

Document	Key Points	Relevance to scheme
	cycle training and safety schemes for all road users. Work towards 'safe cycling from village to town' giving villages safe cycling access to the nearest town and creating hub-and-spoke active travel corridors connecting market towns and other significant local centres to surrounding villages and outlying developments	
Guidance 115/20: Active travel and trunk road improvement schemes Welsh Government (July 2020)	The guidance document sets out that any trunk road improvement scheme has the potential to maximise its contribution to enhancing active travel by: - Upgrade any existing trunk road active travel infrastructure to current active travel guidance standards; - Work with the local authority to complete any routes on their approved Active Travel Network Map (ATNM) in parallel with completion of the trunk road improvement scheme; and - Work with the local authority to upgrade any of their existing active travel infrastructure to current active travel guidance standards in parallel with completion of the trunk road improvement scheme	The opportunities set out in this Assessment Report can enhance active travel around the trunk road.
Well-being of Future Generations (Wales) Act 2015, Welsh Government (2015)	The Well-being of Future Generations Act requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change. The Act is based on 7 well-being goals: - A Prosperous Wales; - A Resilient Wales; - A More Equal Wales; - A Healthier Wales; - A Wales of Cohesive Communities; - A Wales of Vibrant Culture & Thriving Welsh Language; and - A Globally Responsible Wales.	The proposed scheme can provide infrastructure that will help achieve the goals of a 'Healthier' and 'More Equal' Wales. This is by providing accessible infrastructure to encourage active travel, thus promoting physical activity, and providing for those who do not own a personal vehicle, thus reducing inequality.
Taking Wales Forward, Welsh Government's Programme for Government 2016 - 2021 Welsh Government (September 2016)	Taking Wales Forward sets out how this Government will deliver more and better jobs through a stronger, fairer economy, improve and reform our public services, and build a united, connected and sustainable Wales. Priorities are grouped into 4 areas: - Prosperous and secure; - Healthy and active; - Ambitious and learning; and - United and connected.	The proposed scheme fulfils two of the priorities set out by the Welsh Government. Access to safe walking and cycling routes encourages people to improve their mental and physical health and to reduce sedentary lifestyles. The scheme also falls under the united and connected priority, ensuring better access to active travel for all.
National Planning Policy Framework Ministry of Housing, Communities & Local	Section 8 states '<i>Planning policies and decisions should aim to achieve, healthy, inclusive and safe places which.....encourage walking and cycling</i>'	The potential scheme can provide infrastructure to support the encouragement of walking and cycling.

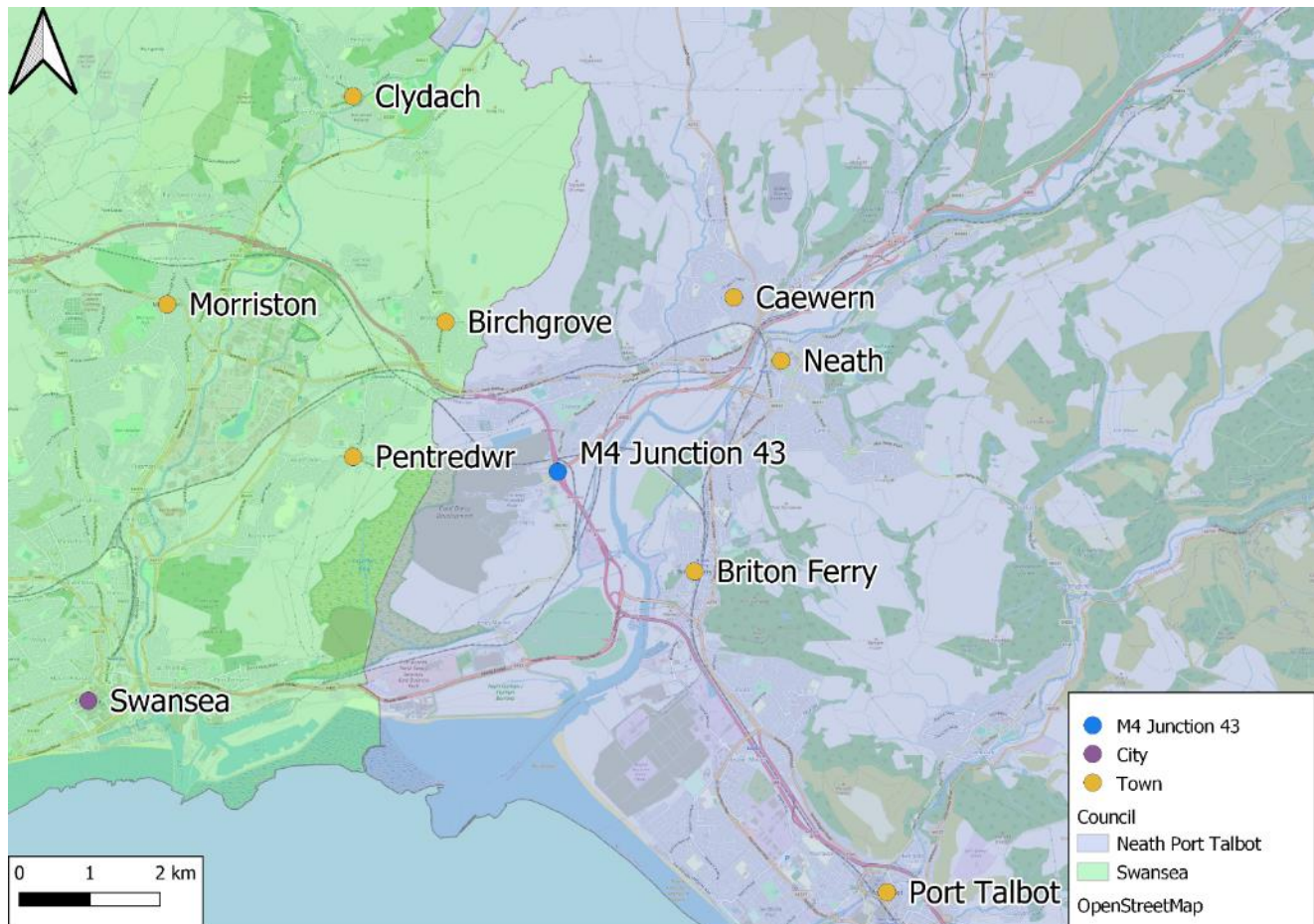
Document	Key Points	Relevance to scheme
Government (February 2019)	Para 102 states <i>‘Transport issues should be considered from the earliest stages of plan-making and development proposals so that opportunities to promote walking, cycling and public transport are identified and pursued’.</i>	
Advice on Multi-user Routes British Horse Society (BHS) (September 2016)	The BHS calls for horse-riders and carriage-drivers to be included in any provisions for cyclists or pedestrians which could physically include equestrians. The BHS also strongly advocates promotion of sharing and tolerance between all users.	As part of this assessment, equestrians and their needs must be considered on par with pedestrians and cyclists.
Advice on road crossings for horses British Horse Society (September 2016)	A number of factors should be taken into consideration when looking at road crossings and equestrian needs. This includes visibility requirements for riders, siting of crossings, use of road markings, design of crossings and length of inter-green period.	As part of this assessment, equestrians and their needs must be considered on par with pedestrians and cyclists.

The national policies and strategies set out in Table 2-1 will be used to help inform the opportunity making process within this WCHAR Assessment.

2.1.2. Regional/Local policies and strategies

The study area for this WCHAR Assessment falls within the unitary authority areas of Swansea Council and Neath Port Talbot Council, which have been set out in Figure 2-1. Therefore, the following regional and local policies set out in Table 2-2 will be focused on these areas in south-west Wales.

Figure 2-1 - Local Authorities



In terms of regional/local policies and strategies, the Lead Assessor has carried out a thorough search of both Neath Port Talbot and Swansea councils websites and is unable to find many of such documents related to these active travel modes. The only policy that was found was the Joint Local Transport Plan 2015 – 2020, which was produced by Carmarthenshire, Neath Port Talbot, Swansea and Pembrokeshire councils.

The title of the document suggests that this has now been superseded but the document is still listed on both Neath Port Talbot and Swansea's respective policy sections on their website. Therefore, this document will be reviewed within Table 2-2, but under the caveat that the key points raised may be subject to change.

Table 2-2 - Local Policy

Document	Key Points	Relevance to scheme
Joint Transport Plan (JLTP) 2015 – 2020 Carmarthenshire, Neath Port Talbot, Swansea and Pembrokeshire councils (published date unavailable)	Overall, the vision of the LTP is “To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport.” The plan sets out the following key points: • Sustainable travel and safety is one of the key priorities of the Plan. • Any new developments should move away from being “car friendly and anti-walking and cycling”.	The potential scheme can provide infrastructure to support the encouragement of sustainable travel and assist in achieving the joint LTP’s overall vision.

The regional/local policies raised in this sub-chapter will be used to help inform the opportunity making process within this WCHAR Assessment.

2.1.3. Active Travel Routes

In September 2014, the Active Travel (Wales) Act 2013 was introduced by the Welsh Government (WG), making it a legal requirement for Local Authorities to map and plan suitable routes for active travel. The act is focused on utility journeys, which is defined in the Active Travel Act Design Guidance as:

“The definition of ‘active travel’ under the Act means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys”.

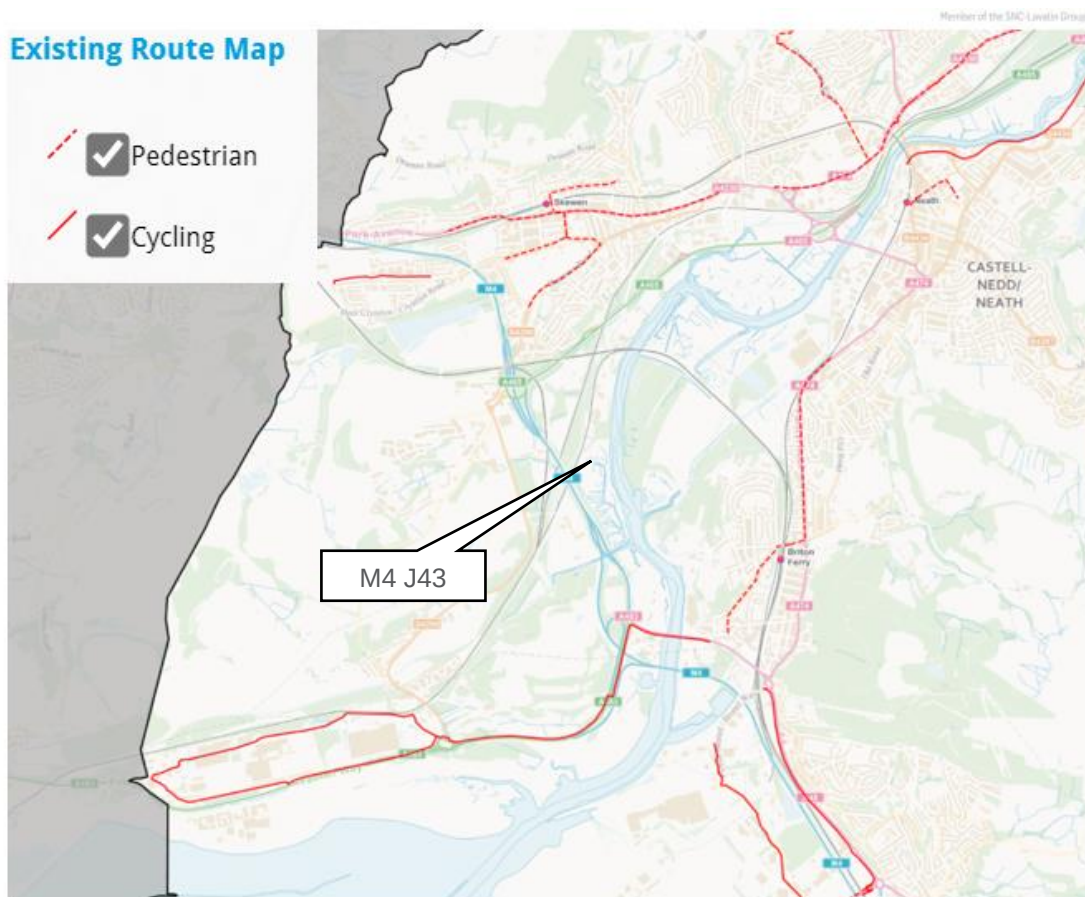
The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at design stage. Therefore, as a part of this assessment report, the existing route and integrated network maps produced by Neath Port Talbot (NPT) and Swansea councils will be examined.

2.1.3.1. Existing Route Maps (ERMs)

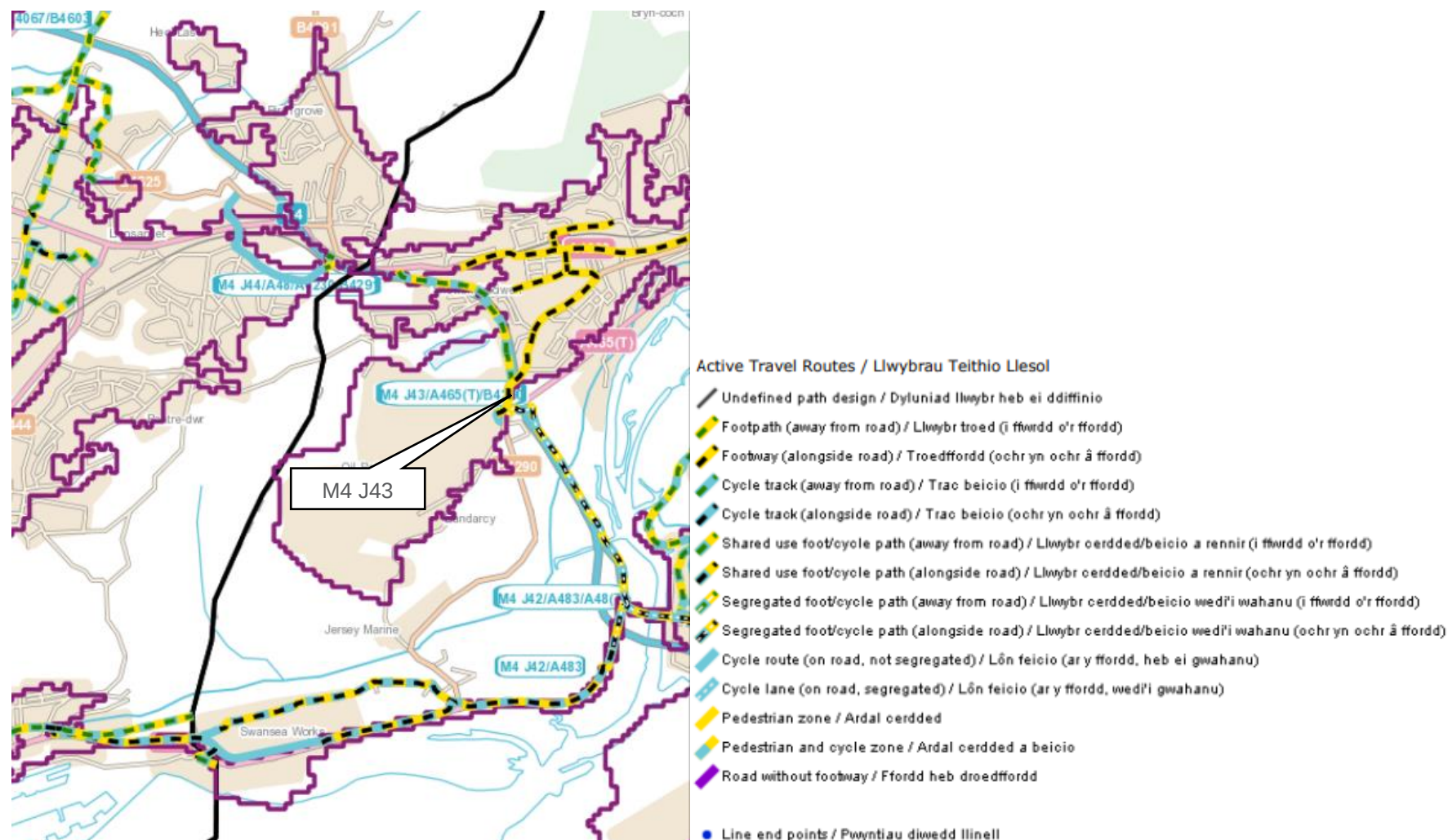
The first stage of the Act required NPT and Swansea councils to produce Existing Routes Maps (ERMs) to illustrate existing routes in designated settlements, which both local authorities considered suitable for active travel following WG criteria.

The Act requires that ERMs are reviewed and updated on a three-year basis to ensure they remain current and include routes that have been recently completed or improved. The latest plans are set out in Figure 2-2 and Figure 2-3.

Figure 2-2 - Existing Route Maps² - Neath Port Talbot Council



² https://maps.npt.gov.uk/active_travel_single_final/

Figure 2-3 - Existing Route Maps³ – Swansea Council

³ <https://www.swansea.gov.uk/activetravelact>

It is clear from Figure 2-2 and Figure 2-3 the existing active travel routes primarily based in the urban areas of each local authority along the arterial and connecting corridors.

2.1.3.2. Integrated Network Maps (INMs)

The second stage of the Act requires NPT and Swansea councils to produce Integrated Network Maps (INMs) setting out the county's plans to develop a network of active travel routes and facilities over the next 15 years.

INM proposals were developed through an extensive consultation process in line with the following aims:

- Improved access to key services and facilities including town centres, employment and retail areas, transport hubs;
- Improved access to education facilities such as schools and colleges; and
- Improvements to, and expansion of, the existing strategic network in the ten designated 'active travel' settlements in the county.

An overview of the two local authority's Active Travel INMs are shown in Figure 2-4 and Figure 2-5.

Figure 2-4 - Integrated Network Map² - Neath Port Talbot Council

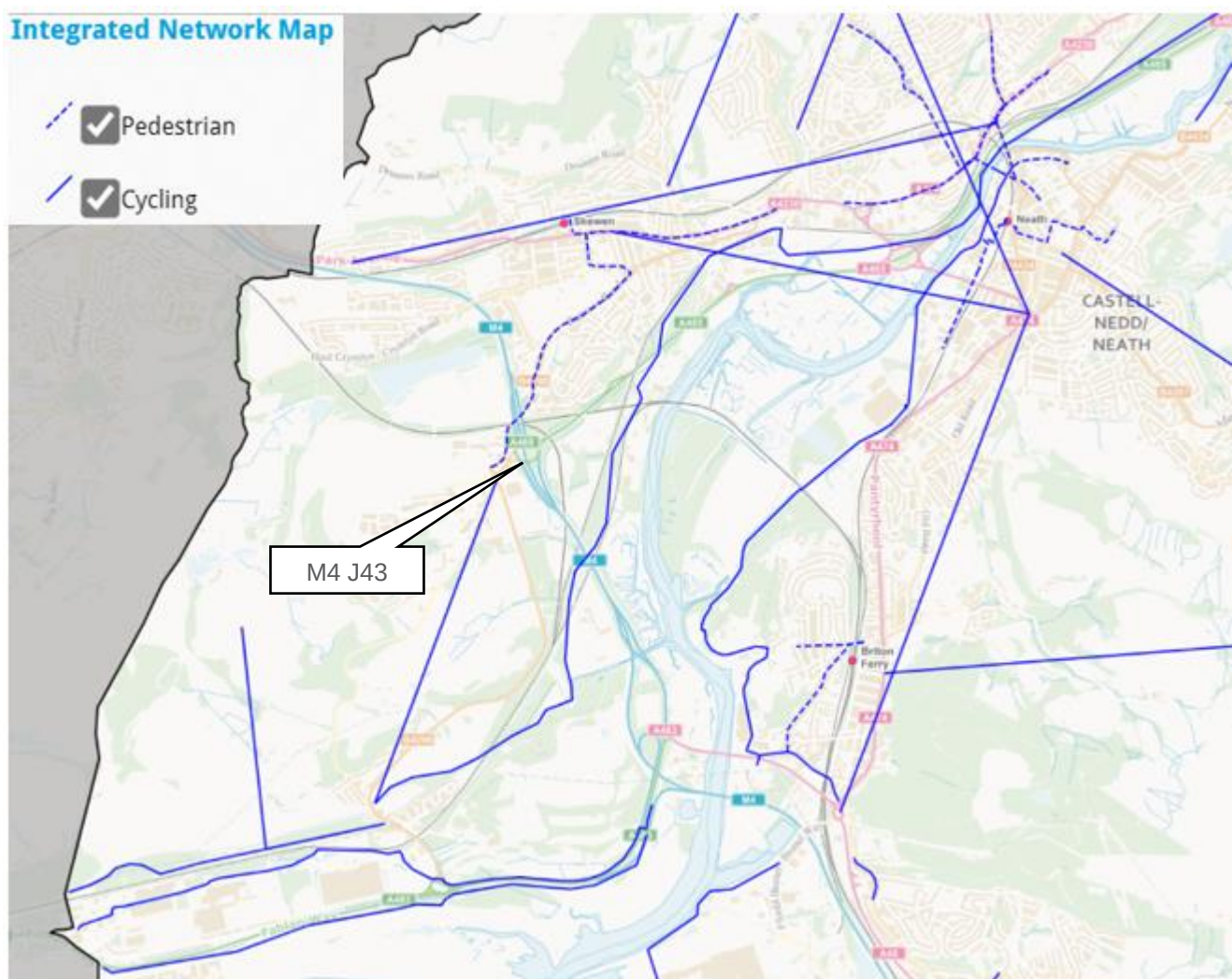
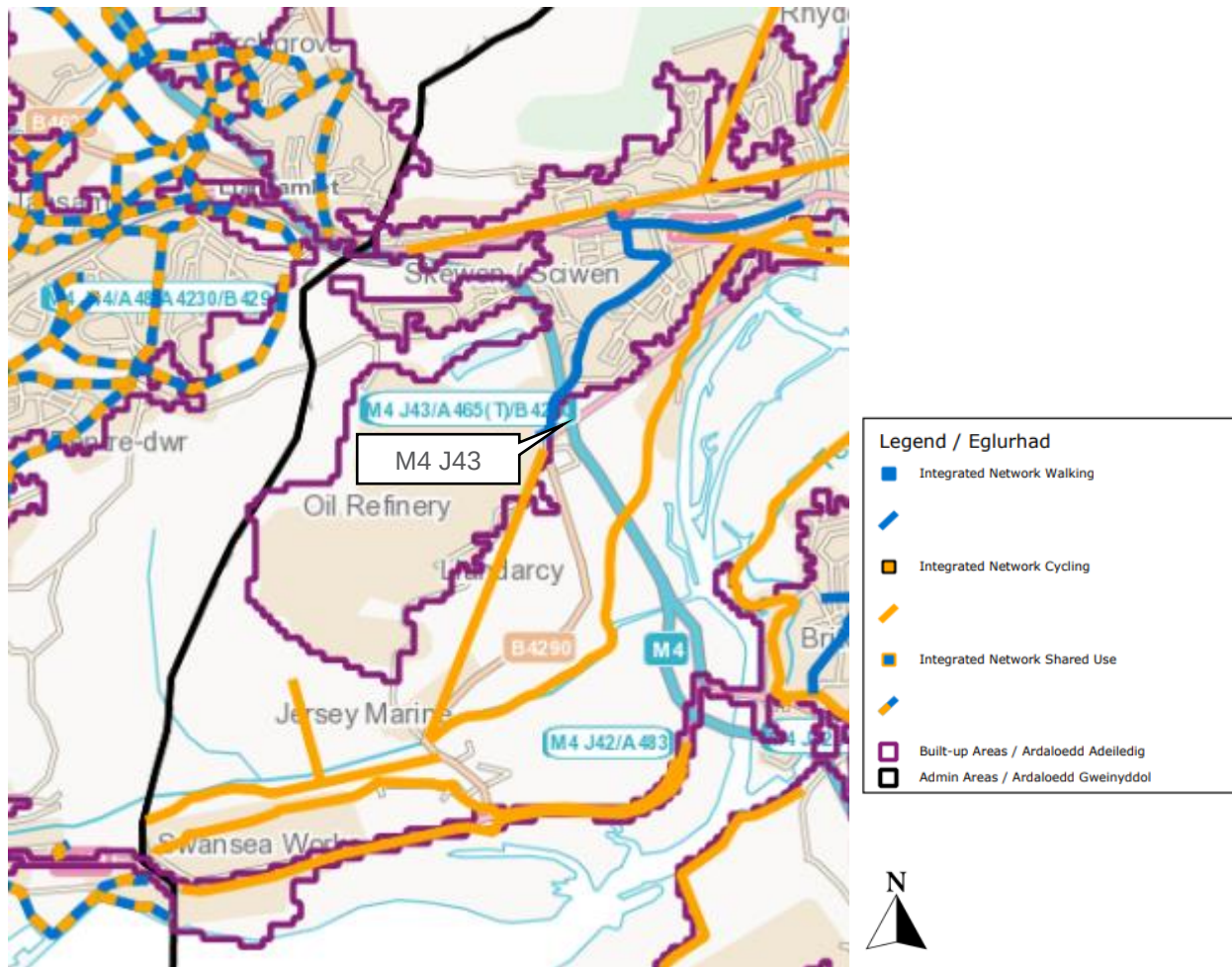


Figure 2-5 - Integrated Network Map⁴ - Swansea Council

Any straight lines on either Figure 2-4 or Figure 2-5 indicate two locations which each council would like to connect, but a route has yet to be decided.

The development and delivery of the proposals shown on the INMs will be dependent on a number of factors including the availability of funding and land. All local authorities within Wales are currently reviewing their respective INMs and have to submit them by the end of 2021, therefore the proposals set out in Figure 2-4 and Figure 2-5 are indicative and may be subject to change. However, the proposals will be considered by the assessment team when producing opportunities for the schemes.

⁴ [Active Travel \(Wales\) Act 2013 - Swansea](#)

2.1.4. Key Points

This sub-chapter has set out the key policies at the national, regional and local level. They all support contain policy that is strongly in support active travel with the following themes prominent:

- Walking and cycling should be promoted and encouraged where possible, due to the many benefits active travel can deliver to individuals, communities and society. There is a strong commitment to increase active travel at both national and local policy;
- New development and development design should support, promote and encourage walking and cycling; and
- The needs of active users should be taken into consideration when planning new infrastructure, in particular regarding user safety and comfort.

The ERM and INMs also show that there is a desire to increase the number of active travel routes across the two local authority areas.

The assessment team will use the themes and information gathered from the National, Regional and Local Policies and Strategies to aid the opportunity making process.

2.2. Personal Injury Collision Data

2.2.1. All Collisions – Highway Scheme Area

Personal Injury Collision (PIC) data for a select highway corridor was obtained from Neath Port Talbot Council, which covered the latest five-year data between 01/07/2015 to 30/06/2020. During this period 23 reported collisions (1 fatal, 2 serious & 20 slight) occurred resulting in 41 (1 fatal, 3 serious & 37 slight) casualties. This resulted in a Killed or Seriously Injured figure of 13%.

It should be noted that the data for 2015 and 2020 does not represent the full year. This data has been mapped in Figure 2-6.

Due to how the data was formatted and presented to the assessment team, a table setting out the split of collisions/casualties over the five-year period has not been able to be produced. However, based on the figures given, approximately 4.6 collisions resulting in 8.2 casualties occur per year.

In terms of collision clusters, it is evident that these primarily occur at the junctions of the:

- Fabian Way (A483) Roundabout
- A483/Shell Garage junction
- St John's Terrace (A4230)/B4290 junction

The fatal collision occurred on Fabian Way (A483) and will be reviewed in the following sub-section.

These clusters along with the fatal collision have been highlighted in Figure 2-6.

Summary

Accidents	No.	%	Casualties	No.	%	Accidents involving	No.	%	N%
Total	4		Total	2		Right of Way	3	22	10
Minor	0	0	Minor	0	0	Left Turn	2	9	1
Slight	20	87	Slight	57	93	U-Turn	0	0	1
Severe	0	0	Severe	0	0	Contaminated Road/Soil	1	8	5
TOTAL	20		TOTAL	57		Crossing Ahead	10	78	73
Drinks	41	44	Drinks	41	44	Going Ahead on Bus	1	8	10
Accidents	3	15	Accidents	3	7	Stopping	2	9	10
Passengers	0	35	Passengers	14	31	Working in or on road	0	0	11
PV Drivers	0	17	PV Drivers	4	10	Unavoidable accident	0	20	34

Adverse Conditions	No.	%	N%	Accidents involving	No.	%	N%
Dark with lights	3	22	10	Casualties etc	22	96	92
Dark without lights	2	9	7	Personal Two-Wheelers	2	9	0
Adverse Weather	4	17	19	Pedal Cycles	4	17	6
Wet Road Surface	8	25	25	100%	0	0	1
Unimproved Road	0	0	0	MSM	0	0	4
Special Conditions	0	0	0	Others	2	9	5
Only Hazards	0	0	1				

NOTES

1. All dimensions are in millimetres unless otherwise stated.

Accident Severity

- Slight: 20
- Serious: 2
- Fatal: 1

Casualty Severity

- Slight: 37
- Serious: 3
- Fatal: 1

Casualty Class

- Driver: 20
- P.Riders: 4
- Pedestrians: 14
- Pod: 3

COLLDARCY-STATS

Direction	Accidents	Casualties	Fatalities
North	10	10	0
South	10	10	0
East	10	10	0
West	10	10	0
Total	40	40	0

2.2.2. Pedestrian and Cyclist Collisions

Using the data provided by Neath Port Talbot Council, this has been cross referenced with information from the CrashMap⁵ website to establish the number of pedestrian and cyclist collisions

Table 2-3 sets out that three (one fatal, two slight) pedestrian and four (slight) cyclist collisions occurred during the five-year period. No equestrian collisions were recorded. Figure 2-7 sets out the locations of the PCE collisions. This information sets out that four of the seven collisions occurred on various sections of the B4290.

No PCE collisions were recorded at M4 Junction 43.

Table 2-3 - Pedestrian & Cyclist Collisions - Study Area

Reference	Year	Type	Severity	Location
1	2016	Cyclist	Slight	The Greenway
2	2018	Cyclist	Slight	Wern Road
3	2018	Cyclist	Slight	Old Road (B4290)
4	2018	Cyclist	Slight	Old Road (B4290)
5	2018	Pedestrian	Slight	Old Road (B4290)
6	2019	Pedestrian	Slight	Burrows Road (B4290)
7	2020	Pedestrian	Fatal	Fabian Way (A483)

Individual contributory factors were not provided with the data. With regards to the pedestrian fatality, the Lead Assessor has gathered from information in the local press that this was a suicide incident involving a pedestrian and a vehicle.

⁵ <https://www.crashmap.co.uk/>

Summary

Accidents	No.	%	Casualties	No.	%
Total	4		Total	7	
Slight	3	75	Slight	5	71
Serious	1	25	Serious	2	29
Fatal	0	0	Fatal	0	0
TOTAL	4		TOTAL	7	

Accidents Involving	No.	%	N%
Right Turn	3	75	10
Left Turn	1	25	10
U-Turn	0	0	0
Overlapping Road/Off	1	25	10
Going Ahead	1	25	10
Going Ahead on Road	1	25	10
Stopping	1	25	10
Waiting to be served	0	0	0
Loss of control	0	0	0

Adverse Conditions	No.	%	N%
Dark with lights	3	75	10
Dark without lights	1	25	10
Adverse Weather	4	100	10
Wet Road Surface	3	75	10
Unimproved on Road	0	0	0
Special Conditions	0	0	0
Only Hazards	0	0	0

NOTES

1. All data are new estimates unless otherwise stated.

Accident Severity

- Slight: 3
- Serious: 1
- Fatal: 0

Casualty Severity

- Slight: 5
- Serious: 2
- Fatal: 0

Casualty Class

- Driver: 3
- P.Riders: 4
- Peds: 0
- Other: 0

PROJECT INFORMATION

Project Name: COLDHARBY AREA
 Location: COLDHARBY AREA
 Contact: [Name]
 Phone: [Number]
 Email: [Email]

2.2.3. British Horse Society Incident Map

A review of the British Horse Society Incident Map indicates that no incidents have been reported within the 5km study area. However, it should be noted that this service is still in its infancy, and therefore equestrians may not be aware that this service exists.

2.2.4. Key Findings

The key findings from this sub-section are:

- The collision data presented in this sub-chapter does not indicate that there any existing issues with the highway network within the study area for PCE users.
- The data did indicate that no pedestrian/cyclist collisions have occurred at M4 Junction 43.
- One pedestrian fatality occurred on Fabian Way (A483) but although no causation factor data was available, this appears to have been a suicide.
- Two pedestrian and two cyclist collisions occurred on sections of the B4290.
- No equestrian collisions or incidents were reported.

The data and findings will be used by the assessment team to aid the opportunity making process.

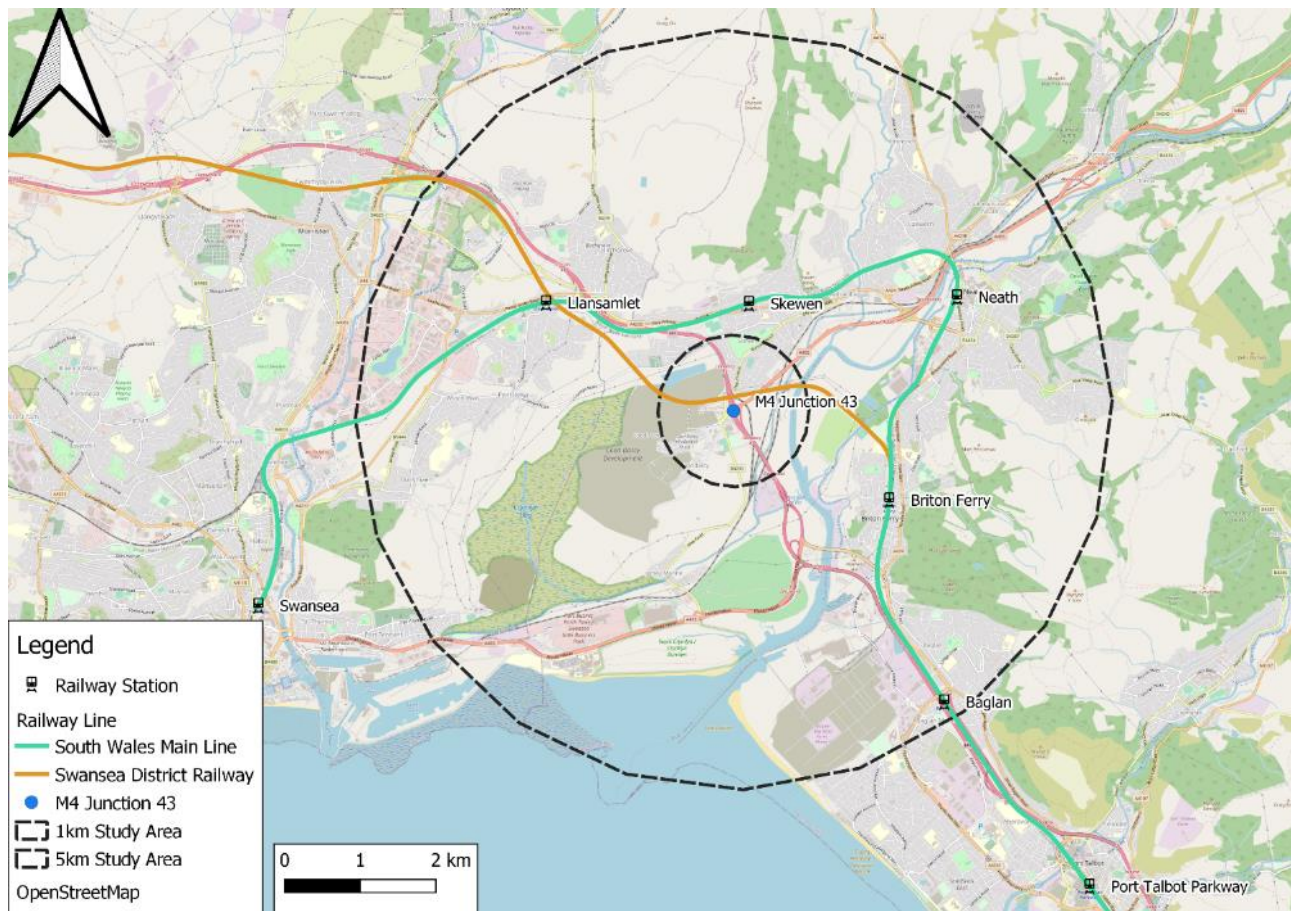
2.3. Multi-modal transport service and interchange information

2.3.1. Railway Stations

Within the 5km study area, there are five railway stations, which are set out in Figure 2-8:

- Llansmalet,
- Skewen,
- Neath,
- Briton Ferry, and
- Baglan.

Figure 2-8 – Railway Stations



Llansmalet, Skewen, Briton Ferry, and Baglan stations all lie on the South Wales Main Line between Swansea and Cardiff and are served by local trains operated by Transport for Wales (TfW). Table 2-4 sets out the services and frequencies of these stations, which share the same line and operator.

There are no Sunday services calling at these stations. All the stations are unstaffed, are wheelchair accessible and have a limited number of bicycle parking facilities.

Table 2-4 - Llansmalet, Skewen, Briton Ferry & Baglan services & frequencies

Service	Operator	Approximate Frequency
Carmarthen	Transport for Wales	6 per day/1 per 120mins
Chester		1 per day
Cardiff Central		2 per day
Llanelli		1 per day
Manchester Piccadilly		6 per day/1 per 120mins
Milford Haven		2 per day
Pembroke Dock		1 per day
Swansea		1 per day

With regards to Neath railway station this also lies on the South Wales Main Line but is served by trains not only provided by TfW but Great Western Railway (GWR). This station is also fully staffed, has step free access and bicycle parking facilities.

Table 2 -5 - Neath Railway Station Services & Frequencies

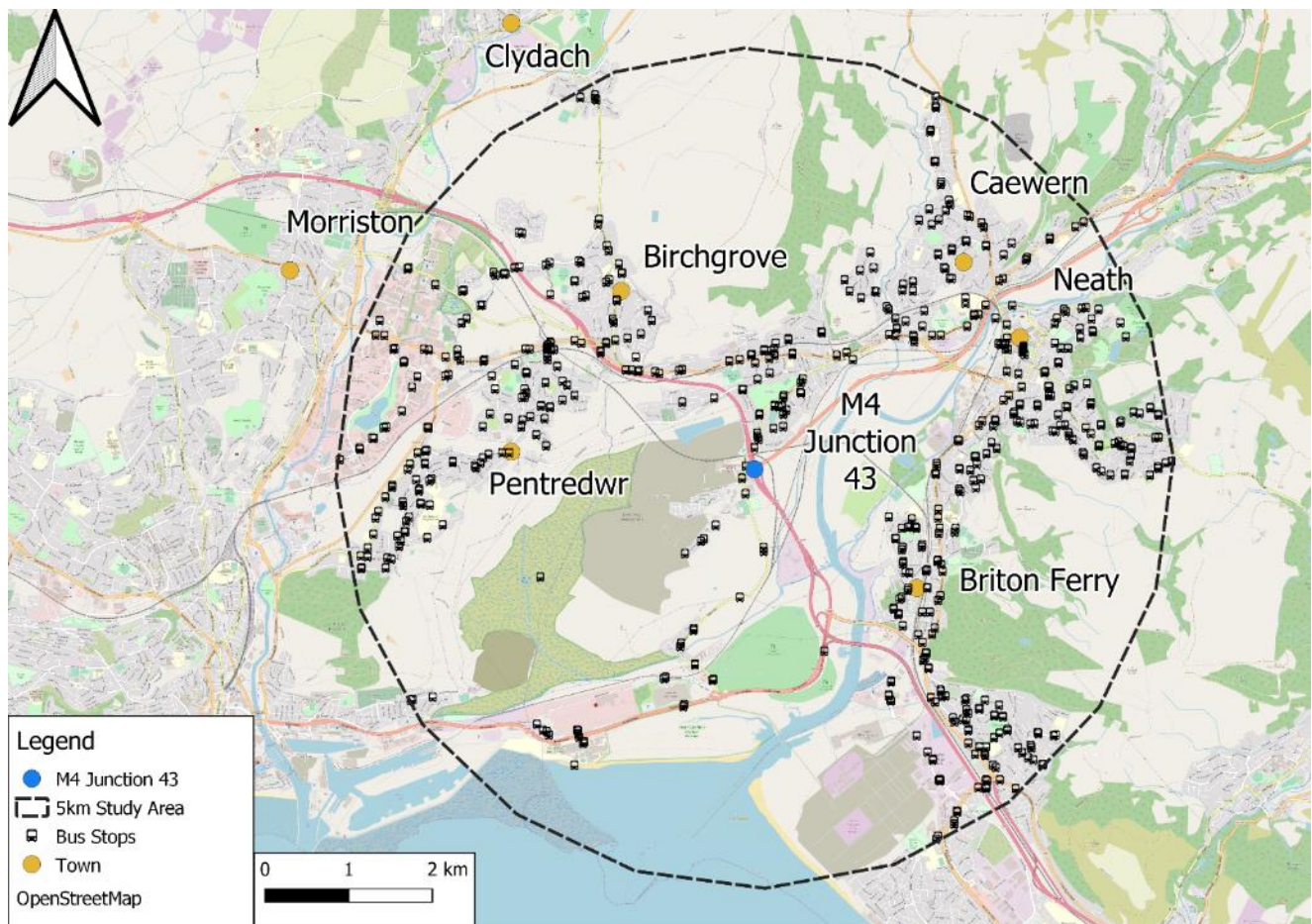
Service	Operator	Approximate Frequency
Carmarthen	Transport for Wales	6 per day/1 per 120mins
Chester	Transport for Wales	1 per day
Llanelli	Transport for Wales	1 per day
London Paddington	Great Western Railway	1 per hour
Manchester Piccadilly	Transport for Wales	6 per day/1 per 120mins
Milford Haven	Transport for Wales	2 per day
Swansea	Great Western Railway	1 per hour

Aside from the commuter railway line, there is a line called the Swansea District railway which is currently used mainly for freight traffic. The Department for Transport announced in July 2019 that there is a proposal to re-open the line for passenger traffic.

2.3.2. Bus Services

Within the 5km study area, there are approximately 614 bus stops which vary in terms of services, urban/rural setting and associated infrastructure. These stops can be seen in Figure 2-9.

Figure 2-9 - Bus Stops



From an initial desktop study of the bus stops within the study area, prior to the site visit, the following points can be made:

- There appears to be no standard layout for each stop.
- Some stops appear to lack infrastructure including a flag and timetable meaning they could be special request stops.
- Due to the differing layouts some users may not be able to use a service due to accessibility issues such as lack of appropriate kerbing or footways leading to the stop.
- Infrastructure at some stops is covered by overgrown vegetation.
- Stops located in more urban areas tend to have more infrastructure at each stop (e.g. flag, layby, timetable, markings) compared to those in rural areas.

To provide a more focused view, the assessment team have selected to analyse the bus services which operate within and utilise the bus stops within the 1km study area, which are subsequently summarised in Table 2-6

Table 2-6 - Summary of Bus Services within the 1km study area⁶

Service	Bus Operator	Route	Approximate Frequency
38	First South & West Wales	Swansea – Neath via Jersey Marine, Coed Darcy & Skewen.	60 minutes
155	South Wales Transport	Neath – Llandarcy Village via Skewen, Crymlyn Park	120 minutes Tues/Thurs/Sat Services only
204	South Wales Transport	Neath - Caewathan via Neath Abbey, Burrows Road	30 minutes. No Sunday service
T6	New Adventure Travel	Brecon – Swansea	60 minutes
X7	First South & West Wales	Swansea - Glynneath via Neath	60 minutes. No Sunday service
X75	Stagecoach South Wales	Resolven - Swansea	3 services a day. No Sunday service

2.3.3. Key Points

From this sub-section, the following key findings were identified:

- In terms of the rail network:
 - There are five railway stations within the 5km study area.
 - These are located on the South Wales Main Line and are predominantly served by services operated by TfW and GWR.
- In terms of the bus network, there are:
 - A total of nine bus stops within Ingatestone and the study area which are primarily located on the main route through Ingatestone; and
 - Two services which link to Brentwood, Chelmsford and Warley;
 - One service which operates in term time only to service the Anglo-European School.

These findings will help the assessment team formulate opportunities for the scheme.

⁶ [Bustimes.org](https://www.bustimes.org)

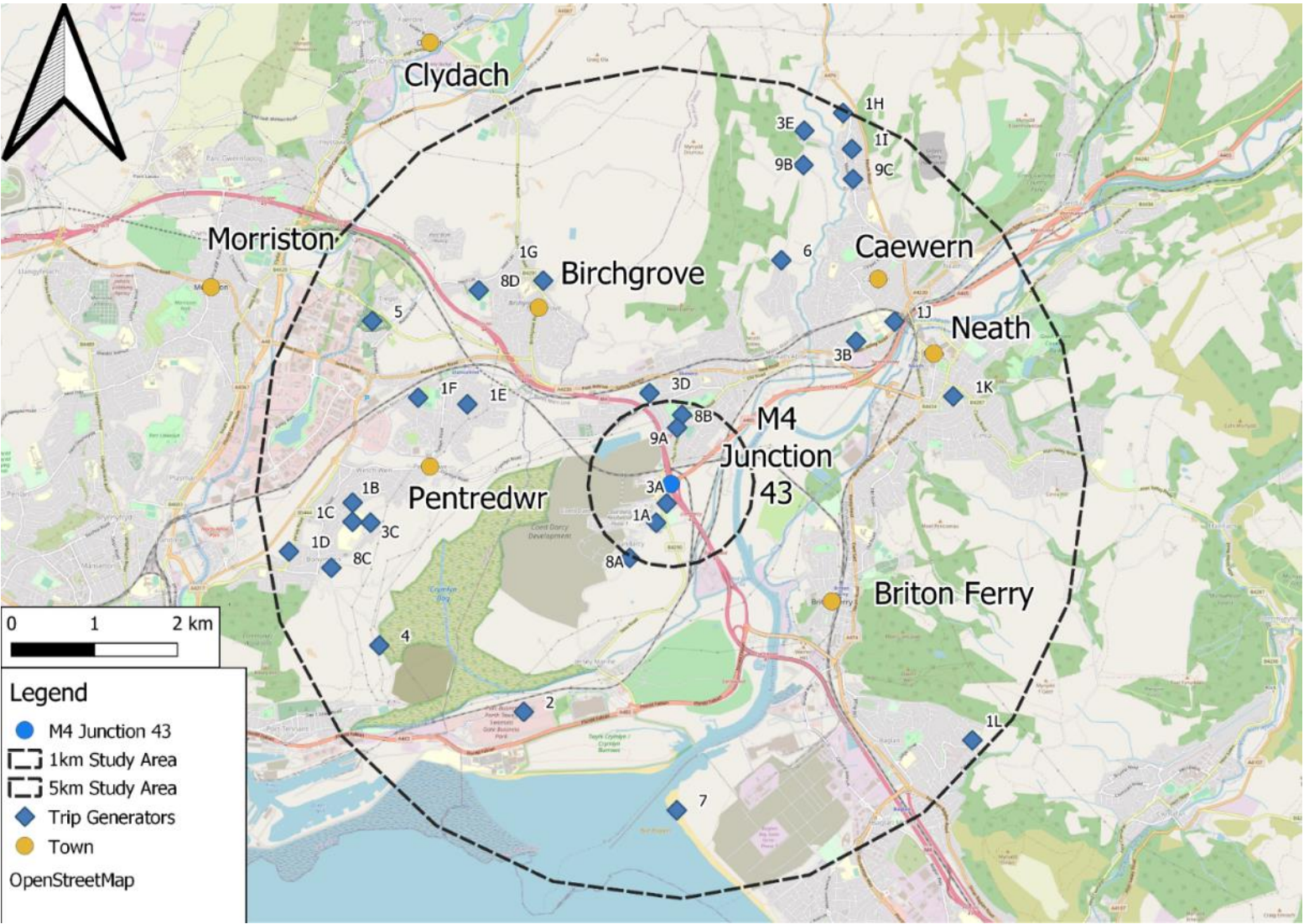
2.4. Trip Generators

2.4.1. Current Generators

Existing trip generators within the local area are outlined below with their locations presented in Figure 2-10. The following list is not exhaustive, rather it outlines potential trip generators.

1. Education Facilities:
 - a. Llandarcy Academy of Sport
 - b. Cwm Glas Primary School
 - c. Cefn Hengoed Community School
 - d. St Illtyd's RC Primary School
 - e. Talycopa Primary School
 - f. Trallwn Primary School
 - g. Birchgrove Primary/Comprehensive School
 - h. Glais Primary School
 - i. Ysgol Maes Y Coed
 - j. Ysgol Hendrefelin
 - k. Bryncoch Church in Wales Primary School
 - l. Neath Port Talbot College
 - m. Gnoll Primary School
 - n. Blaenbaglan Primary School
2. Bay Field Hospital
3. Sports and Leisure
 - a. David Lloyd Swansea
 - b. Neath Sports Centre
 - c. Bonymaen RFC
 - d. Skewen RFC
 - e. Glais RFC
 - f. Bryncoch RFC
4. Crymlyn Bog
5. Swansea Vale Nature Reserve
6. Longford Waterfall | Cwm Duffryn Woods
7. Aberavon Beach
8. Parks:
 - a. Llandarcy Park
 - b. Skewen Park
 - c. Bonymaen Park
 - d. Heol Las Park
9. Churches:
 - a. Struthers Pentecostal Church Neath
 - b. St Matthews Church in Wales
 - c. Aion Baptist Church

Figure 2-10 - Existing Trip Generators



2.4.2. Future Development

To ascertain what future development is proposed within the study area, the assessment team have reviewed the local development plans (LDPs) for both Neath Port Talbot and Swansea councils. These documents set out the planning strategy for areas for a set period of time.

As the scheme falls within the NPT local authority area, future developments approximately 1km around the scheme will be investigated. This search area will then be expanded for the Swansea area due to the site being located approximately 3km away from the Swansea county boundary.

2.4.2.1. Neath Port Talbot Council

For NPT Council, the LDP covers a period between 2011 to 2026 and was adopted in January 2016. The development proposals can be seen in within the approximate 1km study in Figure 2-11, and subsequent details are given in Table 2-7.

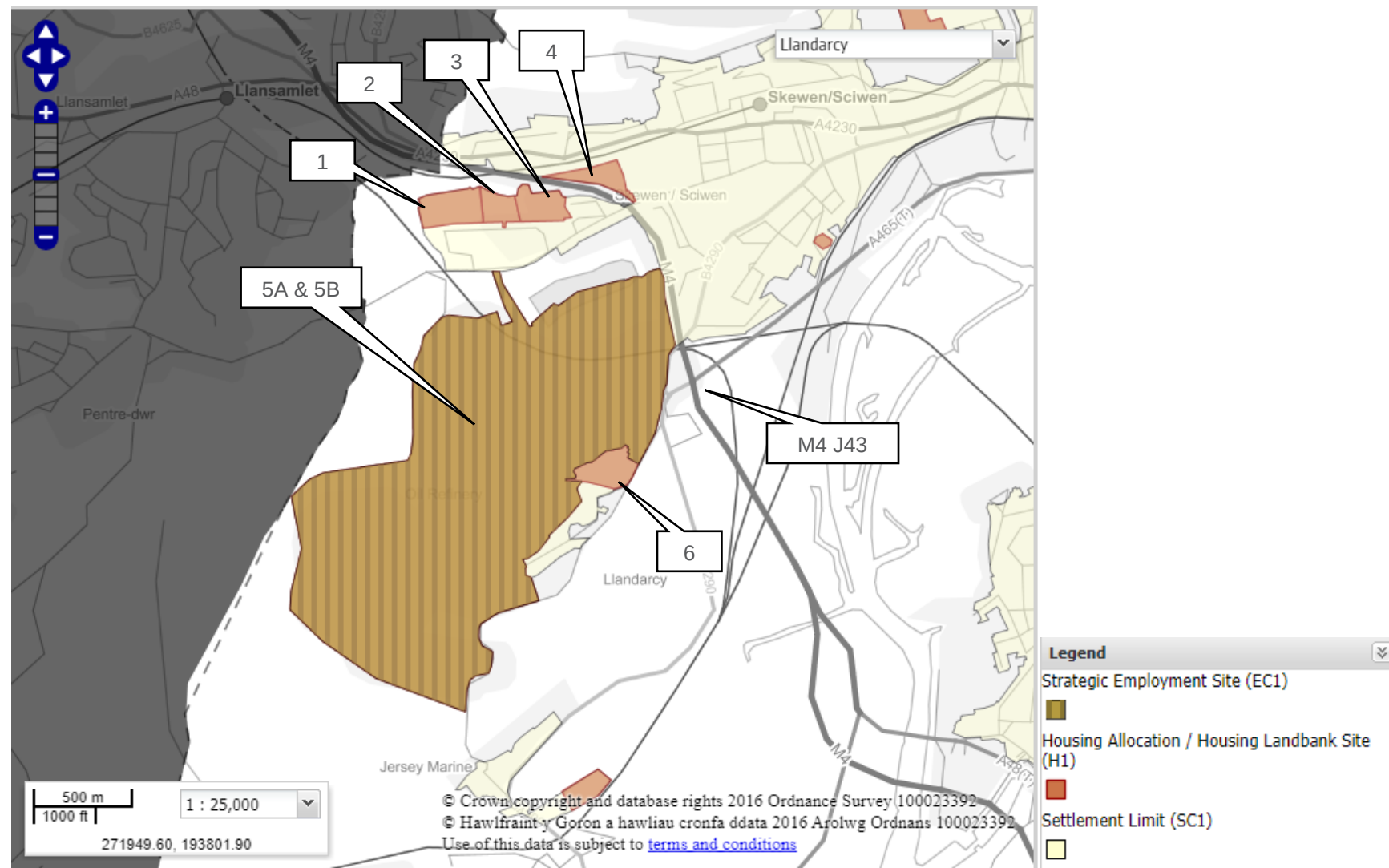
Table 2-7 – Neath Port Talbot LDP - Proposal Map Details

Map ID	Policy ID	Development Type	Summary
1	H1/9	Housing	*Crmllyn Grove (Phase 3) – 150 units over 5.6ha
2	H1/8	Housing	*Crmllyn Grove (Phase 2) – 75 units over 2.8ha
3	H1/LB/12	Housing	*Crmllyn Grove (Phase 2) – 75 units over 2.8ha
4	H1/10	Housing	*Wern Goch – 50 units over 3.4ha
5a	SRA1 – Llandarcy Urban Village	Housing & B1 Business	Coed Darcy Strategic Regeneration Area: - 2400 units over LDP period - 41,200 sq m of B1 Business Use (Ref – EC1/3)
6	H1/LB/4	Housing	Area 1, Coed Darcy Urban Village – 157 units over 3.8ha

**From a desktop review of Google Maps, this development has been built.*

Table 2-7 sets out that within the study area, the development is predominantly housing based and that the housing allocations represented by Map IDs 1 to 4 within Figure 2-11 already built.

Figure 2-11 - NPT LDP - Proposals Map⁷



⁷ https://maps.npt.gov.uk/ldp_final/index.html

2.4.2.2. Swansea Council

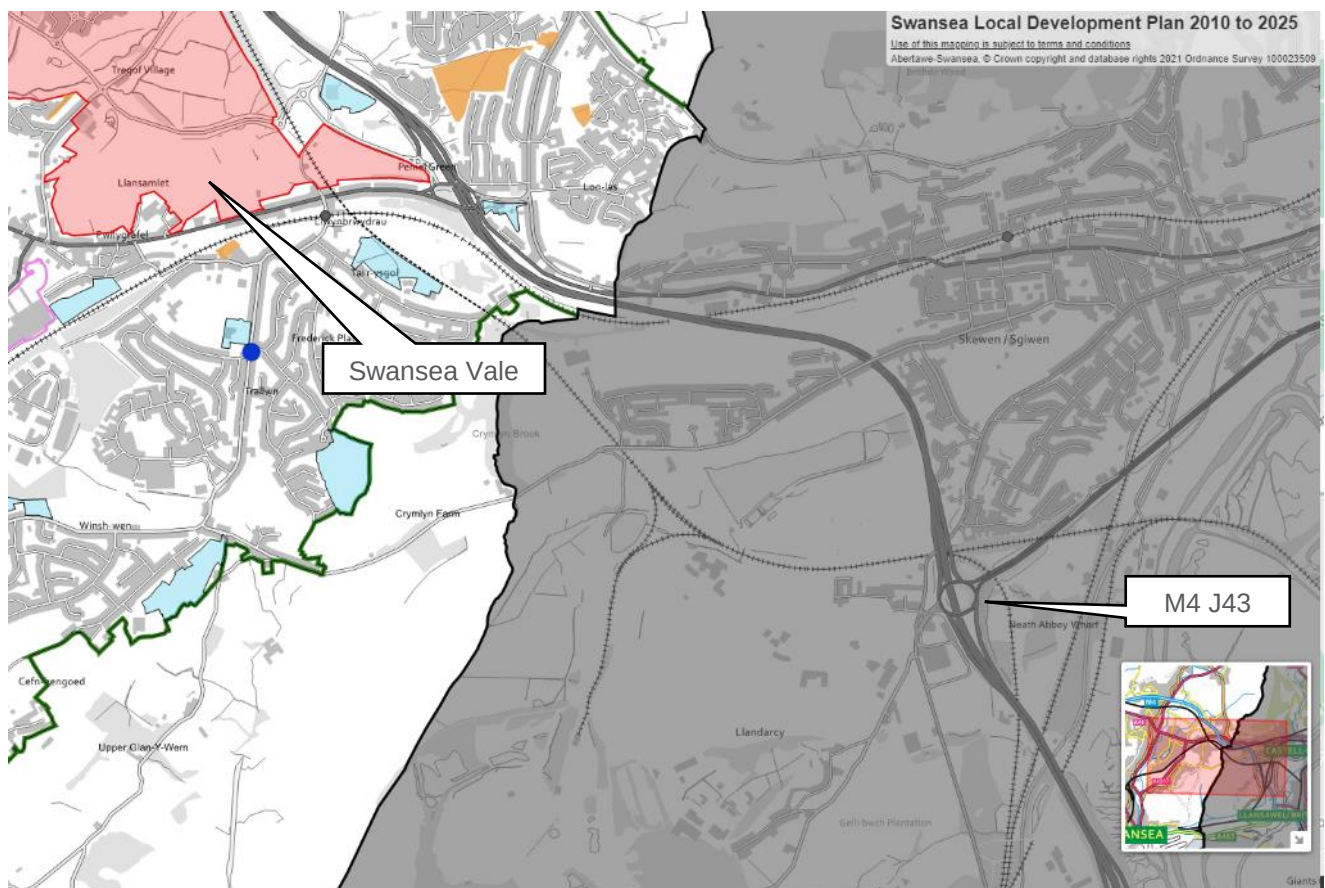
Swansea Council's LDP covers a period between 2010 to 2025 and was adopted in February 2019. As the county boundary is approximately 3km away from the scheme, which is located within NPT, the Lead Assessor believes that there would be little to no developments that would have a significant impact on walking, cycling and horse-riding levels within the scheme area.

The only development which may have 'some' impact on walking, cycling and horse-riding levels is the Swansea Vale development, details which are set out in Table 2-8 and location in Figure 2 -12.

Table 2-8 - Swansea LDP - Proposal Map Details

Map ID	Policy ID	Development Type	Summary
Swansea Vale	SD I	Strategic Site	- Site I is allocated for a comprehensive, residential led, mixed use development of circa 410 homes during the Plan period, - Completion of the Swansea Vale business park for commercial and employment use with 4 hectares of potential development areas that could accommodate appropriate B1 and B2 uses, with appropriate leisure uses.

Figure 2 -12 - Swansea Vale Strategic Site



2.4.3. Key Points

This sub-chapter has set out the following key points with regards to current and future trip generators.

- In terms of current trip generators:
 - Majority of the current trip generators are educational and sports/leisure facilities.
- In terms of future trip generators:
 - Within the NPT area, the development identified was predominantly housing, most of which had already been constructed.
 - Due to the location of the study area, and its proximity to the Swansea local authority area, it was unlikely that any of the small housing developments due to take place near to the Swansea/NPT boundary would have an impact on the walking, cycling and horse-riding levels, except for the larger scale mixed development of Swansea Vale, which may have a limited impact.

The locations and nature of the existing and proposed developments will be considered in the opportunity making process.

2.5. Existing Pedestrian, Cyclist and Equestrian facilities within the Local Area

2.5.1. Pedestrians

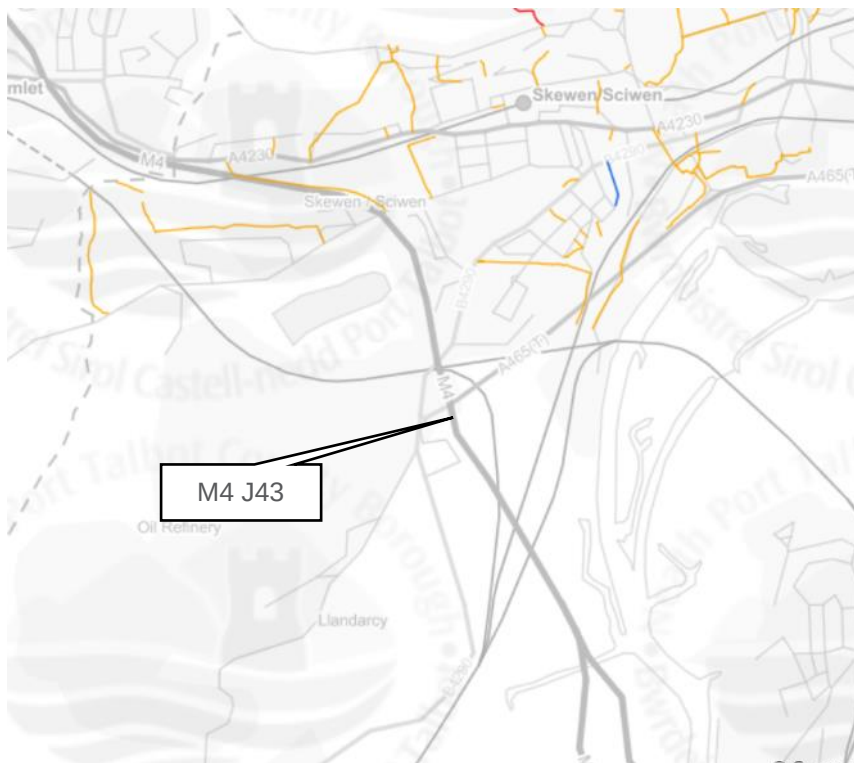
Within the study area, footways are adjacent to the highway network within the built-up area which vary in terms of width (<0.5m to 2m approximately) and condition. Street lighting is present on some of the footway network. It was noted though that street lighting is not present on the link between Pen-Y-Heol (B4290) and Heol Crymlyn, and between M4 Junction 43 and the A48.

Signalised crossings are on-site at the Ffordd Coed Darcy/B4290 junction whilst at M4 Junction 43 are uncontrolled.

2.5.1.1. Public Rights of Way

With regards to the Public Rights of Way (PRoW) network, the Lead Assessor has found it pertinent to provide a focused view of the interactions between the network and Coed Darcy/M4 Junction 43. Figure 2-13 shows that there are no footpaths near to the study area.

Figure 2-13 - Strategic PRoW Network⁸ - Coed Darcy/M4 Junction 43 area



2.5.2. Cyclists

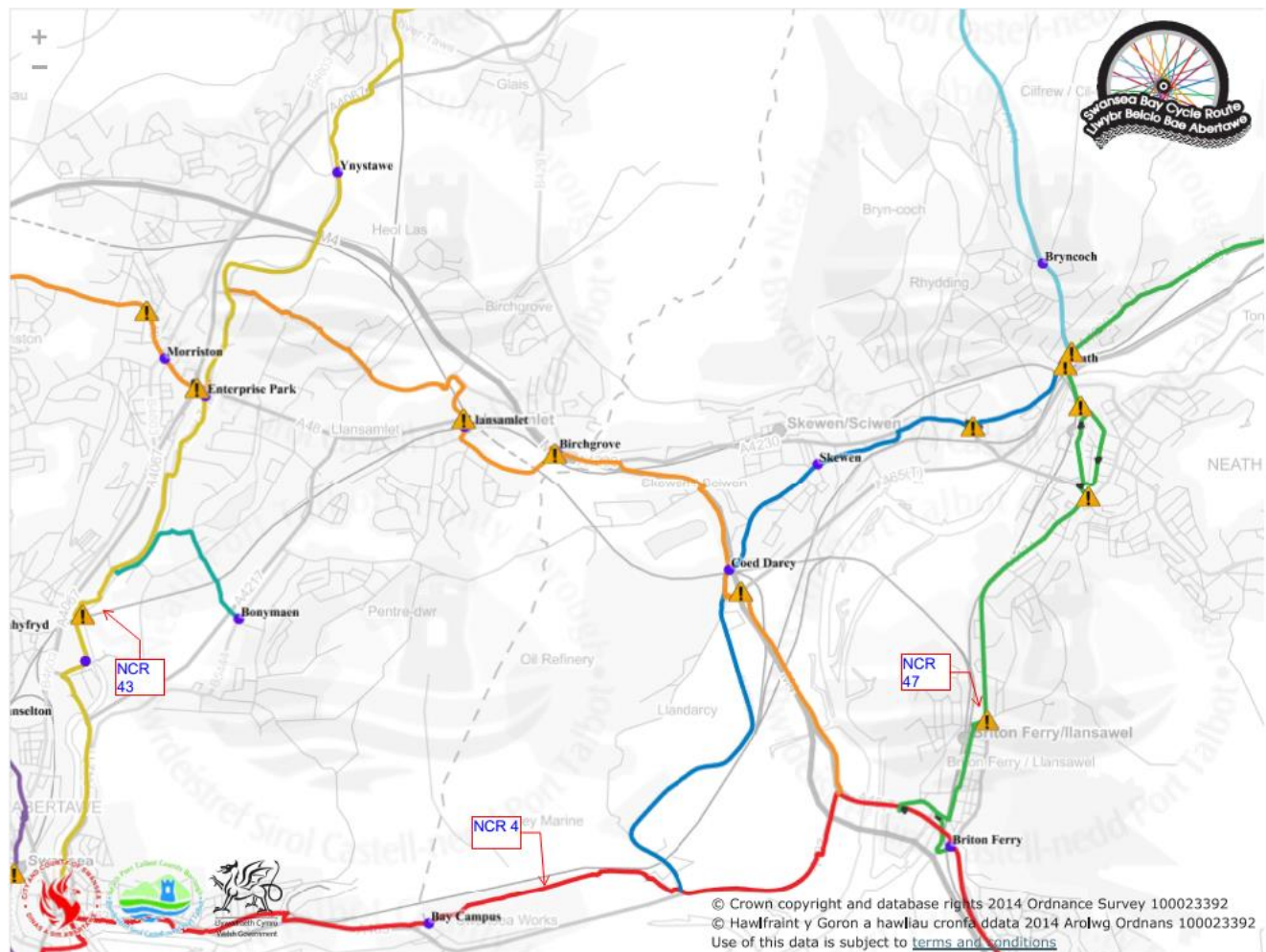
2.5.2.1. National Cycle Network

Set out in Figure 2-14, National Cycle Network (NCN) Routes 4, 43 and 47 run through the study area via traffic-free routes through areas such as Swansea, Swansea University Bay Campus, Morriston and Neath. In a wider context:

- NCN Route 4 will lead users to Fishguard in the west and London in the east of the scheme area respectively.
- NCN Route 43 will lead users to Swansea in the south and Caehopkin in the north of the scheme area respectively.

⁸ http://maps.npt.gov.uk/rights_of_way/index.html

- NCN Route 47 will lead users to Fishguard in the west and Newport in the east of the scheme area respectively.

Figure 2-14 - National Cycle Network Routes⁹


2.5.2.2. Other Routes & Facilities

Aside from the NCN Routes 4, 43 and 47, there are a number of cycle facilities and designated routes within the study area as shown in Figure 2-14, which fall under the branded banner of the 'Swansea Bay Cycle Route' network. These include:

- The on-road Skewen Link which links Neath and Swansea University Bay Campus via Coed Darcy and Skewen.
- The on-road Bryn-coch Connection
- The mostly off-road Cross Valley route between Briton Ferry and Morriston.

It can be noted that a majority of these routes pass through busy roundabouts (noted by the amber warning signs in Figure 2-14).

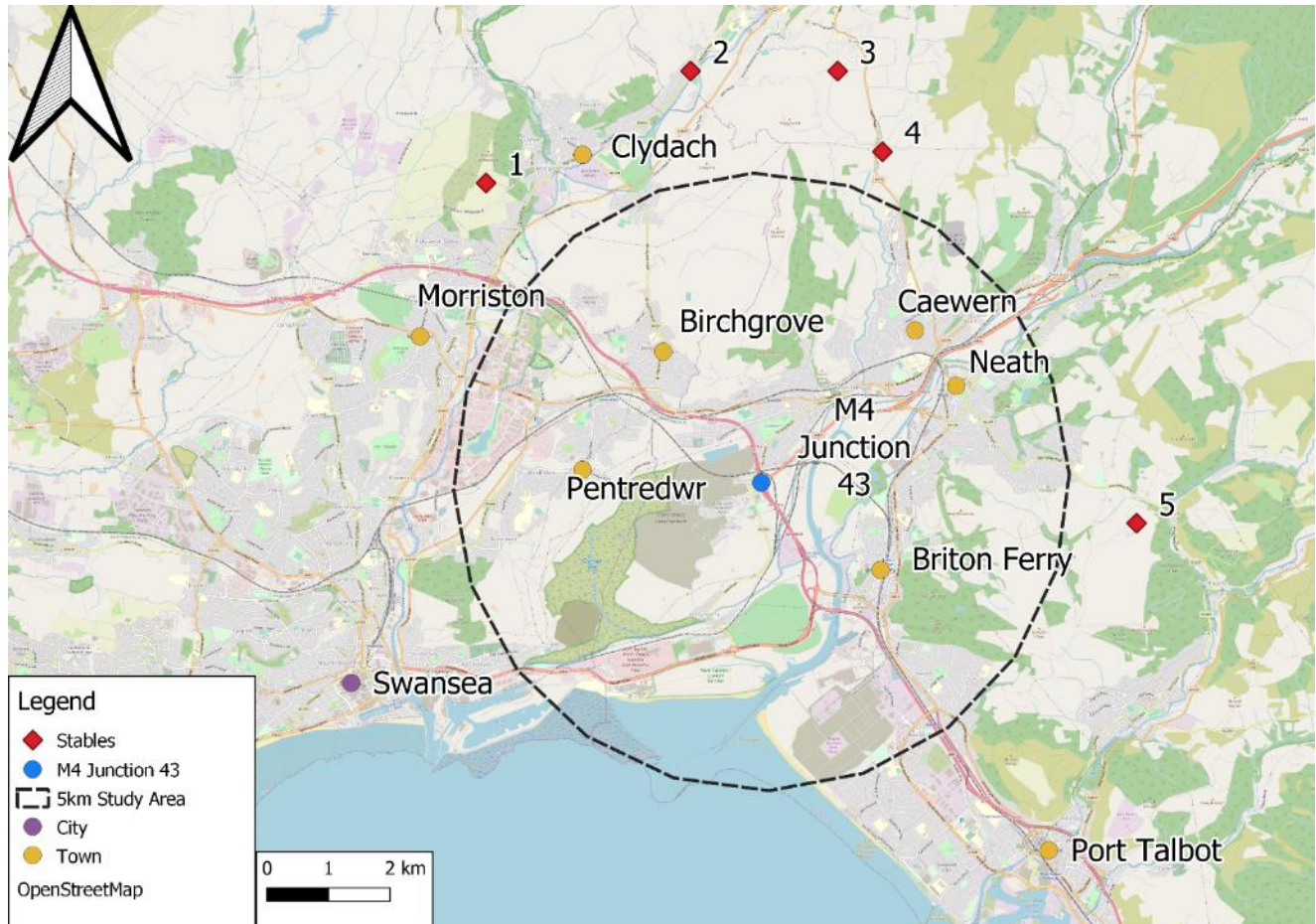
⁹ <http://maps.npt.gov.uk/cycleswanseabay/index.html>

2.5.3. Equestrians

The following stables or riding centres have been identified just outside of the 5km study area:

1. Banwen Farm Stables.
2. Green Farm.
3. Waun Fawr Farm Livery Yard.
4. C S Equestrian.
5. Cimla Equestrian Centre

Figure 2-15 – Stables/Riding Centre Locations



From the existing PRoW network, as shown in Figure 2-16 it is evident that the bridleway network (shown by the blue lines) is limited and made up of short and disjointed routes that do not contribute to a cohesive network primarily in the north of the study area in Bryncoch.

Figure 2-16 - PRow - Bridleways

2.5.4. Key Points

The information raised in this sub-chapter has highlighted the existing walking, cycling and horse-riding facilities and network which will be used to aid the opportunity making process.

2.6. Site Visit

A site visit was undertaken by the assessment team on Monday 20th September 2021. The team were on site between 0930 and 1630 on when the weather was clear skies, sunny and warm with temperatures around 20C.

The assessment team walked around the Coed Darcy development as well as M4 Junction 43.

2.6.1. Observations

This sub-section sets out the key observations made at various locations during the site visit.

Ffordd Coed Darcy

The key observations made along Ffordd Coed Darcy were:

- There are shared facilities (approximately 3m wide) on either side of Ffordd Coed Darcy – no buffer zones are present (Photo 2-1).
- There are toucan crossings located on the Ffordd Coed Darcy and southern B4290 arms of the Ffordd Coed Darcy/B4290 junction (Photo 2-2).
- The staggered island available for pedestrians/cyclists on the Ffordd Coed Darcy arm of the junction is narrow (approximately 1 to 1.5m wide - Photo 2-3) which is not appropriate for high usage by all users. It may not be suitable either for two wheelchairs/pushchairs to pass each other, or two larger cycle types (e.g. cargo bikes).
- Directional cycle signage is blocked and a pinch point (approximately 1.5m) occurs due to the placement of existing street furniture (Photo 2-4).
- Detritus evidence suggests that minor ponding occurs on south-eastern Toucan crossing across B4290 at the Ffordd Coed Darcy/B4290 junction (Photo 2-5).
- There is an uncontrolled crossing across the access junction to The Harvester restaurant which has poor visibility from its southern side (Photo 2-6), (subsequently raised by Neath Port Talbot council during the stakeholder liaison).
- Approximately three pedestrians were seen using the shared footways around the junction and two cyclists were seen on-carriageway.



Photo 2-1 - Shared facility on southern side of Ffordd Coed Darcy



Photo 2-2 - Toucan crossing at Ffordd Coed Darcy/B4290 junction



Photo 2-3 - Narrow island at staggered toucan crossing at Ffordd Coed Darcy/B4290 junction



Photo 2-4 - Shared facility pinch point and partially blocked signage due to street furniture



Photo 2-5 - Evidence of minor ponding on south-eastern Toucan crossing across B4290 at the Ffordd Coed Darcy/B4290 junction

Photo 2-6 - Poor visibility from the southern side of the Harvester access uncontrolled crossing

B4290

The key observations made along the B4290 were:

- Shared provision from the Ffordd Coed Darcy/B4290 connects into a segregated provision that links to M4 Junction, but:
 - The tie-in is not aligned (Photo 2-7);
 - Signage post creates a pinch point (Photo 2-7 and Photo 2-15);
 - Existing advanced direction signage blocks the view of the footpath status sign, which in itself is incorrect (segregated provision sign shown for shared and vice versa) (Photo 2-8 & Photo 2-9); and
 - Segregated route width is hampered by verge creep (approx. 3m width down to 2.5m).
- There is an uncontrolled crossing across the B4290 arms to Coed Darcy business park, which:
 - Has contradicting signage and road markings (cyclist dismount signage followed by a cyclist logo at the crossing point (Photo 2-11); and
 - The path and uncontrolled crossing points on the B4290 splitter island is hampered by verge creep (approx. 2.5m width down to 2m) (Photo 2-13 & Photo 2-14).
- No users were seen on the path whilst the assessment team were on-site.



Photo 2-7 - Shared/segregated connection hampered by alignment issues and street furniture



Photo 2-8 - Incorrect signage indicating wrong footway type



Photo 2-9 - Existing advanced directional signage hides the footway status sign that also indicates incorrect status



Photo 2-10 - Narrow segregated footway/cycleway which is starting to be hampered by overgrowing vegetation



Photo 2-11 - Crossing point across B4290 arm leading to Coed Darcy business park.



Photo 2-12 - Uncontrolled crossing point across B4290 leading to Coed Darcy business park



Photo 2-13 - B4290 splitter island narrow shared provision



Photo 2-14 - Northern crossing point of the B4290 leading to Coed Darcy business park - vegetation hampers usable width



Photo 2-15 - Pinch point on segregated path due to sign posts and unsuitable utility cover for cyclist tyres.

M4 Junction 43

The key observations made at M4 Junction 43 were:

- The uncontrolled crossing across the westbound off-slip was:
 - Not aligned (Photo 2-16);
 - Lacked tactile paving (Photo 2-16);
 - Did not have a demand input unit; and
 - Suffered from detritus build-ups (Photo 2-17).
- The segregated provision across the junction:
 - Suffered from verge creep, which completely blocked the pedestrian side of the route (Photo 2-19);
 - Separation markings were faded;
 - Had no barrier protecting users from the steep bank at the rear of the provision (Photo 2-20); and
 - Existing lighting column is assumed to be affected by overgrown vegetation blocking its light pool.
- The uncontrolled crossing across the eastbound on-slip was:
 - Not aligned (Photo 2-27);
 - Lacked tactile paving (Photo 2-22);
 - Did not have a demand input unit; and
 - Temporary signage completely blocks visibility between motor vehicles and segregated path users (looking towards A465 from the southern side of the eastbound on-slip crossing) (Photo 2-23).
- The segregated link connecting the M4 junction to NCN 4 was unlit (Photo 2-26).
- No users were seen on the path whilst the assessment team were on-site.



Photo 2-16 - Uncontrolled crossing across M4 J43 westbound off-slip (looking north)



Photo 2-17 - Uncontrolled crossing across M4 J43 westbound off-slip (looking south)



Photo 2-18 - Faded segregation markings across the junction



Photo 2-19 - Verge creep completely blocks pedestrian side of segregated path



Photo 2-20 - There is no barrier to protect segregated provision users from the steep bank at the rear of the provision



Photo 2-21 - Verge creep blocks pedestrian side of segregated provision and a lighting column is also placed in the centre of it



Photo 2-22 - Uncontrolled crossing across M4 J43 eastbound on-slip (looking north)



Photo 2-23 - Temporary signage completely blocks visibility between motor vehicles and segregated path users (looking towards A465 from the southern side of the eastbound on-slip crossing)



Photo 2-24 - Signage on the northern side of the M4 Junction 43 eastbound on-slip includes a segregated provision sign facing the wrong direction



Photo 2-25 - Vegetation blocking existing lighting column above segregated provision



Photo 2-26 - Northern side of the M4 Junction 43 eastbound on-slip uncontrolled crossing where visibility is poor looking towards the A465 arm of the junction



Photo 2-27 - The crossing point across the eastbound on-slip is not aligned, lacks tactile paving and shows signs of minor ponding

Pen-Y-Heol (B4920) to Heol Crymlyn

The key observations made on the Pen-Y-Heol (B4920) to Heol Crymlyn were:

- Existing shared provision connecting Pen-Y-Heol (B4920) (Photo 2-28) ends with an uncontrolled crossing (Photo 2-29) to a narrow footway (approx. <1m) (Photo 2-30, Photo 2-31 & Photo 2-32) that connects to the Heol Crymlyn link:
 - No tactile provision exists at the uncontrolled crossing point (Photo 2-30);
 - Visibility here was very poor due to car parking area.
 - Vegetation has reduced the available footway width down greatly (Photo 2-31); and
 - Vegetation also housed a swarm of insects (assumed bumble bees) (Photo 2-31).
- Existing walking/cycling signage was worn/tired looking (Photo 2-33)
- Link to Heol Crymlyn:
 - At the Pen-Y-Heol (B4920) end of the link there is a gate which was seen open and closed by the assessment team. (Photo 2-34 & Photo 2-39);
 - The link is relatively steep in certain sections (Photo 2-35 & Photo 2-37);
 - Is a mixture of segregated and shared provision (Photo 2-35 & Photo 2-37);
 - Only occasion of segregated/shared signage is located approximately halfway along the link. (Photo 2-36);
 - Verge creep/overgrown vegetation affects visibility and provision width. (Photo 2-35 & Photo 2-37); and
 - There is a staggered barrier arrangement at the Heol Crymlyn end of the link and no onward provision for cyclists. (Photo 2-38).
- Two pedestrians were seen using the link.



Photo 2-28 - Pen-Y-Heol (B4920)/Coed Darcy Business Park junction



Photo 2-29 - Cyclist dismount signage as shared provision ends



Photo 2-30 - Uncontrolled crossing across Pen-Y-Heol (B4290) (lacks tactile paving and visibility is poor on opposite side due to parked vehicles)



Photo 2-31 - Narrow footway (approx. 0.5m) due to vegetation, which also housed a swarm of insects



Photo 2-32 - Narrow footway (approx. 0.3m) across railway line on Pen-Y-Heol



Photo 2-33 - Worn signage prior to Heol Crymlyn link



Photo 2-34 - Start of Heol Crymlyn link (with access gate open)



Photo 2-35 - Steep section of shared provision (approx. 2.5m width)



Photo 2-36 - First indication of path status - segregated route signage half-way along link (shared signage is on the reverse)



Photo 2-37 - Windy and steep section of the segregated route. There is poor visibility on the bend due to overgrown vegetation



Photo 2-38 - Staggered barrier at the Heol Crymlyn end of the link (cyclist dismount/direction signage partially blocked by lamp column)



Photo 2-39 - Access gate is closed at the Pen-Y-Heol (B4290) end of the link.

2.6.2. Key Points

The key points raised during the site visit were:

- There is a mixture of walking and cycling infrastructure across the study area which varies in terms of meeting current design standards (such as Active Travel Act Guidance 2021, LTN 1/20).
- Vegetation overgrowth and verge creep have reduced the available widths of a lot of the provisions.
- There are issues with signage across the site including:
 - Tired and worn looking signs;
 - Indicating incorrect provision status;
 - Poor placement; and
 - Gives a contradictory message to existing cyclist markings.
- M4 Junction 43 specifically:
 - Has no existing signalised crossing points but instead has uncontrolled facilities which:
 - Offers pedestrians/cyclists the chance to cross when vehicles are on a 'red' signal;
 - Are not aligned; and
 - Have no tactile paving arrangements.
 - Offers no protection to path users from the steep bank at the rear of the existing segregated provision.
- Approximately five pedestrians and two cyclists were seen whilst the assessment team were on site.

These points will help the assessment team formulate opportunities for the scheme.

2.7. Liaison with Key Stakeholders

2.7.1. Background

This sub-chapter sets out the responses of the various consultation events that have taken place during the course of this assessment report. The following list of stakeholders were initially contacted by email on 13th September 2021:

- Welsh Government;
- South Wales Trunk Road Agency;
- Neath Port Talbot Council;
- Sustrans Cymru;
- Cycling UK;
- Ramblers; and
- Wheelrights The Swansea Bay Cycle Campaign Group.

From the Neath Port Talbot council website the assessment team did identify 'Swansea Cycling' and 'Port Talbot Wheelers' as nearby cycling groups but were not able find contact details from their respective websites.

Due to the location of the site being predominantly urban and the sparse nature of any nearby equestrian routes (and bridleways), stables and riding centres, the Lead Assessor chose not to contact any equestrian groups for this Assessment Report.

2.7.2. Responses

Welsh Government & Neath Port Talbot Council

A joint video conference was held between the assessment team, Welsh Government and Neath Port Talbot Council on Friday 17th September. Table 2-9 sets out the key points from the discussion.

Table 2-9 – Welsh Government/Neath Port Talbot Comments

Theme	Comment
Existing M4 Junction 43 layout	• Member "feared for life" whilst riding around junction and crossing the on/off slips. • Better signage required. • Not in line with existing standards. • Crucial link between new development and other areas. • Existing provision not suitable for all users (i.e. 8 to 80). • Inter-greens are not long enough for all users crossing at the junction. • Pedestrians not really catered for. • M4 construction caused major severance in the area.
Coed Darcy	• Potentially a new railway station opening which would be a big trip generator. • Local line rather than a main line station.

Theme	Comment
B4290	• Cyclists access to Jersey Marine to Swansea Marine. • Could an off-road route be accommodated along the stretch closest to Coed Darcy? • Link to canal and Amazon connection. • Route on proposed maps. • Road will be busier once Coed Darcy is complete. • Covid measures were implemented on this stretch. • Speed issues.
Coed Darcy to Skewen route	• Walking/cycling improvements need to be implemented around the M4 underpass. • Route is popular for school children – there have been complaints about the surface quality. • Link on Pen Y Heol – northern side link – missing footpath. • Route is not classed as a 'safe' route. • Needs a feasibility study to understand what improvements could be made. • Need to keep an eye on car movements in area.
Equestrians	• Low equestrian usage • Nothing of note from Public Rights of Way officer.

Sustrans

A video conference was held between the Lead Assessor and Sustrans representative on Thursday 16th September. Table 2-10 sets out the key points from the discussion.

Table 2-10 - Sustrans Comments

Theme	Comment
Sustrans role	• Updating the Active travel network map • Advising on active travel fund applications • Extensive audit work for Neath Port Talbot
Active Travel Act routes	• Every 3 years an audit existing routes is undertaken and a plan of future routes created. • Commonplace has recorded 800 comments to walking/cycling routes and embedded maps. • Junction is part of future route. • Neath Port Talbot take map to cabinet for approval then submitted to Welsh Government. • Sustrans have consulted with wider accessibility groups about routes. • Utilises Propensity to Cycle Tool to identify routes. • Skewen to Briton Ferry (council office and employers) and Baglan Aberavon (residential)

Theme	Comment
	• Llandarcy (employment route) • Neath Abbey (links are currently poor from the site) • Links to Swansea • Jersey Marine (current road is unlit and fast)
M4 Junction 43	• Junction is a key part of future routes. • Used for both commuting and leisure routes. • Very fast/high flow level junction. • Especially fast between A465 and eastbound on-slip. • Not accessible for all cyclists. • Cyclists avoid junction – not good for vulnerable cyclists. • High potential if improvements were made. • Improve the existing junction crossings (upgrade to controlled crossings) as they are the most direct routes.

Wheelrights Cycling Group

A detailed email response was received from Wheelrights Cycling Group which set out the following points in Table 2-11.

Table 2-11 - Wheelrights Cycling Group Comments

Theme	Comment
M4 Junction 43	• Crossing the eastbound on-slip arm is difficult due to the limited inter-green time. • Existing signage is facing the wrong direction or not in a clear location for drivers. • Not clear to drivers that there is a crossing here. • Existing verge and overgrown vegetation has covered the pedestrian side of the segregated provision. • Suitable signal-controlled crossing would be required.
B4290	• Drivers block the existing crossing point linking the segregated path leading to J43 to the shared provision that leads to Coed Darcy business park. • There is poor visibility from the Harvester access crossing. • Vehicles frequently do not indicate when turning into junction. • Some of the refuge islands at the B4290/Ffordd Coed Darcy junction are narrow.

Ramblers

A detailed email response was received from the Ramblers Group which set out the following points in Table 2-12.

Table 2-12 - Ramblers Comments

Theme	Comment
M4 Junction 43	- Consider the segregated walking/cycle route at this location to be extremely dangerous. - There are three crossing points on very busy roads with no controlled crossing facilities - Existing markings for pedestrians/cyclists are “clearly inadequate”. - Have experienced many instances of cyclists and pedestrians having to be very nimble to avoid being injured and consider this area to be lagging far behind regarding pedestrian and cyclist safety.

2.7.3. Key Points

From the responses received or gathered from the consultees, the following main points were reoccurring:

- The existing facilities at the junction are outdated and not accessible for all pedestrians and walkers;
- Users are put off using the junction due to its unsafe nature;
- The junction acts as a key component for active travel routes between the development and surrounding areas;
- Some issues with infrastructure on the run up to the junction, such as the Harvester junction (poor visibility) and B4092/Ffordd Coed Darcy junction (narrow refuge islands).

These points and other information gathered during the consultation period will be used by the assessment team to help formulate opportunities for the scheme.

2.8. Walking, cycling and horse-riding survey data

GG 142 states that a 'large' WCHAR Assessment shall contain an analysis of any existing walking, cycling and horse-riding survey data from the last 12 months. Therefore, to provide an understanding of existing walking, cycling and horse-riding levels within the study area, the assessment team have gathered data from a number of different sources:

- On-site observations (September 2021); and
- Strava Heatmap (no time period).

To ascertain a snapshot of usage levels, the assessment team made on-site observations of where and when they saw a pedestrian or a cyclist.

2.8.1. On-site observations

The on-site observations have been listed and split out into the different site visit areas the assessment team visited, which can be found in sub-section 2.6.1. This information shows that approximately five pedestrians and two cyclists were seen across the areas visited.

2.8.2. Strava Heatmap

This sub-section sets out the findings when the assessment team examined the 'Heatmap' which is available on the online platform Strava, a service used for tracking exercise such as walking, running and cycling. As the platform always users either to upload or record their routes using GPS, a 'Heatmap' has been developed which sets out where the most commonly used walking, running and cycling routes are.

If a route is well used then the lines, representing the highway network, will appear brighter and thicker. A less popular route will be darker and thinner, or not appear at all.

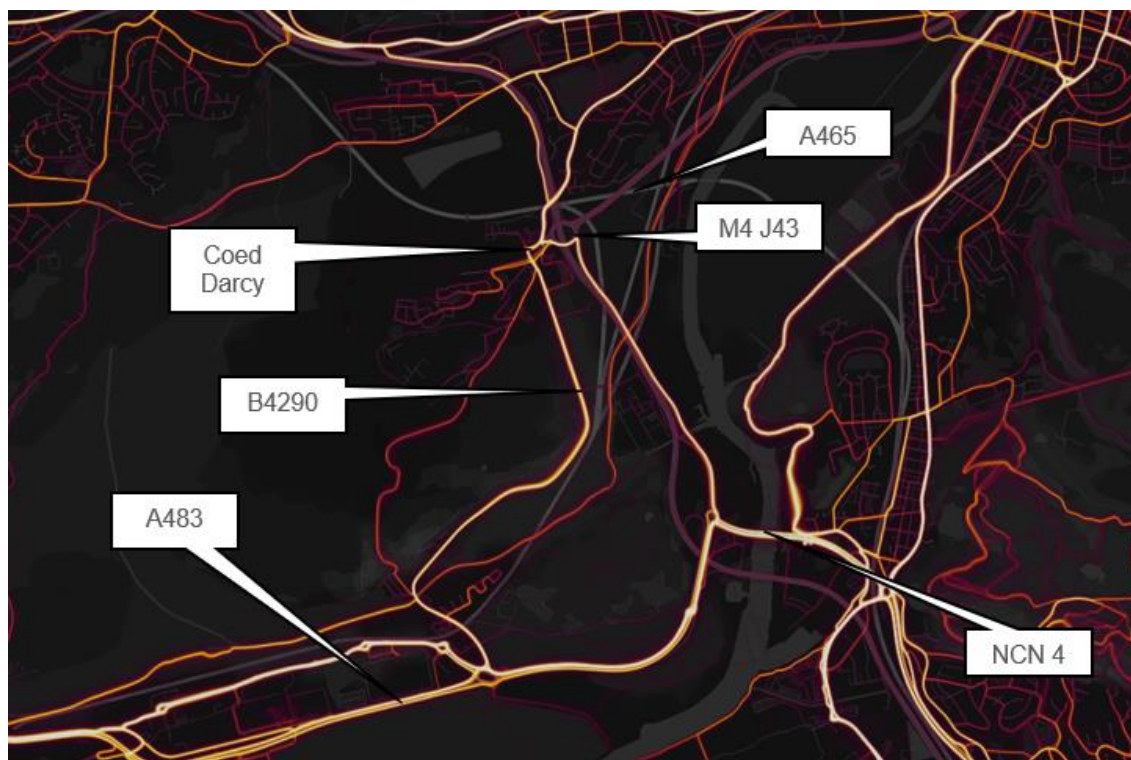
It should be noted that there are no publicly available patronage figures behind the Strava Heatmap data. It could indicate that few people are regularly using a route, sense its bright and stark contrast compared to other routes. However, as a resource tool, it does provide a good indication as to where users are walking, running and cycling.

Cycling

Figure 2-17 sets out the 'Cycling' Strava Heatmap and indicates that the following routes are popular with cyclists:

- A483 (Fabian Way);
- B4290; and
- On the segregated cycle/walking route next to M4.

Figure 2-17 - Strava Heatmap - Cycling¹⁰



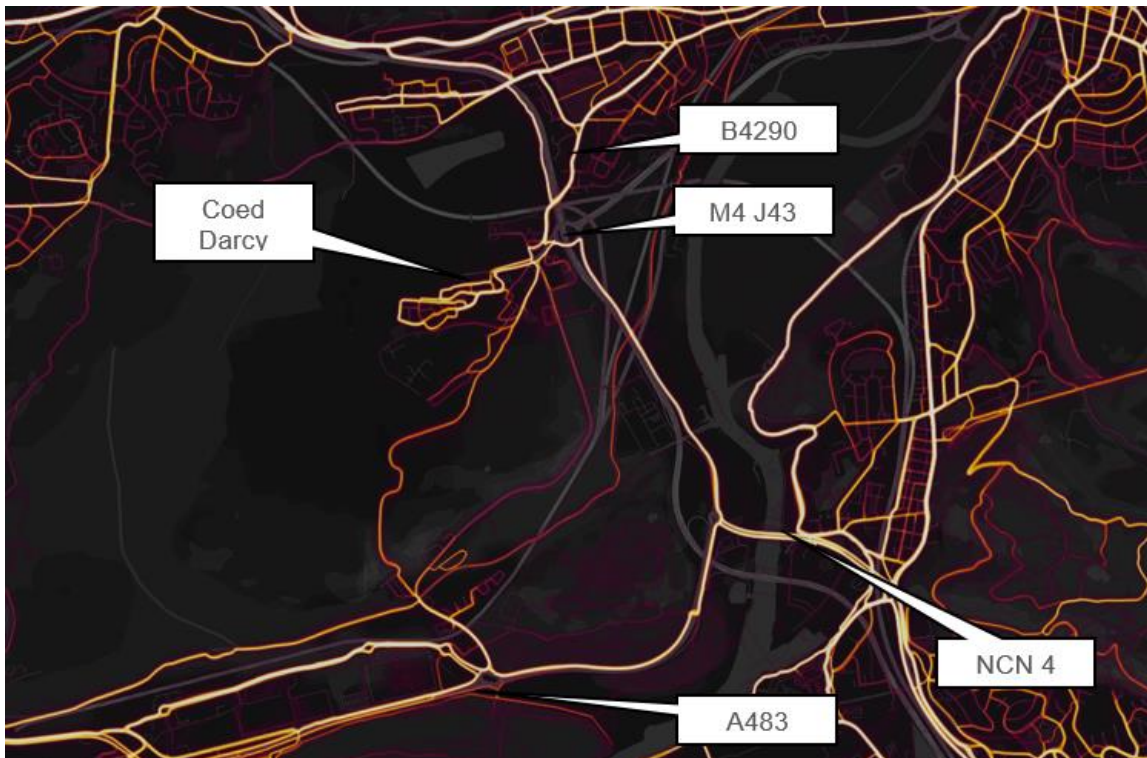
¹⁰ <https://www.strava.com/heatmap>

Walking/Running

Figure 2-18 sets out the 'Walking' Strava Heatmap and indicates that the following routes are popular with cyclists:

- A483 (Fabian Way);
- B4290;
- Shared provisions around Coed Darcy; and
- On the segregated cycle/walking route next to M4.

Figure 2-18 - Strava Heatmap - Walking



2.8.3. Key Findings

From the user survey data, the following main points were established:

- Approximately five pedestrians and two cyclists were seen around the site visit area.
- Strava Heatmap data showed that links around the Coed Darcy development and across M4 Junction 43 are popular with users, although this data does not indicate any usage numbers.

These points and other information gathered during this analysis will be used by the assessment team to help formulate opportunities for the scheme.

3. User Opportunities

Based on findings from the site visit and desktop research, the following opportunities have been recommended for consideration at the scheme design stage. GG 142 encourages the identification of opportunities that are associated with the scheme but which may not be within the geographical scope of the works and thus it may not be possible to deliver some opportunities within the proposals. However, the identification of these further opportunities is intended to allow them to be highlighted for consideration in future works.

The locations of the opportunities, aside from the Opportunity 1 and 3 (as they are study area wide opportunities), are included in Figure 3-1.

3.1. General Opportunities

Opportunity 1 – Vegetation Management

There is an opportunity to implement a vegetation management plan across the walking and cycling facilities around M4 Junction 43 and the Coed Darcy. Photos 2-10, 2-12, 2-19 and 2-21 illustrate that the existing available widths on these networks are narrowed down to less than 1m (or completely in some places – Photo 2-21) due to overgrown vegetation and verge creep. Vegetation around existing lighting columns (Photo 2-25) should also be trimmed back so that the light pools emitted from these columns is not reduced. This point was brought up during the liaison with the Wheelrights Cycling Group.

Opportunity 2 – Drain Covers

There is an opportunity to replace any utility cover within the scheme extents to one that is more suitable for cyclists. Photo 2-15 shows an example of a utility cover that may cause a cyclist to lose grip if ice were to build up on it during colder periods. A utility cover that incorporates the same material as the surrounding surface should be installed on these occasions.

3.2. Strategic Opportunities

Opportunity 3 – Signage Issues

There is an opportunity to address the existing signage issues that were seen by the assessment team whilst on site. The issues seen on site included:

- Walking/cycling signage being blocked by other types of signage (Photo 2-4, Photo 2-8).
- A 'Cyclist Dismount' sign located next to a cyclist crossing (Photo 2-11).
- Motorist advanced direction signage blocking the footway status sign (Photo 2-9).
- The signage at this location is also displaying the wrong status for each path at this point, meaning on the segregated side it is showing a shared sign and vice versa (Photos 2-8 and 2-9).
- Lack of direction signage for walkers/cyclists at some decision points (Photo 2-11).
- Confusing signage and markings for cyclists at the B4290 asking cyclists to first dismount and then indicating they can cross at this point.
- Photo 2-23 shows that temporary signage at the uncontrolled crossing point across the M4 Junction 43 eastbound on-slip completely blocks the view pedestrians have of on-coming traffic.
- Photo 2-24 shows that a number of signs aimed at pedestrians, cyclists and motorists in a small space on the northern side of the uncontrolled crossing point across the M4 Junction 43 eastbound on-slip. Signs such as the pedestrian warning sign and segregated provision sign are facing the wrong direction and should also be relocated. There is also a potential future problem where most of the signs at this location could be 'blocked' due to overgrown vegetation in the future.

These issues were mentioned during liaison with the stakeholders.

Opportunity 4 – Street Furniture Layout Issues

There is an opportunity to address the existing street furniture layout issues that were seen by the assessment team whilst on site. The issues seen on site included:

- Photo 2-21 shows a lighting column which is located in the middle of the pedestrian side of the segregated provision at M4 Junction 43. As a result of this, and the verge creep taking place at this location, all users have to utilise the cyclist side of the provision.
- Existing signage relocation creating pinch points at:
 - Shared provision at the Ffordd Coed Darcy/B4290 junction (Photo 2-4);
 - Where the shared/segregated provisions meet on B4290 (Photos 2-7 & 2-8) and
 - Segregated provision prior to M4 Junction 43 (Photo 2-15).

Opportunity 5 - Ffordd Coed Darcy/B4290 junction (Ffordd Coed Darcy staggered island)

The existing staggered island on the Ffordd Coed Darcy arm of the junction is narrow at approximately 1.5m wide (Photo 2-3) and less due to the position of the existing traffic signal poles. There is an opportunity to redesign this particular staggered island or provide a straight across movement for cyclists, as cyclists find staggered islands difficult to negotiate due to the tight corners and closeness to pedestrians.

Opportunity 6 – Drainage Investigations

At the south-eastern crossing point at the Ffordd Coed Darcy/B4290 junction there was evidence of minor ponding that occurs at the tactile paving. There is an opportunity to investigate whether any drainage improvements can be made to stop water ponding at this particular location.

Opportunity 7 – Existing walking/cycling provisions between Coed Darcy and M4 Junction 43

There is an opportunity to carry out improvements to the existing walking/cycling provisions that connect Coed Darcy to M4 Junction 43. The existing arrangement has been described as being very poor from each of the stakeholders. These improvements could include:

- Providing an improved transition point at the connection where the existing shared/segregated provisions meet (Photo 2-7) as currently these two different provisions are not aligned with each other.
- Towards the junction, provide a wider segregated provision with at least 3m for cyclists and 2m for pedestrians (currently these as approximately 1.5m each (Photo 2-10)).
- Improve the crossing point and shared path across the refuge on the B4290 leading over to Coed Darcy Business Park (Photo 2-12 and Photo 2-13) by providing a controlled and wider arrangement and tactile units for those who have impeded sight.
- Providing two new aligned segregated crossings across the respective off and on slip roads. Currently, both crossing points are not aligned, do not have demand input units and do not have tactile arrangements (Photo 2-17 & Photo 2-22).
 - As a short-term opportunity, prior to any major change at the junction, the existing intergreen times should be investigated by a signals engineer as they have been described by Welsh Government/Neath Port Talbot Council and the cycling group as being inadequate for a user to cross either slip road at the junction currently
- Continue the wider segregated provision across the junction and tie in with the existing segregated provision located on the northern side of the eastbound on-slip arm. Currently, the pedestrian side of the segregated provision is unusable due to vegetation overgrowth/verge creep meaning that both cyclists and pedestrians have to share the approximate 1.5m cyclist side of the provision.
- Provide a barrier between the provision and the existing steep drop at the rear of the provision across the junction (Photo 2-20).

Opportunity 8 – Pen-Y-Heol (B4290)/Heol Crymlyn Link

There is an opportunity to carry out feasibility work to establish what improvements can be made to the link that connects Pen-Y-Heol (B4290) to Heol Crymlyn. Currently, the route is not overlooked, does not have street lighting and suffers from verge creep/vegetation overgrowth. At the Pen-Y-Heol (B4290) end of the link, there is also a gated access which was seen both open and shut by the assessment team whilst on site. It should be established who has the access rights to this gate and whether this could be removed and have a suitable bollard

layout installed to allow pedestrians/cyclists to utilise but not to all unauthorised motor vehicles. If these matters were to be resolved then it would become a more appealing route. Incorporating a shared provision (as a minimum) on the B4290 can also provide links to the Coed Darcy development as well as M4 Junction 43.

Opportunity 9 – B4290/Harvester Access Junction

There is an opportunity to improve the uncontrolled crossing point across the Harvester access junction. Photo 2-6 shows that visibility for those on the northern side of the crossing looking back towards the M4 junction have limited visibility due to the vegetation and signage located in the verge. Crossing users should have a clear line of sight to vehicle

3.3. Walking Opportunities

Opportunity 10 – Pen-Y- Heol (B4290) uncontrolled crossing and footway

Photos 2-29 & 2-30 show the existing uncontrolled crossing on Pen-Y-Heol (B4290). Currently, there is no tactile paving at this location. On the northern side of the crossing point, the assessment team found the existing visibility between motorists and pedestrians using the feature is poor when the parking bay is being used. This increases the chance of a collision between a vehicle and a pedestrian. The subsequent footway on this northern side leading towards the link that connects to Heol Crymlyn is also poor with usable width of less than 0.5m due to overgrown vegetation. The assessment team were forced onto the carriageway to carry on towards the Heol Crymlyn link due to a swarm of insects in one of the overgrown vegetation. There is an opportunity to address these issues by putting in a suitable crossing point which has good visibility splays between pedestrians and motorists, cutting back vegetation and widening the footway. The parking bay could also be relocated to accommodate a widened footway.

3.4. Cycling Opportunities

Opportunity 11 – Pen-Y- Heol (B4290) shared provision

Photo 2-29 shows the end of shared provision on the southern side of Pen-Y-Heol (B4290). At this location, signage indicates that cyclists are to dismount to continue their journey. There is an opportunity to see if the existing provision can be extended so that it connects to the Heol Crymlyn link as a minimum. If traffic levels are low enough, on-road facilities could be explored following the latest guidance set out in the Active Travel Act Guidance.

3.5. Horse-riding Opportunities

Due to the nature of the scheme and lack of equestrian features within the study area, there have been no opportunities identified for horse-riding.

Figure 3-1 - WCHAR Assessment Opportunities



4. Next Steps

The material contained within this assessment report is intended to be used to help the designer provide engineering solutions with due regard for the needs of pedestrians, cyclists and equestrians. The opportunities identified within this report will be reviewed as the scheme design progresses, alongside any new opportunities identified as a result of the developing scheme design.

In accordance with GG 142 a review report shall be prepared at the end of the preliminary and detailed design phases of the scheme which will document decisions made as part of the design in response to those opportunities highlighted in this assessment report as well as any further opportunities identified in the detailed design stage.

5. WCHAR Assessment Team Statement

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with GG 142 and thus contains the appropriate information for the wider design team. The walking, cycling and horse-riding assessment was undertaken by the following assessment team:

Walking, Cycling and Horse-Riding Lead Assessor

Stuart Minton BSc (Hons), MSc, MCIHT, MTPS

Senior Active Travel Consultant

Atkins Transportation

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Signed:



Date:

08/10/2021

Walking, Cycling and Horse-Riding Assessor

Karlo Olalla

Graduate Engineer

Atkins Transportation

As design team leader for the scheme, I confirm that the GG 142 assessment has been undertaken at the earliest stage of scheme development possible given the scheme history and that the wider design team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the Lead Assessor Expected Competencies contained in DMRB GG 142.

Design team leader

Tim Colles

Senior Managing Consultant

Atkins Transportation

Tim.colles@atkinsglobal.com

Signed:



Date:

08/10/2021

Appendix B. Walking and Cycling Audit

Walking Route Audit Tool		Existing Situation			Suggested Amendments		
Route	Description	Score	%	Critical Fails	Score	%	Critical Fails
1	Coed Darcy to Heol Crymlyn	4	10%	Yes	33	83%	No
2	Coed Darcy to Skewen Railway Station	11	28%	Yes	33	83%	No
3	Coed Darcy to Neath Railway Station	10	25%	Yes	32	80%	No
4	Coed Darcy to Briton Ferry Railway Station	8	20%	Yes	28	70%	No
5	Jersey Marine to Afan Way (A483 Jnc)	8	20%	Yes	28	70%	No

Total Available Score (Walking)

40

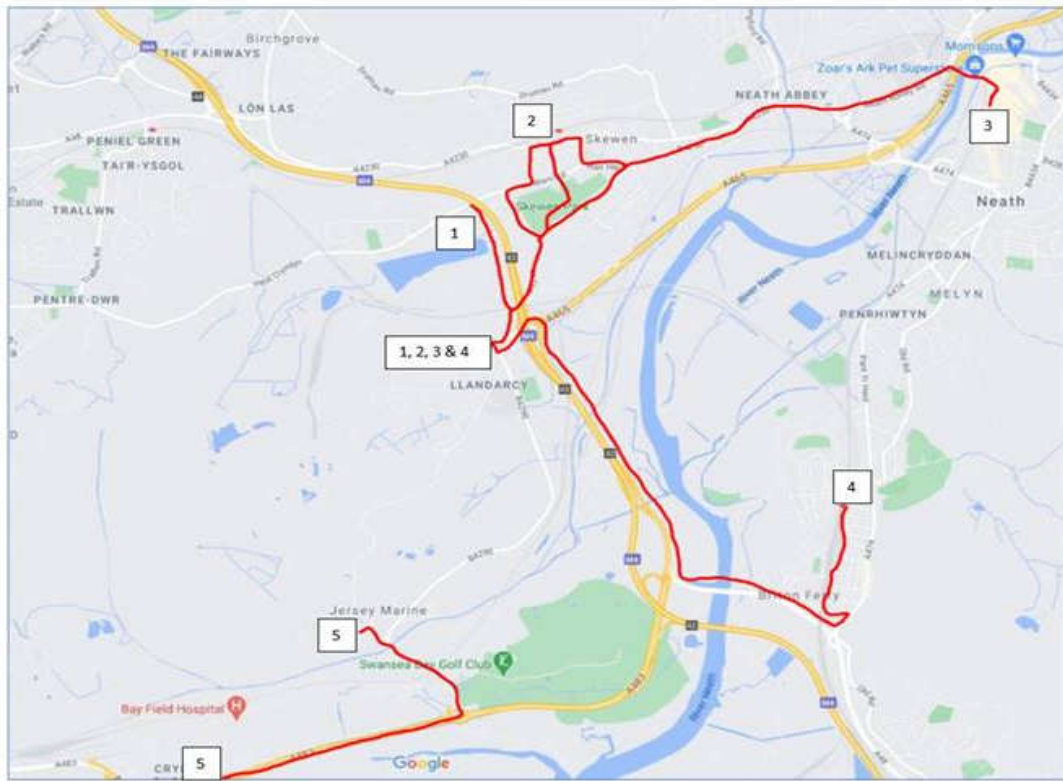
Score (%)	Pass fail
80%	Pass (desirable score)
70%	Pass
60 – 69%	Fail (but may be eligible to be passed with a statement)
60% or below	Fail
Any score with a critical fail	Fail

The walking tool is scored out of 20 indicators (with one non-scored), and the cycling tool of 25 indicators. Each indicator is scored out of a maximum of 2 points, with a maximum of 40 points available for walking routes, and 50 available for a cycling route. These scores are then converted to percentages to establish if a route is a 'pass' or 'fail', as shown below.

Welsh Active Travel Act Guidance

Appendix H Audit Tools score criteria

- 1- Coed Darcy to Heol Crymlyn
- 2- Coed Darcy to Skewen Railway Station
- 3- Coed Darcy to Neath Railway Station
- 4- Coed Darcy to Briton Ferry Railway Station
- 5- Hill View (Jersey Marine) to Fabian Way (A483)/Afan Way junction



Walking Audit - Route 1 - Coed Darcy to Heol Crymyln

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Ponding, overgrown vegetation and verge creep affected footways on route.	If a suitable route is provide then pedestrians should be able to utilise the full width available to them. Bins should be provided to cater for waste at regular intervals	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		0	Link connecting B4290 and Heol Crymyln largely overlooked.	Unless development is due to take place next to the link that connects the B4290 to Heol Crymyln then this section of the route will remain generally remote.	0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Link connecting B4290 and Heol Crymyln runs parallel to the M4 which is assumed to produce a lot of noise and pollution.	As per existing situation.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				0	Lighting present towards Coed Darcy on the B4290 but not on link to Heol Crymyln Gate access exists at the southern end of the B4290/Heol Crymyln link which was shut at one point when assessment team were on site. If constantly shut, this would be an access issue.	Provide lighting and open access on the link. However, route will remain remote due to the lack of development by the HC/B4290 link and be parallel to the motorway.	1
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidied or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		0	Footways at Coed Darcy end of the route generally fine, however on the B4290 and subsequent link they are cracked and uneven plus affected by overgrown vegetation and verge creep which reduces there useable width.	Update pedestrian provisions to at least minimum standard with a smooth surface.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		0	Footways at Coed Darcy and on Heol Crymyln are generally fine and at standard. However, on the B4290 they are <1m in terms of useable width, forcing users onto the road.	Update pedestrian provisions to at least minimum standard.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		0	Footways at Coed Darcy and on Heol Crymyln are generally fine and at standard. However, on the B4290 they are <1m in terms of useable width, forcing users onto the road.	Update pedestrian provisions to at least minimum standard.	2

Walking Audit - Route 1 - Coed Darcy to Heol Crymyln

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		0	Footways at Coed Darcy and on Heol Crymyln are generally fine and at standard. However, on the B4290 they are <1m in terms of useable width, forcing users onto the road.	Update pedestrian provisions to at least minimum standard.	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	bikehick.co.uk - registers sections of the route at approx. 6 to 7%	As per existing situation.	1
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				0	Overgrown vegetation forces footway users on the B4290 onto the road to pass this by. Site team also witness a swarm of bees that had congregated on one of the offending pieces of vegetation. At the southern end of the B4290/Crymyln Road link there was also a main gate which was shut. Although there was a pedestrian gate to the side of this, overgrown vegetation reduce the available width.	Provide suitable provisions for pedestrians and access along the route.	2
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Although the footways vary in standard across the route, there are no stretches of the highway which do not have these.	As per existing situation.	2
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	Majority of crossings are located at where pedestrians would want to cross. However, on the northern side of the uncontrolled crossing on Pen-Y-Heol (B4290) at the Coed Darcy end of the route, the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists. Assumes all over crossing points will be updated to include appropriate tactile paving, kerb and drainage.	2
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Traffic levels unavailable therefore amber score assumed.	As per existing situation.	1

Walking Audit - Route 1 - Coed Darcy to Heol Crymyln

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		0	Pedestrian waiting times not known, assumed to be >10s. Only signalised crossing on route exists at the Coed Darcy Business park junction which has a shared refuge island.	Introduce a single phase crossing if not so already.	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	Green man times unknown/ Worse case scenario assumed that times are not suitable for all users to cross. Only signalised crossing on route exists at the Coed Darcy Business park junction at the southern end of the route.	Amend green times so they are suitable for all crossing users.	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				0	Northern side of the uncontrolled crossing on Pen-Y-Heol (B4290), the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists.	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic volumes unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic speeds unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		0	Visibility is very limited on the northern side of the uncontrolled crossing on the Pen-Y-Heol (B4290) due to the parking bay.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	Critical	Tactile paving not provided at the uncontrolled crossing point on Pen-Y-Heol (B4290)	Update crossing point at this location by providing a better crossing facility and ensuring that pedestrians/motorists have visibility of each other.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				-	Limited signage is worn and in need of cleaning/replacing.	Update signage and include at all decision points.	-
Total Score					4	Includes critical fail		33

Walking Audit - Route 2 - Coed Darcy to Skewen Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Overgrown vegetation affects and narrows footways on the B4290 at the southern end of the route near to Coed Darcy. Footways fall, in general, into minor disrepair within Skewen.	If a suitable route is provide then pedestrians should be able to utilise the full width available to them. Bins should be provided to cater for waste at regular intervals	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	At the point where the route runs under the M4 bridge, there is a lack of natural surveillance, but once within Coed Darcy or Skewen then route becomes overlooked.	As per existing situation.	1
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		1	Existing footways run alongside highway network within Coed Darcy and Skewen, and under the M4. Therefore, traffic pollution and noise is constant.	As per existing situation.	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	Street lighting did not appear to be installed in Skewen Park. Within Skewen, footways are reduced when bins are put out (approx. 1.2m when present).	Install lighting within Skewen Park.	1
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidised or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Majority of footways are affected by trenching aside from those within Coed Darcy which are newer construction. Utility covers make surface either dip or bump, causing wheelchairs or pushchairs discomfort.	Update pedestrian provisions to at least minimum standard (2m wide footway) with a smooth surface.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		0	On Pen-Y-Heol they are <1m in terms of useable width, forcing users onto the road (due to overgrown vegetation). Footways in Skewen generally approx. 1.5m but reduced when bins are present or where there are utility cabinets.	Update pedestrian provisions to at least minimum standard (2m). Widen footways beyond 2m where possible.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Only one staggered crossing exists on route at the Coed Darcy Business Park/ Pen-Y-Heol junction which is 4m wide.	As per existing situation.	2

Walking Audit - Route 2 - Coed Darcy to Skewen Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		0	Footways are approximately 1.5m without vehicles parking on them. On Pen-Y-Heol they are <1m in terms of useable width, forcing users onto the road (due to overgrown vegetation).	Update pedestrian provisions to at least minimum standard. Where possible, widen footways to 2m (or more).	1
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	bikehike.co.uk - registers sections of the route at approx. 6%	As per existing situation.	1
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				1	Some evidence of minor ponding, debris and detritus seen on footways along route.	Provide suitable provisions for pedestrians and access along the route, including updated crossing points, widened footways that have appropriate drainage.	2
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Although the footways vary in standard across the route, there are no stretches of the highway which do not have these.	As per existing situation.	2
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	Majority of crossings are located at where pedestrians would want to cross. However, on the northern side of the uncontrolled crossing on Pen-Y-Heol (B4290) at the Coed Darcy end of the route, the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists. Assumes all over crossing points will be updated to include appropriate tactile paving, kerb and drainage.	2
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Traffic levels unavailable therefore amber score assumed.	As per existing situation.	1

Walking Audit - Route 2 - Coed Darcy to Skewen Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		0	Pedestrian waiting times not known, assumed to be >10s. Only signalised crossing on route exists at the Coed Darcy Business park junction which has a shared refuge island.	Introduce a single phase crossing if not so already.	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	Green man times unknown. Worse case scenario assumed that times are not suitable for all users to cross. Only signalised crossing on route exists at the Coed Darcy Business park junction at the southern end of the route.	Amend green times so they are suitable for all crossing users.	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				0	Northern side of the uncontrolled crossing on Pen-Y-Heol (B4290), the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists.	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic volumes unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic speeds unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		0	Visibility is very limited on the northern side of the uncontrolled crossing on the Pen-Y-Heol (B4290) due to the parking bay.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	Critical	Tactile paving not provided at the uncontrolled crossing point on Pen-Y-Heol (B4290) and all dropped kerb crossings within Skewen.	Ensure that all uncontrolled crossing points have tactile paving and 2m wide.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				-	Limited signage is worn and in need of cleaning/replacing.	Update signage and include at all decision points.	-
Total Score					11	Includes critical fail		33

Walking Audit - Route 3 - Coed Darcy to Neath Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Overgrown vegetation affects and narrows footways on the B4290 at the southern end of the route near to Coed Darcy. Footways fall, in general, into minor disrepair within Skewen, Neath Abbey and Neath.	If a suitable route is provide then pedestrians should be able to utilise the full width available to them. Bins should be provided to cater for waste at regular intervals	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	At the point where the route runs under the M4 bridge, there is a lack of natural surveillance, but once within Coed Darcy, Skewen, Neath Abbey and Neath then route becomes overlooked.	As per existing situation.	1
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		1	Existing footways run alongside highway network within Coed Darcy, Skewen, Neath Abbey and Neath , and under the M4. Therefore, traffic pollution and noise is constant.	As per existing situation.	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	Overgrown trees may impede the light pools along Neath Abbey Road in the vicinity of the Neath Sports Centre. Street lighting not present on bridge over River Neath. Within Skewen, Neath Abbey and Neath footways are reduced when bins are put out (approx. 1.2m to 1.5m when present).	Cut back vegetation. Provide lighting at named areas.	1
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidised or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Majority of footways are affected by trenching aside from those within Coed Darcy which are newer construction. Utility covers make surface either dip or bump, causing wheelchairs or pushchairs discomfort.	Update pedestrian provisions to at least minimum standard with a smooth surface.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		0	On Pen-Y-Heol they are <1m in terms of useable width, forcing users onto the road (due to overgrown vegetation). Footways in Skewen, Neath Abbey and Neath generally approx. 1.5m but reduced when bins are present or where there are utility cabinets.	Update pedestrian provisions to at least minimum standard (2m). Widen footways beyond 2m where possible.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Staggered crossings vary between 3.2m to 4m. These are located at Pen-Y-Heol/Coed Darcy Business Park junction and to the west of the Neath Abbey Road Rbt.	As per existing situation.	2

Walking Audit - Route 3 - Coed Darcy to Neath Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		0	All footways are approximately 1.5m without vehicles parking on them. On the Pen-Y-Heol they are <1m in terms of useable width, forcing users onto the road (due to overgrown vegetation).	Update pedestrian provisions to at least minimum standard. Where possible, widen footways to 2m (or more).	1
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		0	bikehike.co.uk - registers sections of the route at approx. above 10% on the B4290 and A4230 through Neath Abbey.	As per existing situation.	0
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippy surfaces Score 0-2 as appropriate				1	Some evidence of minor ponding, debris and detritus seen on footways along route.	Provide suitable provisions for pedestrians and access along the route.	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Although the footways vary in standard across the route, there are no stretches of the highway which do not have these.	As per existing situation.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	Majority of crossings are located at where pedestrians would want to cross. However, on the northern side of the uncontrolled crossing on Pen-Y-Heol (B4290) at the Coed Darcy end of the route, the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists. Assumes all over crossing points will be updated to include appropriate tactile paving, kerb and drainage.	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Traffic levels unavailable therefore amber score assumed.	As per existing situation.	1

Walking Audit - Route 3 - Coed Darcy to Neath Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		0	Pedestrian waiting times not known, assumed to be >10s. Signalised crossing on route exists at the Coed Darcy Business park junction and on the western arm of the Neath Abbey Road Rbt which both have islands.	Introduce a single phase crossing if not so already.	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	Green man times unknown Worse case scenario assumed that times are not suitable for all users to cross. Signalised crossing on route exists at the Coed Darcy Business park junction and on western arm of Abbey Neath Rbt.	Amend green times so they are suitable for all crossing users.	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				0	Northern side of the uncontrolled crossing on Pen-Y-Heol (B4290), the parking bay reduces visibility between pedestrians/vehicles therefore it is difficult for pedestrians to judge when to cross.	Amending crossing point to ensure visibility is achieved between pedestrians/motorists.	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic volumes unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		0	Footway on Pen-Y-Heol (B4290) is <1m in terms of useable width, forcing users onto the road due to overgrown vegetation reducing the width down. Traffic speeds unavailable.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		0	Visibility is very limited on the northern side of the uncontrolled crossing on Pen-Y-Heol (B4290) due to the parking bay.	Update pedestrian provisions to at least minimum standard so pedestrians don't have to enter carriageway.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	Critical	Tactile paving not provided at the uncontrolled crossing point on Pen-Y-Heol (B4290) and all dropped kerb crossings within Skewen and Neath Abbey. Tactile paving appeared to be present at most crossing points in Neath.	Ensure that all uncontrolled crossing points have tactile paving and 2m wide.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				-	Limited signage is worn and in need of cleaning/replacing.	Update signage and include at all decision points.	-
Total Score					10	Includes critical fail		32

Walking Audit - Route 4 - Coed Darcy to Briton Ferry Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Most footways along route have minor littering and suffer from piles of detritus, vegetation overgrowth or verge creep.	If a suitable route is provide then pedestrians should be able to utilise the full width available to them. Bins should be provided to cater for waste at regular intervals	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		0	The majority of the route is not overlooked when it runs parallel to the A48 and M4.	As per existing situation.	0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	The majority of the route runs parallel to the A48 and M4 and is therefore subject to severe traffic pollution and noise, due to the assumed high vehicle usage (figures unavailable).	As per existing situation.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	Aside from the vegetation overgrowth and littering, there is no lighting on the provisions that run parallel to the A48 and M4. Route will remain predominantly not overlooked though.	Clear litter. Provide lighting along route, especially on routes parallel to A48/M4.	1
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Majority of footways are affected by trenching but are in a usable condition. Utility covers make surface either dip or bump, causing wheelchairs or pushchairs discomfort.	Update pedestrian provisions to at least minimum standard with a smooth surface.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Footway widths approximately 1.5m to 2m throughout route.	Update pedestrian provisions to at least minimum standard (2m). Widen footways beyond 2m where possible.	1

Walking Audit - Route 4 - Coed Darcy to Briton Ferry Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		0	Uncontrolled crossings across M4 Junction 43 are currently in a very poor condition and do not have a measurable area to determine the width.	Upgrade crossing points to controlled facilities which include tactile paving, and upgraded provisions leading up to them (i.e. improved segregated features).	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		1	All footways are approximately 1.5m without vehicles parking on them.	Update pedestrian provisions to at least minimum standard. Where possible, widen footways to 2m (or more).	1
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		0	bikehike.co.uk - registers sections of the route above 5% between Briton Ferry railway station and the A48 bridge. However, it is unable to calculate the elevation experienced over the A48 bridge and the segregated route leading up to M4 J43. This is assumed to be above 5% (based on the site visit).	As per existing situation.	1
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippy surfaces Score 0-2 as appropriate				1	Some evidence of minor ponding, debris and detritus seen on footways along route.	Provide suitable provisions for pedestrians and access along the route.	2
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Although the footways vary in standard across the route, there are no stretches of the highway which do not have these.	As per existing situation.	2

Walking Audit - Route 4 - Coed Darcy to Briton Ferry Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	Majority of crossings are located at where pedestrians would want to cross. However, the two existing uncontrolled crossings across the M4 Junction 43 on/off slips are poor and need updating to controlled facilities.	Amending M4 crossing points to controlled facilities. Assumes all over crossing points will be updated to include appropriate tactile paving, kerb and drainage (if not already).	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		0	Existing uncontrolled arrangement at M4 Junction 43 means pedestrians could be waiting >15s to cross the road.	Upgrade crossing points across M4 slips to controlled facilities.	1
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		0	Existing uncontrolled arrangement at M4 Junction 43 means pedestrians could be waiting >15s to cross the road.	Upgrade crossing points across M4 slips to controlled facilities.	1
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	Green man times unknown. Worse case scenario assumed that times are not suitable for all users to cross.	Amend green times so they are suitable for all crossing users.	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				0	Existing uncontrolled arrangement at M4 Junction 43 would put off users using the junction meaning that they are resorted to either find alternative routes or using another mode of transport to do their journey.	Amending crossing points to ensure that they are suitable for all users	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	Traffic volumes unavailable for route but pedestrians are able to keep their distance on the footways. However, due to the lack of crossing facilities at M4 Junction 43 there is an issue with the traffic numbers using the slip roads.	Update M4 J43 crossing provisions. Traffic levels will still be high but provisions will be in place for pedestrians to safely cross.	1

Walking Audit - Route 4 - Coed Darcy to Briton Ferry Railway Station

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		0	Traffic speeds unavailable for route but pedestrians are able to keep their distance on the footways. However, due to the lack of crossing facilities at M4 Junction 43 there is an issue with the speed of the traffic using the slip roads and users trying to access the ped/cycle facilities..	Update M4 J43 crossing provisions. Traffic speeds will still be high but provisions will be in place for pedestrians to safely cross.	1
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		0	Visibility is very poor at the M4 J43 junction, especially on the EB on-slip due to overgrown vegetation and temporary signage blocking the view between users/motorists.	Install controlled crossing facilities at this location to improve current situation.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	Critical	Tactile paving not currently provided at M4 J43 crossings and on some junctions on link between Briton Ferry railway station and A48.	Ensure that all uncontrolled crossing points have tactile paving. Installed controlled crossings at M4 Junction 43 with associated kerbs and tactile.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				-	Limited signage is worn and in need of cleaning/replacing. Some signage currently facing wrong direction or not highlighted to those it is aimed at.	Update signage and include at all decision points.	-
Total Score					8	Includes critical fail		28

Walking Audit - Route 5 - Jersey Marine to Afan Wy (A483 Jnc)

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Most footways along route have minor littering and suffer from piles of detritus, vegetation overgrowth or verge creep.	If a suitable route is provide then pedestrians should be able to utilise the full width available to them. Bins should be provided to cater for waste at regular intervals	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		0	An approximate 1.1km of the route is not overlooked as it runs alongside Fabian Way (A483).	As per existing situation.	0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		1	The majority of the route runs parallel to the A483 and is therefore subject to severe traffic pollution and noise, due to the assumed high vehicle usage (figures unavailable).	As per existing situation.	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	Within Jersey Marine, it is assumed that rubbish bins reduce footway width to between approximately 1.2m to 1.5m.	Clear litter and cut back overgrown vegetation.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidised or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Majority of footways within Jersey Marine are affected by trenching but are in a usable condition. Utility covers make surface either dip or bump, causing wheelchairs or pushchairs discomfort.	Update pedestrian provisions to at least minimum standard with a smooth surface.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		0	Footway widths approximately 0.5m (Ashleigh Rd - north of Ocean View Jnc) to 3m throughout route. Pedestrians also sharing provisions with cyclists.	Update pedestrian provisions to at least minimum standard (2m). Widen footways beyond 2m where possible. If possible, provide a segregated provision to separate pedestrian/cyclist movements. Score assumes 'shared' provision remains where existing.	1