



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council



Sandfields Active Travel Masterplan

Concept Design Stage

Public Engagement Exercise

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Concept Design Stage | Public Engagement Exercise

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1 INTRODUCTION

1.1 Report Purpose

- 1.1.1 Transport for Wales (TfW) and Neath Port Talbot County Borough Council (NPTCBC) are working together to make it easier, safer and more convenient for people to walk and cycle in Sandfields and are committed to investing in the development of an enhanced network for active travel.
- 1.1.2 Active travel enhancements have been developed across eleven routes within the Sandfields area of Port Talbot. These range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.
- 1.1.3 This report summarises the feedback received from the public during the concept design stage and explains how the comments will be considered moving forward.

1.2 Report Structure

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

2 PUBLIC ENGAGEMENT FORMAT

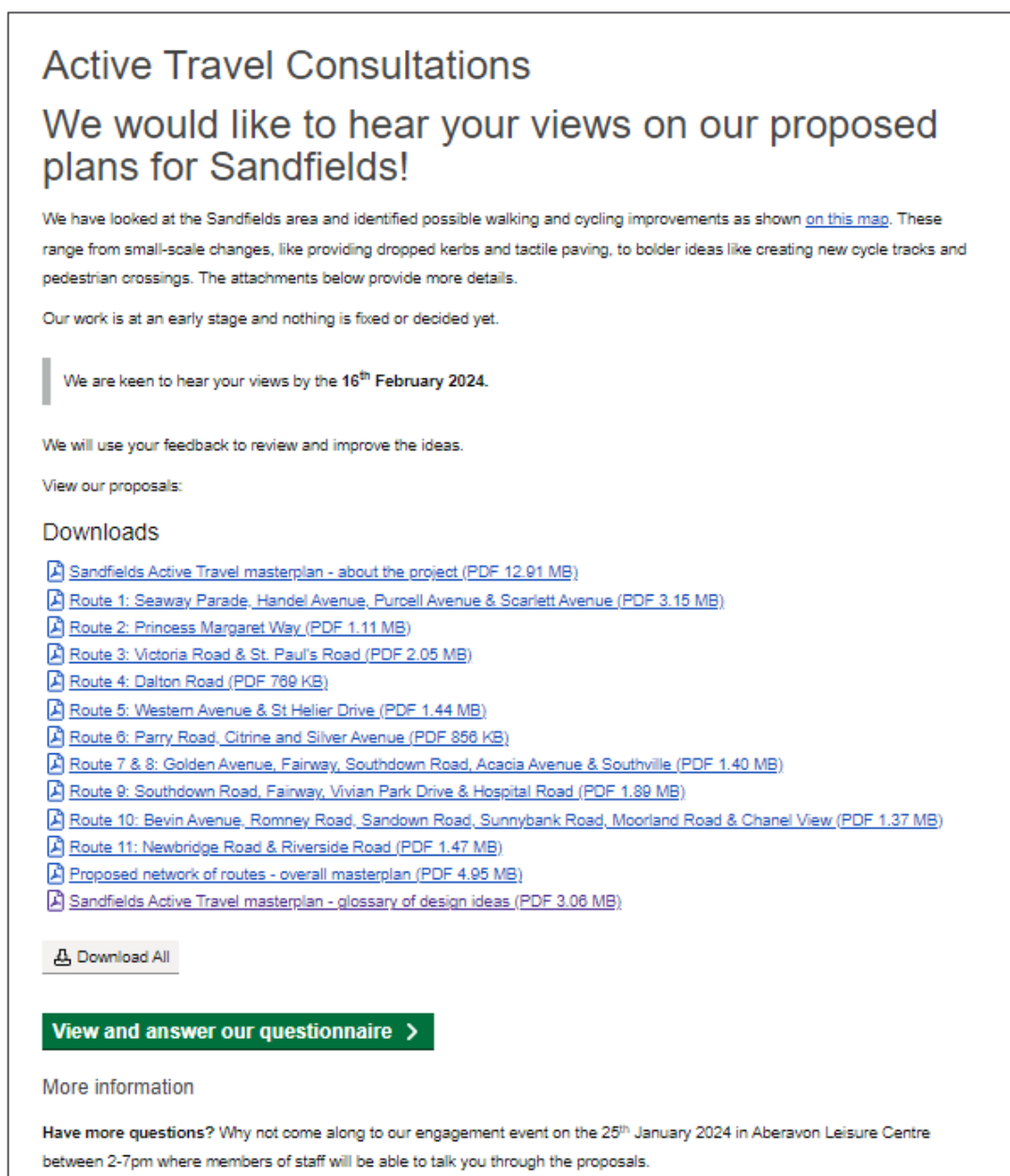
2.1 Introduction

2.1.1 The engagement process, the activities undertaken, and the level of response is summarised below.

2.2 NPTCBC Website

2.2.1 Online engagement was hosted on the NPTCBC website and was launched on the 18th of January and ran until the 16th of February 2024. Figure 1 provides a screenshot of the webpage.

Figure 1: Webpage Screenshot



2.2.2 The website contained:

- An overview of the project and how the public can get involved in the engagement process.
- An overview map summarising the entire masterplan area and showing how the proposed routes fit together.
- A series of information sheets: about the project and showing the concept design proposals for each route, including cross sections, annotated diagrams, written descriptions and a supporting glossary document.
- An online survey to capture feedback on the proposals.
- Details on the face-to-face event.

2.2.3 All information was bilingual and made fully accessible to assist blind and partially sighted people to engage with the process.

2.2.4 **Appendix A** includes the information sheets that were presented on the engagement webpage.

2.2.5 **Appendix B** includes a copy of the survey questions used to gather feedback on the proposals.

2.3 Promotion

2.3.1 The engagement exercise was publicised via:

- Press release on NPTCBC online news page.
- Various NPTCBC's social media accounts.
- 6,500 leaflets to Sandfields residents, which were distributed by local Members.
- Email and discussions with local members.
- Email to active travel stakeholders (e.g. NPTCBC Officer's, schools etc.).

2.3.2 **Appendix C** includes the press release, social media flyer, and leaflet.

2.4 Face-to-Face Event

2.4.1 A face-to-face drop-in event was held at Aberavon Leisure and Fitness Centre on Thursday 25th January 2024 from 2pm-7pm. This enabled stakeholders and residents to discuss the active travel designs with the project team. Paper copies of the survey were also made available.

2.4.2 The event set-up is shown in Figure 2 and was facilitated by members of the NPTCBC client and Arcadis project team.

2.4.3 Paper copies of the information sheets and questionnaire were also made available in Sandfields Library for the duration of the engagement exercise.

Figure 2: Face-to Face-Event Set Up



3 PUBLIC ENGAGEMENT FEEDBACK

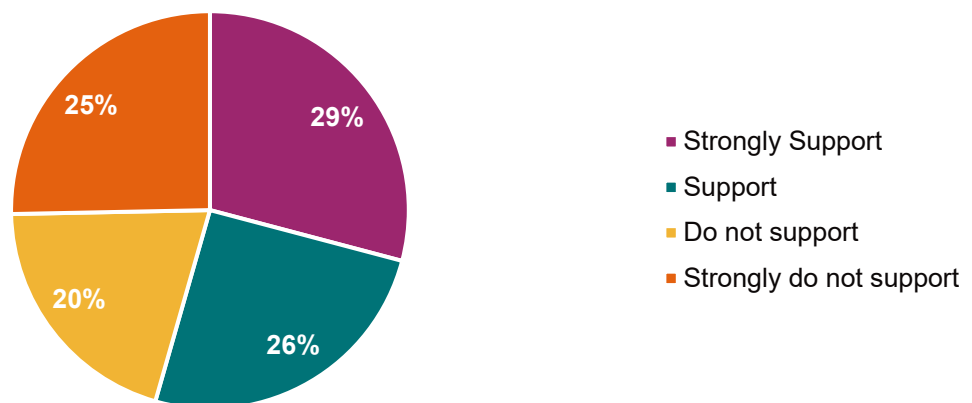
3.1 Introduction

- 3.1.1 A total of 80 surveys were completed, including three hard copies that were completed during the face-to-face event or distributed within Sandfields Library.
- 3.1.2 The answers to each of the survey questions are reported in this section on a question-by-question basis.
- 3.1.3 Where numbers are stated, it should be noted that these are generated from coarse coding of comments and that this process can be subjective – numbers should therefore be used to give an indication of strength of feeling, rather than as an absolute figure. Numbers relate to the number of surveys in which comments were made (noting that in a very small number of cases multiple surveys may have been submitted by individuals, therefore number of surveys is not quite the same as number of respondents).
- 3.1.4 **Appendix D** provides other details about the type of respondent, based on the additional questions asked by the survey.

3.2 In Principle Support

- 3.2.1 The survey asked: '**Do you support, in principle, the plans to improve the walking / cycling routes in this area?**'. 79 surveys responded to this question, with the results displayed in Figure 3.

Figure 3: Project Support



- 43 surveys (55%) stated they strongly supported or supported the proposals.
- 36 surveys (45%) stated they did not support or strongly did not support the proposals.

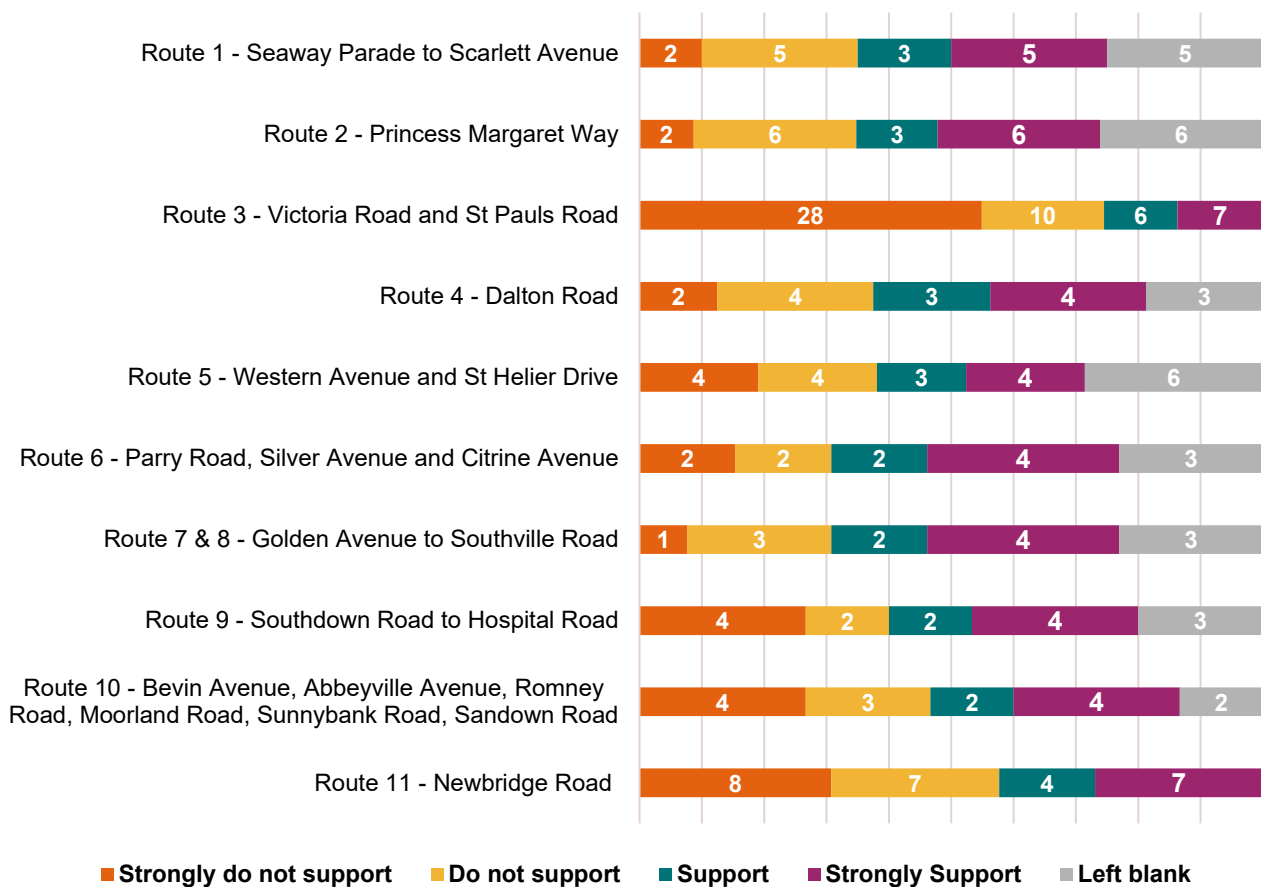
3.3 Route Design Support

3.3.1 The survey asked whether respondents would like to answer questions about each route. If they selected 'yes,' the survey asked:

'Thinking about the design solutions we have started to explore; how much do you support these ideas?'

3.3.2 A summary of responses is shown in Figure 4.

Figure 4: Level of Support per Route



3.4 Feedback on Route Designs

3.4.1 The survey also gave the option for respondents to provide a written response to the following questions for each route:

- *'Which aspects of the route design do you like, and why?'*
- *'Which aspects of the route do you dislike, and why?'*

3.4.2 A summary of the written comments is provided in Table 1.

Table 1: Feedback on Route Design

Route	Aspects of the route respondents liked	Aspects of the route respondents disliked	Other comments
Route 1 - Seaway Parade to Scarlet Avenue	<ul style="list-style-type: none"> Segregated cycle provision (3 surveys) Improved safety for school children (2 surveys) New zebra crossing (1 survey) 	<ul style="list-style-type: none"> Safety concerns around lack of parking by Ysgol Bae Baglan leading to dangerous parking (1 survey) Loss of parking (1 survey) Safety concerns around the toucan crossing allowing cyclists to enter St. Helier Drive, which is a one-way street (1 survey) Shared-use path on Scarlet Avenue – would prefer segregation (1 survey) Cycle path in middle of Handel Avenue – would prefer stepped track on either side of the road (1 survey) 	<ul style="list-style-type: none"> Would like to see more lighting on the route and speed cameras (1 survey) Suggested there should also be a zebra crossing further north up Seaway Parade, closer to Ysgol Bae Baglan (1 survey) Safety concerns around the speed of vehicles travelling down Purcel Avenue and asks whether cycle track will be protected by barriers (1 survey)
Route 2 - Princess Margaret Way	<ul style="list-style-type: none"> Segregated cycle route providing designated space for cycling and removing conflict with pedestrians (11 surveys) Improved crossings (2 surveys) 	<ul style="list-style-type: none"> Loss of parking (4 surveys) Not enough priority for pedestrians and cyclists given at Princess Margaret Way Roundabout – would rather see a ‘cyclops’ / Dutch style roundabout, zebra crossings or removal of roundabout (3 surveys) Would rather see a two-way cycle lane across all of Princess Margaret Way, on the beach side (1 survey) Concern over cars turning left that will have to look out for cyclists (1 survey) 	
Route 3 - Victoria Road and St Paul’s Road	<ul style="list-style-type: none"> Cycling provision on Victoria Road (3 surveys) More pedestrian crossings (3 surveys) Introduction of quiet street (3 surveys) Improved safety for walking to school (1 survey) 	<ul style="list-style-type: none"> Loss of parking (32 surveys) Safety concerns for cyclists in regard to designating St. Paul’s Road as a quiet street when it is currently very busy at school pick-up / drop-off times (5 surveys) Lack of directness for cyclists – would prefer to continue along Victoria Road rather than going via St. Paul’s Road (3 surveys) Lack of segregation of cyclists and pedestrians on the shared-use path (2 surveys) 	<ul style="list-style-type: none"> Pavement parking is an issue at school pick-up / drop off times (2 surveys) Suggestion that St. Paul’s Road should become access-only to prevent people using it to avoid Victoria Road lights (1 survey) The existing plant pots along Victoria Road can make it difficult to see children waiting to cross the road (1 survey)
Route 4 – Dalton Road	<ul style="list-style-type: none"> Modal filters (2 survey) Cycle provision grade-separated from traffic (2 survey) Improved safety from new zebra crossing (1 survey) One-way traffic flow (1 survey) Proposals will make it quicker to cycle in this area (1 survey) Grade separated route for cyclists and pedestrians (1 survey) Encouraging active travel (1 survey) 	<ul style="list-style-type: none"> Loss of parking (4 surveys) Would prefer to see a two-way cycle track for non-standard cycles and faster cyclists (1 survey) 	<ul style="list-style-type: none"> Issue noted of motorist aggression towards cyclists on this route (1 survey)

Route	Aspects of the route respondents liked	Aspects of the route respondents disliked	Other comments
Route 5 – Western Avenue and St Helier Drive	<ul style="list-style-type: none"> Slowing down of traffic (1 survey) Increased provision of dropped kerbs (1 survey) The proposals offer a practical alternative (1 survey) 	<ul style="list-style-type: none"> The route is not ambitious enough considering it is a direct route to the seafront, would like to see segregated cycling provision (2 surveys) Excessive amount of speed humps (2 surveys) Western Avenue has sufficient width to make further improvements (1 survey) St. Helier Drive is a busy street with school traffic and may not be suitable for a quiet street (1 survey) Crossing outside methodist church (1 survey) 	<ul style="list-style-type: none"> Western Avenue – Fairway Roundabout is intimidating for cyclists (1 survey) Current footways are often blocked by parked cars and bins – not accessible for people with prams and mobility scooters (1 survey)
Route 6 – Parry Road, Silver Avenue and Citrine Avenue	<ul style="list-style-type: none"> Speed humps to reduce speeding (1 survey) Provision of dropped kerbs (1 survey) 	<ul style="list-style-type: none"> Further traffic calming measures needed on Silver Avenue to make it safe to use on a bike (1 survey) Speed humps which have more of an effect on smaller cars than larger SUVs (1 survey) 	
Route 7 & 8 – Golden Avenue to Southville Road	<ul style="list-style-type: none"> Provision of dedicated cycle track on Golden Avenue (4 surveys) 	<ul style="list-style-type: none"> Loss of parking (1 survey) Stepped cycle track (1 survey) Better crossing provision needed on Western Avenue Roundabout (1 survey) Lack of segregated active travel provision on the route (1 survey) Unclear if quiet streets have enough enhancement to become active travel routes (1 survey) Would rather see cameras target those speeding than speed humps which affect low polluting road users (1 survey) 	
Route 9 – Southdown Road to Hospital Road	<ul style="list-style-type: none"> Route will be more accessible (1 survey) 	<ul style="list-style-type: none"> Provision of quiet streets are not enough to change people's travel habits (2 surveys) Speed humps (2 surveys) 	
Route 10 – Bevin Avenue, Abbeyville Avenue, Romney Road, Moorland Road, Sunnybank Road, Sandown Road	<ul style="list-style-type: none"> Improved pavements and dropped kerbs (1 survey) 	<ul style="list-style-type: none"> Speed humps (4 surveys) Channel View and Sunnybank Road very busy environments, especially during school drop-off / pick-up so are not suitable for designation as quiet streets (2 surveys) 	<ul style="list-style-type: none"> Suggestion that a pedestrian crossing is needed by Tywyn School (1 survey) Suggestion that speed cameras are placed near Tywyn School (1 survey)
Route 11 – Newbridge Road	<ul style="list-style-type: none"> Re-opening of bridge (12 surveys) Speed control / creation of quiet street (3 survey) One-way traffic potentially simplifying crossing with Victoria Road (1 survey) 	<ul style="list-style-type: none"> Potential loss of parking (9 surveys) Concerns over traffic increasing on Ruskin Avenue (2 responses) Speed humps (2 surveys) 	

3.5 Route 11 – Newbridge Road Feedback

3.5.1 There is a currently another scheme being progressed in parallel to the Sandfields Active Travel Masterplan, involving the refurbishment of the Grade II listed Newbridge Bridge. The aim of the scheme is to create a new active travel link along Riverside Road and Newbridge Road, including the Newbridge Bridge which connects these two roads.

3.5.2 Due to the geographic proximity and relevance of the scheme, respondents were also asked for feedback on three design options.

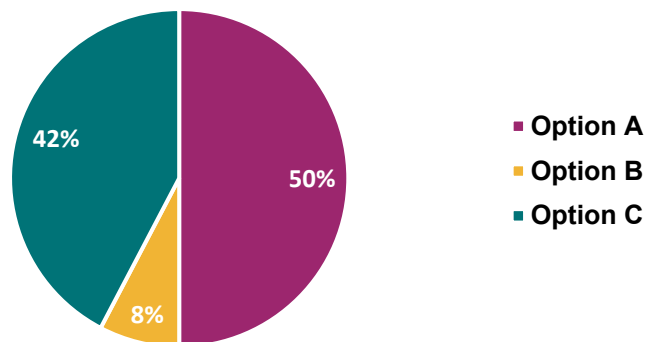
3.5.3 The survey asked: *'Please let us know which design option you prefer for the Newbridge Road section of the route.'*

3.5.4 The three options available were:

- **Option A** – New shared pedestrian and cycle path along the northern side of road and one-way traffic operation.
- **Option B** – New shared pedestrian and cycle path along the northern side with the removal of on-street parking.
- **Option C** – Improving the pedestrian route and enable on road cycling by improving safety and reducing the speed of traffic with the installation of raised table crossing facilities, raised junctions and speed humps (known as a "quiet street").

3.5.5 26 surveys included a response to this question, and the results are displayed in Figure 5.

Figure 5: Newbridge Road Options Feedback



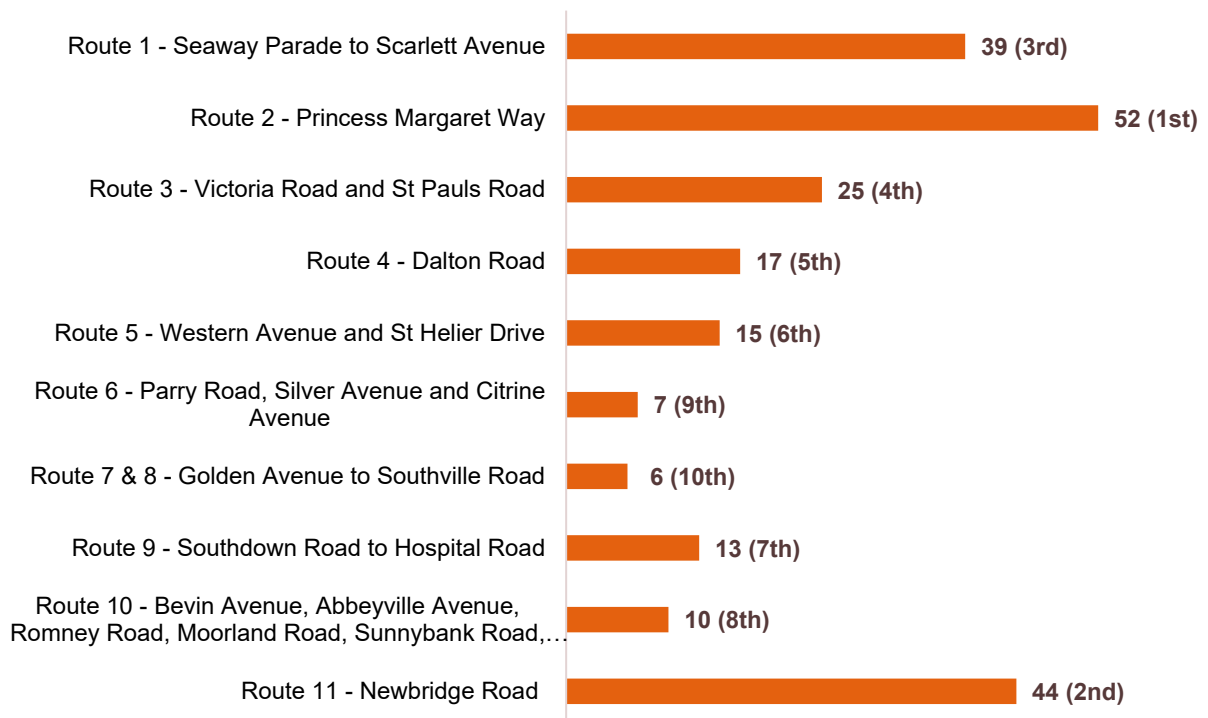
- 13 surveys (50%) selected Option A
- 2 surveys (8%) selected Option B
- 11 surveys (42%) selected Option C.

3.6 Route Prioritisation

3.6.1 The survey asked: *'Please select 3 routes that you would like to see prioritised above the others'*

3.6.2 76 surveys included a response to this question, and the results are displayed in Figure 6.

Figure 6: Route Prioritisation



3.6.3 The top three routes which respondents would like to see prioritised the most are:

- **Route 11** – Newbridge Road
- **Route 2** – Princess Margaret Way
- **Route 1** – Seaway Parade to Scarlet Avenue

3.6.4 Note that Route 3 – Victoria Road and St Paul’s Road ranked fourth in the prioritised list.

3.7 Additional Feedback

3.7.1 The final question in the survey asked: *'If you have any additional comments or suggestions surrounding the proposals, please provide these in the space below.'*

3.7.2 Comments and suggestions received by respondents have been summarised in Table 2, along with the social media comments (e.g. Facebook) and points raised at the face-to-face event.

Table 2: Additional Survey Feedback

Comments on Concept Design Proposals:

- Concerns over parking availability, particularly for people with disabilities (5 surveys, 3 social media comments).
- Concern over conflict with pedestrians on shared use paths (1 survey, 3 social media comments).
- Dislike the idea of more speed humps which affect cars and cyclists (3 surveys).
- Suggestion that quiet streets will not be effective (1 survey, 1 comment at face-to-face event).
- St. Paul's Road is a busy street with school traffic and may not be suitable to become a quiet street (2 social media comments, 1 comment at face-to-face event).
- Would like to see more ambitious active travel infrastructure rather than quiet streets (1 survey).
- Support for more pedestrian crossings (1 survey).
- General expression of support for the proposals that encourage sustainable transport (1 survey).
- Concerns over potential noise and disruption (1 survey).
- Does not want to see the removal of trees. Suggestion that planters could be used to narrow the road instead of speed humps (1 survey).
- Suggestion that a cycle track should extend all the way along Victoria Road or connect Victoria Road cycle track to the river path via Newbridge Road (1 survey).
- Concern over how often routes will be used based on existing cycling levels (2 social media comments).
- Concerns over cycle / walking infrastructure being used by motorbikes, as already observed on Handel Avenue shared use path (1 social media comment).
- Suggestion that another crossing on Dalton Road by Vivian Park Drive would be useful (1 social media comment).
- Would like to see more segregated safe cycling routes for school children to use (1 social media comment).

Generic Active Travel Comments

- Suggestion that more signs are needed in the 20mph areas (1 survey).
- Suggestion that the lanes behind terraces could be utilised as safe active travel routes (1 survey, 2 social media comments).
- Suggestion that other areas need more urgent improvement: (1 survey).
 - Afan Way, better cycling provision needed.
 - Victoria Road – Afan-way junction safety improvements.
 - Cycle provision on Harbour Way

Other concerns regarding existing transport conditions:

- Concerns over the inaccessibility of current footways with high kerbs and bins blocking the footway width (2 survey).
- Concern over potholes (1 survey, 3 social media comments).
- Concern over dog mess on walking routes (1 survey).
- Concerns over litter and glass on the footways (1 social media comment).
- Concerns over maintenance of existing cycling routes e.g. crumbling tarmac and sand on routes (2 social media comments).
- Concern over pavement parking (1 social media comment).
- Concern over bins on the footway (1 social media comment).
- Concerns over lack of dropped kerbs (3 social media comments).

4 SUMMARY AND NEXT STEPS

- 4.1.1 The feedback received from the public will be used to help the project team progress the preliminary design drawings for the Sandfields Active Travel Masterplan project, as well as the detailed design for the Newbridge Bridge and Dock Access scheme project. All four routes were also ranked the highest priority for delivery by the public.
- 4.1.2 Feedback on these routes will be incorporated into design considerations as outlined below.

Route 1: Seaway Parade to Scarlet Avenue:

- Consider the layout and direction of active travel links around St. Helier Drive (currently a one-way street).
- Consider adding a zebra crossing close to the entrance of Ysgol Bae Baglan.
- Consider further measures to reduce dangerous parking around Ysgol Bae Baglan during pick up and drop off times.
- Consider ways to retain acceptable level of parking.
- Consider feasibility of providing segregation along Scarlet Avenue rather than shared use.

Route 2: Princess Margaret Way:

- Consider options for adding in greater priority for pedestrians and cyclists at the Princess Margaret Way / Western Avenue / Dalton Road Roundabout.
- Consider ways to retain acceptable level of parking.
- Ensure safe junction treatment is applied where cars may need to turn across cycle track.

Route 3 - Victoria Road and St Paul's Road:

- Consider ways to retain acceptable level of parking.
- Consider measures to reduce dangerous parking and improve road safety on St. Paul's Road during school pick up and drop off times.
- Consider options to improve directness for cyclists travelling along Victoria Road.
- Consider feasibility of providing segregation along Victoria Road rather than shared use.

Route 11: Newbridge Road:

- Option A – New shared pedestrian and cycle path along the northern side of road and one-way traffic operation was the preferred option to take forward to detailed design stage.
- Consider ways to retain acceptable level of parking.
- Address concerns over traffic increasing on Ruskin Avenue.
- Consider alternative options to slow down traffic rather than speed humps.

- 4.1.3 The results of the engagement exercise will be considered alongside and balanced against wider considerations around deliverability, engineering feasibility and delivery timescales.
- 4.1.4 It is anticipated that further public engagement will be undertaken on each route as the design progresses to detailed design.

Appendix A

WEBSITE INFORMATION SHEETS

HAVE YOUR SAY - WE WANT YOUR FEEDBACK ON OUR IDEAS TO IMPROVE ACTIVE TRAVEL IN SANDFIELDS

About the Project:

An important priority for Welsh Government and Neath Port Talbot Council is to make it easier for everyone to walk, cycle or wheel for everyday journeys (we call this Active Travel). This project is looking at how the roads in the Sandfields area could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips.

We have looked at ten routes, as shown on the map below, and identified possible improvements. These range from small scale changes, like providing dropped kerbs and tactile paving (textured paving to aid the visually impaired), to bolder ideas like creating new cycle tracks and pedestrian crossings. The following sheets provide more details.

Our work is at an early stage and nothing is fixed or decided yet. We are keen to hear your views and will use your feedback to review and improve the ideas.

Wider Context:

This project is part of the Council's wider programme of work around Active Travel.

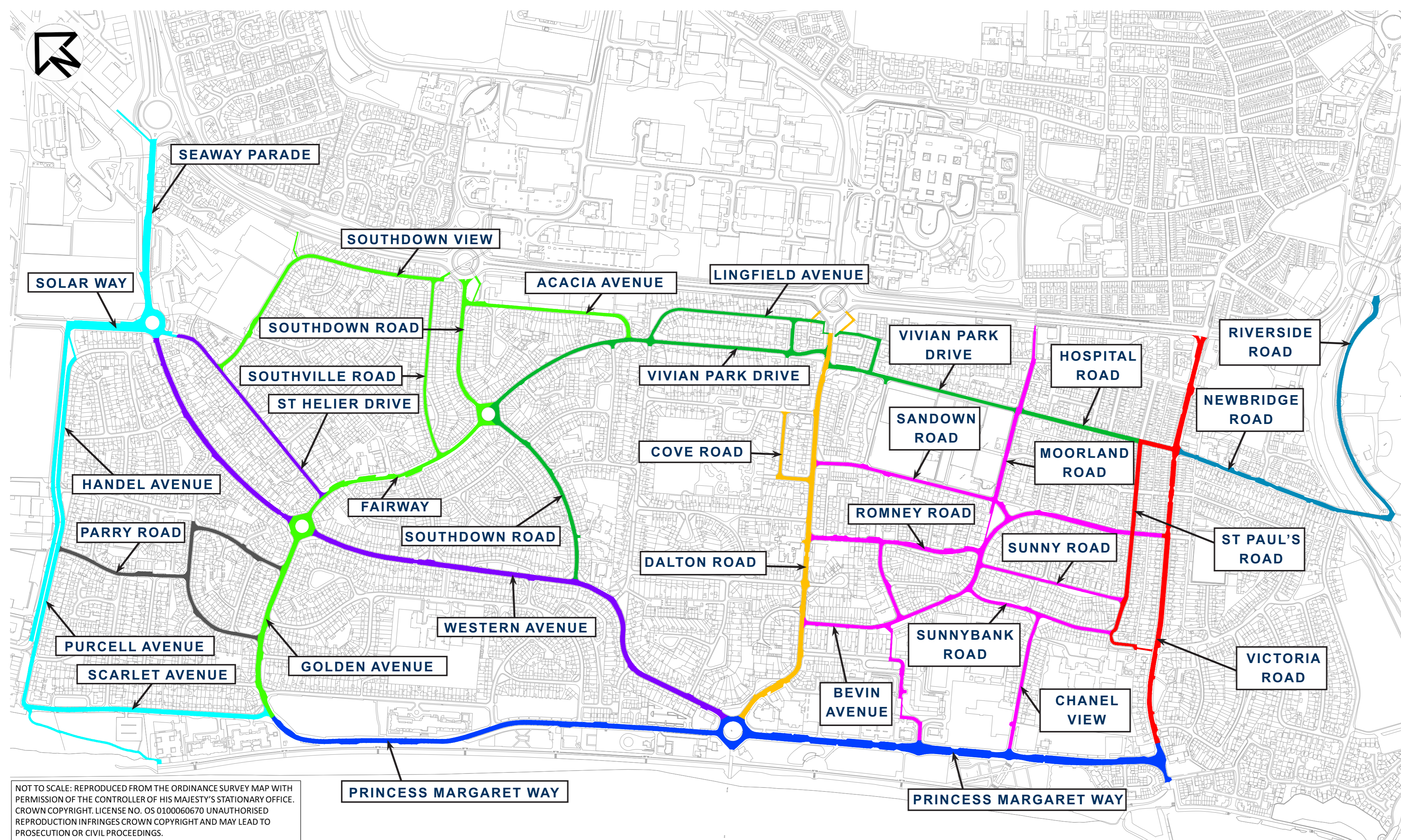
Funding for this project, and for any improvements which may be delivered in the future, comes directly from Welsh Government. This means that funding for this work is separate from and does not detract from other local Council funding priorities.

Have Your Say:

Please complete our online survey to tell us your comments.

For further information please email: greener@npt.gov.uk

Routes Being Considered for Active Travel Improvements:



- ROUTE 1:** Seaway Parade, Handel Avenue, Purcell Avenue & Scarlet Avenue
- ROUTE 2:** Princess Margaret Way
- ROUTE 3:** Victoria Road & St. Paul's Road
- ROUTE 4:** Dalton Road
- ROUTE 5:** Western Avenue & St Helier Drive
- ROUTE 6:** Parry Road, Citrine & Silver Avenue
- ROUTE 7/8:** Golden Avenue, Fairway, Southdown Road, Acacia Avenue & Southville
- ROUTE 9:** Southdown Road, Fairway, Vivian Park Drive & Hospital Road
- ROUTE 10:** Bevin Avenue, Romney Road, Sandown Road, Sunnybank Road, Moorland Road & Chanel View
- ROUTE 11:** Newbridge Road and Riverside Road

Next Steps:

We will progress the design ideas in phases starting with Routes 1, 2 & 3.

There will be further opportunities to comment on these route designs.

Overview of Design Proposals:

- The footway on Seaway Parade will be widened opposite the playground.
- A two-way cycle track will be created along the central grass verge separating Handel Avenue and Purcell Avenue from the Industrial Access Road. The cycle track will be 4m wide including a 0.5m buffer on either side. Traffic lanes will be narrowed in width.
- A new section of footway will be provided opposite Elgar Avenue.
- A 3.5m wide shared pedestrian and cycle path will be created along the southern side of Scarlet Avenue.
- New or upgraded pedestrian crossing points will be provided at various locations.

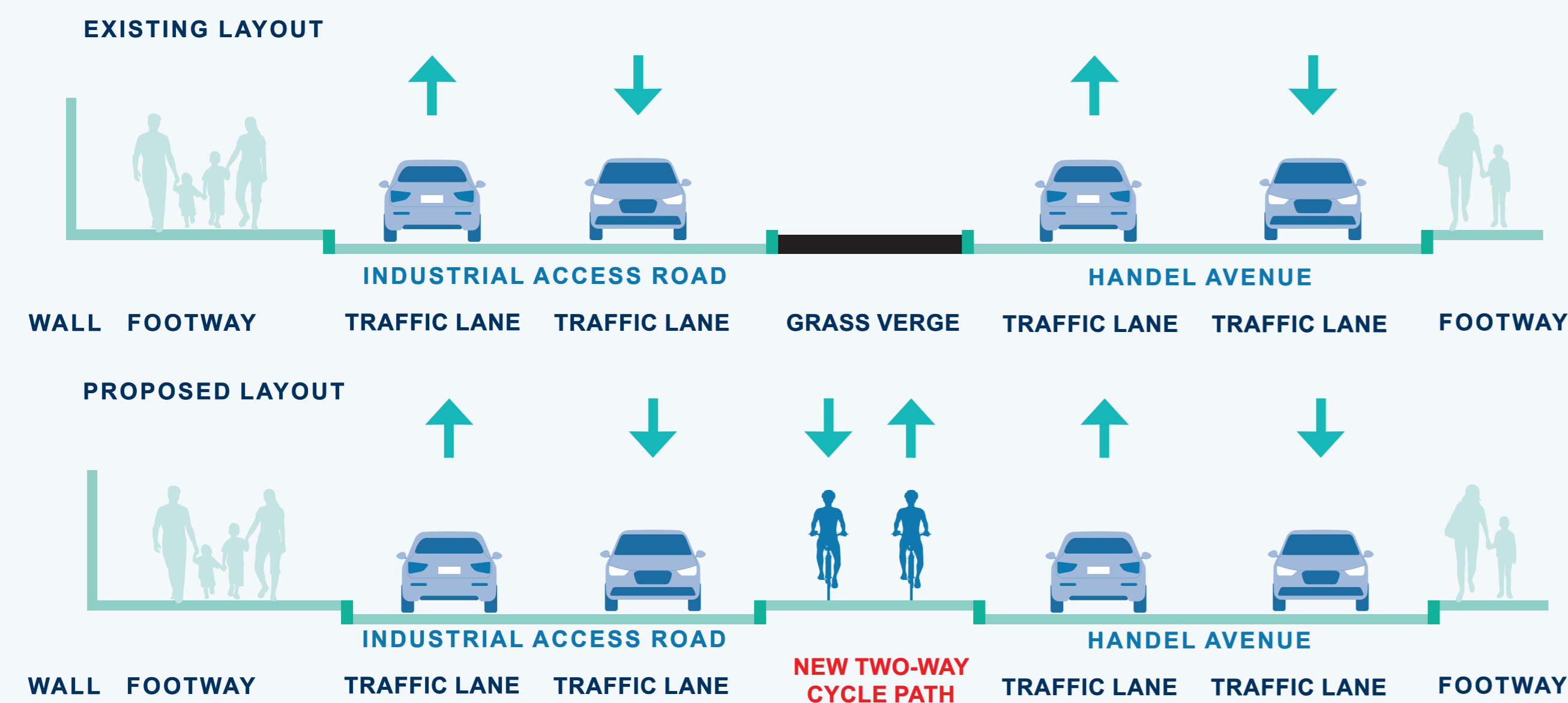
Pros:

- New dedicated cycle track will provide a key linkage between the seafront and Afan Way duals.
- Proposals will improve access to schools, Sandfields Business Centre and the seafront

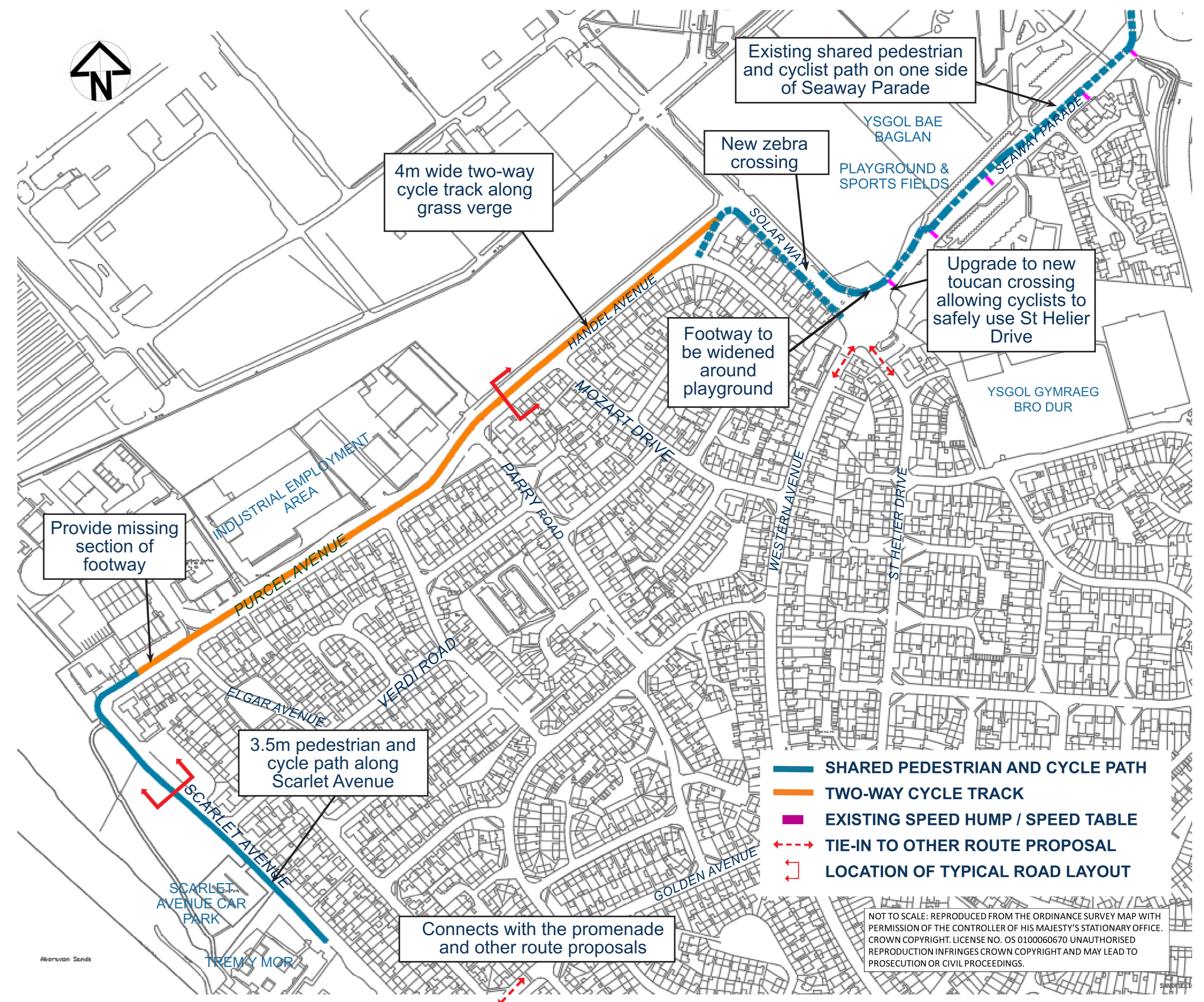
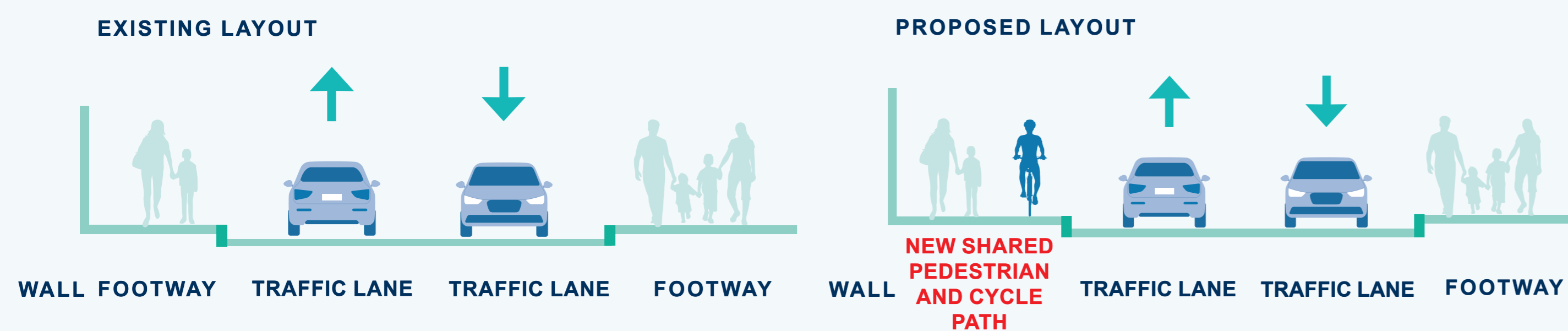
Cons:

- Potential loss of some parking laybys, to be confirmed.
- Potential relocation or loss of bus stops on Purcell Avenue and Handel Avenue.
- Loss of some on-street parking, to be confirmed.
- Level difference on Handel Avenue and Purcell Avenue will potentially require greater engineering works.

Typical Road Layout: Handel Avenue



Typical Road Layout: Scarlet Avenue



Overview of Design Proposals:

- A continuous stepped cycle track will be created along each side of Princess Margaret Way. This would be at a separate level to both the footway and road. Each cycle track will be 1.5m wide and run in the same direction as the traffic. Traffic lanes will be narrowed in width and footways will mainly be the same.
- To improve safety, cyclists will be taken onto a shared pedestrian and cycle path at the Princess Margaret Way / Western Avenue / Dalton Road roundabout. Improved crossing facilities and central islands will also be provided.
- New or upgraded pedestrian crossing points will be provided at various locations - Memo Beach, Franco's, Aberavon Leisure Centre and Awel Afan.
- More cycle parking facilities will be provided along the seafront.

Pros:

- New dedicated cycle tracks alongside the road, will help reduce congestion and conflict on the promenade.
- Cycle lanes will allow access by bike to facilities along the seafront.
- New and improved pedestrian crossing facilities will assist pedestrians.

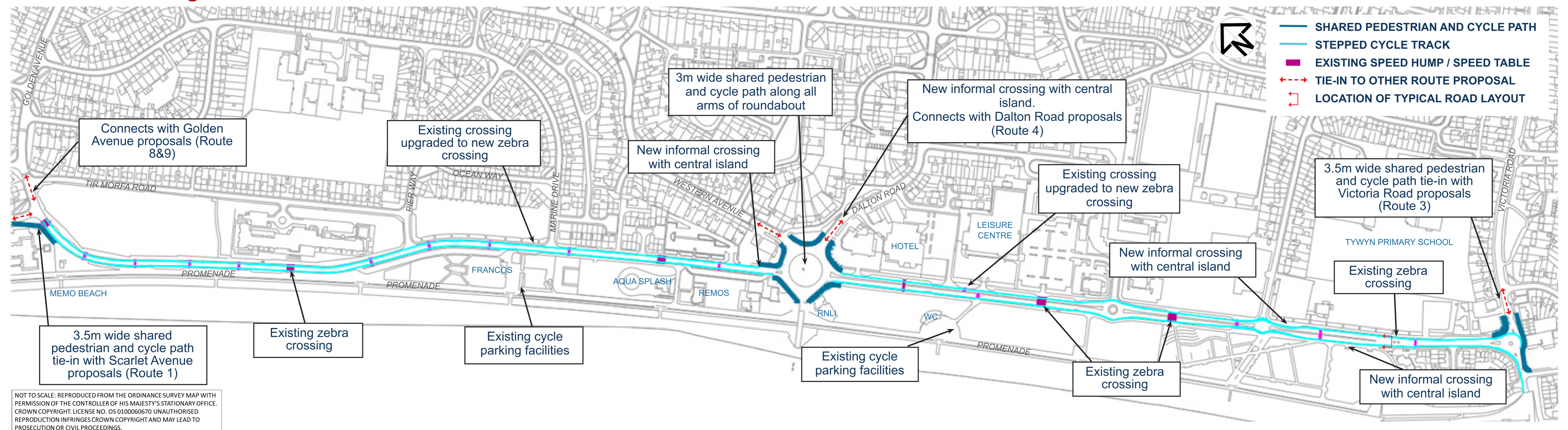
Cons:

- Potential loss of some parking laybys, to be confirmed.

Typical Road Layout:



Overview of Design Features:



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Overview of Design Proposals:

- A shared pedestrian and cycle track will be created on the southern and northern sections of Victoria Road, connecting to St Paul's Road.
- St Paul's Road will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street'). To be used as an alternative to Victoria Road, which has more traffic and lots of on-street parking.
- New or upgraded pedestrian crossing points will be provided at various locations, including a toucan (signalised) crossing near Tywyn Primary School and to better link Hospital Road with Newbridge Road.
- Provision of dropped kerbs/tactile paving on side streets to fill gaps in existing provision.

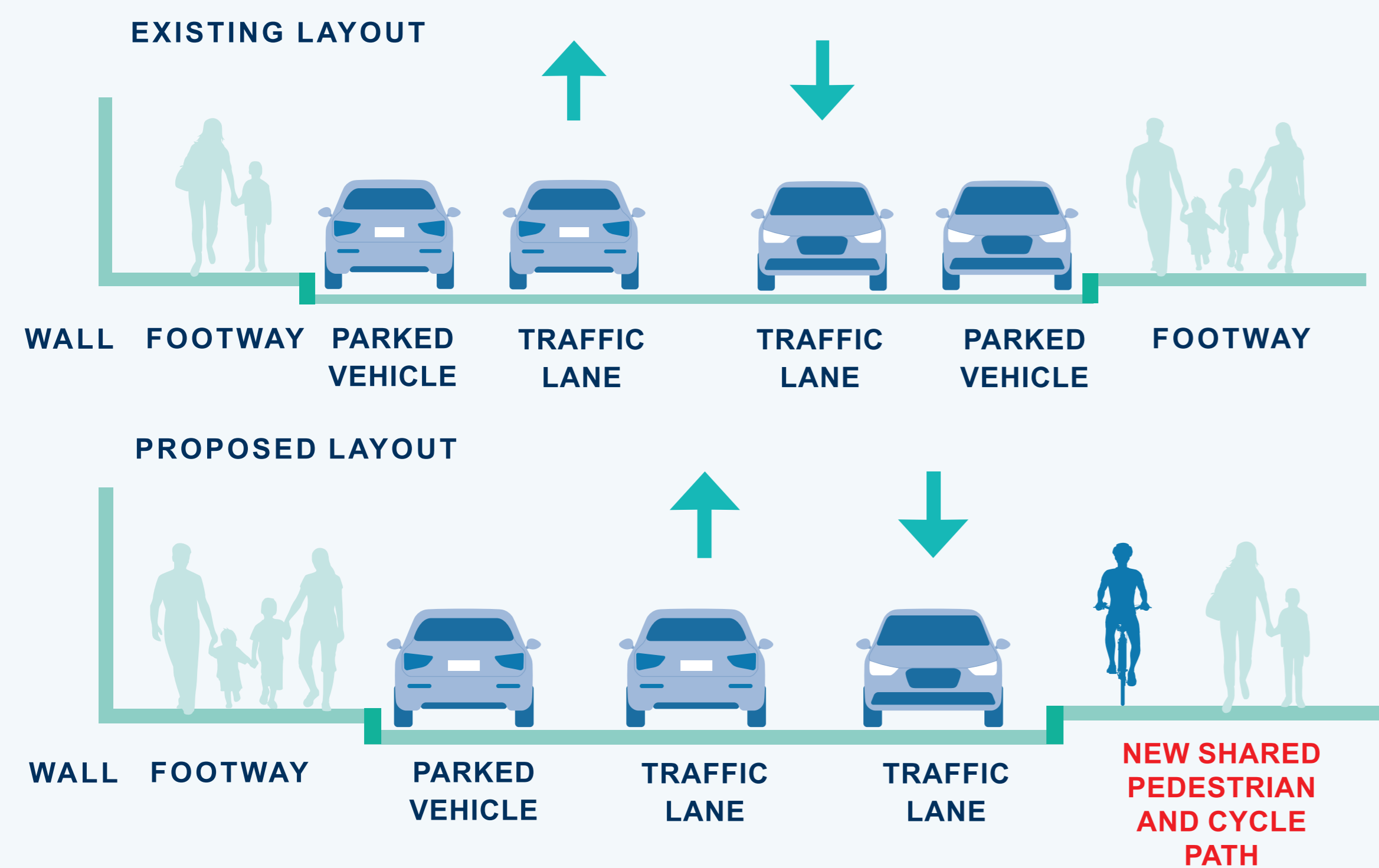
Pros:

- A quiet street will encourage cycling without the need for major changes.
- New and improved crossing points, particularly outside Tywyn Primary School.
- Wider footpath provides better linkage with national cycle route 4 and the seafront.

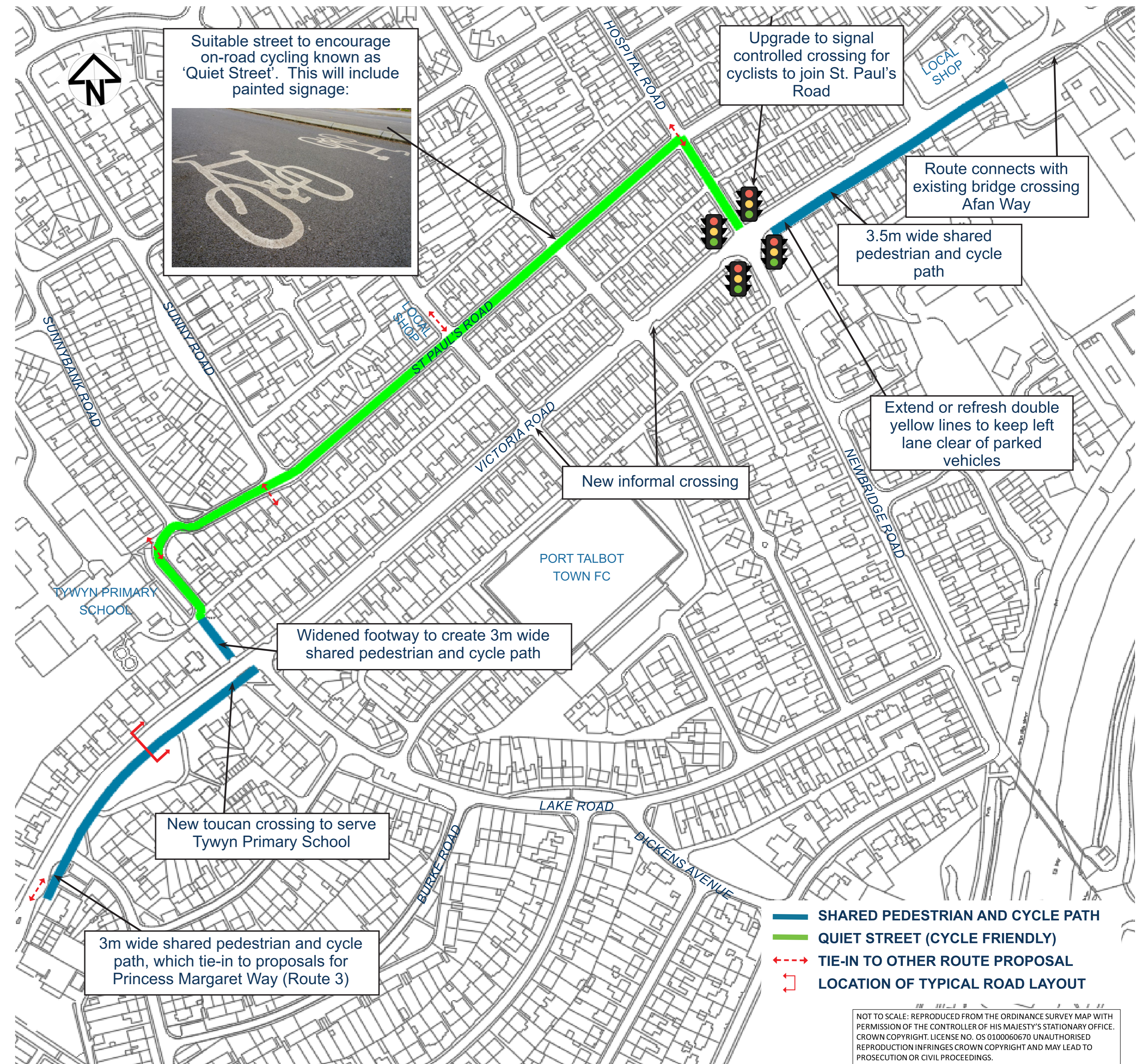
Cons:

- The shared pedestrian and cyclist path on the northern side of Victoria Road may result in the loss of some on-street parking, to be confirmed.
- Not a direct route for cyclists.

Typical Road Layout:



Overview of Design Features:



Overview of Design Proposals:

- A continuous stepped cycle track will be created along each side of Dalton Road. This would be at a separate level to both the footway and road. Each cycle track will be 1.5m wide and run in the same direction as the traffic. Traffic lanes will be narrowed in width and footways will mainly be the same.
- New sections of shared pedestrian and cyclist path joining to Princess Margaret Way and at the subway.
- New or upgraded pedestrian crossing points will be provided at Awel Y Mor primary school and at subway.
- New cycle parking outside shops.
- A new one-way system on Fford Ysgol and Cove Road, to improve safety outside Awel Y Mor primary school.
- Potential closure of some side streets to restrict or reduce the amount of traffic along Dalton Road (known as a 'modal filter'). Exact locations to be agreed.
- Provision of dropped kerbs and / or tactile paving on various side streets to fill gaps in existing provision.

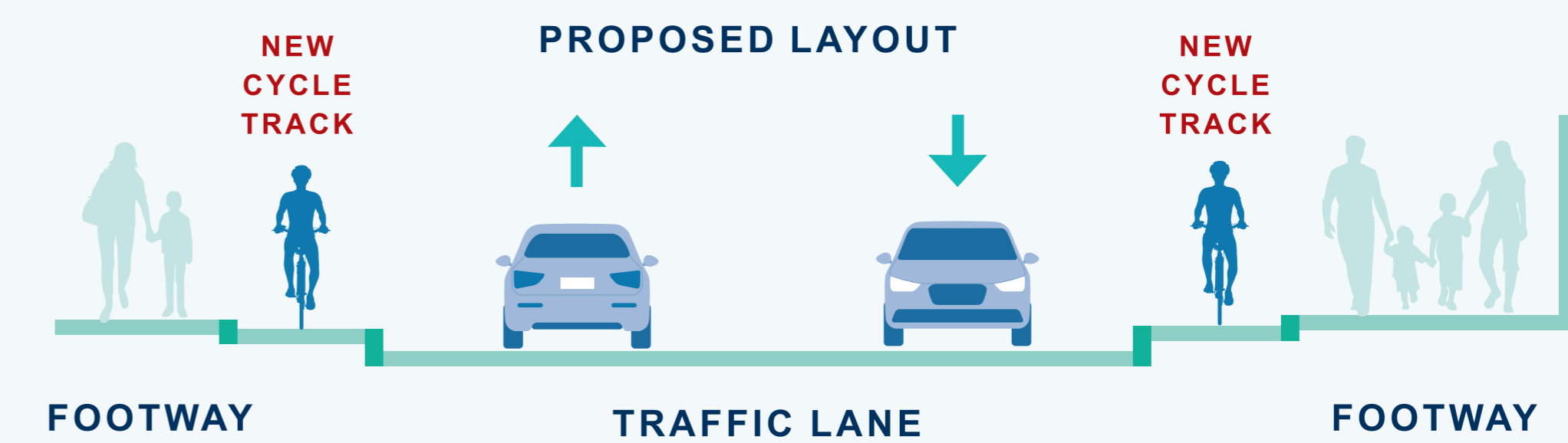
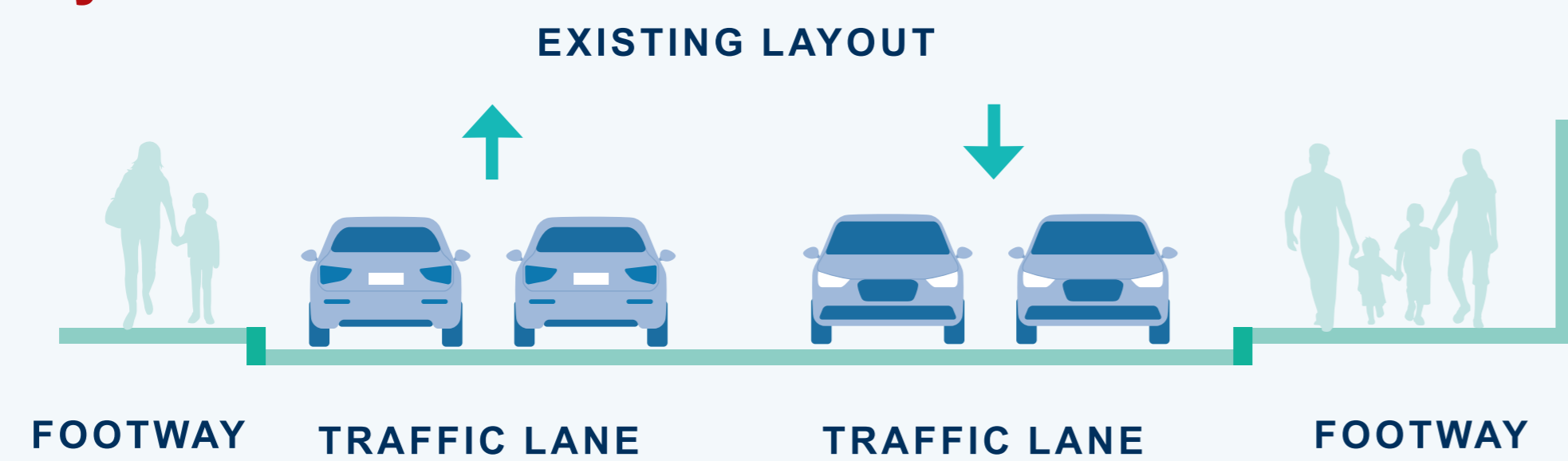
Pros:

- New dedicated cycle tracks alongside the road, will better connect the existing route on Afan Way duals with the seafront.
- New and improved pedestrian crossing facilities will assist pedestrians.

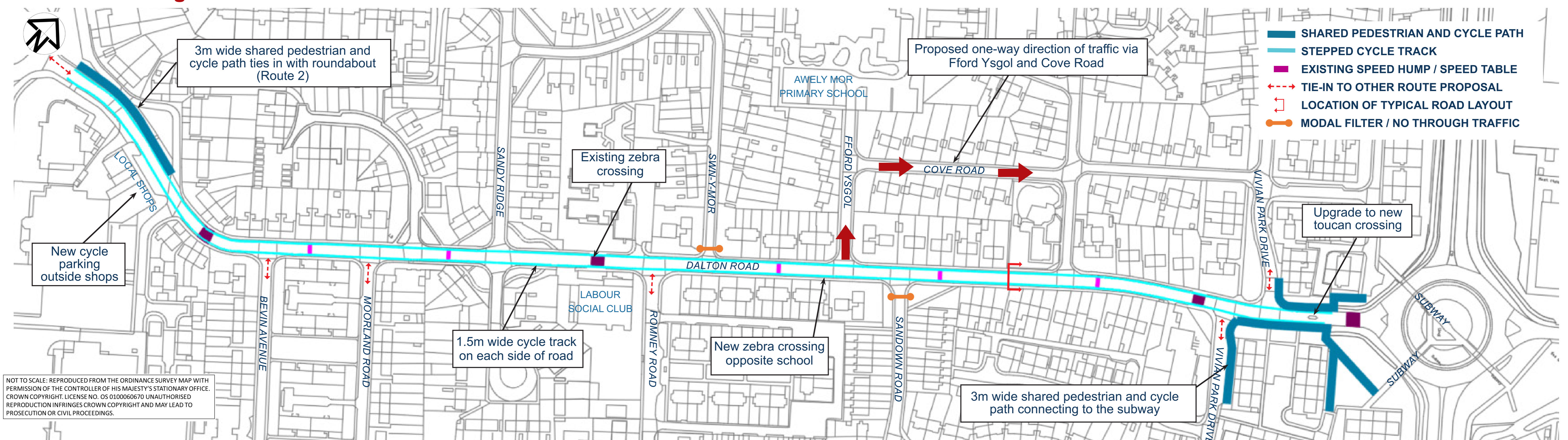
Cons:

- Loss of on-street parking along both sides of the road.
- Potential closure of some side streets to traffic.

Typical Road Layout:



Overview of Design Features:



Refer to glossary for photos and a description of the specific walking and cycling improvements mentioned above.

Overview of Design Proposals:

- Footway widening (in narrow sections) and surface improvements along Western Avenue, a key pedestrian route through Sandfields.
- New or upgraded pedestrian crossing points will be provided at various locations — Zebra or signal controlled crossing opposite Methodist Church
- Provision of dropped kerbs and / or tactile paving across the junctions of side streets with Western Avenue to fill gaps in existing provision and make the route more accessible for all users.
- St Helier Road will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street'). To be used as an alternative to Western Avenue, which has more traffic. Speed humps will be introduced to reduce traffic speeds.

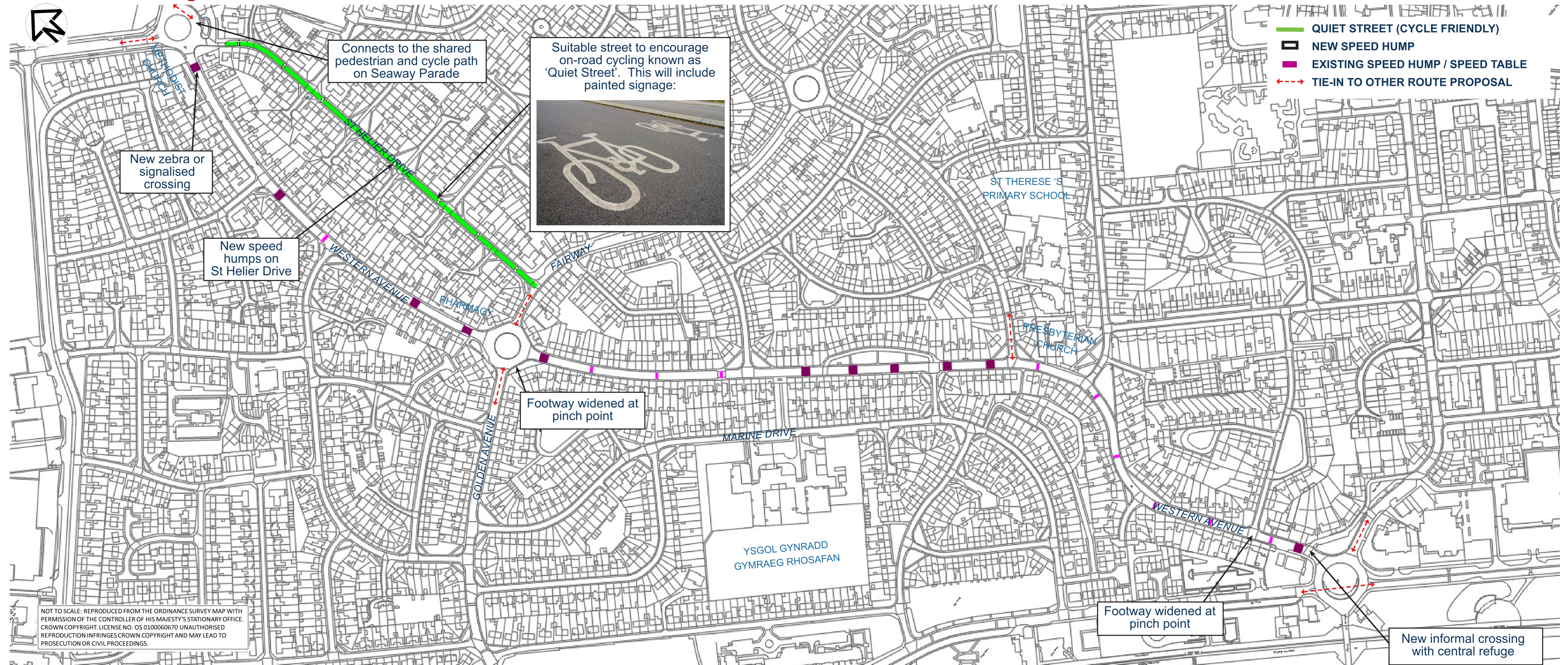
Pros:

- New and improved crossing facilities will improve safety for pedestrians, including school children.
- Wider footways with dropped kerbs will be more comfortable for pedestrians and wheeling.
- A quiet street will encourage walking and cycling without the need for major infrastructure change. Speed humps will be required to help reduce traffic speeds.

Cons:

- Cyclists remain on road with traffic on St Helier Drive.

Overview of Design Features:



Overview of Design Proposals:

- Parry Road, Citrine Avenue and Silver Avenue will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street').
- Provision of dropped kerbs and / or tactile paving across the junctions of side streets with Parry Road to fill gaps in existing provision and make the route more accessible for all users.
- To improve safety, speed humps will be introduced to reduce traffic speeds.
- New cycle parking facilities Parry Road shops.

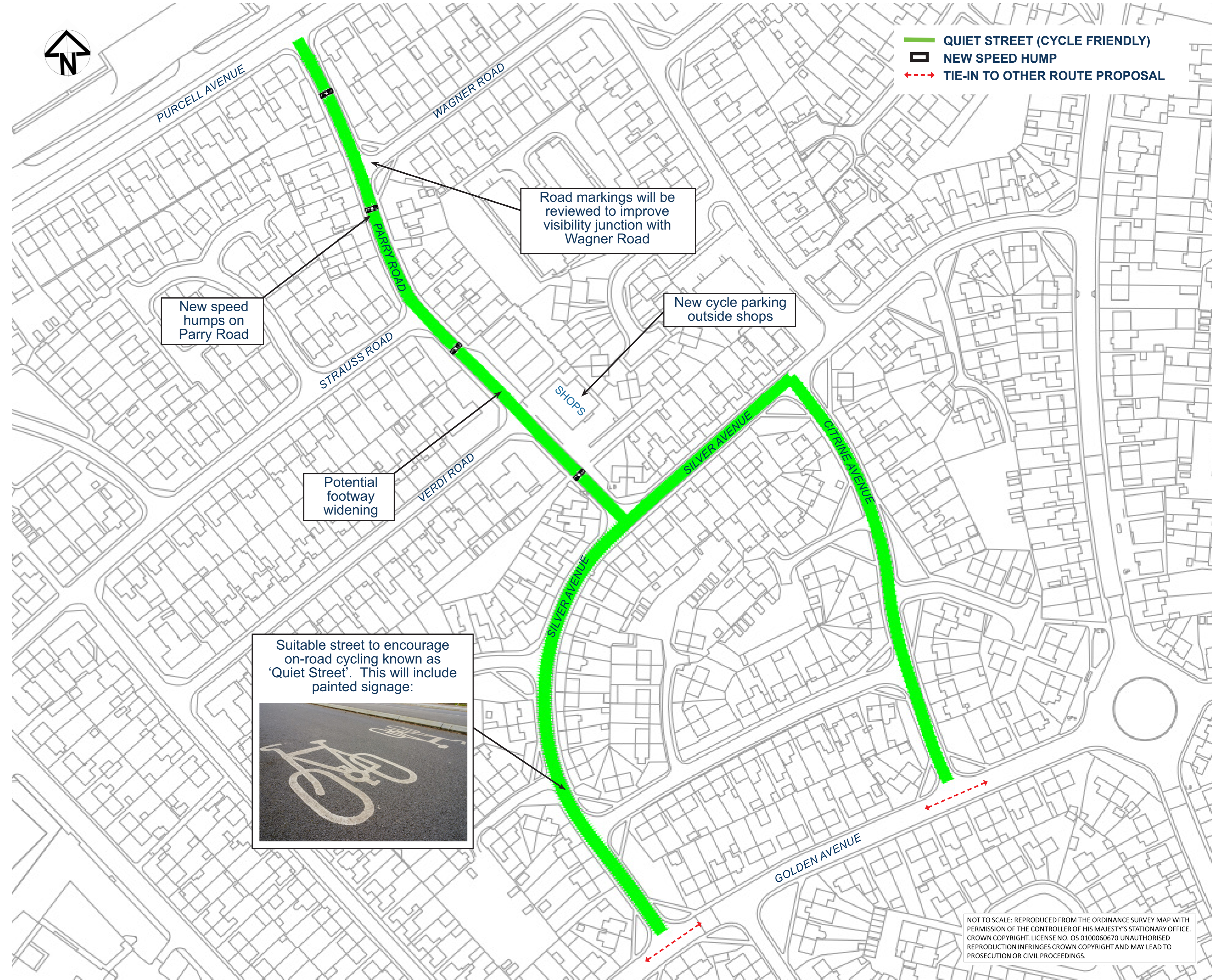
Pros:

- A quiet street will encourage safe on-road cycling without the need for major infrastructure change.
- New pedestrian crossing facilities will assist pedestrians.
- Speeds humps will reduce traffic speeds.

Cons:

- Cyclists remain on road with traffic throughout.

Overview of Design Features:



Overview of Design Proposals:

- A continuous stepped cycle track will be created along each side of Golden Avenue. This would be at a separate level to both the footway and road. Each cycle track will be 1.5m wide and run in the same direction as the traffic. Traffic lanes will be narrowed in width.
- New sections of shared pedestrian and cyclist path along Western Avenue roundabout.
- New or upgraded pedestrian crossing points throughout including two new zebra crossings.
- Potential closure of some side streets to restrict or reduce the amount of traffic along Golden Avenue (known as a 'modal filter' - see glossary). Exact locations to be agreed.
- Provision of dropped kerbs and / or tactile paving on various side streets to fill gaps.
- Fairway, Acacia Avenue, Southville Road and Southdown View will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street').

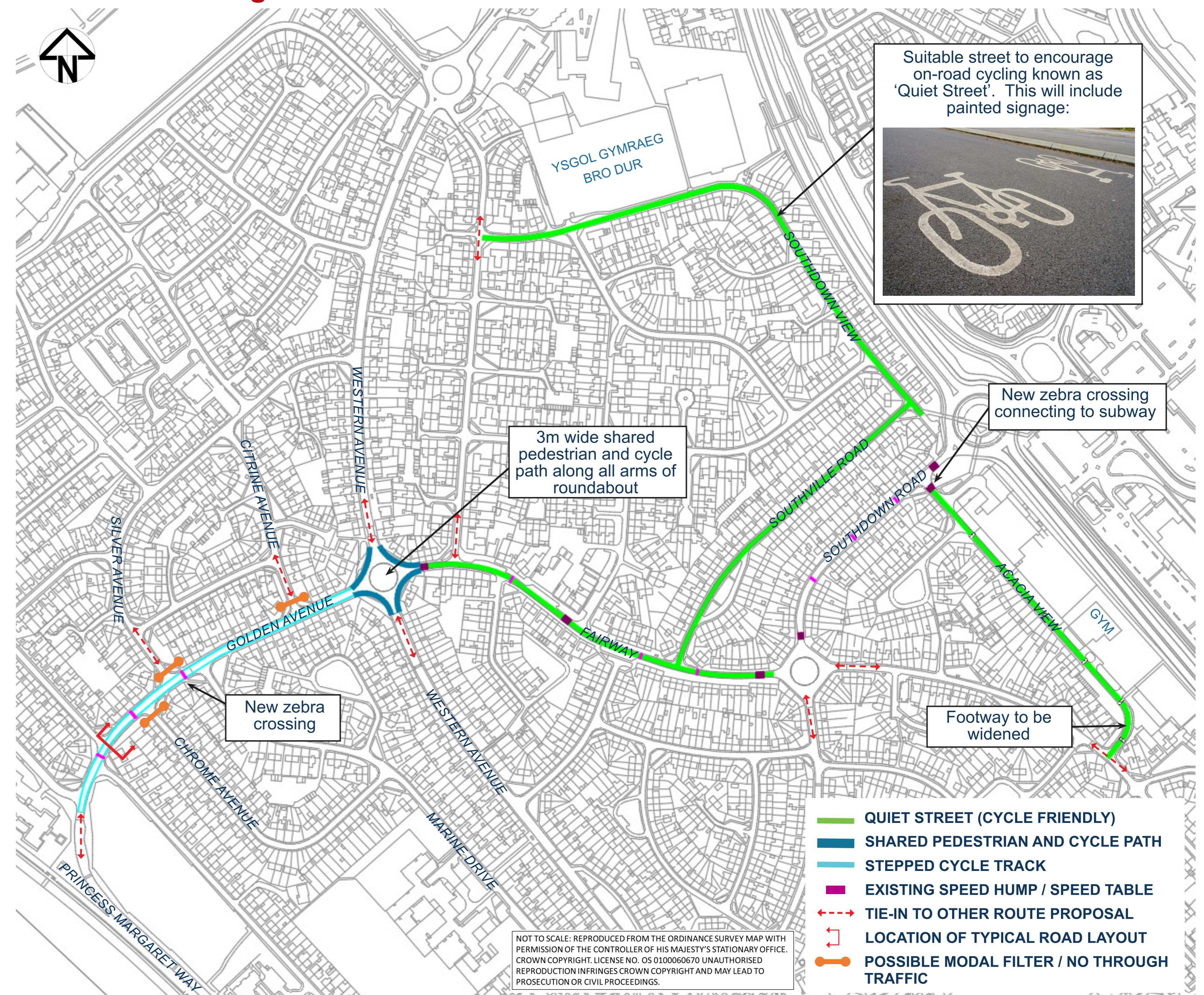
Pros:

- New dedicated cycle tracks will help reduce congestion and conflict in the area.
- New and Improved pedestrian crossing facilities will assist pedestrians.

Cons:

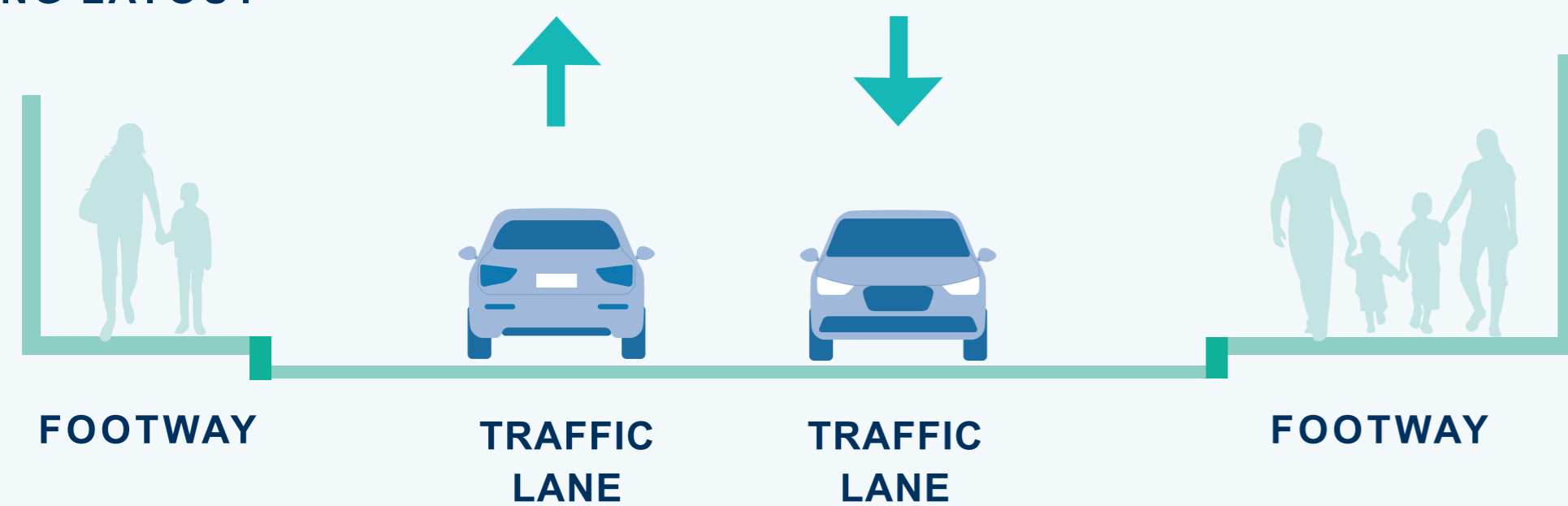
- Loss of on-street parking along both sides of Golden Avenue
- Potential closure of some side streets to traffic.
- Cyclists remain on road with traffic on designated quiet streets.

Overview of Design Features:

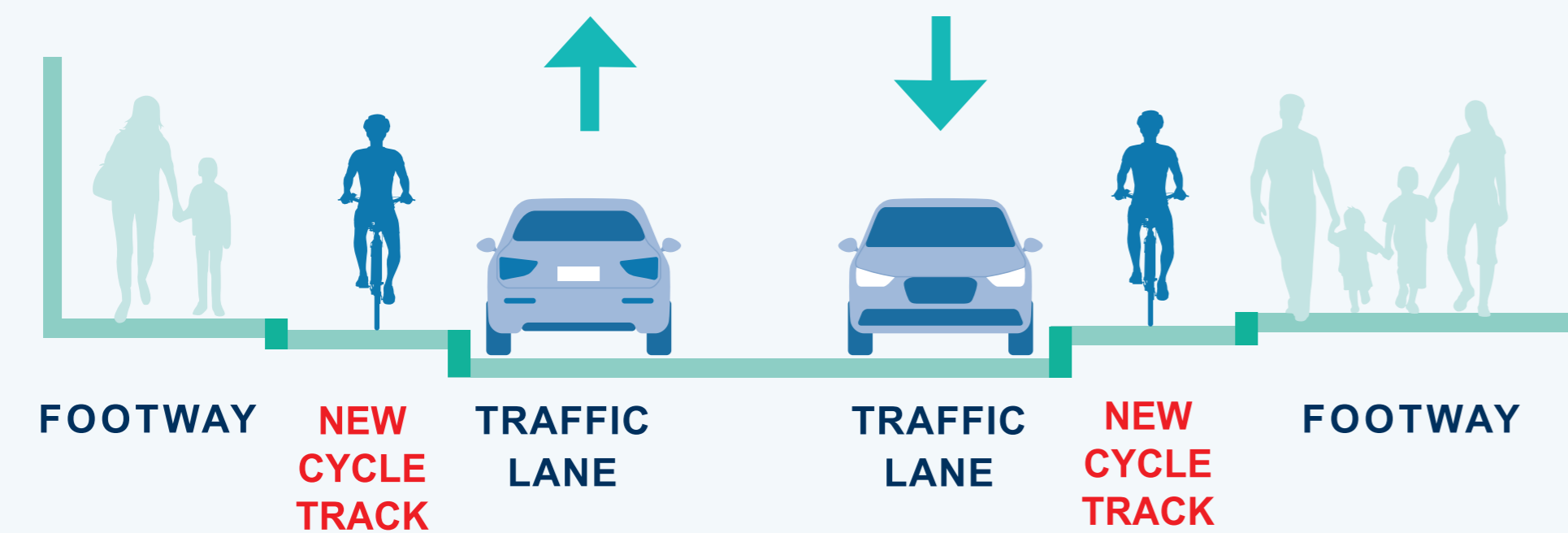


Typical Road Layout:

EXISTING LAYOUT



PROPOSED LAYOUT



Overview of Design Proposals:

- Footway widening and surface improvements throughout route.
- New or upgraded pedestrian crossing points will be provided at various locations — over Dalton Road and on Southdown Road opposite St Therese's Primary School.
- Provision of dropped kerbs and / or tactile paving on various side streets to fill gaps in existing provision and make the route more accessible for all users.
- Fairway, Vivian Park Drive, Lingfield Avenue and Hospital Road will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street').
- To improve safety, speed humps will be introduced to reduce traffic speeds on Vivian Park Drive.
- New sections of shared pedestrian and cyclist path along Southdown Road / Fairway roundabout.

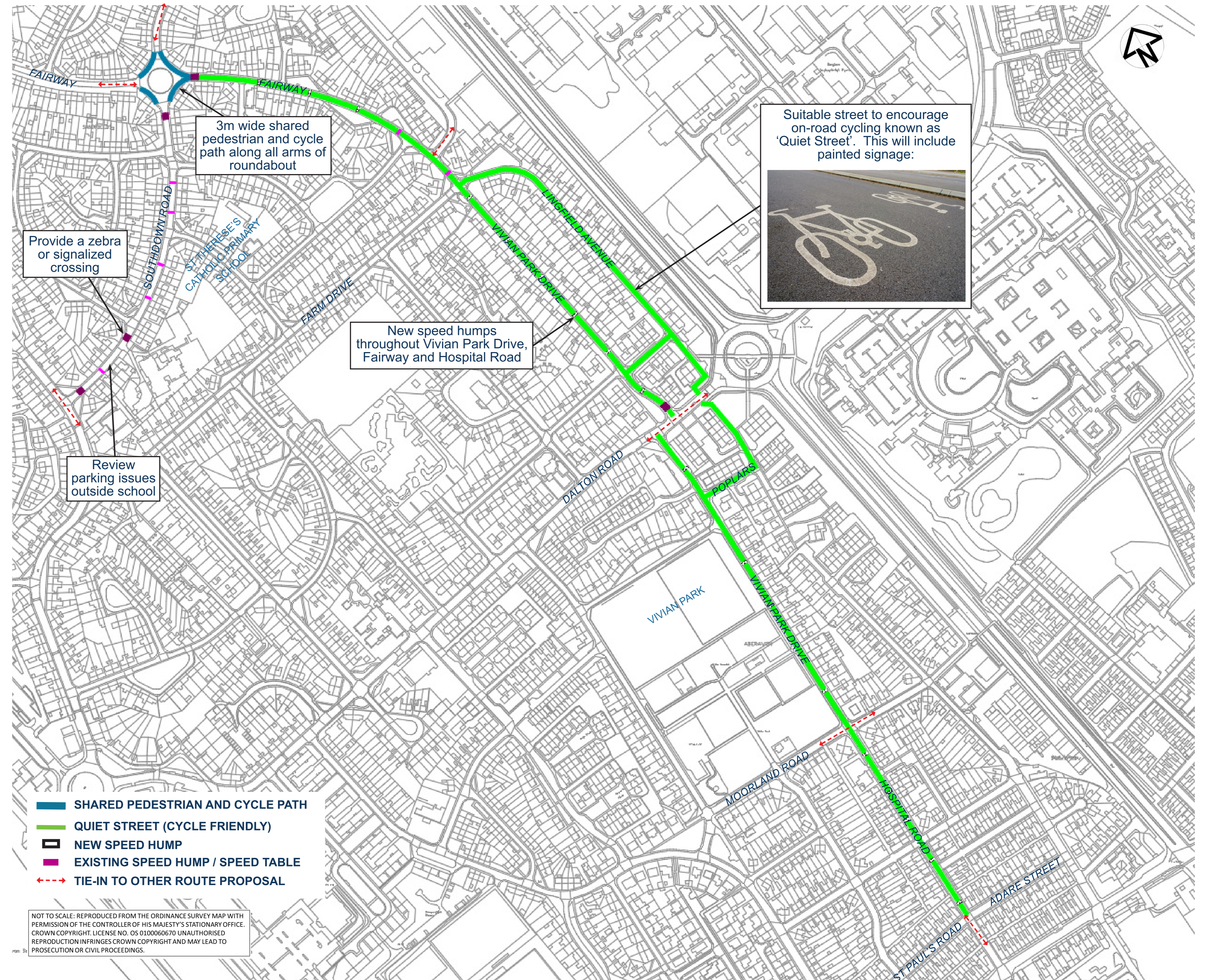
Pros:

- New and Improved pedestrian crossing facilities will assist pedestrians.
- A quiet street will encourage walking and cycling without the need for major infrastructure change.
- Review and address the parking issues outside St Therese's Primary School on Southdown Road
- Speeds humps will reduce traffic speeds.

Cons:

- Cyclists remain on road with traffic on designated quiet streets.

Overview of Design Features:



Overview of Design Proposals:

- The entire route will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street').
- A section of separated pedestrian and cycle path will connect Bevin Avenue to Moorland Road.
- New informal pedestrian crossings (unsignalized) will be installed throughout route.
- Provision of dropped kerbs and / or tactile paving across the junctions of side streets throughout to fill gaps in existing provision and make the route more accessible for all users .
- To improve safety, speed humps will be introduced to reduce traffic speeds.
- Footways to be widened at pinch points and resurfaced in areas.

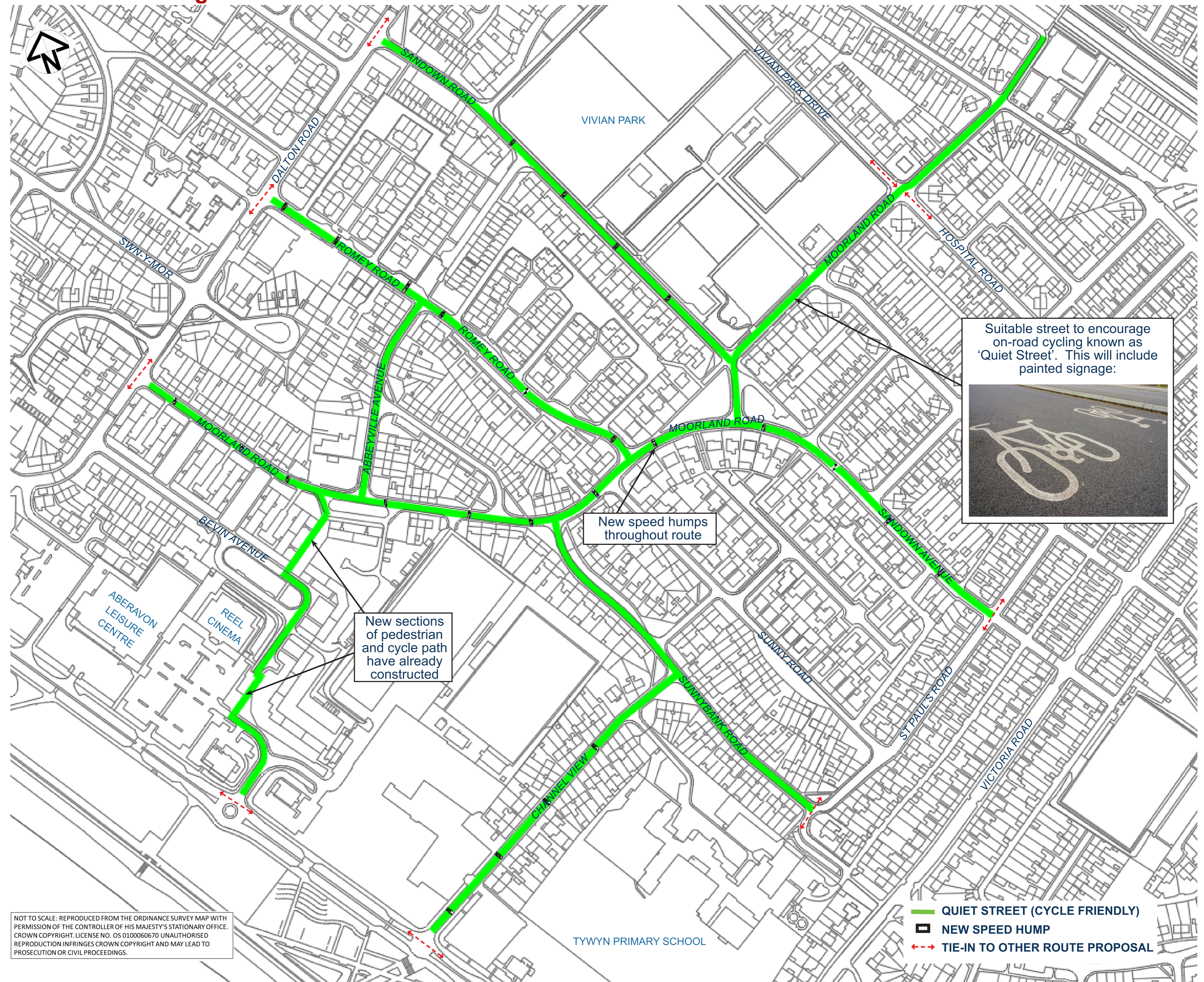
Pros:

- New and improved pedestrian crossing facilities will assist pedestrians.
- A quiet street will encourage walking and cycling without the need for major infrastructure change.
- Speeds humps will reduce traffic speeds.

Cons:

- Cyclists remain on road with traffic on designated quiet streets.

Overview of Design Features:



Overview of Design Proposals:

- **Newbridge Bridge** crossing the River Afan will be refurbished and will reopen for walkers and cyclists only.
- **Riverside Road** which serves Port Talbot Docks will be upgraded to adoptable standards, which includes a shared pedestrian and cycle path along the western side of carriageway. Additional benches will be installed.
- **Newbridge Road** pedestrian improvements will include new informal raised crossings (unsignalised) and the provision of priority junctions across side roads (with raised tables) as well as provision of any missing dropped kerbs and / or tactile paving to make the route accessible for all users. Three design options have been considered for cyclists:
 - **Option A: One way traffic operation.** Provision of a 3.7m wide shared pedestrian and cycle path along the northern side of Newbridge Road, extending between Victoria Road and Newbridge Bridge. Traffic lanes will be narrowed in width by removing one-lane of traffic. One-way traffic operation to be confirmed, during next stage of works.
 - **Option B: Removal of parking - two way traffic.** Provision of a 3.7m wide shared pedestrian and cycle path along the northern side of Newbridge Road, extending between Victoria Road and Newbridge Bridge. Traffic lanes will be narrowed in width by removing on-street parking, to be confirmed during next stage of works.
 - **Option C: Reduction in traffic speeds - two way traffic and parking maintained.** Newbridge Road will be identified as a cycle friendly street, suitable to encourage on-road cycling (known as a 'quiet street'). To improve safety, raised table crossing facilities, raised junctions and speed humps will be introduced to reduce traffic speeds.

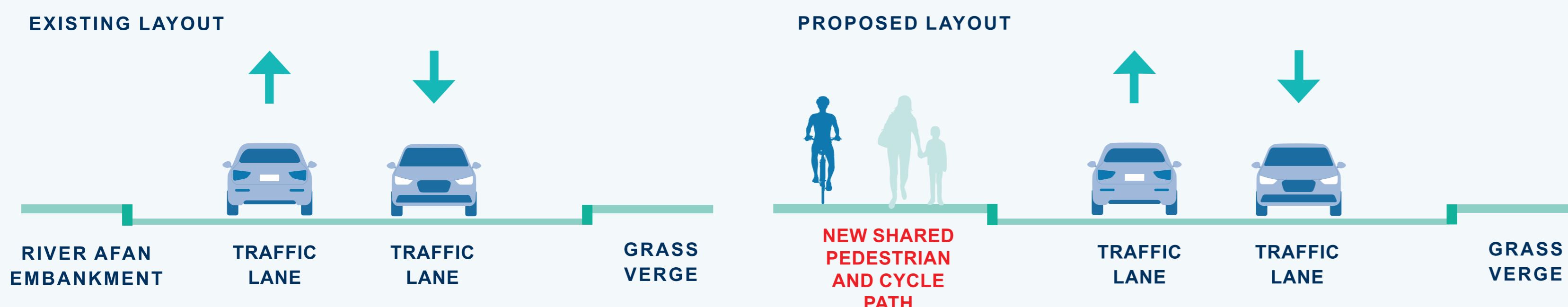
Pros:

- Restoration of the popular Grade II Listed Newbridge Bridge, providing a traffic-free route crossing the River Afan.
- New and improved pedestrian crossing facilities will assist pedestrians, particularly along Riverside Road.
- Option C: A quiet street will encourage walking and cycling without the need for major infrastructure change. Speed humps/tables will reduce traffic speeds.

Cons:

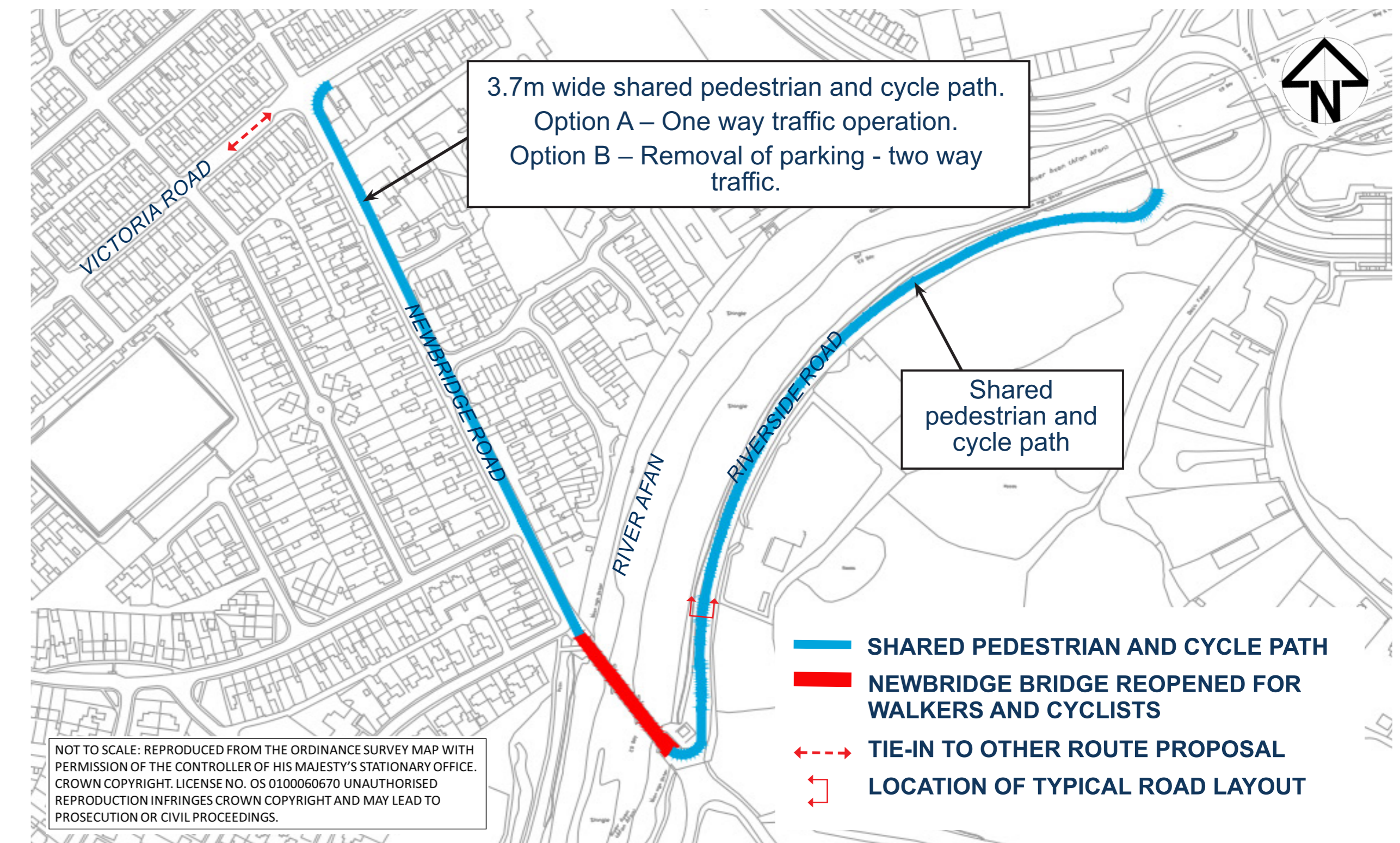
- Options A: One-way traffic operation will divert traffic.
- Options B: Loss of on-street parking along one or possibly both sides of Newbridge Road.
- Option C: Cyclists remain on road with traffic on designated quiet streets.
- **The bridge cannot be restored and reopened unless improvements to active travel provision on Newbridge Road and Riverside Road are made.**

Typical Road Layout: Riverside Road

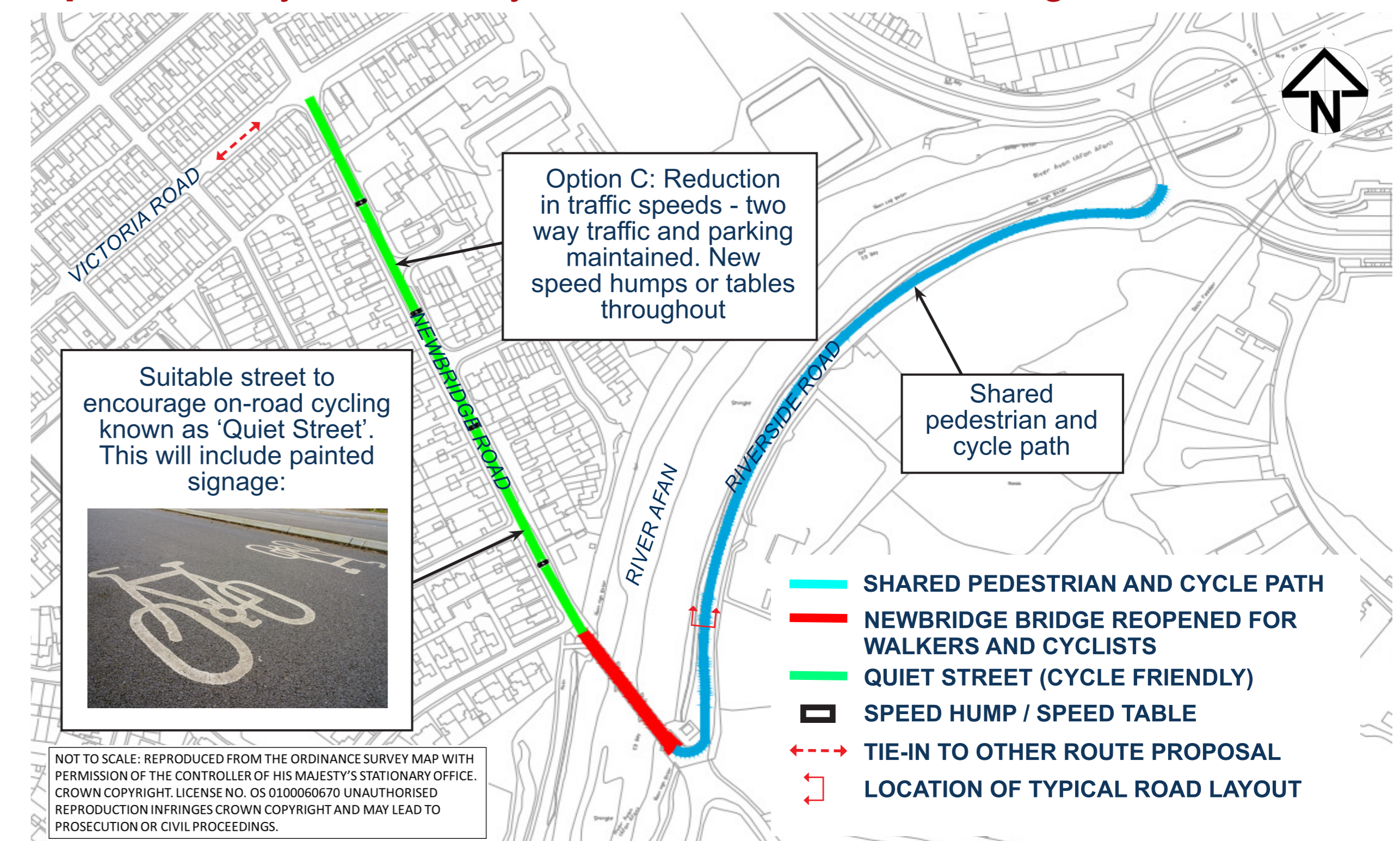


Overview of Design Features:

Option A&B: Shared Pedestrian & Cycle Path on Newbridge Road



Option C: Cycle Friendly 'Quiet Street' on Newbridge Road

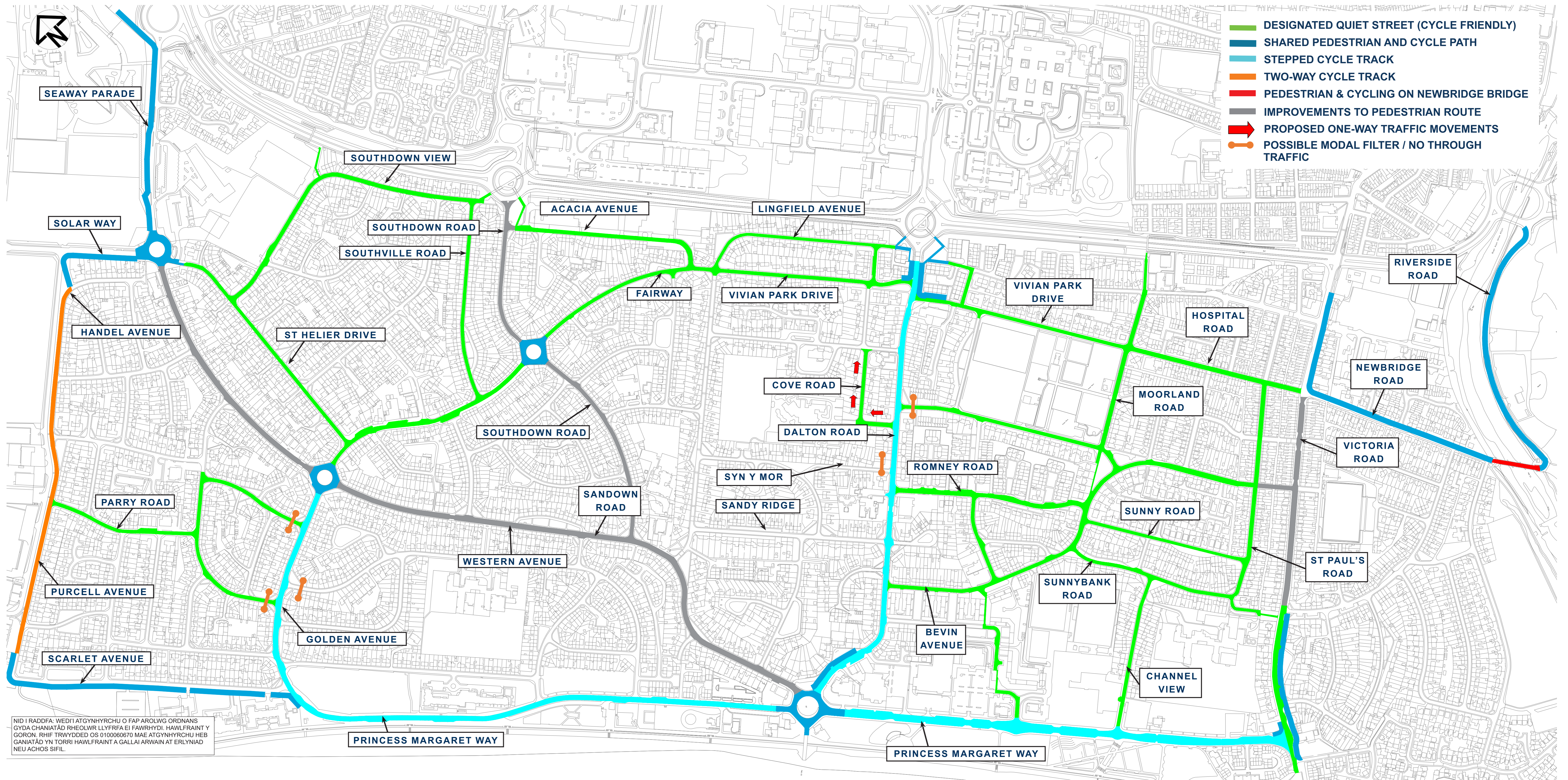


Overall Masterplan:

This sheet provides an overview of the main improvements we are looking at across the whole study area and shows how they join together to form an overall network of routes.

Please note that this map does not show all the detail of pedestrian improvements - for full details please refer to the specific map for each route.

Active Travel funding can only be used by the Council for improvements to walking, cycling and wheeling projects and cannot be used for any other purpose.



NID I RADDFA WEDDIT ATGYNHYRCHU O FAP AROLWIG ORDNANS GYDA CHANIATAD RHEOLWR LLYFRFA EI FAWRHYD. HAWLFRANT Y GORON. RHIF TRWYDDED OS 0100060670 MAE ATGYNHYRCHU HEB GANIATAD YN TORRI HAWLFRANT A GALLAI ARWAIN AT ERLYNIAD NEU ACHOS SIFIL.

DWEUD EICH DWEUD - RYDYN NI EISIAU EICH ADBORTH AR EIN SYNIADAU I WELLA TEITHIO LLESOL YN SANDFIELDS

Gwybodaeth am y Prosiect:

Blaenoriaeth bwysig i Lywodraeth Cymru a Chyngor Castell-nedd Port Talbot yw ei gwneud hi'n haws i bawb gerdded, beicio neu olwynio ar gyfer teithiau bob dydd (yr enw ar hyn yw Teithio Llesol). Mae'r prosiect hwn yn edrych ar sut y gellir gwella'r ffyrdd yn ardal Sandfields fel bod cerdded, beicio ac olwynio'n opsiynau mwy diogel a deniadol ar gyfer teithiau byr.

Rydyn ni wedi edrych ar ddeg llwybr, fel y dangosir ar y map isod, ac rydyn ni wedi nodi gwelliannau posibl. Mae'r rhain yn amrywio o newidiadau bach, fel darparu cyrbau isel a phalmentydd botymog (palmentydd botymog i helpu pobl â nam ar eu golwg), a syniadau mwy beiddgar fel creu llwybrau beicio newydd a chroesfannau newydd i gerddwyr. Mae'r taflenni canlynol yn rhoi rhagor o fanylion.

Megis dechrau yw ein gwaith ar hyn o bryd, ac nid oes dim wedi'i bennu na'i benderfynu eto. Rydyn ni'n awyddus i glywed eich barn a byddwn ni'n defnyddio eich adborth i adolygu a gwella'r syniadau.

Y cyd-destun ehangach:

Mae'r prosiect hwn yn rhan o raglen gwaith ehangach y Cyngor sy'n ymwneud â Theithio Llesol.

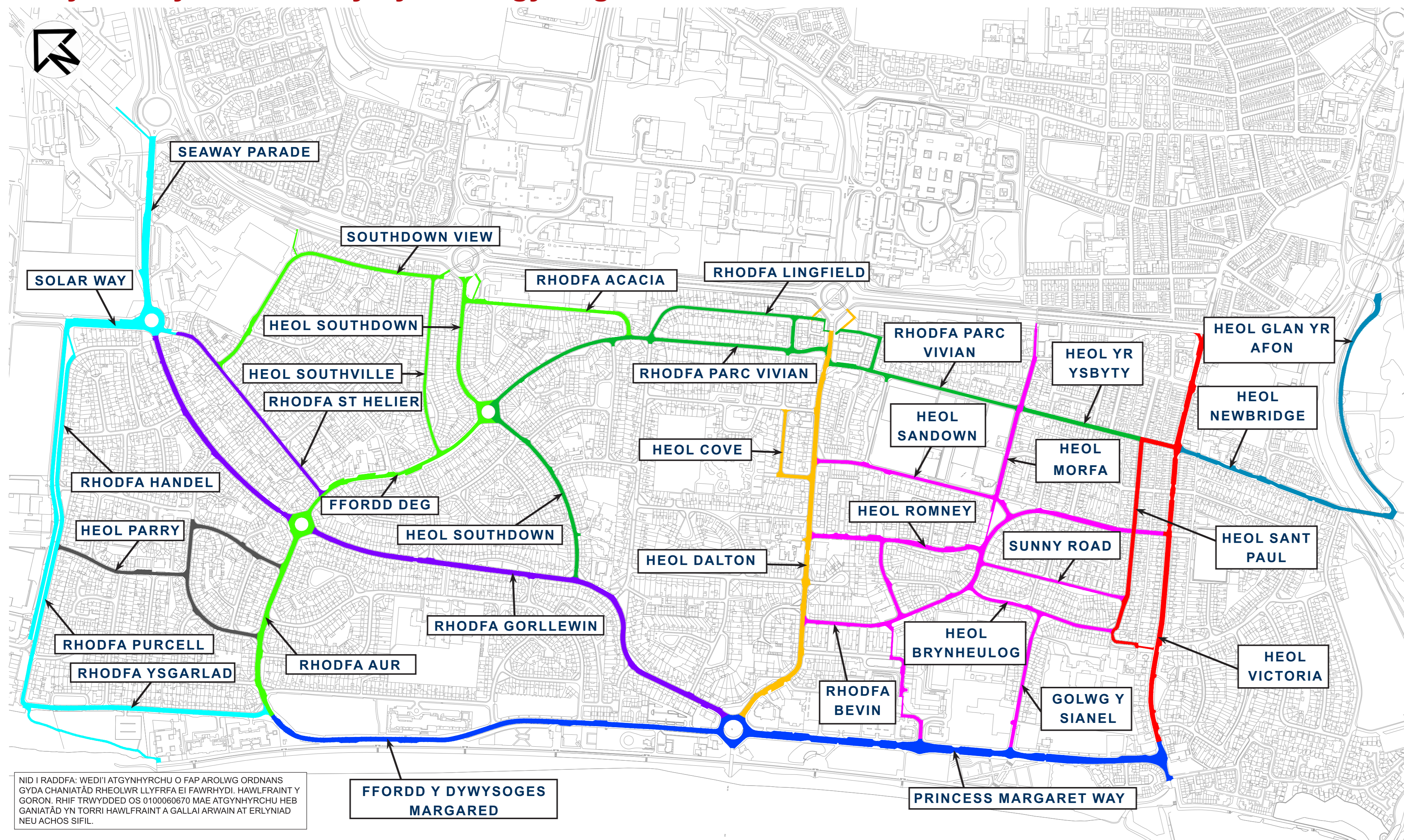
Mae cyllid ar gyfer y prosiect hwn, ac ar gyfer unrhyw welliannau y gellid eu cyflawni yn y dyfodol, yn dod yn uniongyrchol gan Lywodraeth Cymru. Mae hyn yn golygu bod y cyllid ar gyfer y gwaith hwn ar wahân i flaenoriaethau cyllido eraill y Cyngor lleol, ac nid yw'n tynnu oddi arnynt.

Dweud eich dweud:

Llenwch ein harolwg ar-lein i roi eich sylwadau i ni.

I gael rhagor o wybodaeth, anfonwch e-bost at: greener@npt.gov.uk

Llwybrau sy'n cael eu hystyried ar gyfer gwella teithio llesol



- LLWYBR 1:** Seaway Parade, Rhodfa Handel, Rhodfa Purcell a Rhodfa Ysgarlad
- LLWYBR 2:** Ffordd y Dywysoges Margared
- LLWYBR 3:** Heol Victoria a Heol Sant Paul
- LLWYBR 4:** Heol Dalton
- LLWYBR 5:** Rhodfa Gorllewin a Rhodfa St Helier
- LLWYBR 6:** Heol Parry, Rhodfa Citrine a Rhodfa Arian
- LLWYBR 7/8:** Rhodfa Aur, Ffordd Deg, Heol Southdown, Rhodfa Acacia a Heol Southville
- LLWYBR 9:** Heol Southdown, Ffordd Deg, Rhodfa Parc Vivian a Heol yr Ysbyty
- LLWYBR 10:** Rhodfa Bevin, Heol Romney, Heol Sandown, Heol Brynheulog, Heol Morfa a Golwg y Sianel
- LLWYBR 11:** Heol Glanyrafom, Pont Pontnewydd, Heol Pontnewydd

Y Camau Nesaf:

Byddwn ni'n datblygu dyluniadau a syniadau mewn camau, gan ddechrau gyda'r canlynol: Heol Victoria / Heol Sant Paul, Ffordd y Dywysoges Margared, Seaway Parade i Rodfa Ysgarlad

Wrth i'r dyluniadau gael eu datblygu, bydd cyfleoedd eraill i roi sylwadau.

Trosolwg o gynigion y dyluniad:

- Bydd y llwybr troed ar Seaway Parade yn cael ei ledu gyferbyn â'r maes chwarae.
- Bydd llwybr beiciau yn cael ei greu ar hyd y llain glaswellt ganolog sy'n gwahanu Rhodfa Handel a Rhodfa Purcell o'r Ffordd Fynediad Ddiwydiannol. Bydd y llwybr beicio yn 4m o led, gyda chlustogfa 0.5m ar y naill ochr a'r llall. Bydd lonydd traffig yn cael eu culhau.
- Bydd darn newydd o lwybr troed yn cael ei ddarparu gyferbyn ag Elgar Avenue.
- Bydd llwybr cerdded a beicio 3.5m yn cael ei greu ar hyd ochr ddeheuol Rhodfa Ysgarlad.
- Bydd manau croesi newydd neu wedi'u huwchraddio yn cael eu darparu i gerddwyr mewn gwahanol leoliadau.

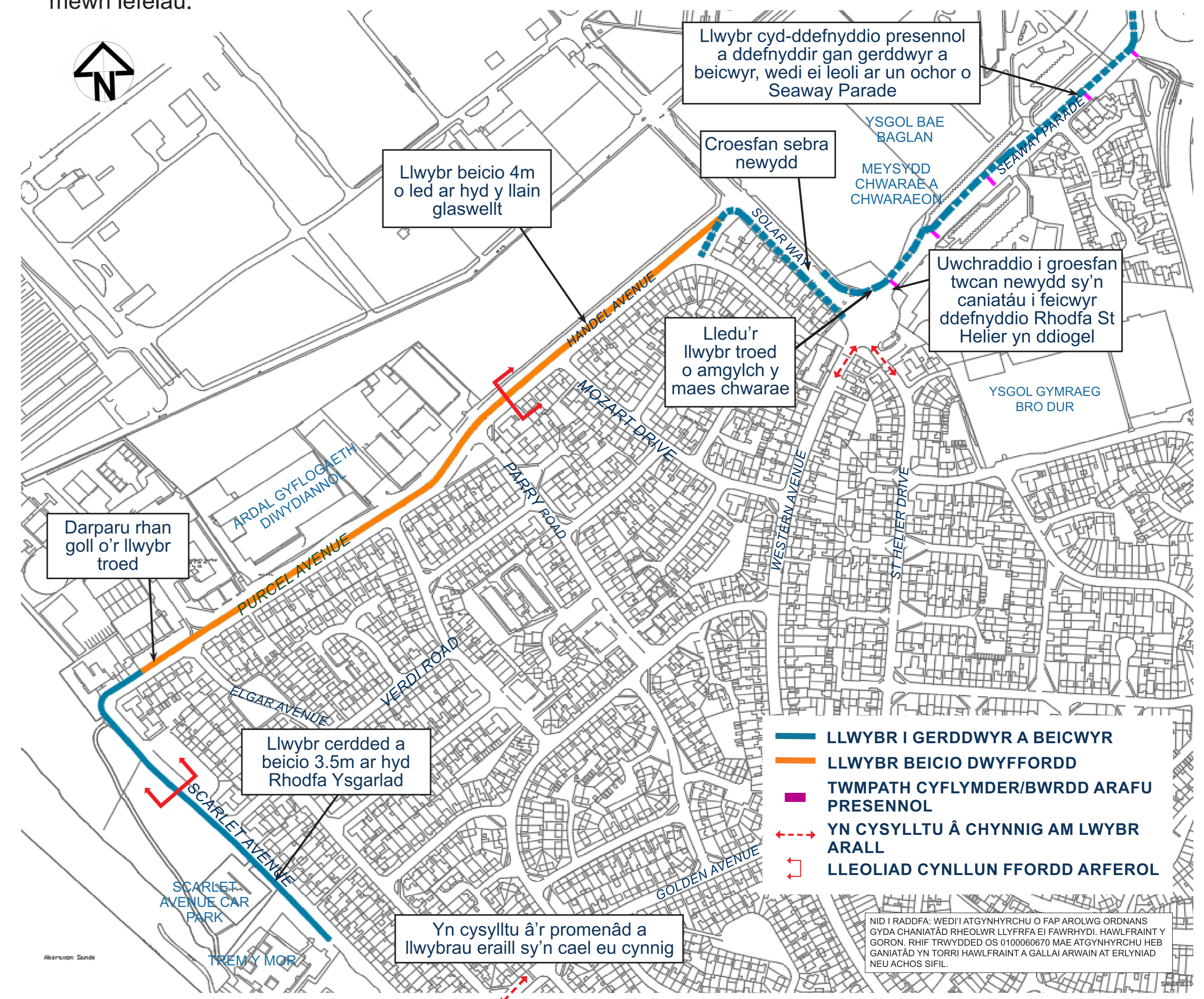
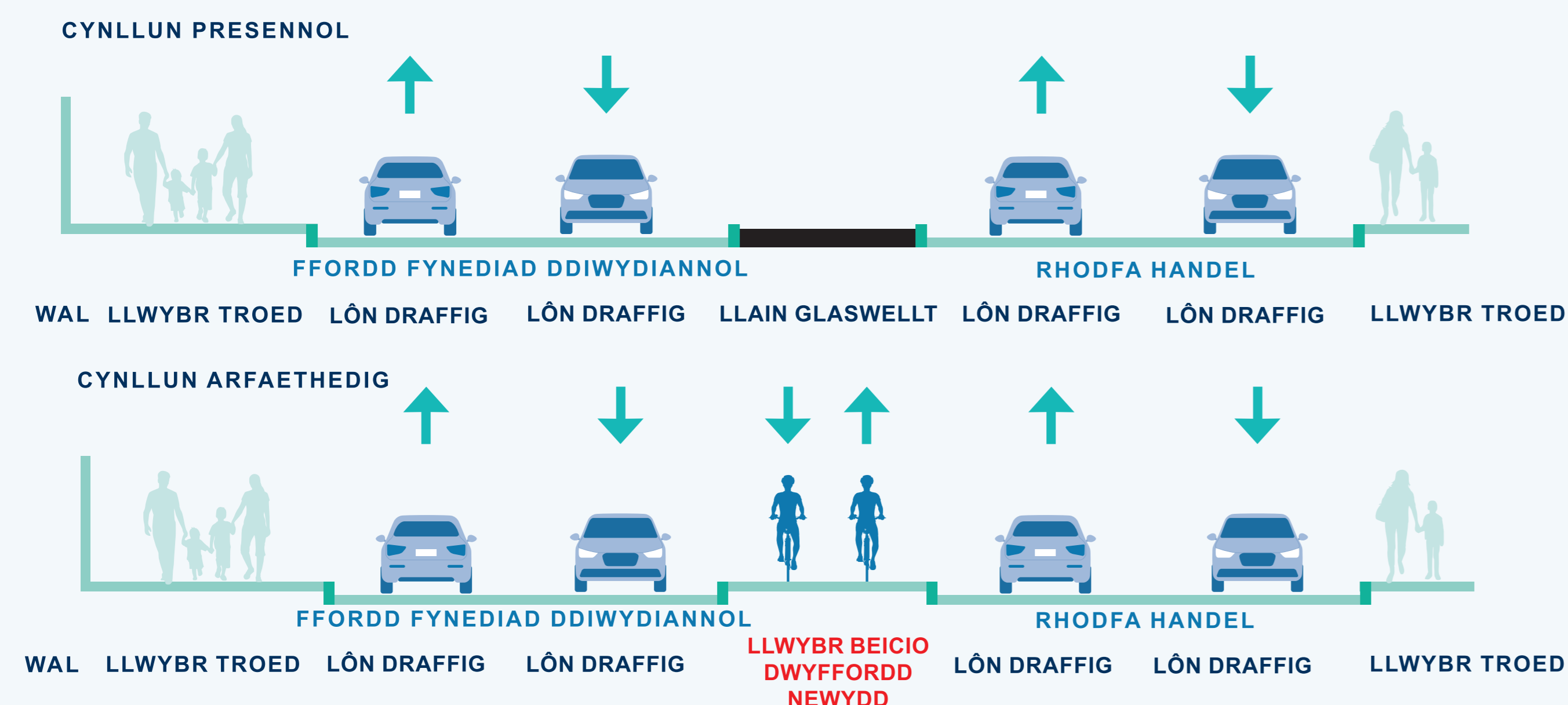
Manteision:

- Bydd llwybr beicio pwrpasol yn darparu cyswllt allweddol rhwng glan y môr a ffordd deul Ffordd Afan.
- Bydd y cynigion yn gwella mynediad at ysgolion, Canolfan Fusnes Sandfields a glan y môr.

Anfanteision:

- Posiblirwydd o golli rhai cilfannau parcio, i'w gadarnhau.
- Posiblirwydd o adleoli neu golli safleoedd bysiau ar Rodfa Purcell a Rhodfa Handel.
- Colli rhywfaint o fannau parcio ar y stryd, i'w gadarnhau.
- Efallai y bydd angen rhagor o waith peiranyddol ar Rodfa Handel a Rhodfa Purcell oherwydd y gwahaniaeth mewn lefelau.

Cynllun Ffordd Arferol : Rhodfa Handel



Trosolwg o gynigion y dyluniad:

- Bydd llwybr beicio parhaus ar uchder hanner ffordd yn cael ei greu ar hyd pob ochr i Ffordd y Dywysoges Margared. Byddai hyn ar lefel ar wahân i'r llwybr troed a'r ffordd. Bydd pob llwybr beicio yn 1.5m o led ac yn rhedeg i'r un cyfeiriad â'r traffig. Bydd lonydd traffig yn cael eu culhau a bydd y llwybrau troed yr un fath yn bennaf.
- Er mwyn gwella diogelwch, bydd beicwyr yn cael eu tywys ar lwybr i gerddwyr a beicwyr ar gylchfan Ffordd y Dywysoges Margared / Rhodfa Gorllewin / Heol Dalton. Bydd cyfleusterau croesi gwell ac ynsoedd canolog yn cael eu darparu hefyd.
- Bydd manau croesi newydd neu wedi'u huwchraddio yn cael eu darparu i gerddwyr mewn gwahanol leoliadau - Memo Beach, Franco's, Canolfan Hamdden Aberafan ac Awel Afan.
- Bydd mwy o gyfleusterau parcio beiciau yn cael eu darparu ar hyd glan y môr.

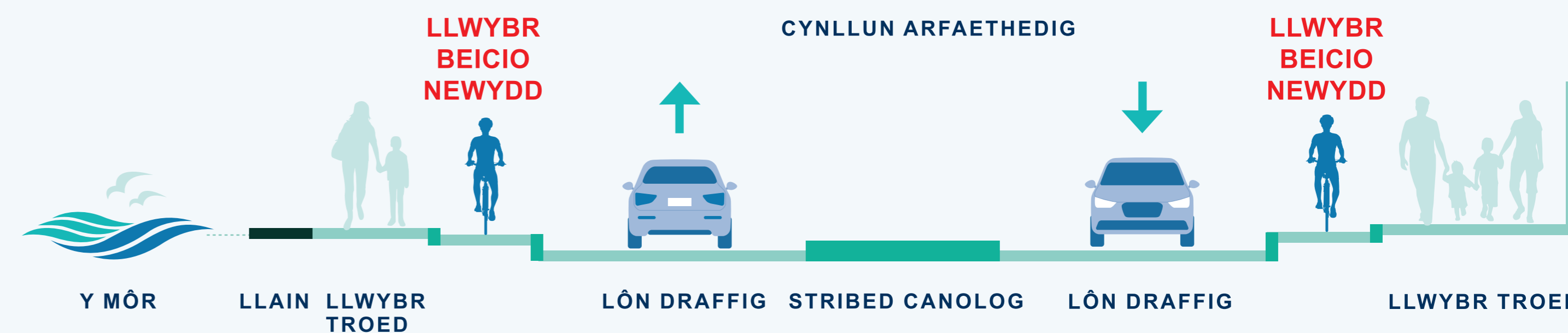
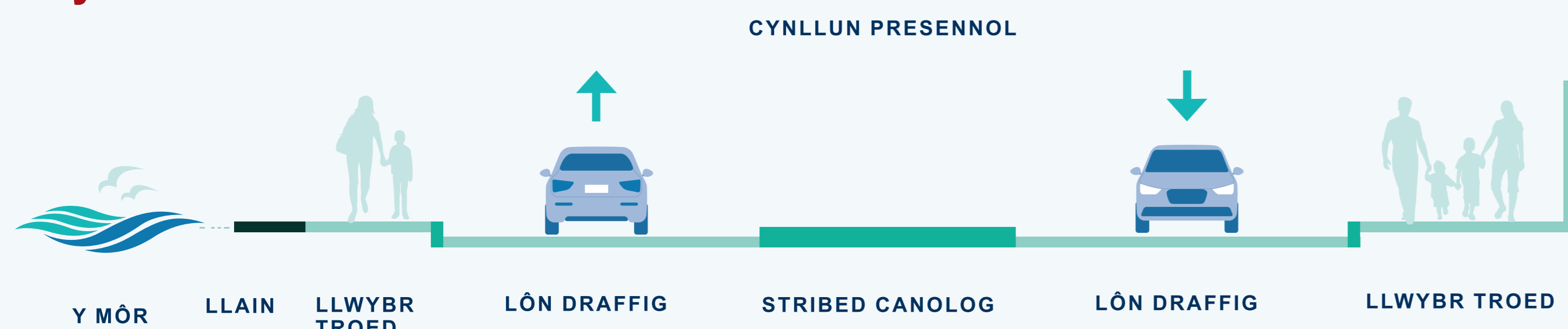
Manteision:

- Bydd llwybrau beicio pwrpasol newydd wrth ymyl y ffordd yn helpu i leihau tagfeydd a gwrthdaro ar y promenâd.
- Bydd lonydd beicio yn caniatáu mynediad ar feic at gyfleusterau ar hyd glan y môr.
- Bydd cyfleusterau croesi newydd a gwell yn helpu cerddwyr.

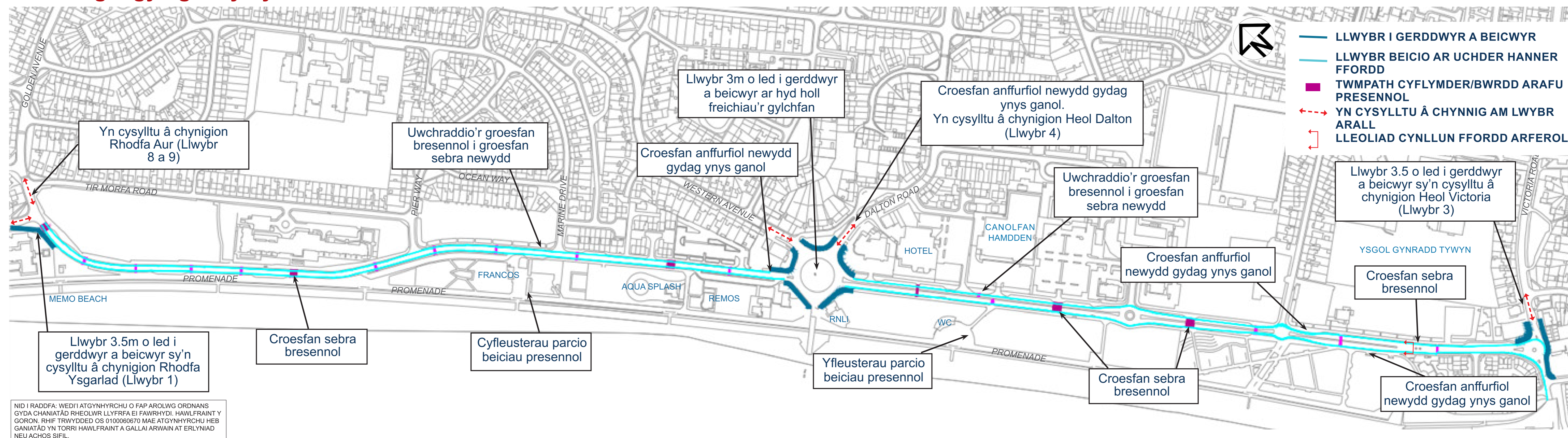
Anfanteision:

- Posiblwydd o gollu rhai cilfannau parcio, i'w gadarnhau.

Cynllun Ffordd Arferol:



Trosolwg o gynigion y dyluniad:



Trosolwg o gynigion y dyluniad:

- Bydd llwybr i gerddwyr a beicwyr yn cael ei greu ar rannau deheuol a gogleddol Heol Victoria, gan gysylltu â Heol Sant Paul.
- Bydd Heol Sant Paul yn cael ei hadnabod fel stryd sy'n addas i feiciau, ac sy'n annog beicio ar y ffordd (a elwir yn 'stryd dawel'). Bydd yn cael ei defnyddio fel dewis arall i Heol Victoria, sydd â mwy o draffig a llawer o lefydd parcio ar y stryd.
- Bydd manau croesi newydd neu wedi'u huwchraddio yn cael eu darparu i gerddwyr mewn gwahanol leoliadau, gan gynnwys croesfan twcan (gydag arwyddion) ger Ysgol Gynradd Tywyn ac i gysylltu Heol yr Ysbyty gyda Heol Pontnewydd.
- Darparu cyrbiau isel a / neu balmart botymog ar ymyl strydoedd amrywiol i lenwi bylchau yn y ddarpariaeth bresennol.

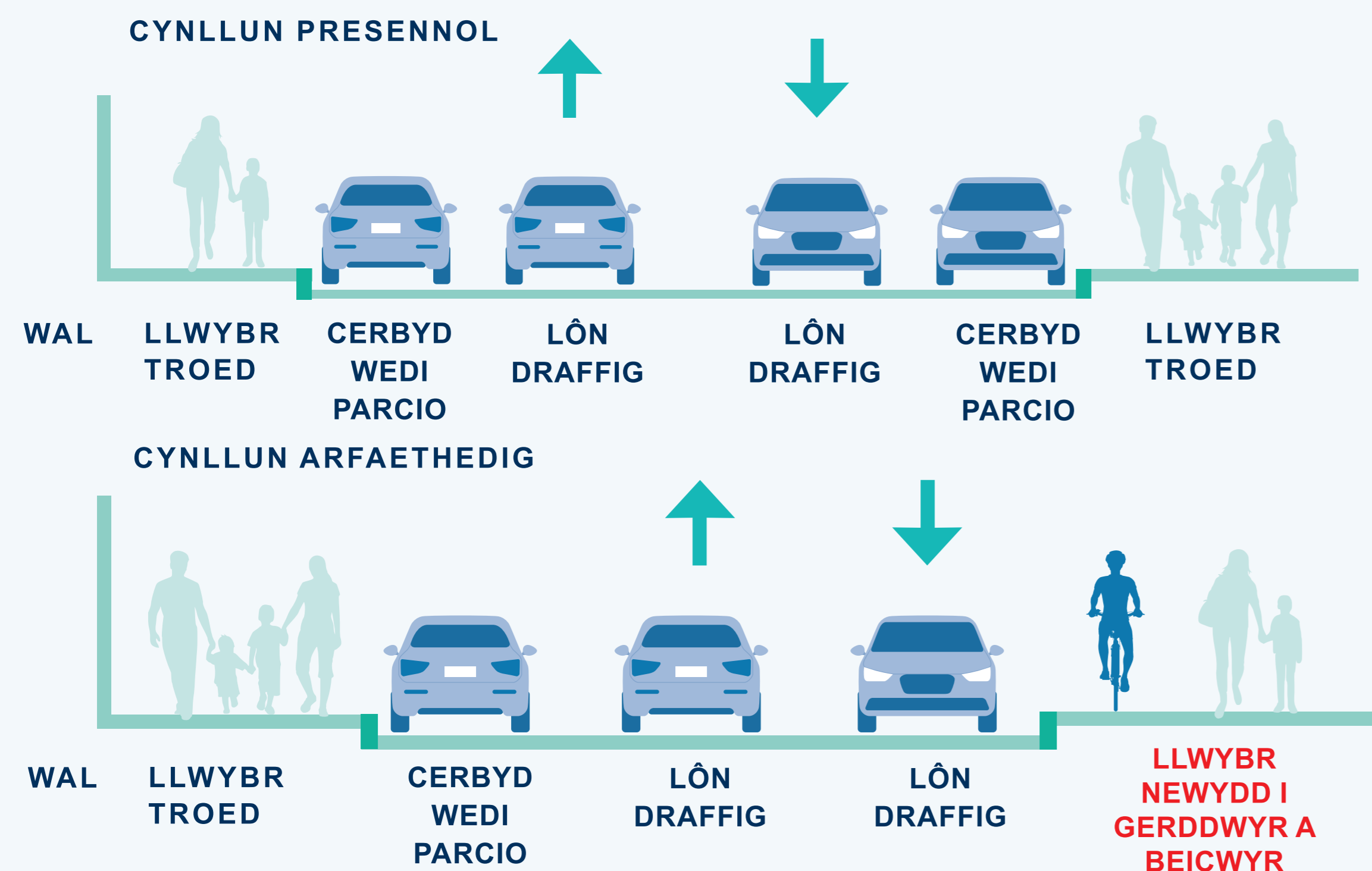
Manteision:

- Bydd stryd dawel yn annog pobl i feicio heb fod angen gwneud newidiadau mawr.
- Bydd manau croesi newydd a gwell yn gwella diogelwch i gerddwyr a beicwyr, yn enwedig y tu allan i Ysgol Gynradd Tywyn.
- Mae llwybr troed lletach a newydd yn darparu gwell cyswllt â llwybr beicio cenedlaethol 4 a glan y môr.

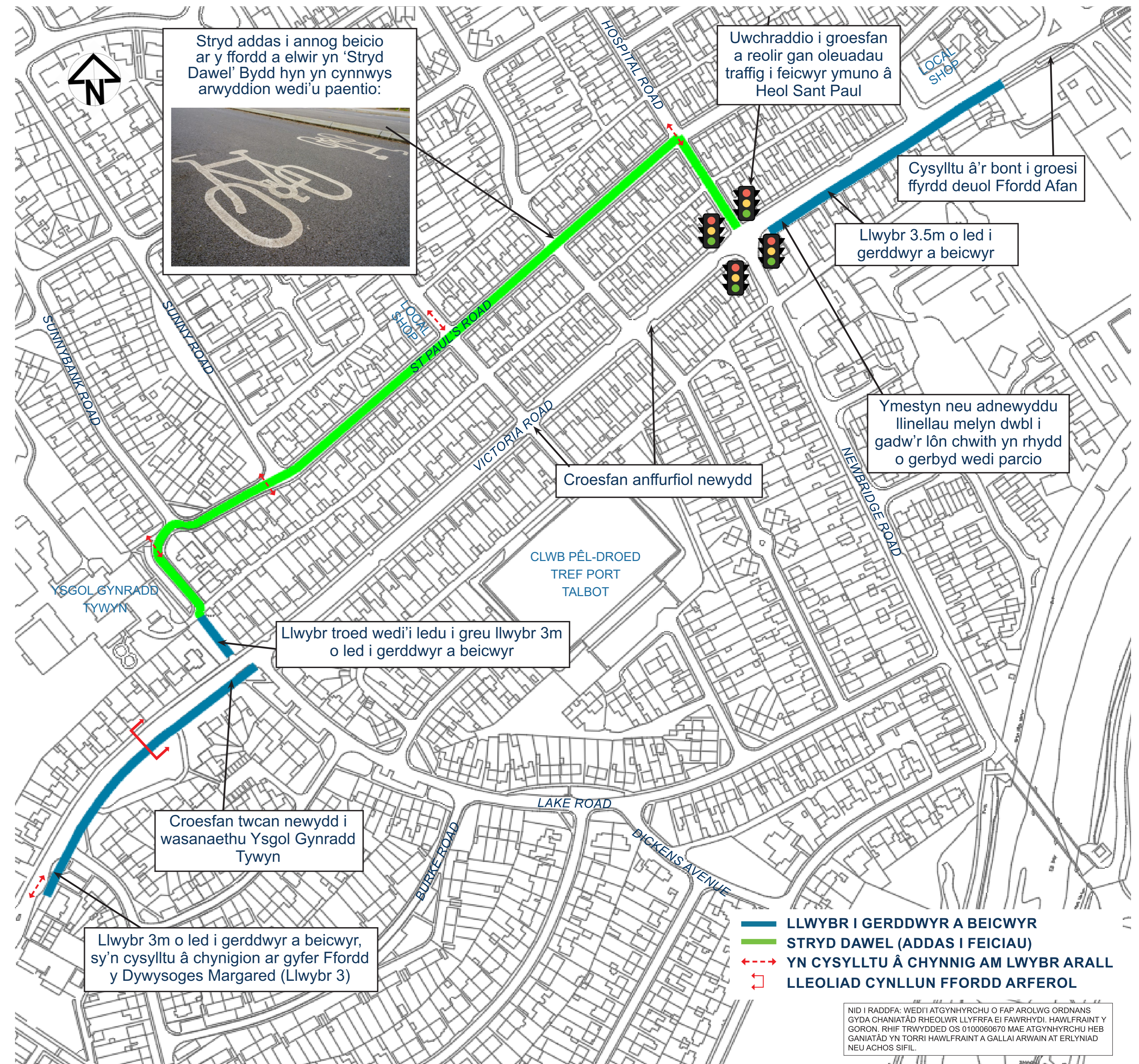
Anfanteision:

- Gallai'r llwybr i gerddwyr a beicwyr ar ochr ogleddol Heol Victoria arwain at golli rhywfaint o fannau parcio ar y stryd, i'w gadranhau.
- Nid yw'n llwybr teithio uniongyrchol i feicwyr.

Cynllun Ffordd Arferol:



Trosolwg o gynigion y dyluniad:



Trosolwg o gynigion y dyluniad:

- A continuous stepped cycle track will be created along each side of Dalton Road. This would be at a separate level to both the footway Bydd llwybr beicio parhaus ar uchder hanner ffordd yn cael ei greu ar hyd pob ochr i Heol Dalton. Byddai hyn ar lefel ar wahân i'r lwybr troed a'r ffordd. Bydd pob llwybr beicio yn 1.5m o led ac yn rhedeg i'r un cyfeiriad â'r traffig. Bydd lonydd traffig yn cael eu culhau a bydd y llwybrau troed yr un fath yn bennaf.
- Rhannau newydd o lwybr i gerddwyr a beicwyr sy'n ymuno â Ffordd y Dywysoges Margared a'r tanlwybr.
- Bydd manau croesi newydd neu wedi'u huwchraddio yn cael eu darparu i gerddwyr yn ysgol gynradd Awel y Môr ac yn y tanlwybr.
- Mannau parcio newydd i feiciau y tu allan i siopau.
- System unffordd newydd ar Ffordd yr Ysgol a Heol Cove, i wella diogelwch y tu allan i ysgol gynradd Awel y Môr.
- Y posibilrwydd o gau rhai strydoedd ochr er mwyn atal neu gyfyngu ar draffig Heol Dalton (a elwir yn 'hidlydd moddol'). Union leoliadau i'w cytuno.
- Darparu cyrbiau isel a / neu balmart botymog ar ymyl strydoedd amrywiol i lenwi bylchau yn y ddarpariaeth bresennol.

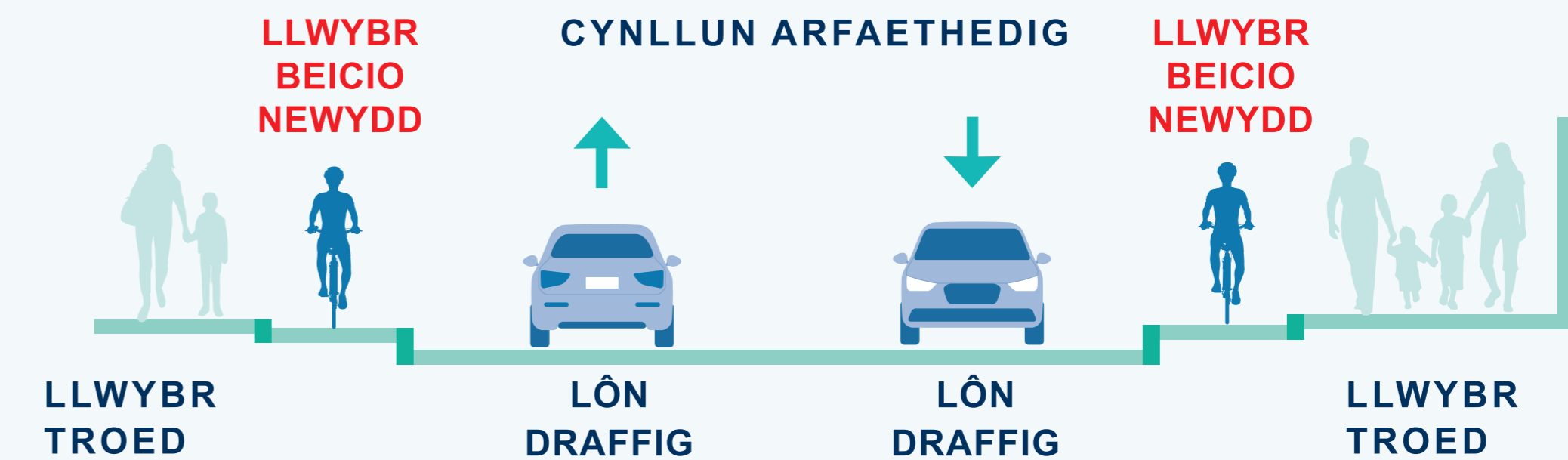
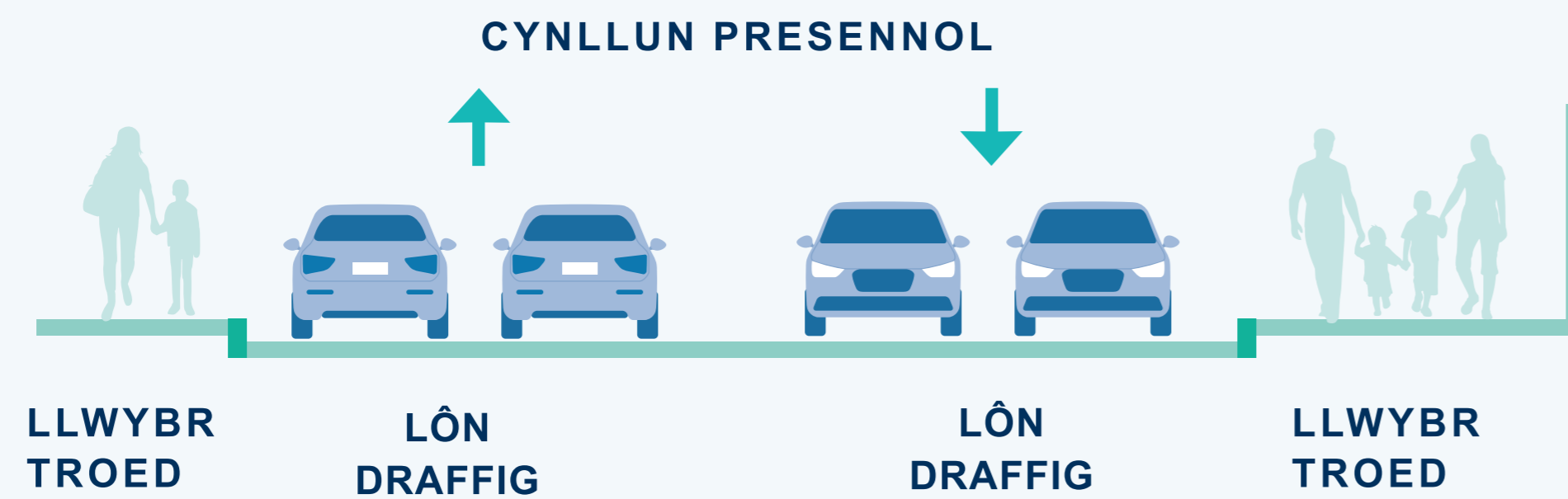
Manteision:

- Bydd llwybrau beicio pwrpasol newydd wrth ymyl y ffordd yn cysylltu'n well y llwybr presennol ar ffyrdd deul Ffordd Afan gyda glan y môr.
- Bydd cyfleusterau croesi newydd a gwell yn helpu cerddwyr.

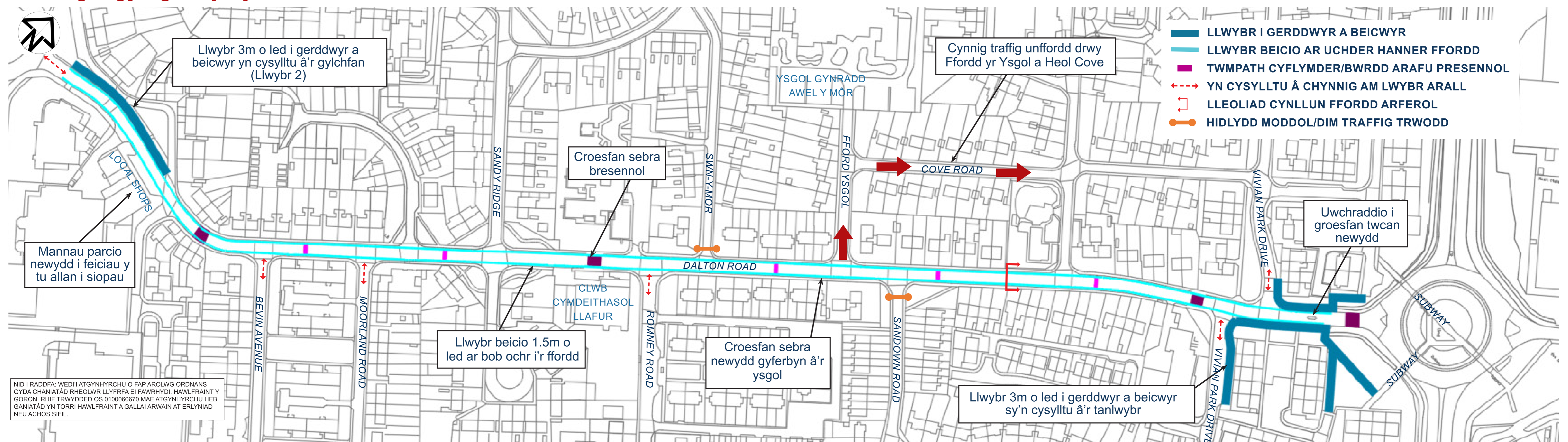
Anfanteision:

- Colli manau parcio ar y stryd ar ddwy ochr y ffordd.
- Y posibilrwydd o gau rhai strydoedd cefn i draffig.

Cynllun Ffordd Arferol:



Trosolwg o gynigion y dyluniad:



Trosolwg o gynigion y dyluniad:

- Lledu'r droedffordd (yn y rhannau cul) a gwella'r wyneb ar hyd Rhodfa'r Gorllewin, llwybr allweddol i gerddwyr drwy Traethmelyn.
- Bydd manau croesi newydd i gerddwyr neu fannau wedi'u huwchraddio yn cael eu darparu mewn amrywiol leoliadau – Croesfan sebra neu groesfan sy'n cael ei rheoli gan oleuadau traffig gyferbyn â'r Eglwys Fethodistaidd.
- Darparu cyrbau isel a / neu balmart botymog ar draws cyffyrdd strydoedd sy'n ymylu â Rhodfa'r Gorllewin i lenwi bylchau yn y ddarpariaeth bresennol a gwneud y llwybr yn fwy hygyrch i bob defnyddiwr.
- Bydd Rodfa St Helier yn cael ei nodi fel stryd sy'n addas i feiciau, gan annog beicio ar y ffordd (a elwir yn 'stryd dawel'). I'w defnyddio fel dewis arall yn lle Rhodfa'r Gorllewin, sydd â mwy o draffig. Bydd twmpathau cyflymder yn cael eu cyflwyno i arafu traffig.

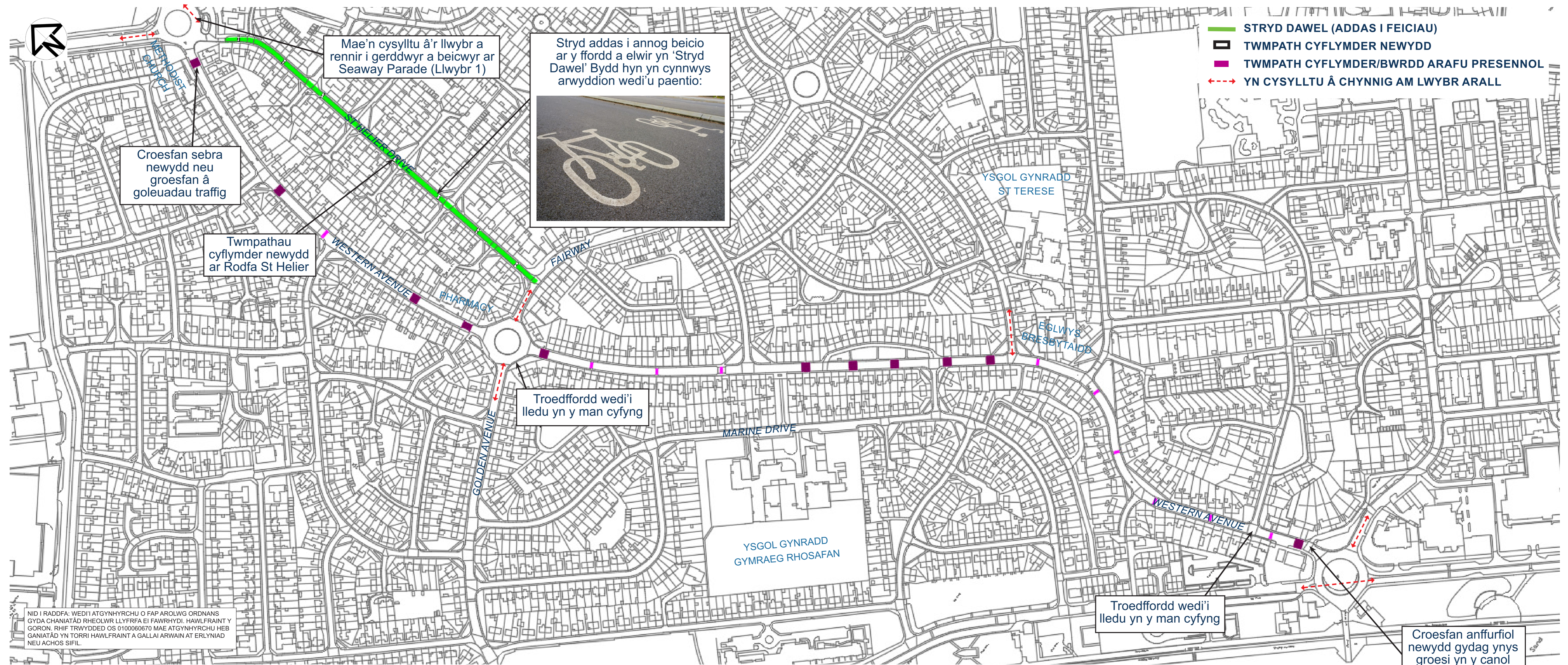
Manteision:

- Bydd cyfleusterau croesi newydd a gwell yn ei gwneud yn fwy diogel i gerddwyr, gan gynnwys plant ysgol.
- Bydd troedffyrdd lletach gyda chyrbau isel yn fwy cyfforddus i gerddwyr ac i olwyno.
- Bydd stryd dawel yn annog pobl i gerdded ac i feicio heb fod angen gwneud newidiadau mawr i'r seilwaith. Bydd angen twmpathau cyflymder i helpu i arafu traffig.

Anfanteision:

- Mae beicwyr yn aros ar y ffordd gyda thraffig ar Rodfa St Helier.

Trosolwg o gynigion y dyluniad:





Trosolwg o gynigion y dyluniad:

- Bydd Heol Parry, Rhodfa Citrine a Rhodfa Arian yn cael eu hadnabod fel strydoedd sy'n addas i feiciau, gan annog beicio ar y ffordd (a elwir yn 'strydoedd tawel').
- Darparu cyrbau isel a / neu balmant botymog ar draws cyffyrdd strydoedd sy'n ymylu â Heol Parry i lenwi bylchau yn y ddarpariaeth bresennol a gwneud y llwybr yn fwy hygyrch i bob defnyddiwr.
- Er mwyn gwella diogelwch, bydd twmpathau cyflymder yn cael eu cyflwyno i arafu traffig.
- Cyfleusterau parcio beiciau newydd yn siopau Heol Parry.

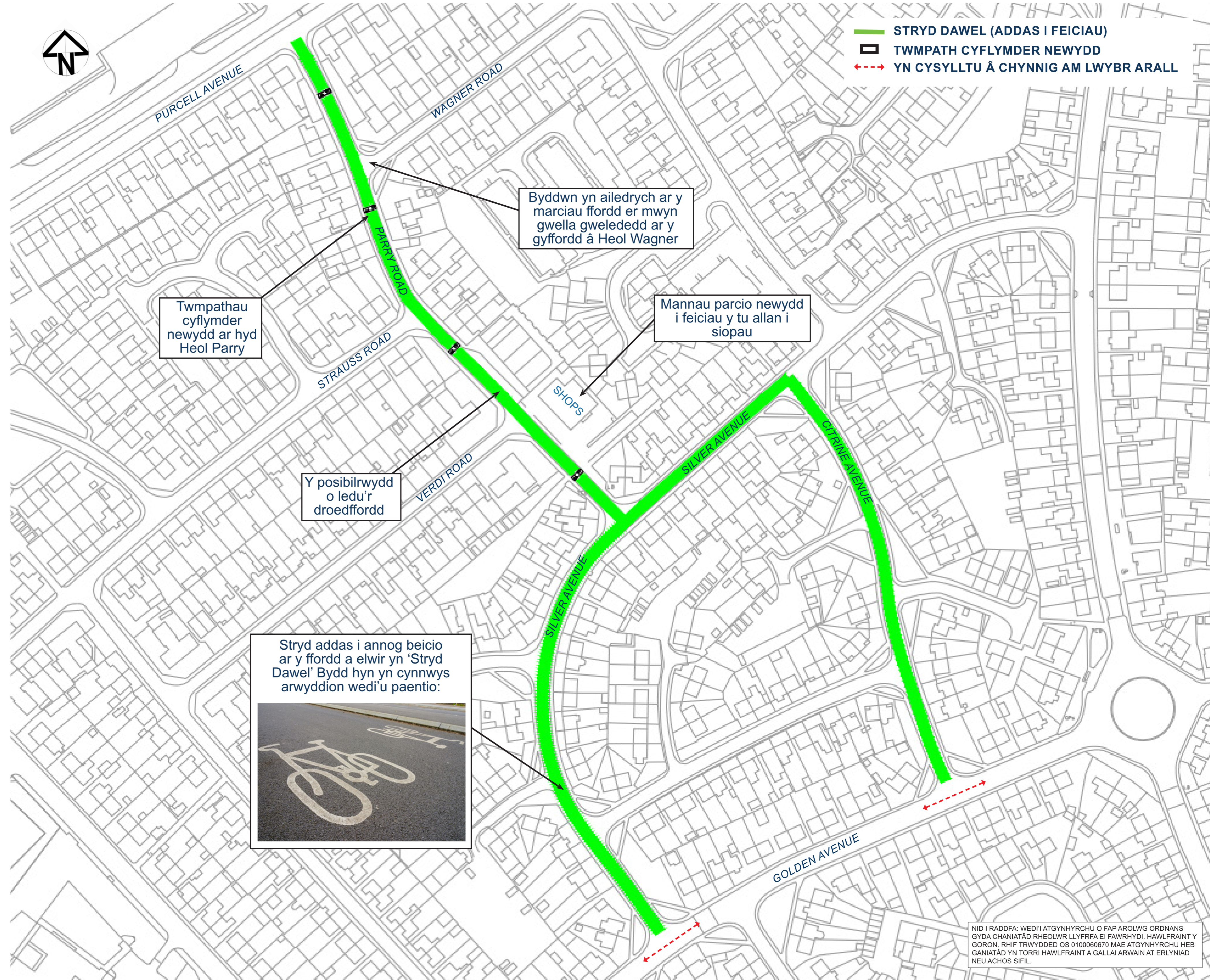
Manteision:

- Bydd stryd dawel yn annog beicio stryd diogel heb yr angen i wneud newidiadau mawr i'r seilwaith.
- Bydd cyfleusterau croesi newydd i gerddwyr yn helpu cerddwyr.
- Bydd twmpathau cyflymder yn arafu'r traffig.
-

Anfanteision:

- Bydd beicwyr yn aros ar y ffordd gyda'r traffig yr holl ffordd.

Trosolwg o gynigion y dyluniad:



Trosolwg o gynigion y dyluniad:

- Bydd llwybr beicio parhaus ar uchder hanner ffordd yn cael ei greu ar hyd pob ochr i Rhodfa Aur. Byddai hwn ar lefel ar wahân i'r droedffordd a'r ffordd. Bydd pob llwybr beicio yn 1.5m o led ac yn rhedeg i'r un cyfeiriad â'r traffig. Bydd lled lonydd traffig yn cael ei gulhau.
- Rhannau newydd o lwybr a rennir ar gyfer cerddwyr a beicwyr ar hyd cylchfan Rhodfa'r Gorllewin.
- Mannau croesi newydd neu fannau croesi wedi'u huwchraddio i gerddwyr ar hyd y llwybr, gan gynnwys dwy groesfan sebra newydd.
- Y posibilrwydd o gau rhai strydoedd ymyl er mwyn lleihau neu gyfyngu ar y traffig hyd Heol Dalton (a elwir yn 'hidlydd moddol'). Union leoliadau i'w cytuno.
- Darparu cyrbau isel a / neu balmart botymog ar amrywiol strydoedd ymyl i lenwi bylchau yn y ddarpariaeth bresennol.
- Bydd Ffordd Deg, Rhodfa Acacia, Heol Southville a Southdown View yn cael eu hadnabod fel strydoedd sy'n addas i feiciau, gan annog beicio ar y ffordd (a elwir yn 'stryd dawel').

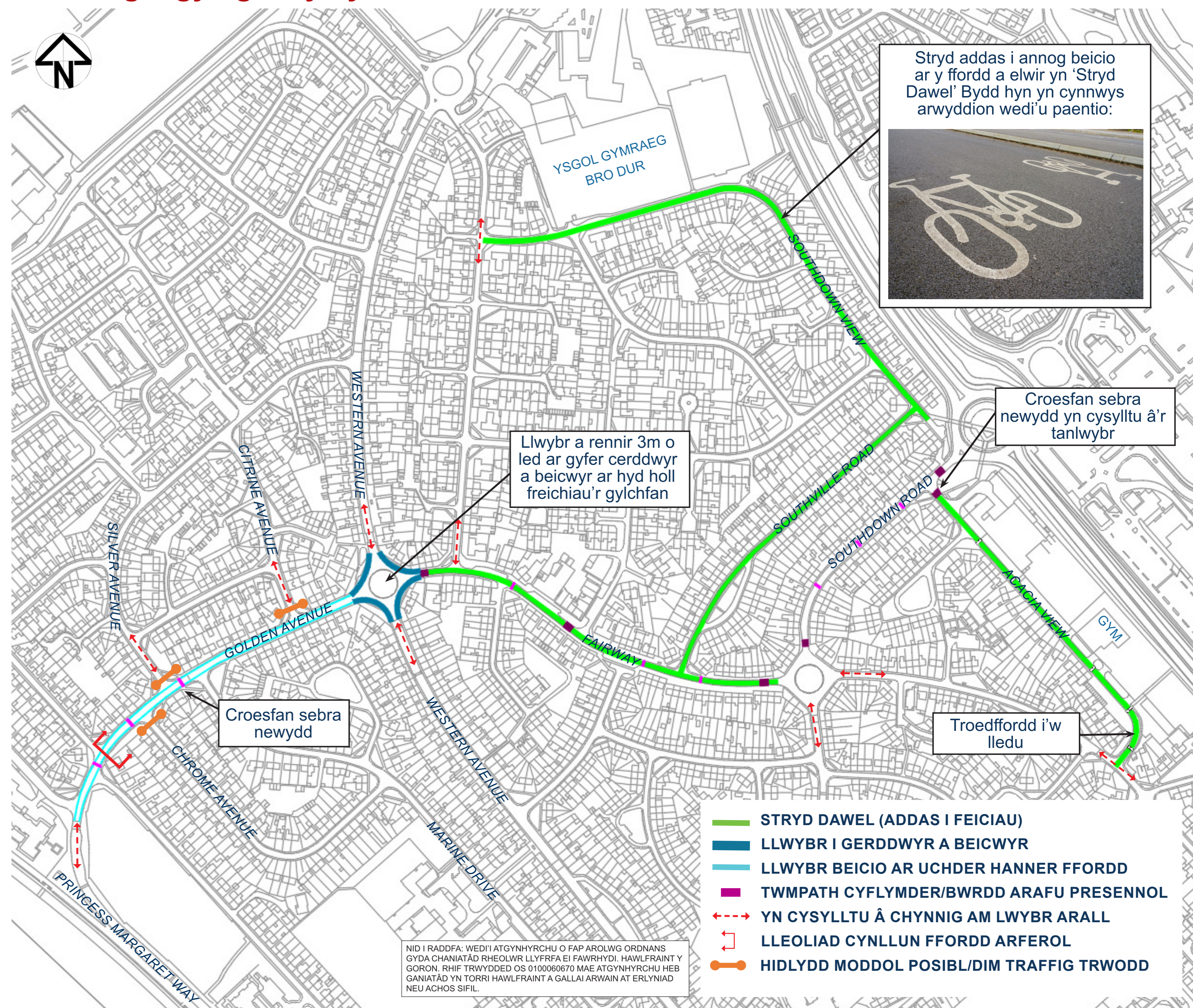
Manteision:

- Bydd llwybrau beicio pwrpasol newydd yn helpu i leihau tagfeydd a gwrthdaro yn yr ardal.
- Bydd cyfleusterau croesi newydd a gwell yn helpu cerddwyr.

Anfanteision:

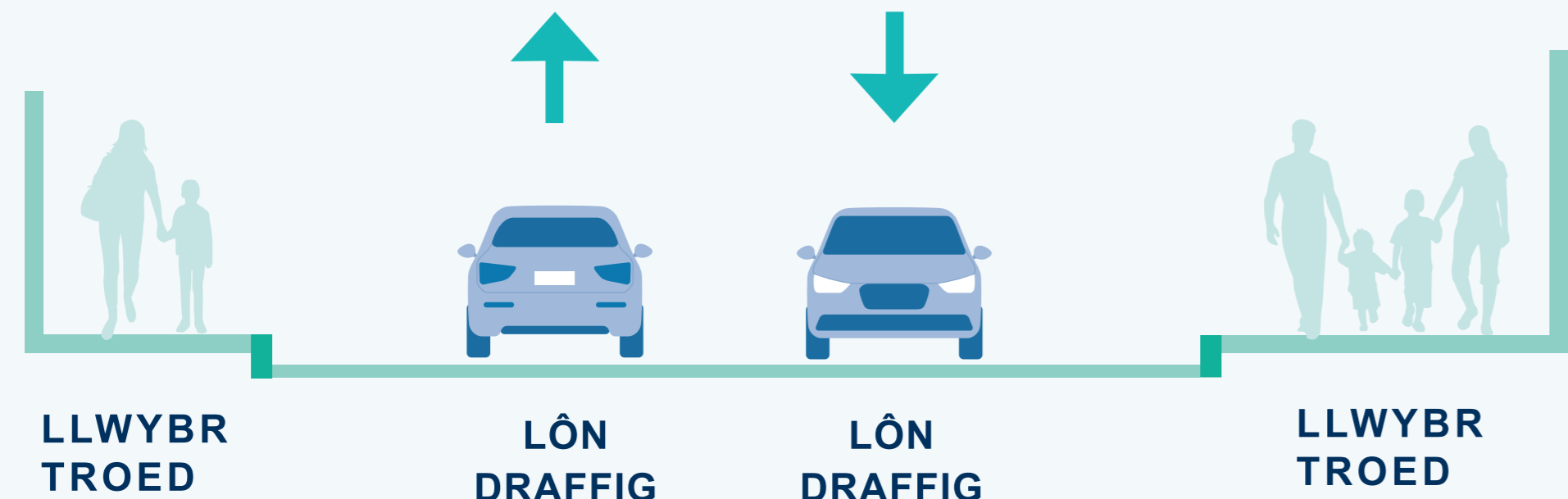
- Colli manau parcio ar y stryd ar hyd dwy ochr Rhodfa Aur.
- Y posibilrwydd o gau rhai strydoedd ymyl i draffig.
- Bydd beicwyr yn aros ar y ffordd gyda'r traffig ar strydoedd a ddynodir yn strydoedd tawel.

Trosolwg o gynigion y dyluniad:

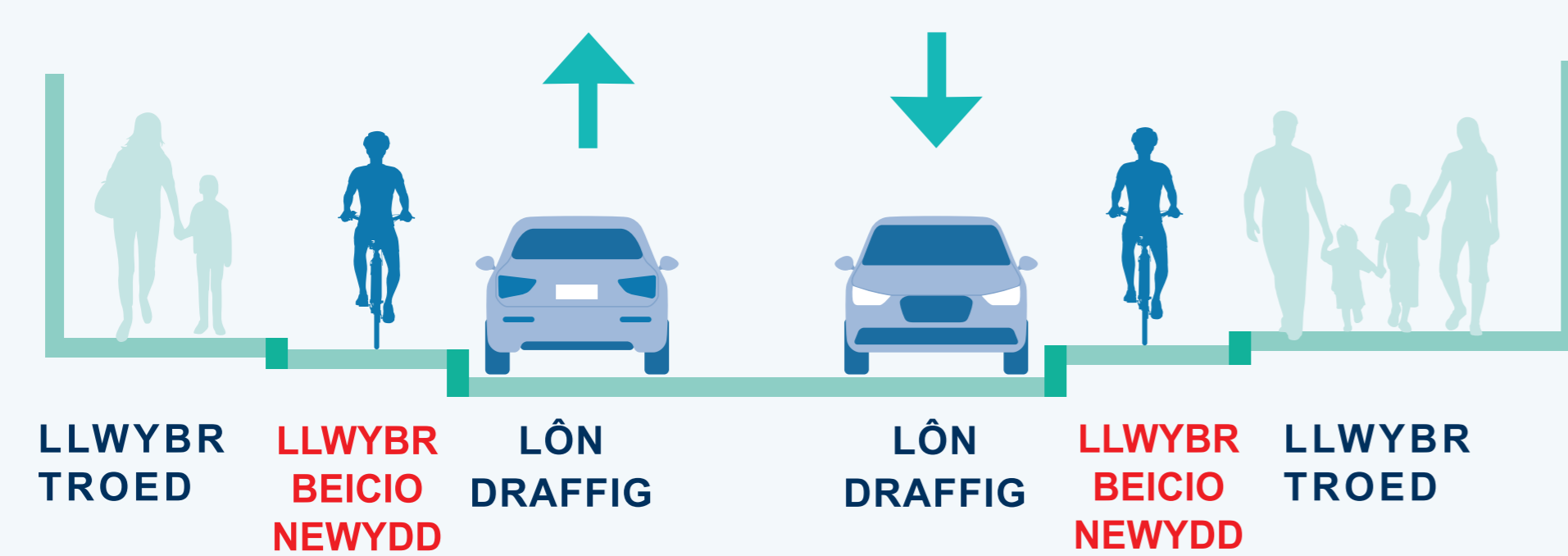


Cynllun Ffordd Arferol:

CYNLLUN PRESENNOL



CYNLLUN ARFAETHDIG



Trosolwg o gynigion y dyluniad:

- Lledu'r droedffordd a gwella'r wyneb ar hyd y llwybr.
- Bydd manau croesi newydd neu fannau wedi'u huwchraddio i gerddwyr yn cael eu darparu mewn gwahanol leoliadau – dros Heol Dalton ac ar Heol Southdown gyferbyn ag Ysgol Gynradd St Therese.
- Darparu cyrbau isel a / neu balmart botymog ar amryw o strydoedd ymyl i lenwi bylchau yn y ddarpariaeth bresennol a gwneud y llwybr yn fwy hygyrch i bob defnyddiwr.
- Bydd Ffordd Deg, Rhodfa Parc Vivian, Rhodfa Lingfield a Heol yr Ysbyty yn cael eu nodi fel strydoedd sy'n addas i feiciau, gan annog beicio ar y ffordd (a elwir yn 'stryd dawel').
- Er mwyn gwella diogelwch, bydd twmpathau cyflymder yn cael eu cyflwyno i arafu traffig hyd Rhodfa Parc Vivian.
- Rhannau newydd o lwybr a rennir ar gyfer cerddwyr a beicwyr ar hyd Heol Southdown / cylchfan Ffordd Deg.

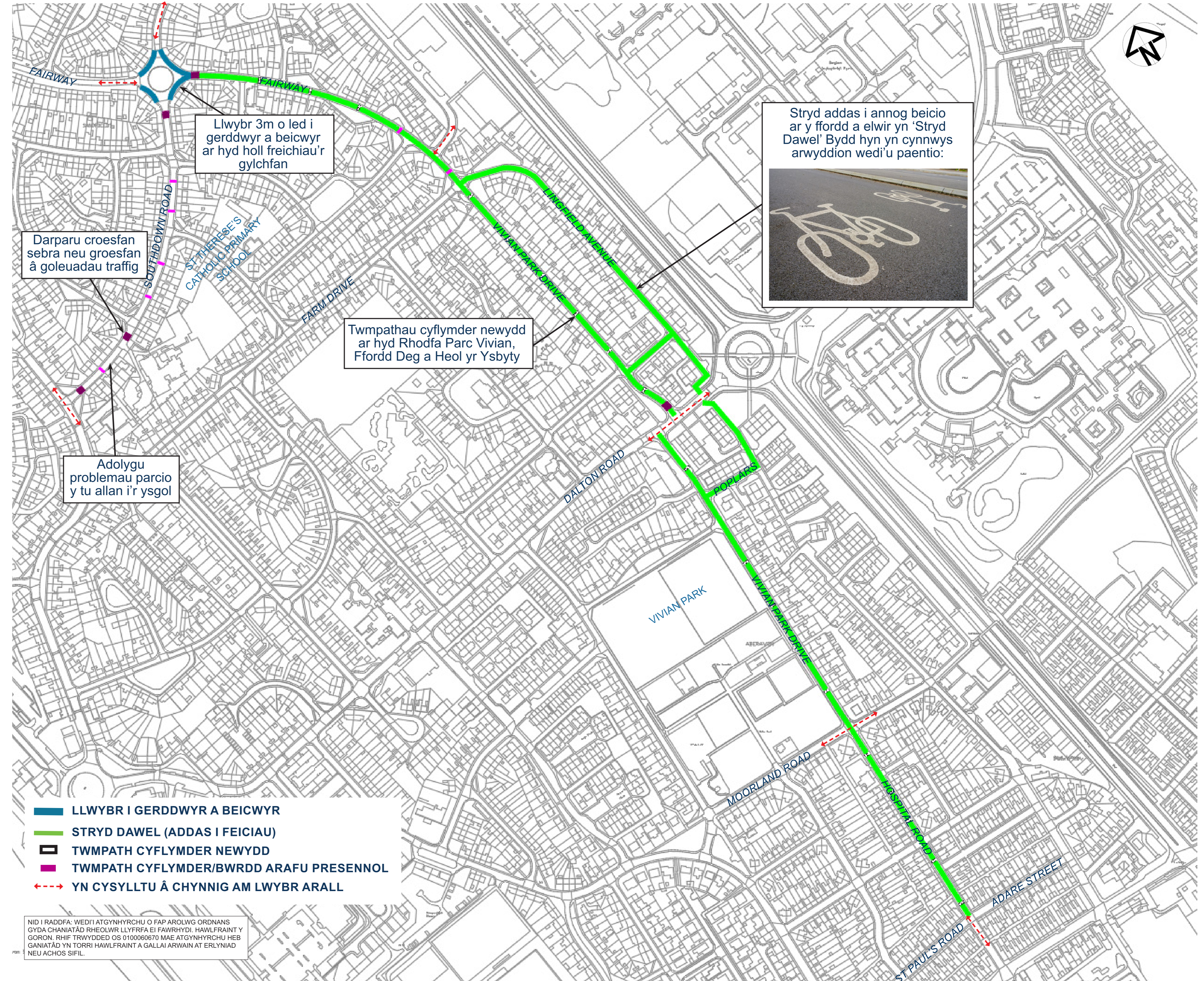
Manteision:

- Bydd cyfleusterau croesi newydd a gwell i gerddwyr yn helpu cerddwyr.
- Bydd stryd dawel yn annog pobl i gerdded ac i feicio heb yr angen i wneud newidiadau mawr i'r seilwaith.
- Adolygu a mynd i'r afael â'r problemau parcio y tu allan i Ysgol Gynradd St Therese ar Heol Southdown
- Bydd twmpathau cyflymder yn arafu'r traffig.

Anfanteision:

- Bydd beicwyr yn aros ar y ffordd gyda'r traffig ar strydoedd a ddyndir yn strydoedd tawel.

Trosolwg o gynigion y dyluniad:



Trosolwg o Gynigion y Dyluniad:

- Bydd **Pont Newbridge** sy'n croesi Afon Afan yn cael ei hadnewyddu a bydd yn ailagor i gerddwyr a beicwyr yn unig.
- Bydd **Heol Glan yr Afon**, sy'n gwasanaethu Dociau Port Talbot, yn cael ei huwchraddio i safonau y gellir eu mabwysiadu, sy'n cynnwys llwybr i gerddwyr a beicwyr ar hyd ochr orllewinol y gerbyttfordd. Bydd meinciau ychwanegol yn cael eu gosod.
- Bydd gwelliannau i gerddwyr ar **Heol Newbridge** yn cynnwys croesfannau anffurfiol wedi'u codi (heb oleuadau traffig) a darparu cyffyrdd â blaenoriaeth ar draws ffordd ymyl (gyda byrddau wedi'u codi) yn ogystal â darparu unrhyw gyrbau isel coll a / neu balmant botymog i wneud y llwybr yn hygyrch i bob defnyddiwr. Mae tri opsiwn dylunio wedi cael eu hystyried ar gyfer beicwyr:
 - **Opsiwn A: Gweithrediad traffig unffordd.** Darparu llwybr 3.7m i gerddwyr a beicwyr ar hyd ochr ogleddol Heol Newbridge, gan ymestyn rhwng Heol Victoria a Phont Newbridge. Bydd lonydd traffig yn cael eu culhau drwy dynnu un lôn o draffig. Bydd trefn traffig unffordd yn cael ei gadarnhau yn ystod cam nesaf y gwaith.
 - **Opsiwn B: Cael gwared ar fannau parcio – traffig dwyffordd.** Darparu llwybr 3.7m i gerddwyr a beicwyr ar hyd ochr ogleddol Heol Newbridge, gan ymestyn rhwng Heol Victoria a Phont Newbridge. Bydd lonydd traffig yn cael eu culhau drwy gael gwared â manau parcio ar y stryd – i'w gadarnhau yn ystod cam nesaf y gwaith.
 - **Opsiwn C: Lleihau cyflymder traffig – cynnal traffig dwyffordd a pharcio.** Bydd Heol Newbridge yn cael ei nodi fel stryd sy'n addas i feiciau, gan annog beicio ar y ffordd (a elwir yn 'stryd dawel'). Er mwyn gwella diogelwch, bydd cyfleusterau croesfan ar fwrdd wedi'i godi, cyffyrdd wedi'u codi a thwmpathau cyflymder yn cael eu cyflwyno i arafu traffig.

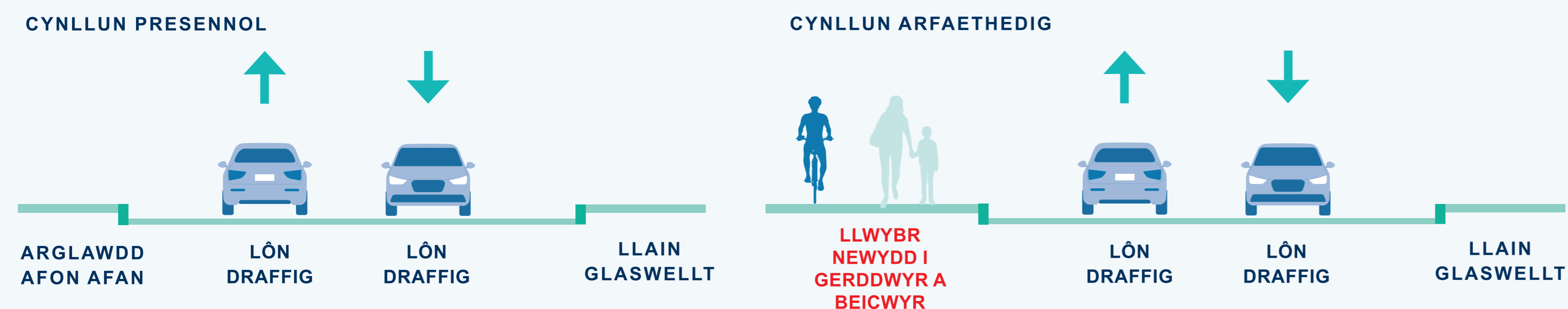
Manteision:

- Adfer pont Rhestredig Gradd II boblogaidd Newbridge, gan ddarparu llwybr di-draffig i groesi Afon Afan.
- Bydd cyfleusterau croesi newydd a gwell i gerddwyr yn helpu cerddwyr, yn enwedig ar hyd Heol Glan yr Afon.
- Opsiwn C: Bydd stryd dawel yn annog pobl i gerdded ac i feicio heb yr angen i wneud newidiadau mawr i'r seilwaith. Bydd twmpathau cyflymder yn arafu'r traffig.

Anfanteision:

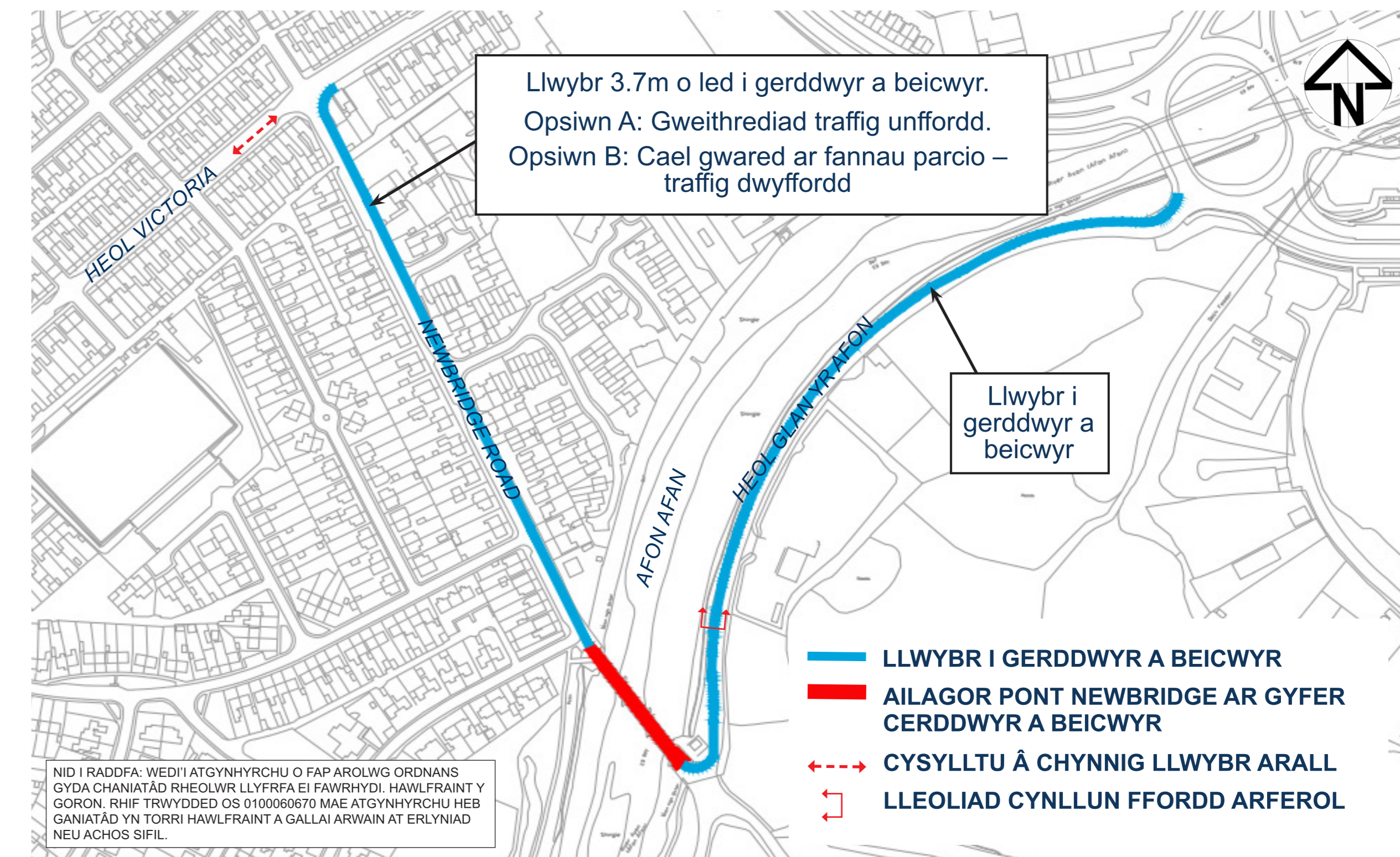
- Opsiwn A: Bydd arwyddion traffig unffordd yn dargyfeirio traffig.
- Opsiwn B: Colli manau parcio ar y stryd ar un neu ddwy ochr y ffordd ar Heol Newbridge.
- Opsiwn C: Bydd beicwyr yn parhau i fod ar y ffordd gyda'r traffig ar strydoedd a ddynodir yn strydoedd tawel.
- **Nid oes modd adfer ac ailagor y bont heb wella'r ddarpariaeth teithio llesol ar Heol Newbridge a Heol Glan yr Afon.**

Cynllun Ffordd Nodweddiadol: Heol Glan yr Afon

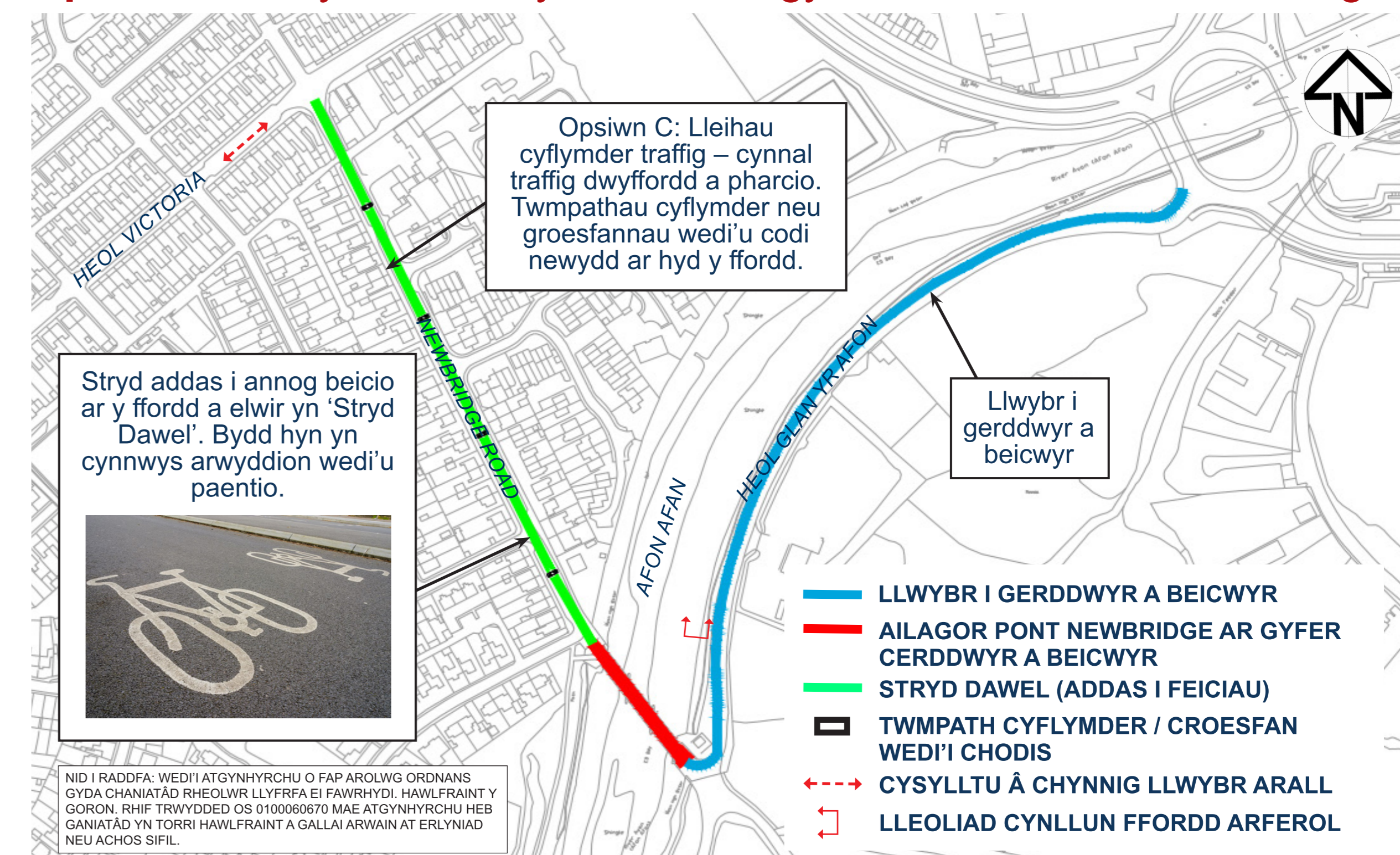


Trosolwg o Nodweddion y Dyluniad:

Opsiynau A a B: Llwybr i Gerddwyr a Beicwyr ar Heol Newbridge



Opsiwn C: 'Stryd Dawel' sy'n addas ar gyfer beiciau ar Heol Newbridge



Appendix B

SURVEY QUESTIONS

NPT Active Travel

Have your say about the Sandfields Active Travel Project

Thank you for taking part in this questionnaire about the Sandfields Active Travel Project. Please note you can comment on as many or as few routes as you wish.

Please hand this back to one of our team members when you have finished.

Your Travel

1. How do you usually travel in or around Sandfields? (Tick all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Car / Private Vehicle |
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Jogging / Running | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Mobility Scooter / Wheelchair | <input type="checkbox"/> Commercial Vehicle |
| <input type="checkbox"/> Motorcycle / Moped | <input type="checkbox"/> Other (please write in below): |

2. What is your connection to Sandfields? (Tick all that apply)

- | | |
|---|---|
| <input type="checkbox"/> I live here | <input type="checkbox"/> I own a business here |
| <input type="checkbox"/> I commute through here | <input type="checkbox"/> I use this route for leisure |
| <input type="checkbox"/> I live nearby | <input type="checkbox"/> Other (please write in below): |

3. Do you support, in principle, the plans to improve the walking / cycling routes in the area?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

Route 1 – Seaway Parade to Scarlett Avenue

4. Thinking about the design solutions we have started to explore, how much do you support these ideas?

Strongly support

Do not support

Support

Strongly do not support

5. Which aspects of the route design do you like, and why?

6. Which aspects of the route design do you dislike, and why?

Route 2 - Princess Margaret Way

7. Thinking about the design solutions we have started to explore, how much do you support these ideas?

Strongly support

Do not support

Support

Strongly do not support

8. Which aspects of the route design do you like, and why?

9. Which aspects of the route design do you dislike, and why?

Route 3 - Victoria Road and St Pauls Road

10. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- Strongly support
- Support

- Do not support
- Strongly do not support

11. Which aspects of the route design do you like, and why?

12. Which aspects of the route design do you dislike, and why?

Route 4 - Dalton Road

13. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- Strongly support
- Support

- Do not support
- Strongly do not support

14. Which aspects of the route design do you like, and why?

15. Which aspects of the route design do you dislike, and why?

Route 5 - Western Avenue and St Helier Drive

16. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

17. Which aspects of the route design do you like, and why?

18. Which aspects of the route design do you dislike, and why?

Route 6 - Parry Road, Silver Avenue and Citrine Avenue

19. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

20. Which aspects of the route design do you like, and why?

21. Which aspects of the route design do you dislike, and why?

Route 7 & 8 - Golden Avenue to Southville Road

22. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

23. Which aspects of the route design do you like, and why?

24. Which aspects of the route design do you dislike, and why?

Route 9 - Southdown Road to Hospital Road

25. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

26. Which aspects of the route design do you like, and why?

27. Which aspects of the route design do you dislike, and why?

Route 10 - Bevin Ave, Abbeville Ave, Romney Rd, Moorland Rd, Sunnybank Rd, Sandown Rd

28. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

29. Which aspects of the route design do you like, and why?

30. Which aspects of the route design do you dislike, and why?

Route 11 - Newbridge Road

31. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- | | |
|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Do not support |
| <input type="checkbox"/> Support | <input type="checkbox"/> Strongly do not support |

32. Please let us know which design option you prefer for the Newbridge Road section of the route

- Option A** – New shared pedestrian and cycle path along the northern side of road and **one-way traffic** operation.
- Option B** – New shared pedestrian and cycle path along the northern side with the **removal of on-street parking**.
- Option C** – Improving the pedestrian route and enable on road cycling by improving safety and reducing the speed of traffic with the installation of raised table crossing facilities, raised junctions and speed humps (known as a "quiet street").
- Other** (Please write in below):

33. Which aspects of the route design do you like, and why?

34. Which aspects of the route design do you dislike, and why?

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

Prioritisation Exercise

36. Please select 3 routes that you would like to see prioritised above the others:

- Route 1 - Seaway Parade to Scarlett Ave
- Route 2 - Princess Margaret Way
- Route 3 - Victoria Rd and St Pauls Rd
- Route 4 - Dalton Road
- Route 5 - Western Ave and St Helier Drive
- Route 6 - Parry Rd, Silver Ave, and Citrine Ave
- Route 7&8 - Golden Ave to Southville Rd
- Route 9 - Southdown Rd to Hospital Rd
- Route 10 - Bevin Ave, Abbeyville Ave, Romney Rd, Moorland Rd, Sunnybank Rd, Sandown Rd
- Route 11 - Newbridge Road

About You

Finally, please could you tell us some information about yourself? Please note that these questions are optional.

37. Please provide your full postcode (e.g. SA13 1PJ)

38. What is your age?

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 56-65 |
| <input type="checkbox"/> 16-25 | <input type="checkbox"/> 66-75 |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> 76-85 |
| <input type="checkbox"/> 36-45 | <input type="checkbox"/> Over 85 |
| <input type="checkbox"/> 46-55 | <input type="checkbox"/> Prefer not to say |

39. Welsh Language – are you:

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

40. Are you pregnant or on maternity leave?

- Yes
- No
- Prefer not to say

41. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

42. What is your ethnic group?

- | | |
|--|---|
| <input type="checkbox"/> White - British | <input type="checkbox"/> Pakistani |
| <input type="checkbox"/> White - Irish | <input type="checkbox"/> Black: African |
| <input type="checkbox"/> Mixed - White & Black Caribbean | <input type="checkbox"/> Black: Caribbean |
| <input type="checkbox"/> Mixed - White & Black African | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Indian | <input type="checkbox"/> Gypsy or Traveller communities |
| <input type="checkbox"/> Bangladeshi | |
| <input type="checkbox"/> Other (please write in below): | |

43. Sex:

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Male | <input type="checkbox"/> Non-binary |
| <input type="checkbox"/> Female | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Transgender | <input type="checkbox"/> Other (please write in below): |

44. Sexual Orientation:

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Heterosexual | <input type="checkbox"/> Bisexual |
| <input type="checkbox"/> Lesbian | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Gay | <input type="checkbox"/> Other (please write in below): |

45. Religion / Belief

- | | |
|------------------------------------|---|
| <input type="checkbox"/> Christian | <input type="checkbox"/> Sikh |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> No religion |
| <input type="checkbox"/> Hindu | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Jewish | <input type="checkbox"/> Other (please write in below): |
| <input type="checkbox"/> Muslim | |

46. Nationality

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Welsh | <input type="checkbox"/> Irish |
| <input type="checkbox"/> Scottish | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> English | <input type="checkbox"/> Other (please write in below): |
| <input type="checkbox"/> British | |

Appendix C

PROMOTIONAL MATERIALS

Council seeks views on proposed walking, cycling and wheeling routes in Sandfields, Port Talbot

18 January 2024

Neath Port Talbot (NPT) council is currently looking to gain feedback on eleven proposed routes for walking, cycling and wheeling (active travel) in the Sandfields area of Port Talbot.



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Active Travel, which aims to give as many people as possible the ability to choose an alternative to motorised travel, is defined as walking, cycling and wheeling for everyday purposeful short-distance journeys, not including journeys purely made for recreation or social reasons.

As part of the council's active travel programme, a study has been carried out on how the roads in the Sandfields area could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips.

Possible improvements range from small scale changes, like providing dropped kerbs and tactile paving, to bolder ideas like creating new cycle tracks and pedestrian crossings.

The council's work is at an early stage and nothing is fixed or decided yet. The council is keen to hear your views and will use feedback to review and improve the ideas.

The eleven proposed future routes are:

1. **Seaway Parade, Handel Avenue, Purcell Avenue & Scarlett Avenue**
2. **Princess Margaret Way**
3. **Victoria Road & St Paul's Road**
4. **Dalton Road**
5. **Western Avenue & St Hellier Drive**
6. **Parry Road, Citrine Avenue & Silver Avenue**
- 7&8. **Golden Avenue, Fairway, Southdown Road, Acacia Avenue & Southville Road**
9. **Southdown Road, Fairway, Vivian Park Drive & Hospital Road**
10. **Bevin Avenue, Romney Road, Sandown Road, Sunnybank Road, Moorland Road & Chanel View**
11. **Newbridge Road & Riverside Road**

A face-to-face engagement event has been arranged for Thurs 25th January 2024 at the Aberavon Leisure and Fitness Centre from 2pm-7pm. People can view detailed maps showing all the proposals. Members of the Active Travel team will be present to answer queries and record opinions.

To view the proposals online and have your say visit our website at www.npt.gov.uk/activetravel. The online survey will be open between January 18th to 16th Feb 2024.

Implementation of the proposed measures will be subject to the Council receiving grant funding from the Welsh Government. It is important for residents to note that Active Travel funding can only be used by the Council for improvements to walking, cycling and wheeling projects and cannot be used for any other purpose.

Cllr Wyndham Griffiths, Neath Port Talbot Council's Cabinet Member for Strategic Planning, Transport and Connectivity, said: "By supporting more people in Sandfields to walk wheel and cycle for everyday journeys, we will help improve the health and wellbeing of our residents, create safer communities, reduce congestion on our roads and reduce environmental impacts.

"We look forward to what residents in the area tell us during this period of consultation about our Active Travel plans in the Sandfields area."



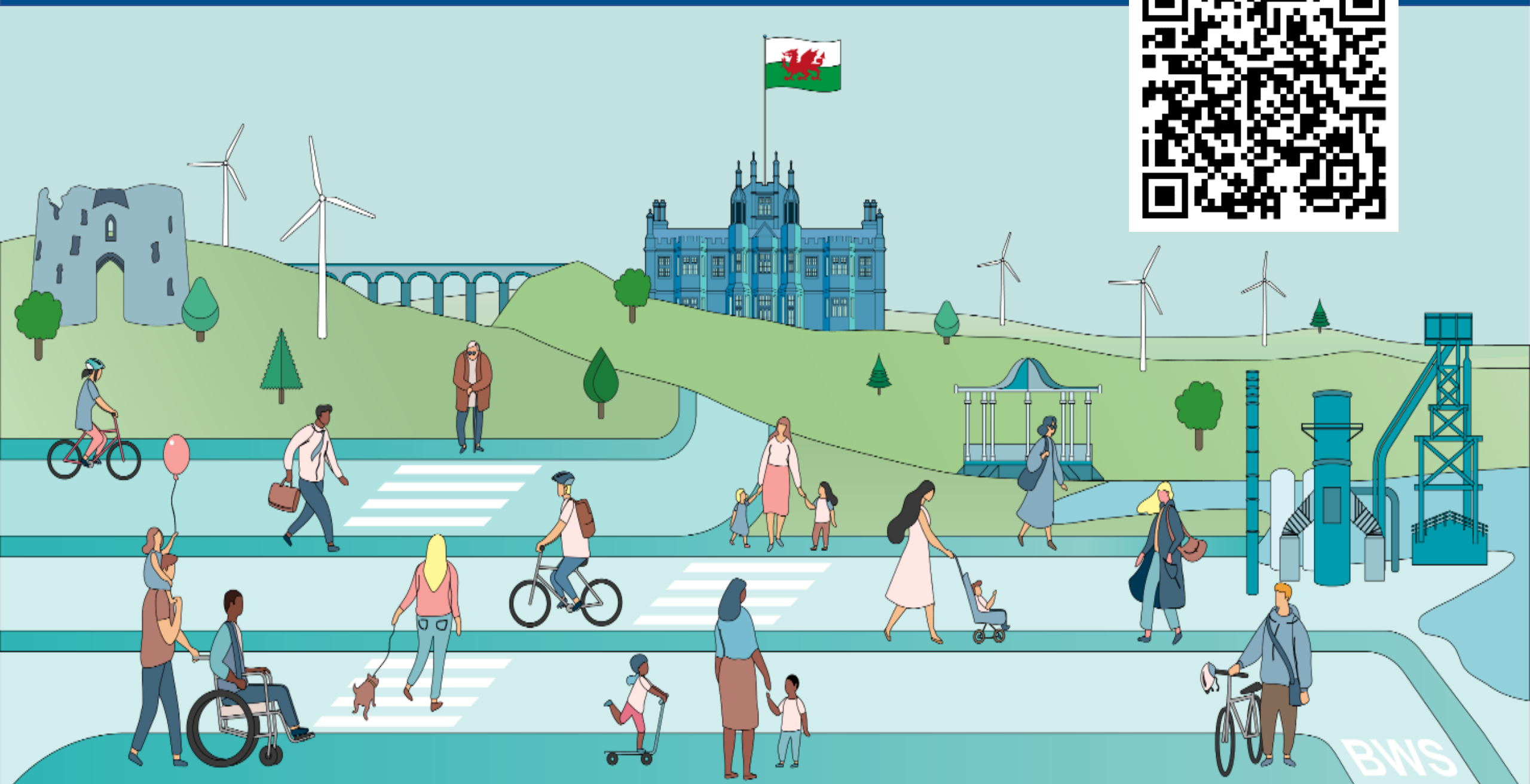
Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Sandfields Active Travel Engagement

We have looked at the Sandfields area and identified possible walking and cycling improvements. Details of the proposal can be viewed on the council's website at www.npt.gov.uk/activetravel. If you do not have access to a computer copies of the proposal are available to view at Sandfields Library, 8 Morrison Road, Port Talbot SA12 6TG.

Our work is at an early stage and nothing is fixed or decided yet. We are keen to hear your views by the **16th February 2024** and will use your feedback to review and improve the ideas.

Have questions? Why not come along to our **engagement event** on the **25th January 2024** in Aberavon Leisure Centre between 2-7pm



Implementation of the proposed measures will be subject to the Council receiving grant funding from the Welsh Government. It is important for residents to note that Active Travel funding can only be used by the Council for improvements to walking, cycling and wheeling projects and cannot be used for any other purpose.



Ariennir gan
Lywodraeth Cymru
Funded by
Welsh Government



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES



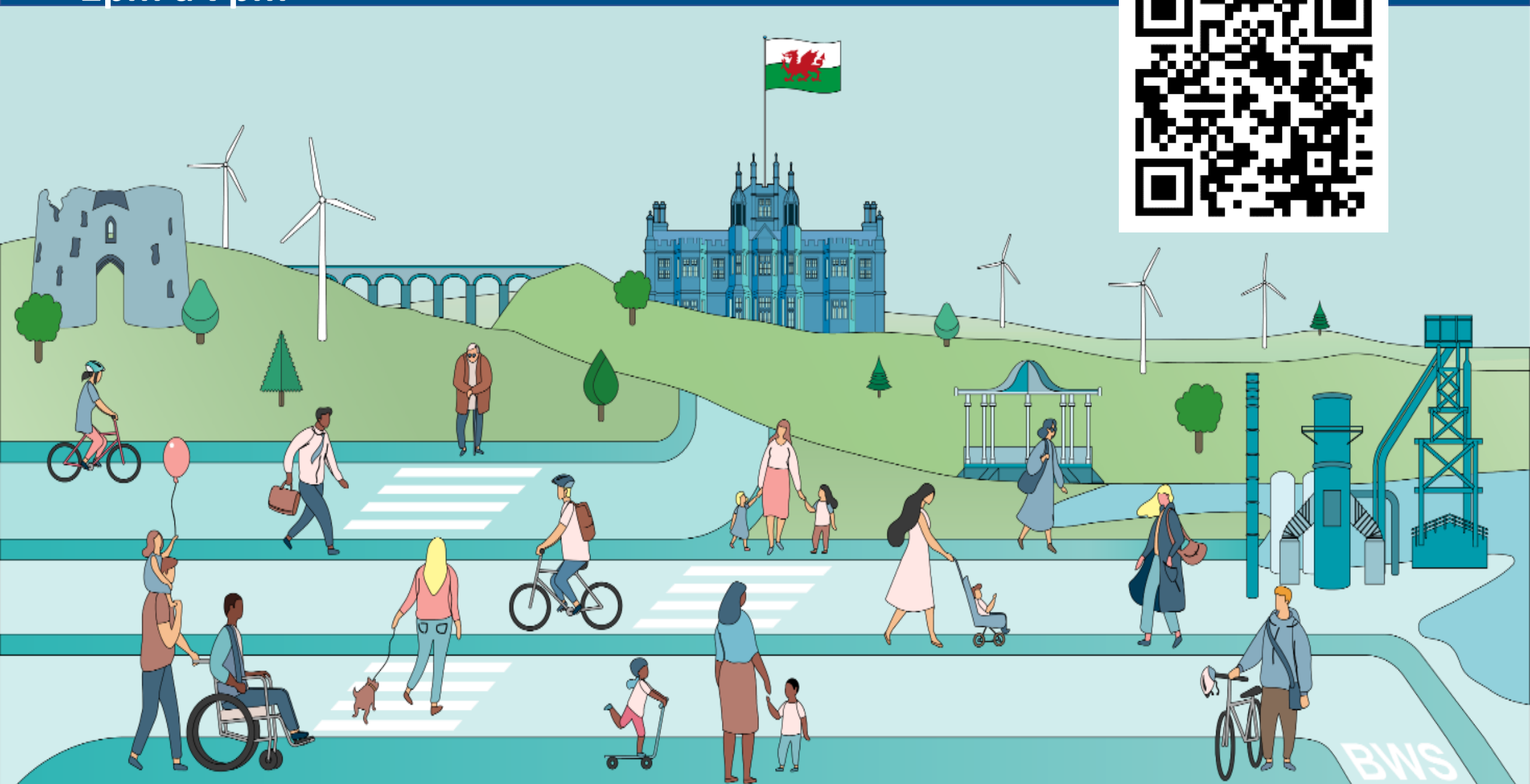
Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Digwyddiad ymgysylltu Teithio Llesol Sandfields

Rydym wedi astudio ardal Sandfields ac wedi nodi gwelliannau posib i lwybrau cerdded a beicio. Gellir gweld manylion y cynnig ar wefan y cyngor yn www.npt.gov.uk/activetravel Os nad oes gennych fynediad at gyfrifiadur, mae copïau o'r cynnig ar gael i'w gweld yn Llyfrgell Sandfields, Heol Morrison SA12 6TG.

Mae ein gwaith ar gam cynnar o hyd ac nid oes unrhyw beth wedi'i bennu na'i benderfynu eto. Rydym yn awyddus i glywed eich barn erbyn **16 Chwefror 2024** a byddwn yn defnyddio'ch adborth i adolygu a gwella'r syniadau.

Oes gennych ragor o gwestiynau? Beth am alw heibio ein **digwyddiad ymgysylltu** ar **25 Ionawr 2024** yng Nghanolfan Hamdden Aberafan rhwng **2pm a 7pm**



Bydd rhoi'r mesurau arfaethedig ar waith yn amodol ar y cyngor yn derbyn arian grant gan Lywodraeth Cymru. **Mae'n bwysig i breswylwyr nodi y gall cyllid Teithio Llesol gael ei ddefnyddio gan y cyngor am welliannau i broseictau cerdded, beicio ac olwyno'n unig, ac ni ellir ei ddefnyddio at unrhyw ddiben arall.**



Ariennir gan
Lywodraeth Cymru
Funded by
Welsh Government



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Sandfields Walking and Cycling Have Your Say



NPT ACTIVE TRAVEL

If it's not far, leave the car



Ariennir gan
Lywodraeth Cymru
Funded by
Welsh Government



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

Appendix D

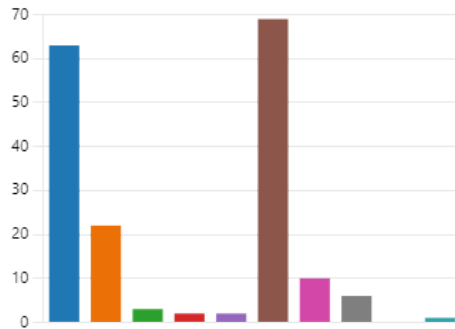
ADDITIONAL RESPONDENT INFORMATION

NPT Active Travel

80 Responses	174:31 Average time to complete	Closed Status
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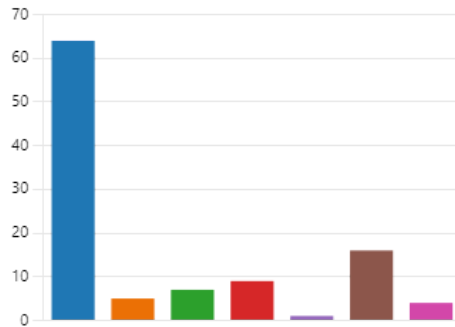
1. How do you usually travel in or around Sandfields (Please select multiple answers)

Walking	63
Cycling	22
Jogging / Running	3
Mobility Scooter / wheelchair	2
Motorcycle / Moped	2
Car / Private vehicle	69
Bus	10
Taxi	6
Commercial vehicle	0
Other	1



2. What is your connection to Sandfields (Please select multiple answers)

I live here	64
I commute through here	5
I live nearby	7
I work here	9
I own a business here	1
I use this route for leisure	16
Other	4



3. Do you support, in principle, the plans to improve the walking / cycling routes in this area?

Strongly Support	23
Support	20
Do not support	16
Strongly do not support	20



4. Would you like to answer questions on Route 1 - Seaway Parade to Scarlett Ave

Yes	20
No	60



5. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	13
● Support	5
● Do not support	2
● Strongly do not support	0



6. Which aspects of the route design do you like, and why?

4
Responses

Latest Responses

7. Which aspects of the route design do you dislike, and why?

5
Responses

Latest Responses

2 respondents (40%) answered **cycle path** for this question.



8. Would you like to answer questions on Route 2 - Princess Margaret Way

● Yes	23
● No	57



9. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	15
● Support	4
● Do not support	4
● Strongly do not support	0



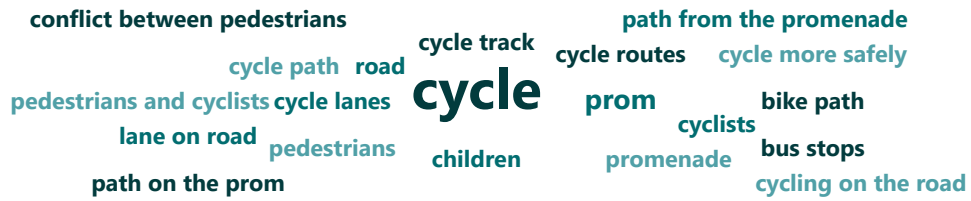
10. Which aspects of the route design do you like, and why?

16

Responses

Latest Responses

8 respondents (50%) answered **cycle** for this question.



11. Which aspects of the route design do you dislike, and why?

13

Responses

Latest Responses

3 respondents (23%) answered **roundabout** for this question.



12. Would you like to answer questions on Route 3 - Victoria Road and St Pauls Road

● Yes	51
● No	29



13. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	7
● Support	6
● Do not support	10
● Strongly do not support	28



14. Which aspects of the route design do you like, and why?

31

Responses

Latest Responses

10 respondents (32%) answered **none** for this question.



15. Which aspects of the route design do you dislike, and why?

44

Responses

Latest Responses

31 respondents (70%) answered **parking** for this question.



16. Would you like to answer questions on Route 4 - Dalton Road

● Yes	17
● No	63



17. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	7
● Support	5
● Do not support	2
● Strongly do not support	2



18. Which aspects of the route design do you like, and why?

10

Responses

Latest Responses

2 respondents (20%) answered **cycle** for this question.



19. Which aspects of the route design do you dislike, and why?

9

Responses

Latest Responses

2 respondents (22%) answered **Loss of parking** for this question.



20. Would you like to answer questions on Route 5 - Western Avenue and St Helier Drive

- Yes 21
- No 59



21. Thinking about the design solutions we have started to explore, how much do you support these ideas?

- Strongly support 4
- Support 8
- Do not support 6
- Strongly do not support 3



22. Which aspects of the route design do you like, and why?

7

Responses

Latest Responses

1 respondents (14%) answered **cyclist and pedestrians** for this question.

practical alternative **comfortable** **None** **traffic**
crossings **separation of cyclist** **avenue is wide** **curbs**
scheme safer **cyclist and pedestrians** **Western avenue**
easier **impact of driving** **environmental impact** **provision**
wide enough to make improvements **movement of pushchairs**

23. Which aspects of the route design do you dislike, and why?

12

Responses

Latest Responses

5 respondents (42%) answered **cars** for this question.

Methodist church

traffic cars route

direct route

cyclists

Road

24. Would you like to answer questions on Route 6 - Parry Road, Silver Avenue and Citrine Avenue

● Yes 13
● No 67



25. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support 6
● Support 5
● Do not support 1
● Strongly do not support 1



26. Which aspects of the route design do you like, and why?

2

Responses

Latest Responses

27. Which aspects of the route design do you dislike, and why?

6

Responses

Latest Responses

3 respondents (50%) answered **Road** for this question.



28. Would you like to answer questions on Route 7 & 8 - Golden Avenue to Southville Road

● Yes	13
● No	67



29. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	6
● Support	5
● Do not support	1
● Strongly do not support	1



30. Which aspects of the route design do you like, and why?

5

Responses

Latest Responses

2 respondents (40%) answered **cycle paths** for this question.



31. Which aspects of the route design do you dislike, and why?

7

Responses

Latest Responses

2 respondents (29%) answered **cycle path** for this question.



32. Would you like to answer questions on Route 9 - Southdown Road to Hospital Road

● Yes	16
● No	64



33. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	5
● Support	4
● Do not support	3
● Strongly do not support	3



34. Which aspects of the route design do you like, and why?

6

Responses

Latest Responses

2 respondents (33%) answered **None** for this question.



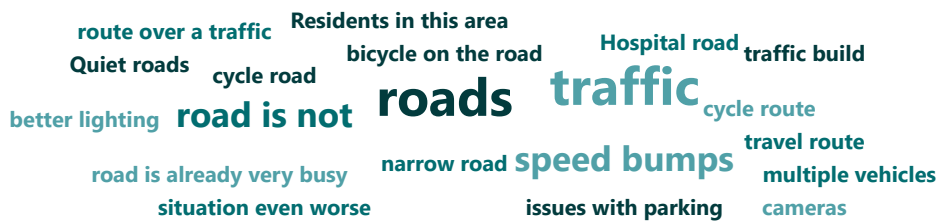
35. Which aspects of the route design do you dislike, and why?

6

Responses

Latest Responses

3 respondents (50%) answered **roads** for this question.



36. Would you like to answer questions on Route 10 - Bevin Ave, Abbeyville Ave, Romney Rd, Moorland Rd, Sunnybank Rd, Sandown Rd

● Yes	15
● No	65



37. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	5
● Support	4
● Do not support	2
● Strongly do not support	4



38. Which aspects of the route design do you like, and why?

5

Responses

Latest Responses

1 respondents (20%) answered **Refurbishment of pavements** for this question.



39. Which aspects of the route design do you dislike, and why?

7
Responses

Latest Responses

4 respondents (57%) answered **traffic** for this question.



40. Would you like to answer questions on Route 11 - Newbridge Road

● Yes	37
● No	43



41. Thinking about the design solutions we have started to explore, how much do you support these ideas?

● Strongly support	12
● Support	9
● Do not support	6
● Strongly do not support	8



42. Please let us know which design option you prefer for the Newbridge Road section of the route

● Option A - New shared pedestri...	13
● Option B - New shared pedestri...	2
● Option C - Improving the pedes...	11
● Other	7



43. Which aspects of the route design do you like, and why?

26
Responses

Latest Responses

"SAFETY COMES FIRST SO SPEED HUMPS PREFERRED"
"Least disruption to an already busy street. Busy all year around with dog wal..."

[Update](#)

4 respondents (17%) answered **street** for this question.



44. Which aspects of the route design do you dislike, and why?

22
Responses

Latest Responses

9 respondents (41%) answered **parking** for this question.



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

42
Responses

Latest Responses

"Thank you for your consultation on the above document. We are a charity ..."

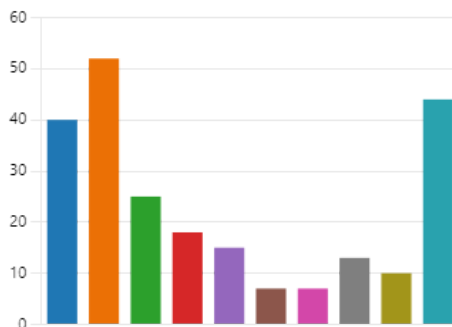
[Update](#)

13 respondents (32%) answered **roads** for this question.



46. Please select 3 routes that you would like to see prioritised above the others

- Route 1 - Seaway Parade to Scar... 40
- Route 2 - Princess Margaret Way 52
- Route 3 - Victoria Rd and St Pau... 25
- Route 4 - Dalton Road 18
- Route 5 Western Ave and St Heli... 15
- Route 6 - Parry Rd, Silver Ave an... 7
- Route 7&8 - Golden Ave to Sou... 7
- Route 9 - Southdown Rd to Hos... 13
- Route 10 - Bevin Ave, Abbeyville... 10
- Route 11 - Newbridge Road 44



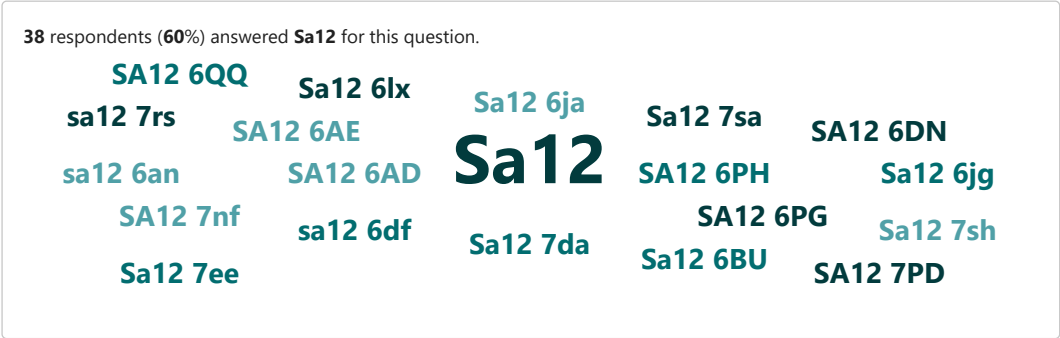
47. Please provide your full postcode (e.g. SA13 1PJ)

64
Responses

Latest Responses
"SA12 6DF"

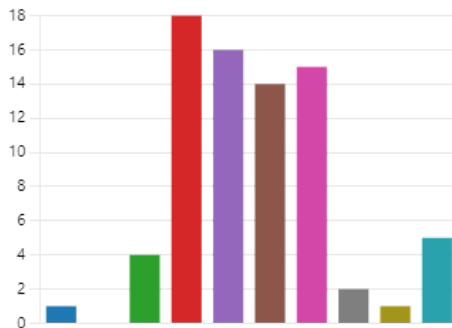
[Update](#)

38 respondents (60%) answered **Sa12** for this question.



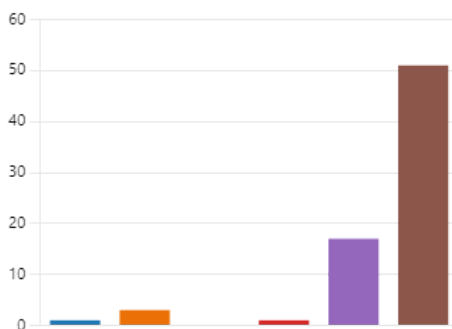
48. What is your age

Under 16	1
17-24	0
25-29	4
30-39	18
40-49	16
50-59	14
60-74	15
75-85	2
86	1
Prefer not to say	5



49. Welsh Language - are you:

Fluent speaker & writer	1
Fairly fluent speaker & writer	3
Fluent speaker	0
Fairly fluent speaker	1
Learner	17
Little or no knowledge	51



50. Are you pregnant or on maternity leave

Yes	1
No	66
Prefer not to say	6



51. Do you consider yourself to have a disability

● Yes	15
● No	47
● Prefer not to say	11



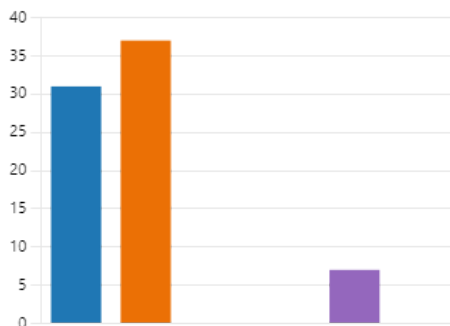
52. Question

● White British	67
● White Irish	0
● Mixed: White & Black Caribbean	0
● Mixed: White & Black African	0
● Indian	0
● Bangladeshi	0
● Pakistani	0
● Black: African	0
● Black: Caribbean	0
● Chinese	0
● Gypsy & Traveller communities	0
● Other Ethnic Group	0
● Prefer Not to Say	5
● Other	3



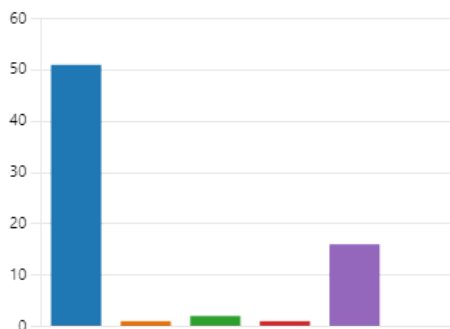
53. Sex

● Male	31
● Female	37
● Transgender	0
● Non-binary	0
● Prefer not to say	7
● Other	0



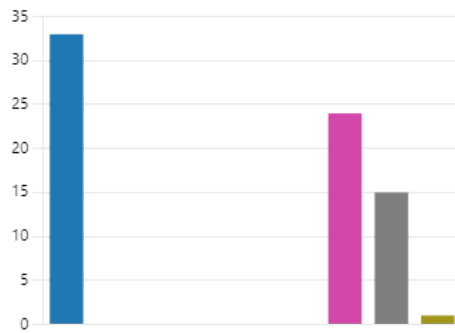
54. Sexual Orientation

● Heterosexual	51
● Lesbian	1
● Gay	2
● Bisexual	1
● Prefer not to say	16
● Other	0



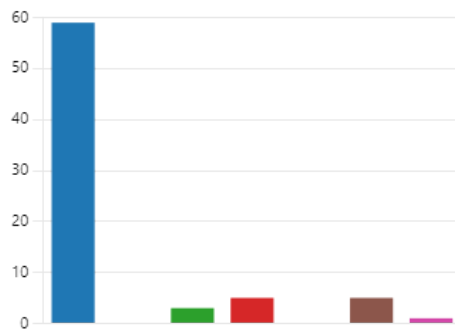
55. Religion / Belief

Christian	33
Buddhist	0
Hindu	0
Jewish	0
Muslim	0
Sikh	0
No religion	24
Prefer not to say	15
Other	1



56. Nationality

Welsh	59
Scottish	0
English	3
British	5
Irish	0
Prefer not to say	5
Other	1



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