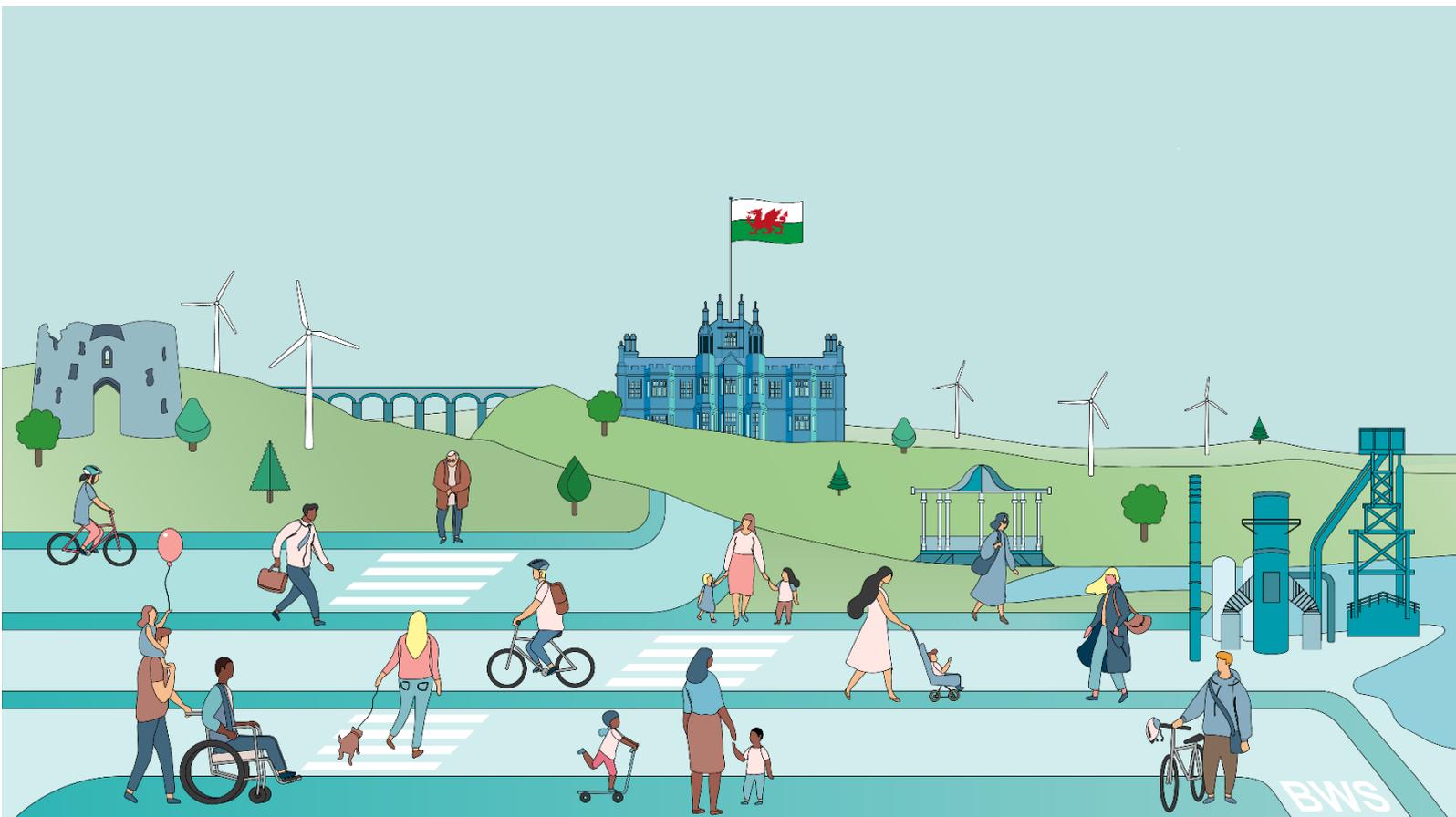




Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## Consultation report



**FR-TON-SU001**

**TONNA HOSPITAL LINK**

## Introduction

The scheme comprises the improvement to the footways running alongside the carriageway between Tonna Hospital and Tonna village.

Grid Reference:

Start of Scheme – 277733, 199238

End of Scheme – 278096, 199325

The existing footway is to be widened into the carriageway and resurfaced, new gullies, junctions are to be narrowed, speed plateaux to be constructed, existing roundabout is to be raised (to form a plateau at the roundabout), new tactile crossings to be constructed, new gullies to be installed and existing bus shelters to be replaced. The footway will be constructed in varying widths with a minimum width of 2m; the carriageway is to be narrowed to 6.4m.

The scheme will improve the provision for safe walking along the route ensuring accessibility for all.

The proposal comprises:

-  Resurfacing and widening the footway to provide a smooth tarmac surface.
-  Narrowing the junctions, improving tactile crossings and constructing speed plateaux's across junctions and at roundabout to provide safer crossing points.
-  Gullies to be constructed to improve drainage.
-  Provision of road markings to improve road layout.
-  New bus shelters and bus stop layout to improve user experience.
-  Construction of green fence as ecological mitigation.
-  Introduction of 40mph area between national speed limit and 20mph speed limits.

Funding for this scheme has been secured from the Welsh Government Core Active Travel fund.

## Consultation activities

The consultation was undertaken between 31<sup>st</sup> May 2023 and 30<sup>th</sup> June 2023

-  A letter drop was completed to CIRCA 325 houses in the vicinity of the scheme, a copy of the letter can be seen in Appendix A.
-  An email was sent to 261 number stakeholders and statutory consultees. A copy of the email can be seen in Appendix B.
-  Information in the form of a brief description of the proposal and scheme drawings were placed on the Councils Active Travel Webpage. A copy of the description and scheme drawings can be seen in Appendix C.
-  Social media posts were made to raise awareness of the consultation. See Appendix D

A link was provided to a consultation survey which was hosted on the snapsurvey portal a copy of the questions can be viewed in Appendix E.

## Consultation responses.

We received 57 individual responses through the snapsurvey portal used to host the consultation a copy or the online survey results can be seen in Appendix F.

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APPENDIX A

LETTER SENT TO HOUSES IN THE VICINITY OF THE SCHEME

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Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

TO THE OWNER / OCCUPIER

~~Dyddiad~~/Date 31<sup>st</sup> May 2023  
Rhif Ffôn/Direct Line 01639 686868  
~~E-bost~~/Email [environment@npt.gov.uk](mailto:environment@npt.gov.uk)

Dear Resident

**Consultation on proposed Active Travel Improvements at Tonna Uchaf, Tonna**

The Council is consulting on the proposal to implement improvements to the Active Travel route at Tonna Uchaf, Tonna. Details of the proposal can be viewed on the Councils website at [www.npt.gov.uk/32497#activetravelconsultations](http://www.npt.gov.uk/32497#activetravelconsultations)

If you do not have access to a computer please write to  
Head of Engineering and Transport,  
The Quays,  
Baglan Energy Park,  
Neath SA11 2GG  
To request a paper copy of the plans and consultation.

The consultation closes on **30/6/2023** all comments are to be received by that date.

Implementation of the proposed measures will be subject to the Council receiving grant funding from the Welsh Government.

Yours faithfully,

**For Head of Engineering & Transport**

~~David W Griffiths~~ ~~David W Griffiths~~

David W Griffiths ~~David W Griffiths~~ ~~David W Griffiths~~  
Y Ceilar, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd, SA11 2GG  
Ffôn 01639 686868 ~~Ffôn~~ 01639 686100

Environment & Regeneration

David W Griffiths Head of Engineering & Transport  
The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG  
Phone 01639 686868 Fax 01639 686100

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

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserfenni.  
We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

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APPENDIX B

EMAIL SENT TO STAKEHOLDERS AND STATUTORY CONSULTEES

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<p><b>Ymgynghoriad Teithio Liesol</b> Mae Cyngor Castell-nedd Port Talbot bob amser yn gweithio ar brosiectau i wella teithio o bob math, ac mae'n awyddus i sicrhau bod pawb yn cael y cyfle i fynegi eu barn a'u syniadau.</p> <p>Mae'r cyngor yn ymgynghori ar y cynnig i wneud gwelliannau i'r llwybr Teithio Liesol yn Tonna Uchaf, Tonna ar hyn o bryd.</p> <p>Gellir gweld manylion y cynnig ar wefan y cyngor yn <a href="http://www.npt.gov.uk/32497#activetravelconsultations">www.npt.gov.uk/32497#activetravelconsultations</a></p> <p>Mae'r ymgynghoriad yn cau ar <b>30/06/2023</b> a rhaid i ni dderbyn yr holl sylwadau erbyn y dyddiad hynny.</p> <p>Bydd rhoi'r mesurau arfaethedig ar waith yn amodol ar y cyngor yn derbyn arian grant gan Lywodraeth Cymru.</p> <p>Os nad ydych am dderbyn e-byst am ymgynghoriadau Teithio Liesol yn y dyfodol, e-bostiwch <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> i roi gwybod i ni a byddwn yn dileu eich enw oddi ar ein rhestr bostio.</p>	<p><b>Active Travel Consultation</b> Neath Port Talbot Council is always working on projects to improve travel for all modes, and is keen to make sure that everyone has the right opportunity to feedback their thoughts and ideas.</p> <p>The Council is presently consulting on the proposal to implement improvements to the Active Travel route at Tonna Uchaf, Tonna.</p> <p>Details of the proposal can be viewed on the Councils website at <a href="http://www.npt.gov.uk/32497#activetravelconsultations">www.npt.gov.uk/32497#activetravelconsultations</a></p> <p>The consultation closes on <b>30/6/2023</b> all comments are to be received by that date.</p> <p>Implementation of the proposed measures will be subject to the Council receiving grant funding from the Welsh Government.</p> <p>If you do not wish to receive emails regarding Active Travel consultations in the future please email <a href="mailto:greener@npt.gov.uk">greener@npt.gov.uk</a> to let us know and we will remove you from our mailing list.</p>
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Neath Port Talbot County Borough Council / Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot  
The Quays, Brunel Way, Neath SA11 2GG/Y Cefau, Ffordd Brunel, Castell-nedd, SA11 2GG

Tel/Ffôn: 01639 686868



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

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APPENDIX C

DESCRIPTION OF PROPOSAL AND SCHEME PLANS

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## **Active Travel Consultation**

Neath Port Talbot are presently consulting on a proposal to improve the active travel route on Tonna Uchaf in Tonna.

The scheme will deliver improvements to the pedestrian route between Tonna hospital and Tonna. The proposal connects the village with the hospital while also linking a residential area to the local shops.

The scheme is shown as an existing route ref NPT-TON-P003 and future route FR-TON-SU001 on the Active Travel Network map for Neath Port Talbot. The route audit showed that the route has critically failed due to the lack of suitable crossing points for pedestrians. The proposal will address these issues while also bringing the route up to the standards in the Active Travel Act Guidance (ATAG).

The proposal includes:

- Widening the existing footway to meet the standards set out in the ATAG.
- Improvements to the crossing facilities junctions to give priority to pedestrians, by the installation of raised crossings.
- Improvements to the crossing at the roundabout by the installation of a raised roundabout.
- Reduction in speed along the route from 30mph to 20mph and the introduction of a transition zone between the 20mph section and 60mph section.
- Installation of an uncontrolled crossing point to link the residential area and the hospital.
- Relocation of the bus stop to allow the improvement of the side road junction and bring the crossing point to the desire line.
- Installation of seating on the route.
- Installation of a green wall to enhance biodiversity and the local environment.

Construction of the proposals will be subject to receiving Welsh Government funding.

The consultation closes on 30/6/2023 all comments are to be received by that date.

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APPENDIX D

SOCIAL MEDIA POSTS

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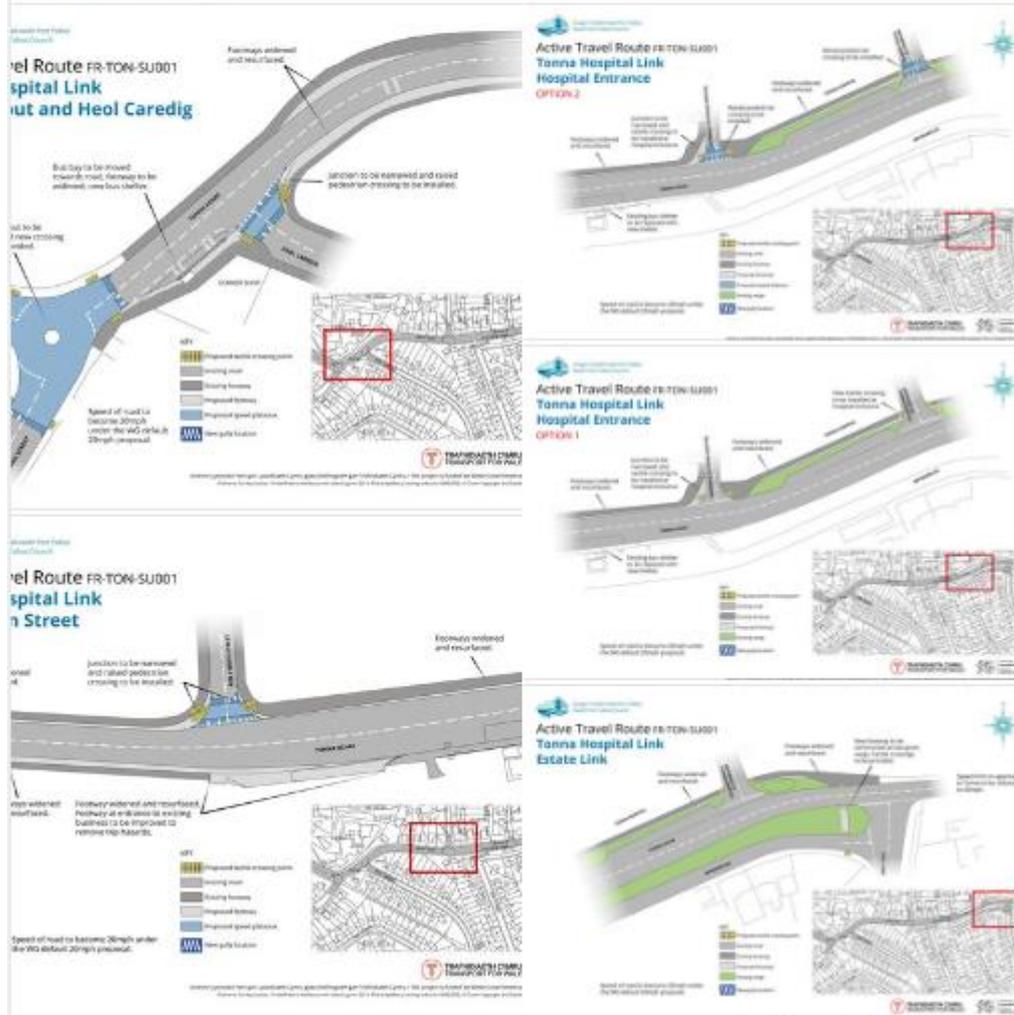
👤 Neath Port Talbot Council are consulting on a proposal to improve pedestrian connections on Heol Uchaf in Tonna and we would like to receive your thoughts and comments.

The proposal connects the village with the hospital while also linking a residential area to the local shops.

To view the proposals and provide feedback, please visit:

[www.npt.gov.uk/32497#activetravelconsultations](http://www.npt.gov.uk/32497#activetravelconsultations)

The consultation closes on 30/6/2023 so please share your views, via our survey on the above webpage, before then.



<https://www.facebook.com/NeathPortTalbotCBC/posts/pfbid0MpozZPeCCJJYmXzddtiBn6jNWFmrvqA2ukCUcYuSAKmkXHR4gF3x3bXpnRWpvksPI>

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APPENDIX E

SNAP SURVEY QUESTIONS

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## **CONSULTATION**

During the development of Active Travel Schemes we consult with local residents, and other interested parties, to explain the reasons for the scheme and its design. This consultation gives you an opportunity to contribute relevant information that may affect the final design of the scheme.

Notices about the scheme are delivered to residents who live on the road near the proposals.

During the consultation stage the documents available will include:

- the scheme description, and
- indicative plans of the proposals.

At post-consultation stage these will be replaced by the Consultation Report and the concept design plans for you to view.

### **QUESTION 1**

What do you think about the plans to improve the walking/cycling route in this area? *(please ✓one answer)*

- Really happy.
- Happy.
- Not happy.
- Really not happy.
- No opinion.

### **QUESTION 2**

What do you like about the proposal? *(please ✓multiple answers)*

- The area will be made safer for all users.
- The proposal will encourage more walking or cycling.
- It will be easier to get around the area.
- The general environment will be improved.
- The Sense of local community will be improved.
- The area will be more attractive.
- Additional comments

### **QUESTION 3**

What do you not like about the proposal? *(please ✓multiple answers)*

- The area will not be made safer for all users.
- The proposal will discourage walking or cycling.
- It will be more difficult to get around the area.
- The general environment will not be improved.
- The Sense of local community will not be improved.
- The area will be less attractive.
- Additional comments

#### **QUESTION 4**

What is your connection to the area? *(please ✓ multiple answers)*

- I live here.
- I commute through here.
- I live nearby.
- I work here.
- I own a business here.
- I use this route for leisure.
- Other

#### **QUESTION 5**

How do you usually travel in or around this area? *(please ✓ multiple answers)*

- Walking.
- Cycling.
- Jogging/running.
- Mobility scooter/wheelchair.
- Motorcycle/moped.
- Car/private vehicle.
- Bus.
- Taxi.
- Commercial vehicle.
- other

#### **QUESTION 6**

How comfortable do you currently feel about walking in the area? *(please ✓ one answer)*

- Very comfortable.
- Somewhat comfortable.
- Not very comfortable.
- Not at all comfortable.
- Not applicable.

#### **QUESTION 7**

How comfortable do you currently feel about cycling in the area? *(please ✓ one answer)*

- Very comfortable.
- Somewhat comfortable.
- Not very comfortable.
- Not at all comfortable.
- Not applicable.

**QUESTION 8**

If you have any additional comments or suggestions surrounding the proposals, please provide these in the space below.

**About You**

Finally, please could tell us some information about yourself.

**QUESTION 9**

Please provide your **full postcode** below (e.g. SA13 1PJ). This allows us to more accurately pinpoint respondents' views and needs by area, and to make sure we've heard from people in all parts of the county borough:-

**Equalities**

The Council operates equality policies that aim to ensure that everyone is treated fairly and equally. To make sure that people are not discriminated against when accessing our services we carry out monitoring and therefore would be grateful if you could answer the following questions. The information you provide is strictly confidential.

**QUESTION 10**

What is your age? *(please ✓ one answer)*

<input type="radio"/> Under 16
<input type="radio"/> 17-24
<input type="radio"/> 25-29
<input type="radio"/> 30-39
<input type="radio"/> 40-49
<input type="radio"/> 50-59
<input type="radio"/> 60-74
<input type="radio"/> 75-85
<input type="radio"/> 86+
<input type="radio"/> Prefer not to say

### **QUESTION 11**

Welsh Language – are you: *(please ✓ one answer)*

<input type="radio"/> Fluent speaker & writer
<input type="radio"/> Fairly fluent speaker & writer
<input type="radio"/> Fluent speaker
<input type="radio"/> Fairly fluent speaker
<input type="radio"/> Learner
<input type="radio"/> Little or no knowledge

### **QUESTION 12**

Are you pregnant or on maternity leave?

<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Prefer not to say

**The Equality Act 2010** defines a person as disabled if they have a physical or mental impairment, which has a substantial and long term (i.e. has lasted or is expected to last at least 12 months) adverse effect on the person's ability to carry out normal day-to-day activities.

### **QUESTION 13**

Do you consider yourself to have a disability? *(please ✓ one answer)*

<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Prefer not to say

### **QUESTION 14**

Ethnic origin: *(please ✓ one answer)*

<input type="radio"/> White British
<input type="radio"/> White Irish
<input type="radio"/> Mixed: White & Black Caribbean
<input type="radio"/> Mixed: White & Black African
<input type="radio"/> Mixed: White & Asian
<input type="radio"/> Indian
<input type="radio"/> Bangladeshi
<input type="radio"/> Pakistani
<input type="radio"/> Black: African
<input type="radio"/> Black: Caribbean
<input type="radio"/> Chinese
<input type="radio"/> Gypsy & Traveller communities
<input type="radio"/> Other Ethnic Group
<input type="radio"/> Prefer not to say

**QUESTION 14a**

Other Ethnic Group (please specify):

--

**QUESTION 14b**

Gypsy and Traveller communities - please specify

<input type="radio"/> Irish Traveller
<input type="radio"/> New Traveller
<input type="radio"/> Roma
<input type="radio"/> Romani Gypsy
<input type="radio"/> Showperson
<input type="radio"/> Other

**QUESTION 14c**

Other Gypsy and Traveller communities - please specify:

--

**QUESTION 15**

Sex: (please ✓ one answer)

<input type="radio"/> Male
<input type="radio"/> Female
<input type="radio"/> Transgender
<input type="radio"/> Non-binary
<input type="radio"/> Prefer not to say
<input type="radio"/> Other

**QUESTION 15a**

Other (please specify):

--

**QUESTION 16**

Sexual Orientation (please ✓ one answer)

<input type="radio"/> Heterosexual
<input type="radio"/> Lesbian
<input type="radio"/> Gay
<input type="radio"/> Bisexual
<input type="radio"/> Prefer not to say
<input type="radio"/> Other

**QUESTION 16a**

Other - please specify:

**QUESTION 17**

Religion/Belief: *(please ✓ one answer)*

<input type="radio"/> Christian
<input type="radio"/> Buddhist
<input type="radio"/> Hindu
<input type="radio"/> Jewish
<input type="radio"/> Muslim
<input type="radio"/> Sikh
<input type="radio"/> No religion
<input type="radio"/> Prefer not to say
<input type="radio"/> Other religion

**QUESTION 17a**

Other religion - please specify:

**QUESTION 18**

Nationality *(please ✓ one answer)*

<input type="radio"/> Welsh
<input type="radio"/> Scottish
<input type="radio"/> English
<input type="radio"/> British
<input type="radio"/> Irish
<input type="radio"/> Prefer not to say
<input type="radio"/> Other

**QUESTION 18a**

Other nationality (please specify):

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APPENDIX F

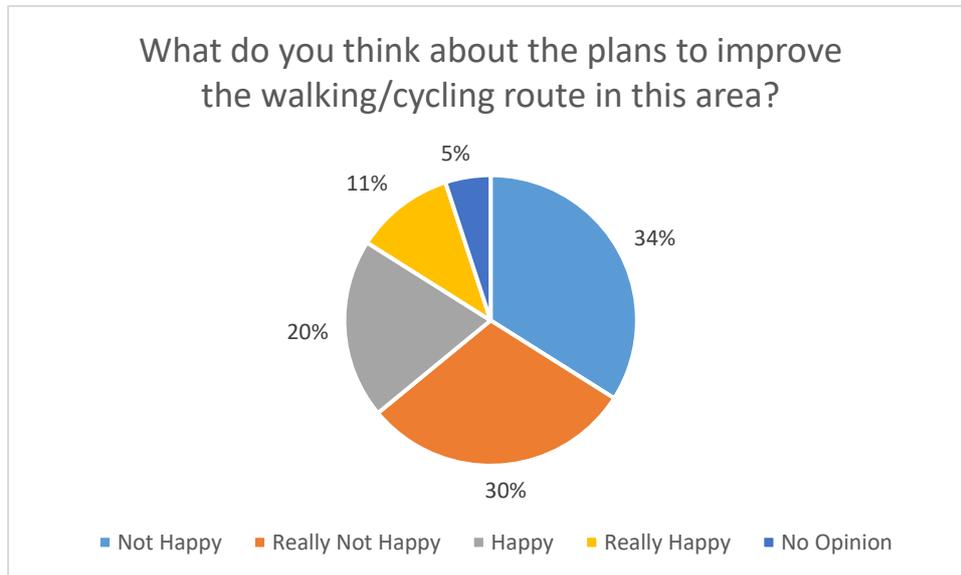
CONSULTATION RESPONSES, COMMENTS AND COUNCIL  
OFFICER RESPONSE TO COMMENTS

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## Online Survey Results

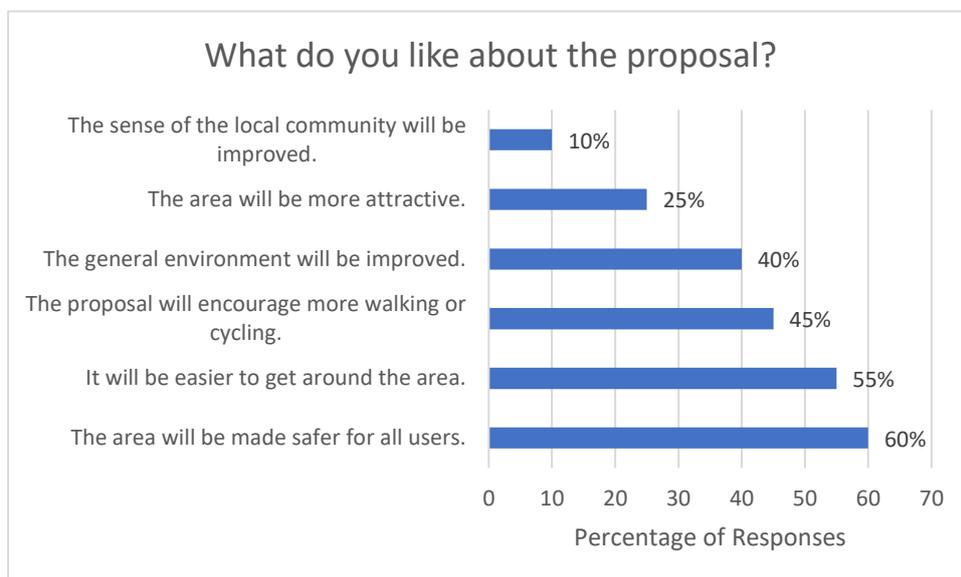
### Question 1

36% of the respondents felt really happy, happy or neutral to the proposed improvement.

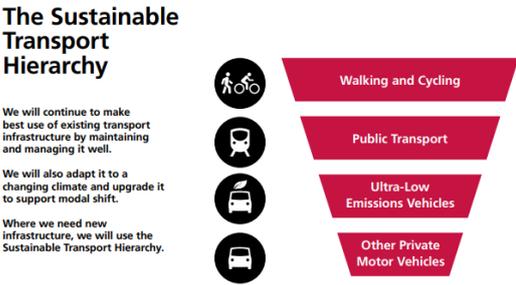


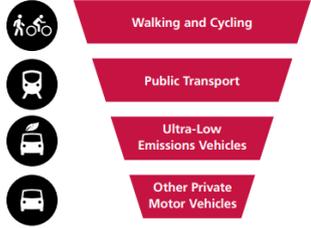
### Question 2

This question asked residents what they liked about the proposal. Residents could choose one or more response.

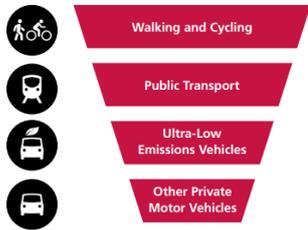


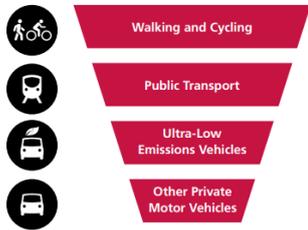
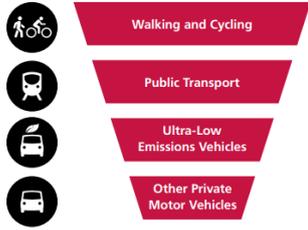
Additional comments were received (Included as they were received):

	<b>Comment</b>	<b>Council Officer Response</b>
1	Cars reversing out of the corner shop drive way is a hazard for both pedestrians and other drivers, parking in the street buy shop users is also a hazard and creating a raised point on that junction will make it worse.	<p>Thank you for raising your concerns relation to the action of drivers exiting the Spar car park.</p> <p>The give way line for Heol Caredig will be adjusted to bring it forward giving more space between the entrance to the car park and the junction. Extended parking restrictions are proposed opposite the entrance to the car park of the shop to increase visibility.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to improve parking.</p>
2	Looks like a good idea but I live opposite the hospital and I can't see how there's a big enough issue to merit any work at all? There should be plans for more parking for the hospital on hospital grounds or better bus links for people to park and ride.	<p>Noted and thank you or your support.</p> <p>Parking within the hospital is an NHS matter and is outside the scope of this project.</p> <p>The improvements will link to the bus stops and new bus shelters will be installed.</p>
3	The entrance to pen y bryn to be narrowed? Very difficult now to get in and out with people in considerably and illegally parking on double yellow lines. The parking situation on heol uchaf, mon to fri, by hospital employees needs to be addressed.	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The issue of illegal parking has been raised with our parking enforcement team.</p> <p>Parking within the hospital grounds is an NHS matter and is outside the scope of this project.</p>
4	None of the above it is simply a waste of money.	<p>By constructing this route, we are providing a safe walking rote that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <div data-bbox="858 1480 1374 1765"> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> </div>
5	None of the above terrible idea.	<p>By constructing this route, we are providing a safe walking rote that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p>

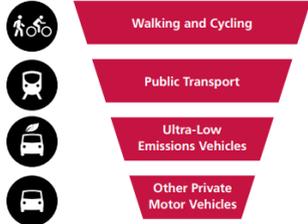
		<p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
6	<p>Currently dangerous crossing the carriageway to get to the only corner shop in the village. Proposals will provide safe crossing points and reduce vehicle speeds by design. Good to see the environment considered, new bus stops should include green roofs in line with Welsh policy.</p>	<p>Noted and thank you or your support.</p>
7	<p>I live by the mini roundabout and have done for over 30 years. Large Vehicles often find it very difficult to navigate without it being raised! Of all the improvements that could be made in Tonna these plans seem unnecessary. Further down the village is far more dangerous I'm money could be much better spent.</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p> <p>Routes identified on NPT's Active Travel Network Map will be considered in the future.</p>
8	<p>Nid yw'r heol presennol yn ddiogel i gerdded ar hyn o bryd. Yn ogystal â hyn, bydd y newidiadau yn cael effaith cadarnhaol ar yr amgylchedd ac yn sicr bydd yn saffach i bawb.</p> <p><i>The current road is not safe to walk on at the moment. In addition to this, the changes will have a positive effect on the environment and will certainly be safer for everyone.</i></p>	<p>Nodwyd a diolch i chi neu eich cefnogaeth.</p>

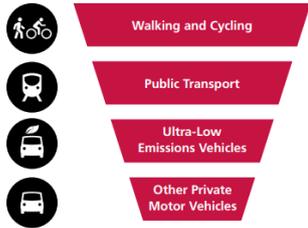
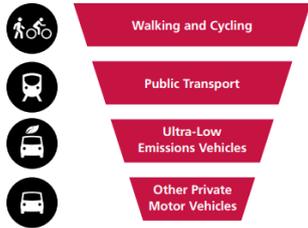
9	<p>I think some proposals such as making the area safer for cyclists is brilliant but narrowing the entrance to pen y bryn and especially raising the roundabout is a terrible idea, the roundabout is difficult for buses and lorries to get through already and that's by being able to drive over the roundabout, it will slow traffic yes but it would cause massive pile ups</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
10	<p>Heol Caredig is very dangerous, as people parking on pavement making pedestrians walk on the road, many disabled persons and young mothers with pushchairs and prams really struggle, it's an accident waiting to happen, I do believe a 20 mph, coming down to the sparr shop junction would be a good idea, but remains to be seen if drivers abide by the limit, one thing I don't approve of is the raised ramps down towards calor gas, is a waste of money as lorries and large vans just fly over them</p>	<p>The WG are presently considering proposals to prevent pavement parking.</p> <p>It is proposed that the speed limit on Tonna Uchaf is reduced from 30mph to 20mph under the Welsh Government 20mph initiative. Under the implementation of the 20mph speed reduction measures such as speed humps are not being funded by WG.</p>
11	<p>No improvements for cycling.</p>	<p>All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the 85<sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic was 1193 vehicles travelling at an 85<sup>th</sup> percentile speed of 30mph. Following the implementation of the</p>

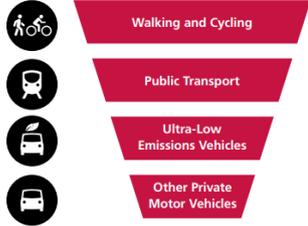
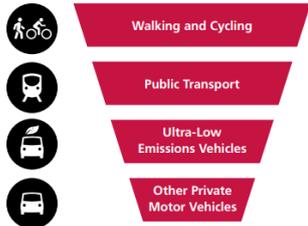
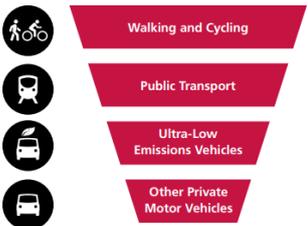
		20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.
12	None of the above	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
13	As an active and frequent cyclist I honestly think that money should be spent on the maintenance of the roads in the area. To encourage a novice cyclist to get out on the roads then they need to be of a decent state of repair. Our roads are full of dangerous pot holes and dropped drain covers. These issues need to be addressed before spending money on traffic and pedestrian measures.	<p>Thank you for your comment.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to repair existing carriageways.</p>
14	How many patients does Tonna Hospital have at the moment? If you are spending all this money are you saying Tonna Hospital is staying open? As I was lead to believe it only had one ward open and was hanging onto staying open by a thread.	<p>The scheme will not only improve access to the hospital but will also help local residents access the village, the local shop and public transport infrastructure.</p>
15	The current proposed project seems only to improve connectivity for pedestrians, which may prove to be a missed opportunity given the close proximity to good shared use facilities.	<p>All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the 85<sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic was</p>

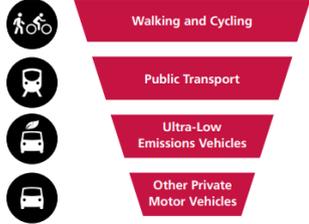
		<p>1193 vehicles travelling at an 85<sup>th</sup> percentile speed of 30mph. Following the implementation of the 20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.</p>
16	<p>This proposal is not needed.</p>	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> 
17	<p>The only positive from the plans is the widening of the pavement going up Tonna Uchaf</p>	<p>Thank you for the positive comment.</p>
18	<p>Nothing</p>	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> 
19	<p>None of the above the raised round about will create problems for bigger vehicles buses, lorries farm machinery, towing vehicles in addition to bigger cars. Do not cut off the smaller communities and cause problems for local businesses. It is very for you to cater for minorities and not the majority people will always need vehicles to get around especially living in remote areas</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>

		 <p data-bbox="834 412 1473 551">In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
20	<p data-bbox="264 562 799 904">Active Travel Route FR-TON-SU001 Pen Y Bryn Street The entrance to Pen Y Bryn is already narrow to enter, without the proposed widening of the footpath. With additional consideration of caravans and other larger vehicles manouvering in and out of the street, we feel that the proposed work to the Pen y Bryn junction is unnecessary and will be the leading factor for accidents to occur.</p> <p data-bbox="264 913 799 1624">We have been living in the street for 8 years and there have been no accidents or incidents that have occured at this junction, be it vehicular or pedestian related. I often walk to and from the school and have had no issues in using the current crossing at this junction. Currently, vehicles negotiate slowly in and out of the junction due to the brow of the hill and the current narrow entrance. It is difficult to see oncoming vehicles travelling up the hill to be able to pull out safely without the widening of the footpath. Being the single point of entry to the street, this will cause un-nesseccary delays and disruption to the lives of the residents in the community. However, we believe that the remainder of the proposal would be beneficial to the community, especially making the roundabout a safer and more pedestrian friendly crossing.</p>	<p data-bbox="834 562 1437 658">Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p data-bbox="834 696 1469 763">Thank you for your positive comments for the rest of the scheme.</p>
21	<p data-bbox="264 1635 799 1975">In addition to the proposals traffic calming speed ramps need to be implemented coming down the hill of Tonna Uchaf to slow vehicles down before the junction of Heol Caredig which is used quite a lot for access to the Spar shop. I have raised this issue with local councillor when coming around looking for votes but nothing been replied to me. Ramps are in place on Dulais Fach Road</p>	<p data-bbox="834 1635 1469 1839">It is proposed that the speed limit on Tonna Uchaf is reduced from 30mph to 20mph under the Welsh Government 20mph initiative. Under the implementation of the 20mph speed reduction measures such as speed humps are not being funded by WG.</p>

22	If you are widening the footpaths how is it safer for cyclists	<p>All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the 85<sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic was 1193 vehicles travelling at an 85<sup>th</sup> percentile speed of 30mph. Following the implementation of the 20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.</p>
23	There is nothing to merit these proposals. Total waste of money. Fill the pot holes in the road first.	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <div data-bbox="858 1167 1374 1447"> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> </div> <p>The proposal is funded through the WG Active Travel Fund this funding is to improve active travel facilities and cannot be used to fill pot holes.</p>
24	Don't agree with any of the options	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p>

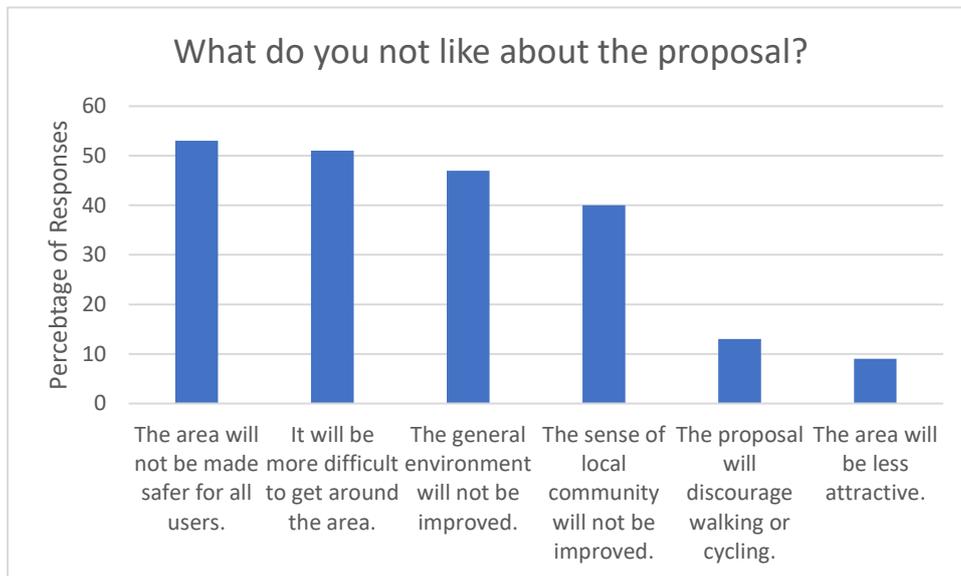
		<p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
25	<p>Don't like the proposal as the whole of Tonna is very congested now especially in the area where the shop is. Narrowing junctions is going to cause more congestion especially the Pen y Bryn junction as it's narrow enough as it is. I can understand raised crossings to help the hospital residents but keep the roads the same width as I'm sure that there's more traffic than hospital residents walking. It would be better use of finances to find land where the hospital staff and visitors can park. Also the speed limit of 20 mph is a positive.</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>Parking within the hospital grounds is an NHS matter and is outside the scope of this project. The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to increase parking facilities at the hospital.</p> <p>Thank you for the positive comment.</p>
26	<p>I don't think it needs any improvement</p>	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
27	<p>The Pen y Bryn junction is too narrow now when entering or exiting, making this narrower will cause lots of issues for this street</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p>
28	<p>I do not like anything about these plans. As a daily commuter travelling these roads the traffic humps in Tonna that are already in place have caused me no end of problems with repairs needed to my car. Just this week I have been at the garage with my car again. I now need to have the elbow joints</p>	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p>

	<p>on my anti roll bar replaced which will cost £400.00. Dont even get me started on the state of the roads and pot holes in this area. Money would be better spent on resurfacing the roads in this area rather than make rge changes yiu are proposing. The number of tyres and alloy wheels I have had is scandalous. I think we all need to start billing the council fur all these issues. So it is a definnite no from me on these proposals.</p>	<p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
29	<p>I do not like any part of the proposal</p>	<p>By constructing this route, we are providing a safe walking rote that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
30	<p>I'm not happy with any part of the proposal.</p>	<p>By constructing this route, we are providing a safe walking rote that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
31	<p>I do not like any of it</p>	<p>By constructing this route, we are providing a safe walking rote that is suitable for all users. By</p>

		<p>providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
32	The roads will be worse it's so hard to get into pen y Bryn now with the narrower roads it will be impossible	Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).
33	I think the focus should be on adding safe cycle routes or pavement for foot traffic where they do not exist, not improving existing pavements for foot traffic only! I find it disappointing that valley communities that have limited public transport and no safe active travel routes are being made to wait while minor alterations to existing pavements for foot traffic in areas well serviced with public transport are prioritised!	This route has been classified as an existing route due to the important links to the hospital. The route has failed the route audit with a critical fail due to lack of safe crossing facilities. As a result this route has been prioritised for completion. Routes identified on NPT's Active Travel Network Map will be considered in the future.

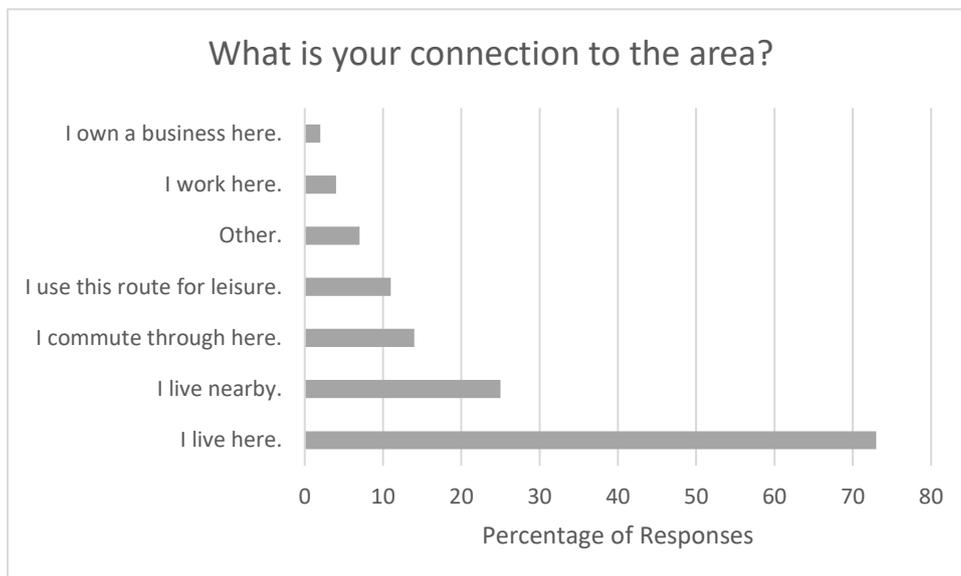
### Question 3

This question asked residents what they do not like about the proposal. Residents could choose one or more response.

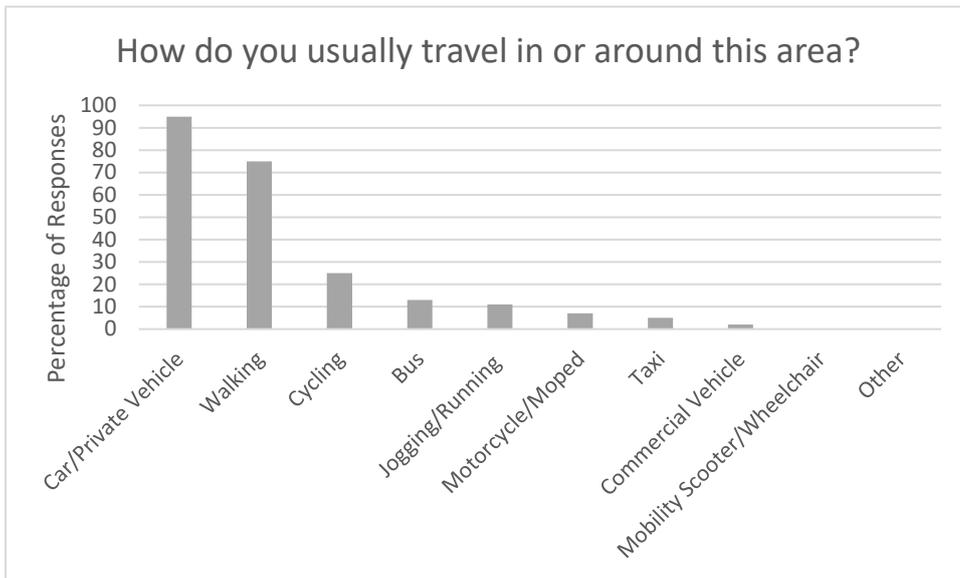


### Question 4

Participants of the consultation were asked what their connection to the area is, with over 70% being residents.



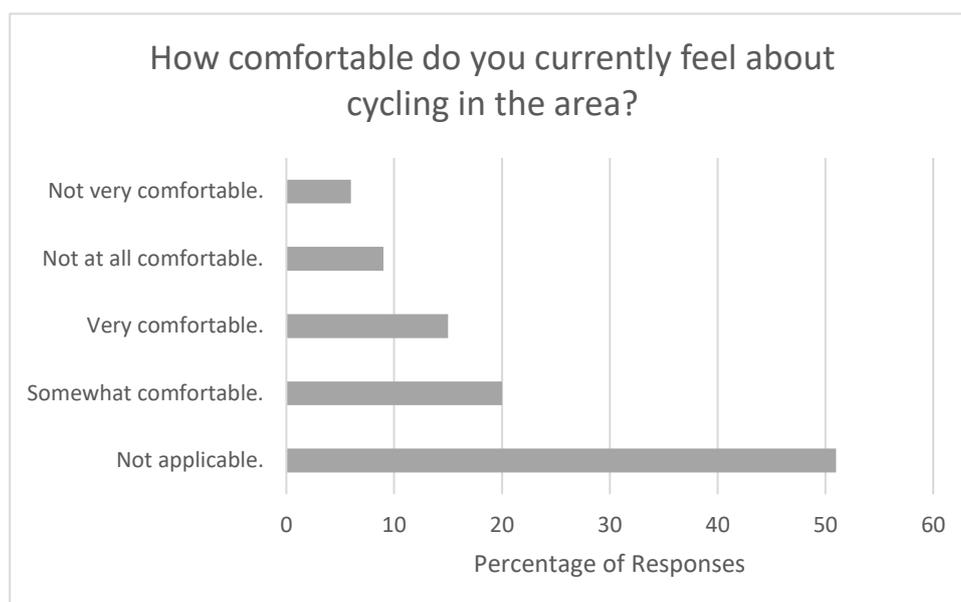
**Question 5**



**Question 6**



### Question 7



### Question 8

Participants were asked **“If you have any additional comments of suggestions surrounding the proposals, please provide these in the space below.”**

*(Comments included as they were received)*

	<b>Comment</b>	<b>Council Officer Response</b>
1	Consultation with the local shop to see if parking for shop users can be improved to remove the need for vehicles to be reversing out of the shop driveway as it is a hazard	Thank you for raising your concerns relation to the action of drivers exiting the Spar car park. The give way line for Heol Caredig will be adjusted to bring it forward giving more space between the entrance to the car park and the junction. Extended parking restrictions are proposed opposite the entrance to the car park of the shop to increase visibility. The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to improve parking.
2	There doesn't appear to be a safe transition from penybryn to the bus stop and corner shop. The connection from the hospital to Heol y glo is unnecessary it would encourage hospital staff to park in the street and not benefit residents and a waste of funding. Widening the road opposite the hospital or the provision of parking is desperately	The safest place to accommodate a crossing from Pen Y Bryn to the shops is at the roundabout crossing. The crossing at Heol y Glo will provide a safe crossing point from the estate to the opposite side of the road. The issue of illegal parking has been raised with our parking enforcement team. Parking

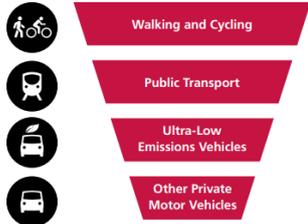
	<p>needed. This area is heavily used by hospital staff and causes restrictions in flow of traffic.</p> <p>The transition of the lane on to the main road at the Heol y glo junction is dangerous as people do not slow down and the visibility is poor. This needs speed reduction of some sort. This would allow safer passage for cyclists and other road users.</p> <p>The raised roundabout would be ideal as it's difficult to cross on foot or on two wheels.</p> <p>The junction at the corner shop has very poor visibility to your right leaving the junction. It's difficult for road users and pedestrians to safely cross or transition. The footpath on the pen y brun side isn't heavily used and offers no benefit to the community. If however you were to widen the already narrow footpath on the opposite side and bring forward the junction by the corner shop with a raised crossing this would be used.</p>	<p>within the hospital grounds is an NHS matter and is outside the scope of this project.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to improve parking or widen carriageways.</p> <p>It is proposed that a 40mph section is introduced on the approach to the village between the existing 60mph section and the proposed 20mph section, to slow vehicles down on the approach to the residential area.</p> <p>Thank you for the positive comment regarding the roundabout.</p> <p>The Pen Y Bryn and Heol Caredig entrances have been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The road is remaining the same width, the junction is moving slightly further into the road, which will improve visibility for the users when navigating the junction.</p> <p>Raised crossings will be constructed across each of these junctions.</p> <p>We are widening the footpath on both sides to the required 2m. As per the Active Travel Act Guidance (ATAG) DE101</p>
3	<p>It looks like there's clearly thought going 1 to making the hospital easier to get to, but option 2 is just turning the village into a car park with the walk way cut right through the grass.... You should be making plans/ideas on improving the actual hospital grounds so people don't have to walk across the main road.</p>	<p>The issue of illegal parking has been raised with our parking enforcement team. Parking within the hospital grounds is an NHS matter and is outside the scope of this project.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to improve parking.</p>
4	<p>My suggestion would be to create more parking on the hospital grounds for employees, therefore the road would be much more accessible</p>	<p>The issue of illegal parking has been raised with our parking enforcement team. Parking within the hospital grounds is an NHS matter and is outside the scope of this project.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to improve parking.</p>
5	<p>Cyclists ignore cycle tracks built at tax payers expense</p>	<p>Thank you for your comment</p>
6	<p>The raise roundabout will make it difficult to manuevere through this section. It is already a tight turning circle. Plus bigger vehicles will not be able to pass through thus area unless the turning circle is made wider</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised</p>

		<p>plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
7	<p>Crossing points would be better if they were a different colour or material to the rest of the carriageway (unclear in plans) so cars consider pedestrians may be crossing. Improvements have to be made for active travel as audit score is very poor</p>	<p>Thank you for your comment. Coloured surfacing is not proposed as part of the scheme. The improvements will improve the audit scores for both walking and cycling.</p>
8	<p>The cyclists are the ones who speed around the junction with Dulais Fach road often shouting to each other as they do so</p>	<p>Thank you for your comment</p>
9	<p>Dylai'r cyngor ystyried bod diogelwch y cymuned yw'r peth pwysigach wrth cyflwyno cynlluniau newydd</p>	<p>Mae'r cyngor yn ystyried bod diogelwch y gymuned yn bwysig wrth gyflwyno cynlluniau newydd</p>
10	<p>tonna has only one main road that connects neath with the main motorways and also resoven the road traffic is massive and many changes provided would do nothing but cause hold ups, delays and even accidents</p>	<p>The proposal will improve facilities for walking in the local area, linking with public transport facilities allowing people to make the choice to travel by more sustainable modes rather than by private car.</p>
11	<p>Please take action about parking on pavements,accidents waiting to happen before you waste money</p>	<p>The WG are presently considering proposals to prevent pavement parking.</p>
12	<p>Your proposal for a raised roundabout adjacent to the Spar shop is strongly rejected. It is a busy roundabout and larger vehicles already experience significant difficulties on this roundabout. A raised roundabout of the existing size will unnecessarily cause difficulties.</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>

		 <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
13	<p>Narrowing of Pen-y-Bryn will cause more vehicle difficulties. The proposal does not assist with hospital visitors on the road outside. A raised roundabout near the Spar will cause mayhem for buses and large goods vehicles who already struggle to get around it. Also it is one of the two main routes into the rest of the village yet most Tonna residents are not receiving consultation letters.</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
14	<p>As a frequent cyclist my biggest concern is not the speed of the traffic but the poor state of repair our roads are in. You can put in place as many traffic calming measures as you like but until the repairs to pot holes, dropped drain and inspection covers and re-tarmac if of roads are carried out then these plans will not encourage novice cyclists to get out on the roads. Step back and look at the bigger picture. Fix the roads first.</p>	<p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to repair existing carriageways.</p>

15	<p>I honestly think the proposal of a raised roundabout at the junctions of Park St, Dulais Fach Rd and Tonna Uchaf will cause problems for larger vehicles trying to negotiate the junction. We have a major bus route, delivery vehicles to the local store and hospital. The junction is not wide enough for these vehicles turn in this junction, the raised roundabout will only cause these vehicles to mount and drive over it proving it inadequate.</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
16	<p>Think mirror coming out of pen_Bryn onto main rd looking down hill would help ,surprised that nearly 70yrs I've lived here there's never been a accident .</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The road itself is remaining the same width, the junction is moving slightly further into the road, this will improve visibility for the users when navigating the junction.</p>
17	<p>Tonna hospital needs more on site parking. People park on main road, bryn awelon and heol y glo, causing disruption to residents. If they were parked on site- be no need for pedestrian crossings,implementing all the changes currently proposed.</p>	<p>The issue of illegal parking has been raised with our parking enforcement team. Parking within the hospital grounds is an NHS matter and is outside the scope of this project. The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to increase parking.</p>
18	<p>I think that raising the roundabout is only going to result in damage vehicles, and to the roundabout itself. Rest of the proposal seems reasonable though</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>

		 <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
19	<p>So are you saying its a cycling path as well? Surely if you are making the road narrower it will make cycling passed harder?</p>	<p>All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the 85<sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic were 1193 vehicles travelling at an 85<sup>th</sup> percentile speed of 30mph. Following the implementation of the 20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.</p>
20	<p>The raised roundabout at the top of Dulais Fach Road will make it difficult for larger vehicles and dangerous for pedestrians who may be there at the same time</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles</p>

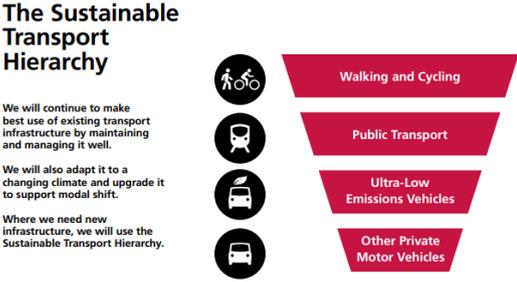
		(especially larger vehicles) to negotiate the roundabout than at present.
21	<p>From a driving perspective, raising the roundabout is unrealistic. I drive a vauxhall astra (a relatively small car) it can be really difficult to go fully around the roundabout as it stands. I usually end up mounting the roundabout as the surrounding roads are narrow unless I crawl around the roundabout which is not realistic. The roundabout is unlevel and awkward, you have no real visibility until you are on the roundabout as it stands. It's very common for people to have to slam on brakes as a car comes straight over. I have always felt it's unnecessary to have a roundabout there in the first place as the road is not busy enough. Traffic lights would be the safest option for visibility. Raising the roundabout would mean buses or large vehicles couldn't navigate the roundabout at all. They already have to mount it to turn. We often have large delivery vehicles, buses and tractors all using this route. Adding pedestrian crossings at those junctions seems risky, as as I said it's an awkward junction with rubbish visibility. Having another obstacle would cause frustration, having to stop mid-way around the mini roundabout where cars have no visibility on approach because pedestrians are crossing is risky. Adding a crossing to Heol Caredig, again it's a visibility issue as a driver. Even though the road isn't a busy road, the volume of people going to the shop and stopping all around it is very high, often people are parked at the bus stop, and all around on the double yellows and pavements, while they jump out and grab something from the shop. Narrowing the road, again where large vehicles turn into (deliveries to the shop) would be insane. They need space. Adding a raised crossing there would make it difficult for the vehicles to turn efficiently and also dangerous, as cars come down the hill from the hospital with little visibility until they are at the give way, people are often having near misses as the cars cant see each other, again adding a crossing there would cause traffic to stop and wait while the pedestrians cross, risking cars coming round</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present. Pedestrian crossings have to be provided to allow people safe points to be able to cross carriageways. The entrances to Heol Caredig and Pen y Bryn been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The give way line for the junctions has been moved towards the main road increasing visibility. The issue of illegal parking has been raised with our parking enforcement team. By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes. The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>

	the corner and into stationary traffic. Cycle lanes need to be added where they can be, but we don't exactly have much room, especially if you are widening pavements.	
22	Please could you consider how space might be set aside for cycling whether on or off road. Whilst I appreciate it is outside of the scope of this project, the proposed layout does not leave even latent possibility for onward connection for cycling to Dulais Fach Road to connect with the shared use route adjacent to the canal heading towards Neath.	All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the 85 <sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic was 1193 vehicles travelling at an 85 <sup>th</sup> percentile speed of 30mph. Following the implementation of the 20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.
23	The current layout does not discourage walkers like myself.	The existing highway layout does not have appropriate crossing points, this makes it difficult for some users especially those in wheelchairs to travel by more sustainable modes.
24	The raising of the mini roundabout will pose a danger to larger vehicles as they already have issues using it currently. The two junctions that have been proposed to be narrowed are already difficult enough to exit due to lack of visibility and narrowing them will just exacerbate this. The major issue along Tonna Uchaf is due to employees of Tonna Hospital parking on the road from the Heol y Glo junction down to the Pen y Bryn junction, nothing in these proposals looks to combat these actual issues.	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>

		<p>The entrances to Heol Caredig and Pen y Bryn been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The give way line for the junctions has been moved towards the main road increasing visibility.</p> <p>The issue of illegal parking has been raised with our parking enforcement team. Parking within the hospital grounds is an NHS matter and is outside the scope of this project.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to increase parking provision.</p>
25	<p>As a caravan owner living in the village who has their caravan in the drive I have absolutely no idea how we will access the A465 and pass a raised roundabout? It would be ridiculous to expect us to drive through Neath! I cannot see any benefit from it?</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p> <p>The benefit of creating the raised plateau at the roundabout is to enable all users to be able to safely cross the road.</p>
26	<p>There are no cycling proposals at all, in the feasibility study there was a very poor score for cycling and there does not now appear to be any consideration for cycling at all. Have you done an assessment to see what the cycling score will be after this work is completed? I do appreciate that if you are going to traffic calm and make it 20 Mph maybe on road cycling is acceptable but you could still assess the safety of cycling as a result of this work.</p>	<p>All active travel schemes in Wales need to be designed in accordance with the Welsh Government Active Travel Act Guidance (ATAG). To design for walking and cycling provision shared use paths need to be 3.2m in width, footways 2.0m and cycle lanes 1.5m in each direction. The available width between property boundaries is insufficient to design for off road cycle provision without needing land from all of the properties fronting the road. Under the ATAG it is possible to promote on road cycling provided that the number of vehicles is less than 2500 and the</p>

		<p>85<sup>th</sup> percentile speed of traffic is less than 20mph. In January 2023 the speed and volume of traffic was 1193 vehicles travelling at an 85<sup>th</sup> percentile speed of 30mph. Following the implementation of the 20mph speed limit in September we will monitor the speed of traffic again to determine the suitability of the road for on road cycling.</p>
27	<p>Narrowing the entrance to pen y bryn will cause more issues for road users. The entrance is already very tight if there is a car coming out of the street at the same time which happens very regularly. The cars parked on tonna uchaf on both sides near the pen y bryn entrance also affect the ability to navigate this junction with ease when facing oncoming traffic. Maybe double yellows on one side here would improve this situation. Also the heol caredig entrance is on a blond corner and having a crossing here i feel would be unsafe to pedestrians, it would be better served putting the crossing point in a little further into the street so pedestrians and road users have a clear view. The raised roundabout will be problematic for larger vehicles at the turning circle is extremely small at the point, the lorries, buses etc. need the flat rounabout to navigate the turn into Dulais Fach Road</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The road itself is remaining the same, the junction is narrowing and also going further into the road. With the junction going further into the road, this will improve visibility for the users when navigating the junction. The Highway Code advises drivers not to stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. The issue of illegal parking has been raised with our parking enforcement team. Heol Caredig entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The give way line for the junctions has been moved towards the main road increasing visibility. The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
28	<p>The proposed changes to improve the walking and cycling within the area is fine, however, this would be at the detriment to road users and residents in many of the</p>	<p>The two junctions have been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p>

	<p>suggested plans. These include, the narrowing of the entrance to Pen Y Bryn, as this is already a tight squeeze for two vehicles passing. And the raised roundabout at the bottom of Park St, as busses, delivery vehicles, caravans etc, would not be able to navigate a raised roundabout.</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p>
29	<p>Speed calming ramps required coming down Tonna Uchaf hill nearing junction of Heol Caredig</p>	<p>It is proposed that the speed limit on Tonna Uchaf is reduced from 30mph to 20mph under the Welsh Government 20mph initiative. Under the implementation of the 20mph speed reduction measures such as speed humps are not being funded by WG.</p>
30	<p>Not happy with the narrowing of the entrance into Pen y Bryn, it bad enough already with all the delivery vans that come in the street.They just wizz around because they only have a time slot to deliver, I think it is a accident waiting to happen and also when you drive out of the street you have to edge out into the road because of vehicles coming up the hill get tucked into the bend in the road.</p>	<p>The Pen Y Bryn junctions has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG). The road itself is remaining the same width, the junction is moving slightly further into the road, this will improve visibility for the users when navigating the junction.</p>
31	<p>Ridiculous proposals. The raising of a roundabout at the junction of Dulais Fach Road is the stupidest thing I have heard in a long time. HGVs and buses have enough trouble here already. Taking away the bus stop pull in only serves to obstruct the flow of traffic and makes things more dangerous. Reducing the junction at Pen y Bryan is downright bonkers and plonking a random path across the grass at the hospital beggars belief. This total waste of money has obviously been suggested by someone who knows nothing about this village. I have live</p>	<p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>

	<p>here 66 years and like the rest of the residents totally oppose these plans.</p>	 <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p> <p>The bus stop will be positioned out of the flow of traffic, allowing vehicles to continue to pass while allowing passengers on and off the bus.</p> <p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The road itself is remaining the same width, the junction is moving slightly further into the road, this will improve visibility for the users when navigating the junction.</p> <p>The path at Heol y Glo will allow pedestrians to safely cross Dulais Fach road.</p>
<p>32</p>	<p>Worst decision ever why change what ain't broken this has not been fully thought through and at a time when everyone is feeling the pinch it's an absolute disgrace that the council can even contemplate wasting money on something so ridiculous</p>	<p>By constructing this route, we are providing a safe walking route that is suitable for all users. By providing this we are giving people the option to move from their car into other sustainable transport modes.</p> <p>The purpose of this improvement is to promote active travel in this area which is the priority for Llwybr Newydd.</p> <p><b>The Sustainable Transport Hierarchy</b></p>  <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p>
<p>33</p>	<p>As I have already said all of Tonna is congested do not make the area worse. I agree with raised crossings all the way through Tonna as Tonna maybe one of the only villages with no crossings sites especially around Park Field for the residents of Cysgodfa. I feel if the council need to spend money then put it towards a cycle path along the A465 as this would</p>	<p>Thank you for your positive comments.</p> <p>Routes identified on NPT's Active Travel Network Map will be considered in the future.</p>

	definitely make that area safer and more people would cycle in the area.	
34	Great Scheme apart from the speed reduction if your improving the pavements whyb reduce the speed	Thank you for your positive comments. The speed reduction is a mandatory roll out from Welsh Government.
35	Only people we see riding bikes are the racers on the weekends.	Thank you for your comment.
36	<p>Narrowing of the junction into Pen y Bryn will make it extremely dangerous. It is already difficult to enter or leave whilst there is an oncoming vehicle. It will be even more difficult for larger vehicles eg delivery vehicles and caravans.</p> <p>The social services vehicle picks up in the street and this will also be difficult.</p> <p>The raised roundabout will be impossible to negotiate for larger vehicles including buses and cars with caravans of which there are many due to the storage facility in Tonna. Raising the roundabout will mean that vehicles will chose or have to go through Tonna rather than turning onto to Dulais Fach Road, this will increase large vehicles going through the village.</p> <p>I would question who would use these pedestrian routes I see very few people walking to the hospital and if they do there is adequate and safe pavements on the opposite side of the road which would only require crossing Heol Caredig</p> <p>The main issue in this area is the large number of hospital staff cars parked on the main road.</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The road itself is remaining the same width, the junction is moving slightly further into the road, this will improve visibility for the users when navigating the junction.</p> <p>The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerblines in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p> <p>Pedestrian crossings have to be provided to allow people safe points to be able to cross carriageways. This will allow all potential users the opportunity to travel on foot.</p> <p>The issue of illegal parking has been raised with our parking enforcement team. Parking within the hospital grounds is an NHS matter and is outside the scope of this project.</p> <p>The proposal is funded through the WG Active Travel Fund, this funding is to improve active travel facilities and cannot be used to increase parking provision.</p>
37	I'm concerned about the raised roundabout as it will be very difficult for lorries,buses and caravan/trailers to negotiate it, and also concerned about narrowing of pen-y-bryn	The roundabout at the junction of Tonna Uchaf/Dulais Fach Road/Park street will be raised in its entirety to form a raised plateau. It is proposed that the kerblines remain in the

	<p>that will force vehicles into the path of on coming vehicles to turn into pen-y-bryn, i do propose double yellow lines opposite pen-y-bryn and a mirror for the vehicles coming out of pen-y-bryn to see traffic coming up the hill as the road as limited visibility.</p>	<p>same position, that the central islands on the approaches are removed and that the roundabout centre is painted on the raised plateau. The raised plateau will be the full width of the roundabout with ramps on the approaches to allow vehicles to pass over it safely – as shown in the example below</p>  <p>In maintaining the kerbline in the same position and removing the traffic islands the roundabout will be slightly easier for vehicles (especially larger vehicles) to negotiate the roundabout than at present.</p> <p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The road itself is remaining the same width, the junction is moving slightly further into the road, this will improve visibility for the users when navigating the junction.</p> <p>Parking opposite a junction is against the highway code. The issue of illegal parking has been raised with our parking enforcement team.</p>
38	<p>Don't do anything it doesn't need improving the islands make crossing easy</p>	<p>This route has been classified as an existing route due to the important links to the hospital. The route has failed the route audit with a critical fail due to lack of safe crossing facilities. As a result this route has been prioritised for completion.</p>
39	<p>I think the focus should be on adding safe cycle routes or pavement for foot traffic where they do not exist, not improving existing pavements for foot traffic only! I find it disappointing that valley communities that have limited public transport and no safe active travel routes are being made to wait while minor alterations to existing pavements for foot traffic in areas well serviced with public transport are prioritised!</p>	<p>This route has been classified as an existing route due to the important links to the hospital. The route has failed the route audit with a critical fail due to lack of safe crossing facilities. As a result this route has been prioritised for completion.</p> <p>Routes identified on NPT's Active Travel Network Map will be considered in the future.</p>
40	<p>It is already difficult to turn in and out of pen y Bryn at the moment. It's difficult to see coming out of the junction due to parked cars and the hill...and upon returning into pen y Bryn there are two blind spots which also makes it difficult to see any on</p>	<p>Pen Y Bryn entrance has been designed in accordance with DE604 from the Active Travel Act Guidance (ATAG).</p> <p>The road itself is remaining the same width, the junction is moving slightly further into the</p>

	coming traffic...narrowing the road wouldn't be safe in my opinion.	road, this will improve visibility for the users when navigating the junction.
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***IF IT'S NOT FAR LEAVE THE CAR***



***GREENER***



***HAPPIER***



***HEALTHIER***