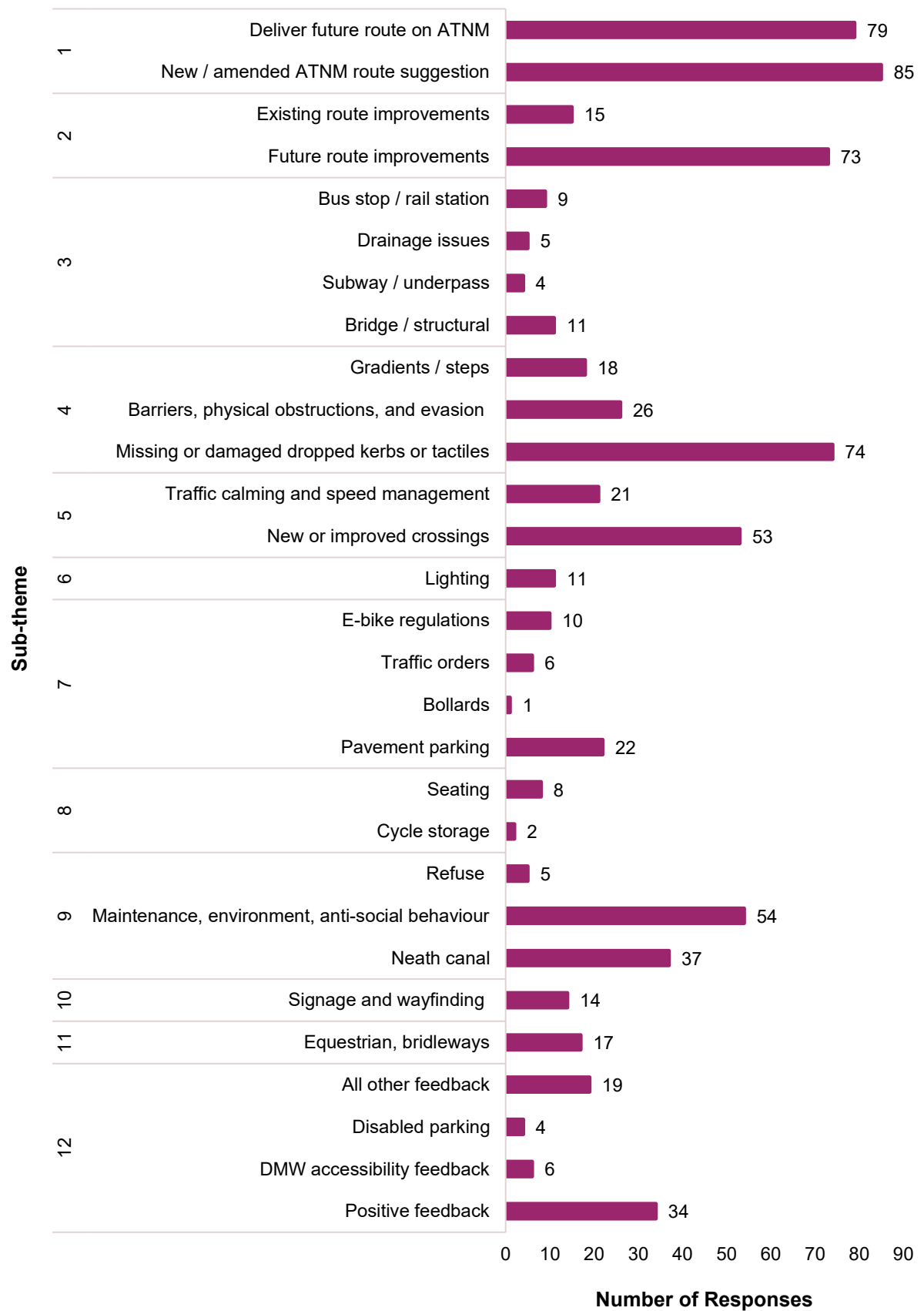
- 3.3.4 Each response was coded accordingly to its corresponding theme and sub-theme. In cases where a single response addressed multiple topics, all relevant themes and sub-themes were applied to ensure comprehensive categorisation.
- 3.3.5 The coding process enabled aggregation of data and facilitated the calculation of the total number of responses associated with each theme and sub-theme, providing a clear picture and distribution of feedback.
- 3.3.6 A summary of the total number of response by key theme is shown in Figure 8, and offers a visual representation of the main areas of interest and concern identified through the engagement process.

Figure 8: Engagement Response by Main Theme



- 3.3.7 The figure shows that most frequently occurring theme in the engagement responses was **New Routes**. This theme comprises suggestions for entirely new ATNM routes as well as requests for the delivery of new active travel routes along alignments already identified on the ATNM as future routes. These responses highlight public and stakeholder interest in expanding and accelerating the development of the active travel network.
- 3.3.8 The second most common theme was **Accessibility**, which reflects concerns about barriers that limit ease of movement for all users. Responses within this theme included issues such as the absence of dropped kerbs and tactile paving along footways, physical access barriers, and challenges posed by steep gradients and steps. These findings highlight the need for inclusive design to ensure routes are usable by people of all abilities.
- 3.3.9 Following this, the theme of **Maintenance and Environment** also emerged as a significant area of feedback. Responses typically emphasized the importance of maintaining existing routes to ensure safety and usability. This theme highlights the role of ongoing maintenance in sustaining the quality and attractiveness of active travel infrastructure.
- 3.3.10 A summary of the total number of response by sub-theme is shown in Figure 9, providing a further breakdown of issues and recommendations raised as part of the engagement response.

Figure 9: Engagement Response by Sub-theme



- 3.3.11 The figure shows that the most frequently occurring sub-theme in the engagement response was **New / amended ATNM route suggestion**, followed by **Future route improvements** and **Missing or damaged dropped kerbs and tactiles**. This emphasises the desire to expand the active travel network as well as seeing improved quality of footways and cycle routes with better surfaces, improved widths and greater accessibility.

## 3.4 Feedback Responses

- 3.4.1 The responses to individual comments can be viewed in the engagement response database in [Appendix B](#). Where relevant, certain comments related to broader issues around maintenance, highways, parking etc. were referred to the relevant council department to review and action.
- 3.4.2 Details of the amendments made to the ATNM following the stakeholder and public engagement can be seen in [Chapter 4](#).

## 3.5 Feedback from Think Family Partnership Digital Engagement

- 3.5.1 The Participation & Engagement Officer from the Think Family Partnership (NPTC) provided children's views on active travel routes, gathered from five short video responses involving 16 pupils from the Port Talbot area. Key points raised include:
- **Awel y Môr Primary Area:** Pupils reported that pavements along Ffordd Ysgol and Cove Road are too narrow, particularly during school drop-off and pick-up times when cars park on pavements, creating safety risks. They also highlighted poor drainage on nearby paths, leading to puddles that force pedestrians closer to the road.
  - **General Sandfields Area:** Children generally feel safe moving around the Sandfields area due to good lighting and often being accompanied by parents. However, some noted that cyclists can pass too close to pedestrians.
  - **Aberavon Beach Promenade:** Some pupils said they feel nervous walking along the promenade because cyclists occasionally pass very close to people on foot.
  - **Path Behind Aberavon Green Stars Rugby Club:** Pupils described this route as overgrown with nettles and bushes, making it difficult to use. They also raised concerns about older youths engaging in anti-social behaviour in the area, including pushing younger children into vegetation. The adjacent river was also mentioned as a safety concern due to the risk of being pushed in.
- 3.5.2 Much of this feedback relates to the ongoing Sandfields Active Travel Masterplan project and will be logged to help inform future scheme development.

## 4 AMENDMENTS TO THE ATNM

### 4.1 Overview

- 4.1.1 This chapter sets out the proposed amendments to the ATNM following the engagement exercise. A range of changes have been identified to better serve community priorities as well as enhance to connectivity and accessibility of the active travel network.

### 4.2 Proposed Routes Amendments

- 4.2.1 Each change was subject to an assessment of feasibility and strategic importance prior to being proposed. The types of changes that have been proposed include the addition of new routes, and modifications / extensions to routes.
- 4.2.2 The location of the proposed route amendments can be viewed on the maps in [Appendix C](#).
- 4.2.3 The total length of new and amended routes is outline in Table 5.

Table 5: Total Length of New or Amended Routes

| ATNM Update         | Length (km)  |
|---------------------|--------------|
| New ATNM Routes     | 17.80        |
| Amended ATNM Routes | 21.40        |
| <b>Total</b>        | <b>39.20</b> |

- 4.2.4 The full list of proposed route amendments is shown in Table 6.

Table 6: Proposed ATNM Route Amendments

| Proposed Amendment   | Rationale   | Map Reference                       |
|--|---|-------------------------------------|
| Future Route FR-GCG-C001 moved from its current on-road alignment to the old railway path. Modify FR-GCG-SU003 to end at Park Howard Road at its southern end to connect with the new FR-GCG-C001 alignment. | There is currently no footway or cycle provision along the A474 between Pontardawe and Gwaun-Cae-Gurwen. Moving the proposed alignment onto the old railway path would allow for the development of a flat and traffic-free option between the two settlements. | Map 1, FR-GCG-C001 and FR-GCG-SU003 |
| New Future Route from Tairgwaith to Cwmllynfell via the reservoir.   | To improve connectivity between Gwaun-Cae-Gurwen, Tairgwaith and Cwmllynfell as well as providing an accessible route to a key new visitor destination.   | Map 1, FR-GCG-SU005                 |
| Update Future Route FR-PON-W017 from 'walking' to 'walking   | To provide a direct active travel link between the settlements of Godre'r   | Map 1, FR-PON-W017                  |

| Proposed Amendment  | Rationale  | Map Reference        |
|---|--|----------------------|
| and cycling' and extend along A4067 to link to Existing Route NPT-PON-SU00100 in Ystalyfera.  | Graig and Ystalyfera and improve connectivity to Existing Routes.  |                      |
| Extend FR-PON-W017 along Public Right of Way (18/194.Lgk/1) to Graig Road.  | To improve walking directness and connectivity in the settlement of Godre'r Graig.   | Map 1, FR-PON-W017   |
| Add a new future cycling route along B4599 (Heol Ynysydarren).  | To ensure the NCN 43 through Ystalyfera passes Active Travel Standards and provides good quality connections from Neath Port Talbot into Powys.                                | Map 1, FR-PON-C0010  |
| New Future Route added along Swansea Canal towpath between NPT-PON-P0050 and FR-PON-SU030.  | To create continuity along the Canal from NPT-PON-P0050 and offer a traffic-free option through the Swansea Valley.  | Map 1, FR-PON-SU032  |
| Future Route FR-PON-15 extended via Ynysderw Road to link up with FR-PON-SU018.   | To improve connectivity and directness between Cwmtawe Comprehensive School and the A474 roundabout, improving access to eastern and southern areas of Pontardawe and NCN 43.  | Map 2, FR-PON-SU015  |
| Extend FR-PON-SU002 to link to the back entrance of the library.  | To ensure the ATNM connects all the way up to the entrance of a key destination, ensuring this journey is accessible to all users.   | Map 2, FR-PON-SU002  |
| New Future Route added up to Glan-Rhyd Road from the A474 and Swansea Road in Pontardawe.   | There is currently no pedestrian access permitted along the A474 – an active travel link along this alignment would improve connectivity between retail and residential areas. | Map 2, FR-PON-SU033  |
| New Future Route between the new housing estates in Rhos.   | To improve pedestrian connectivity in new housing estates.   | Map 2, FR-PON-SU034  |
| New Future Route along Dyffryn Road and Farmers Road.   | To serve the candidate site at 'Land at Dyffryn Road, Bryncoch'.   | Map 2, FR-BRYN-SU009 |
| Extend FR-PON-SU020 along Gwyn Street and Ynys-y-Mond Road.   | To serve the candidate sites at 'Land South East of Ynys-y-Mond, Alltwn' and 'Land at Alltwn'  | Map 2, FR-PON-SU020  |
| New Future Route added along lane between Pale Road and railway bridge in Skewen, as well as link along Cardonnel Road to connect to FR-SKW-W006. | To reduce severance caused by the railway and improve connectivity between Skewen and Neath Abbey.   | Map 3, FR-SKW-SU023  |

| Proposed Amendment   | Rationale  | Map Reference       |
|--|--|---------------------|
| New Future Route added along Longford Road between FR-NAB-SU009 and FR-NAB-W005.   | To improve connectivity by adding in a future route along a missing link where there is currently no footway alongside the road. This will allow people in Neath Abbey to access the footpath / bridleway between Skewen and Waunceirch. | Map 3, FR-NAB-SU017 |
| New Future Route added through Skewen Park.  | To improve traffic-free connectivity in Skewen by enhancing existing infrastructure.   | Map 3, FR-SKW-SU024 |
| New Future Route along Bryn Catwg from Main Road (A4230).  | To ensure there is an accessible walking, wheeling and cycling route to Cadoxton Community Park.   | Map 4, FR-CIL-SU004 |
| New future route between New Road in Cilfrew over the bridge to connect to Cefn-yr-Allt in Aberdulais.                   | Cilfrew an Aberdulais are currently severed by the railways line and the River Dulais – a route along the bridge would improve directness between the two areas.   | Map 4, FR-CIL-SU005 |
| New Future Route added along Lady Charlotte Lane between Existing Route NPT-PT-SU121 and Future Route FR-PT-W0010.       | To improve walking and cycling provision along NCN 4 in Taibach. Improve accessibility to key trip attractors including Taibach Community Centre, Taibach Community Education Centre, and Mount Surgery.                                 | Map 6, FR-PT-SU118  |
| New Future Route added along path between Wood Street and Elba Avenue.   | To improve existing traffic-free options through residential areas of Margam.  | Map 6, FR-PT-SU119  |
| Extend FR-CYM-SU00 to cross A4107 and follow traffic-free path to link to NCN 887.                                       | To improve accessibility of the NCN from Duffryn and residential areas and nearby settlements in Bridgend.   | Map 7, FR-CYM-SU003 |
| New Future Route added along track on western side of River Afan between Gwaun Afan housing estate and B4286 Salem Road. | To provide direct, off-road provision in and out of the northern end of Cwmavon and improve connectivity with the NCN 887.   | Map 8, FR-CWM-SU008 |
| New Future Route along Pen-Y-Cae Road.   | To improve the accessibility of the Pen-Y-Cae / Tan-Y-Groes Street Roundabout and improve connectivity in east Port Talbot.  | Map 8, FR-PT-SU120  |
| New Future Route along Heol Herbert.   | To provide a quiet alternative to the B4434 into Resolven.   | Map 9, FR-RES-SU009 |



| Proposed Amendment  | Rationale  | Map Reference         |
|---|--|-----------------------|
| Extend FR-RES-SU006 along the B4434 to Melincourt.  | To serve the candidate sites 'Brynfelin, Melincourt' and 'Coves Field, Melincourt'   | Map 9, FR-RES-SU006   |
| Extend FR-SEV-SU001 along the A4109 to Roman Road.  | To serve the candidate site 'Land at former Onllwyn Washery Distribution Centre' and 'Land south of Onllwyn'.  | Map 10, FR-SEV-SU001  |
| New Future Route added along Heol Heddwach and along Tan-Y-Rhiw between Heol Heddwach and FR-SEV-W002 in Seven Sisters. | To improve walking and cycling provision between residential area, Blaendulais Primary School / YGG Blaendulais, and sports / play facilities in Seven Sisters.                    | Map 11, FR-SEV-SU003  |
| New Future Route from the B4242 to Glynneath Library.   | To ensure key community facilities are accessible to everyone.   | Map 11, FR-GLYN-SU006 |
| New future route across the old bridge linking Cwmgwrach to Neath Canal.  | Neath Canal and Cwmgwrach are severed by the A465 and the River Neath with limited access options. An accessible link would improve accessibility to the traffic-free canal route. | Map 11, FR-RES-SU010  |

# **Appendix A**

## **Media Wales Campaign Results**

# Active Travel 2025

Post Campaign Analysis  
September/ October 2025



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# Agenda

## Summary

- Campaign Overview & Summary

## What we learned

- Content Marketing
- IYA
- Display

## Recommendations

- Key Findings & Recommendations



# your solutions.

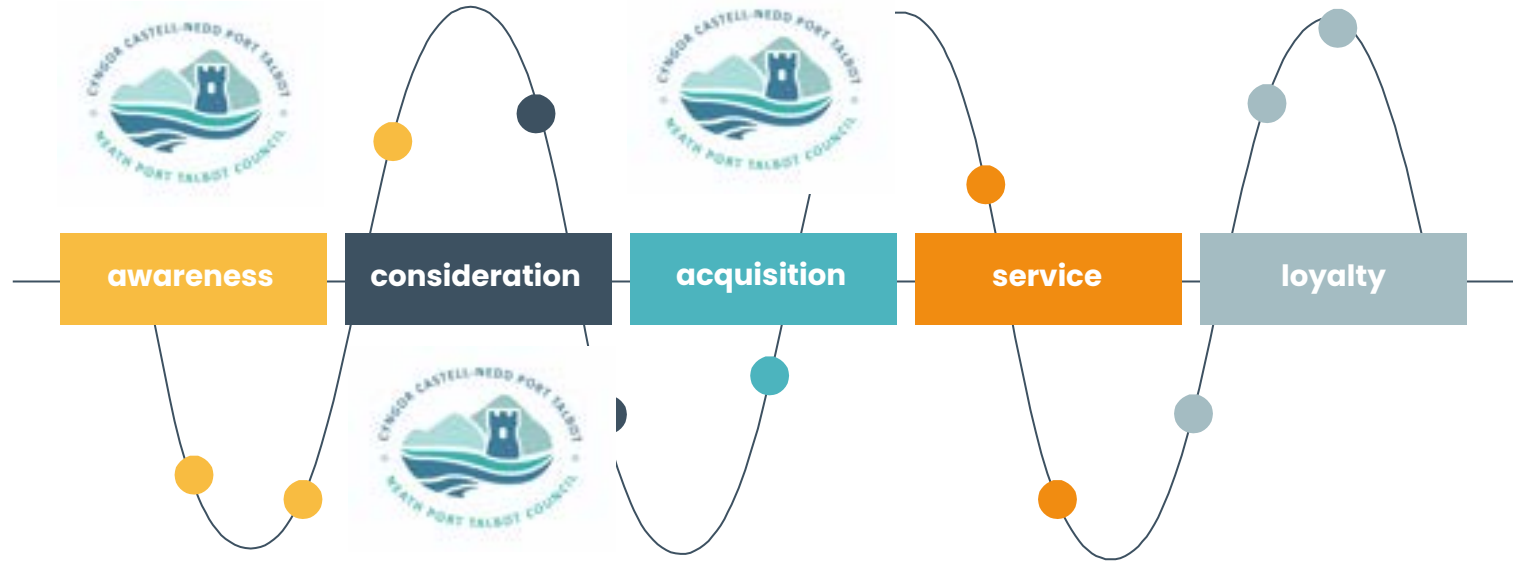
marketing solutions  
that place your  
business **directly in  
front** of prospective  
customers.

Making your marketing work  
harder to deliver results that  
make a difference.



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# The **Customer Journey**



# Total Campaign Impact

## Summary

The campaign utilised a mix of print, InYourArea and display to maximise reach and engagement. This comprehensive approach not only increased awareness but also engaged potential customers effectively across multiple touchpoints.

## Impressions

This extensive reach helped elevate your brand awareness and ensured that your message about the benefits of Active Travel were widely seen in the Neath Port Talbot area you wanted to be seen in.

## Clicks

Each click represents a potential customer interested in learning more about the scheme.

## Click throughs

The campaign demonstrated effective engagement strategies that resonated well with the target audience.

$$\text{Clicks} \div \text{Impressions} \times 100 = \text{CTR \%}$$

# 211,567

Campaign Impressions

# 577

Campaign Clicks

# 0.273 %

Campaign CTR

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# InYourArea

**Campaign Analysis**

Reach  
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# InYourArea – GeoFlex Welsh

Your campaign was placed across key geographic areas ensuring maximum exposure to potential customers.

The key metric we measure is:

**Times People Saw Ad:** This reflects the frequency with which the community encountered your business, underscoring the brand's visibility within the area.

In essence, InYourArea helps you establish your presence and stay top-of-mind for residents. It's not just about doing business; it's about being part of the community.



**InYourArea.**

**5,740**

Times people saw the ad.

**20**

Clicks.

**0.35%**

CTR.

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## InYourArea – GeoFlex English

Your campaign was placed across key geographic areas ensuring maximum exposure to potential customers.

The key metric we measure is:

**Times People Saw Ad:** This reflects the frequency with which the community encountered your business, underscoring the brand's visibility within the area.

In essence, InYourArea helps you establish your presence and stay top-of-mind for residents. It's not just about doing business; it's about being part of the community.



NEATH & PORT TALBOT COUNCIL

### Have Your Say On Walking And Cycling In Neath Port Talbot

We want to hear your thoughts on the proposed network. Let us know if we've got it right, and if not, what improvements you'd like to see!

[Find Out More >](#)

**InYourArea.**

---

**5,829**

Times people saw the ad.

**67**

Clicks.

**1.15%**

CTR.

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# InYourArea – Daily Newsletter English

Your business brand was strategically placed on our InYourArea daily newsletter that is delivered straight to the local community's inbox.

The key metric we measure is:

**Newsletter Sends:** This estimated number is the based on the average daily newsletter sends across the time period. This represents the potential number of opportunities for your brand to be seen.

It's about ensuring that a business's name and services are always at the forefront of the minds of local residents on a daily basis.



**InYourArea.**

---

**7,988**

Newsletter Sends.

**64**

Clicks.

**Reach**  
*Where people live*

# InYourArea – Daily Newsletter Welsh

Your business brand was strategically placed on our InYourArea daily newsletter that is delivered straight to the local community's inbox.

The key metric we measure is:

**Newsletter Sends:** This estimated number is based on the average daily newsletter sends across the time period. This represents the potential number of opportunities for your brand to be seen.

It's about ensuring that a business's name and services are always at the forefront of the minds of local residents on a daily basis.



**InYourArea.**

---

**7,988**

Newsletter Sends.

**68**

Clicks.

**Reach**  
*Where people live*



# Digital Display

Campaign Analysis

Reach  
*Where people live*

# Performance Digital Display – Multi Format

The Digital Display campaign utilised our network of news sites.

The primary objective was to maximise visibility and awareness for your business, ensuring your brand is front and centre with a highly relevant audience.

The key metrics we measure are:

**Impressions:** This represents your opportunities to be seen; showcasing your brand to our audience across our network. This exposure builds brand recognition and keeps your business top-of-mind for potential customers.

**Total Time in View:** The ads captured viewers' attention effectively, resulting in a substantial total time in view. This metric highlights the engaging nature of your ads and their ability to hold interest, allowing your message to resonate with viewers.

**In-View Rate:** With an excellent in-view rate, your ads were prominently displayed on users' screens, ensuring they were seen rather than just passed by. This high visibility is crucial for creating a lasting impact and enhancing brand recall.

**ENGLISH CLICKS 184 WELSH CLICKS 174**



Digital Display.

199,998

Impressions.

1,183

Hours in View.

83%

In-View Rate.

358

Clicks.

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*Where people live*



# Print

**Campaign Analysis**

Reach  
*Where people live*

# Print Campaign

Newspapers have a strong local presence, making them an effective channel for reaching a geographically targeted audience.

This approach ensured that we were able to reach a broader audience utilising an offline medium for those dedicated readers that still like to read a tangible version of our content.

The key metric we measure is:

- **Readership** This metric represents the total number of opportunities to be seen; achieved by the average numbers of readers per copy of the newspaper.

Print.

18,779

readership.



Reach  
Where people live





# Recommendations

**Reach**  
*Where people live*

# What worked well

## LEARNING

- Generated Awareness
- Utilising Mantis to support engagement
- Strong creative image
- Delivering across our network to reach at scale

# How we can refine

## LEARNING

- Leverage existing momentum to ensure sustained visibility
- Refine audience targeting to the segments that performed best
- Keep creative updated to engage audience within the best performing segment
- Optimise towards higher performing locations

## Appendix B

### Engagement Response Database

| Comment Summary  | Response  |
|--|---|
| Good paths by Pen Y Bryn (A4063) in Croeserw ( <i>assuming this is referring to the NCN 885 behind Pen Y Bryn</i> ). | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Good footpaths and dropped kerbs by Croeserw Community Centre (Bryn Siriol).   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Good paths around Croeserw Primary School.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The cycle path from Cymmer to Croeserw (NCN 885) has a good surface but is overgrown.                                | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Traffic speeding is an issue on Pen y Mynydd in Croeserw.  | Thank you for your comment. Traffic speeding on Pen y Mynydd in Croeserw is noted. This issue falls outside the scope of the ATNM project and will be passed to the relevant department for consideration.  |
| Traffic speeding is an issue on Pen y Mynydd in Croeserw.  | Thank you for your comment. Traffic speeding on Pen y Mynydd in Croeserw is noted. This issue falls outside the scope of the ATNM project and will be passed to the relevant department for consideration.  |
| The path to the rear of Croeserw is good.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| NCN 887 to Afan Forest Park is good for cycling.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The path from the Bowling Green in Croeserw is good (NCN 885).   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The paths in Port Talbot are good overall.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Dropped kerbs are missing by the shops on Menai Avenue in Croeserw to access NCN 885.                                | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in |

| Comment Summary     | Response  |
|---------------------|---|
|                     | the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.   |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above. | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |

| Comment Summary   | Response  |
|---|---|
| Duplicate of above.   | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Duplicate of above.   | Thank you for your comment. We note that dropped kerbs are missing by the shops on Menai Avenue in Croeserw, which affects access to NCN 885. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Access barriers stop people with double buggies accessing the paths to the west of Croeserw Primary School. | Thank you for your comment. We note your concern regarding access barriers on paths to the west of Croeserw Primary School, which can affect users with double buggies. This feedback will be passed to the relevant team for consideration as part of future accessibility improvements.   |
| Dropped kerbs are missing on the island on Queen's Road in Croeserw.  | Thank you for your comment. We note that dropped kerbs are missing on the island on Queen's Road in Croeserw. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.                                 |
| The paths around the Glyncorrwg Primary School are good.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The A4063 between Croeserw and Cymmer is steep and hard to access.  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Heol Y Glyn is steep and hard for cycling.  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Maesteg Road / Avon Street is steep and windy which makes it difficult to cycle up.                         | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |

| Comment Summary  | Response   |
|--|--|
| The A4107 between Cymmer and Blaengwnfi is narrow and fast and needs a cycle path.   | Thank you for your comment. We note your concern about the A4107 between Cymmer and Blaengwnfi. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map. There is an off-road shared walk/cycle route that runs parallel to the A4107.   |
| Many of the roads around Neath Abbey are congested and too narrow for cycle tracks. Improved drainage would be needed to make routes viable for all seasons. | Thank you for your comment. We recognise that many roads around Neath Abbey are constrained and experience congestion, which can limit the scope for dedicated cycle tracks. As part of the route-by-route design process, we will assess options such as quiet-street links, traffic-calming, filtered permeability, and targeted widening at pinch points where feasible, alongside improved drainage and surface resilience to ensure year-round usability. |
| Concerned around the FR-NEA-SU082 route and potential anti-social behaviour and drug distribution between Melin and Neath Abbey.                             |  |
| Suggests upgrading the canal path.   |  |
| Does not believe there should be any route changes.  | Thank you for your comment regarding the ongoing construction of the Neath to Cimla Active Travel route.   |
| The canal path by Briton Ferry is overgrown and requires maintenance.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| A signalised crossing is needed over the cycle route that crosses the M4 slip-road on the Llandarcy Interchange.   | Thank you for confirming. As this is a trunk road, ownership and all active travel improvements will need to be developed by them.   |
| Bridleway 9 by Seven Sisters is regularly used by motorcycles.   | Thank you for your comment. This issue regarding Bridleway 9 near Seven Sisters being regularly used by motorcycles is noted but is not relevant to the current Active Travel Network Map (ATNM) project. This comment will be passed onto the relevant department.  |
| The traffic islands on Pen Y Wern Road has increased the risk of collision for cyclists.   | Thank you for raising these serious safety concerns. We acknowledge the issues highlighted regarding the installation of traffic islands and their non-compliance with Active Travel design guidelines. Your feedback, including the reported injury and associated risks, will be passed on immediately to the relevant department for urgent review and action.  |
| All routes require maintenance and repairs.  | Acknowledged. All routes will require ongoing maintenance and repairs to ensure safety, usability, and compliance with active travel standards. However, these works must be planned within the constraints of available maintenance budgets.  |

| Comment Summary  | Response   |
|--|--|
| The M4 underpass between Pen Y Cae Road and Bridge Street is in a poor state.  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| There is no footpath or cycle track on Longford Road which connects FR-NAB-SU009 and FR-NAB-W005.  | Thank you for your comment. We will add this missing link to our Active Travel Network Map.  |
| Neath canal needs maintenance improvements between Briton Ferry and Tonna Basin.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| A474 between Neath and Briton Ferry is not suitable for a cycle lane or footway widening. Respondent has been hit by a cyclist on the footway.   | Thank you for your feedback. We acknowledge that the A474 between Neath and Briton Ferry is not suitable for a cycle lane or footway widening, and we note the safety concern raised regarding conflicts between cyclists and pedestrians. This issue is potentially being looked at as part of the ongoing Neath Town Centre Active Travel Masterplan project, which aims to improve connectivity and safety for all users. |
| The canal path is overgrown which narrows the footway.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| Crossing needed on New Road (A474) where the footway ends on one side of the road.<br>No footway on Bryn Llewelyn between 35 Bryn Llewelyn and Pen Yr Alltwn in Pontardawe.  | Thank you for your feedback. The need for a crossing on New Road (A474) where the footway ends, and the absence of a footway on Bryn Llewelyn between 35 Bryn Llewelyn and Pen Yr Alltwn in Pontardawe, will be explored as part of the Pontardawe Active Travel Masterplan project planned for the next financial year.   |
| Pavement parking between Gwaun-Cae-Gurwen and Cwmgors makes it difficult to travel to amenities via mobility scooter. Would like to have an accessible cycle path to connect Cwmgors with Pontardawe and Ammanford.                  | Thank you for your comment - problematic pavement parking can be referred to the police. We will review this concern with the relevant Council department to review pavement parking enforcement and explore options for improving accessibility. We will also consider your suggestion for a cycle path connection between Cwmgors, Pontardawe, and Ammanford as part of future active travel planning.                     |
| The A474 Craig Road in Pontardawe is used by children to cycle to school but there is not cycle provision. It is unpleasant to mix with the fast moving traffic - could the footway be widened to connect Pontardawe with Gellinudd. | Thank you for your feedback. The lack of cycle provision on A474 Craig Road and the suggestion to widen the footway to link Pontardawe with Gellinudd will be considered as part of the Pontardawe Active Travel Masterplan feasibility study planned for next financial year.   |



| Comment Summary  | Response  |
|--|---|
| There is a car parked on the pavement which forces disabled people and people with prams to go onto the footway.   | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.   |
| Neath canal needs maintenance improvements between Briton Ferry and Neath.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.  |
| The traffic islands on Pen Y Wern Road doesn't allow vehicles to overtake cyclists going uphill. Suggested creating a cycle lane.  | <p>Thank you for your comment. We will review the traffic islands on Penywn Road. In regard to creating a cycle lane along the route, as FR-NAB-SU015 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Horse riders are fearful to ride on the roads due to speed and close passing from vehicles and e-bikes. Bridleways need to be better maintained.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.  |
| Duplicate of above.  | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.  |
| The canal path from Neath to Tonna is overgrown and narrow which makes it difficult for walkers and cyclists to share the space. There is also poor visibility accessing and exiting the canal path on the B4434 by Calor Gas. | Thank you for your feedback. The canal path network, including the section from Neath to Tonna, is not under council ownership and therefore cannot currently be maintained by the council. We have received various comments on this matter and will also pass these concerns to the relevant council department for awareness and discussion with landowners and stakeholders.  |
| There are no cycling or walking routes to connect Gwaun-Cae-Gurwen to Pontardawe.  | Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for   |



| Comment Summary  | Response   |
|--|--|
|  | <p>the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>  |
| <p>NCN43 at the southwest corner of Pontardawe is dangerous and needs a re-design and dropped kerbs.</p>                                 | <p>Thank you for your feedback. The safety concerns regarding NCN43 at the southwest corner of Pontardawe, including the need for a redesign and dropped kerbs, will be included as part of the Pontardawe Active Travel Masterplan feasibility study planned for next financial year.</p>   |
| <p>There is an ongoing issue of cyclists on the pavement on Victoria Road in Sandfields. They should be diverted onto a cycle route.</p> | <p>Thank you for your comment. Since the last ATNM update, Victoria Road passed an audit for walking, so it will be added to the Existing Walking Routes list as part of this ATNM update, subject to Welsh Government approval.</p> <p>However, it has not passed a cycling audit so it is not an official cycling route and therefore people should not be cycling on the footway. We will continue to work with the police on dangerous behaviour.</p> <p>We are looking at improvements to this area of Sandfields as part of the Sandfields active travel masterplan. This includes a route along Victoria Road which is planned to be delivered over the next two financial years.</p>                                 |
| <p>There are no cycling or walking routes to connect Gwaun-Cae-Gurwen / Cwmgors to Pontardawe.</p>                                       | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping</p> |

| Comment Summary  | Response  |
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|  | ensure community priorities are reflected in the prioritisation process.  |
| Neath canal footpath is overgrown and needs maintenance.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.  |
| NCN 43 has been poorly maintained, with fallen trees from storms not removed. The right of way needs to be established at the farm crossing by Ystalyfera Bridge as farm traffic often crosses the cycle track without stopping. | Thank you for your feedback. We note the poor maintenance of NCN43, including storm-fallen trees not being removed, and the safety concern at the farm crossing by Ystalyfera Bridge where farm traffic crosses the cycle track without stopping. We will pass these concerns to the relevant council department for awareness.   |
| At the end of Aberavon Sands, there should be a walking and cycling path that continues around the Neath River.  | Future route already covers this alignment, see FR-PT-SU089. Considerations will need to be made due to the existing dunes and ecological sensitivities.  |
| Request that Cimla Hill is not narrowed to create a shared use path as road cyclists would prefer to stay on the road, which creates annoyance for drivers when they don't use the shared use path.                              | Thank you for your feedback. This request relates to the Cimla to Neath Active Travel scheme, which had its own specific public engagement exercise.  |
| There needs to be cycle path from Cwmgors to Pontardawe/   | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| The path between Coed Hirwaun and Margam Park is narrow for a shared use path which pushes people close to fast moving traffic. A buffer may be needed.  | Thank you for your feedback. We will investigate the concerns regarding the narrow shared-use path between Coed Hirwaun and Margam Park and assess whether a buffer or other safety measures are feasible.  |

| Comment Summary   | Response  |
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| <p>The walking routes between Swansea Road (B4603) and YGG Pontardawe are inaccessible for those using push chairs, with few safe crossings, steps, and narrow paths. It feels dangerous to cross St. James Road (A474) by Dynevor Terrace.</p>               | <p>Thank you for your feedback. The accessibility issues on walking routes between Swansea Road (B4603) and YGG Pontardawe, including limited safe crossings, steps, narrow paths, and the difficulty of crossing St. James Road (A474) near Dynevor Terrace, will be considered as part of the Pontardawe Active Travel Masterplan feasibility study planned for the next financial year.</p>  |
| <p>Prioritise routes to stations e.g. Pontardawe to Neath.</p>  | <p>Thank you for your comment. All Future Routes go through a prioritisation process that uses a scoring system with a wide range of criteria. These criteria assess the benefits and accessibility improvements each route is expected to deliver. The purpose of this process is to identify the projects that will have the greatest impact so they can be prioritised for development and delivery.</p> <p>Access to public transport facilities is one of the criteria considered, so this factor is included in the prioritisation process.</p>   |
| <p>There is no walking or cycling route on Ton-Mawr Road into the village of Tonmawr.</p>   | <p>Thank you for your feedback. Tonmawr is not situated within an Active Travel designated locality; however, the lack of walking or cycling routes on Ton-Mawr Road into the village has been noted and will be considered in future accessibility reviews where feasible.</p>   |
| <p>The traffic islands on the A48 near Margam Park has created more conflict between cyclists and motorists - it felt safer when vehicles were able to pass cyclists unobstructed. Also, it would be good to have more routes to the east of Port Talbot.</p> | <p>Thank you for your comment. We will review the traffic islands on the A48. As the A48 (FR-PT-SU022) and other routes East / South of Port Talbot are Future Routes, they will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>The Water Street (B4284) cycle lane ends at Eglwys Nunydd - it would be good to see this continue to the Kenfig industrial estate for those that cycle to work.</p>  | <p>Thank you for your comment. As FR-PT-SU095 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Access to key employment sites, such as Kenfig Industrial Estate, and road safety considerations are part of these criteria,</p>  |

| Comment Summary   | Response   |
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|   | meaning both factors will be taken into account during prioritisation.   |
| It is hard to cross Harbour Way at the A48 roundabout at Margam at peak times (uncontrolled crossing).  | Thank you for your comment. The need for improved crossing of the A48 at Margam Roundabout will be considered as part of ongoing road safety and accessibility assessments.  |
| There is a steep incline on the NCN887 on the approach to Pontrhydyfen which makes it hard for cyclists and wheelchairs to get up the climb. It would help if switchbacks were built to reduce the gradient.<br><br>Also, there is poor visibility of oncoming traffic from Oakwood Avenue for cyclists coming from the NCN 887 Aqueduct, with regular near-misses. | Thank you for highlighting these issues. We recognise the steep incline on NCN887 near Pontrhydyfen can be challenging for cyclists and wheelchair users, and we also acknowledge the visibility concerns at Oakwood Avenue for cyclists coming from the Aqueduct. These concerns will be passed on to the relevant council department for review and consideration.   |
| There should be more distinction between cyclists and pedestrians along the Aberavon seafront.  | Noted. The promenade is not a designated active travel route and is primarily leisure-focused. Improvements proposed under the Sandfields Active Travel Masterplan scheme along Princess Margaret Way will help by diverting faster-moving cyclists away from the promenade. We will forward this comment to the Tourism Department for consideration. There should be greater distinction between cyclists and pedestrians along the Aberavon seafront to improve safety and user experience. |
| Insufficient dropped kerbs, poor surface quality on pavements, and overgrown vegetation on cycle paths.   | Thank you for raising these concerns. We acknowledge the issues regarding insufficient dropped kerbs, poor pavement surface quality, and overgrown vegetation on cycle paths. Please be assured that we are looking to address these as part of the ongoing Sandfields Active Travel Masterplan project to improve accessibility and safety for all users.   |
| There needs to a traffic-free route connecting SU015 and SU018 and more encouragement for cycling short journeys.   | Thank you for your comment we will look to extend FR-PON-SU015 to SU018 via Ynysderw Road.   |
| Crossing the A48 on the Margam Roundabout is difficult.   | Thank you for your comment. The need for improved crossing of the A48 at Margam Roundabout will be considered as part of ongoing road safety and accessibility assessments.  |
| NCN 887 to the rear of Velindre Street takes you down an alleyway that is full of glass.  | Thank you for highlighting this issue. We will pass this maintenance concern regarding NCN 887 (rear of Velindre Street) to our Streetcare team for action   |
| Thinks that the ATNM is not a good use of money.  | Thank you for your feedback. The ATNM Update project is essential to meet Welsh Government statutory requirements and deliver long-term value.   |

| Comment Summary  | Response  |
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| <p>There needs to be an active travel route through Cwmgors to YGG Gwaun-Cae-Gurwen and Tairgwaith School to reduce car drop-offs.</p> | <p>Thank you for your comment. Future Route FR-GCG-SU004 on the ATNM would serve these two schools for cyclists.</p> <p>As FR-GCG-SU004 is a Future Route for cycling, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Access to education and road safety considerations are part of these criteria, meaning both factors will be taken into account during prioritisation.</p>   |
| <p>The A474 Bryncoch to Rhos should have an active travel route to segregate cycling from fast traffic.</p>                            | <p>Thank you for your comment. Cycling does indeed need to be segregated on this road to be in line with ATAG and become an approved Existing Route.</p> <p>As FR-PON-SU023 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Road safety considerations are part of the criteria, meaning it will be taken into account during prioritisation.</p>   |
| <p>There should be an active travel route between Pontardawe and Cwmgors / Gwaun-Cae-Gurwen.</p>                                       | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>There is no dedicated cycling provision on New Road in Gwaun-Cae-Gurwen.</p>  | <p>Thank you for your comment. As FR-GCG-SU004 is a Future Route, it will be included in the updated prioritisation process as</p>  |

| Comment Summary  | Response  |
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|  | <p>part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Access to education and road safety considerations are part of these criteria, meaning both factors will be taken into account during prioritisation.</p>  |
| <p>There should be an active travel route between Pontardawe and Cwmgors / Gwaun-Cae-Gurwen.</p>   | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>Hillside, Cimla is too narrow to walk with a pushchair, and the footway is uneven and overgrown.</p>                                      | <p>Thank you for your comment regarding the width of Hillside in Cimla. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure footways meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.</p>  |
| <p>The pavements on Burrows Road around the shops are very uneven.</p>   | <p>Thank you for highlighting this issue. We will pass this onto the internal engineering &amp; maintenance team for review.</p>  |
| <p>Heol Wern and other pavements in Skewen have poor surface quality.</p>  | <p>Noted. Heol Wern and other pavements in Skewen have poor surface quality. This will be reviewed and passed to the relevant team for maintenance consideration. All specific issues should be reported.</p>   |
| <p>The footway alongside Victoria Gardens is narrow with poor surface quality.</p>   | <p>Thank you for highlighting this issue. These improvements will be considered as part of the ongoing Neath Town Centre Active Travel Masterplan project.</p>  |
| <p>Pen Y Cae Road and the roundabout with Tan y Groes Street needs to be made more accessible with improved crossings and dropped kerbs.</p> | <p>Thank you for highlighting this issue. We will add Pen y Cae Road as a new Future Route.</p>   |

| Comment Summary  | Response  |
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| <p>There should be better regulation of electric bicycles.</p>   | <p>Thank you for your comment. We acknowledge your concern that there should be better regulation of electric bicycles. This feedback will be noted and shared with the relevant policy and enforcement teams. Please note that compliance with current legislation and enforcement of misuse or illegal modifications is a police matter.</p>  |
| <p>There should be more segregated cycling routes in NPT.</p>  | <p>Thank you for your comment. In order to segregate the active travel route for pedestrians and cyclists, 5.0m is generally required, based on a number of factors. In the majority of areas, there is insufficient widths to deliver full segregation. We recognise there are many benefits to segregation and are delivered where possible.</p>  |
| <p>There should be an active travel route between Pontardawe and Cwmgors / Gwaun-Cae-Gurwen.</p>   | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>       |
| <p>Would like to see something done with walking routes in the old open cast mining site (now a lake) at Tairgwaith. On the A474 Graig Road through Gwaun-Cae-Gurwen, the pavers are a trip hazard and are regularly driven over by cars.</p> <p>There should be an active travel route between Pontardawe and Cwmgors / Gwaun-Cae-Gurwen.</p> | <p>Thank you for your comment, we will extend FR-GCG-SU004 from Tairgwaith to Cwmllynfell (via reservoir).</p> <p>We will refer the pavers on A474 Graig Road to Streetcare.</p> <p>Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> |



| Comment Summary   | Response  |
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|   | Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.   |
| There should be an active travel route between Pontardawe and Cwmgors / Gwaun-Cae-Gurwen via the old railway line.  | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| FR PON SU003 should be extended so it links to the Library's side entrance where the disabled access is.  | Thank you for your comment. We will extend FR-PON-SU002 on the map to the back entrance of the library. This will be passed onto the relevant department and delivery in accordance with the prioritisation process.  |
| NPT PON 0050 should be opened up to cyclists as well.   | In terms of your comment on NPT PON 0050 unfortunately due to restrictions and physical constraints this route is not appropriate for cycling.  |
| Resident of East Neath near Gnoll Country Park would like a closer access point to the canal path.  | Thank you for your comment. Unfortunately, due to the works this would require and land availability this is not something we can currently propose.  |
| Riverside Road in Port Talbot should have an active travel route that is segregated for pedestrians and cyclists, with benches and maintained to reduce overgrown vegetation. | Thank you for your comment. Riverside Road will be upgraded as part of the ongoing Newbridge Bridge refurbishment project. Provision will be made for pedestrians and cyclists.   |
| There should be a contraflow cycle lane under the railway bridge on Monastery Road so cyclists can exit Neath Abbey Business Park to get back to Neath Abbey Road.            | Thank you for your suggestion. This is already a recognised Future Route (FR-SKW-SU010) and is planned for delivery in the medium term. The proposal for a contraflow cycle lane under the railway bridge on Monastery Road will be reviewed as part of the future route design process.  |
| Vehicle speeds on Alltwen Hill discourage cycling. There should be a change in the highway environment to reduce the speed of vehicles coming from the A474.                  | Thank you for your comment. We note your concern that vehicle speeds on Alltwen Hill discourage cycling and your suggestion for changes to the highway environment to reduce speeds from the A474. This feedback will be shared with the relevant team  |



| Comment Summary  | Response   |
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|  | for consideration as part of future traffic calming and safety reviews.  |
| There should be a link from Baglan Bay to Aberavon seafront  | Thank you for your comment, proposals are currently being developed as part of the Sandfields Active Travel Masterplan Project which links the school to the sea front.  |
| There should be a route that turns left from the Afan Way onto Victoria Road   | Thank you for your comment. We are looking at active travel routes as part of the Sandfields Active Travel Masterplan. This includes a route along Victoria Road which is to be delivered over the next two financial years. The option to turn left from Afan Way onto Victoria Road is being looked into as part of the design process.                            |
| There should be better signage where the NCN 887 goes below the A4241 in Port Talbot.                                | Thank you for your comment regarding signage where NCN 887 passes beneath the A4241 in Port Talbot. We acknowledge that improved signage would enhance wayfinding and safety for all users. This will be reviewed as part of the design development process for Future Routes, and options for clearer, more visible directional signage will be considered.         |
| Walking through Port Talbot centre is good   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| The bridge crossing the M4 by Baglan Station is hard to walk with crutches.  | Thank you for your comment regarding the Baglan flyover past Baglan Rail Station. We acknowledge the need for widening, and we can confirm that this location is identified as a Future Route. It will be included as part of the Aberavon and Port Talbot Active Travel Masterplan, scheduled for design development in the next financial year.                    |
| The footway alongside the B4434 is narrow.   | Thank you for your comment regarding the footway alongside the B4434. We appreciate you highlighting this accessibility concern. We will review this location as part of our Active Travel planning and consider improvements to ensure footways meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| The signage / wayfinding on the A48 Margam Road needs repainting   | Thank you for your comment regarding repainting of the signage/wayfinding along Margam Road. This will be reviewed and action taken as necessary.  |
| The footpath between Port Talbot bus station and Aberafan shopping centre needs to be widened and guardrail removed. | Thank you for your feedback on the footpath between Port Talbot bus station and Aberafan shopping centre. We will assess this route as part of our Active Travel planning and consider widening and removing guardrail to improve accessibility and safety for all users.  |
| There is a locked gate on the NCN 47 between Pelanna forest and Rheola forest on the forestry road.                  | Thank you for your comment and raising the issue of the locked gate, we will refer this to the countryside access team. We will also refer the issue of overgrown paths in Gnoll park to the   |

| Comment Summary   | Response  |
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| <p>The paths in Gnoll park are overgrown.</p> <p>There are access barriers on the canal path.</p>   | <p>parks department.</p> <p>Thank you for raising the issue regarding the canal barriers. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.</p>  |
| <p>The bus stop on Swansea Road (B4603) is inaccessible as you can only access via steps, it should be re-located.</p> <p>There should be more safe crossings on Swansea Road.</p>  | <p>Thank you for your comment regarding the accessibility of the bus stop on Swansea Road (B4603) and the need for more safe crossings. We acknowledge these important points, and both issues will be explored as part of the Pontardawe Active Travel Masterplan Feasibility Study, which is planned to commence in the next financial year. This study will assess options to improve accessibility and safety along Swansea Road to better support active travel.</p> |
| <p>Water leaking on to the path opposite Dyffryn Uchaf Farm on the Bryn Gotyre cycleway, making it very muddy.</p> <p>Speed bumps make cycling difficult.</p>   | <p>Thank you for your comment regarding water leaking onto the path opposite Dyffryn Uchaf Farm on the Bryn Gotyre cycleway, which makes it very muddy, and the difficulties caused by speed bumps for cyclists. Both issues will be reviewed, and improvements such as drainage solutions and design adjustments will be considered to enhance usability and comfort.</p>  |
| <p>There is not a good, direct option to cycle from the B4434 to Neath Station. Neath town centre needs to be more cycle friendly - the one-way system and pedestrian-only sections make it awkward to get to where you need.</p> | <p>Thank you for your comment. FR-NEA-SU010 as well as other routes in Neath Town Centre are being explored and developed as part of the Neath Active Travel Masterplan. The outcome of the development of the masterplan will be a more cycle-friendly town centre with direct routes.</p>   |
| <p>Should the new path along Dŵr-Y-Felin Road (FR-NAB-SU005) be an existing route?</p> <p>It needs signs to indicate whether it is for walking or cycling.</p>  | <p>Thank you for your comment. We note your query regarding the new path along Dŵr-Y-Felin Road (FR-NAB-SU005) and the need for signage to indicate whether it is for walking or cycling. This route has been amended within the Active Travel Network Map to reflect its existing status, and your feedback on signage will be passed to the relevant team for consideration.</p>  |
| <p>Keen to see the following routes developed: FR-PT-SU042, FR-PT-SU004, FR-PT-SU036, FR-PT-SU089, FR-PT-SU095, FR-NEA-SU066</p>  | <p>Thank you for your comment.</p> <p>The Future Routes referenced will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p>                             |

| Comment Summary  | Response   |
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|  | <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>Maintenance comments will be passed onto the Street Care team.</p> <p>Cycle / Pedestrians counters will be considered at key areas.</p>  |
| Difficulty using the DataMapWales website  | Thank you for your feedback regarding the usability of DataMapWales. We acknowledge the concerns raised and will share them with the relevant team in Welsh Government to inform ongoing improvements.   |
| Route between Croeserw and Cymmer are poorly lit.  | Thank you for raising concerns around illumination of the A4063. We will refer this location to the lighting team for review.  |
| Suggested a path link between Purcel Avenue and the Industrial Estate.   | Thank you for your comment, proposals are currently being developed as part of the Sandfields Active Travel Masterplan Project to improve connectivity in this area.   |
| <p>Suggested an improved link to the library in Glynneath, and a crossing over the B4242.</p> <p>More public seating needed.</p> <p>Suggested a re-configuration of the junction of B4242 / Maes y Parc now there has been housing built on Maes y Parc,</p> | <p>Thank you for your feedback. We will add the link to Glynneath Library onto the ATNM. Seating is not a core requirement under the Active Travel (Wales) Act Guidance, but it will be considered on a route-by-route basis as schemes progress. The request for a pedestrian crossing on Park Avenue and suggestions for traffic-calming measures, including a raised roundabout and bus stop adjustments, will be reviewed with relevant teams.</p> |
| Glyncastle to Cwmgwrach path needs upgrading.  | Thank you for your comment regarding the Glyncastle to Cwmgwrach path. We will review this route and explore opportunities for upgrading its surface and overall quality as part of our Active Travel planning to support walking and cycling.   |
| Canal path by Cwmgwrach needs maintenance.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| <p>Suggested an improved link to the library in Glynneath, and a crossing over the B4242.</p> <p>More public seating needed.</p>   | <p>Thank you for your comment. We will add this missing link to our Active Travel Network Map.</p>   |

| Comment Summary   | Response  |
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| Suggested slowing down vehicles at the junction of B4242 / Maes y Parc.   |   |
| Would like to see enforcement against pavement parking.   | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Access from Briton Ferry to the path along the River Neath is blocked - can this be restored?<br>Poor maintenance of vegetation along towpaths. | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                        |
| Maintenance of Canal path is poor.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                        |
| Busy environment outside Fairway shops - could this be improved for cyclists?   | Thank you for highlighting this issue. This is already a recognised Future Route, and improvements will be explored in the future as part of the Sandfields Active Travel Masterplan.   |
| Potholes in Sandfields make cycling dangerous.  | Thank you for highlighting this issue. We will review the condition of Sandfields routes and address surface defects as part of ongoing maintenance and future Active Travel improvements.  |
| Good walking and cycling routes from the Rhyslyn car park (NCN 887)   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The Richard Burton track is good for walking and cycling  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| The steps between Heol Y Parc and Tabernacle Terrace in Cwmafan are hard to walk up and down.   | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| The steps between Tabernacle Terrace and Old Market Place are hard to walk up and down.   | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility   |

| Comment Summary   | Response  |
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|   | improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Steps near the shops on B4286 in Cwmavon make it difficult to walk to school / shops  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Steps near the shops on B4286 in Cwmavon make it difficult to walk to school / shops  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Steps near the shops on B4286 in Cwmavon make it difficult to walk to school / shops  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Path on the western side of the river between Salem Road (B4286) and Gwaun Afan in Cwmavon needs upgrading.                     | Thank you for your comment. A new route will be added along the track to the Gwaun Afan housing estate and extended to Salem Road.  |
| There is a nature trail between Heol Camlas and Pen Y Banc in Cwmavon which could be upgraded to become an active travel route. | Thank you for your comment, this is considered more of a leisure route rather than an Active Travel Route which connects key destinations such as education facilities, places of work and health centres.  |
| Dropped kerbs needed by bus stop on Heol Mabon in Cwmavon.  | Thank you for your comment regarding the need for dropped kerbs by the bus stop on Heol Mabon in Cwmavon. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| A crossing is needed at Ty'r-Owen Row to continue along NCN 887.  | Thank you for your comment. We note your suggestion for a crossing at Ty'r-Owen Row to enable continuity along NCN 887. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.   |
| Good paths around Pontrhydyfen.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Signage faded on NCN4 by M4 J38 roundabout in Margam  | Thank you for your comment regarding repainting of the signage/wayfinding along NCN 4. This will be reviewed and action taken as necessary.   |

| Comment Summary   | Response   |
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| Painted symbols needed on shared use path by Cefn Gwrgan Rd                                 | Thank you for your comment regarding repainting of the signage/wayfinding along the shared use path. This will be reviewed and action taken as necessary.  |
| Richard Burton trail is very good.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Port Talbot Town centre is easy to get around.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Links between Aberavon and Port Talbot town centre need improving.                          | Thank you for your comment. The Newbridge Road scheme will help improve links between Aberavon and Port Talbot town centre - NCN 887 goes along the river, this will then go over the bridge and down Riverside Road towards Port Talbot where it can join the Existing Route NPT-PT-SU107.  |
| Path needs to be created along the A4241 Afan Way between NCN4 and Victoria Road            | Thank you for your comment. We are looking at active travel routes as part of the Sandfields Active Travel Masterplan. This includes a route along Victoria Road which is to be delivered over the next two financial years. The option to include a link with Afan Way onto Victoria Road is being looked into as part of the design process. |
| The old A465 road off the B4242 in Glynneath would make a good path. Its already tarmacked. | Thank you for comment. This is already planned as a future route, please refer to FR-NEA-SU002.  |
| A path alongside the river Neath in Glynneath could be improved                             | Thank you for your comment, this is considered more of a leisure route rather than an Active Travel Route which connects key destinations such as education facilities, places of work and health centres.   |
| NCN 46 by Blaengwrach needs improving to aid cycling all year.                              | Thank you for highlighting the condition of NCN 46 near Blaengwrach. We will consider improvements to ensure this route is suitable for cycling throughout the year as part of our Active Travel network review.   |
| Create new route linking FR-RES-SU003 and FR-RES-SU004 under the A465 in Blaengwrach.       | Thank you for comment. This is already planned as a future route, please refer to FR-RES-SU002.  |
| Additional crossing point is required on Park Avenue by Maes y Parc                         | Thank you for your comment. We note your suggestion for an additional crossing point on Park Avenue by Maes y Parc. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Additional seating required in Glynneath  | Thank you for your suggestion. The Active Travel (Wales) Act Guidance does not require seating as part of core active travel infrastructure. However, local authorities are encouraged to consider amenities such as seating where appropriate to  |

| Comment Summary   | Response  |
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|   | enhance accessibility and comfort, particularly for those with limited mobility. Seating provision is assessed on a route-by-route basis.   |
| Additional seating required in Glynneath  | Thank you for your suggestion. The Active Travel (Wales) Act Guidance does not require seating as part of core active travel infrastructure. However, local authorities are encouraged to consider amenities such as seating where appropriate to enhance accessibility and comfort, particularly for those with limited mobility. Seating provision is assessed on a route-by-route basis.   |
| Pavement parking along the B4434 in Resolven  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Add Heol Herbert as a quiet road to avoid B4434   | Thank you for your comment, we will look to add this as a new route.  |
| Create new route along old railway line east of Glynneath from Tramway Side.                                    | Thank you for your comment. We note your suggestion to create new route along old railway line east of Glynneath from Tramway Side. Unfortunately, we cannot add the route to the ATNM at this stage following an initial feasibility review. Future routes FR-GLYN-SU001 and FR-GLYN-SU002 are planned along adjacent alignments for journeys east of Glynneath.                             |
| Dropped kerbs required by Coronation Avenue in Resolven   | Thank you for your comment regarding the need for dropped kerbs by Coronation Avenue, Resolven. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.             |
| Improve a the B4434 / Tanyrhiw Road with a raised roundabout similar to that seen in Tonna.                     | Thank you for your suggestion regarding the B4434 / Tanyrhiw Road junction. We will review this location and consider design options, including raised roundabouts, to enhance safety and accessibility for all road users.   |
| Woodland Road improvements are welcome as part of Neath to Cimla Masterplan.                                    | Thank you for your positive feedback on Woodland Road improvements. We appreciate your support and will continue to ensure these works align with the Neath to Cimla Masterplan objectives.   |
| Gnoll drive improvements are welcome as part of Neath to Cimla Masterplan. Dropped kerbs and widening the path. | Thank you for acknowledging the work being undertaken as part of the Neath to Cimla Masterplan  |



| Comment Summary  | Response   |
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| Improved crossing of Beechwood Avenue are welcome as part of Neath to Cimla Masterplan.  | Thank you for your comment. We note your support for improved crossings on Beechwood Avenue as part of the Neath to Cimla Masterplan. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Improvements to the path linking the Gnoll Estate from Cimla Crescent is welcome as part of Neath to Cimla Masterplan.   | Thank you for your comment supporting improvements to the path linking Gnoll Estate from Cimla Crescent.   |
| Dropped kerbs on London Road crossing Creswell Road need improving.  | Thank you for your comment regarding the need for dropped kerbs on London Road, Crossing Creswell Road in Neath. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Cars are constantly blocking the dropped kerbs at the end of the alley and Water Street. This is already marked with double yellow lines.  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.      |
| The path by Cook Rees Avenue is steep and awkward to get into the lane leading to the new houses.  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.   |
| Pen y Dre need resurfacing and widening  | Thank you for highlighting the condition of Pen y Dre. We will review this location and consider resurfacing and widening to improve safety and accessibility as part of our Active Travel planning to support walking and cycling.  |
| Poor path along the A4230 in Neath Abbey   | Thank you for your comment regarding the path along the A4230 in Neath Abbey. We will assess this route and explore options for improving its surface and usability as part of our Active Travel planning to support walking and cycling.  |
| This B4290 has heavy foot traffic with staff walking from Skewen to work in Harvester Screwfix, hotels, David Lloyd etc. However, the pavement along here is terrible. People have to walk in the mud. It is also a difficult pinch point making cycling very challenging. | Thank you for highlighting the issues along the B4290. We will review this location and consider improvements to the footway and cycling provision to address accessibility and safety concerns.   |



| Comment Summary   | Response   |
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| N/A   | This comment isn't related to the ATNM Update project.   |
| Footpaths from Newall road to Drummau Road are poorly maintained  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| Horse riders should be considered in these plans.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users. |
| Horse riders should be considered in these plans.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users. |
| There are limited safe routes for horse riders  | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users. |
| Horse riders are fearful to ride on the roads due to speed and close passing from vehicles. Need an easier way to report issues along tracks.           | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users. |
| The bollards on Hill Road railway bridge are too wide.  | Thank you for your comment. We note your concern that the bollards on Hill Road railway bridge are too wide, which may affect accessibility. This feedback will be taken into consideration as part of future barrier improvement reviews.   |
| New route along existing lane from Pale Road to railway bridge  | Thank you for your comment, this will be added to the future ATNM proposals.   |
| The A4241 between Aberavon and Baglan feels unsafe due to speed of traffic. Paths should be widened and buffer created between pedestrians and traffic. | Thank you for your comment regarding the A4241. We will assess this route as part of the Port Talbot and Aberavon Active Travel Masterplan and our Active Travel planning and consider widening paths and introducing buffers to improve safety for pedestrians and cyclists.            |
| Horse riders should be considered in these plans.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users. |
| Horse riders should be considered in these plans.<br>Litter and dog mess issues.  | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure   |

| Comment Summary   | Response   |
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|   | inclusivity and safety for all potential users. We also acknowledge concerns regarding litter and dog fouling, which will be passed to the relevant team for action.   |
| Horse riders should be considered in these plans.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.   |
| Horse riders should be considered in these plans.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.   |
| <p>Briton ferry bridge, there is a ridge at the end on the Briton ferry side, this is very dangerous for cyclists and needs to be looked at.</p> <p>Sunny Croft roundabout - need to look at a continuation of the cycle path going to Baglan. Currently has a cyclist dismount sign.</p> | <p>Future routes FR-PT-SU110 &amp; FR-PT-SU111 run along both sides of Briton Ferry bridge. Your comments are noted and will be considered as part of these future route enhancements. Future route FR-PT-SU081 is located between Sunnycroft roundabout and Baglan. Your comments are noted and will be considered as part of these future route enhancements.</p>  |
| Pedestrian crossing outside of Catwg Primary school would make it easier to cross.  | Thank you for your comment. We note your suggestion for a pedestrian crossing outside Catwg Primary School to make it easier to cross. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.   |
| <p>Tenant canal by bridge street there is boulders there which make it really difficult to cycle.</p> <p>Tenant canal in Neath there is a really long tunnel, and the path is really narrow and can be quite dangerous cycling.</p>   | <p>Thank you for your comment regarding the boulders on the Tennant Canal near Bridge Street, which make cycling difficult. We will review this issue and explore options to improve accessibility and safety for cyclists along this section. Please note that the canal network is not under council ownership, so any changes would require engagement with the relevant landowner and stakeholders. This matter will be considered as part of future active travel planning.</p> |
| Neath canal needs to be better maintained   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |

| Comment Summary  | Response   |
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| Please put a link in between Ystalyfera and Amman valley   | Thank you for your comment, this link is already part of the future ATNM proposals.  |
| There is a new reservoir in Amman valley by the old coal mining tip. It would be great to have a walk around here.             | Thank you for your comment, we will extend FR-GCG-SU004 from Tairgwaith to Cwmllynfell (via reservoir)   |
| Neath canal is great but his overgrown, it needs to be maintained  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward. |
| Neath canal is over grown.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward. |
| Barriers need to be removed by Neath Canal at Bridge Street  | Thank you for your comment. We note your concern about barriers by Neath Canal at Bridge Street and the impact on accessibility. This feedback will be passed to the relevant team for consideration as part of future barrier improvement reviews.  |
| Poor surface of path near Jersey Marine  | Thank you for highlighting the poor surface near Jersey Marine. We will review this location as part of our Active Travel planning and consider resurfacing to improve accessibility.  |
| Poor surface and barriers blocking route along Neath canal   | Please note that the canal network is not under council ownership, so any changes would require engagement with the relevant landowner and stakeholders. This matter will be considered as part of future active travel planning.  |
| Hard to find way from Port Talbot town centre to Aberavon. Needs better signage.   | In the next financial year, (if funding is received) a Port Talbot & Aberavon Masterplan will be developed. This masterplan will include consideration of wayfinding and signage elements to improve connectivity and enhance the overall user experience.   |
| Neath canal is a fab resource but isn't maintained!!!<br>I saw a cyclist fall into the Canal due to the overgrowth on the path | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward. |
| Neath canal is really over grown- worst I have seen it.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we  |

| Comment Summary   | Response   |
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|   | have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| Neath canal is a really good route but has become impassable.                                 | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| When are you replacing the Newbridge bridge?  | Thank you for your comment - the Newbridge bridge project is currently in the detailed design stage of development.  |
| Neath canal overgrown, and dangerous. Please can we have it back to how it was?               | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| We need a cycle route between Cimla and Pontrhydyfen  | <p>Thank you for your comment. As FR-NEA-SU055 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| Are you doing consultation with kids?   | Engaging young people is an important Welsh Government requirement, and we will be undertaking a few promotional activities within various schools to support this.  |
| Road to Neath Abbey Wharf resource but can be very gravely which makes it difficult to cycle. | Thank you for your comment regarding the road to Neath Abbey Wharf. We will review this route as part of our Active Travel planning and consider surface improvements to support cycling.  |
| Need a route between GCG and Pontardawe along the dismantled railway.                         | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development</p> |

| Comment Summary   | Response   |
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|   | and delivery.  |
|   | Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.  |
| A route between Neath to Cimla would be needed  | Thank you for your comment - a route between Neath and Cimla is currently being delivered this financial year and next financial year when it will be completed.   |
| There are no waking and cycling routes in Bryn. It feels like we are forgotten up here                    | Thank you for your feedback. Bryn is not situated within an Active Travel designated locality; however, the lack of walking or cycling routes within Bryn has been noted and will be considered in future accessibility reviews where feasible.  |
| The refresh rooms are really good. As a cycle group we find it a useful place to stop for a break.        | Thank you for your positive feedback.  |
| Good route by Clyne on the canal  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Poor path along the canal near Cwmgwrach  | Thank you for highlighting the condition of the canal path near Cwmgwrach. We will review this route as part of our Active Travel planning and explore options for upgrading its surface.  |
| Use the Neath Canal all the time. Find it good  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Lots of dog mess on pen y Dre, there is a dog bin needed, as it's not nice for the kids for walking here. | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| On Llantwit road there is a bend that is really hard to cross.  | Thank you for your comment. We note your concern about the bend on Llantwit Road making it difficult to cross. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.   |
| Re open bridge and the path linking New Road and Ger-yr-Afon in Aberdulais                                | Thank you for your feedback. We will add a new future route over the bridge in Aberdulais onto the ATNM.   |
| Dropped kerbs are needed in Fairyland   | Thank you for your comment regarding the need for dropped kerbs in Fairyland, Neath. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| If you are walking through the main entrance of the Gnoll it is really hard to                            | Thank you for your feedback regarding access to the Gnoll. We will review pedestrian access as part of our Active Travel   |

| Comment Summary   | Response  |
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| walk to with a pram. The Gnoll is really set up for people to drive to rather than walk.  | planning and consider improvements to make the site more inclusive for all users, including those with prams.   |
| Link Fairyland Road into Gnoll Parc   | Thank you for your comment. Due to council policies prohibiting cycling in certain parks, this route cannot be included in the Active Travel Network Map. In addition, physical constraints limit the potential for improving walking infrastructure in this area. For these reasons, it is recommended that this route is not pursued as part of the ATNM.   |
| Neath canal needs to be better maintained. Lots of missing dropped kerbs in the area  | Thank you for your comment regarding improved maintenance to Neath canal and for the observation of missing dropped kerbs within this area. We acknowledge this maintenance issue, which will be assessed as part of our annual active travel route audits. In addition, we will investigate if the Neath Canal route is included within our dropped kerb programme.  |
| Poor upkeep of Neath canal path   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.  |
| <p>Crossing the NCN 4 along A4241 Harbour Way Roundabout by Margam is difficult.</p> <p>Would like to see more cycle lanes and tracks.</p> <p>Would also like to suggest that port talbot has a space dedicated for cycle activities where people can learn cycle skills in a safe environment.</p> | <p>Thank you for your comment. As FR-PT-SU018 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery. Crossing improvements will be one of the considerations when going through development.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>More cycling provision will continue to be delivered across the county as part of our duties under the Active Travel Act.</p> <p>We will feedback the suggestion for a dedicated space for cycling activities to Town Planning / Regeneration.</p> |
| Horse rider access should be improved.  | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.  |

| Comment Summary  | Response  |
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| Neath Canal is a great route   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Very good route along the recently (few years ago) improved Neath canal path   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| There is a steep path down to the canal from the doctors surgery on Prince of Wales Drive. The path itself is very good, except for this one area. | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Canal path south of Zoah's pet food store in Neath is overgrown.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                        |
| The Neath Canal is overgrown from Neath down to Briton Ferry.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                        |
| Cars are parked on the pavement along A474 in GCG  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Line off wide path along A474 in Cwmgors so cars can park on the pavement and pedestrians have their own path.                                     | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Build a footpath from Cwmgors to Rhydyfro.   | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This</p>                      |



| Comment Summary   | Response  |
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|   | <p>process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| <p>Cars are parked on the pavement along A474 in GCG blocking pedestrian access.</p>                          | <p>Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.</p>  |
| <p>There is no active track down to from GCG to Pontardawe</p>  | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>Pavements around Bryncoch. Poor accessibility of footways for people with prams and mobility scooters.</p> | <p>Thank you for your comment on pavements around Bryncoch. We will assess these routes as part of our Active Travel planning and consider improvements to enhance accessibility for all users.</p>   |
| <p>The B4290 in Jersey Marine is a good route.</p>  | <p>Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.</p>  |
| <p>Would like to see more bridleways.</p>   | <p>Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.</p>   |



| Comment Summary   | Response  |
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| Drop kerbs on footways in Melin   | Thank you for your comment regarding dropped kerbs on footways in Melin. We acknowledge this accessibility issue, and it will be considered as part of our annual active travel route audits.   |
| Pavements around Dŵr-y-Felin school are littered and smell like vape and smoke          | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Lighting okay on routes around Neath Abbey  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Ensure Heol Glynderwen has good drainage, so paths don't flood. Make more bike paths.   | Thank you for your comment, we will forward your comments to the relevant department,   |
| There should be more wheelchair access on future walking and cycling routes in Bryncoch | Thank you for your feedback regarding improving wheelchair accessibility on future walking and cycling routes in Bryncoch. We appreciate the importance of ensuring routes are inclusive for all users. Please be assured that any future routes identified on our Active Travel Network Map will be designed in line with the Active Travel Act Guidance, which includes standards to accommodate wheelchair users.  |
| General comment - Widen footpath  | Thank you for your suggestion to widen the footpath. We will take this into account as part of our Active Travel planning to improve accessibility and safety.  |
| Widen footway along Crymlyn Road  | Thank you for your comment regarding Crymlyn Road. We will review this location as part of our Active Travel planning and consider widening the footway to improve accessibility.   |
| Pot holes on Crymlyn Road   | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Improve footpath through the Highlands in Skewen  | <p>Thank you for your comment. As there are Future Routes through the Highlands, they will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| It smells underneath burger king bridge.  | Thank you for your comment regarding the unpleasant smell underneath the Burger King bridge. A scheme to resolve the drainage issues in this area is already planned, which should  |

| Comment Summary  | Response   |
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|  | help address the problem and improve the environment for active travel users.  |
| Widen footway and improve lighting along Crymlyn Road      | Thank you for highlighting the need for footway widening and lighting improvements along Crymlyn Road. We will consider these enhancements as part of our Active Travel planning to improve safety and usability.  |
| It smells underneath burger king bridge.                   | Thank you for your comment regarding the unpleasant smell underneath the Burger King bridge. A scheme to resolve the drainage issues in this area is already planned, which should help address the problem and improve the environment for active travel users.                       |
| Footway widening around Dŵr Y Felin                        | Thank you for your comment regarding Dŵr Y Felin. We will review this area as part of our Active Travel planning and consider widening footways to improve accessibility.  |
| General comment on potholes                                | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| General comment on disliking hills and steep gradients     | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible. |
| NEA-SU034 needs footway widening                           | Thank you for highlighting NEA-SU034. We will assess this route as part of our Active Travel planning and consider widening the footway to meet Active Travel standards.   |
| General comment - better lighting on Dŵr Felin Road        | Thank you for suggesting that lighting should be improved on Dŵr Y Felin Road. We will refer this suggestion to the Street Lighting team for review.   |
| General comment on disliking hills and steep gradients     | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible. |
| Motorbikes illegally using track by Skewen Rugby Club      | Thank you for your comment. We note your concern about motorbikes illegally using the track by Skewen Rugby Club. This feedback will be passed to the relevant team for consideration as part of future safety and enforcement reviews.  |
| Dŵr Y Felin Road is good but there are a few potholes      | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| N/A  | This comment isn't related to the ATNM Update project.   |
| FR-BRYN-su001 (Main Road - Bryncoch) has too many potholes | Thank you for your comment . We'll refer this onto the maintenance team.   |

| Comment Summary   | Response  |
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| Poor quality lane linking Heol Y Uchaf and Afan Valley Road. Resident asked whether this will be addressed as part of wider Neath to Cimla scheme | Thank you for your comment. Unfortunately, this does not fall into the extent of the Neath to Cimla Active Travel scheme.   |
| Ridgewood Gardens - pot hole on lane and other surface defects.   | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| General comment - More trees, widen footpaths, lowered kerbs  | Thank you for your comment regarding adding more trees, widening footpaths, and lowering kerbs. We appreciate these suggestions as they align with our goal of creating safer, more accessible, and pleasant routes for all users. Where feasible, future routes identified on our Active Travel Network Map will incorporate these considerations in line with Active Travel Act Guidance and best practice standards.   |
| Issues with two crossing facilities on Gnoll Park Rd by Neath Police Station - No sound ringing once green man is called.                         | Thank you for your comment regarding the two crossing facilities on Gnoll Park Road near Neath Police Station and the lack of an audible signal when the green man is activated. We appreciate you highlighting this accessibility concern. We will raise this issue with the relevant team to review the current provision and explore options to improve the crossings for visually impaired users.   |
| I'm in a wheelchair and am unable to cross the road - due to lack of dropped kerbs crossing point around the Welsh school in Neath                | Thank you for your comment regarding the lack of dropped kerbs near the Welsh school in Neath, which is making it difficult for wheelchair users to cross safely. We appreciate you highlighting this important accessibility issue. We will review this location and consider improvements as part of future Active Travel infrastructure planning to ensure routes are inclusive and meet the standards set out in the Active Travel Act Guidance.  |
| New Road, Skewen, missing tactiles and dropped kerbs, hard to for mobility impaired to cross the road.  | Thank you for your comment regarding the missing tactile paving and dropped kerbs on New Road, Skewen, which makes crossing difficult for mobility-impaired users. We appreciate you highlighting this important accessibility issue. This section of the route is covered under our Safe Routes in Communities funding, and the design work for improvements is currently underway. These upgrades will include measures to meet Active Travel Act Guidance standards, and installation is anticipated as part of this scheme. |
| London Road - Lots of missing tactiles and dropped kerbs.   | Thank you for your comment regarding the missing tactile paving and dropped kerbs along London Road. We appreciate you highlighting this accessibility concern. We will review this location as part of our ongoing Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance for all users, including those with mobility impairments.   |

| Comment Summary   | Response   |
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| General comment - Pavement parking prevalent across the borough. Particularly impacts the mobility impaired people. Lack of width for chairs.   | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.  |
| Paving stones are loose and damaged throughout Neath Town Centre.   | Thank you for your comment regarding paving stones in Neath Town Centre. We will review this area as part of our Active Travel planning and consider repairs to improve safety and accessibility.  |
| Prince of Wales Drive - Pot holes and difficulty crossing road.   | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| Potholes in track between Pontneddfechan and the A4109  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| Goytre Road - Adverse / steep footway camber. Lots of pavement parking by the 2 bus stops. Existing traffic calming measures not needed.  | Thank you for providing this feedback about Goytre Road, we will review this location. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Vivian Park Drive - Dropped kerbs and pavements are covered by cars at times  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.  |
| Pavement parking issues.  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.  |
| We need a new shared scheme connecting Aberavon / Baglan Moors and Baglan, including the Rail Station. This needs to include connectivity around Sunnycroft Roundabout and around the Bagle Brook. These places are both severed. | Thank you for your comment. From next year, we will be developing a Port Talbot and Aberavon Active Travel Masterplan which will include Sunnycroft Roundabout.  |

| Comment Summary   | Response  |
|---|---|
| Link required across and old bridge linking Cwmgwrach to Neath Canal path.  | Thank you for your feedback. We will add a new future route across the old bridge linking Cwmgwrach to Neath Canal onto the ATNM.   |
| Baglan Way - Pavements need to be scraped and maintained. Unclear whether these routes are for pedestrians or shared? They are not wide enough for cyclists to use?         | Thank you for your comment regarding the pavements at Baglan Way. This will be reviewed and action taken as necessary as part of the Aberavon and Port Talbot Masterplan.   |
| Promenade - conflict between pedestrians and cyclists on the busy promenade - remove the white line. Prom is not wide enough and is heavily trafficked                      | Thank you for your comment. We are currently working on the Sandfields Masterplan, which incorporates a new design along the seafront that will aim to directly improve this issue. Phase 2 of the consultation will take place in February 2026, where we will share our proposals for further public comment.   |
| Difficult to cross road between Afan Way roundabout and Christchurch Road / Village Road roundabout. Cars speed between two roundabouts.                                    | Thank you for your comment. We note your concern about the difficulty of crossing the road between Afan Way roundabout and Christchurch Road / Village Road roundabout. We will be looking at this area in more detail as part of the Port Talbot & Aberavon Active Travel Masterplan   |
| Dangerous crossing between Afan Way roundabout and Christchurch Road / Village Road roundabout. - Provide a ramp and crossing similar to recent one installed on Village Rd | Thank you for your comment. We note your concern about the difficulty of crossing the road between Afan Way roundabout and Christchurch Road / Village Road roundabout. We will be looking at this area in more detail as part of the Port Talbot & Aberavon Active Travel Masterplan   |
| Village Rd - Very pleased that this new puffin crossing was installed, making it safe for children and residents to get to school.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Llygad yr Haul is good.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| more dropped kerbs are required in Skewen town centre   | Thank you for your comment regarding the need for more dropped kerbs in Skewen town centre. We appreciate you highlighting this accessibility issue. We will review this area as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| More dropped kerbs are required in Neath town centre  | Thank you for your comment regarding the need for more dropped kerbs in Neath town centre. We appreciate you highlighting this accessibility issue. This is currently being considered as part of the Neath Active Travel Masterplan, which aims to improve connectivity and inclusivity across the town. Future designs will follow Active Travel Act Guidance to ensure             |

| Comment Summary   | Response  |
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|   | routes are accessible for all users, including those with mobility impairments.   |
| Signs from businesses blocking paths on Old Market Street, Neath.   | Thank you for your comment. We note your concern about signs from businesses blocking paths on Old Market Street, Neath. This feedback will be passed to the relevant team for consideration as part of future accessibility and obstruction reviews.   |
| Chipping from private drives spilling onto the path causing a slip and trip hazard on Mozart Drive.                   | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Improve the links at the top of The Incline.  | Thank you for your suggestion regarding The Incline. We will review connectivity at this location as part of our Active Travel planning and consider improvements to enhance accessibility.   |
| Car parked on the pavement outside Tesco in Briton Ferry.   | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Dropped kerbs are blocked by cars in Briton Ferry,  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |
| Milland Road requires more dropped kerbs  | Thank you for your comment regarding the need for more dropped kerbs along Milland Road. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.        |
| Margam park requires free disabled car parking  | Thank you for your comments regarding disabled car parking at Margam Park. These concerns do not relate to the Active Travel Network Map development; however, we will pass your feedback on to the relevant council department for consideration.  |
| Paths are blocked on bins day in Briton Ferry after the bin men don't put the bins back properly and block the paths. | Thank you for highlighting this issue. We appreciate that there are physical constraints, and this challenge is common across Wales. We will raise this matter with the relevant Council department to explore whether improvements can be made to refuse collection practices and the storage of bins and bags.  |

| Comment Summary   | Response   |
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| In Crynant there is no disabled footpaths no drop kerbs without some restriction everyone that requires mobility aides (wheelchair, mobility scooter. Etc.) Ends up on the road this is incredibly scary and dangerous. | Thank you for your comment regarding the need for more dropped kerbs along Milland Road. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
|   | Thank you for your comments regarding the cycle route between Port Talbot and Taibach, the lack of a signalised crossing at the top of Harbour Way, and the need for lowered kerbs and wider investment in cycling. We appreciate you highlighting these important issues.   |
|   | Maintenance (Port Talbot–Taibach route): We will raise this section for inspection through our maintenance team and include it in our Active Travel annual route audit. Any required remedial works will be prioritised where feasible to keep the route safe, comfortable and attractive for everyday journeys.   |
| Cycle route between Port Talbot and Taibach is poorly maintained. There is also no light system at the top of Harbour Way to join the cycle route, and it is dangerous to cross.  | Crossing at Harbour Way (signals/audibility/visibility): We will refer this location to our highways and signals colleagues to review options for safer crossing provision. This will consider traffic conditions, pedestrian/cycle demand and opportunities to improve safety and accessibility.  |
| Kerbs should be lowered.  |  |
| Investment is needed in cycling routes and facilities such as an outside velodrome.   | Dropped kerbs and tactiles: We will assess the locations you've highlighted as part of the annual audit and incorporate suitable locations into our dropped kerb programme, ensuring designs follow Active Travel Act Guidance (ATAG) standards for accessibility (including tactile paving and appropriate gradients).  |
|   | Wider investment (e.g., an outdoor velodrome): While our Active Travel funding is focused on infrastructure that supports everyday journeys to key destinations (such as schools, town centres and services), we will log this suggestion for consideration within wider cycling strategy and potential partnership or external funding opportunities where appropriate.   |
| Cycle route between Port Talbot and Taibach is poorly maintained. There is also no light system at the top of Harbour Way to join the cycle route, and it is dangerous to cross.  | Thank you for your comments regarding the cycle route between Port Talbot and Taibach, the lack of a signalised crossing at the top of Harbour Way, and the need for lowered kerbs and wider investment in cycling. We appreciate you highlighting these important issues.   |
| Kerbs should be lowered.  |  |



| Comment Summary   | Response  |
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| <p>Investment is needed in cycling routes and facilities such as an outside velodrome.</p>                                | <p>Maintenance (Port Talbot–Taibach route): We will raise this section for inspection through our maintenance team and include it in our Active Travel annual route audit. Any required remedial works will be prioritised where feasible to keep the route safe, comfortable and attractive for everyday journeys.</p> <p>Crossing at Harbour Way (signals/audibility/visibility): We will refer this location to our highways and signals colleagues to review options for safer crossing provision. This will consider traffic conditions, pedestrian/cycle demand and opportunities to improve safety and accessibility.</p> <p>Dropped kerbs and tactiles: We will assess the locations you've highlighted as part of the annual audit and incorporate suitable locations into our dropped kerb programme, ensuring designs follow Active Travel Act Guidance (ATAG) standards for accessibility (including tactile paving and appropriate gradients).</p> <p>Wider investment (e.g., an outdoor velodrome): While our Active Travel funding is focused on infrastructure that supports everyday journeys to key destinations (such as schools, town centres and services), we will log this suggestion for consideration within wider cycling strategy and potential partnership or external funding opportunities where appropriate.</p> |
| <p>The route to and from Crynant. A4109<br/>There is no walking or cycling route in or out of the village of Crynant.</p> | <p>Thank you for your comment. As the A4109 to Crynant is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>  |
| <p>Lower kerbs on the route from Pen Y Bont Terrace, Crynant, up to Saron Chapel Crynant.</p>                             | <p>Thank you for your comment regarding the need for more dropped kerbs along Pen Y Bont Terrace. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.</p>   |



| Comment Summary  | Response  |
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| <p>Between Crynant and Nant y Cafn there is no footpath, and the speeding is bad.</p>  | <p>Thank you for your comment. As the A4109 from Crynant is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>We will refer the speeding issue to the Highway authority.</p>                              |
| <p>Poor cycling provision between Neath and Rhos and Pontardawe. Penywern Road is unpleasant as the speed management measures mean cars cannot overtake climbing cyclists.</p> | <p>Thank you for your comment. We will review the traffic islands on Penywern Road. In regard to creating a cycle lane along the route, as FR-PON-SU023 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>One way system and pedestrianised zone makes it difficult to cycle around Neath.</p> <p>Improve cycling links to Neath Station.</p>   | <p>Thank you for your feedback. This issue is being addressed as part of the ongoing Neath Town Centre Active Travel Masterplan project. The plan includes measures to improve cycling connectivity, particularly around Neath Station, while considering the challenges posed by the one-way system and pedestrianized zones. It will also be reviewed as part of any future enhancements to Neath Rail Station.</p>   |
| <p>Improve safety of crossing the A474 roundabout in Abertawe</p>  | <p>Thank you for your comment. We note your concern about improving the safety of crossing the A474 roundabout in Abertawe. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.</p>   |
| <p>Illegal use of motorcycles on bridleways. Bridleways often blocked by trees and cattle.</p>   | <p>Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.</p>   |

| Comment Summary  | Response   |
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| <p>Traffic free cycling route needed between Pontardawe and Gellinudd &amp; Rhos</p>   | <p>Thank you for your comment. As FR-PON-SU010 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| <p>The A4109 to Crynant does not have provision for walking and cycling. Consider a traffic-free route along the adjacent railway.</p> | <p>Thank you for your comment. The A4109 to Crynant (FR-NEA-C001) is a Future Route, and it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>The preferred alignment of the route will be considered at the early feasibility stage of development. In line with the latest guidance, painted lanes will no longer be considered an option for active travel routes.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>The A4109 to Crynant does not have provision for walking and cycling. Consider a traffic-free route along the adjacent railway.</p> | <p>Thank you for your comment. As the A4109 to Crynant is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>The preferred alignment will be determined during the feasibility stage.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| <p>Beautiful walk but at risk if there is no dedicated maintenance budget for the whole Neath canal path.</p>                          | <p>Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the</p>  |

| Comment Summary   | Response  |
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|   | landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| Walking paths needed between Seven sisters and neighbouring towns.  | <p>Thank you for your comment. As routes between Seven Sister and Crynant are Future Routes, they will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Seracold Avenue pavement in poor condition.   | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Good path linking Wood Street to Elba Avenue, Taibach, Port Talbot which should be on the ATNM.           | Thank you for your feedback. We will update the ATNM accordingly.   |
| There are no dropped kerbs linking through Brombil Street, Port Talbot from NPT-PT-P0010 and Margam Road. | Thank you for your comment. We note your concern that there are no dropped kerbs linking through Brombil Street, Port Talbot from NPT-PT-P0010 and Margam Road. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.   |
| Should an ATNM route go along Lady Charlotte Lane   | Thank for your comments - we will add this to the Active Travel Network Maps.   |
| Road up to Glan-Rhyd Rd from Swansea Road in Pontardawe could provide a future route.                     | Thank you for your comments we will add this to our ATNM.   |
| Improved access from the new development on Derwen Road linking to Pontardawe.                            | Due the width restraints on the road we are unable to add this onto the Active Travel Network Maps.   |
| Better links to the new campus due to be built in Port Talbot   | Thank you for your comment. We note your suggestion for better links to the new campus due to be built in Port Talbot. This will be considered as part of the Port Talbot & Aberavon Active Travel Masterplan.  |
| Crossing B4290 very dangerous due to speed of cars coming off motorway.                                   | Thank you for your comment. We note your concern about the danger of crossing the B4290 due to the speed of cars coming off the motorway. This location will be reviewed as part of   |

| Comment Summary   | Response  |
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|   | ongoing road safety and accessibility assessments to identify opportunities for safer crossing.   |
| Dropped kerbs required to cross the road to the bus stop by Station Terrace in Seven Sisters. | Thank you for highlighting this. Missing dropped kerbs are being addressed through the ongoing programme of works. The requirement for dropped kerbs to cross the road to the bus stop by Station Terrace in Seven Sisters will be considered as part of this programme.  |
| Cars parked on the pavement blocking the path on A4109 in Seven Sisters                       | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.   |
| Cars parked on the pavement by Blaendulais school at school times                             | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.   |
| There is no route linking the west and east side of Seven Sisters along Commercial St.        | <p>Thank you for your comment. Future route FR-SEV-W001 runs along Commercial Street. As a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| There are no cycling routes linking Seven Sisters to other villages.                          | <p>Thank you for your comment. Future routes on the ATNM, such as FR-SEV-SU002, will link Seven Sisters to other villages. As Future Routes, they will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping</p>                                    |

| Comment Summary   | Response  |
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|   | ensure community priorities are reflected in the prioritisation process.  |
| New future routes along Heol Heddwch as a surrounding link around the housing estate.   | Thank for your comments - we will add this to the Active Travel Network Maps.   |
| New future route along Tan-Y-Rhiw and connecting to NPT-SEV-P003  | Thank for your comments - we will add this to the Active Travel Network Maps.   |
| Improve the widths and surface of the paths in Seven Sisters  | Thank you for your comment regarding paths in Seven Sisters. We will assess these routes as part of our Active Travel planning and consider widening and resurfacing to improve usability.  |
| Dropped kerbs required to get to the bus stop near Station Terrace in Seven Sisters   | Thank you for highlighting this. Missing dropped kerbs are being addressed through the ongoing programme of works. The requirement for dropped kerbs to cross the road to the bus stop by Station Terrace in Seven Sisters will be considered as part of this programme.  |
| Could we have a future route between the new housing estates in Rhos?   | Thank for your comments - we will add this to the Active Travel Network Maps.   |
| Poor path and footbridge by NCN 887 to get to Glyncorrwg school   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| No path linking the two large areas of housing in Heol y Glyn   | Due to restraints, we are unable to add this onto the Active Travel Network Maps.   |
| The bins are blocking the paths after the bin men leave then all over the place in Briton Ferry   | Thank you for highlighting this issue. We appreciate that there are physical constraints, and this challenge is common across Wales. We will raise this matter with the relevant Council department to explore whether improvements can be made to refuse collection practices and the storage of bins and bags.  |
| Alter the right of way at the junction of Regent Street / Ferry Close. The lets people wait and look properly at the junction and therefore will make it safer. | Thank you for your comment. We note your suggestion to alter the right of way at the junction of Regent Street / Ferry Close to allow people to wait and look properly, improving safety. This will be noted during our annual Active Travel route audits to determine if changes to the junction layout would be suitable and needed in this area.   |
| Cars parked on the pavements on Regent Street West in Briton Ferry  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. |

| Comment Summary   | Response  |
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| Water leak/ drainage problems on track near Dyffryn Uchaf Farm. Path in poor repair due to water running on to track near Dyffryn Mill and area north of Cae Cwm Dyffryn. Track generally poor for road style cycles. | Thank you for your comment regarding water leaking onto the path opposite Dyffryn Uchaf Farm on the Bryn Gotyre cycleway, which makes it very muddy, and the difficulties caused by speed bumps for cyclists. Both issues will be reviewed, and improvements such as drainage solutions and design adjustments will be considered to enhance usability and comfort.   |
| Missing dropped kerbs on Lewis Road, Neath  | Thank you for your comment. We note your concern about missing dropped kerbs on Lewis Road, Neath. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.  |
| Dropped kerbs are still high opposite the Nisa in Briton Ferry.   | Thank you for your comment. We note your concern that the dropped kerbs opposite the Nisa in Briton Ferry are still high, which may affect accessibility. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Path is narrow opposite the TA centre in Neath on the B4434   | Thank you for highlighting the narrow path opposite the TA centre on the B4434. We will review this location as part of our Active Travel planning and consider widening to improve accessibility.  |
| Disabled parking is required in the Gnoll park to allow access to disabled users  | Thank you for your comments regarding disabled car parking at Gnoll Park. These concerns do not relate to the Active Travel Network Map development; however, we will pass your feedback on to the relevant council department for consideration.   |
| Main roundabout in Pontardawe by fly-over has poor pedestrian access at all points.   | Thank you for your comment regarding pedestrian access at the Pontardawe roundabout. We will review this location as part of our Active Travel planning and consider improvements to enhance safety and connectivity.   |
| dropped kerbs missing on Lon Hir  | Thank you for your comment. We note your concern about missing dropped kerbs on Lon Hir. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.  |
| Slippery surface by the cross in Pontardawe   | Thank you for your comment. We note your concern about the slippery surface by the cross in Pontardawe, which may pose a safety risk. This feedback will be passed to the relevant team for consideration as part of future surface improvement reviews.  |

| Comment Summary  | Response  |
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| No dropped kerbs leading from the car park into Pontardawe town centre   | Thank you for your comment. We note your concern about the lack of dropped kerbs leading from the car park into Pontardawe town centre. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Steep incline on the corner of Old Foundry Road  | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.  |
| Crossing point required over Holly Street to connect either side of the traffic-free cycle route.                            | Thank you for your comment. We note the blind spot when crossing Herbert Street along the canal route. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Blind spot crossing Herbert Street when following the canal  | Thank you for your comment. We note the blind spot when crossing Herbert Street along the canal route. This location will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| There are no benches on the A474 hill from Gellinudd to Neath  | Thank you for your suggestion. The Active Travel (Wales) Act Guidance does not require seating as part of core active travel infrastructure. However, we will consider opportunities to include amenities such as benches where appropriate to improve comfort and accessibility, particularly for those with limited mobility. Seating provision is assessed on a route-by-route basis.                                  |
| Metal stumps in the path along the canal in Pontardawe are trip hazards  | Thank you for your comment. We note that metal stumps along the canal path in Pontardawe present a potential trip hazard. This will be considered as part of our annual Active Travel route audits to identify options for improving safety and accessibility.  |
| Dropped kerb by the bus stop on Graig Road is required   | Thank you for your comment. We note that a dropped kerb is required by the bus stop on Graig Road. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.                                      |
| Uneven surface outside the Pontardawe Arts centre after all the heavy vehicles that used it as a carpark for the renovation. | Thank you for highlighting the uneven surface outside Pontardawe Arts Centre. We will review this area as part of our Active Travel planning and consider resurfacing to improve safety.  |
| There is no safe children friendly walking routes from Glynneath itself on the main road.                                    | Thank you for your feedback. We will review options to create safer, child-friendly walking routes in Glynneath, assess the need for additional signage and information, and consider more  |



| Comment Summary   | Response  |
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| <p>More signs / information needed.</p> <p>More crossings needed on main road through Glynneath.</p> <p>No access to St. Cados Church from main road due to bridge being closed off.</p> <p>Canal path and other paths are poorly maintained.</p> | <p>pedestrian crossings on the main road as part of ongoing safety improvements. Please note that canal paths are not under council ownership and therefore cannot currently be maintained, but other paths will be inspected and scheduled for maintenance where required.</p>   |
| <p>A walking / cycling track could be provided on the Rhos Common road between Crynant and Ystradgynlais. It is a very fast road.</p>   | <p>Thank you for your comment. Future Route FR-CRY-C002 runs along Rhos Common, and as a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>We will discuss the route with Powys County Council as the route would need to continue into their boundary.</p> |
| <p>The coastal cycle path to Baglan Bay is blocked with large concrete blocks. The route also needs better maintenance.</p> <p>Neath canal needs better maintenance.</p>  | <p>Thank you for highlighting these issues. Unfortunately, the coastal path is currently closed due to a sinkhole and subsidence of the footpath, which has created significant safety concerns. This matter is being addressed by the relevant council department. Similarly, maintenance needs are warranted; however, please note that the canal is not under council ownership.</p>   |
| <p>Pavement parking issues on Trevalen Avenue.</p>  | <p>Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.</p>  |
| <p>Cycle routes will likely be abused by illegal e-bikes.</p>   | <p>Thank you for raising this concern. Legal e-bikes are permitted on cycle routes; however, illegal e-bikes are not and enforcement of this falls under the responsibility of the police. We will continue to work with relevant authorities to ensure compliance and maintain safety for all users.</p>   |
| <p>Improvements to Preswylfa Dingle route would be welcomed. Clear fallen trees</p>   | <p>Thank you for your comment. Improvements to the Preswylfa Dingle route are planned for delivery in the medium term. Issues</p>   |



| Comment Summary  | Response  |
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|  | such as fallen trees will be addressed as part of the route development process.  |
| We do not need residential areas being swamped with cycling routes that are rarely used.   | Thank you for your comment regarding the ongoing construction of the Neath to Cimla Active Travel route. Your feedback will be passed on to the relevant council department for consideration.  |
| Pavement parking continues to be an issue on Cimla Road. Add double yellow lines.  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.   |
| Cycling on main road between Briton Ferry and Neath is horrible, due to it being a busy road with a wall on one side, parked cars on the other   | <p>Thank you for your comment. There are a number of constraints to delivering an active travel link along this road but as FR-NEA-SU002 is a Future Route, design options can be explored in detail as part of the development process. This route will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Believes that the Cimla active travel route should not be going ahead.   | Thank you for your comment regarding the ongoing construction of the Neath to Cimla Active Travel route. Your feedback will be passed on to the relevant council department for consideration.  |
| Thinks things should be left alone. Footways dangerous when cyclists use them irresponsibly.   | Thank you for your feedback.  |
| The Neath Canal path near Tonna is currently gravel and would improve commutability if a layer of tarmac was added. Suggested using the old railways to create path between Neath and Glynneath. | Thank you for your comment. This section is currently outside of Neath Port Talbots land ownership. In addition, there are potential width constraints preventing us from getting to Active Travel design standards.  |
| Dropped kerbs needed along Furzeland Drive   | Thank you for your comment. We note that dropped kerbs are needed along Furzeland Drive. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in  |

| Comment Summary  | Response   |
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|  | the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.  |
| A crossing is needed to get to the bus stop on Cimla Road for those crossing from Poplars/Hawthorn   | Thank you for your feedback. The need for a pedestrian crossing on Cimla Road to access the bus stop from Poplars/Hawthorn will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.   |
| Lowered kerbs with tactile crossings at the end of Hawthorn Avenue (Cimla Road side). You can't get up down this path with pushchairs/wheelchairs or with mobility difficulty.                 | Thank you for your comment. We note the need for lowered kerbs with tactile paving at the end of Hawthorn Avenue (Cimla Road side) to improve accessibility for pushchairs, wheelchairs, and those with mobility difficulties. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.                         |
| Lowered kerbs on Oakland drive to make crossing easier. There are a lot of rounded kerbs on Tyn yr Heol that interrupt walking with pushchair/wheelchairs.                                     | Thank you for your comment. We note the need for lowered kerbs along Oakland Drive to make crossing easier, as well as concerns about rounded kerbs on Tyn yr Heol that interrupt accessibility for pushchairs and wheelchairs. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.                        |
| Dyffryn Road could do with some lighting. It is well used by walkers and cyclists and is pitch black at night.   | Thank you for raising the lighting issues along Dyffryn Road. We will refer this location to the Street Lighting team for review.  |
| Lowered kerb with tactile guidance on the crossing of Glendale junction  | Thank you for your comment. We note the request for a lowered kerb with tactile paving at the Glendale junction crossing. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme.  |
| Lowered kerbs with tactile guidance on the crossing over Brynglas junction. Also, there's driveway kerb edging interrupting the path all the way along the main road which could be flattened. | Thank you for your comment. We note the need for lowered kerbs with tactile paving at the Brynglas junction crossing, as well as concerns about driveway kerb edging along the main road that interrupts accessibility for pushchairs and wheelchairs. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |

| Comment Summary   | Response  |
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| To make the train track from Crynant to Neath a cycle track   | Future route already along the A4109 running parallel to the rail line, there will be options to understand route alignments at feasibility stage.  |
| There are not safe routes out of Crynant Village to nearby areas.                                     | <p>Thank you for your comment. Routes out of Crynant Village, including FR-CRY-C002 and FR-NEA-C001 are Future Routes and will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| A walking / cycling track could be provided on the Rhos Common road between Cryant and Ystradgynlais. | <p>Thank you for your comment. Future Route FR-CRY-C002 runs along Rhos Common, and as a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>We will discuss the route with Powys County Council as the route would need to continue into their boundary.</p> |
| A walking / cycling track could be provided on the Rhos Common road between Cryant and Ystradgynlais. | <p>Thank you for your comment. Future Route FR-CRY-C002 runs along Rhos Common, and as a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>We will discuss the route with Powys County Council as the route would need to continue into their boundary.</p> |

| Comment Summary  | Response  |
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| <p>A walking / cycling track could be provided on the Rhos Common road between Cryant and Ystradgynlais.</p>   | <p>Thank you for your comment. Future Route FR-CRY-C002 runs along Rhos Common, and as a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> <p>We will discuss the route with Powys County Council as the route would need to continue into their boundary.</p> |
| <p>A safer pedestrian crossing is needed for the lower part of Penywern Road. Crossing from Penywern Road towards Lidl is extremely risky, as there is zero visibility for any traffic turning from Penywern Road towards Cadoxton due to a high and imposing hedge.</p> | <p>Thank you for your feedback. The need for a safer pedestrian crossing on the lower part of Penywern Road will be reviewed as part of ongoing road safety and accessibility assessments.</p>  |
| <p>Cycling paths needed from Crynant to Aberdulais and Seven Sisters</p>   | <p>Thank you for your comment. Routes out of Crynant Village, such as FR-CRY-SU001 are Future Routes and will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>  |
| <p>Need for shared use path from Graig Newydd (Godrergrraig) along current future walking route (FR-PON-W017) and continuing on Glan Yr Afon (A4067) where no future route is proposed to connect with existing route towards Ystalyfera (NPT-PON-SU00100).</p>          | <p>Thank you for your comment, we will add this onto the maps. Extend FR-PON-SU017 and change to walking and cycling and link NPT-PN-SU001</p>  |
| <p>Dedicated walking and cycling route to be added between the A4067 junction with Gnoll Road going north to Graig Newydd junction adjacent to the A4067, to ensure that the future re-siting and</p>  | <p>Thank you for your comment. We note your suggestion for a dedicated walking and cycling route between the A4067 junction with Gnoll Road and Graig Newydd junction to improve access to the future Godrergrraig Primary School site. We will review this proposal against the updated school location to determine if</p>  |

| Comment Summary   | Response   |
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| construction of Godrergraig Primary School to land adjacent to Gnoll Road can be accessed by the community currently severed by the bypass  | it represents a missing link that should be included in the Active Travel Network Map.   |
| Extend previously improved section on FR-PON-W017 to the west across the A4067 and continuing on public right of way (18/194.Lgk/1) to Graig Road in Godrergraig, improving accessibility between community of Godrergraig. | Thank for your comments - we will add this to the Active Travel Network Maps.  |
| Improve current stepped pedestrian access on Gnoll Road in Godre'r-Graig  | Thank you for your suggestion to improve the stepped pedestrian access on Gnoll Road in Godre'r-Graig. This location is not currently identified as a Future Route within the active travel network plans. However, your feedback will be noted and considered as part of future reviews and prioritisation processes. |
| Improve current towpath (PRoW - 18/S.C.1/5) linking from Gnoll Road junction to Ynysmeudwy Road by making the route accessible and joined up.   | Thank you for your comment. There is already an existing walking and cycling route serving this area (reference: NPT-PON-C0020).   |
| Improve towpath from Ynysmeudwy Road (Cwm-du Bridge), all the way down to Pontardawe (Herbert Street).  | Thank you for your comment. There is already an existing walking and cycling route serving this area (reference: NPT-PON-C0020).   |
| Widen existing route by Cwmtawe School to allow for cycling.  | Thank you for your comment. Improvements by Cwmtawe School will be explored as part of the development of the route from the Leisure Centre into Pontardawe next financial year.   |
| Improve the visibility of existing crossing at Tesco access road in Pontardawe - very dangerous when bushes are overgrown.  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| Widen Ynysydarren Rd (or A4067) in Ystalyfera to allow cycling.   | Thank you for your comment. We will add a new future cycling route along B4599 (Heol Ynysydarren).   |
| Path leading from old school on Woodland Road in Crynant is narrow  | Thank you for your feedback. Woodland Road is not a designated Future Route on the ATNM; however, the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.   |
| Path leading from old school on Woodland Road in Crynant is narrow  | Thank you for your feedback. Woodland Road is not a designated Future Route on the ATNM; however, the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.   |
| Path leading from old school on Woodland Road in Crynant is narrow  | Thank you for your feedback. Woodland Road is not a designated Future Route on the ATNM; however, the narrow   |

| Comment Summary  | Response   |
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|  | width of the path has been noted and will be considered in future accessibility reviews where feasible.  |
| A new route is required leading from the Main Road to Llys Dulais estate                                   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| A new route is required leading from the Main Road to Llys Dulais estate                                   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| A new route is required leading from the Main Road to Llys Dulais estate                                   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| Signage to the estate (Llys Dulais) is not on the main road. It is down the side road and is easy to miss. | Thank you for your feedback. Llys Dulais is not situated within an Active Travel designated locality; however, the lack of signage to the estate has been noted and will be considered in future accessibility reviews where feasible.   |
| There are poor pavements accessing from the Main Road to the estate.                                       | Thank you for your feedback. This route is currently not on the ATNM, however improvements to the pavement will be considered as part of future Active Travel accessibility reviews.   |
| There are poor pavements accessing from the Main Road to the estate.                                       | Thank you for your feedback. This route is currently not on the ATNM, however improvements to the pavement will be considered as part of future Active Travel accessibility reviews.   |
| There are no pavements leading from Crynant to Seven Sisters.  | <p>Thank you for your comment. Routes out of Crynant Village, such as FR-CRY-SU001 are Future Routes and will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| There are no pavements leading from Crynant to Seven Sisters.  | <p>Thank you for your comment. Routes out of Crynant Village, such as FR-CRY-SU001 are Future Routes and will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping</p>  |

| Comment Summary   | Response  |
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|   | ensure community priorities are reflected in the prioritisation process.  |
| The are no pavements leading to and from Treforgan.   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map. However, we will consider pavement provision as part of any future Active Travel assessments in Treforgan.   |
| Dropped kerb needs improving at Woodland Road by rugby club   | Thank you for your comment. We note that the dropped kerb at Woodland Road near the rugby club needs improvement. We acknowledge this accessibility issue, and it will be considered as part of the design development process for future active travel improvements in the area. In addition, we will investigate whether this location can be included within our rolling dropped kerb programme. |
| Dropped kerb needs improving at Woodland Road by rugby club   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerb needs improving at Woodland Road by rugby club   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerb needs improving at Woodland Road by rugby club   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerbs required at the Woodland T-junction near front of Crynant Community Council building, | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerbs required at the Woodland T-junction near front of Crynant Community Council building, | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerbs required at the Woodland T-junction near front of Crynant Community Council building, | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Dropped kerbs required at the Woodland T-junction near front of Crynant Community Council building, | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Slippery surface on Herbert Square on the High Street by the monument                               | Thank you for your comment regarding Herbert Square. We will assess this location as part of the Pontardawe Active Travel Masterplan and our Active Travel planning and consider measures to address surface slipperiness and improve safety.   |
| Dropped kerb at crossing by Nisa is too high on the opposite side of the road                       | Thank you for your comment regarding the need for dropped kerbs at the crossing by Nisa. We appreciate you highlighting this accessibility issue. We will review this location as part of our   |



| Comment Summary   | Response   |
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|   | Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.   |
| Dropped kerb at crossing by Nisa is too high on the opposite side of the road | Thank you for your comment regarding the need for dropped kerbs at the crossing by Nisa. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| Dropped kerbs are required on Lewis Road, Neath                               | Thank you for your comment regarding the need for dropped kerbs on Lewis Road. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.           |
| Dropped kerbs are required on Lewis Road, Neath                               | Thank you for your comment regarding the need for dropped kerbs on Lewis Road. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.           |
| Path opposite the TA centre Eastland Road is too narrow                       | Thank you for highlighting the narrow path on Eastland Road opposite the TA centre. We will review this location as part of our Active Travel planning and consider widening to improve accessibility.   |
| Path opposite the TA centre Eastland Road is too narrow                       | Thank you for highlighting the narrow path on Eastland Road opposite the TA centre. We will review this location as part of our Active Travel planning and consider widening to improve accessibility.   |
| Disabled parking is required in the Gnoll Park                                | Thank you for your comments regarding disabled car parking at Gnoll Park. These concerns do not relate to the Active Travel Network Map development; however, we will pass your feedback on to the relevant council department for consideration.  |
| Disabled parking is required in the Gnoll Park                                | Thank you for your comments regarding disabled car parking at Gnoll Park. These concerns do not relate to the Active Travel Network Map development; however, we will pass your feedback on to the relevant council department for consideration.  |
| Make Margam Road one way especially with the school traffic                   | Thank you for your comment. As it does not directly relate to active travel, it will be forwarded to the relevant department for consideration.  |



| Comment Summary   | Response  |
|---|---|
| Make Margam Road one way especially with the school traffic   | Thank you for your comment. As it does not directly relate to active travel, it will be forwarded to the relevant department for consideration.   |
| Make Margam Road one way especially with the school traffic   | Thank you for your comment. As it does not directly relate to active travel, it will be forwarded to the relevant department for consideration.   |
| New crossing at Lloyds Terrace and Station road as main road is difficult to cross                          | Thank you for your comment. The need for a new crossing at Lloyds Terrace and Station Road will be considered as part of ongoing road safety and accessibility assessments.   |
| New crossing at Lloyds Terrace and Station road as main road is difficult to cross                          | Thank you for your comment. The need for a new crossing at Lloyds Terrace and Station Road will be considered as part of ongoing road safety and accessibility assessments.   |
| New crossing at Lloyds Terrace and Station road as main road is difficult to cross                          | Thank you for your comment. The need for a new crossing at Lloyds Terrace and Station Road will be considered as part of ongoing road safety and accessibility assessments.   |
| New crossing at Lloyds Terrace and Station road as main road is difficult to cross                          | Thank you for your comment. The need for a new crossing at Lloyds Terrace and Station Road will be considered as part of ongoing road safety and accessibility assessments.   |
| Improve junction of Margam Road and School Road as difficult to cross                                       | Thank you for your feedback. The junction of Margam Road and School Road will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Improve junction of Margam Road and School Road as difficult to cross                                       | Thank you for your feedback. The junction of Margam Road and School Road will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Improve junction of Margam Road and School Road as difficult to cross                                       | Thank you for your feedback. The junction of Margam Road and School Road will be reviewed as part of ongoing road safety and accessibility assessments to identify opportunities for safer crossing.  |
| Uneven surface along NCN 887 by Velindre Street   | Thank you for your comment on the uneven surface along NCN 887 near Velindre Street. We will assess this route as part of our Active Travel planning and consider improvements to enhance accessibility for all users.  |
| Complaint about roadworks blocking access to house in Cimla   | Thank you for your comment regarding the ongoing construction of the Neath to Cimla Active Travel route. Your feedback will be passed on to the relevant council department for consideration.  |
| Pavement parking on Tonclwyda in Clyne makes it difficult to navigate junction. Double yellow lines needed. | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant |

| Comment Summary   | Response  |
|---|---|
|   | departments to review enforcement practices and explore potential improvements.   |
| N/A   | This comment isn't related to the ATNM Update project.  |
| Baglan - Sunnycroft roundabout, I have a daughter who is going to bae Baglan, and I am worried about how she will get to school as the A48 is really hard to cross. | Thank you for your comment. The need for safer crossing facilities near Sunnycroft roundabout and along the A48 will be reviewed as part of the Port Talbot & Aberavon Active Travel Masterplan and ongoing road safety and accessibility assessments.  |
| Loads of missing dropped kerbs in sand fields   | Thank you for your comment regarding the need for dropped kerbs in Sandfields. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.                        |
| Route along Tennant Canal in Jersey Marine is a single track and untarmacked and is hard to negotiate. Route maintenance generally poor with many overgrown paths.  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.   |
| Lorries queuing for power station often blocking access to cycle path on A48 Margam/Harbour way roundabout  | Thank you for highlighting this issue. We will review the impact of queuing lorries on cycle path access at the A48 Margam/Harbour Way roundabout as part of ongoing road safety and accessibility assessments.   |
| Cwmavon - Pontrhydyfen section of NCN route 887 would benefit from lighting.  | Thank you for your feedback. As the NCN 887 goes through an area of woodland, lighting may not be permitted for ecological reasons. However, we will refer this location to the Street Lighting department for review.  |
| Briton ferry -high street opposite the library. There are high kerbs here and it's very hard to access.   | Thank you for your comment regarding the need for dropped kerbs opposite the Library in Briton Ferry. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| Neath canal is really overgrown something needs to be done about it.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                              |
| Pontardawe off road route is a fantastic route which is flat and accessible. My   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |

| Comment Summary  | Response   |
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| mother has recently had a stroke, and this is somewhere that I can take her.   |  |
| Tarmac the Tennant canal   | Please note that the canal network is not under council ownership, so any changes would require engagement with the relevant landowner and stakeholders. This matter will be considered as part of future active travel planning.  |
| I live in Glynneath and have no issues.  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| There is a barrier here by Roslyn car park please remove as I can't get up with my mobility scooter.                   | Thank you for your comment. We note your concern regarding the barrier near Roslyn car park and its impact on accessibility for mobility scooters. This feedback will be taken into consideration as part of future barrier improvement reviews.   |
| In Briton ferry on bin days the pavements are inaccessible to people with mobility scooters.                           | Thank you for highlighting this issue. We appreciate that there are physical constraints, and this challenge is common across Wales. We will raise this matter with the relevant Council department to explore whether improvements can be made to refuse collection practices and the storage of bins and bags. |
| Where does FR-CYM-SU003 link to? It just seems to stop would it be better to link it to the NCN?                       | Thank you for your feedback, we will extend the ATNM route to link to the NCN.   |
| There is a path behind the angel pub. I'm not sure if it's adopted but it could make a lovely cycleway.                | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| Visibility not great on regent street east Briton ferry. Can something be done about it                                | Thank you for your feedback. Visibility concerns on Regent Street East will be reviewed as part of ongoing road safety and accessibility assessments.  |
| Lovely cycle path in the Afan valley   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Walking and cycling is very poor in Bryn. (Currently no ATNM routes in Bryn)   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| I live in Cimla and there isn't really anywhere to walk the dog - nowhere to go and hills!                             | Thank you for your feedback on the steep gradients, which are characteristic of our valley communities across the borough. We appreciate your input and will continue to consider accessibility improvements where feasible to ensure routes remain as inclusive and safe as possible.                           |
| Afan forest visitors centre the path is all gravel here. Would make it so much easier if it was tarmac for my mobility | Thank you for your feedback. We will refer your comment to the Afan Forest Park Visitor Centre.  |

| Comment Summary   | Response  |
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| scooter. Because of the hill in the rain, it is almost impossible to get up.  |   |
| Reopen all Wales coastal path !   | <p>Thank you for your comment. The original route of the Wales Coast Path north of Aberavon is now closed. It was closed for safety reasons due to collapse, and it is blocked to the public at location on What3words eggshell.lands.lakes</p> <p>The new route follows in a northerly direction on Purcell Ave (by the Aberavon Naval Club at the junction with Scarlett Ave) and in a southerly direction at Brunel Way near Neath Port Talbot Council offices.</p>  |
| More seating needed in town centres   | <p>Thank you for your suggestion. The Active Travel (Wales) Act Guidance does not require seating as part of core active travel infrastructure. However, local authorities are encouraged to consider amenities such as seating where appropriate to enhance accessibility and comfort, particularly for those with limited mobility. Seating provision is assessed on a route-by-route basis.</p>  |
| Neath town centre- find it easy to walk around, also like the Neath canal as it's nice and flat.  | <p>Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.</p>  |
| Find the bottom end of Baglan accessible.   | <p>Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.</p>  |
| <p>No safe cycle route from Alltwen Hill to cycle path in Pontardawe.</p> <p>Walking- the speed of cars makes it difficult to cross Alltwen hill safely. A zebra crossing near Tan yr Allt nursing home could help pedestrians cross safely.</p> <p>Footpaths are frequently blocked by parked vehicles/bins.</p> | <p>Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements. In addition, a Pontardawe Active Travel Masterplan Feasibility Study is planned next, which will consider ways to improve pedestrian connectivity and accessibility in the area.</p> |
| Find the bottom end of Baglan accessible for people in wheelchairs - much better than the top.  | <p>Thank you for your comment. We will continue to work towards making all areas of Baglan accessible for people in wheelchairs.</p>  |
| There is a missing dropped kerb in the Crynant community centre which is impeding access.   | <p>Thank you for your comment regarding the need for dropped kerbs at the Crynant community Centre. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.</p>   |

| Comment Summary  | Response  |
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| Missing dropped kerbs all over Crynant!!   | Thank you for your comment regarding the need for dropped kerbs in Crynant. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.                         |
| A4230 between Neath and Aberdulais is a busy road needs a crossing point.  | Thank you for your comment. The need for a crossing point along the A4230 between Neath and Aberdulais will be considered as part of ongoing road safety and accessibility assessments.   |
| Neath canal needs cutting back. It is a great path but is nearly inaccessible  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                            |
| Paths are all good in Cimla  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| A bit of a blind spot on B4286 in Cwmavon when you are trying to cross the road.   | Thank you for highlighting this issue. We will review the blind spot on B4286 in Cwmavon as part of ongoing road safety and accessibility assessments.  |
| Some excellent walking routes around here  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Please do not implement active travel initiatives that detriment motorists or car journeys for people with mobility issues.  | Thank you for sharing your concerns regarding public transport and mobility challenges in Neath Port Talbot. We fully acknowledge the reliance on cars for many residents, particularly given the geography and health considerations you've highlighted. The ATNM Update project aims to improve active travel options without compromising the needs of motorists or the existing road network. |
| Poor footway accessibility for wheelchairs.<br>Poor walking routes from Clyne to Resolven.<br>Suggests opening the Vale of Neath Railway to walking and cycling.   | Thank you for your comment. This section is currently outside of Neath Port Talbot's land ownership. In addition, there are potential width constraints preventing us from getting to Active Travel design standards.   |
| Connecting and improving the River Neath trail from Oddfellows Street carpark to connect to the newly improved walking and cycling trail from Glynneath leisure centre to the Vale of Neath canal route. | Thank you for your comment. We note your suggestion to connect and improve the River Neath trail from Oddfellows Street car park to link with the newly upgraded walking and cycling route from Glynneath Leisure Centre to the Vale of Neath canal. Unfortunately, we cannot add the route to the ATNM at this stage following an initial feasibility review. Future                             |

| Comment Summary  | Response   |
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| The trail can be muddy - upgrade with paving and drainage.   | route NPT-GLYN-SU005 (cycling) and existing route NPT-GLYN-SU005-P (walking) follow adjacent alignments for journeys west of Glynneath.  |
| Missing dropped kerbs everywhere in sand fields.   | Thank you for your comment regarding the need for dropped kerbs in Sandfields. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| Routes in Pontardawe great but struggle with the styles on rights of way   | Thank you for your feedback. We note your concern about the difficulty posed by stiles on rights of way in Pontardawe. This will be referred to the Public Rights of Way team.   |
| Hard to cross road between Pontardawe leisure centre and the bus stop  | Thank you for your feedback. The need for safer crossing facilities between Pontardawe Leisure Centre and the bus stop will be reviewed as part of ongoing road safety and accessibility assessments.  |
| Don't have any issues with the routes in Glynneath   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Bin men throw rubbish bins back on the pavement in Briton Ferry making it very difficult to get a mobility scooter through | Thank you for highlighting this issue. We appreciate that there are physical constraints, and this challenge is common across Wales. We will raise this matter with the relevant Council department to explore whether improvements can be made to refuse collection practices and the storage of bins and bags.   |
| Cycle route seems to end on the Briton ferry side of this the Briton Ferry Old bridge.                                     | Thank you for your feedback. We are aware that the cycle route currently appears to end on the Briton Ferry side of the Briton Ferry Old Bridge. This will be reviewed as part of ongoing Active Travel planning to improve continuity and connectivity of cycle routes in the area.   |
| Missing dropped kerbs - hard to get into Neath in a wheelchair   | Thank you for your comment regarding the need for dropped kerbs in Neath. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.      |
| When is Newbridge road bridge going to be started?   | Thank you for your comment - the Newbridge bridge project is currently in the detailed design stage of development.  |
| Neath canal is really overgrown  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.       |



| Comment Summary  | Response  |
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| Some signage missing along Pontardawe canal.   | Thank you for your comment. This land is not in the Council's ownership and, therefore, your feedback will be forwarded to the relevant landowner.  |
| Wide paths and great walk along the seafront in Sandfields   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| There is a new house estate in Rhos I think there should be a link shown to that   | Thank you for your comment. We agree this is a fair suggestion. Links to the new housing estate in Rhos will be added to the Active Travel Network Map to ensure connectivity for residents.  |
| Good routes around Kenfig - never have any issues  | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.   |
| Walking and cycling routes aren't great in Bryn. Has anyone thought to link to Bridgend  | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Missing dropped kerbs throughout Crynant. Can extra routes be added on?  | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| More routes in Crynant please  | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| Rhyslyn car park Afan valley - need to get rid of barrier so mobility scooters can get through   | Thank you for your comment. We note your concern regarding the barrier near Roslyn car park in Afan Valley and its impact on mobility scooter access. This feedback will be considered as part of future barrier improvement reviews.   |
| Missing dropped kerb into the community centre in Crynant, this means that disabled people can't access this vital community resource, and these could be the people who need it most. | Thank you for your comment regarding the need for dropped kerbs at the Crynant community Centre. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.                                    |
| Neath canal is very over grown. This map is extremely difficult to use, and not user friendly  | Thank you for your feedback regarding the usability of DataMapWales. We acknowledge the concerns raised, particularly that the platform is not fully accessible for those with visual impairments and will share this with the relevant team to inform ongoing improvements. Regarding the canal, it is not owned by the Council; therefore, maintenance responsibilities rest with the landowner and not the Council at present. |
| There are some really busy roads in Pontardawe which are difficult to cross. As a town it is not easy to walk around   | Thank you for your comment. We will review crossing provision and pedestrian accessibility in Pontardawe as part the  |



| Comment Summary  | Response   |
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| and is severed by busy roads. It's easier to drive!  | Pontardawe Active Travel Masterplan and ongoing road safety and accessibility assessments.   |
| Missing dropped kerbs all along Dalton road, Sandfields  | Thank you for your comment regarding the need for dropped kerbs in Sandfields. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.   |
| Lots of missing dropped kerbs in Crynant   | Thank you for your comment regarding the need for dropped kerbs in Crynant. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.  |
| Crossing points in Pontardawe aren't very good. Can this be looked at.   | Thank you for your comment. We will review crossing provision and pedestrian accessibility in Pontardawe as part the Pontardawe Active Travel Masterplan and ongoing road safety and accessibility assessments.  |
| Part of the incline seems to be missing linking to jersey park- please can this be added on?   | Thank you for your comment. FR-NEA-SU083 goes along The Incline via Jersey Park - as a future route, the alignment is only indicative at this stage - when the route undergoes route development and design, there will be further opportunity to ensure the route connects to Jersey Park in most suitable way.   |
| Complaint about roadworks blocking access to house in Cimla  | Thank you for your comment regarding the ongoing construction of the Neath to Cimla Active Travel route. Your feedback will be passed on to the relevant council department for consideration.   |
| Gates along the canal between Abergarwed and Clyde aren't cyclist friendly.<br>The path needs maintained better and be more accessible.  | Thank you for your comment. We will refer the maintenance issue to our Streetcare team.  |
| Following routes should be developed:<br>Route from Fforest Hill to A4109.<br>Bryncoch to Neath<br>Aberdulais to Cilfrew<br>Full length of Cefn yr Allt<br>Full length of canals<br>Re-open the Dulais to Cilfrew footbridge<br>Dulais Drive | Thank you for your comment:<br>- The route along Cefn-Yr-Allt stops at the boundary of the built up area. Active Travel Funding will not fund beyond this.<br>- Brunel Close has been added on updated maps so will be reflected in the new mapping.<br>- Any Future Routes will be developed in line with the TfW prioritisation process - thank you for your feedback, community priorities are taken into account in the prioritisation process.<br>- We will add a new future route over the bridge in Aberdulais onto the ATNM.<br>- FR-BRYN-SU0001 is a future route on the ATNM between Neath and Bryncoch as this route will provide good connectivity |

| Comment Summary   | Response  |
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|   | to trip attractors such as the Primary school and residential areas.  |
| <p>Speed humps on Old Road create danger for cyclists.</p> <p>Top of the incline is always muddy and needs better drainage.</p> <p>Please join the top of the incline to the Pelenna river bridleway (there is a missing section). This would allow us to access so many off road extra bike routes.</p> <p>Thank you</p> | <p>Thank you for your feedback. We note your concern about the speed humps on Old Road and their impact on cyclist safety. This will be reviewed as part of future road safety assessments.</p> <p>The Pelanna River Bridleway link would be considered a leisure route and is therefore not considered under the ATNM which is for purposeful journeys that encourage modal shift. We will refer this suggestion to the Countryside / Public Rights of Way team.</p>   |
| <p>I would like to be able to travel from Neath to cycle route 4 without fear of people hanging around under bridges, in bike and with my toddler in a trailer. This is not the case at present - with groups hanging out by the canal and overgrown foliage making it hard to pass.</p>                                  | <p>Thank you for your comment. We will refer the issue to our Streetcare team.</p>  |
| <p>Tree roots pushing up tarmac on the Afan Valley cycle route. Please could they be remedied?</p>  | <p>Thank you for your comment. We will refer the maintenance issue to our Streetcare team.</p>  |
| <p>Improve FR-NAB-W005 between Longford Road and Waunceirch. It offers good potential for safe off-road cycling. It is currently muddy and overgrown.</p>   | <p>Thank you for your comment. As FR-NAB-W005 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>Improve the incline path running from Jersey path, remove loose stones and try to flatten the path for walking. It is especially bad near to Bwlch road where it is constantly water and mud blocked in between the rocks, most probably a drainage issue.</p>   | <p>Thank you for your comment. We will refer the issue to our Streetcare team.</p>  |
| <p>Clear the overgrowth along the canal path running from Briton Ferry to Neath. It is impassible in parts.</p>   |   |

| Comment Summary   | Response   |
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| Bridleways or lack of in the whole area of NPT.   | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.   |
| Paving slabs in Neath town centre need to be repaired and maintained. It's dangerous for people walking and in chairs.  | Thank you for your comment on paving slabs in Neath town centre. We will assess these routes as part of our Active Travel planning and consider repairs and maintenance to improve safety and accessibility for all users.   |
| The path between Brunel Way and Church Street in Briton ferry is overgrown, unlit, narrow and doesn't feel safe. Antisocial behaviour taking place in the disused tunnels.  | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| Re-open the path from Brunel way to Baglan Bay.<br>Would like easier routes to walk to mountains surrounding Port Talbot.   | <p>Thank you for your comment. The original route of the Wales Coast Path north of Aberavon is now closed. It was closed for safety reasons due to collapse, and it is blocked to the public at location on What3words eggshell.lands.lakes</p> <p>The new route follows in a northerly direction on Purcell Ave (by the Aberavon Naval Club at the junction with Scarlett Ave) and in a southerly direction at Brunel Way near Neath Port Talbot Council offices.</p> <p>We will review connectivity to key trip attractors as part of the ATNM review.</p> |
| Banana island, Neath - footpath should be wider. Bikes cycling on footway which is hazardous as the bus stop gets crowded.  | Thank you for your comment regarding Banana Island in Neath. We are reviewing this location as part of the improvements to Neath Abbey Road.   |
| The canal cycle track between Resolven and Glynneath - Update the cycle track from gravel and mud to tarmac.<br>Poor road conditions and sparse cycle path availability, particularly in the Dulais valley from Aberdulais to Banwen. | Thank you for highlighting the condition of the canal cycle track between Resolven and Glynneath. We will consider upgrading the surface to tarmac as part of our Active Travel planning to improve usability.   |
| NCN 43 is Fully tarmacked and fully fit for purpose and extends from Clydach through to Trebanos.   | Thank you for your positive feedback. We appreciate your support and will continue improving active travel routes to make them safer and more accessible.  |
| Path along the top of the top of Pontardawe playing fields adjacent to the B4603 Swansea Road would benefit from improved surfacing.  | Thank you for your suggestion regarding the path near Pontardawe playing fields. We will review this route as part of our Active Travel planning and consider resurfacing to improve accessibility.  |

| Comment Summary  | Response  |
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| NPT-PON-POO20 - Why not continue along existing towpath  | Thank you for your comment regarding NPT-PON-POO20 and the suggestion to continue along the existing towpath. We will review this as part of our Active Travel planning and consider options to improve connectivity and accessibility.                                   |
| <p>The route through Talbot Memorial park from Theadore road entrance to exit onto main road commercial road</p> <p>Taibach would greatly benefit from some street lighting.</p> <p>Port Talbot has some great access to cycle routes but links in and around the town centre from the Afan Valley make it difficult without using main roads to access other routes connecting Baglan/Margam and the Beach.</p> | <p>Thank you for your comment, we will refer the lighting comment to the Parks department.</p> <p>NCN 887 can currently be used to connect the Afan Valley to Port Talbot Town Centre, and connectivity will be further improved as routes on the ATNM are delivered.</p> |
| <p>Why invest in a new route FR-PON-SU002 (Holly Street / Arthur Terrace) rather than invest in POO50 (Swansea Canal). Improvement would require ramp access from Holly street on to the towpath. If to be promoted surfacing would need improvement up to Bridge 7 (51.725649590755275, - 3.843009603403143).</p>   | <p>Thank you for your comment regarding investment priorities between FR-PON-SU002 and POO50. We will review these routes as part of our Active Travel planning and consider improvements to enhance connectivity and accessibility.</p>                                  |
| <p>Why divert route and not use and improve existing towpath, providing access to a safe route and access to blue and green environments extending to Ynysmeudwy Road (B4603).</p> <p>The route could then extend beyond Ynysmeudwy Road along the towpath of the NPT owned nature reserve. A drop curb may be required to cross the road.</p>   | <p>Thank you for your suggestion, we will add a new future route link along the towpath.</p>  |
| <p>Why divert route and not use and improve existing towpath, providing access to a safe route and access to blue and green environments extending to Ynysmeudwy Road (B4603).</p> <p>The route could then extend beyond Ynysmeudwy Road along the towpath of the NPT owned nature reserve. A drop curb may be required to cross the road.</p>   | <p>Thank you for your suggestion, we will add a new future route link along the towpath.</p>  |

| Comment Summary  | Response   |
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| <p>Following on from this, this would then link to the NCN43 via FR-PON-SU030.</p>   |  |
| <p>Encourage use of canal towpath. Improvements would require widening and resurfacing. Provides a safe off-road walking and cycling route, providing access to blue green spaces, to the secondary school (Cwmtawe), local town and facilities.</p>   | <p>Thank you for your comment on encouraging use of the canal towpath. We will assess this route as part of our Active Travel planning and consider improvements such as widening and resurfacing to provide a safe and accessible off-road walking and cycling route.</p>   |
| <p>Walking along the Neath canal from around the Morrison's store area is an absolute nightmare. Much of the path is overgrown, unsafe and littered. The canal itself is filthy and full of weeds and rubbish. Maintain, clean and improve existing walking trails such as this before developing even more</p>  | <p>Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.</p>  |
| <p>Neath valley railway from Neath to Cwmgrach is no longer used and is slowly becoming overgrown, as the track is still in place this could assist in turning the route into a combined cycle walkway, creating a loop along with the existing canal towpath in a similar vein to the nearby Afan valley.</p> <p>The route between Cimla and Tonmawr/ Pontrhydyfen is currently quite limited dangerous and creates a bottleneck over to the excellent facilities in Afan valley for cycling.</p> | <p>Thank you for your comment. In regard to the link along Neath Valley Railway from Neath to Cwmgrach. We note your suggestion however we cannot add the route to the ATNM at this stage as further investigation into feasibility and land ownership is required.</p> <p>Thank you for your feedback in regard to Cimla to Pontrhydyfen. Future Routes FR-NEA-SU055 and FR-NEA-SU057 connect Cimla to Pontrhydyfen. As Future Routes, they will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>Sunnyside Terrace and Heol Y Glyn into Cymmer and should be included in active travel for walking. The pavement currently narrows significantly making it difficult and dangerous for parents with children with pushchairs.</p>  | <p>Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.</p>  |

| Comment Summary  | Response   |
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| Please include horse riders.   |  |
| Lack of dropped kerbs in Aberavon making it difficult to get around by wheelchair. Particularly FR-PT-SU036, FR-PT-SU090 and FR-PT-SU099   | Thank you for your comment regarding the need for dropped kerbs in Aberavon. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users.   |
| The track behind Port Talbot railway station is dark and unlit at night it doesn't feel safe and the potholes fill with water making it unpassable when trying to go to the train station.                                     | Thank you for highlighting safety concerns behind Port Talbot railway station. We will review lighting and surface conditions as part of the Port Talbot and Aberavon Active Travel Masterplan and our Active Travel planning and consider improvements to enhance safety and usability.   |
| Proposed future route between Aberdulais and Blaengwrach on the towpath should have the surface upgraded.  | Thank you for your comment regarding the proposed route between Aberdulais and Blaengwrach. We will consider upgrading the towpath surface as part of our Active Travel planning.  |
| FR-NEA-SU069 This route is now completely impassable with anti-pedestrian infrastructure and no alternative route Llandarcy is completely isolated for pedestrians   | Thank you for highlighting the issues with FR-NEA-SU069. We will review this route as part of our Active Travel planning and explore options to remove barriers and improve pedestrian connectivity.   |
| The route along the canal in Jersey Marine needs to be improved and maintained could provide a pedestrian route out of Jersey marine since the previous one has been fenced over a PROW which the council refuses to maintain. | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| Re-open the path from Brunel way to Baglan Bay. A wall has been built meaning that people are now having to access the path by going down the river banks!   | <p>Thank you for your comment. The original route of the Wales Coast Path north of Aberavon is now closed. It was closed for safety reasons due to collapse, and it is blocked to the public at location on What3words eggshell.lands.lakes</p> <p>The new route follows in a northerly direction on Purcell Ave (by the Aberavon Naval Club at the junction with Scarlett Ave) and in a southerly direction at Brunel Way near Neath Port Talbot Council offices.</p> <p>We will review connectivity to key trip attractors as part of the ATNM review.</p> |
| Alternative coastal path needs maintenance between Baglan Heights to   | Thank you for your comment. We will refer the issue to our Streetcare team.  |

| Comment Summary  | Response   |
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| Thorney Road.<br>Neath Canal needs to be maintained.   |  |
| Alongside Tennant canal , Jersey marine to Aberdulais , and Aberdulais to Glynneath and Aberdulais to Resolven - make them usable and smoother. Make great routes to encourage people from other areas to visit our area and spend money . | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| Glynneath to Resolven route needs levelling out and pot holes repaired. Just need more cycling and walking paths and keep them in good repair.   | Thank you for your comment regarding the Glynneath to Resolven route. We will review surface conditions as part of our Active Travel planning and consider improvements to support walking and cycling.  |
| Pavement parking all along FR-PT-SU087 in Baglan, especially around the primary school.  | Thank you for raising this concern. Pavement parking is a widespread issue across Wales and can significantly impact accessibility for disabled people and those with prams. Enforcement responsibilities currently lie with both the Council and the Police, and we will raise this matter with the relevant departments to review enforcement practices and explore potential improvements.  |
| There is no pavement on the section of road B4287, which connects the end of the lanes from 'the incline' to Tonmawr/ and access to Afan Forest Park. Forces pedestrians onto the road.  | <p>Thank you for your comment. FR-NEA-SU055 runs along the B4287.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Fill the potholes and maintain the roads which we drivers pay a fortune to drive on!!  | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| FR GLYN SU002 has a footpath along the road but its narrow, overgrown and dark.  | Thank you for highlighting the condition of FR GLYN SU002. We will review this route as part of our Active Travel planning and consider widening, clearing vegetation, and improving lighting.   |
| Improve existing roads before creating new ones especially potholes / uneven areas of road which create puddles where pedestrians can get splashed -   | Thank you for your comment. We will refer the issue to our Streetcare team.  |



| Comment Summary   | Response   |
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| <p>there are particularly bad ones by the Cadoxton Road railway bridge - between Burger King and Neath College which is a key walking route.</p> <p>it is fine to cycle from Cadoxton to Neath on the road, along the canal is not realistic - too bumpy.</p> <p>Difficult to walk with pushchair due to lack of dropped kerbs.</p> |  |
| The path between Ystradowen and Brynamman needs better maintenance and lighting.  | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| It is difficult to cross the A474 / A4067 roundabout due to traffic speed and lack of crossings.  | Thank you for your comment. The need for improved crossing facilities at the A474 / A4067 roundabout will be reviewed as part of ongoing road safety and accessibility assessments.  |
| Re-open the Newbridge Bridge to create a traffic free route to the seafront.  | Thank you for your comment - the Newbridge bridge project is currently in the detailed design stage of development.  |
|   | Thank you for your comment. The original route of the Wales Coast Path north of Aberavon is now closed. It was closed for safety reasons due to collapse, and it is blocked to the public at location on What3words eggshell.lands.lakes   |
| The footpath down to Baglan bay should be re-opened.  | <p>The new route follows in a northerly direction on Purcell Ave (by the Aberavon Naval Club at the junction with Scarlett Ave) and in a southerly direction at Brunel Way near Neath Port Talbot Council offices.</p> <p>We will review connectivity to key trip attractors as part of the ATNM review.</p>   |
| I just wanted to clarify what will happen on St. Paul's Road - will parking be reduced?   | As part of the Sandfields Active Travel Masterplan there are currently no proposals to reduce parking on St Pauls Road. Within the Sandfields Masterplan, the proposal for St Pauls Street is currently that it will function as a 'Quiet Street', where cyclists are able to travel safely on-road. In accordance with the Active Travel (Wales) Act Guidance, 'Quiet Streets' are lightly trafficked local streets that are low-speed, low-volume environments where cyclists can comfortably share the carriageway with motor vehicles. |
| Improve access to the main bus route through Clyne for children and partially sighted people.   | Thank you for your feedback. This location is not part of a designated Active Travel locality; however, improving access to the main bus route through Clyne for children and partially sighted people will be noted and considered in future accessibility and safety reviews.  |

| Comment Summary  | Response  |
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| Improved surface and maintenance of Tennant Canal neat Jersey Marine.  | Thank you for your comment. We will refer the issue to our Streetcare team.   |
| There is a steep section of NCN 887 from Pontrhydyfen to Cwmavon and bikes come down at speed. There should be separation for walkers and cyclists. There is also a blind corner at Bethel Chapel and there should be signs for bicycles to slow down.   | Thank you for highlighting these issues. We recognise the steep incline on NCN887 near Pontrhydyfen can be challenging for cyclists and wheelchair users, and we also acknowledge the visibility concerns at Oakwood Avenue for cyclists coming from the Aqueduct. These concerns will be passed on to the relevant council department for review and consideration.  |
| Can each route be documented to include the ability of a carer to push a wheelchair?   |   |
| Is it relatively flat (no steep sections)?<br>Nature of surface (e.g. tarmac - wheelchair friendly)?<br>Length and position of a flat section?<br>Does it contain steps?<br>Does it involve crossing roads?<br>Does it involve gates, cattle grids or other interruptions?<br>Are there benches along the route?<br>Does it have accessible parking nearby at one or more points?<br>Etc | Thank you for your suggestion. Many of the considerations you've outlined - such as gradient, surface type, steps, crossings, gates, seating, and accessible parking - are reviewed as part of the design development process on an individual route-by-route basis. This ensures that accessibility and usability are assessed in detail for each location, and where feasible, improvements are incorporated to meet the needs of all users, including wheelchair users and carers. |
| The existing road between Tonmawr and Efail Fach, Pontrhydyfen has not safe walking or cycle pathway. This section of roadway is in desperate need for a safe pathway for both walkers and cyclists.   | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |
| The route is totally neglected and regularly becomes overgrown. A tarmac surface would help solve this problem and provide a safe cycle route for young and old along with walkers. Alot of other places have similar routes tarmacked but, this area has been overlooked. The route should join up with other safe routes linking to Pontrhydyfen.                                      | Unfortunately, a pin was not dropped onto the map, therefore we cannot see the route being referred to. Please email greener@npt.gov.uk if you would like to clarify the route being referred to.   |
| The road between Dan-y-Coed and Efail Fach has no pavement. As such, it is extremely dangerous to pedestrians and cyclists. Provide a pavement or a track away from the road traffic.  | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.  |

| Comment Summary  | Response  |
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| <p>Cycling through port talbot from east to west of vice versa on NCN route - It's really hard to navigate and a very roundabout route.</p> <p>Also, Port Tennant canal path always overgrown</p>  | <p>Thank you for your comments. We will be looking into improving the cycle connectivity as part of the Port Talbot &amp; Aberavon Active Travel Masterplan. With regard to the canal, please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.</p> |
| <p>The community of Oakwood is inundated by mountain bikers. They park in the village rather than using the car parks. They ride fast in big groups. We have had people knocked over and horse riders thrown because of the lack of consideration. Bethel Chapel Corner is a blind corner and there have been many near misses.</p>                            | <p>Thank you for your feedback. We have noted these issues in the community of Oakwood and will review the safety issues to consider what improvements can be made for the safety of all users.</p>   |
| <p>FR-NEA-SU040 in Cimla does not require improvement. Investment should be made into routes that are already in existence and safety measures for the cycle events that occur on Cimla Hill.</p>  | <p>Thank you for your comment. We will refer the issue to our Streetcare team.</p>  |
| <p>How can I get to this track behind Swiss Cottage on Longford Road to be able to walk to the pond and beyond avoiding Longford Road? Cars travel far too fast along this road making walking there dangerous. Access is needed from FR-NAB-W005.</p> <p>Why don't you produce a series of leaflets like Bridgend and Cardiff Council do for local walks?</p> | <p>Thank you for your comment. We note your concern about safe access to the track behind Swiss Cottage on Longford Road and the desire to avoid walking along Longford Road due to fast-moving traffic. We note your suggestion however we cannot add the route to the ATNM at this stage as further investigation into feasibility and land ownership is required.</p>  |
| <p>Cycle path towards Glyncorrwg ponds from Abercregan should have lighting to improve safety.</p>   | <p>Thank you for your feedback. As the NCN goes through an area of woodland, lighting may not be permitted for ecological reasons. However, we will refer this location to the Street Lighting department for review.</p>   |
| <p>Aberdulais Aqueduct Tonna basin to Glynneath along the canal - needs improved maintenance. Speed limit for cyclists on path.</p>  | <p>Thank you for your comment on the canal route from Aberdulais Aqueduct Tonna basin to Glynneath. We will assess this route as part of our Active Travel planning and consider improvements to maintenance, as well as reviewing options for cyclist speed management to enhance safety for all users.</p>  |
| <p>All routes should be properly maintained and not left to deteriorate like the canal tow path. Cyclists and pedestrians</p>  | <p>Thank you for your comment regarding the need for proper maintenance and improved provision for cyclists and pedestrians. We will take this feedback into account as part of our Active Travel planning and consider measures such as</p>  |

| Comment Summary   | Response   |
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| should have separate provision and a speed limit for cyclists.  | separate facilities and cyclist speed management where feasible to improve safety and accessibility.   |
| The cycling/walking proposal FR PON SU019 between Alltwen and Rhos would be welcomed but it would need to be widened. A route between the end of Penyralltwen Park and Lon y Wern would be good as this route is flatter.   | Thank you for your comment. We note your support for the proposed walking and cycling route FR-PON-SU019 between Alltwen and Rhos and your suggestion that it should be widened. We will review this as part of our Active Travel route audits to assess feasibility for widening. Your suggestion for an alternative link between the end of Penyralltwen Park and Lon y Wern will also be considered, as this could provide a flatter and more accessible route. |
| It would be excellent to have a cycle walking route onto harbour way from knights road.<br>Maintenance could be improved generally.   | Thank you for your suggestion. While a cycle and walking route from Knights Road to Harbour Way would be excellent, it is not currently feasible due to significant physical and land ownership constraints. Noted that maintenance is an ongoing challenge with constrained budgets, which also impacts the ability to deliver new infrastructure.  |
| The Bryn-Goytre Cycleway is good but has no lighting.<br>The pavement on the main road to Bryn (B4282) needs widening and the bench on this road was removed and never replaced. The pavement also stops so you cannot walk to Ynys y Gwas from Bryn.<br>Poor surface quality on the streets in Bryn. | Thank you for your comment. This section is outside the Welsh Government's designated Active Travel locality and therefore falls outside the scope of the Active Travel Network Map.   |
| Lighting on the A474 (between Neath and Pontardawe) just after the Dyffryn Arms has no street lights at a dangerous part.<br><br>Develop the unused railway lines.  | Thank you for your comment. We will refer this to the lighting team.<br><br>Many unused railway lines are already on the ATNM as Future Routes and will undergo development when they have been prioritised for funding. Some disused railway lines are not owned by the council and are therefore not feasible to deliver.  |
| Maintain existing routes better - In particular Neath Canal.<br><br>Improve conditions for cyclists by fixing potholes and creating dedicated cycling lanes.  | Thank you for your feedback. Regarding the canal, it is not owned by the Council; therefore, maintenance responsibilities rest with the landowner and not the Council at present. Our ongoing highways resurfacing programme will help address pothole issues. Please report specific defect locations directly to the Council so they can be logged and prioritised for repair.   |
| The B4290 between Skewen and Llandarcy, under the M4, has poor pedestrian and cyclists provision. There is also a pinch point which is intimidating for cyclists.   | Thank you for your comment regarding the B4290 between Skewen and Llandarcy. We will review this location as part of our Active Travel planning and consider improvements to enhance safety and accessibility for pedestrians and cyclists.  |

| Comment Summary   | Response  |
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| Glad that the sign that was blocking the path on Brunel Way by Briton Ferry has been removed. However, the path is still narrow.  | Thank you for your comment regarding Brunel Way by Briton Ferry. We will review this route as part of our Active Travel planning and consider options to widen the path to improve accessibility for all users.   |
| The desire lines crossing the B4290 at Junction 43 show that the paths are not where people want to cross.  | Thank you for your comment regarding the desire lines at Junction 43 on the B4290. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings align with where people naturally want to walk, enhancing safety and convenience.   |
| The addition of the business entrance at the entrance to the canal on George's Row appears to pose a risk to cyclists and pedestrians emerging.   | Thank you for your comment. We note your concern about the new business entrance at George's Row and its potential risk to cyclists and pedestrians. This feedback will be reviewed as part of future safety assessments.   |
| The footpath along the main road through Llandarcy, by Crown Way has been replaced by diamonds to disincentivise walking. The new path has been blocked by developers. People need better active travel options, so they don't get trapped in car dependency. | Thank you for highlighting the issues with the footpath along the main road through Llandarcy by Crown Way and the broader need for better active travel options. We will review this situation as part of our Active Travel planning and work to address barriers that discourage walking, ensuring routes remain accessible and inclusive to help reduce car dependency.  |
| Could we please consider a link to GCG from Pontardawe  | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Briton Ferry to neath canal path is very overgrown  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.  |
| Path leading from the old school is narrow  | Thank you for your feedback. The path leading from the old school is not a designated Future Route on the ATNM; however,  |

| Comment Summary                            | Response   |
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|  | the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.   |
| Path leading from the old school is narrow | Thank you for your feedback. The path leading from the old school is not a designated Future Route on the ATNM; however, the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.  |
| Path leading from the old school is narrow | Thank you for your feedback. The path leading from the old school is not a designated Future Route on the ATNM; however, the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.  |
| Path leading from the old school is narrow | Thank you for your feedback. The path leading from the old school is not a designated Future Route on the ATNM; however, the narrow width of the path has been noted and will be considered in future accessibility reviews where feasible.  |
| New route from Main Road around            | Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.   |
|  | As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery. |
|  | Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.  |
| New route from Main Road around            | Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.   |
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|  | Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.  |
| New route from Main Road around            | Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.   |

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|   | <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| New route from Main Road around                         | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Signage to the estate is not on the main road           | <p>Thank you for your feedback. The estate is not situated within an Active Travel designated locality; however, the lack of signage to the estate has been noted and will be considered in future accessibility reviews where feasible.</p>   |
| Signage to the estate is not on the main road           | <p>Thank you for your feedback. The estate is not situated within an Active Travel designated locality; however, the lack of signage to the estate has been noted and will be considered in future accessibility reviews where feasible.</p>   |
| Signage to the estate is not on the main road           | <p>Thank you for your feedback. The estate is not situated within an Active Travel designated locality; however, the lack of signage to the estate has been noted and will be considered in future accessibility reviews where feasible.</p>   |
| Signage to the estate is not on the main road           | <p>Thank you for your feedback. The estate is not situated within an Active Travel designated locality; however, the lack of signage to the estate has been noted and will be considered in future accessibility reviews where feasible.</p>   |
| No pavements from the main road access to seven doctors | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated</p>   |



| Comment Summary  | Response   |
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|  | <p>prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| <p>No pavements from the main road access to seven doctors</p> | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>No pavements from the main road access to seven doctors</p> | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>No pavements from the main road access to seven doctors</p> | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the</p>   |

| Comment Summary  | Response   |
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|  | <p>greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>   |
| <p>No pavements from the main road access to seven doctors</p> | <p>Thank you for your comment. Main Road through Crynant is a Future Route on the ATNM.</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| <p>No pavements other side of Treforgan</p>                    | <p>Thank you for your comment. FR-CRY-C002 runs from Crynant to Ystradgynlais</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p>           |
| <p>Dropped kerb required</p>                                   | <p>Thank you for your comment. We will require a more specific location in order to provide a response. Please email <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> if you would like to provide more information.</p>   |
| <p>Dropped kerb required</p>                                   | <p>Thank you for your comment. We will require a more specific location in order to provide a response. Please email <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> if you would like to provide more information.</p>   |
| <p>Steps causing problems</p>                                  | <p>Thank you for your comment. We will require a more specific location in order to provide a response. Please email</p>   |

| Comment Summary                                  | Response  |
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|  | greener@npt.gov.uk if you would like to provide more information.   |
| No dropped kerbs on westside of village          | Thank you for your comment regarding the need for dropped kerbs on the Westside of Crynant. We appreciate you highlighting this accessibility issue. We will review this location as part of our Active Travel planning and consider improvements to ensure crossings meet the standards set out in the Active Travel Act Guidance, making routes safer and more inclusive for all users. |
| Pavement is uneven                               | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Pavement is uneven                               | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Road isn't level. Lane is higher than other road | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Road isn't level. Lane is higher than other road | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Road isn't level. Lane is higher than other road | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Road isn't level. Lane is higher than other road | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| No pavement or safe walkway to/from residences   | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Pavement needs completing                        | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.   |
| Pavement needs completing                        | Thank you for your comment. We will require a more specific location in order to provide a response. Please email   |

| Comment Summary  | Response   |
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|  | greener@npt.gov.uk if you would like to provide more information.  |
| Pavements need repairing and cleaning  | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.  |
| Pavements need repairing and cleaning  | Thank you for your comment. We will require a more specific location in order to provide a response. Please email greener@npt.gov.uk if you would like to provide more information.  |
| Pavement to Kingfisher & Godre Rhos  | <p>Thank you for your comment. FR-CRY-C002 runs from Crynant to Ystradgynlais</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Pavement to Kingfisher & Godre Rhos  | <p>Thank you for your comment. FR-CRY-C002 runs from Crynant to Ystradgynlais</p> <p>As it is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.</p> |
| Thank you for the Workshop Friday it was really helpful to see what you actually look for in feedback. Please see some of the points I raised and other information. | Thank you for your comment.  |
| Areas of unidentified walking / cycle  | <p>1. We will be in touch with the Biodiversity team regarding the Elba stepping stones project.</p> <p>2. This route would be considered more of a leisure route which is why it is not included on the ATNM. The ATNM is for routes which would be used for purposeful journeys such as travelling to work / school / shops / transport stations.</p>  |

| Comment Summary  | Response   |
|--|--|
| <p>routes ;</p> <p>-Elba Stepping stones biodiversity project - School walking route - This may be best to speak to Eastern Primary school parents (Details below)</p> <p>-Ty Fry up to Brombil - This is used as a walking route up to the diverted coastal path, there is actually a path running parallel to the road behind the houses following the stream. Brombil Gardens and comes out just before the culvert.</p> <p>-I am also just highlighting, there are no crossings other than islands on the A48 from end of Margam road up to Pyle. (This is showing as an existing route)</p> <p>- Duke street past the Taibach community centre and behind the Education centre to join Central Road.</p>  | <p>3. Margam Road to Pyle along the A48 is a 'Future Route' on DataMapWales rather than an 'Existing Route'. This means that the alignment has been identified for future improvement but there currently is not sufficient provision for active travel.</p> <p>4. This route will be added to the ATNM.</p>   |
| <p>I think the most logical and indeed cost effective option for that route is to run along the existing railway line that runs from one of the viaducts in Gwaun Cae Gurwen (<a href="https://what3words.com/lookout.eating.hound">https://what3words.com/lookout.eating.hound</a>) and goes on a big arc to end up at a now blocked tunnel near Pontardawe cross (<a href="https://what3words.com/daydreams.mot.orient.majors">https://what3words.com/daydreams.mot.orient.majors</a>), indeed if we were to use this as an active travel route, it would be quite easy to use the other railway line that goes from the other viaduct in GCG (<a href="https://what3words.com/booklets.world.wide.surveyed">https://what3words.com/booklets.world.wide.surveyed</a>) to the former washery in Tairgwaith (<a href="https://what3words.com/condense.spreads.showdown">https://what3words.com/condense.spreads.showdown</a>) and could then link up to the planned foot, bridle and cycleway I mentioned above that will be crossing the former common to Cwmllynfell, indeed I would suggest that this route would be very accessible, given it is a railway line and therefore has only</p> | <p>Thank you for your suggestion. The Future Route FR-GCG-C001 will be moved from the on-road alignment to the railway line to allow for the creation of a traffic-free route.</p> <p>As a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> <p>The supportive feedback received as part of this engagement feeds into the prioritisation matrix, helping ensure community priorities are reflected in the prioritisation process.</p> |

| Comment Summary  | Response   |
|--|--|
| <p>gentle inclines. I would also point out that we have secured promises of either funding or land to make this route viable from Bluefield Land, Pobl, Pwllfawatkin/FCC Environment and Garth Farm and as you know this route received more responses and support during public consultation than any other route.</p> <p>You can find the rail route on this map:</p> <p>Rail Map Online:</p> <p><a href="https://nam02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.railmaponline.com%2FUKIEMap.php&amp;data=05%7C02%7Ccassia.copeland%40arcadis.com%7Caab707f614034917730e08de0cb82bc4%7C7f90057d3ea046feb07ce0568627081b%7C0%7C0%7C638962182477335020%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFRpbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&amp;sdata=tVfvoeRqElmBfHpn1NYgMwaq2Le36gk0EIUqU7ileJ0%3D&amp;reserved=0">https://nam02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.railmaponline.com%2FUKIEMap.php&amp;data=05%7C02%7Ccassia.copeland%40arcadis.com%7Caab707f614034917730e08de0cb82bc4%7C7f90057d3ea046feb07ce0568627081b%7C0%7C0%7C638962182477335020%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFRpbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&amp;sdata=tVfvoeRqElmBfHpn1NYgMwaq2Le36gk0EIUqU7ileJ0%3D&amp;reserved=0</a></p> <p>Finally, there is some interesting info</p> <p>Info on Pontardawe – GCG Rail Line &amp; Tunnel:<br/> <a href="http://www.forgottenrelics.org/tunnels/pontardawe-tunnel/">http://www.forgottenrelics.org/tunnels/pontardawe-tunnel/</a></p> | <p>Thank you for your comment. Councillors have agreed that Future Route FR-GCG-C001 will be moved from its current on-road alignment to the old railway path, as this would allow for the development of a traffic-free route.</p> <p>As FR-GCG-C001 is a Future Route, it will be included in the updated prioritisation process as part of the ATNM refresh. This process uses a scoring system with a wide range of criteria to assess the benefits and accessibility improvements each Future Route is expected to deliver. The aim is to identify projects with the greatest impact so they can be prioritised for development and delivery.</p> |

| Comment Summary   | Response   |
|---|--|
|   | Your feedback plays an important role in this process, helping ensure community priorities are reflected in the prioritisation process.  |
| Concerns raised regarding missing cycle and bridleway routes associated with the East Pit restoration scheme.                                       | Thank you for your comment, we will extend FR-GCG-SU004 from Tairgwaith to Cwmllynfell (via East Pit).   |
| Accessibility issues reported at Lower Brynamman and Forge Washery, including overgrown paths and poor surface conditions.                          | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| West side of Afan Valley route is tarmacked and well-used; east side remains gravel. Suggested tarmacking east side.                                | This is a leisure route and is also not owned by the Council, therefore will not be included within the ATNM   |
| Running groups face access issues due to locked gates; difficulty identifying keyholders (NLW).   | Thank you for your comment - we will refer this issue to the Public Rights of Way team.  |
| Overgrown bridleways between Afan Valley and Neath Valley.  | Active Travel, as defined within the ATNM update, does not include horse riders. However, it is important to note that different user groups, including equestrians, are always considered during the scheme development stage to ensure inclusivity and safety for all potential users.                         |
| Concerns about mountain bikers' speed and lack of warning on shared paths.  | Thank you for your feedback. We have noted these issues of mountain bike speeds and will review the safety issues to consider what improvements can be made for the safety of all users.   |
| Highlighted potential route linking Bridgend and Neath Port Talbot via hidden valley near Cwmavon.  | Thank you for your comments. AT is for purposeful journey (i.e. commuting, shops, school) therefore does not fall under AT.  |
| Suggested exploring St. Elias Way from Afan Argoed Country Park for scenic and historical value.  | Thank you for your comments. AT is for purposeful journey (i.e. commuting, shops, school) therefore does not fall under AT.  |
| Councillor raised concerns about underutilised cycle paths in Sandfields West and highlighted the need for better maintenance and public awareness. | Thank you for your comment. We will refer the issue to our Streetcare team.  |
| Councillor also emphasised the lack of seating along walking routes, which affects elderly and mobility-impaired residents.                         | Thank you for your suggestion. The Active Travel (Wales) Act Guidance does not require seating as part of core active travel infrastructure. However, local authorities are encouraged to consider amenities such as seating where appropriate to enhance accessibility and comfort, particularly for those with |



| Comment Summary  | Response  |
|--|---|
|  | limited mobility. Seating provision is assessed on a route-by-route basis.  |
| Need for improved connectivity between transport hubs and residential areas and suggested specific route additions near Port Talbot hospital and school fields.  | These will be considered as part of the ATNM renewal and key destination areas will be looked at as part of this review   |
| Councillor highlighted road safety issues on the PDR, particularly speeding vehicles and cyclist vulnerability, and recommended engagement with South Wales Police.  | Thank you for your feedback - we will refer the safety concerns on the PDR to the local highway authority.  |
| Councillors noted that maintenance issues, such as debris and overgrowth, discourage use of existing infrastructure.   | Thank you for your comment. We will refer the issue to our Streetcare team.   |
| Poor condition of the underpass and walkway from the Civic Centre to Clifton Terrace, Baglan. This is a key access point for active travel into Baglan and requires upgrading.   | Thank you for your comment regarding the poor condition of the underpass and walkway from the Civic Centre to Clifton Terrace, Baglan. We recognise this is a key access point for active travel into Baglan and agree that it requires upgrading. We will add this location as a new Future Route within the active travel network plans to ensure it is considered for improvement in the future. |
| Councillor identified a missing pavement section on Crymlyn Road near Seracold Avenue.   | Thank you for highlighting the missing pavement section on Crymlyn Road near Seracold Avenue. We will review this location as part of our Active Travel planning and consider options to provide a continuous and accessible footway to improve safety and connectivity for pedestrians.  |
| Concerns raised about lack of maintenance funding for active travel routes, especially the canal path.   | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.                              |
| Councillor advocated for more dropped kerbs to support mobility impaired users.  | Thank you for your comment. We have an extensive dropped kerb works programme that we review and deliver each year to improve accessibility for mobility-impaired users.  |
| Concern raised about the accessibility of DataMapWales for visually impaired users, noting that the survey interface is screen-reader friendly, but the map component is not. Recommended that using written walkthroughs could be used to communicate route changes, referencing a recent example from Cardiff Council. | Thank you for your feedback regarding the usability of DataMapWales. We acknowledge the concerns raised, particularly that the platform is not fully accessible for those with visual impairments and will share this with the relevant team to inform ongoing improvements.  |

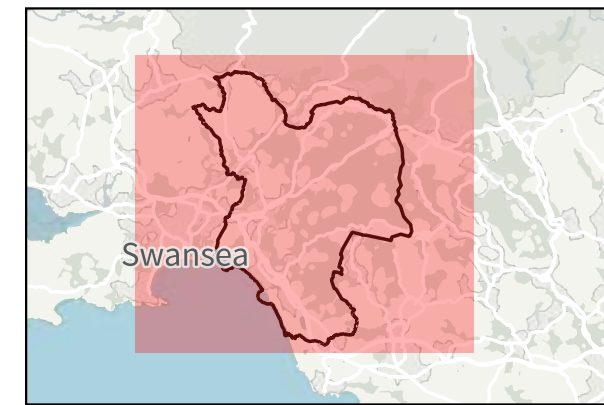
| Comment Summary  | Response   |
|--|--|
| It was recommended that a local accessibility forum is set up, similar to those in Cardiff and Torfaen to support ongoing consultation and inclusive design. It was noted that there is an absence of structured engagement process for accessibility in Neath Port Talbot and the need to benchmark against neighbouring authorities. | Thank you for your suggestion regarding the establishment of a local accessibility forum. We acknowledge the importance of structured engagement to support inclusive design and ongoing consultation. This recommendation will be considered as part of our approach to improving accessibility and stakeholder involvement in Neath Port Talbot.   |
| It was highlighted that there are ongoing issues in Jersey Marine, particularly unsafe crossings and poor access to bus stops.   | Thank you for highlighting these concerns. We are aware of ongoing issues in Jersey Marine, particularly unsafe crossings and poor access to bus stops. This area is not within a designated Active Travel locality; however, these issues will be reviewed as part of future road safety and accessibility assessments to identify potential improvements.  |
| Concerns were also raised about walking routes to GP surgeries, noting that overgrown vegetation, uneven pavements and lack of crossings present barriers to safe travel for visually impaired and mobility-restricted individuals.  | Thank you for raising these general concerns. We acknowledge that walking routes to GP surgeries are affected by overgrown vegetation, uneven pavements, and a lack of crossings, which present significant barriers for visually impaired and mobility-restricted individuals. These issues will be noted and passed to the relevant teams for consideration as part of accessibility and maintenance improvements. |
| Neath Canal - overgrown and add the missing section of Tenant canal and join up with Neath Canal - including link to Cadoxton Road near Rose and Sceptre pub.  | Thank you for your query regarding the canal. Please note that the canal is not owned by the Council; therefore, the responsibility for its maintenance currently rests with the landowner. However, due to the high number of responses we have received on this issue, we will review the matter internally to explore what improvements can be made moving forward.   |
| Speeding issues on Cadoxton Road north on Pen Y Wern hill roundabout   | Thank you for your comment. We note your concern that vehicle speeds on Cadoxton Road north of Penywn Hill Roundabout. This feedback will be shared with the relevant team for consideration as part of future traffic calming and safety reviews.   |
| Provide new controlled crossing on main road opposite Llangatwyg School - New school being provided.   | Thank you for your comment regarding a new crossing opposite Llangatwyg School. As future route FR-CIL-C002 runs along Penscynor, new crossings can be considered as part of the route development process as well as the engagement with the highway authority as part of the school re-development.  |
| Provide new route to Cadoxton Community Park from main road, via Bryn Catwg.   | Thank you for your comment. We will add this onto the ATNM.  |
| Add new route through Skewen Park.   | Thank you for your comment, we will add a new route onto the ATNM.   |

# **Appendix C**

## **Maps of Proposed Route Amendments**

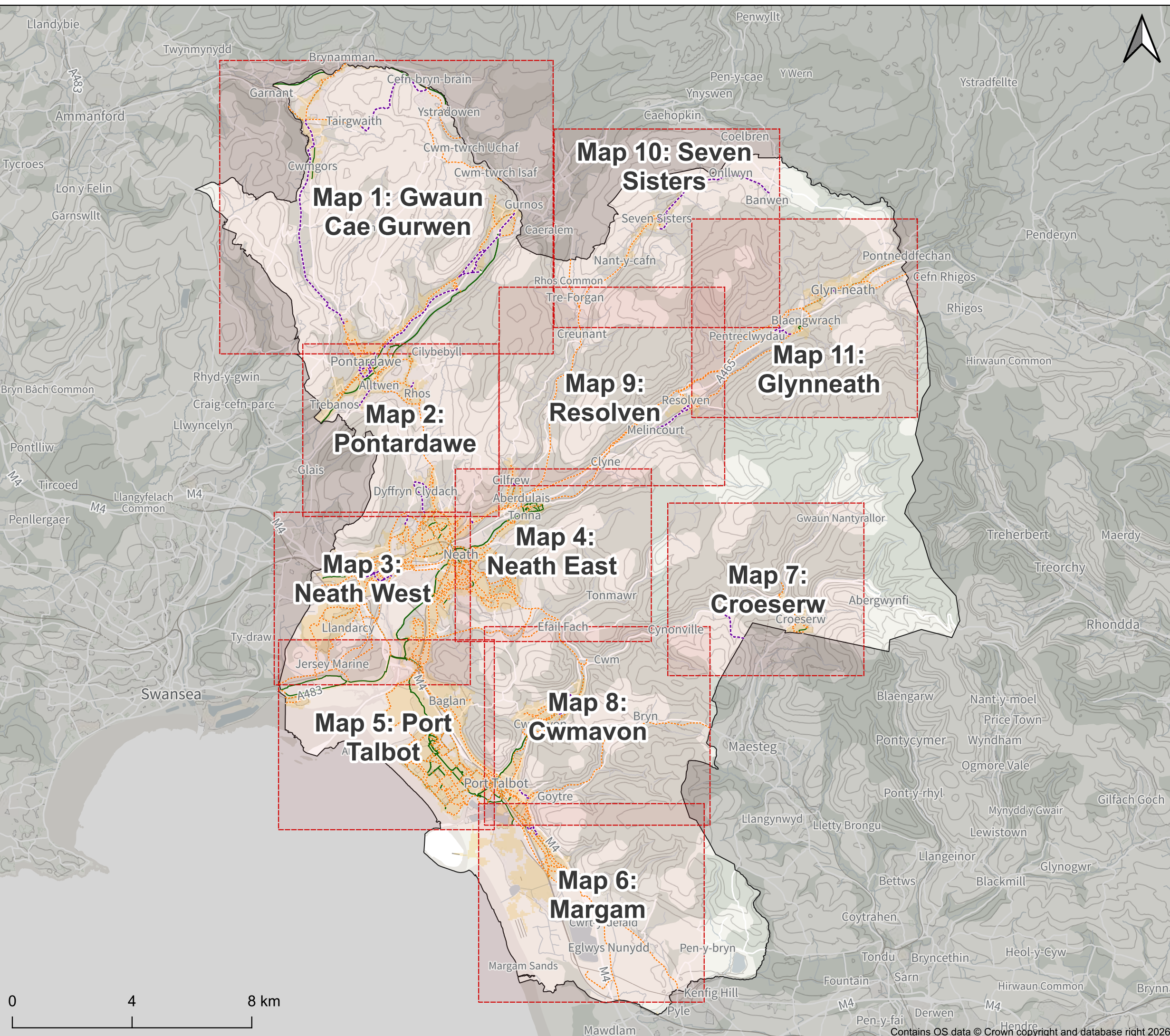


# Neath Port Talbot ATNM Update: Overview



## Legend

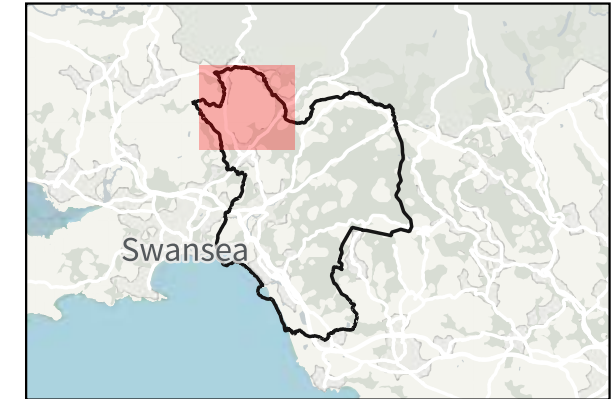
- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement





# Neath Port Talbot ATNM Update: Gwaun Cae Gurwen

Map 1 of 11



## Legend

- New or Amended Future Routes
- - - Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement







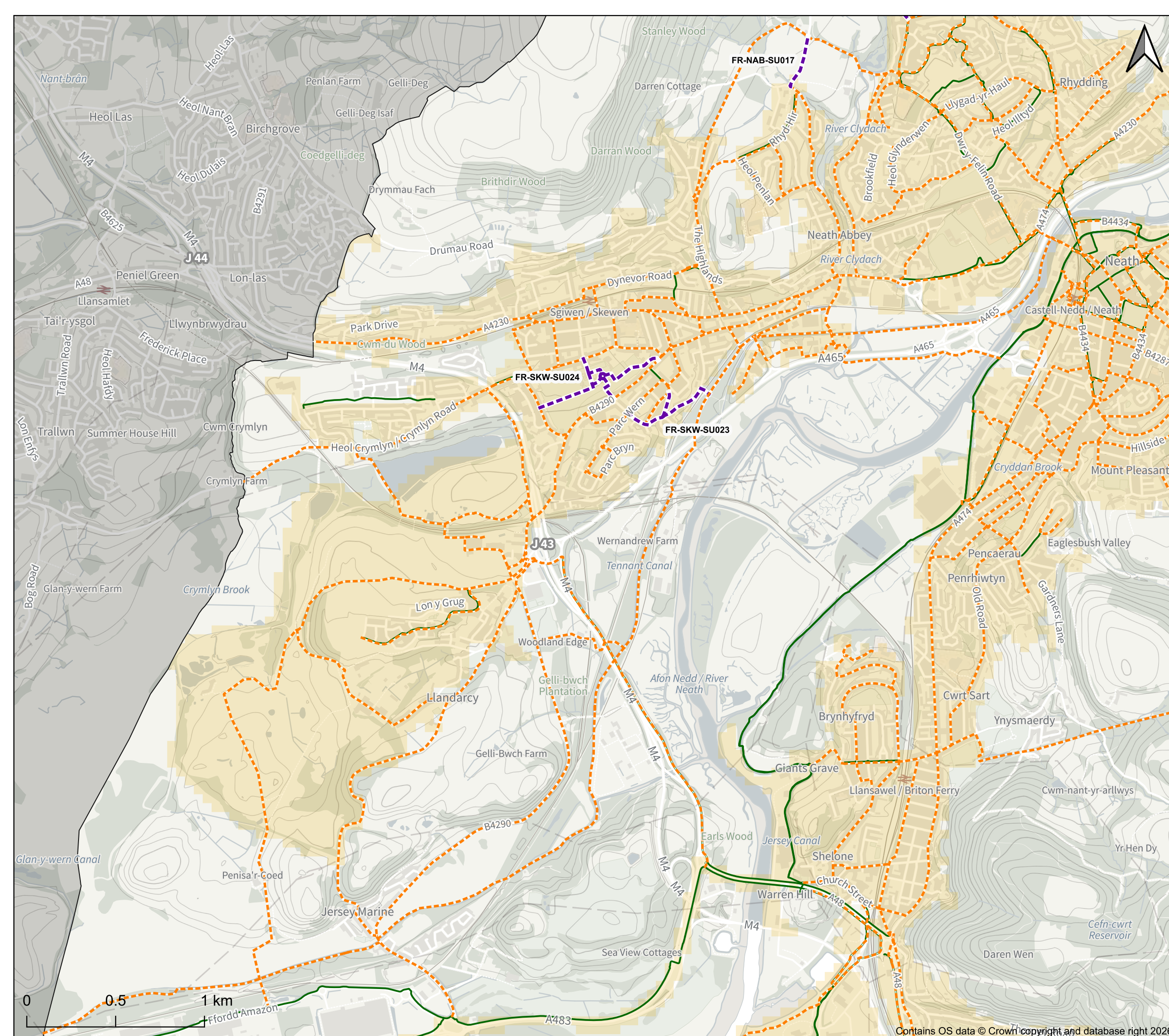


## Map 3 of 11



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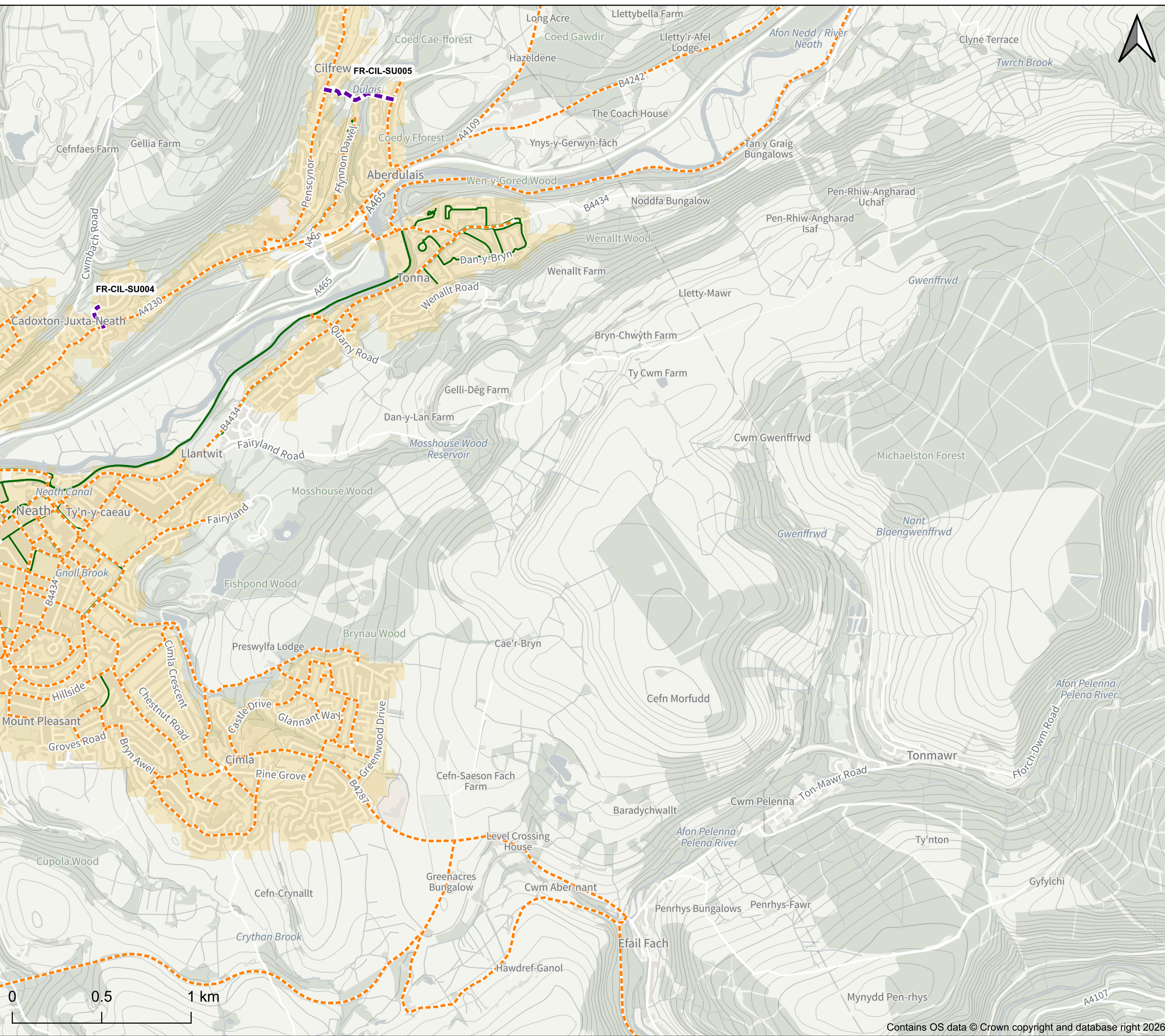
# Neath Port Talbot ATNM Update: Neath East

Map 4 of 11



## Legend

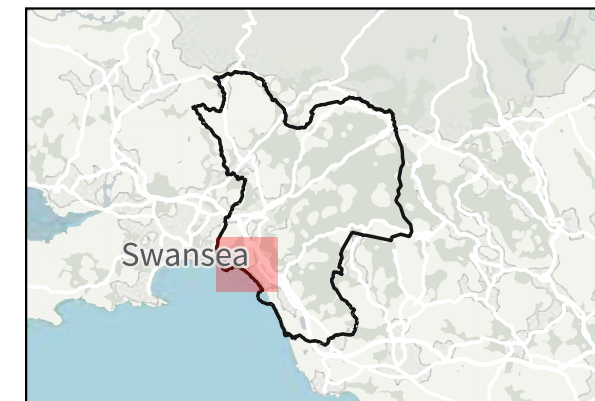
- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement





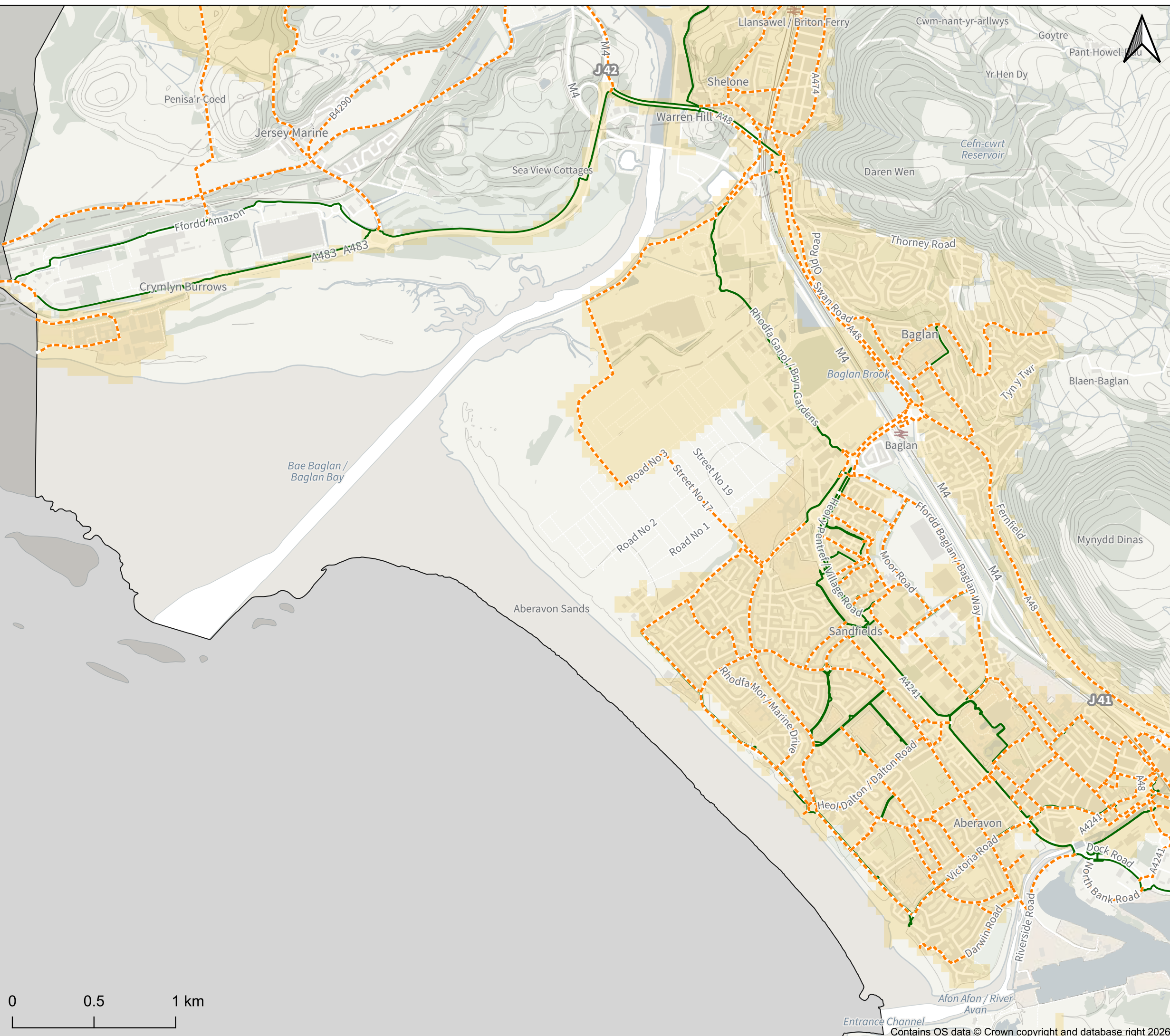
# Neath Port Talbot ATNM Update: Port Talbot

Map 5 of 11



## Legend

- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement





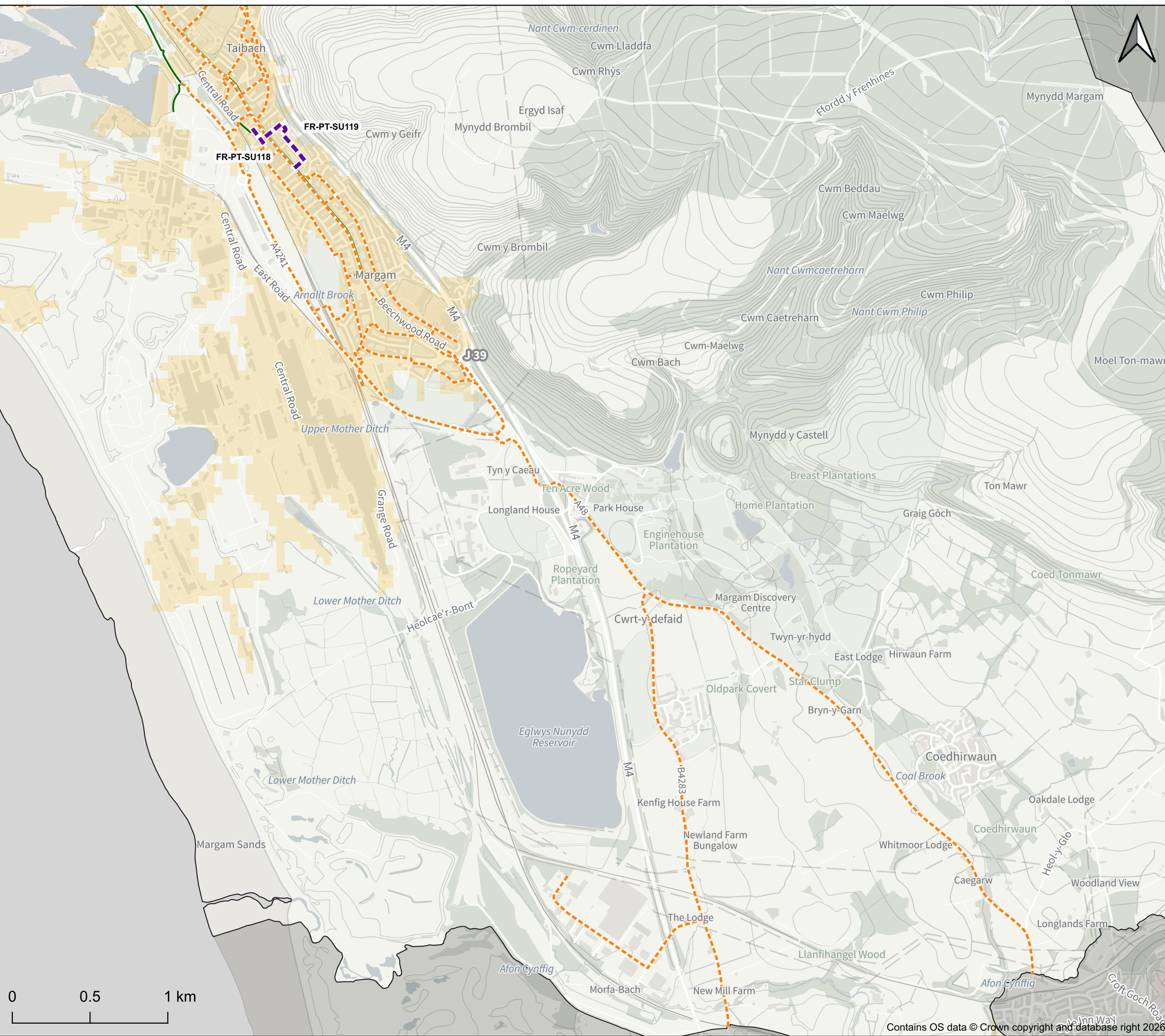
# Neath Port Talbot ATNM Update: Margam

Map 6 of 11

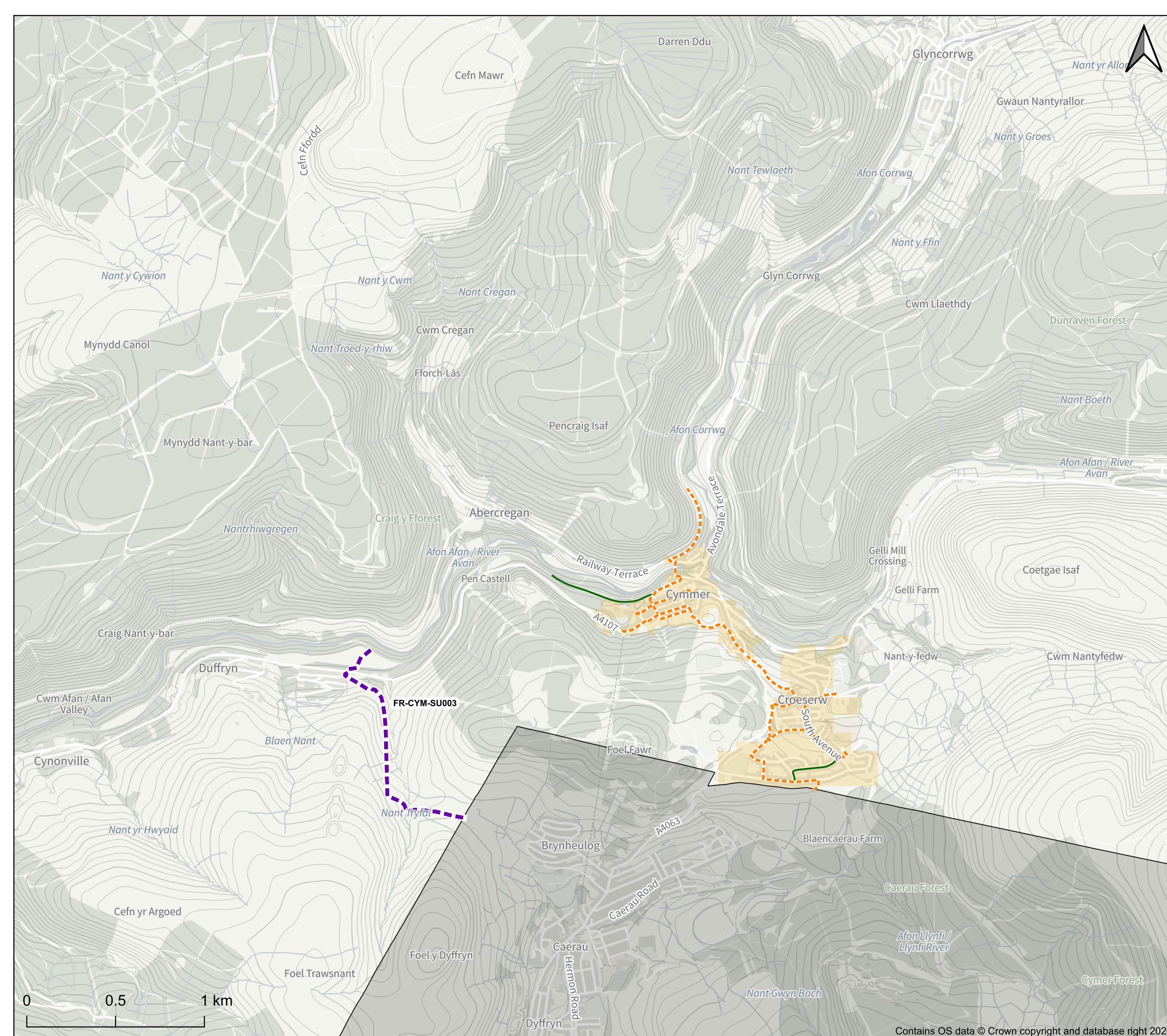


## Legend

- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement

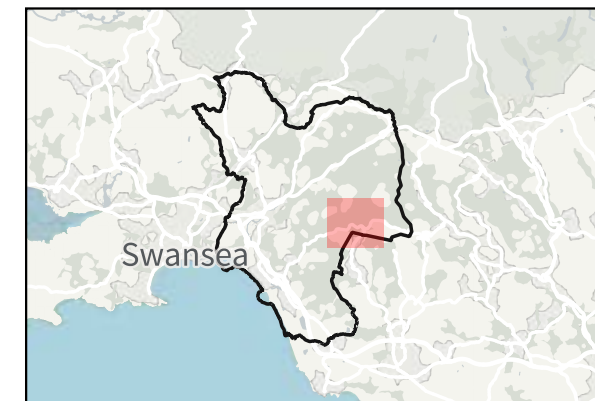






## Neath Port Talbot ATNM Update: Croeserw

Map 7 of 11



## Legend

- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement









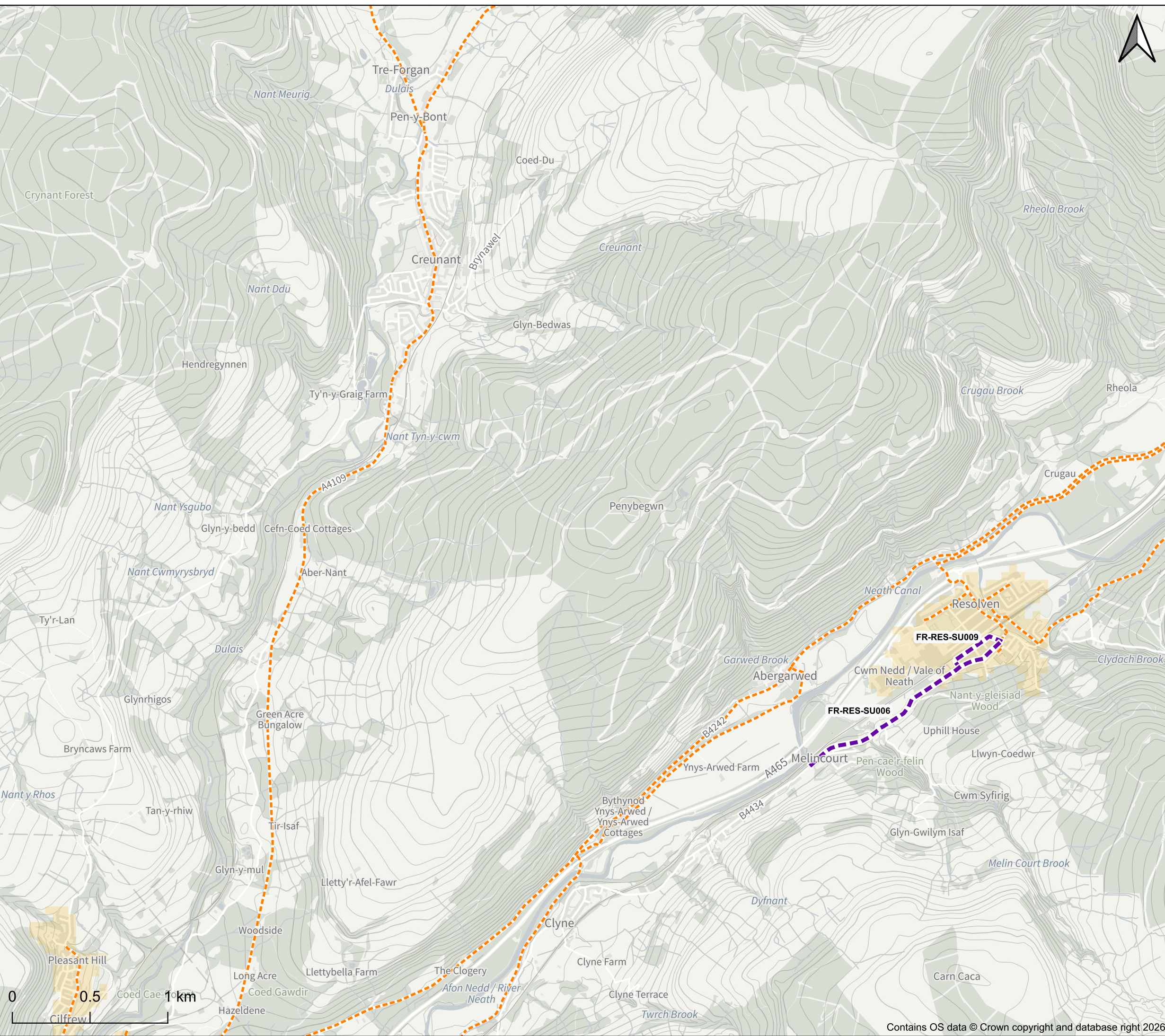
# Neath Port Talbot ATNM Update: Resolven

Map 9 of 11



## Legend

- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement



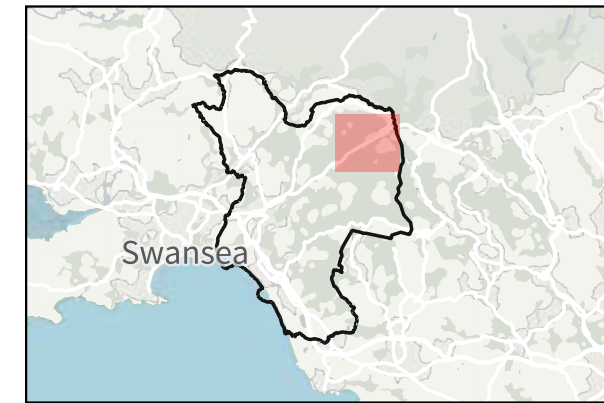






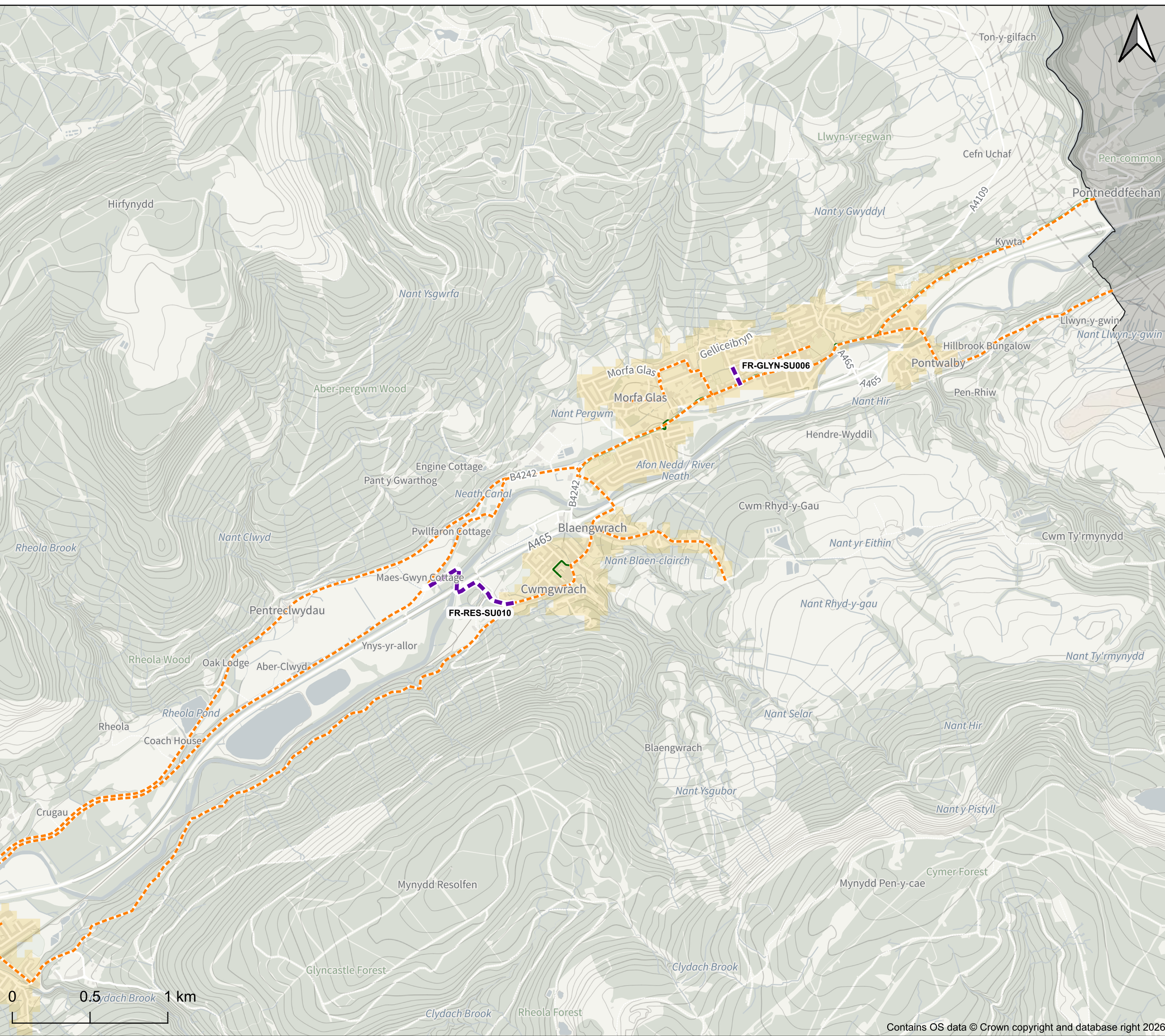
# Neath Port Talbot ATNM Update: Glynneath

Map 11 of 11



## Legend

- New or Amended Future Routes
- Unchanged Future Routes
- Existing Routes
- Neath Port Talbot Boundary
- Designated Settlement





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