



Job Name:	1 Henfaes Road, Tonna, Neath Port Talbot, SA11 3DX	Job N ^o :	IMA-24-077
Date:	18 th November 2025	Client:	Emily Byrne

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
ENGINEERING & TRANSPORT - ACTIVE TRAVEL OBSERVATIONS

Planning Application No: P2024/0818

IMA Designer's Response to Active Travel Observations

1 Policy Requirements

- 1.1 *All walking and cycling infrastructure should be designed to comply with the Welsh Governments Active Travel Act Guidance (ATAG).*

IMA's response:

Comment noted.

2 Active Travel Links in the area

- 2.1 *The Councils Active Travel Network Map (ATNM) shows both existing (solid lines) and future routes (dotted lines) in the vicinity of the proposed development.*

IMA's response:

Comment noted. Please note that Plan route FR-NEA-SU081 is the Neath Canal Towpath. It is a tarmac route and well used linking Tonna to Neath Town Centre and beyond. It isn't lit but we can't imagine this would be desirable due to the canal ecosystem.

- 2.2 *The future routes show where routes need improvement and/or a new link is required, and existing routes represent a route that has passed an audit and therefore meets active travel requirements.*

IMA's response:

Comment noted. However, this falls outside the development proposal which only comprises 8 houses. We assume the NPTC will be looking at any future improvements away from the development site. We have allowed for the introduction of 1 pedestrian crossing on Henfaes road. Please refer to our response to 3.2 below.

Screenshot of NPT's ATNM



3 Accessibility

- 3.1 *The crossing points highlighted purple are missing tactiles to provide connectivity for all users in accordance with Guidance of the use of Tactile Paving Surfaces (Department of Transport Dec 2021).*



IMA's response:

Comment noted. However, the Site Layout has been reviewed, and the tactile paving has now been added at the crossing point for the access to Plot 1. Refer to drawing IMA-24-077_010C General Arrangement and to Architect's Site Plan 1566 026 P2.

- 3.2 *To allow fully accessibility to the nearby NCN46 could a crossing be located on Henfaes Road/B4434.*

IMA's response:

A crossing point incorporating dropped kerbs and tactile paving has been introduced approximately 5m west of the new road access to the development. This location has been identified to avoid conflicts with the numerous existing driveways along Henfaes Road/B4434.

- 3.3 *Can the path be continued to allow access to Plots 2 and 3.*

IMA's response:

The area between Plot 2, 3 and 4 is shown as a shared surface fully accessed from the adoptable road and footway.



- 3.4 The traffic speeds from Compass IOT as recommended by Welsh Government, indicate an 85th percentile of 30.82mph. The visibility splay for 45m would need to be used and this currently is encroached by the electrical boxes highlighted pink. ATAG refers to cycling visibility splays Fig 9.14 p102 as a 2.4m absolute minimum.

IMA's response:

We have shown that 2.4x25m and 2.4x45m visibility splays can be achieved in both directions. A 600mm clearance from the ground is required when vegetation is more likely to reduce the visibility due to an overgrown. In this instance, the electrical boxes are approximately 900mm high which do not represent an obstruction to the vision from a car waiting at the give way line.

4 Widths

- 4.1 Please confirm that the widths of all the footway/footpaths within the site meet ATAG standards (DE101 p324/ DE102 p327).

IMA's response:

All footways within the site are 2m wide in accordance with ATAG standards.

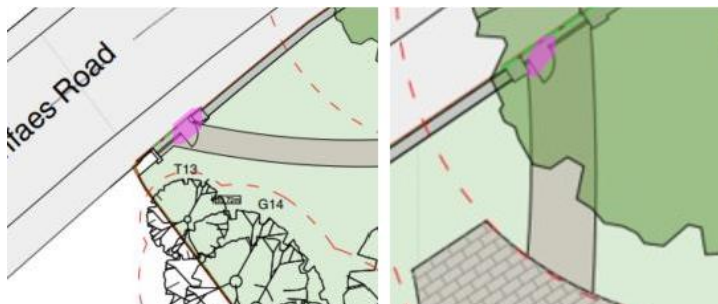
- 4.2 The path width highlighted in pink appears narrow. Can the widths be confirmed



IMA's response:

The Site Layout has been reviewed. The footway across the site is 2m wide and the strip serving plot 4 and 5 is 1.1m wide. Please refer to both drawing IMA-24-077_010C General Arrangement and Architect's Site Plan 1566 026 P2.

- 4.3 Can the gate widths be confirmed. A minimum width of 1.5m is required to meet ATAG standards



IMA's Response:

Comment noted. Both gates have now been widened to 1.5m to comply with ATAG standards as shown on both drawing IMA-24-077_010C General Arrangement and Architect's Site Plan 1566 026 P2.

NOTES TO PLANNER

The plans for P2024/0817 appear to be the same as this application. Active Travel Observations would therefore be the same.

IMA's response:

Comment noted.