

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
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	On the Ffordd Amazon, west arm of Fabian Way Rbt, although the crossings are 4m wide, they are a mixture of uncontrolled/controlled crossings with various island depths (1.8m - worse case) that cater for both pedestrians and cyclists. On the western side of the Fabian Way/Afan Wy junction, the staggered island is narrow in terms of depth (approx. 1.5m) and has to cater for both cyclists and pedestrians.	Where possible convert uncontrolled crossings to controlled ones. Increase size of islands so all types of pedestrian and cyclist can comfortably pass each other. Assumed that cyclists and pedestrians will not be separated.	1
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	Footway widths approximately 0.5m (north of Ocean View Jnc) to 3m throughout route. Little footway parking seen. Lowest score due to width of smallest footway on Ashleigh T to the north of its junction with Ocean View.	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. 10% around Jersey Marine.	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				0	The Bay Studios junction on the eastbound side of Fabian Way and Tower Hotel junction on Ashleigh Road are both currently 20m wide and do not have any features to help pedestrians cross.	Provide suitable provisions for pedestrians to cross the junctions, such as refuge island or look at the potential to narrow down junction geometry.	1

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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 Ffordd Amazon arm of the Fabian Way Rbt, not all the crossings are controlled meaning that pedestrians are reliant on gaps in the traffic.	Upgrade crossing points across the Ffordd Amazon arm of the Fabian Way Rbt to controlled facilities.	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 across the Ffordd Amazon arm of Fabian Way Rbt and across the Bay Studios junction could mean pedestrians are waiting >15s to cross if these junctions are busy.	Upgrade these uncontrolled crossings to controlled. Both assumed to have high traffic volumes and therefore delay could then be up to 15s.	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	Traffic volumes or signal timings unavailable. Majority of crossings are staggered, signalised and multi-staged therefore, assumed that pedestrians are likely to be waiting >10s on the islands.	If possible, amend timings so pedestrian wait time is less. Due to nature of the highway, it is assumed that single phase or crossings with staggered islands are not possible.	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	At the Jersey Marine bus stop, cyclists are told to dismount on approach to the bus stop from either direction. It is assumed that cyclists do not do that and carry on riding through the passengers awaiting the bus.	Install a suitable provision to separate bus passengers/pedestrians and cyclists.	2

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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.		1	Traffic volumes unavailable for route but pedestrians are able to keep their distance on the footways. Potential issues with vehicle numbers entering the Bay Studios and Tower Hotel with pedestrians crossing at these approx. 20m wide junctions.	Improve crossing/junctions at these locations.	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	Traffic speeds unavailable for route but pedestrians are able to keep their distance on the footways. As the Bay Studios as a separate approach lane to its junction, vehicle speeds may be high leading up to this wide crossing point.	Improve crossing/junction at Bay Studios.	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.		1	Visibility assumed to be ok for all users at all crossing points.	Ensure vegetation is maintained so full visibility is available for pedestrians at all crossing points.	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 the Bay Studios junction.	Provide, as a minimum, tactile paving at this location. Look to upgrade crossing, possibly a controlled facility or provide a refuge island.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)				-	Little signage in Jersey Marine. Some signage on verge of being obscured by vegetation at Fabian Way Rbt.	Install directional signage at all decision points along route. Trim vegetation so all signage is clearly visible.	-
Total Score					8	Includes critical fail		28

Cycling Route Audit Tool		Existing Situation			Suggested Amendments		
Route	Description	Score	%	Critical Fails	Score	%	Critical Fails
1	Coed Darcy to Heol Crymlyn	8	16%	Yes	38	76%	No
2	Coed Darcy to Skewen Railway Station	9	18%	Yes	39	78%	No
3	Coed Darcy to Neath Railway Station	10	20%	Yes	40	80%	No
4	Coed Darcy to Briton Ferry Railway Station	16	32%	Yes	40	80%	No
5	Jersey Marine to Afan Way (A483 Jnc)	17	34%	Yes	41	82%	No

Total Available Score (Cycling)

50

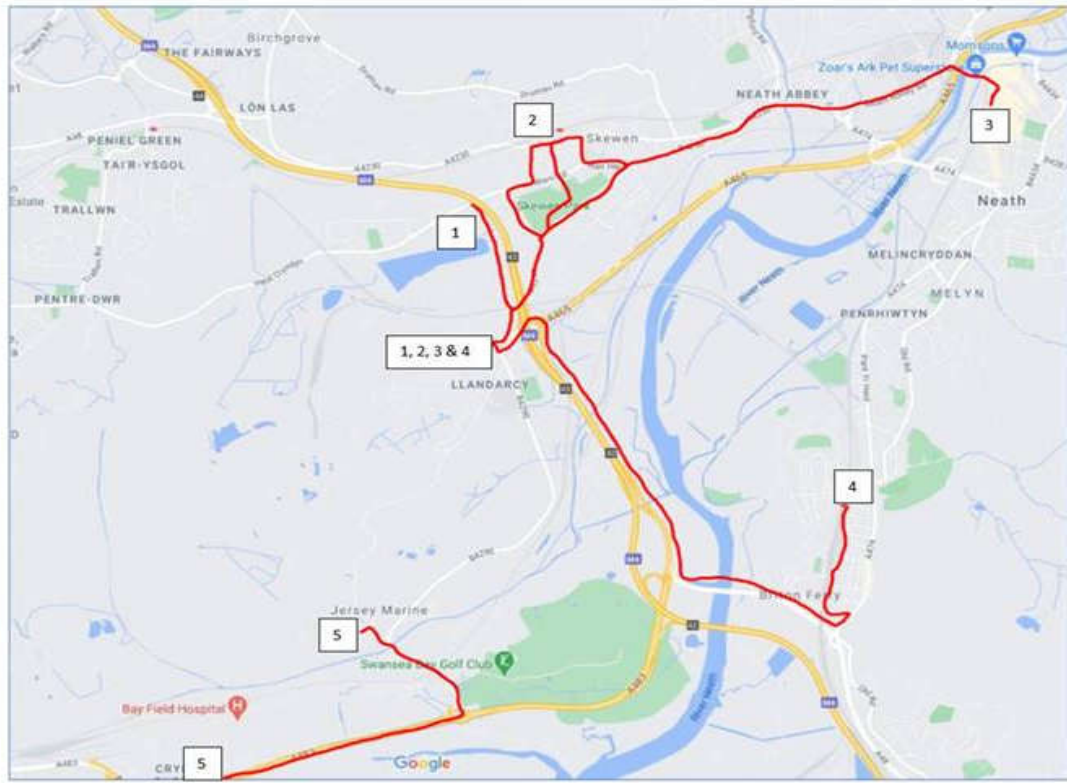
Score (%)	Pass fail
80%	Pass (desirable score)
70%	Pass
60 – 69%	Fail (but may be eligible to be passed with a statement)
60% or below	Fail
Any score with a critical fail	Fail

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



Cycle Audit - Route 1 - Coed Darcy to Heol Crymlyn

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	0	Cyclists have to rejoin carriageway after shared provision ends on Pen-Y-Heol (B4290) and have to dismount at the end of Heol Crymlyn link. Potentially they may have to dismount at the southern end of the link due to a gate.	Provide continuous off-road provision. However, this maybe an issue once the route reaches Heol Crymlyn due to existing highway arrangement (i.e. bridge over M4, and available space to create a new cycle feature).	1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	0	At the Heol Crymlyn end of the link, there is a barrier system in place and no indication where cyclists are to go after that.	Provide continuous shared provision between Coed Darcy and southern end of link. Provide segregated/shared provision on the link leading to Heol Crymlyn. Cyclist provision should be provide at Heol Crymlyn for cyclists to continue their journey, but this will require highway works to establish what type of off-road provision can be provided.	1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Connections to provisions around Coed Darcy and leading to M4 J43. Nearest connection to route identified on NPT Existing Route Map is an off-carriageway route opposite to Crymlyn Grove.	Route would connect into other existing routes within the area. Future routes planned between Coed Darcy and Jersey Marine.	1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Crow-fly from Coed Darcy to Heol Crymlyn = 1.1km Route distance = 1.6km DF - 1.6/1.1 = 1.45	As per existing.	0
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1	2no. Toucan crossings/give ways	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay at toucan crossings/give ways.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Route involves shared sections where cyclists may not be able to choose appropriate speed due to high pedestrian numbers (residential/employment area)	Assumed that a shared route would be provided, therefore due to the presence of pedestrians a cyclist would not be able to choose their speed unless the route is quiet.	1

Cycle Audit - Route 1 - Coed Darcy to Heol Crymlyn

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance 5% +	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance (2-5%)	There are no sections of route which steeper than 2%	0	bikehike.co.uk - registers sections of the route at approx. 6 to 7% along the link between Pen-Y-Heol to Heol Crymlyn	As per existing situation.	0
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Vehicle data unavailable for Pen-Y-Heol - assumed that levels are approximately 2500-5000.	If an off-carriageway route is provided then cyclists will not be affected by vehicle numbers.	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	CRITICAL	Between the end of the shared provision on Pen-Y-Heol and the beginning of the Heol Crymlyn link the carriageway is approx., 6.8m wide giving lane widths of approx. 3.4m wide. Traffic volumes unavailable to ascertain how easy it is for vehicles to overtake cyclists.	If an off-carriageway provision is provided that meets current standards then cyclists should not be affected by the risk of a collision with a motor vehicle.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Cyclists are mostly separated from vehicles except between the end of the shared provision on Pen-Y-Heol and the beginning of the Heol Crymlyn link.	If an off-carriageway route is provided then cyclists will not be affected by vehicles as they would be separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	0	Existing cycle direction signage and footpath status signage needs refreshing. Unclear where cyclists are supposed to go be once they leave the end of the shared provision on Pen-Y-Heol (B4290).	The continuous route should not be complex but simple to follow for cyclists of all ages and abilities.	2

Cycle Audit - Route 1 - Coed Darcy to Heol Crymlyn

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	CRITICAL	No buffer for cyclists riding northbound on Pen-Y-Heol between the car park layby.	An off-carriageway provision designed to the latest standards with an appropriate buffer (when the route is parallel to the highway) would mean no/very limited kerbside conflict.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	Limited evasion room, virtually none on the on-road section of the Pen-Y-Heol (B4290).	If sections of the route are to be shared then cyclists may have potential to conflict with pedestrians. A segregated route would reduce this potential.	1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	0	Link surface is bumpy and worn.	As per the 'green' description	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	Link surface is bumpy and worn.	As per the 'green' description	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	CRITICAL	no cycle lanes on B4290, link is below minimum widths for shared/segregated path due to overgrown vegetation	As per the 'green' description	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Worn signage on southern end of link and status signs halfway along link	As per the 'green' description	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	0	Lighting present towards Coed Darcy on the B4290 but not on link to Heol Crymlyn	As per the 'green' description	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0	Route overlooked at northern and southern ends but not on the link running alongside the M4	Unless development is due to take place next to the link that connects the B4290 to Heol Crymlyn then this section of the route will remain generally remote.	0
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	0	Footways leading between Coed Darcy and southern end of link are narrow and therefore pedestrians can not pass each other without one having to go into the road.	If a shared provision is provided then pedestrians would have to mix with cyclists. However, a segregated provision would split the two user groups. (Worse case scenario of a shared provision has been scored).	1

Cycle Audit - Route 1 - Coed Darcy to Heol Crymlyn

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	Some signing available which looks worn.	As per the 'green' description	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No parking currently	As per 'green' description at all key trip generators.	2
	Audit Score							8	Includes critical fails		38

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	0	Shared provision exists at the southern end of the route on the B4290 at Coed Darcy and then through Skewen Park. Other than that, cyclists are on-carriageway. Potentially, less confident cyclists may have to dismount due to this. Connections to on-road 'Swansea Bay Cycle Route' network around Skewen.	Provide continuous provision, which has suitable transitions into the on-road 'Swansea Bay Cycle Route' network. This provision should be off-carriageway to achieve maximum score.	1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	0	As above.	It is assumed to be unlikely that a sole continuous off-road carriageway provision can be constructed. However, where this is possible then off-carriageway provisions should be constructed and tied in with above standard on-road facilities. Precedence should be given that cyclists are given a continuous route through junctions.	1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Connections to provisions around Coed Darcy and leading to M4 J43, and 'Swansea Bay Cycle Route' trail.	As per existing. However, NPT Integrated map shows that there will also be routes connecting Skewen with Neath Abbey and Bryn-cock.	1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Crow-fly from Coed Darcy to Skewen Railway Station = 1.8km Route distance = 2.7km DF - 2.7/1.8 = 1.5	As per existing.	0
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0	Depending route taken, cyclists will have to stop at least once due to controlled crossing facility on B4290 at Coed Darcy and then at numerous junctions on the route to Skewen railway station.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists are mostly on-carriageway and would therefore expect similar delay times.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Route involves elements of a shared provision and then on-road sections where they may not be able to choose their own speed.	Assumed that a shared route would be provided, therefore due to the presence of pedestrians a cyclist would not be able to choose their speed unless the route is quiet.	1

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance 5% +	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance (2-5%)	There are no sections of route which steeper than 2%	0	bikehike.co.uk - registers sections of the route at approx. 6% on Pen-Y-Heol to the north of the M4 overbridge.	As per existing situation.	0
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0	Vehicle data unavailable for route - assumed that levels are approximately 5000-10000 due to A4230 being a major route through Skewen.	If an off-carriageway route is provided then cyclists will not be affected by vehicle numbers.	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	Critical	Average width of road = 7.3m along carriageway length, meaning that lane widths are approx. 3.65m. Therefore, cyclists are sharing lanes which are between 3.2m and 3.9m wide.	If an off-carriageway provision is provided that meets current standards then cyclists should not be affected by the risk of a collision with a motor vehicle.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0	Cyclists riding on the carriageway will have potential conflicts at all junctions within Skewen.	If an off-carriageway route is provided then cyclists will not be affected by vehicles as they would be separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	At the Coed Darcy end of the route, it is unclear where cyclists are supposed to go be once they leave the end of the shared provision on Pen-Y-Heol (B4290). Majority of road markings are generally legible but some road marking layouts around Skewen are faded.	The continuous route should not be complex but simple to follow for cyclists of all ages and abilities.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	Critical	No buffer for cyclists riding northbound on Pen-Y-Heol between the car park layby. No buffers between parking bays and cyclists in Skewen.	An off-carriageway provision designed to the latest standards with an appropriate buffer (when the route is parallel to the highway) would mean no/very limited kerbside conflict.	2

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	Limited evasion room, virtually none on the on-road section of the Pen-Y-Heol (B4290) and highway network around Skewen.	If sections of the route are to be shared then cyclists may have potential to conflict with pedestrians. A segregated route would reduce this potential.	1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor defects on surfaces on B4290 and highway network within Skewen.	As per the 'green' description	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Existing road surface is machine laid.	As per the 'green' description	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	Critical	Limited cyclist provisions along route, with these mainly concentrated at the Coed Darcy end of the route. Cyclists are primarily on-carriageway which do not include any existing cyclist features.	As per the 'green' description	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Limited signage on-route. Some signage for 'Swansea Bay Cycle Route' seen but this was small in size and gave no indication as to where the route would take a rider.	As per the 'green' description	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	1	Most of highway network is lit but Skewen Park is not.	As per the 'green' description	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Majority of route is overlooked except Skewen Park.	As per existing situation.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrians are sharing footways with cyclists at the Coed Darcy end of the route. However, in Skewen where cyclists are primarily on-carriageway, there is no impact upon pedestrian comfort levels, unless one is cycling on the footway.	If a shared provision is provided then pedestrians would have to mix with cyclists. However, a segregated provision would split the two user groups. (Worse case scenario of a shared provision has been scored).	1
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Limited signage on-route.	As per the 'green' description	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	Limited parking at Skewen Railway Station. Parking not seen elsewhere on route.	As per 'green' description at all key trip generators.	2
	Audit Score							9	Includes critical fails		39

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	0	Shared provision exists at the southern end of the route on the B4290 at Coed Darcy and then through Skewen Park. Other than that, cyclists are on-carriageway. Potentially, less confident cyclists may have to dismount due to this. Connections to on-road 'Swansea Bay Cycle Route' network around Skewen.	Provide continuous provision, which has suitable transitions into the on-road 'Swansea Bay Cycle Route' network. This provision should be off-carriageway to achieve maximum score.	1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	0	As above.	It is assumed to be unlikely that a sole continuous off-road carriageway provision can be constructed. However, where this is possible then off-carriageway provisions should be constructed and tied in with above standard on-road facilities. Precedence should be given that cyclists are given a continuous route through junctions.	1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Connections to provisions around Coed Darcy and leading to M4 J43, 'Swansea Bay Cycle Route' trail and NCN 47.	As per existing. However, NPT map shows routes connecting to Skewen, Bryn-cock, Rhydding, Pontardawe, Pontrhydyfen and Briton Ferry.	1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	Crow-fly from Coed Darcy to Neath Railway Station= 3.9km Route distance = 4.9km DF - 4.9/3.9 = 1.3	As per existing.	1
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0	Depending route taken, cyclists will have to stop at least once due to controlled crossing facility on B4290 at Coed Darcy and then at numerous junctions on the route to Neath railway station through Skewen, Neath Abbey and Neath. There are a number of giveaways in close proximity to each other in the vicinity of the Tesco Superstore on the A4320 in Neath Abbey.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists are mostly on-carriageway and would therefore expect similar delay times.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Route involves elements of a shared provision and then on-road sections where they may not be able to choose their own speed. Cyclists are also sharing a bridge over the River Neath which connects Neath Abbey with Neath, which may be busy at peak times with pedestrians due to the close proximity of schools and the Neath town centre.	Assumed that a shared route would be provided, therefore due to the presence of pedestrians a cyclist would not be able to choose their speed unless the route is quiet.	1
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance 5% +	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance (2-5%)	There are no sections of route which steeper than 2%	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

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	85th percentiles not available - assumed 85ths are 30mph (speed limit)	If an off-carriageway route is provided then cyclists will not be affected by vehicle speeds.	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0	Vehicle data unavailable for route - assumed that levels are approximately 5000-10000 due to A4230 being a major route through Skewen, and Neath Abbey which cyclists currently have to ride on-carriageway.	If an off-carriageway route is provided then cyclists will not be affected by vehicle numbers.	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	Critical	Average width of road = 7.3m along carriageway length, meaning that lane widths are approx. 3.65m. Therefore, cyclists are sharing lanes which are between 3.2m and 3.9m wide.	If an off-carriageway provision is provided that meets current standards then cyclists should not be affected by the risk of a collision with a motor vehicle.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0	Cyclists riding on the carriageway will have potential conflicts at all junctions within Skewen, Neath Abbey and Neath.	If an off-carriageway route is provided then cyclists will not be affected by vehicles as they would be separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	At the Coed Darcy end of the route, it is unclear where cyclists are supposed to go be once they leave the end of the shared provision on Pen-Y-Heol (B4290). Majority of road markings are generally legible but some road marking layouts around Skewen, Neath Abbey and Neath are faded.	The continuous route should not be complex but simple to follow for cyclists of all ages and abilities.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	Critical	No buffer for cyclists riding northbound on Pen-Y-Heol between the car park layby. No buffers between parking bays and cyclists in Skewen, Neath Abbey and Neath.	An off-carriageway provision designed to the latest standards with an appropriate buffer (when the route is parallel to the highway) would mean no/very limited kerbside conflict.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	Limited evasion room, virtually none on the on-road section of the Pen-Y-Heol (B4290) and highway network around Skewen, Neath Abbey and Neath.	If sections of the route are to be shared then cyclists may have potential to conflict with pedestrians. A segregated route would reduce this potential.	1
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor defects on surfaces on B4290 and highway network within Skewen.	As per the 'green' description	2

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Comfort		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Existing road surface is machine laid.	As per the 'green' description	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	Critical	Limited cyclist provisions along route, with these mainly concentrated at the Coed Darcy end of the route. Cyclists are primarily on-carriageway which do not include any existing cyclist features.	As per the 'green' description	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Limited signage on-route. Some signage for 'Swansea Bay Cycle Route' seen but this was small in size and gave no indication as to where the route would take a rider.	As per the 'green' description	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	1	Most of highway network is lit but the bridge over the River Neath is not (aside from units at the start of each side of the bridge).	As per the 'green' description	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Majority of route is overlooked aside from the bridge over the River Neath.	As per existing situation.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrians are sharing footways with cyclists at the Coed Darcy end of the route and on the River Neath pedestrian/cyclist bridge. However, in Skewen, Neath Abbey and Neath where cyclists are primarily on-carriageway, there is no impact upon pedestrian comfort levels, unless one is cycling on the footway.	If a shared provision is provided then pedestrians would have to mix with cyclists. However, a segregated provision would split the two user groups. (Worse case scenario of a shared provision has been scored).	1
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Limited signage on-route. Some signage for 'Swansea Bay Cycle Route' seen but this was small in size and gave no indication as to where the route would take a rider.	As per the 'green' description	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	Limited parking at Neath Railway Station. Parking not seen elsewhere on route.	As per 'green' description at all key trip generators.	2
Audit Score									10 includes critical fails		40

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Route connecting Coed Darcy and Briton Ferry consists of nearly all off-carriageway provisions. Route has connections into NCN 4 and 4 at the Briton Ferry end of the route as well as provisions around Coed Darcy. However, to access NCN 4 and 47, riders have to cross Earlswood Interchange via a series of toucan crossings to access these routes.	Provide continuous provision. This should mainly be concentrated at the Briton Ferry end of the route so it can tie in with the existing off-road provision that begins on the A48. This provision should be off-carriageway to achieve maximum score.	1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	As above.	It is assumed to be unlikely that a sole continuous off-road carriageway provision can be constructed at the Briton Ferry end of the route due to the existing highway layout and property boundaries. However, where this is possible then off-carriageway provisions should be constructed and tied in with above standard on-road facilities. Precedence should be given that cyclists are given a continuous route through junctions.	1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	2	Connections to provisions around Coed Darcy and NCN routes 4 & 47. NPT Existing Route Map also shows connections to Baglan and	As per existing. However, NPT map shows routes connecting to Neath, Duffryn and Baglan	2
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Crow-fly from Coed Darcy/Briton Ferry Railway Station = 2.8km Route distance = 4.6km DF - 4.6/2.8 = 1.6	As per existing.	0
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0	Cyclists have to give-way twice on Railway Terrace which leads from Briton Ferry railway station. At M4 Jnc 43, cyclists would have to give way at least four times in the space of approximately 350m between the eastern side of the M4 junction and the Ffordd Coed Darcy/B4290 junction	If a continuous route is provided then in it is assumed that cyclists would not have to give way. However, this may be difficult to achieve due to the route including M4 Junction which would make a continuous route difficult to achieve unless a grade-separated bypass were provide.	1
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists are mostly off-carriageway. However, they may expect similar delay to motorists during the on-road sections of the road in Briton Ferry and whilst awaiting to cross the junctions at M4 J43 and Coed Darcy.	If a continuous route is provided then in it is assumed that cyclists would not have to give way.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Within the segregated sections of the route, cyclists will be able to choose an appropriate speed. But on sections where the route is either shared or on-carriageway, then they would not be.	If a segregated route could be provided on the entire route then cyclists would be able to choose an appropriate speed.	1

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance 5% +	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance (2-5%)	There are no sections of route which steeper than 2%	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.	0
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	85th percentiles not available - assumed 85ths are between 20-30mph (20mph speed limit on Rockingham Terrace - rest of route off-carriageway).	If an off-carriageway route is provided (along the entire route) then cyclists will not be affected by vehicle speeds.	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	85th percentiles not available - assumed 85ths are between 20-30mph (20mph speed limit on Rockingham Terrace, Ferry Close and Railway Terrace - rest of route off-carriageway).	If an off-carriageway route is provided (along the entire route) then cyclists will not be affected by vehicle speeds.	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Vehicle data unavailable for on-carriageway section of route (Rockingham Terrace, Ferry Close and Railway Terrace) - assumed that levels are approximately 2500-5000.	If an off-carriageway route is provided then cyclists will not be affected by vehicle numbers.	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	Critical	Average width of road = 7.3m along carriageway length, meaning that lane widths are approx. 3.65m. Therefore, cyclists are sharing lanes which are between 3.2m and 3.9m wide.	If an off-carriageway provision is provided that meets current standards then cyclists should not be affected by the risk of a collision with a motor vehicle.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0	Cyclists riding on the carriageway will have potential conflicts at all junctions (Approx. 10) along Rockingham Terrace, Ferry Close and Railway Terrace.	If an off-carriageway route is provided then cyclists will not be affected by vehicles as they would be separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Majority of road markings are generally legible but some road marking layouts around Briton Ferry railway station and the route leading to the provisions on the A48 bridge are faded.	The continuous route should not be complex but simple to follow for cyclists of all ages and abilities.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	Critical	No buffer for cyclists riding on Rockingham Terrace, Ferry Close and Railway Terrace.	An off-carriageway provision designed to the latest standards with an appropriate buffer (when the route is parallel to the highway) would mean no/very limited kerbside conflict.	2

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	Limited evasion room on Rockingham Terrace, Ferry Close and Railway Terrace.	If the current on-road sections of the route were to be taken off-road onto a shared provision (minimum provision) then cyclists would be separate from vehicles but would not have much in the way of separation from pedestrians.	1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor defects on surfaces Rockingham Terrace, Ferry Close and Railway Terrace.	As per the 'green' description	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavious with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Existing road surface is machine laid.	As per the 'green' description	2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	Off-carriageway segregated provisions on A48 and link to M43 junction 43 appear to meet desirable minimum widths. However, there are no provisions on Rockingham Terrace, Ferry Close and Railway Terrace. Segregated provisions across M4 Junction 43 and leading to Coed Darcy are below minimum standards.	As per the 'green' description	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Signage could be improved along the route such as at Briton Ferry railway station indicating where the nearest cycle route are. Existing signage at M4 J43 indicates destinations but does include times/distances to these.	As per the 'green' description	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	0	Segregated route alongside A48 / M4 is unlit.	As per the 'green' description	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0	Segregated route alongside A48 / M4 is not overlooked.	Due to the nature of the A48 / M4 sections of the route, it is unlikely that these will be overlooked due to them being on a grade-separated structure away from development.	2
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrians are sharing footways with cyclists at the Coed Darcy end of the route. Cyclists are then either on-carriageway (at the Briton Ferry end of the route) or on a segregated provision.	If a shared provision is provided then pedestrians would have to mix with cyclists. However, a segregated provision would split the two user groups. (Worse case scenario of a shared provision has been scored).	1
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	Signage could be improved along the route such as at Briton Ferry railway station indicating where the nearest cycle route are. Existing signage at M4 J43 indicates destinations but does include times/distances to these.	As per the 'green' description	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	Limited parking at Briton Ferry Railway Station. Parking not seen elsewhere on route.	As per 'green' description at all key trip generators.	2
	Audit Score								16	Includes critical fail	40

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	At the Hill View end of the route, it is unclear as to whether the footways are shared or not alongside the B4290. If this is the case then cyclists would either have to cycle on-road or dismount and push bike along footway. At the bus stops located on A483, cyclists are told to dismount until they have passed the bus stop area. Cyclists also told to dismount across the Bay Studios access.	Provide continuous off-road provision and provide clear signage to indicate where cyclists are allowed to ride off-carriageway. This provision should be off-carriageway to achieve maximum score.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	As above.	Provide continuous off-road provision with appropriate features at all junctions. This may include alterations to the existing highway to acquire the necessary widths for an off-carriageway cycle provision.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	In accordance with the NPT Existing Route Map there are connections to routes along Ffordd Amazon, Fabian Way (A483) and the NCN routes alongside the A48 and M4. There are also routes to Port Tennant, St Thomas and Swansea city centre. According to Google Maps, the Tennant Canal appears to have a bicycle friendly road running parallel along it, but it was unclear from the site visit as to whether cyclists are allowed to use these.	As per existing The NPT Integrated Network Map identifies routes that would connect Jersey Marine with Coed Darcy, Skewen, and further routes into Swansea.	1
	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Crow-fly from Hill View to Fabian Way/Afan Wy = 1.4km Route distance = 2.5km DF - 2.5/1.4 = 1.8	As per existing.	0

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Directness	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0	To cross the A483 roundabout from the Ashleigh Terrace arm to the southern side of the Fabian Way (A483) west arm of the roundabout, cyclists would have to cross five crossings in a space of approximately 350m. There are a minimum of four crossings to navigate at the Fabian Way/Elba Cres junction also. Cyclists also have to dismount when they approach the Jersey Marine bus stop on Fabian Way.	If a continuous route is provided then in it is assumed that cyclists would not have to give way. This should include grade-separated structures to cross the A483 so the number of stops/giveaways is reduced. Straight across crossings should also be included for cyclists to reduce the number of times they need to stop. Install appropriate bus-stop bypass around bus stops.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists are mostly off-carriageway. However, they may expect similar delay to motorists at the crossings at the A483 roundabout.	If a continuous route is provided then in it is assumed that cyclists would not have to give way. This should include grade-separated structures to cross the A483 so the number of stops/giveaways is reduced.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Route involves elements of a shared provision and then on-road sections where they may not be able to choose their own speed.	Assumed that a shared route would be provided, therefore due to the presence of pedestrians a cyclist would not be able to choose their speed unless the route is quiet.	1
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance 5% +	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance (2-5%)	There are no sections of route which steeper than 2%	0	bikehike.co.uk - registers sections of the route at approx. 10% around Jersey Marine.	As per existing situation.	0
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Cyclists are on-carriageway for a section of Ashleigh Road within Jersey Marine where the speed limit is 30mph. No speed data is available, therefore 85th percentile speeds assumed to be 30mph (speed limit)	If an off-carriageway route is provided for sections of the route where one does not currently exist then cyclists will not be affected by vehicle speeds.	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Cyclists are on-carriageway for a section of Ashleigh Road within Jersey Marine where the speed limit is 30mph. No speed data is available, therefore 85th percentile speeds assumed to be 30mph (speed limit)	If an off-carriageway route is provided for sections of the route where one does not currently exist then cyclists will not be affected by vehicle speeds.	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Vehicle data unavailable for route on-carriageway section of Ashleigh Road (Jersey Marine)- assumed that levels are approximately 2500-5000.	If an off-carriageway route is provided for sections of the route where one does not currently exist then cyclists will not be affected by vehicle numbers.	2

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	Critical	Average width of road = 7.3m along carriageway length, meaning that lane widths are approx. 3.65m. Therefore, cyclists are sharing lanes which are between 3.2m and 3.9m wide.	If an off-carriageway route is provided for sections of the route where one does not currently exist then cyclists will not be affected by vehicle collisions.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0	Cyclists riding on the carriageway within Jersey Marine will have potential conflicts at the junctions of Hill View/Heol Yr Ysgol & Heol Yr Ysgol/Ashleigh Road.	If an off-carriageway route is provided then cyclists will not be affected by vehicles as they would be separated.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Majority of road markings are generally legible but some road marking layouts around Jersey Marine are faded.	The continuous route should not be complex but simple to follow for cyclists of all ages and abilities.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	Critical	No buffers between parking bays and cyclists on-road in Jersey Marine (e.g. Heol Yr Ysgol)	An off-carriageway provision designed to the latest standards with an appropriate buffer (when the route is parallel to the highway) would mean no/very limited kerbside conflict.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	No evasion space on the on-road sections around Jersey Marine.	If sections of the route are to be shared then cyclists may have potential to conflict with pedestrians. A segregated route would reduce this potential.	1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor defects on surfaces within Jersey Marine.	As per the 'green' description	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavious with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Existing road surface is machine laid.	As per the 'green' description	2

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

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
8	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	No on-carriageway cycle provisions within Jersey Marine. Segregated provision running parallel to Ashleigh Terrace across the railway bridge approximately 1.8m wide in total.. Shared provisions alongside A483 approx. 2.8m-3m.	As per the 'green' description	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Limited signage around Jersey Marine.	As per the 'green' description	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit.	As per existing situation.	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Around Jersey Marine, the route is overlooked due to the residential nature of the area. But there are sections of Fabian Way which are not overlooked, except for by motorists.	As per existing situation.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrians are sharing footways with cyclists currently therefore there is potential for pedestrian/cyclist conflict.	If a shared provision is provided then pedestrians would have to mix with cyclists. However, a segregated provision would split the two user groups. Score assumes that a shared provision will be kept and pedestrians remain in potential conflict with cyclists.	1
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	Limited signage around Jersey Marine.	As per the 'green' description	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	Cycle parking not seen.	As per 'green' description at all key trip generators.	2
	Audit Score							17	Includes critical fail		41

Appendix C. Proposed Illustrative Masterplan

KEY

DEVELOPMENT

1. New three-form entry primary school with potential for sports facilities managed for wider community use.
2. Potential local centre uses (with residential use above).
3. Higher density housing along main spine road forming gateway into the site.
4. Medium density housing to form body of site.
5. Low density housing in more sensitive areas (to benefit amenity of adjoining residents and around landscape edges).
6. Landmark buildings with flexibly designed ground floor for potential commercial use dependent on demand and residential use above.
7. Potential extra care / mixed use residential.
8. Additional Commercial units extension to Coed Darcy Business Park

ACCESS

9. Primary vehicle access via Ffordd Coed Darcy onto the B4290
10. Secondary vehicle access to the Northern parcel from the B4290
11. Pedestrian / Cycle footbridge over the railway line
12. Tree-lined main spine road.
13. Network of new paths and trim trails to encourage informal recreation, including around residential edges.
14. Pedestrian/cycle access connection to Skewen.
15. Pedestrian/cycle access connection to Tank Farm Road
16. Pedestrian/cycle access connection to Llandarcy.
17. Potential pedestrian/cycle access connection to Jersey Marine (subject to funding)
18. Potential pedestrian/cycle access connection to Heol Cymlyn (subject to funding)
19. Tree-lined secondary green street.
20. Off road cycle route

LANDSCAPE

21. Retained / enhanced areas of woodland
22. Ancient woodland retained
23. New areas of woodland creating continuous buffer
24. Existing hedgerow retained / enhanced.
25. Landscaped bund
26. Attenuation basin surrounded by new and retained planting
27. Community civic space at the centre of the development containing retaining 'Amphitheatre' feature.
28. Incidental public open space responding to Neighbourhood needs
29. Retained prominent rockface.
30. Terraced plateaux with the opportunity for mini ecology areas for biodiversity and educational benefit
31. Natural play opportunities within wider landscape
32. New planting and retained hedgerow
33. Accessible central park alongside sports pitches

ECOLOGY

34. Green Infrastructure design lead by delivering ecological connectivity, including across the wider Coec Darcy site and wider landscape
35. Extensive western green buffer to function as dispersal corridor for faunal species
36. Creation of dedicated ecology areas with no public access.
37. Open space to deliver extensive early successional habitat with floristically rich dry grasslands
38. Significant topographical diversity to be designed into semi-natural greenspace to maximise micro-habitat diversity
39. Network of wetland habitats to provide optimal amphibian habitat
40. Integrated ecological features within main development footprint to include living roof habitat, nesting and roosting boxes.



This drawing must not be scaled.
Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev: D Red line updated. RF 18 11 2021

Chk'd: Rev:

Chk'd: Rev:

Chk'd:

PRELIMINARY	✓
PLANNING	
DESIGN	
TENDER	
CONSTRUCTION	

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Contract: Coed Darcy Masterplan

Title: Illustrative Masterplan

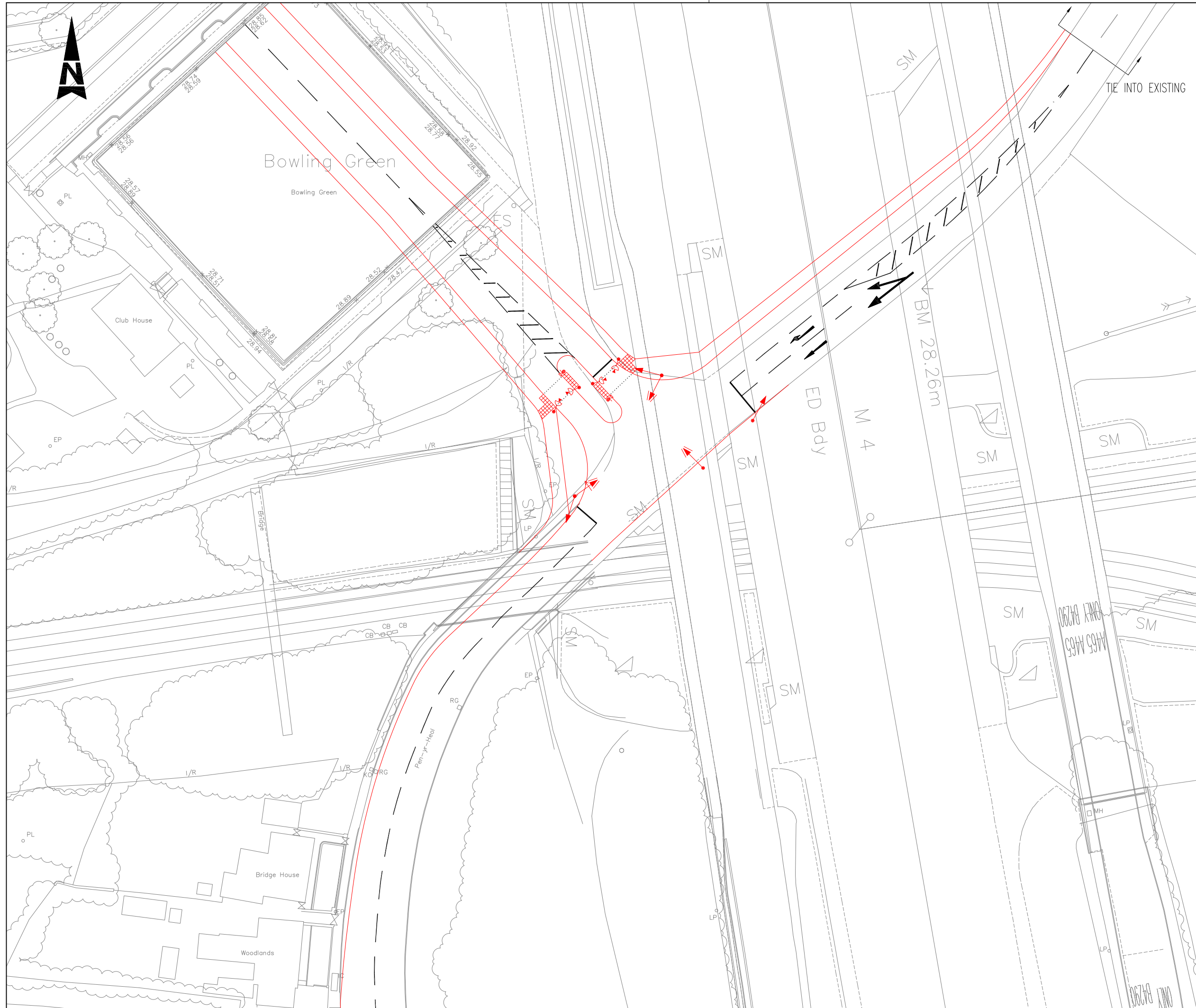
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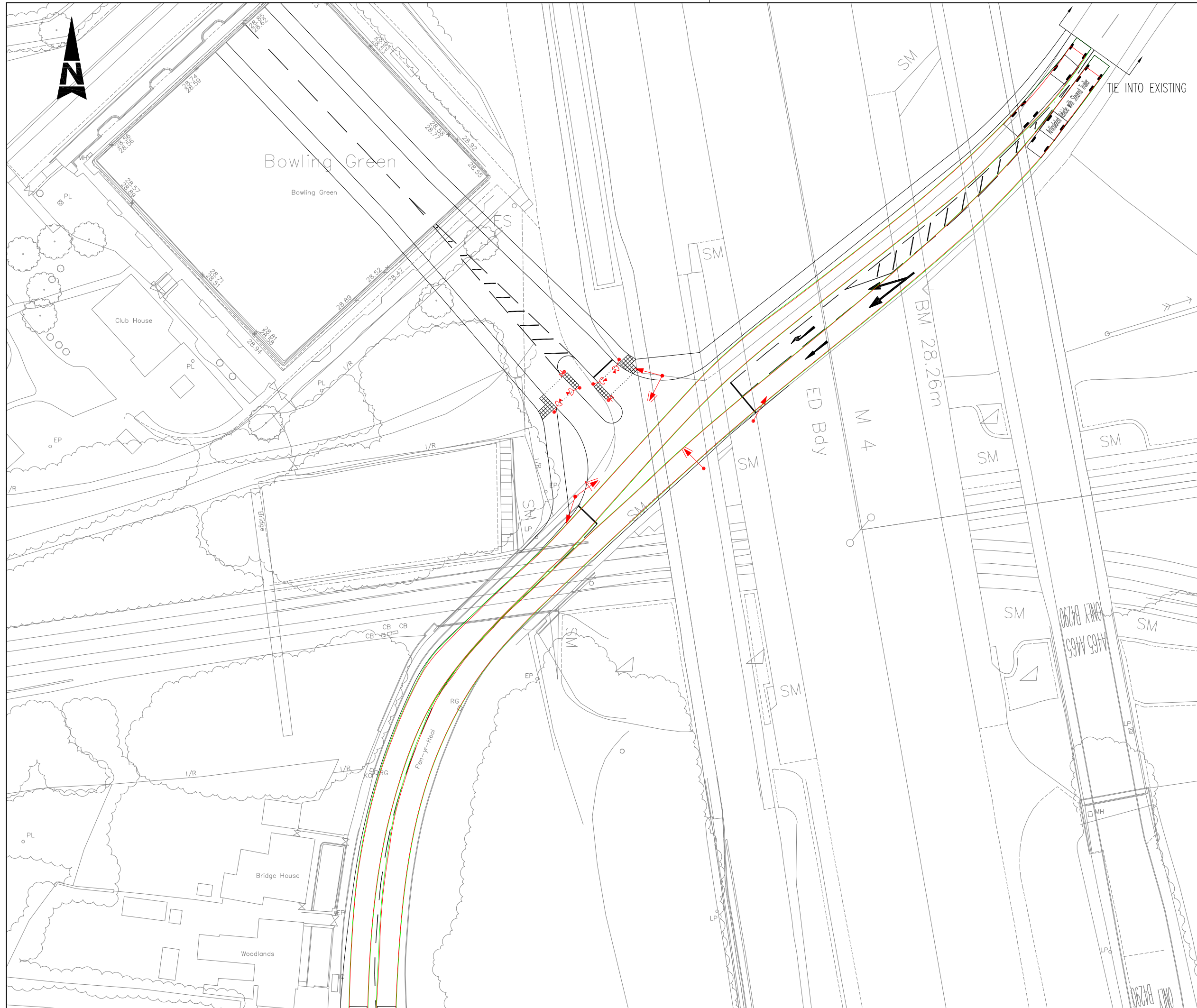
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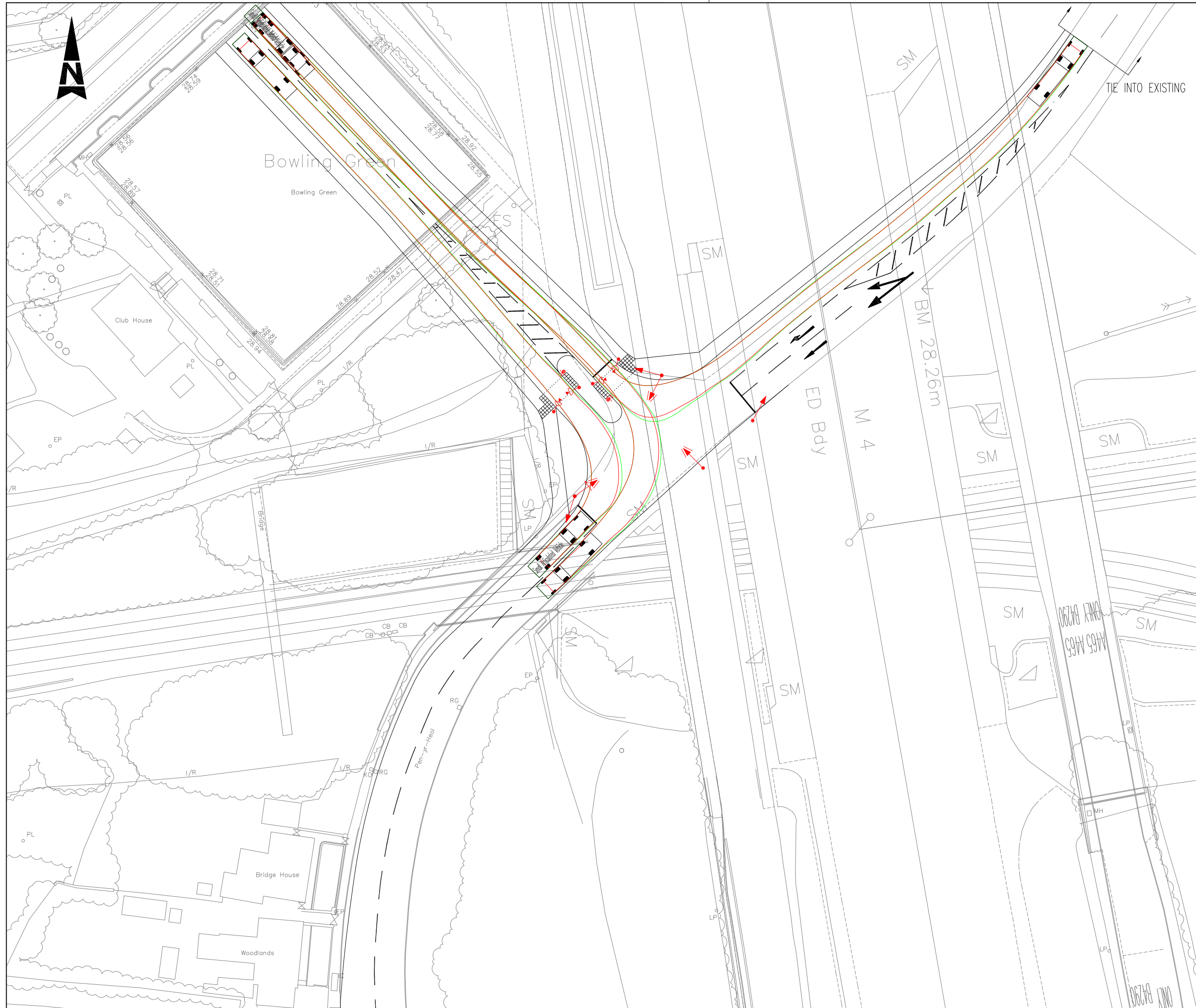
Appendix D. Proposed Northern Site Access



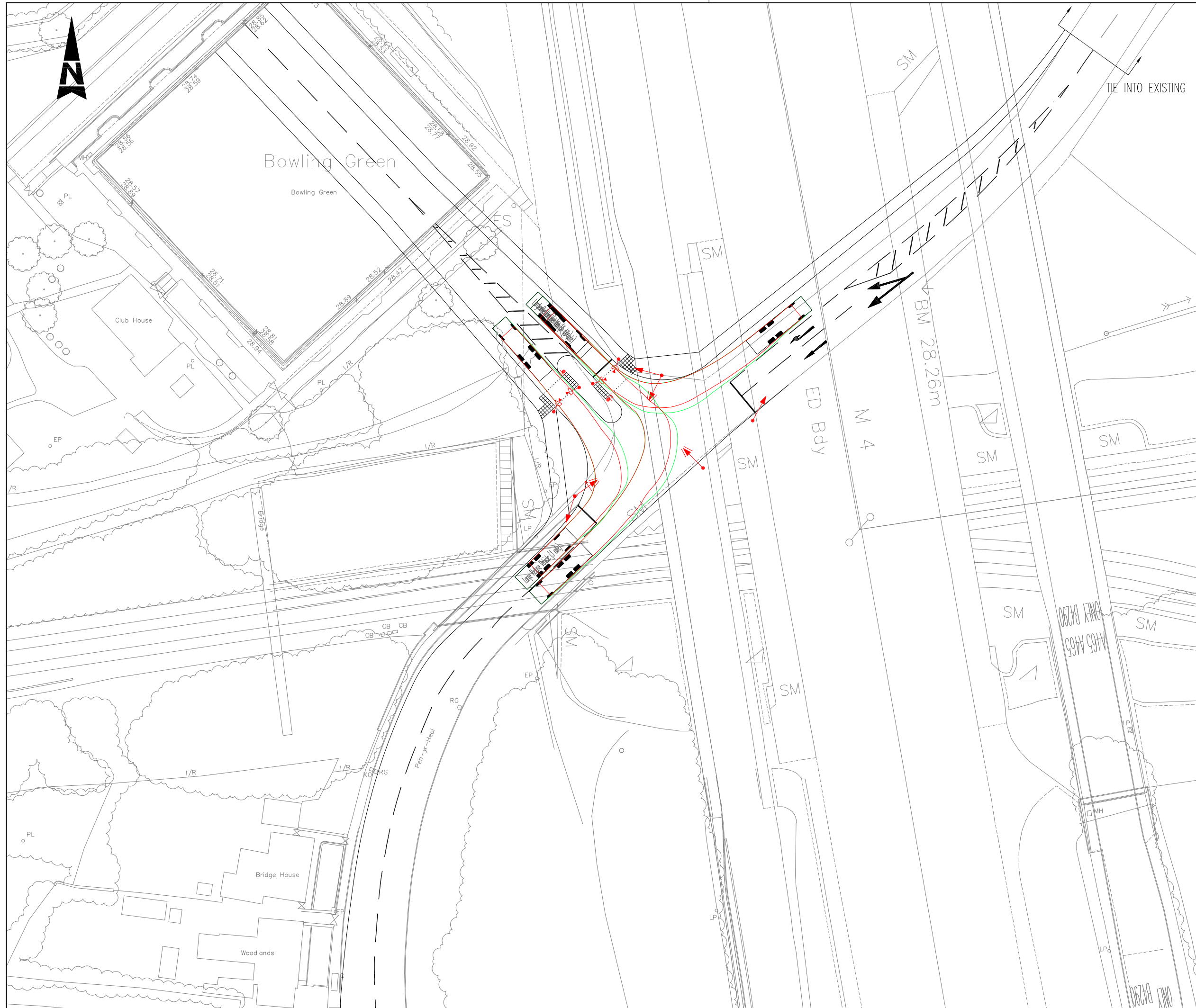
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S0	5104234/M4J43/209/203	P1.2
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Status	Drawing Number	Rev
S0	5104234/M4J43/209/204	P1.2



Status	Drawing Number	Rev
S0	5104234/M4J43/209/205	P1.1

Appendix E. TRICS

E.1. Residential

Atkins Axis Birmingham

Licence No: 803409

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	300-4334 DWELLS	
Actual Trip Rate Calculation Parameter Range	371-984 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 13/10/20
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	3
Main Location Types selected	Edge of Town	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	2
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Atkins Axis Birmingham

Licence No: 803409

Calculation Reference: AUDIT-803409-210902-0946

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 371 to 984 (units:)
 Range Selected by User: 300 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

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Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

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Licence No: 803409

LIST OF SITES relevant to selection parameters

Site(1):	DS-03-A-02	Site area:	16.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	371
Location:	DERBY	Housing density:	36
Postcode:	DE22 4HH	Total Bedrooms:	1402
Main Location Type:	Edge of Town	Survey Date:	10/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1083
Site(2):	NF-03-A-09	Site area:	44.51 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	984
Location:	NORWICH	Housing density:	32
Postcode:	NR4 7JR	Total Bedrooms:	3087
Main Location Type:	Edge of Town	Survey Date:	24/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	2315
Site(3):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NE-03-A-02	To match sites selected in a previous trip rate exercise
NF-03-A-22	To match sites selected in a previously calculated trip rate