



Cyngor **Abertawe**  
**Swansea** Council

 **ARCADIS**

# ACTIVE TRAVEL NETWORK MAP (ATNM) DEVELOPMENT REPORT

Swansea Council

FEBRUARY 2023



# CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>INFORMATION GATHERING AND INITIAL ENGAGEMENT .....</b>	<b>3</b>
<b>3</b>	<b>ROUTE IDENTIFICATION AND NETWORK DEVELOPMENT .....</b>	<b>13</b>
<b>4</b>	<b>PUBLIC CONSULTATION FEEDBACK – ONLINE SURVEY .....</b>	<b>27</b>
<b>5</b>	<b>WIDER ENGAGEMENT FEEDBACK.....</b>	<b>48</b>
<b>6</b>	<b>AMENDMENTS TO DRAFT ATNM.....</b>	<b>60</b>
<b>7</b>	<b>FEEDBACK FROM WELSH GOVERNMENT .....</b>	<b>67</b>
<b>8</b>	<b>AUDITING OF EXISTING ROUTES .....</b>	<b>69</b>
<b>9</b>	<b>PRIORITISATION OF FUTURE ROUTES.....</b>	<b>73</b>
<b>10</b>	<b>SUMMARY AND NEXT STEPS.....</b>	<b>79</b>
	<b>Appendix A – Draft ATNM Published for 12-week Consultation.....</b>	<b>81</b>
	<b>Appendix B – List of Stakeholders Notified of the 12-week Consultation.....</b>	<b>92</b>
	<b>Appendix C – Stakeholder Comments .....</b>	<b>95</b>
	<b>Appendix D – Final Approved ATNM.....</b>	<b>100</b>

# ACRONYMS AND ABBREVIATIONS

Abbreviation	Term
ATA	Active Travel Act
ATAG	Active Travel Act Guidance
ATNM	Active Travel Network Map
DMW	Data Map Wales
ERM	Existing Route Map
INM	Integrated Network Map
SDA	Strategic Development Area

# 1 INTRODUCTION

## 1.1 Context and Purpose of Report

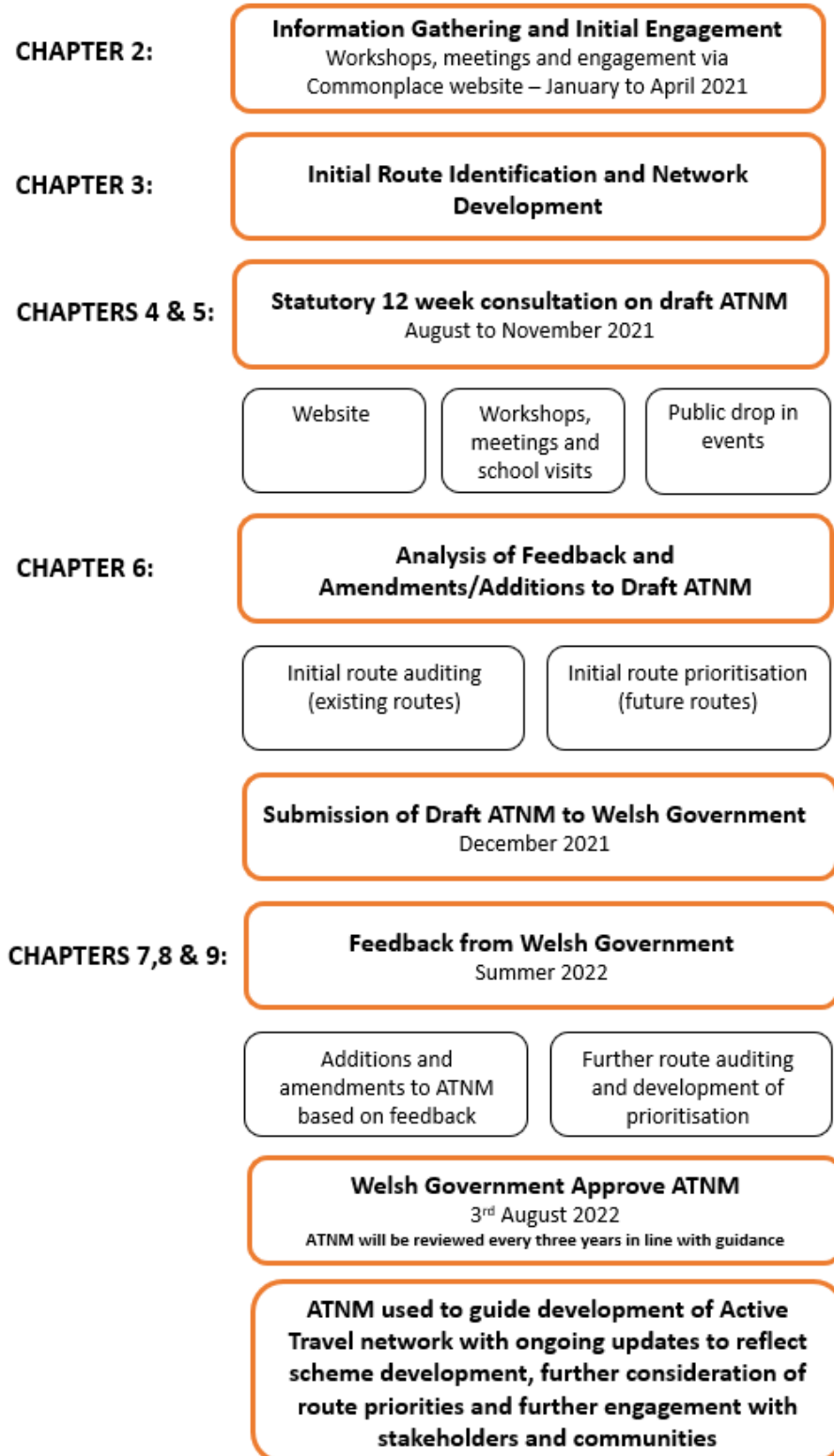
- 1.1.1 This report documents the process of preparation of Swansea Council's new Active Travel Network Map (ATNM).
- 1.1.2 The ATNM, approved in August 2022, replaces:
- The Existing Route Map (ERM), approved in 2016 showing routes existing at that time for walking and routes.
  - The Integrated Network Map (INM), approved in 2018 which showed proposed walking and cycling routes to be delivered over the next 15 years (up to 2033).
- 1.1.3 The development of the ATNM is a legislative requirement under the Active Travel (Wales) Act 2013 which places a duty on local authorities to plan for, improve, and promote routes for walking and cycling for everyday journeys. In line with the latest Active Travel Act Guidance (ATAG), the new approved ATNM brings both existing and future routes together into a single map.
- 1.1.4 The ATNM was developed during 2021 and early 2022 and was approved by Welsh Government in August 2022. It will now be used by Swansea Council as the basis for planning the development of their walking and cycling network going forward. It includes 213 future routes for walking and cycling as well as the existing network.
- 1.1.5 The new map illustrating all future and existing routes is downloadable on Swansea Council's website – [Active-Travel](#). The ATNM's for all Local Authorities is accessible via the Welsh Government mapping system, 'Data Map Wales' website – [DataMapWales](#).
- 1.1.6 The future routes identified on the new ATNM represent the Council's aspirational network for walking and/or cycling. It is important to note that in the majority of cases the future routes shown have not yet been subject to detailed analysis or engineering feasibility work – essentially, they represent a desired connection or enhancement for walking and cycling between key destinations. Detailed consideration of what type of walking and cycling improvement/provision is most suitable or technically feasible will be part of the next steps, including for example consideration of the side of a road a route might go, how wide it might be, or what it might look like. In some cases, it is possible that further consideration may determine that it is not possible or appropriate to deliver enhancements on certain routes. Therefore, it is important that the future routes are seen as an initial basis on which route planning and improvements will be considered. Having them mapped is however an important step because unless a future route is included on the ATNM, it is not possible to bid for funding to improve it.
- 1.1.7 Critically, in all cases as routes are considered and schemes are developed there will be further engagement with stakeholders and the local community.
- 1.1.8 This report sets out the process of developing the ATNM up to its approval in August 2022. However, the ATNM is an iterative tool and, whilst the published and approved map is dated August 2022, the Council will be continually reviewing and updating mapping – for example to take account of schemes delivered after approval and to note ongoing feedback or address identified issues. They will essentially therefore maintain a 'live' list of updates. These would then be rolled up into a formal review of the ATNM, which the guidance states should happen every three years.



# 1.2 ATNM Development Process

1.2.1 Preparation of the map has included a number of key stages, which are summarised in Figure 1.1. Importantly, preparation of the map has been informed by a comprehensive formal/statutory consultation which was undertaken in late 2021.

Figure 1.1 – ATNM Development Process



## 2 INFORMATION GATHERING AND INITIAL ENGAGEMENT

### 2.1 Introduction

2.1.1 This chapter outlines the methodology, data sources and tools used to inform the first stage of developing the draft ATNM.

2.1.2 An information gathering exercise was carried out in early 2021 to develop the evidence base and establish baseline transport conditions, identify key trip attractors/ generators, identify existing/ proposed active travel routes, and understand the findings from previous studies and surveys.

2.1.3 The following key data sources and tools were used to inform this study:

- Information from related plans and programmes
- Current active travel network (existing and proposed routes)
- Designated cycle routes (National Cycle Network)
- Public Rights of Way
- Recorded road collisions (involving pedestrians and cyclists)
- Trip patterns by location of residence and workplace
- Method and distance of travel to work
- Propensity to cycle tool
- Resident and workplace population density
- Welsh Index of Multiple Deprivation
- Healthy lifestyles (including general health, inactivity levels and adult lifestyles)
- Car ownership levels

2.1.4 Where possible, the information has been presented spatially using GIS maps to aid the analysis.

### 2.2 Existing Situation – Active Travel

2.2.1 Swansea's previous adopted Existing Route Map (ERM), shows that Swansea has benefitted from a number of existing routes – [\*ERM \(Superseded\)\*](#).

2.2.2 National Cycle Network through Swansea and shows how NCN routes 43 and 4 provide valuable connections – [\*NCN Map\*](#).

2.2.3 Swansea has an extensive network of Public Rights of Way (PRoW) – [\*Rights of Way Map\*](#).

2.2.4 Typical of the urbanised nature of the study area it is important to note that footways are generally provided along both sides of the carriageway throughout the area, with a centralised pedestrianised zone in the core city centre.

- 2.2.5 Since the ERM was prepared there has been significant development of the active travel network across Swansea. As part of the ATNM development, the ERM mapping of existing routes has evolved and this was updated to produce a map layer for inclusion in the new draft ATNM to reflect the current network.
- 2.2.6 Whilst Swansea already benefits from several core active travel routes and has been successful in delivering recent enhancements there is huge potential to further develop the network to provide much needed connections to key destinations.

### Previous INM Vision

- 2.2.7 The previous INM, adopted in 2018 set out Swansea's vision for the future cycle network – [INM \(Superseded\)](#).
- 2.2.8 The network shown on the INM was extensive, but a key task in reviewing the INM and creating the new ATNM was to identify further opportunities to expand and develop the network further, in particular to identify connections to key origins and destinations and address gaps in the network. Those INM routes (that have not otherwise been delivered) were carried forward on to the new draft ATNM, as discussed in [Chapter 3](#).

## 2.3 Existing Situation – Other Modes

- 2.3.1 At an early stage a review of the existing situation was undertaken in order to help identify opportunities for enhancements for walking and cycling or barriers. The following sections provide a brief overview.

### Highways

- 2.3.2 The M4 bypasses Swansea to the north, replacing the A48 as the main east–west route. Both the M4 and the A48 connect with Neath, Port Talbot and Cardiff to the east and Carmarthen to the west. The A483 dual carriageway links the city centre with the M4 at junction 42 to the east and junction 47 to the north west.
- 2.3.3 The A4067 connects Mumbles to the city centre and continues up the Swansea Valley towards Brecon. The road comprises a dual carriageway for the majority of its route through Swansea. Other notable local roads include the A484, which provides a link from Fforestfach west to Llanelli, and the A4118, the main route westwards from the city centre across Gower to Port Eynon.
- 2.3.4 **Implication for the ATNM** – *The larger urban roads within the Swansea Council area can be a barrier to walking and cycling and create severance. It is important that future routes for walking and cycling provide safe routes along (where appropriate) and across the main roads.*

### Rail

- 2.3.5 Swansea railway station is located off the B4489 High Street in Swansea City Centre. The station is operated by Transport for Wales (TfW) and is the terminus of the South Wales Mainline. The station is classified as a Category C1, defined as an important feeder station that has 0.5-2 million trips per annum. Swansea railway station comprises four platforms, with services operating to Llanelli, Carmarthen, Haverfordwest to the west, Cardiff, Newport Bristol and London Paddington to the east and Shrewsbury via the Heart of Wales Line.

2.3.6 There are also suburban stations in Gowerton, Llansamlet and in Pontarddulais which are served by Transport for Wales services.

2.3.7 **Implication for the ATNM** – *Ensuring that rail stations can be accessed on foot or by bike is an important policy objective. It is important that routes to stations continue to be improved and that the ATNM provides for routes to serve these important transport hubs.*

## Bus

2.3.8 Swansea Bus Station is located off West Way, adjacent to the Quadrant Shopping Centre in Swansea City Centre. The bus station has 20 stands for local bus services, with three stands for national coach services. National Express operate services westward to Llanelli and Carmarthen and east to Bristol, Birmingham and London, as well as Heathrow Airport and Gatwick Airport. Megabus operate services to Manchester, Leeds and York (east) and to Lampeter, Aberaeron and Aberystwyth (west) Trawscymru operate services from Swansea to Brecon (T6 service) and to Lampeter and Aberystwyth (T1).

2.3.9 **Implication for the ATNM** – *Ensuring that the bus station can be accessed on foot or by bike is also an important policy objective. It is important that active travel routes serve transport hubs, including local bus stops to improve interchange facilities between sustainable modes.*

## Future Public Transport Proposals – Swansea Bay and West Wales Metro

2.3.10 Welsh Government and Transport for Wales are working in partnership with Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea Councils to develop proposals for the Swansea Bay and West Wales Metro. The aim of the Metro is to provide a series of regional integrated transport systems across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

2.3.11 The areas of improvement which the Swansea Bay and West Wales metro network programme will be working towards that are most relevant to this work are listed below:

- Reduce rail journey times between Swansea and Cardiff to a target of 30 minutes.
- Increase service frequencies between Southwest Wales and London.
- Reduce journey times between key population centres including Swansea, Neath, Port Talbot, Llanelli, Carmarthen, Haverfordwest and Milford Haven.
- Improve Park and Ride provision for access to the Swansea Bay region.
- Provide a viable public transport alternative to the congested M4/A48 corridor.
- Contribute to developing a Swansea Bay Urban Area Metro including improvements to multi-modal interchanges.

2.3.12 **Implication for the ATNM** – *As the Metro network is developed it will be important to ensure that transport hubs are well served by active travel routes. At the time of developing the draft ATNM (2021/22) the location of new transport hubs was not known, therefore routes to them could not be mapped. This will therefore be an important consideration for evolving the ATNM in future iterations.*

## 2.4 Baseline Data

2.4.1 A range of baseline data was reviewed as context for the development of the ATNM, including:

- StatsWales collision data
- 2011 Census data:
  - Travel to work data (method, distance travelled, location)
  - Economic activity
  - Health
  - Car ownership
- Propensity to Cycle tool
- Welsh Index of Multiple Deprivation (WIMD) database

## 2.5 Integration with Plans and Programmes

2.5.1 As a starting point for the development of the draft ATNM information relating to a range of plans, policies and programmes were reviewed. In brief, the review (which was undertaken in 2021/22) included:

### National Policy, Strategy and Guidance

- The Active Travel (Wales) Act, 2013
- An Active Travel Action Plan for Wales (2016)
- Active Travel (Wales) Act 2013 – Design Guidance, and then latterly the Active Travel Act Guidance (July 2021)
- Wellbeing of Future Generations Act (Wales) Act 2015
- Future Generations Report 2020, Transport
- The Equality Act 2010 (Statutory Duties) (Wales) regulations 2011
- Planning (Wales Act) 2015
- Planning Policy Wales: Edition 11 (2021)
- Llwybr Newydd; The Wales Transport Strategy (2021)
- Taking Wales Forward 2016 – 2021
- Prosperity for All – Economic Action Plan (2107)
- Prosperity for All – The National Strategy (2017)
- Prosperity for All – A Low Carbon Wales (2019)
- Future Wales – The National Plan
- Welsh Language (Wales) Measure 2011

### Regional and Local Policy and Strategy

- Joint Local Transport Plan for Southwest Wales 2015 – 2020



- Swansea Local Development Plan 2010 – 2025, adopted 2019
- Swansea Central Area Regeneration Framework, 2016
- Swansea Bay City Region Economic Regeneration Strategy 2013 – 2030
- Swansea Central Area Green Infrastructure Strategy – Regenerating Our City for Wellbeing and Wildlife

2.5.2 Of particular relevance to the development of the ATNM are:

- The Local Development Plan which outlines a vision to ensure Swansea is a desirable, sought-after place to live, work and visit and recognises the role of active travel in helping reduce reliance on the private car and aims to ensure that developments are designed to provide safe and efficient access to the transport network, which includes the active travel network. In order to understand the future context, land use allocations were reviewed and mapped as an initial step in developing the ATNM. The LDP identifies a network of routes on which active travel improvements are sought to support development and strategic sites. These routes are incorporated within the future routes shown on the new ATNM.
- The Joint Local Transport Plan which includes a key policy to improve walking and cycling links between key settlements and related policies to reduce the number of road casualties and collisions. Creation of a coherent network linking key settlements, with safe continuous cycle routes is therefore critical to the new ATNM.
- The Swansea Central Area Regeneration Framework which identifies key active travel linkages to and through regeneration sites. Consultation with officers at Swansea Council has been important in ensuring these key linkages are included within the network of future routes shown on the new ATNM.

2.5.3 As the Joint Local Transport Plan and Local Development Plan are reviewed the ATNM will in turn inform the development of core policy.

## 2.6 Early Engagement

2.6.1 The ATAG states that “*engagement and consultation is an essential part of the process for preparing and reviewing the Active Travel Network Map.*” The approach to developing Swansea’s ATNM therefore placed an important emphasis on engagement both at early map preparation stage and as part of the formal statutory process later in the process. Activities have reached a wide audience of both stakeholders and members of the public and generated detailed feedback which has helped to shape the development of the ATNM. This section summarises the early engagement undertaken as part of the network development stage. **Chapters 4** and **5** then provide more detail on the statutory consultation.

2.6.2 During the network development stage a number of engagement activities were carried out to inform the early development of the ATNM and identify problems, opportunities and gaps in the existing active travel network. Workshops were held with Local Government Officers and active travel and disability groups and newsletters were produced to engage with ward members and stakeholders. The Commonplace engagement was also successful in raising the profile of the ATNM and encouraging a wide variety of people to comment.

## **Workshop with Swansea Council Officers**

- 2.6.3 Workshops with Local Government Officers were conducted on 2nd and 3rd January 2021 in order to identify the problems and opportunities related to walking and cycling in Swansea, identify gaps and improvements to the existing active travel network and gather any additional information to assist the study.
- 2.6.4 To ensure a collaborative and integrated approach from the offset, 31 Swansea Officers representing a number of Council departments received the invitation to engage, including:
- Highways
  - Natural Environment
  - Countryside
  - Planning
  - SUDs
  - Watercourses
  - Structures
  - Road Safety
  - Land Ownership
  - Parks and Cleansing
  - Ecology
  - Site Management
- 2.6.5 The workshop was useful in understanding the wider context and helped highlight future routes for consideration.

## **Engagement with Ward Members and Stakeholders**

- 2.6.6 Two newsletters were produced for local ward Members and key stakeholders to inform them about the project and the preparation of the revised ATNM.
- 2.6.7 Recipients were asked for their feedback on where there are gaps in the cycling and walking network in Swansea and where the network can be improved and to help to identify and connect us with key stakeholders and community groups within Ward areas, to have input and engage with the development of the ATNM.

## **Engagement with Active Travel and Disability Groups**

- 2.6.8 A workshop with active travel and disability group was conducted on 14th April 2021 to identify gaps and improvements to the existing active travel network in Swansea and inform the preparation of the draft map which for Public Consultation.
- 2.6.9 Representatives from a number of organisations were invited to participate, including:
- Swansea Ramblers
  - Swansea Wheelers
  - Wheelrights

- Welsh Cycling
- Cycling UK
- Cycle Solutions
- Bikeability Wales
- County Cycles
- Cycle Swansea Bay
- Cycles Training Wales
- Sustrans
- Santander Bike Scheme
- Disability Wales
- The Horse Trust
- Neath Port Talbot Council

2.6.10 The workshop provided a varied perspective on the selection of future active travel routes across Swansea, particularly younger people and groups with protected characteristics.

### Engagement with Adjoining Authorities

2.6.11 Officers engage regularly with adjoining authorities, both on active travel specifically and broader cross boundary projects. During the early development of the project an officer from Neath Port Talbot attended the stakeholder workshop. This highlighted the importance of cross-boundary collaboration with neighbouring local authorities as part of the ATNM process. **Chapter 5** provides further details.

### Commonplace Engagement

2.6.12 A core part of the early development of the ATNM was a consultation hosted on the Commonplace platform. This provided members of the public and stakeholders with an opportunity to make comments about current provision for walking and cycling as well as to note gaps in the network and identify aspirations for future routes. The consultation ran from 23<sup>rd</sup> February 2021 to 9<sup>th</sup> April 2021.

2.6.13 The Commonplace consultation was publicised via:

- The Swansea Council website
- Local press
- Radio advertisements
- Social Media
- A newsletter sent to Stakeholders

2.6.14 As shown in Figure 2.1, the Commonplace website generated a great deal of engagement and feedback.



2.6.16 The comments were analysed and summarised into the following key areas/main themes/requests:

- **Swansea City Centre: Circa 137 comments:**
  - Improved cycle parking in the city centre.
  - Make the city centre more permeable and allow cycling and walking through the city.
  - Remove on street parking in the centre in order to improve pavements and implement cycle lanes.
- **Pontarddulais: Circa 24 comments:**
  - Pontarddulais needs to link to rest of Swansea.
  - Pontarddulais to Grovesend route.
  - A new route for walking and cycling between Gorsaf y Glowr and the northern end of Goppa Road.
- **Clydach: Circa 15 comments:**
  - Improve path surface adjacent to Clydach.
  - Cycle route from Clydach to Swansea resurfaced.
- **Bishopston: Circa 25 comments:**
  - Road across Clyne Common is poor for active travel – no segregated provision.
  - A safe walking/cycling route between Bishopston and Mayals is needed.
  - Cycle path on West Cross Lane, linking Mansfield and Bishopston would be welcome.
- **Gorseinon: Circa 16 comments**
  - Shared use cycle path is needed alongside Gorseinon Road to Penllergaer.
  - Improve path to Loughor Estuary.
- **Marina / SA1: Circa 38 comments:**
  - Tawe Bridge – needs higher parapet for cyclists.
  - Heavily trafficked bridges make them unpleasant to cross, yet only direct way to city centre from Port Tenant.
  - Sail Bridge – there is conflict between pedestrians and cyclists here.
  - A pedestrian bridge should be installed on Prince of Wales Dock.
- **Mumbles: Circa 28 comments:**
  - Junction of Newton Road and Mumbles Road – junction very wide – build out pavements to narrow the junction.
  - Remove parking on Mumbles Road between Newton Road and Dunn's Lane and widen pavements.



- **Loughor: Circa 10 comments:**
  - Repair existing path from Brynafon Road to the estuary – make it accessible for all.
  - Culfor Road – Only part of the cycle route is on road – discourages cyclists from using it.
- **Killay: Circa 15 comments:**
  - Gower Road is particularly dangerous for cyclists.
  - Where the Clyne Cycle Path connects to Gower Road – dangerous bend.
- **Dunvant: Circa 10 comments:**
  - Existing route on Killan Road busy – Voylart Road could be alternative.
  - Dunvant to Clyne Valley – needs better safety designs such as 20mph limit and “cyclists Ahead” signs.
- **Other relevant comments:**
  - St Helen’s Road – Busy, unsafe road in/out of City Centre.
  - Bryn-y-mor Road – traffic speed issues.
  - No access from Parc Bryn Heulog to cycle network – improve connections.
  - Improve crossing at A4067/B4625 roundabout.
  - A shared use path would be beneficial along Ynysallan Road.
  - Drainage issues along the promenade – Swansea Bay Cycle Path.

2.6.17 Where relevant comments were used to inform development of the ATNM. Other comments are to be noted by Swansea in relation to wider policy and maintenance issues.

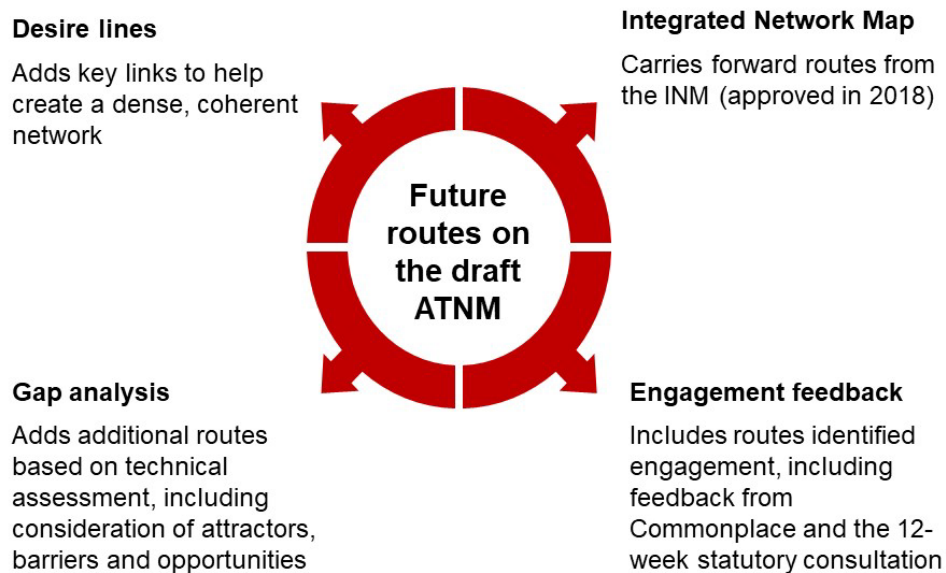
2.6.18 The information and route suggestions from the data review and early engagement were carried forward into the network development stage, as discussed in the next chapter.

# 3 ROUTE IDENTIFICATION AND NETWORK DEVELOPMENT

## 3.1 Introduction

- 3.1.1 This chapter explains the process adopted for identifying and defining the future routes for inclusion on the draft ATNM which was then subject to the 12-week statutory consultation. Chapter 10 of the ATAG sets out the process of producing the ATNM, including the evidence base required for planning routes and how walking and cycling networks could be developed – the ATNM was developed following this guidance.
- 3.1.2 Figure 3.1 shows that the identification of future routes drew together information from the INM, engagement feedback and the results of technical assessment.

Figure 3.1 – Development of Routes on the Draft ATNM



- 3.1.3 The ATAG provides separate guidance on the suggested method for planning for walking and cycling networks but recognises that in practice the two are usually considered together. Much of the development of Swansea’s ATNM has considered walking and cycling together, focussing on the identification of routes that could be used by pedestrians and/or cyclists. Hence in this chapter the network planning process described considers both modes simultaneously.

## 3.2 Network Aims

3.2.1 The guidance recognises that establishing aims for the network provides a useful focus to the network development phase. The aims which have underpinned the development of Swansea's ATNM include the following:

- Provide a high-quality network of routes which build upon and enhance the existing network.
- Provide routes which could be used by pedestrians and/or cyclists (dependent on results of route-by-route design) recognising that, particularly in the urban area of the city of Swansea, they are both practical, viable modes.
- Ensure connections between key localities and the city centre and to other key localities.
- Ensure the network of routes caters for journeys to school, as key trip attractors.
- Ensure that the network of routes caters for journeys to retail, service and employment centres (recognising that routes for leisure are outside of the Active Travel Act guidance and funding process).
- Ensure the ATNM captures desire lines and possible routes to provide a framework for options assessments to be undertaken to establish route preferences as part of ongoing work and the next stage.
- Ensure the network is coherent and ambitious.
- Given that design work has not yet been undertaken, show a network of routes that will allow options assessment to consider various routes (based on the mapped ATNM routes) and then select the most appropriate.

## 3.3 GIS System

3.3.1 To aid the development of the ATNM an ArcGIS system was used to enable storage and management of spatial information in a geodatabase. This enabled mapping to be added in layers and presented visually.

3.3.2 Data sets were provided by Swansea Council. These included:

- Existing active travel routes (previous ERM and delivered schemes)
- Routes shown on the previous INM
- Public Rights of Way
- Location of schools
- Location of development sites/allocations
- Location of related facilities such as cycle hire and public toilets

3.3.3 Other data was imported from publicly available sources:

- StatsWales collision data
- 2011 Census data
- Propensity to Cycle tool data

- Welsh Index of Multiple Deprivation (WIMD) database
- Trip attractors, including leisure, health and cultural facilities
- Shopping centres and retail centres

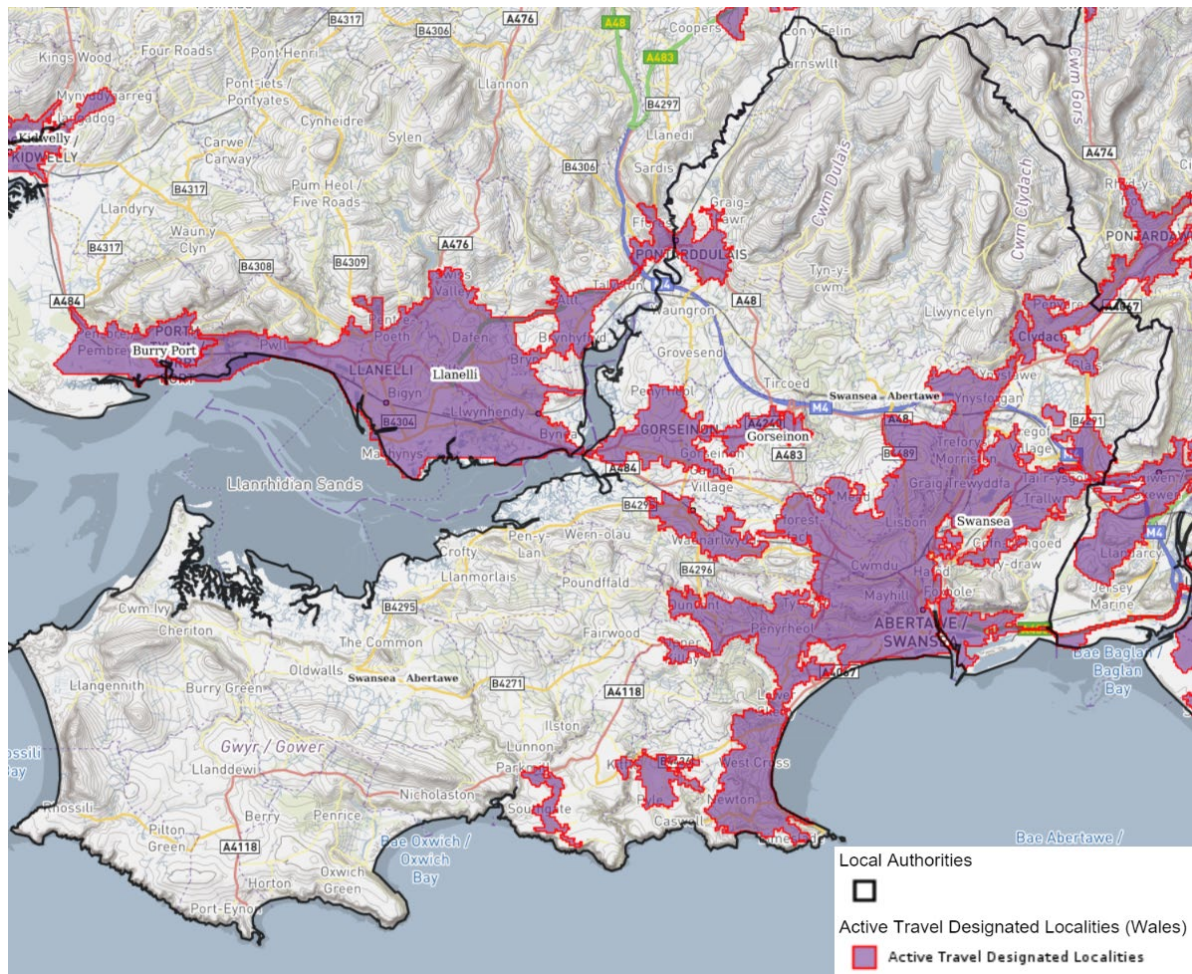
## 3.4 Initial Mapping

- 3.4.1 As a first step in the development of the ATNM, existing routes shown on the existing route map (ERM), approved in 2016, and aspirational future routes to be delivered over the next 15 years (up to 2033) shown on the integrated network map (INM), approved in 2018, were mapped.

## 3.5 Designated Localities and Settlements

- 3.5.1 The guidance requires ATNMs to focus on designated localities and settlements. The relevant designated localities identified in Appendix B of the ATAG are Swansea City, Gorseinon, Pontarddulais, Murton and Southgate. The designated settlements within these localities identified in ATAG are: Glais, Gowerton, Swansea City, Upper Killay, Gorseinon, Loughor, Pontarddulais, Murton and Southgate.
- 3.5.2 The designated localities are derived from the Office for National Statistics' built-up areas. The built-up areas are identified by splitting Wales into 50 metre by 50 metre squares. The predominant land use in each square is identified as either built up or not built up. Where built up squares sit next to each other, then they are amalgamated into larger built-up areas. Many of these built-up Areas are amalgamations of a number of towns and villages, which are in close proximity to each other and/or to a larger densely populated area.
- 3.5.3 Figure 3.2 shows the Active Travel Designated Localities for Swansea, obtained from DMW.
- 3.5.4 The ATNM was evolved to provide full coverage of all of these settlements and to cover links between these settlements and the key localities. It has considered the key destinations within these localities and sought to identify routes that provide coherent and continuous connections. However, the more rural areas, such as the Gower, are not included in line with the guidance.

Figure 3-2 – Active Travel Designated Localities



### 3.6 Identification of Key Destinations and Trip Attractors

3.6.1 In order to develop a comprehensive active travel network in Swansea and to identify gaps in the ERM and INM, key origins, destinations and trip attractors were mapped as part of the production of the ATNM, in line with Appendix J of the ATAG.

3.6.2 Figures 3.3 and 3.4 show the origins and destinations that were mapped, including education, leisure, health and cultural facilities:

- All schools across the Swansea Council area
- Colleges and universities
- Hospitals
- Cultural Institutions, including museums, art galleries theatres and arts centres.
- Religious Buildings
- Leisure centres
- Retail destinations including supermarkets, local centres, out of town shopping centres and district centres.



3.6.3 Figure 3.5 shows the existing, recreational walking and cycling routes, in the form of Public Rights of Way. It also illustrates the locations of cycle parking in Swansea, to help identify gaps. Figure 3.5 also shows the location of pedestrian and cyclist road traffic accidents.

3.6.4 In addition, Figure 3.6 maps Local Development Plan allocations as these have been key considerations in terms of understanding future patterns of movement.

Figure 3.3 – Key Trip Attractors

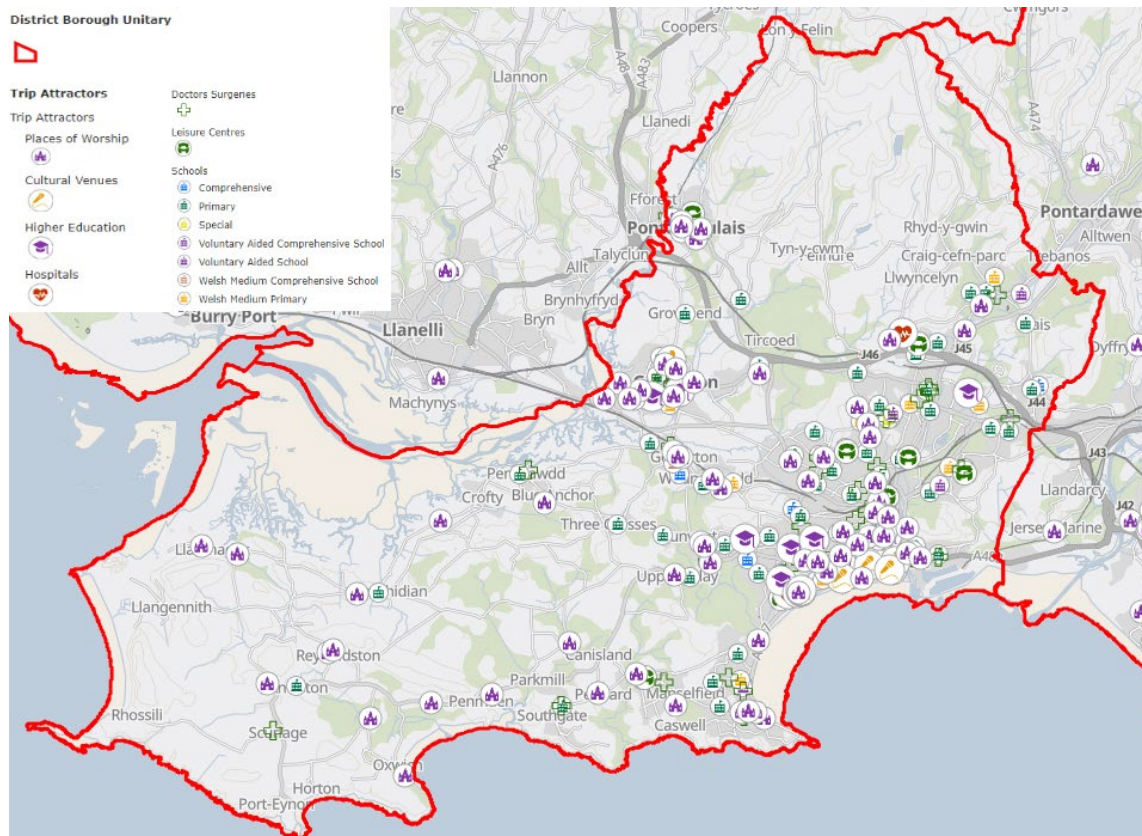


Figure 3.4 – Shopping Centres and Retail Destinations

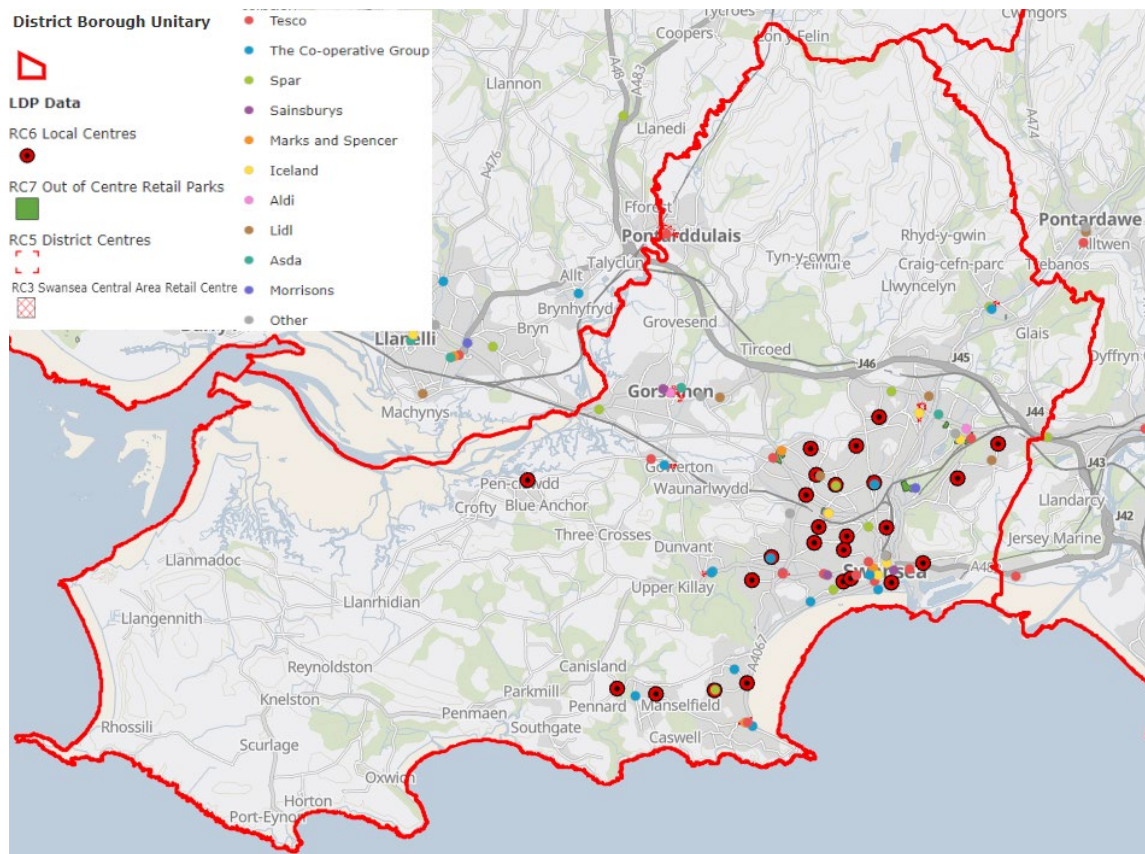


Figure 3.5 – PRow Network, Cycle Parking Locations and Location of Pedestrian/Cyclist Accidents

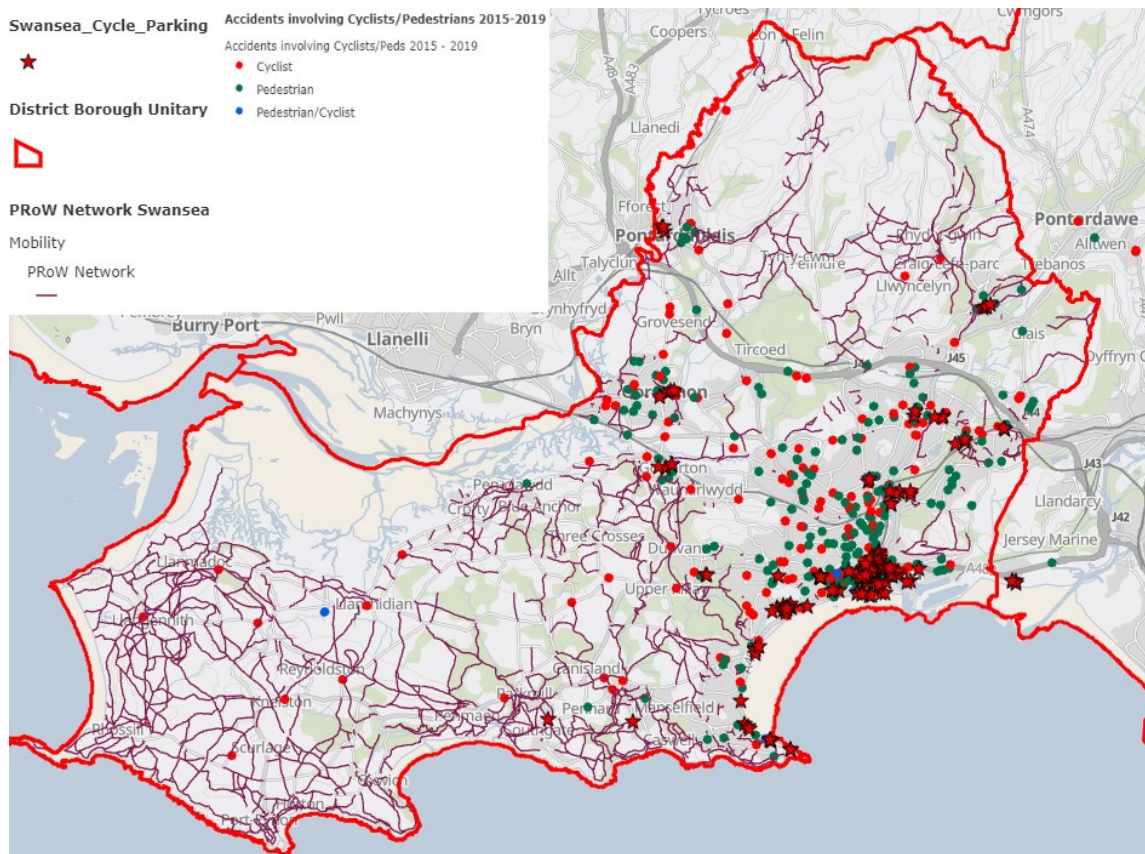
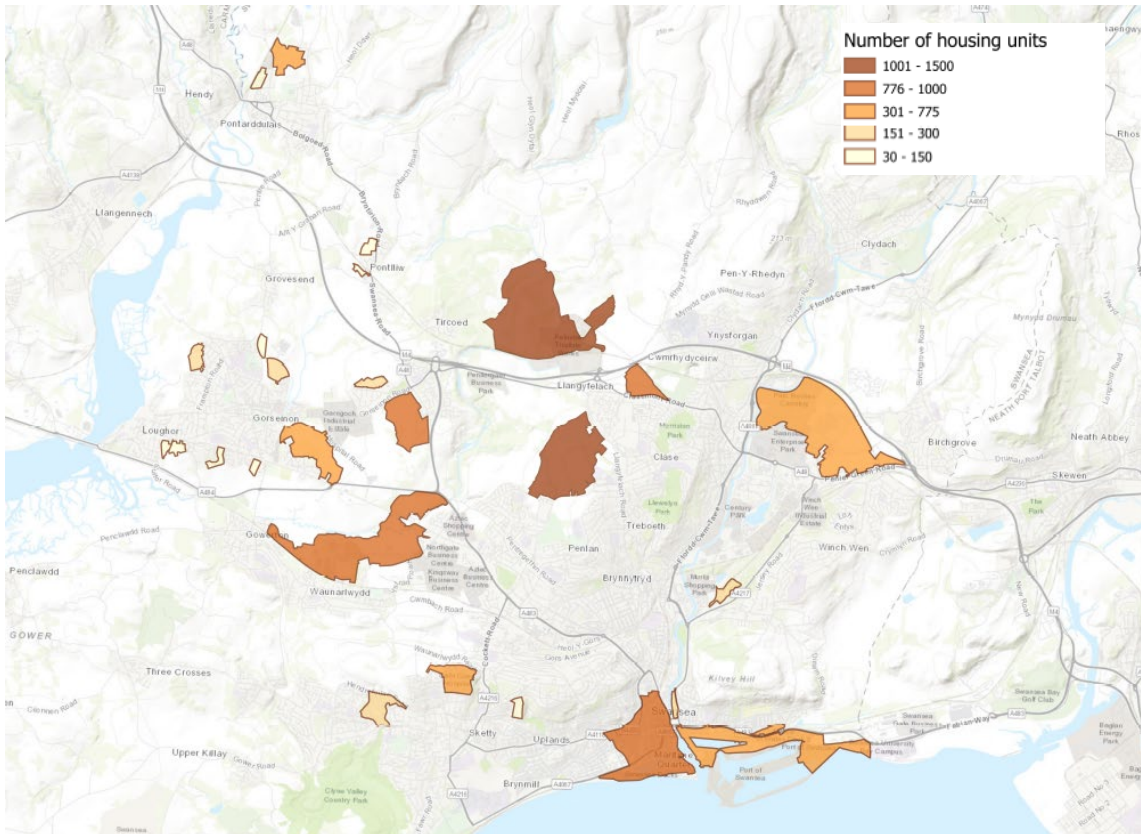




Figure 3.6 – Local Development Plan Housing Allocation Sites



## 3.7 Identification of Barriers to Movement

3.7.1 Physical barriers which have the potential to cause severance were identified through a desk-based study. These physical barriers included heavily trafficked A Roads, major junctions, bridges, railway lines, rivers and the M4 motorway. The stakeholder engagement, as well as comments on the Commonplace platform, helped to further identify and confirm important barriers.

3.7.2 Once the barriers to active travel were identified, funnel routes were identified. These funnel routes are key locations where active travel movements are concentrated, particularly in confined areas and if it is the only route available. The Propensity to Cycle Tool was utilised in order to establish the most heavily used routes, where active travel movements are likely to be concentrated.

3.7.3 The Propensity to Cycle Tool funded by the DfT demonstrates a range of local statistics related to cycling in the UK, taken from the 2011 census. The tool shows existing cycle flows along fast and quieter routes the wider the line, the greater the cycle flow along a particular route. The following routes are considered “heavily used” and are not currently included on the ERM, therefore formed the basis of the initial gap analysis:

- Walter Road/Sketty Road
- B4436 Derwen Fawr Road
- De La-Beche Road/Dilwyn Roiad/Llewelyn Street
- Sketty Park Road
- Gower Road
- Oxford Street/Western Street/St Helen’s Road

- Pentre-Chwyth Road
- A4217 – Pentre – Chwyth
- Peniel Green Road.

## 3.8 Identification of Gaps, Desire Lines and Routes

3.8.1 In accordance with the principles for network planning in the ATAG, an initial list of 47 active travel routes was identified, as shown in Table 3.1.

Table 3.1 – Initial Identification of Routes

Name	Description
Dunvant to Three Crosses	Connects Tirmynydd Road to INM Route SWA-MT0029 via Joiners Road / Dunvant Road / Killan Road, providing access to Three Crosses Community Centre.
Chapel Road – Three Crosses	Connects Crwys Community Woodland to Dunvant Road, via Chapel Road, providing access to Crwys Primary School and Capel y Crwys.
Bryn Road - Gorseinon	Connects NCN Route 4 to INM route SWA-AS0005 via Waun Road / Bryn Road, serving the residential community of Gorseinon.
West Street - Gorseinon	Connects INM route SWA-AS0047 to INM route SWA-AS0005 via West Street, providing access to Gorseinon Bus Station and Ysgol Gynradd Gymraeg Pontybrenin.
Swansea Road / Llangyfelach Road	Connects to INM Route SWA-MT0011 at the northern extent of the route, to SWA-AS0018 via Swansea Road and Llangyfelach Road and provides access to Ysgol Gynradd Gymraeg Tirdeunaw.
Heol Gwrosydd	Travels along Heol Gwrosydd and connects INM route SWA-AS0020 to SWA-AS0018 on B4489 Llangyfelach Road. The route provides a direct link to Ysgol Gyfon Gymraeg Bryn Tawe and to Penylan Leisure Centre, as well as connecting to bus stops along Heol Gwrosydd.
Caemawr Road	Travels along Caemawr Road / Parry Road / Vicarage Road, connecting to INM route SWA-MT0012 in the south and INM SWA-AS0022 in the north, along the A48. Connects to Bishop Vaughan School and the residential area of Pentre Poeth, providing access to local shops on Vicarage Road and bus stops along the route.
Woodfield Street (Morrison Local Centre)	Travels along B4603 Woodfield Street from the A4067 roundabout (south) to A48, where it meets INM route SWA-AS0022. The route connects to retail and commercial properties along Woodfield Street, creating an improved environment for pedestrians and cyclists in Morrison Local Centre.
Sway Road (Morrison Local Centre)	Travels along B4603 Sway Road from the A48 to the junction with Chemical Road (north), where it connects to

Name	Description
	INM SWA-AS0021. The route connects to retail services and hospitality along the B4063 and serves the residential area of Morriston.
Morrison Hospital	Provides a direct link from Pant Lasau Road and INM SWA-AS0016 to Morrison Hospital and connects to INM SWA-ST0014. The route will provide a missing link in the active travel network, as well as safe pedestrian and walking facilities directly to the hospital.
Heol Dolfain / Butterslade Grove	Route travels along Heol Dolfain, Butterslade Grove and Heol Glan-Nant, where it connects to SWA-AS0053. It would provide a direct link to Glynollen Primary School, serving the residential area of Ynysforan.
High Street (Clydach Local Centre)	Routes along the B4603 High Street, connecting INM route SWA-AS0023 to INM SWA-MT0015. The route provides access to retail and commercial properties on High Street, as well as providing a link to St Mary's Church and Cwmtawe Medical Centre.
Lone Road	Route travels along Lone Road / Vardre Road and connects INM route SWA-MT0015. The route serves the residential area of Vadre, providing access to retail, commercial and hospitality properties along the route.
Gellionnen Road	Route connects Vadre Road to Carlton Road / Tanycoed Road, providing a direct link to Ysgol Gynradd Gymraeg Gellionnen, serving the residential area of Faedre.
Caldicot Road	Route connects Mansel Road and INM route SWA-AS0050 to Cefn Hengoed School via Caldicot Road.
Colwyn Avenue	The route connects Caldicot Road to INM route SWA-MT0021 on Carmel Road, via Cowlyn Avenue. The route links to Cwm Glas Primary School serving the residential area of Eastside Swansea and provides access to bus stops along the route.
Cwm Chapel Road	Route connects INM SWA-AS0028 on Jersey Road to INM SWA-AS0050 on Mansel Road, via Cwm Chapel Road, providing a missing link.
Delhi Street	Route connects to National Cycle Network (NCN) Route 43 and travels along Delhi Street, St Leger Crescent and Port Tennant Road, where it connects to NCN Route 4, south of the A483. The route would provide a direct link between the two NCN routes and also serves retail properties along Delhi Street and St Thomas Church.
Port Tennant Road (Port Tennant Local Centre)	Travels along Port Tennant Road and Ysgol Street before adjoining NCN Route 4. The route serves a number of retail and hospitality services along Port Tennant Road, providing access to this local Centre.
St Helen's Road	Route connects to existing route St Helens Link. To the east it connects to INM route SWA-MT0024. The route travels along B4290 St Helens Road and connects to a



Name	Description
	number of retail and commercial properties along the route, as well as Brunswick Health Centre and St Helens Medical Centre.
Glanmor Road / Ty Coch Road	Connects the residential areas of Ty Coch to Uplands via Glanmor Road / Ty Coch Road. The route links INM Route SWA-AS0048 to INM route SWA-MT0025. The route also connects to Gower College Swansea.
Dunvant Road	The route serves the residential area of Killay and connects INM route SWA-AS0038 on B4296 to INM SWA-AS0038 on Gower Road. The route provides access to Dunvant Park, Dunvant Primary School and Hendrefolian Primary School.
St John's Road / Penfilia Road	The route serves the residential area of Manselton and travels along St Johns Road / Penfilia Road, where it connects to INM SWA-MT0013. The route connects to bus stops along St John's Road / Penfilia Road.
Llangyfelach Road	Route connects to INM route SWA-MT0013. The route travels along Llangyfelach Road, serving a number of retail and hospitality services. The route serves the residential areas of Waun-Gron and Tre-boeth.
Pentregethin Road	Route connects INM route SWA-AS0058 to INM route SWA-AS0020 and links Fforestfach to Manselton via the residential areas of Portmead and Ravenhill. The route provides access to a number of retail properties on Pentregethin Road and connects to the Fforestfach Retail Park at the northern extent of the route. The route also provides access to Cadle Heath Nature Reserve and Clwyd Primary School.
Cwmbach Road	Route connects INM route SWA-MT0030 on Swansea Road to INM route SWA-AS0019 on Queensway, linking the residential areas of Waunarlyydd and Cockett. The route serves Bethany Chapel and Waunarlyydd Community Centre.
Bryn Y Mor Road	Route connects to NCN Route 4 on B4295 (north) and INM route SWA-MT0030 (south)/ The route travels along Bryn Y Mor Road and B4296 Cecil Road to Gowerton Comprehensive School. The route also provides access to Ysgol Gyfun Gwyr and serves the residential area of Gowerton.
A4216 Vivian Road	Route connects INM Route SWA-MT0025 to the existing cycle routes on Cockett Road and Townhill Road. The route travels along the A4216 Vivian Road, providing continuous links to Gower College Swansea from the north and south.
Brynffordd	Route connects the existing cycle route on Bryn Y Clochydd / Brynffordd to INM Route SWA-AS0056, providing a traffic free route through the green space adjacent to Cwmdy Industrial Estate.
West Cross Lane / Fairwood Road	Route connects to the Swansea Bay Shared Use Path. The route travels along Fairwood Road and West Cross Lane,

Name	Description
	providing a direct link to Ysgol Gynradd Gymraeg Llwynderw.
West Cross Avenue	Route connects to INM route SWA-MT0028. The route travels along West Cross Avenue and provides access to St David's Primary School, as well as bus stops along the route.
Newton Road	The route connects the Swansea Bay shared use path (east) to INM route SWA-MT0028. The route serves the residential area of Mumbles and travels along Newton Road to Lineklin Road, connecting to Oystermouth Primary School.
Langland Road / Southward Lane	Route serving the residential areas of Newton and Mumbles. The route travels along Langland Road and Southward Lane, connecting to Underhill Park and provides access to St Peter's Church and bus stops along the route.
Newton Road	Route connects INM Route SWA-MT0028 on Murton Lane. The route serves the residential area of Newton and travels along Newton Road and Southward Lane, providing access to some retail services and bus stops along the route.
Derwen Fawr Road	The route connects INM route SWA-AS0037 (south) to INM route SWA-MT0026(north). The route provides access to bus stops along Derwen Fawr Road, as well as providing a continuous connection, serving the residential area of Lower Sketty.
Pen Y Graig Road	Route connects the INM route SWA-AS0055 to the existing cycling route on Townhill Road, serving the residential areas of Townhill and Mayhill. Provides a direct connection to Townhill Primary School.
Townhill Road	Route connects the existing cycling route on Townhill Road to the cycling route on Gors Avenue, providing a missing link to the residential area of Mayhill. The route travels along Townhill Road and provides access to West End AFC and Mayhill Post Office.
Long Ridge	Route connects Long Ridge and Waun-Wen Road. The route adjoins INM Route SWA-AS0056 on Carmarthen Road. The route also connects to INM Route SWA-AS0055 on Long Ridge, providing continuous connections serving the residential area of Mayhill.
Gwynedd Avenue	Route connects INM SWA-AS0048 on Cockett Road to the existing cycle route on Townhill Road. The route travels along Gwynedd Avenue, Elphin Crescent and Graiglwyd Road, serving the residential area of Townhill. Route connects to Townhill Dental Centre and provides access to bus stops along the route.
Bernard Street / Bryn Road	Route connects to NCN Route 4 (south) and Inm Route SWA-MT0025 (north) and serves the residential area on Brynmill. The route travels along Bryn Road, Brynmill Avenue, St Alban's Road and Bernard Street, providing

Name	Description
	access to a number of services and facilities, including Ysgol Gynradd Gymraeg Bryn-y-Mor, Swansea Bowling Club and retail properties along the route.
Brynymor Road	Provides connection A4118 Uplands Crescent (INM: SWA-MT0025) and St Helen's Road. The route would serve number of local shops and amenities which align both sides of the street.
Fairwood Road	Route connects the existing Mayals Road link to the Swansea Bay Shared use path via Fairwood Road. The route provides access to Church of the Holy Cross, Mayals Primary School and West Cross Woodlands, serving the residential areas of Mayals and West Cross.
A4240 Castle Street	Route connects to NCN Route 4 adjacent to St Michael's Church and INM Route SWA-MT0002. The route travels along the A4240 Castle Street, connecting to Loughor Castle and Parc Williams as well as serving the residential area of Loughor.
Pen Cae Cwn Road / Princess Street	Route connects INM Route SWA-AS0004 to INM route SWA-AS0005 via Pen-Cae-Cwm Road and Princess Street. The route provides access to Penyrheol Primary School, Gorseinon Hospital and Parc Y Werin, serving the residential area of Gorseinon.
Lion Street / Bryn-Melyn Street	New route serving Waun-Wen Primary School via Lion Street and Bryn-Melyn Street. Route adjoins INM SWA-AS0056, providing a continuous connection along High Street.
High Street	Route connects the existing cycling route on High Street/Prince of Wales Road to INM route SWA-AS0056, providing a continuous connection along High Street. The route also connects to Ysgol Crug Glas, Palace Theatre and the Post Office.

3.8.2 An examination of comments made during the Commonplace engagement led to the inclusion of a further 13 routes, detailed in Table 3.2.

*Table 3.2 – Routes Identified During Commonplace Engagement*

Name	Description
Wimmerfield Aveue	Provides link along Wimmerfield Avenue in Killay, to provide a continuous network.
Birchgrove to Glais	New connection between Birchgrove and Glais, via B4291 Birchgrove Road. The route would also contribute to providing a continuous network between INM SWA-MT0015 and SWA-AS0026.
Nantong Way	Provides linkage between Llansamlet retail outlets / industrial park and Morfa retail park via Natong Way.

Name	Description
Crofty to Llanrhidian	Route connects the communities of Crofty and Llanrhidian via Marsh Road. The route is reported to be heavily used according to comments on Commonplace and would serve both communities, providing the shortest link between the two.
Goetre Fach Road	Provides linkage to INM Route SWA-AS0038 on Gower Road. The route travels along Goetre Fach Road and connects to Dunvant Park and Siloam Baptist Church.
Dyffaty Street	Route connects to the existing cycling route on Alexandra Road and travels along the A4118 Dyffaty Street to INM Route SWA-AS0056 on the A483. The route provides access to Dyffaty Park and commercial properties along Dyffaty Street.
Heol - Y - Gors	Route connects to the existing cycling route at the western extent of Heol-Y-Gors to the Carmthern Road roundabout, providing direct access to retail units on the norther extent of Heol-Y-Gors.
Beach Street (north)	Route connects to existing St Helen's and INM route SWA-MT0024, providing a missing link in the network, highlighted during the Commonplace consultation.
Beach Street (south)	Connects INM Route SWA-MT0024 to NCN Route 4 via Beach Street. The route serves the residential area of Sandfields and provides a missing link highlighted in the commonplace consultation.
Gwent Road	Provides a connection between the existing route on Gors Avenue to the existing route on Townhill Road via Gwent Road, serving the residential area of Townhill. The route also provides a direct connection to the Gors Nature Trail.
King Edward's Road	The route connects to Bryn Road and the St Helen's Rugby and Cricket Ground. The route provides a direct connection serving the residential area of Brynmill and provides access to some retail properties on King Edward's Road.
Vincent Street	Route connects INM route SWA-MT0024 on Spring Terrace to SWA-MT0024 on Bond Street. The route travels along Vincent Street and Richardson Street and provides access to St Helen's Primary School and Vetch Field.
Parc Bryn Heulog Link	Route connects INM route SWA-MT0019 to the Parc Bryn Heulog Estate, a key missing link highlighted in the Commonplace consultation. This will provide a direct link for residents of the estate to NCN Route 43 and the Swansea network.

3.8.3 Further routes were added following the workshop conducted with active travel and disability groups, as shown in Table 3.3.

*Table 3.3 – Routes Added Following Engagement*

Name	Description
Cefn Road / School Road	Route connects to INM route SWA-MT0015 via Cefn Road and School Road. The primary aim of this route is to improve access to Glais Primary School whilst also providing a missing link in the active travel network within the residential area of Glais.
Wanarlwydd Road	Provides a missing link between Cwmbach Road and INM route SWA-AS0048. The route would connect the communities of Wanarlwydd and Cockett as well as providing a link to Cefn Coed Hospital.
Woodford Road / Broughton Avenue	The route provides a connection to SWA-AS0019 for the residential area of Blaen Maes, providing a missing link which gives access to bus stops along the route. The route also provides access to Blaen Maes Primary School.
Heol Pentre Felen	Route connects Llangyfelach Road to INM route SWA-AS0014, providing a missing link for the residential area of Llangyfelach. The route also connects to Morrision Cemetery and Crematorium.
Llywn Mawr Road	Connects to INM route SWA-AS0048 on Bayswater Road, providing a direct link between the residential areas of Carnglas and Wanarlwydd. The route connects to Sketty Primary School and bus stops along the route.

## 3.9 Routes Identified on Consultation Draft ATNM

3.9.1 Once the gap analysis had been completed the initial list of routes was presented to Swansea Council, subsequently routes were refined and some additional routes identified. The finalised draft list of 158 future routes formed the basis of the formal 12-week statutory public consultation ([Chapter 4](#)).

3.9.2 The 158 future routes included in the formal consultation are both listed and mapped in [Appendix A](#).

# 4 PUBLIC CONSULTATION FEEDBACK – ONLINE SURVEY

## 4.1 Introduction

- 4.1.1 The ATAG required that the draft ATNM was published for a 12-week statutory public consultation. During this period there was significant interest in the process from both stakeholders and members of the public and a high level of enthusiasm to comment and be involved. It received 346 responses to the online survey and a number of more detailed letters and emails.
- 4.1.2 This chapter provides details of this stage and the feedback received. **Chapter 5** then provides details of the extensive additional engagement activities undertaken alongside the online consultation and survey. Overall the process of consultation and engagement was comprehensive and generated a significant amount of information which was used to help evolve the ATNM.
- 4.1.3 As a result of the consultation a large number of amendments were made to the draft ATNM, these are discussed in **Chapter 6**.
- 4.1.4 Note that where route numbers are referenced in this chapter they relate to the route numbers as they were on the draft ATNM.

## 4.2 Publication of ATNM Online

- 4.2.1 The draft ATNM was made available for statutory public consultation on the Swansea Council website between Monday 23<sup>rd</sup> August and Monday 15<sup>th</sup> November 2021 (12 weeks). The consultation was hosted within the 'Have Your Say' section of the website and was published in both English and Welsh.
- 4.2.2 The ATNM was published as a series of PDF files comprising an overview map of the whole of the Swansea Council area and larger scale maps of the following areas, covering all the designated localities and settlements (the published maps are included as **Appendix A**):
- Map 1 – Gorseinon area
  - Map 2 – Clydach area
  - Map 3 – Gowerton area
  - Map 4 – the northern part of the city of Swansea
  - Map 5 – Swansea city centre
  - Map 6 – the Mumbles area
- 4.2.3 The maps showed:
- Existing routes as solid green lines.
  - Future routes as dashed orange lines (intended to show routes which could be for walking and or cycling and labelled as 'shared use').
  - A small number of future cycling only routes shown as blue dashed lines.



- The distinction of existing routes as solid lines, and future routes as dashed lines was to allow people with difficulty seeing distinct colours to differentiate between the two types of route.

4.2.4 An online survey provided an opportunity for stakeholders and members of the public to provide feedback on the draft ATNM. It asked the following key questions:

- Is the map missing any existing routes for walking and cycling?
- Do you have any suggestions to improve the existing walking and cycling routes?
- Are there any new routes for everyday journeys that you would like to see included in the ATNM that are not shown on the draft map?
- Which future routes do you think should have the highest priority and be delivered first?
- Do you think the network of proposed future routes on the ATNM will encourage you to walk more for everyday journeys? If not, what else would help you change your current short journeys to walking and cycling.
- Do you have any other comments regarding walking or cycling facilities or active travel that you would like Swansea Council to consider?

4.2.5 The webpage also included:

- An introduction to the ATNM project and the ATAG.
- A ten-minute video providing an overview of the ATNM process and project. This provided both audio description (designed as a useful tool for people with a visual impairment) and visual content/subtitles (to aid those with hearing difficulties). This was viewed 559 times in English and 25 times in Welsh on YouTube.
- Responses to frequently asked questions.
- Details of face-to-face drop in events (see **Chapter 5** for further details).

## 4.3 Publicity

4.3.1 The 12-week statutory consultation period was publicised and advertised in a number of ways. The publicity aimed to encourage as many people as possible to get involved, and sought to secure feedback from a wide range of stakeholders and a diverse cross section of the community (rather than just from people who already walk and cycle):

- Emails were sent to an extensive list of stakeholder contacts provided by Swansea Council (and as shown in **Appendix B**), including Elected Members, Community Councils, officers from various departments across Swansea Council, officers in adjoining authorities, community groups, groups representing people with Protected Characteristics, walking and cycling groups, schools, universities and colleges and other groups outlined in the ATAG:
  - An initial email provided a newsletter, giving an overview of the ATNM project and process and details of how to comment.
  - A follow up email provided details of the face-to-face drop-in sessions.
  - A final email was sent in early November as a reminder of the closing date.

- In addition, emails and notifications were also sent via other platforms to:
  - All the people who participated in the previous Commonplace engagement (approximately 300 people).
  - Members of the Swansea Byways project (around 900 people).
- A detailed briefing note was sent to all elected Members and Members were encouraged to share details of the consultation within their Wards. Many Members posted details to social media and within their own community newsletters.
- A series of press releases was issued by Swansea Council:
  - The first release, in early September provided details of the online consultation.
  - A second release in early October provided a reminder about the online consultation.
  - A third release, in mid-October provided details of the face-to-face drop-in sessions.
- A series of social media notifications was posted by Swansea Council. The first publicised the consultation generally and a series of further posts advertised each of the local drop-in sessions.
- Publicity material was shared with all schools in Swansea, together with hints and tips on walking and cycling to school, and schools were encouraged to share this with families via their own newsletters.
- Posters and publicity material was made available in local venues.
- The Swansea Environment Centre displayed publicity material at their Environment Week event.

## 4.4 Responses Received

4.4.1 As noted above, 346 surveys were completed, representing a very good level of response and a much higher level of engagement than the previous INM (where 95 responses were received).

4.4.2 The online survey included representations from the following key organisations:

- Upper Killay Community Council
- Mount Pleasant Community Ebikes
- Clyne Farm Centre/Dyland Tomas Birthplace
- Blackpill, Derwen Farm and Mayals Residents Association
- The British Horse Society
- Knelston Primary School
- Reynoldston Community Council
- Welsh Cycling
- Swansea Wheelers Cycling Club
- Swansea Council Placemaking and Strategic Planning Team
- Morryston Primary School
- Safe Mayals Road Campaign
- Clyne Valley Community Project
- NHS Hospitals across Swansea
- Killay Community Council

- Swansea Council Parks and Cleansing
- Parc Bryn Heulog Residents Association

4.4.3 In addition, separate written comments were received by email from:

- Swansea Council (highways)
- Swansea Council (parks, cleansing and tree services unit)
- Swansea Council (placemaking and strategic planning team)
- Swansea Council (nature conservation team)
- Swansea Council (countryside access team)
- Swansea Council (drainage)
- Cllr for Sketty
- Cllr for Penllergaer
- Gowerton Council
- Three Crosses Community Council
- Gower Society
- Network Rail
- The Woodland Trust
- Local resident from Pontarddulais
- Swansea Wheelrights
- British Horse Society

4.4.4 A summary of the comments provided by the stakeholder groups is provided in [Appendix C](#).

## 4.5 Survey Respondents

4.5.1 The online survey asked **Did you take part in the Council's previous online active travel engagement in 2021?** Referring to the Commonplace engagement which ran during Spring 2021. 80 respondents replied yes, 260 no, 6 left this question blank. This suggests the ATNM statutory consultation was successful in continuing to engage with previous stakeholders but also in reaching out to a wider audience.

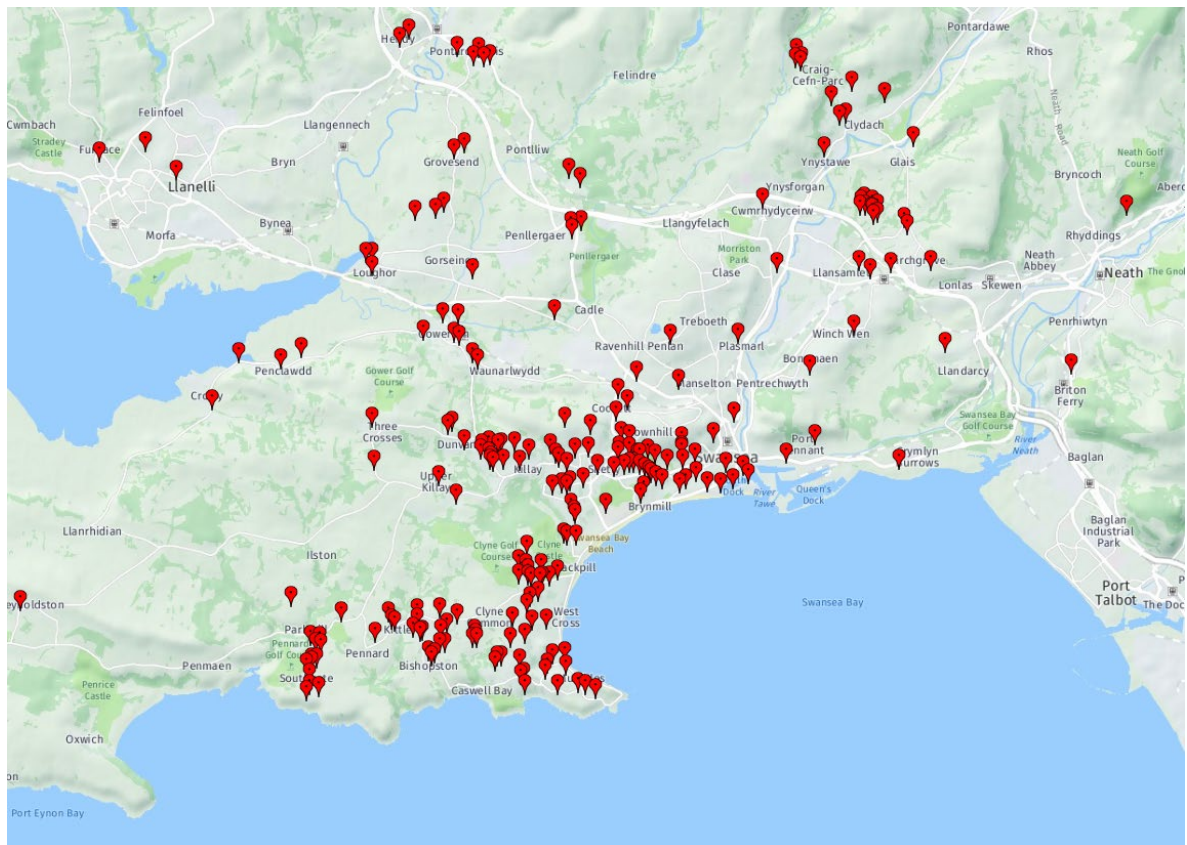
4.5.2 The survey asked respondents to state - **Which locality area are you commenting on?** Table 4.1 below summarises the response and shows that by far the majority of comments were on map 6, the Mumbles area. This is likely to be because this area has a very active Facebook group on active travel, created in response to the construction of an active travel route on Mayals Road, to which residents were objecting at the time of the ATNM consultation. Details of the ATNM consultation, and the drop-in session held in Mumbles were shared extensively by residents on this, and other social media sites.

Table 4.1 – Number of Comments Received Per Map

Map Number	Number of comments received
1 Gorseionon	50
2 Clydach	74
3 Gowerton	76
4 City of Swansea (North)	44
5 City Centre	91
6 Mumbles	165

4.5.3 In addition, the survey collected basic **postcode data** to enable an analysis of geographical coverage. This shows that respondents were reasonably well spread from across the Swansea urban area, with the city centre area, as well as the Mumbles area being well represented. As would be expected there were fewer respondents from the more rural/peripheral areas but nonetheless clusters of respondents from the key localities, as shown in Figure 4.1.

Figure 4.1 – Location of Respondents to the Online Survey



## 4.6 Comments on Existing Routes

4.6.1 The survey asked respondents two questions around existing routes:

1. **Is the map missing any existing routes for walking and cycling?** 171 respondents provided comments on this question.
2. **Do you have any suggestions to improve the existing walking and cycling routes?** 240 respondents provided comments on this question.

4.6.2 This section summarises the comments received, much of which was about general provision for walking and cycling across Swansea, and in particular there were many comments on the appropriateness of shared use paths. Overall, the feedback to these questions was quite mixed and did not often specifically relate to the routes mapped on the draft ATNM as 'existing' – respondents typically commented on routes they use for walking and cycling currently and did not necessarily recognise the official active travel routes.

### Missing Routes/Route Amendments

4.6.3 Overall, the feedback to the question **Is the map missing any existing routes for walking and cycling?** was quite mixed and the comments submitted largely did not specifically relate to the routes mapped on the draft ATNM as 'existing' (as the question intended) – respondents typically commented on routes they use for walking and cycling currently and did not necessarily recognise the official active travel routes. In most cases the comments made needed to be treated as suggestions for future routes.

4.6.4 However, in some cases where comments focussed specifically on the accuracy of the mapped information, this local insight was helpful in checking and updating the mapping of the existing routes. In particular this highlighted that the routes shown as existing at Gowerton Station (which was due for upgrade but has not yet been completed) should be shown on the final map as a future route, rather than an existing route.

4.6.5 In response to this question the local cycle group Wheelrights also undertook their own audit of existing routes and fed comments back as part of the formal consultation process. They identified a number of stretches mapped as existing routes on the draft ATNM published for consultation which they considered to be non-existent.

4.6.6 In addition, various comments were fed back from Officers at Swansea Council, and these helped to refine the existing route map layer to reflect recently delivered schemes.

### Suggestions to Improve the Existing Routes

4.6.7 As with the previous question, the feedback to the question on **suggestions to improve the existing walking and cycling routes** largely did not relate the routes mapped as 'existing' on the draft ATNM, but instead were comments on routes that people typically use everyday for walking and cycling.

4.6.8 Feedback from this question has therefore been used in several ways:

- Where the feedback related to a mapped existing route (or to a route that should be mapped as existing) this has been noted, is summarised below and also fed into the audit process.

- Where feedback related to other routes, these have been considered as candidate routes for adding to the future route layer.
- Where more general feedback was provided this should be used by Swansea to help direct future maintenance works and inform decision making about design choices and future schemes.

4.6.9 Feedback on some of the key existing routes – in particular the Promenade and Mayals Road, was also scattered through other survey questions but is consolidated below to provide an overall summary.

### **The Promenade**

4.6.10 The existing seafront route along the Promenade is well used by both pedestrians and cyclists. However, this route was mentioned frequently in the feedback received. The comments suggest the following are key concerns/suggestions for improvement. These comments were also frequently heard at the face-to-face events:

- Many respondents felt that there should be a proper separation of cyclists and pedestrians along the Promenade, noting that the number of users is high, particularly during the summer months.
- Respondents felt that the connections from the City Centre to the Promenade itself should be improved.
- Users felt that there should be a speed limit for cyclists.
- Clearer signage is needed to make people aware of the need to share the space.
- The path should be wider, to better cater for all users – key locations mentioned included in front of County Hall, at the entrances to the beach, in front of Secrets and near Blackpill lido.
- The path needs to be better maintained. Several respondents noted issues with potholes, standing water or sand on the route, especially between the Civic Centre and Mumbles Road.

### **Mayals Road**

4.6.11 A significant number of comments related specifically to the Mayals Road active travel scheme which, at the time of the 12-week statutory consultation, was nearing the end of construction and was mapped as an existing route. This scheme has attracted opposition and objections from local residents, and many used the ATNM survey to express their specific views on this scheme. Whilst not directly relevant to the development of the ATNM, the comments are noted below and should be considered by the Council to help guide the delivery of future schemes. In particular respondents noted concern that:

- The views of residents had not been taken into account and that there had not been sufficient consultation on the scheme design.
- The Mayals Road scheme introduces hazards and will be dangerous for pedestrians and cyclists.
- The nature of the Mayals Road scheme creates difficulties for residents, car drivers and deliveries.
- The cycle route undulates and interacts with too many driveways and entrances. There was also concern about how the route interacts with bus stops.
- The route is not wide enough – respondents were concerned that the design does not adequately meet the requirements of the ATAG.
- Pedestrian crossing points have been removed as part of the new shared use path design.



- In improving the route, a traffic island providing a useful crossing point for pedestrians was removed – a crossing is needed at the Owls Lodge Lane/Green Close junction.

### Comments on Other Existing Routes

4.6.12 Table 4.2 summarises the comments that relate to other routes recognised as existing routes on the ATNM.

*Table 4.2 – Existing Route Consultation Comments*

Location	Comment
Fabian Way	Existing route is considered erratic and dangerous – lots of traffic and a busy route used by lots of students. Provision of an improved route on the south side of Fabian Way was noted as a priority by several respondents, and by the University representatives.
A48 bridge over river	Wheelrights consider the bridge parapets to be non-compliant.
Brunel Way bridge over river	Wheelrights consider the bridge parapets to be non-compliant.
Sail Bridge/A483	Wheelrights consider the bridge parapets to be non-compliant.
Gowerton to Mumbles	Route should be lit and/or have CCTV and vegetation needs to be cut back.
Clyne Valley	Some concern that the tarmac surfaces laid are not required and that the route experiences conflict between pedestrians and cyclists.
Loughor	Barriers at entrance to Parc Williams at Bwrw Road in Loughor,
Garden Village to Gorseinon	Dangerous 'hidden' posts in path at halfway point between Garden Village and Gowerton (5 of them in a staggered triangle formation, just after a corner)
Station Road, Grovesend	Grovesend Station Road entrance to cycle track (leading to Gorseinon) had a gate inaccessible to those using wheelchairs/adapted cycles
Gowerton	Barriers on entrance to Gowerton Sewage works - discriminatory for all except standard bikes and able-bodied cyclists
Sketty Park Drive	Existing Shared Use Path is a useful route to school but would benefit from crossings across the side road junctions, in particular across Parklands View and Admirals Walk.
Gors Avenue	One respondent expressed concern that the Shared Used Path at Gors Avenue is dangerous/unfinished
Cwm Road	Existing route needs improvement along Cwm Road and adjacent to Llangyfelach Road
Easton Road	Route in need of renewal and update – cycle lanes are very narrow. Potential to create improved facilities.

Location	Comment
Bridge over A483	Wheelrights consider the bridge parapets to be non-compliant
Gwernllwyngwith Road	Gwernllwyngwith Road, where it joins the Junction 44 slip road GR697979. Staggered chicanes.
Llansamlet	Existing routes are not lit and are often overgrown.
Route north of Fendrod Lane	Cycle route requires priority crossings of side roads, dropped kerbs etc.
Bridge over river north of Fendrod Lane	Wheelrights consider the bridge parapets to be non-compliant
Near Phoenix Way	Upper bank route to Phoenix Way link GR 780968. Staggered chicanes
Clarion Close	Clarion Close cycle path crossing GR 680980. Staggered barriers and no dropped kerb
Jersey Road	Traallwyn Link, west end on Jersey Road GR 682966. Two concrete blocks create obstruction.

## General Comments on Existing Routes

### Shared Use Paths

- 4.6.13 Many of the comments expressed general concerns about the use of shared use paths. Much of this feedback does not affect the preparation of the ATNM itself but is useful to consider for future design and delivery of individual routes.
- 4.6.14 Generally there is concern amongst local residents and users of the existing active travel routes about pedestrians and cyclists sharing the same off-road spaces. The following provides a summary of the typical comments noted, both during the conversations held at the face-to-face events and as noted in the online survey. These views were also emphasised by the representatives of the **visually impaired groups**:
- Concern that cyclists travel too fast and don't respect pedestrians.
  - Concern that cyclists and pedestrians using the same space brings a risk of accidents.
  - Concern that existing paths are too narrow for the volume of pedestrians and cyclists using them.
  - Concern that active travel routes should be bespoke to each location and that Shared Use Paths should not be delivered as a standard 'one size fits all' solution.
  - Desire to see separate cycle paths provided. Respondents felt that commuters/experienced cyclists required separate facilities – potentially on road.

## Other Comments

4.6.15 A range of comments were made about the general maintenance and quality of existing routes. Common concerns/issues noted included:

- Overhanging vegetation.
- Dog fouling.
- Parked cars obstructing routes.
- Too many inconsistent routes, where cyclists have to go up and down kerbs.
- Drainage/standing water – particularly where spray from road traffic hinders cyclists on adjacent paths.

4.6.16 Other comments included:

- More consideration should be given to routes which are specifically for pedestrians.
- Active Travel routes should include seating, particularly on routes which are hilly.
- Consideration should be given to wheelchair users, and people using mobility scooters.
- Designs should be inclusive of disabled users, rather than simply accommodate them only where possible.
- Overall more pedestrian crossings are required, particularly on routes to school.
- Routes need to be consistent across side roads, and free from barriers.

## 4.7 Comments on Suggestions for Future Routes

4.7.1 The survey asked: **Are there are new routes for everyday journeys that you would like to see on the Active Travel Network that are not on the draft map?** 178 respondents answered this question, some in considerable detail and making multiple suggestions. In addition, as noted above, many respondents made suggestions for new routes or alternative alignments/amendments to already mapped routes within their free text responses to other questions. The consultation therefore generated a very large amount of qualitative data to analyse. Due to the requirements for map submission this had to be considered in a relatively short period of time.

4.7.2 The face-to-face sessions and the other engagement events also generated many comments on potential future routes. These were recorded by the project team where possible (those respondents were also asked to capture their feedback within the online form).

4.7.3 Given the high number of comments and suggestions related to the future route network it is not possible to record every suggestion here. The following sections therefore aim to give a high-level summary of the comments raised and aims to highlight key topics. Many were very location specific, therefore it is difficult to capture these in summary form, however, where possible a summary of the key themes relating to specific areas is highlighted. The comments are grouped broadly by map area, as per the maps that were published for the statutory 12-week consultation. Where route numbers are quoted these related to the numbering system used on the consultation version ATNM.

4.7.4 **Chapter 6** then describes the process that was used to analyse all the comments and the changes that were made to the ATNM as a result.

## Map 1: Gorseinon

4.7.5 Map 1 showed just a few existing active travel routes for walking and cycling, these included:

- A north-south route linking Grovesend to Gorseinon along the old Gowerton railway line, which then carries on to Gowerton, Dunvant and down to the Foreshore.
- A route along the A48 and alongside the M4 motorway from Junction 47 and Penllergaer Valley Wood, heading east to Junction 46 and Llangyfelach
- Part of National Cycle Network 4 which runs Loughor and across the Loughor Bridge.

4.7.6 The future routes shown on the draft ATNM published for consultation covered routes linking the Pontarddulais, Grovesend, Gorseinon and Loughor areas both to each other and onwards to the main urban area. They included:

- An extension to the existing north south Gowerton railway path route, heading north from Grovesend linking up into Pontarddulais and into the built-up area (route 6).
- A new route between Grovesend and Pontlliw (route 132)
- Various new routes going east – west linking Loughor, Gorseinon and Penllergaer. These include routes 4 and 5 on the A420, and routes 81 and 82 on Swansea Road, linking to Gower College, and onto Loughor Road.
- New routes linking Penllergaer to the city centre.

4.7.7 Key notable themes and the most frequently mentioned issues in the feedback included:

- Support for additional connections between existing and proposed future routes, for example linking routes 7 and 132 in Pontlliw and to provide additional connections to the existing route connecting Grovesend and Gorseinon. This was raised several times.
- Support for improved connections between Pontarddulais and Gorseinon (route 132).
- The local councillor expressed concern that the development of routes in Penllergaer would require careful consideration in terms of impact on verges, parking, driveways and accesses. Particularly concerns were raised about the design of route 5 (a route which is currently being surveyed and designed by the Council), route 7, route 53, route 56, and route 90.
- Support for connections to Parc Mawr.
- Calls for some of the proposed future routes to be extended, for example to better serve Pontlliw and Pontarddulais primary schools.
- Support for routes which connect Tircoed and Pontlliw to the seafront but avoiding the hills.
- Suggestion that there should be additional east west links from Pontarddulais into Carmarthenshire and to Hendy.
- Suggestion that there should be additional routes around Loughor, noting the importance of the connection over the Loughor bridge.
- Mixed views about the core part of route 6. Some residents felt this was a priority, whilst others had concerns and felt parts of the route were dangerous for pedestrians and cyclists.

- Concern that parts of route 6 (a route carried over from the previous INM) would require access along private access roads, and some of the feeder routes on route 6 are not well suited to active travel and not really suited to purposeful journeys. The landowner provided a strong request for this route to be removed from the ATNM and this was echoed by other respondents.
- Calls for speed limits to be reduced on some routes in this area, for example on Allt-y-Graban Road and Heol Y Barna in Pontarddulais.
- Particular need for routes in this area to be considered in terms of their impact on horse riders.
- Requests that new routes are barrier free, noting that existing routes in this area have bollards and barriers which hinder cyclists.

## Map 2: Clydach

4.7.8 Map 2 was centred on Clydach. It showed the M4 running east west and extended as far south as Llanyfelach, Morryston and Llansamlet. Within this area the existing routes are concentrated south of Clydach and cross the M4 at Junction 45 linking Llansamlet and Clydach. Most of these are off road trails in the area close to the River Tawe. One existing route was shown on the western side of the map, linking to Junction 46 of the M4.

4.7.9 Many of the proposed future routes included at statutory consultation stage were filling gaps in, and providing additional connections to, the existing network. They also sought to link up destinations in the urban area south of the motorway around Morryston and Llansamlet. For example, the future routes included:

- Various connections to Morryston Hospital, including an improved route along Pant Lasau Road (route 55) and Heol Maes Eglwys (route 157),
- Improvements between Junction 46, Morryston and Llansamlet, via the A48 (routes 55 and 61), including routes to the DVLA
- Improved routes in Llansamlet around the Enterprise Park.
- Routes up to Clydach and beyond to Craig Cefn Parc (route 98).

4.7.10 Notable and frequently mentioned a theme in the consultation feedback and suggestions for future routes in this area included:

- Specific requests for a route from Clydach to Craig Cefn Parc, Forge Fach and the RSPB nature reserve (routes 62, 154 and 98). These routes were supported by multiple respondents.
- Desire to see improved and additional routes linking to key destinations and employment sites including the DVLA, Morryston hospital and business parks.
- Concern that the M4 and dual carriageways create severance and that good quality connections, including north-south routes across the motorway are important.
- Support for additional links from the outlying areas into Clydach and Ynystawe.
- Support for making further use of and enhancing the old railway line as a key connection for example to link the Parc Brynheulog estate and Clydach.
- Importance of connections to Birchgrove and from Birchgrove to Glais.
- Need for improvements to Ynysallen Road in particular (route 142).



### Map 3: Gowerton

4.7.11 Map 3 was centred on Gowerton. It showed Fforestfach, Three Crosses, Dunvant, Killay, Sketty and Ty-coch. Map 3 showed just a couple of existing routes:

- The existing north-south off-road route which follows the route of the old Gowerton railway along the Clyne Valley between Gowerton, Dunvant and the Foreshore.
- Links from Loughor across the Loughor Bridge and into Carmarthenshire
- Link through the Killay, Sketty and Ty-coch areas.

4.7.12 The network of future routes shown on the draft published ATNM was quite dense, reflecting the urban nature of these areas. The routes included:

- Links between Loughor, Gowerton and Fforestfach (routes 49, 82 and 81), linking the important residential areas and in particular providing routes from these areas to Gowerton Station, including on the B4560.
- A route from Three Crosses to Dunvant, along Dunvant Road and Killan Road (route 124/155)
- Local routes in the Dunvant, Killay, Sketty and Ty-coch area connecting local destinations.
- A future route specifically for cycling along Carmarthen Road (route 157) reflecting a route previously mapped by the Council via other work.
- Routes providing missing links in the existing network of routes, for example connecting the existing routes at/around Gowerton and Loughor.

4.7.13 Notable themes and frequently mentioned comments from the consultation feedback in this area included:

- A general desire to see the completion of the existing route at Gowerton Station, where a section of the route from the station to Fairwood Terrace has not yet been completed. Gowerton Community Council identified this as an important missing link.
- Support for improved connections between Loughor and Gowerton and particular support for route 131, which addresses a gap in the existing network.
- Concern over the routes proposed around Three Crosses. Three Crosses Community Council expressed concern about the safety of route 124, particularly the section from Three Crosses Community Centre to Dunvant and proposed an alternative route on a different alignment connecting into Ddol Road in Dunvant and linking to route 155.
- Support for additional routes to provide connections to the Hendrefoilan Student Village as this is an important new development which will generate additional trips in the future.
- Support for improved links between the Hendrefoilan Student Village and local schools, in particular Olchfa School.
- Desire to see improved links between Gowerton and Penclawdd.
- Support for improved routes on the B4560 between Gorseinon and Loughor and Fforestfach.
- Desire to see east west connections through this area, including from Killay, linking on down to Singleton Hospital.

- The local councillor emphasised that routes around Sketty need to be carefully designed in relation to impact on verges, parking, driveway and accesses. Particular comments were raised about route 148 and the need for design to carefully take account of the school and bus stops. Route 83 will require careful design near the Student Village in relation to surface water and potential flooding. Concern that parts of routes 106, 94, 74 and 147 are very narrow and have issues with parking.
- Desire to see routes which link down towards the seafront and the beaches.
- Support for additional routes in the Killay area in particular to connect Upper Killay and Dunvant.
- Comments raised by the Clyne Valley Community Project on routes 74 and 75 (see section on Map 6).

#### Map 4: Swansea (North)

4.7.14 Map 4 showed the northern part of the city centre and focusses on the area around Morrision and Llansamlet, extending down to Townhill. It showed Fendrod Lake, Trallwn and, Bon-y-maen on the east side of the river and Tre-boeth, Penlan and Townhill on the west side.

4.7.15 The majority of existing routes in this area are along the River Tawe and provide north south connections. The map showed NCN route 43 along the river and around Fendrod Lake and other existing routes around the retail park and the stadium.

4.7.16 The consultation version of the ATNM map showed a dense network of proposed future routes connecting up different parts of the city and filling gaps in the existing network. Some of the key routes included:

- Local connections between Morrision, Tre-boeth, Penlan and the Enterprise Park, Trallwn and Bonymaen.
- Routes to the retail park and Enterprise Park 113 and 89 north south connections, including:
  - A north south route along the B4063 Neath Road through, so running parallel to the A4067 and the River Tawe (route 60).
  - Improvements on the B4489 running north south between Tre-boeth and Pelan (routes 128,57, and 28).

4.7.17 Compared to other areas there were very few comments relating specifically to this area perhaps reflecting that these areas are the more deprived parts of the city and typically have a lower response rate to consultations. The network of proposed routes in this area was already very dense. Comments raised included:

- Support for improvements on Phoenix Way in Llansamlet, which is a high speed road.
- Support for connections to the Parc Bryn estate.
- Desire to see routes chosen in this area which avoid the hills.
- Support for improvement to routes around Fendrod Lane.
- Support for routes through Llewellyn Park to be utilised.
- Suggestion for off road routes between Gors Avenue and Fforestfach.

## Map 5: Swansea Centre

- 4.7.18 Map 5 showed the city centre including the foreshore and the marina. The map showed that there is already a good network of existing routes for walking and cycling in the city centre. It showed a number of existing routes running along the foreshore, providing north-south connections and also routes that crisscross the central area.
- 4.7.19 A large number of potential future routes were shown filling gaps in the network and linking key destinations. Some key routes shown at draft ATNM stage included:
- A new route around Swansea Water Front and SA 1 and going down to the dry dock (route 71).
  - A new route (84) along the B5444 at Pentre-Chwyth linking up towards Bonymaen Football and Rugby Club and Cefn Hengoed Community School and Cwn Glas Primary School.
  - Routes to the railway station.
  - A network of routes through the Sandfields area (route 146).
  - Connections through Mayhill, Mount Pleasant, Townhill etc to the north of the City Centre.
- 4.7.20 Notable/frequently mentioned themes in the consultation feedback and suggestions for future routes in this area included:
- Representatives from the universities and colleges requested improved links between student accommodation areas and the main University and college campuses.
  - In particular there was mention of the Bay Campus and the need for good routes along Fabian Way and several strong requests for the Fabian Way route (route 71) to be on the south side of the road, in order to serve the University campus and for connection with routes with Neath Port Talbot (noting that the campus itself is over the border).
  - Swansea Council Planning and Regeneration highlighted the need to ensure that key regeneration sites in the City Centre are well served by walking and cycling routes, for example the Central North site.
  - There were mixed views on the Walter Road and Sketty Road improvements, currently being progressed by the Council (route 147). Some respondents supported connections in this area, but others were very concerned about impacts on parking.
  - There was a desire to see additional routes between Uplands (particularly the shopping area) and the City Centre and between Uplands and the Promenade. It was noted that routes in this area would be particularly useful for students.
  - Specific requests for improved cycle access onto the Sail Bridge.
  - Recognition that some routes in this area are very steep and that this might make them difficult for cycling – it is therefore important that routes are carefully selected to avoid the steepest streets (but recognising that improvements for pedestrians in these areas may nevertheless be required). A number of specific suggestions were made for alternative routes to those mapped, helping to avoid steep streets.
  - Requests for routes which incorporate steps to be adapted to enable cyclists to use them. Several examples were given of routes to school that would be more usable if cyclists could more easily

navigate steps – in particular in the North Hill area. Alternatively, it was suggested that cycle parking should be provided near to the steps.

- Requests for minor amendments to better link existing and proposed routes, for example in Brynmill, where a gap was identified in the published network.
- Some concern that implementation of routes in the city centre may impact on street parking – respondents commented that parking is important both to residents and businesses. Whilst supportive of active travel, Swansea BID emphasised the importance of parking for city centre businesses.
- A desire to see routes for pedestrians in the city centre area specially and a concern that overall, the ATNM should focus more on pedestrians.

## Map 6: Mumbles

- 4.7.21 Map 6 showed the area to the south of the city. The map was centred on Bishopston and showed the area between Southgate and Mayals, West Cross and Mumbles. The main existing routes in this area are the route along the Foreshore, which provides a key connection around the bay and towards the city centre, and the north south route through Clyne Valley.
- 4.7.22 The future routes shown aimed to provide connections between the existing routes and the key settlements of Southgate, Bishopston, Murton, Mayals, West Cross and Mumbles. They include
- Various sections of improvements along the B4436 between Southgate, Bishopston and Mayals, including past Bishopston Comprehensive School (routes 95, 80 and 73).
  - A link from Bishopston to Mumbles, via Mansfield Road (route 150).
  - Various routes through West Cross including improved routes to Whitestone Primary School (route 78).
- 4.7.23 Much of the feedback provided on Map 6, even under the questions relating to future routes, was about the Mayals Road scheme (shown on the map as an existing route because at the time of the consultation it was nearing completion). Respondents expressed strong opinions about the design of the route in general. Specific, more detailed comments were also made around the need for pedestrian crossing provision and consideration of how the route interacts with driveways.
- 4.7.24 In this area, more than others, residents were keen to understand the specific design proposals for the proposed future routes. Whilst they were supportive of the principle of providing better connections in this area, they recognised that delivery of physical enhancement would be challenging and, in many cases, wanted to reserve judgement until design details were known.
- 4.7.25 Notable/frequently mentioned themes in the consultation feedback and suggestions for future routes in this area included:
- General support for connections between the foreshore and the recently completed Mayals Road scheme and Murton, Bishopston, Pennard and Southgate (routes 73, 80 and 95).
  - Specific support for route 73, providing connections across Clyne Common. This route, which has been discussed for many years, is seen as an important connection. However, respondents

(particularly at the face-to-face sessions) expressed concern about how this would be delivered, the impact this might have on verges and the extent of potential land take required.

- Respondents were also concerned about how parts of route 80 and 95 would be delivered, given the narrow nature of the road and the gradient in some sections. There was concern that routes would require land from adjacent properties (noting that the green areas adjacent to the road are often in private ownership in this area).
- Suggestion that a bridge should be provided over the Bishopston Valley linking Kettle with Bishopston.
- Concern was expressed, both by residents and by the Gower Society, that route 96, which utilises a bridleway to connect Southgate and Bishopston is not suited to active travel. There was concern that upgrading this route would be detrimental to the local environment and that encouraging cycling on this route (albeit currently permitted) would disadvantage horse riders.
- Clyne Valley Community Project queried a section of route 74, which they felt was an unnecessary link (running parallel to an existing route) and through sensitive landscape.
- The Clyne Valley Community Project also highlighted those parts of route 75, which passes along what was a carriageway to an entrance of John Morris's Sketty Park mansion are ecologically and historically sensitive and urged for full archaeological and biodiversity surveys to be undertaken here should this route go ahead. Killay Community Council echoed this view.
- Concern that some of the routes in this area pass through private land. Some of the routes utilise public rights of way, but within this network there are some gaps, implying the need for private land.
- Concern that some of the routes in this area are very narrow, some struggling already to accommodate two-way traffic. Respondents did not feel there was room to provide enhanced facilities for pedestrians and cyclists. Despite a general consensus that improved connections are required there was concern about the potential deliverability of routes on narrow country lanes, and on roads with frequent driveways and access points.
- Support for improved connections onto the Promenade. Respondents commented that the Promenade was a valuable route but that crossing Oystermouth Road to get onto the Promenade was difficult – additional crossing points are sought, particularly where other routes funnel down towards the coast.
- Desire for routes in this area to cater for runners as well as pedestrians and cyclists.
- A desire for wider connections across the Gower area.
- Suggestions for additional connections in the Mumbles area, to provide route choice, including, for example routes through the cemetery.
- Concern that some of the residential streets shown as potential active travel routes would be difficult to deliver without loss of parking or street trees (which are very much valued by local residents) and a view that, in some cases, these streets did not require improvement or that money would be better spent elsewhere. Route 40 was highlighted as a specific example.
- Suggestion that 20mph speed limits in this area would be beneficial to pedestrians and cyclists.
- Particular need for routes in this area to be considered in terms of their impact on horse riders.

## Comments on Other Areas

4.7.26 There were a number of comments that related to areas not shown on the ATNM. For example:

- There were various requests for the maps to extend further into the Gower and provide more coverage of these rural areas.
- There were some specific requests for routes falling outside the ATNM areas, including a notable request from Reynoldston Community Council and Knelston Primary School for improved routes between Reynoldston and Knelston and in particular on routes to the school.
- Other suggestions were made for longer distance routes into the countryside.

4.7.27 These routes and these areas were not shown on the draft ATNM because the focus of this work is on routes between the key localities, as defined in the guidance.

## General Comments

4.7.28 Across the survey as a whole respondents made a wide range of general comments on potential future active travel routes.

### **ATNM Consultation Process:**

- Most respondents were supportive of overall efforts to encourage active travel. They recognised the overall benefits of an enhanced network and supported proposals to expand the coverage and quality of active travel routes.
- However, as would be expected, some respondents disagreed with the emphasis given to walking and cycling and would prefer to see investment in roads.
- Whilst the overall concept of the ATNM was broadly understood respondents, particularly at the face-to-face events, expressed frustration with the process. Overall respondents were keen to see details of the individual routes and discuss design options – information which is simply not available yet.
- Many respondents emphasised the importance of ongoing engagement with the people who live on and use the active travel routes. The detailed implication of active travel route design – for example on parking and access – was recognised. Respondents called for much more detailed engagement than they perceived had been undertaken on recent schemes.
- Some people felt that ATNM maps were difficult to understand.

### **Shared Use:**

- As noted above, respondents were cautious about future route proposals which would be designed as shared use routes. Many respondents saw problems with existing shared use paths and did not favour shared use paths on other routes. There was a desire to see other solutions considered.
- Key concerns about potential shared use routes focussed on possible loss of parking, both residential and business.
- It was noted also that shared use paths can be difficult where there are driveways and accesses.

### **Links to Schools:**



- Swansea Wheelrights identified links to schools as a key priority and highlighted a number that require better provision for pedestrian and cyclists.
- Various respondents made specific suggestions to other schools, often these highlight small additional connections which, if shown on the ATNM, would provide enhanced connectivity.

### **Cycle Parking:**

4.7.29 A range of comments were made about cycle parking. Overall cycle parking was seen as an important part of the overall strategy for active travel. Comments included:

- More cycle parking is needed across the city at key locations such as shops, venues etc.
- Cycle parking should be secure, particularly given the increase in e-bikes. Cycle parking should allow users of e-bikes to leave these with confidence.
- As noted above, cycle parking is important on those routes which are steep and where people may need to leave bikes and walk the rest of the way.

### **Bridleways/Equestrians:**

4.7.30 A number of respondents commented on the potential impact of future active travel routes on bridleways. In summary these comments highlighted that:

- Where new routes make use of routes previously categorised as Bridleways the passage of horses should not be obstructed. There was some concern that there are very few routes currently for horses, but many for cyclists, and that creation of active travel routes along bridleways would disadvantage horse riders.
- Surfacing used on routes to be used by horses should be carefully considered. Horse riders appreciate unsurfaced bridleways.
- Design needs to carefully consider the positioning of horse relative to bicycles and traffic, where routes are likely to be shared by both.
- Where active travel routes on bridleways have gates there must be sufficient space to open the gate on horseback.

## 4.8 Comments on Priorities

- 4.8.1 The survey asked: **Which future routes do you think should have the highest priority and be delivered first?** 229 respondents provided feedback to this question.
- 4.8.2 Respondents were asked to record the number of the route they considered to be their priority, using the reference number/route list published as part of the consultation. Many respondents did not state a number, but instead described their priority routes in words. In order to enable analysis of this data, route numbers were allocated to comments, where possible. In some cases, the comments were vague, or discussed route across broad areas, hence route numbers could not be allocated.
- 4.8.3 Table 4.3 shows the routes most frequently mentioned as priorities (showing all those that received five or more votes). The data reflects the fact that the majority of respondents wished to comment on the Mumbles area, and routes within this area were frequently mentioned as priorities.

*Table 4.3 – Routes Most Frequently Mentioned as Priorities*

Route Number	Route Description/Location	Number of Times Mentioned
73	Clyne Common (Map 6)	39
77	Park Brynheulog along Ynysallen Road (Map 2)	23
80	Bishopston to Kittle and Pennard (Map 6)	22
95	Pennard to Southgate (Map 6)	13
64	Clydach to Llansamlet (Map 2)	11
147	Sketty Road and Mount Pleasant Road (Map 5)	11
142	Birchgrove to Llansamlet	9
96	Bishopston to Southgate (Map 6)	8
78	Mayals Road, West Cross, Murton links (Map 6)	7
131	Penclawdd missing link (Map 3)	7
71	Tidal Lagoon Links (Map 5)	5
79	Bishopston to Pyle (Map 6)	5

## 4.9 Overall View on Mode Shift

4.9.1 The survey asked:

- **Do you think the network of proposed future routes will encourage you to walk/cycle more for everyday journeys?** 173 respondents said yes, 55 maybe and 101 no.
- **If no or maybe, what else would help you change your current short car journeys to walking and cycling?** 249 respondents provided comments on this question.

4.9.2 The surveys then asked those responding 'no' or 'maybe' what else would help them to consider changing their current short car journeys to walking and cycling. The responses were very diverse, but the following were notable themes:

- Some respondents felt that in order to cater properly for cyclists segregated cycle lanes were needed, rather than shared use paths. There were various comments about shared use paths with respondents feeling that they tend not to cater well for either pedestrians or cyclists and are often too much of a compromise for both.
- Some felt that facilities for pedestrians need to be prioritised and considered that recent investment had been more focussed on providing facilities for cyclists.
- As noted above, improved cycle parking, including secure parking for e-bikes was considered important and would further encourage some people to cycle more.
- Some felt that traffic calming or speed restrictions were needed to help make the roads safer for those walking and cycling. Respondents felt that a 20mph limit across much of or all of the urban area was needed.
- Improved maintenance and lighting of walking and cycling routes was highlighted as important, as was ensuring that paths and cycle lanes are not obstructed by parking. These issues are particularly important for visually impaired users.
- Cycle hire or cycle hubs were thought to be something that could encourage more cycling.
- Provision of continuous and direct routes – ensuring that routes for cycling are as good as routes for cars. Respondents noted that existing routes for cyclists are often not direct.
- Improved crossings for pedestrians, and improved crossings which connect both pedestrians and cyclists onto the existing network (for example the difficulty of accessing the south side of the road to get onto the promenade routes was frequently highlighted).
- Better buses are important. Respondents noted that walking and cycling are not practical choices for everyone or for every journeys (especially because Swansea is very hilly) and felt that improvements to the bus services were required.
- The ability to take bikes on buses was also mentioned as something that would encourage people to combine modes.

## 5 WIDER ENGAGEMENT FEEDBACK

### 5.1 Introduction

5.1.1 In parallel to the online consultation and the main feedback survey a series of additional engagement activities were undertaken to gather additional feedback and to encourage comments from a wide range of groups. These activities, discussed further in this chapter included:

- Five face-to-face public drop-in events.
- An online stakeholder presentations/workshop (offered to stakeholder groups).
- A workshop with Swansea Council officers.
- A meeting with the main cycling group.
- A meeting with members of two groups representing visually impaired users.
- A workshop with representatives from Swansea's universities and colleges.
- A meeting with a representative from Swansea Business Improvement District.
- Lessons on active travel were delivered in both comprehensive and primary schools.
- A hands up survey completed by primary schools.

5.1.2 All participants from the above sessions were encouraged to submit their feedback formally via the online survey. Hence there is some duplication of comments between those noted below and those highlighted in the previous chapter.

### 5.2 Drop in Events

5.2.1 During the 12-week statutory consultation period five face-to-face drop-in sessions were held. These provided members of the public and representatives from stakeholder groups with an opportunity to view large format versions of the maps and discuss the project with the Arcadis team.

5.2.2 Table 5.1 shows the details of the sessions held and attendance. In total approximately 95 people attended these sessions. Locations were chosen to provide geographical coverage of the key areas shown on the ATNM. Events were purposely held in venues with natural footfall, to help raise the profile of the ATNM to passers-by. Session times sought to provide a reasonable balance between daytime and evening/weekend opportunities. Lunchtime sessions aimed to provide those people working from home with an opportunity to pop by at a convenient time.

5.2.3 The sessions were well attended. In most cases participants held detailed one to one conversations with the project team and provided detailed feedback – the quality of comments received at these events was therefore excellent and very helpful to the ATNM process. Participants were encouraged to submit feedback via the online form in their own words (but the project team also took notes of discussions held). Hard copy versions of the feedback form were available but were not required.

Table 5.1 – Details of Face-to-face Sessions

Venue	Address	Date	Time	Approx number attended
Ostreme Centre	Newton Road, Mumbles, Swansea, SA3 4BA	Friday 15 October	11am – 2pm	50
Swansea Central Library	Civic Centre, Oystermouth Road, Swansea, SA1 3SN	Saturday 16 October	10am – 2pm	25
Forge Fach Community Resource Centre	Hebron Road, Clydach, Swansea, SA6 5EJ	Monday 18 October	11am – 2pm	4
Gorseinon Library	15 West Street, Gorseinon, Swansea, SA4 4AA	Thursday 21 October	4pm – 6pm	9
Penlan Leisure Centre	Heol Gwrosydd, Penlan, Swansea, SA5 7BU	Wednesday 3 November	4pm – 7pm	6

5.2.4 Key themes noted in discussions at these sessions included:

- Attendees naturally wanted to speak about individual and specific routes and often wanted to know details about design options – attendees often sought further detail, which is not yet available.
- Overall, the strategic nature of the ATNM was difficult for members of the public to understand – this was particularly the case in the City Centre area where the number of future routes shown on the draft ATNM is high. As noted above, their interest was typically in what the detailed proposals for individual routes might be.
- Lots of attendees had views on the Mayals Road active travel route which, at the time of the events, was nearing completion in the Mumbles area of Swansea. This scheme has attracted significant objection and, as a result, many people were sceptical about the type of improvements to be delivered in future across the rest of the network.
- Whilst active travel investment is generally welcomed many attendees voiced concerns about the use of Shared Use Paths in particular and some questioned the overall priority attached to active travel (instead voicing opinions about the need for investment in roads).
- Cycle parking was frequently mentioned – residents would like to see more provision and improved security (particularly considering the increase in expensive e-bikes which need to be securely stored). There was also support for an expanded cycle hire scheme.
- Connections to the university, hospital and key employment sites were seen as priorities.
- Whilst the network of future routes was welcomed by many attendees, generally the need to maintain the existing network and address key gaps was seen as a priority.

- There were mixed views about utilising Public Rights of Way. Some residents frequently use these routes and would appreciate them improved, others were concerned about the impact on the natural environment, adjacent land and equestrians.
- A number of practical suggestions were made for additional routes – often these related to short sections of the network (for example additions which would provide better connections to schools or residential areas), or alternative routes (for example to avoid hills).
- One visitor came from London for the event and was particularly concerned that all new routes should fully cater for disabled users in wheelchairs and other forms of mobility devices. This included but was not limited to adequate widths and flush kerbs, etc.

## 5.3 Online Presentation/Workshop

5.3.1 Two online presentations were set up and email invitations were sent to key stakeholders, offering them an opportunity to attend a one-hour session providing an overview of the ATNM process and an opportunity to discuss the draft maps. Attendees were requested to indicate a preference for which session they would like to attend and links to the online meeting were then sent in a follow up email.

5.3.2 The first session, held on Tuesday 19<sup>th</sup> October 2021 from 12 noon – 1pm, was attended by 5 stakeholders (several other representatives accepted the invitation but then did not attend) representing:

- Clyne Valley Community Project
- Transport for Wales
- Gowerton Community Council
- Local residents

5.3.3 The session was a useful small group discussion. The attendees were supportive of the overall ATNM process and were pleased to be consulted. The following points were noted:

- Providing good walking routes to bus stops is essential. One representative was visually impaired and noted that public transport is a lifeline, but that the walk to the bus stop can often be difficult with uneven surfacing and poor crossing provision causing particular issues.
- Recent improvements to active travel routes across Swansea are welcomed but one respondent felt that routes were sometimes not finished off as well as they should be, citing an example of the route between Gowerton and Gorseinon which are not lit. Similarly, some existing routes are considered to not be wide enough, for example at Penclawdd.
- Routes 131 and 158 on the draft ATNM was highlighted as priorities.
- It was noted that some of the routes on the draft ATNM are bridleways and are sensitive in terms of biodiversity. The need for these to be carefully designed was emphasised.
- Clyne Valley Community Project queried a section of route 74, as shown on the draft ATNM which they felt was an unnecessary link (running parallel to an existing route) and through sensitive landscape. This route was reviewed, and it was noted that the route, as mapped on the draft, was not needed and it has been deleted from the revised map entered into DMW (it represented the



original alignment considered for the existing route, but the existing route was then delivered on a slightly different alignment). They also noted that route 75 is ecologically sensitive.

- 5.3.4 One stakeholder opted to attend the second session, which was scheduled for Tuesday 2<sup>nd</sup> November from 6pm to 7pm but was the only acceptance for this date – this representative was also already signed up to attend another meeting on the project so on this basis the second session was cancelled.
- 5.3.5 A number of changes were made to the ATNM in direct response to these comments.

## 5.4 Workshop with Swansea Council Officers

5.4.1 A key part of the consultation process at draft ATNM stage was to consult with officers from across the Council to ensure that the ATNM reflects the aims and aspirations of all departments. An officer workshop was held on 19<sup>th</sup> October 2021 with Officers representing:

- Highways (including highways maintenance)
- Natural environment
- Countryside access
- Planning/regeneration
- Sustainable urban drainage and watercourses
- Structures
- Road safety/safety audits
- Network Management
- Land
- Ecology
- Landscaping
- Parks and cleansing
- Public lighting
- Access to services

5.4.2 Many of the issues raised at the meeting related to the ongoing process of active travel route delivery and therefore did not directly relate to the mapping of routes on the ATNM but will be important to consider as the network is developed. Key points raised included:

- Concern about the process of delivering, adopting, legally designating and maintaining the expanding active travel network. The need for a joined-up process was noted and the need for teams to work together more, particularly as more routes come forward, was noted.
- Recognition that horse riding is popular in the Swansea area and that bridleways and other routes are well used. The need for appropriate surfacing on routes that would be used by both horses and cyclists was emphasised and officers are currently looking at alternative surfacing options. Where possible shared use paths should be designed for use by horses too
- Officers were keen to ensure that sustainable drainage is considered at an early stage in the design of new Active Travel routes.

- The increased responsibility to maintain, grit and light active travel routes is a concern to some officers and there was a general feeling that new routes should make provision for ongoing maintenance costs.
- Similar issues were raised over tree management and street furniture.
- The biodiversity impact of repurposing verges for active travel routes was emphasised. The need for design to consider biodiversity implications and opportunities was noted – for example to encourage wildflower growth, which also reduces maintenance responsibilities in summer. Wildlife and pollinating corridors should be designed into schemes where possible.
- The importance of cross boundary routes was noted.
- Active travel routes should provide the ‘final mile’ connections to the key regeneration sites.

5.4.3 Subsequently detailed feedback on the draft ATNM was received from the highways, countryside access, nature conservation and planning/regeneration teams. A follow up meeting was also held with the planning and regeneration team. Key feedback is summarised in Table 5.2 below.

*Table 5.2 – Feedback from Swansea Council Departments*

<b>Swansea Council</b>	<b>Comments</b>
<b>Highways</b>	The team provided detailed feedback on the status of routes in the city centre and ongoing design development
<b>Countryside Access</b>	The team made detailed suggestions for a number of additional routes for potential additions to the ATNM.
<b>Nature Conservation</b>	The nature conservation team provided detailed feedback relating to the general constraints and opportunities likely to apply to the development of active travel routes in respect of ecology, biodiversity and sustainability. Their feedback does not directly impact on the ATNM but will need to be taken into account as individual routes are progressed for further consideration. In particular they noted the need to properly survey for ecology and noted that scheme design should consider opportunities for biodiversity enhancement and should design sensitively.
<b>Drainage</b>	The drainage team highlight the need for active travel route design to consider flooding, and sustainable drainage solutions.
<b>Planning and Regeneration</b>	The importance of active travel routes linking to the key regeneration sites was highlighted. The planning team undertook a detailed review of the key sites and provided detailed feedback on route additions/amendments required to support the vision of these key sites. They also emphasised the importance of planning and active travel officers working together to deliver these routes in future. A number of changes have been made to the ATNM in direct response to these comments.

## 5.5 Engagement with Adjoining Authorities

5.5.1 During the development of the ATNM and the consultation period Swansea officers have maintained an on-going dialogue with adjoining authorities. Engagement has taken place via:

- Regional Transport planning group- This includes Officers from Swansea Council, Pembrokeshire Council, Neath Port Talbot Council and Carmarthenshire Council and discusses a number of regional projects on a fortnightly basis, as well as acting as a support and discussion group for Officers to discuss the Active Travel Fund, Local Transport Fund and Ultra Low Emission Vehicle Transformation Fund.
- Swansea ATF Support Programme- This is a 6-weekly meeting between Swansea Council Officers and the Active Travel support Officer for Swansea. This is another opportunity to discuss in further detail the Active Travel schemes and progression of schemes, but also acts as a support and best practice session to liaise with TfW on similar issues and solutions across local authorities in Wales.
- Regional Transport Directors Group Monthly Meeting – This includes Officers and Directors from across the South West Wales region to provide updates and support for a number of regional projects. Meetings also on occasion include Cabinet Members from local authorities to provide political input into developing schemes.
- Active Travel Officers Group meeting – This monthly meeting occurs between TfW, Welsh government and all local authorities in Wales. This is another opportunity for TfW to provide support, best practice and information for local authorities as well as to promote collaboration across regions. Feedback from TfW and local authorities help in aligning processes and outputs across Wales.
- Informal meetings and discussions with neighbouring authorities – Through relationships with neighbouring authorities from regional working, informal meetings and support through ongoing collaboration. Informal meetings and emails to discuss cross-boundary routes during the ATNM process were completed with both Carmarthenshire County Council and Neath Port Talbot Council. Collaboration and discussions will continue for cross boundary routes with neighbouring authorities where relevant, such as with the NCN 43 Clydach canal scheme between Swansea and Neath Port Talbot that is currently underway within the 2021-22 financial year.

## 5.6 Meeting with Active Travel Group

5.6.1 A meeting was held with Swansea Wheelwrights, the main cycling group for the Swansea area, at the start of the ATNM formal consultation. This was a very useful meeting within which Wheelwrights shared their aspirations for future routes across Swansea and compared these against the routes shown on the ATNM. It was noted that most of the routes they wish to see delivered were already shown on the draft ATNM. The routes they had previously identified as useful potential routes, but which were not on the draft ATNM, were mainly off-road routes – these were subsequently considered for inclusion on the revised ATNM.

5.6.2 During the consultation period Wheelrights also shared a number of other documents including:

- A detailed response to the survey (in word document format) in which they highlighted a number of specific suggestions for routes to be added to the ATNM. These included routes to a number of schools (which were not well provided for on the draft ATNM) and four other key suggestions for routes which they feel would be particularly beneficial connections.
- Details of their own audit of existing routes, highlighting sections they considered to be falling short of the required standard. This information was used to inform the route audit process.
- A note on priorities – which has been considered alongside the technical prioritisation of routes. Wheelrights identified four key categories of priority routes – routes to secondary schools, areas where there are no routes at all currently, routes connecting existing paths and routes which complement existing cycle routes.
- A note on barriers on existing routes which require cyclists to dismount (these comments are summarised in the previous chapter, within the section on existing routes).

5.6.3 A number of changes were made to the ATNM in direct response to these comments.

## 5.7 Engagement with Protected Characteristics Groups

5.7.1 During Stage 2 a wide range of organisations representing groups with protected characteristics were sent details of the ATNM process, including a newsletter and invitations to attend the drop-in sessions or online presentations. Details of the groups included are in [Appendix C](#).

5.7.2 Sight Life Wales and Guide Dogs Cymru reached out to the project team specifically during the consultation period and offered the opportunity to engage with their members via one of their regular Steering Group meetings. This meeting (held over the phone) was attended by approximately 15 blind and partially sighted people. The project team explained the ATNM process and the nature of the proposed future routes and facilitated a discussion with the group about the issues typically faced by visually impaired people. The group raised the following general points:

- Concern over ongoing conflict between pedestrians and cyclists on shared use paths – the promenade and routes through the parks were mentioned in particular. Participants noted problems with cyclists assuming they have the right of way and reckless riding. The group would like to see greater enforcement to make these shared spaces safer for everyone particularly those with visual impairments. They noted that issues with cyclists also affect other groups including the elderly, disabled and those with hearing difficulties. Participants were disappointed that the new bridge between Tesco and the Arena (Taco Bridge) permits cyclists.
- In terms of the design of shared use paths, the group did not agree with minimum widths promoted by design standards. They felt that 1.5m wide footways or 2.5m wide shared use paths are not adequate for vulnerable groups and urged the Council to reconsider this moving forward.
- A particular issue was noted with bus stop islands which can often create conflict with pedestrians and cyclists and raise particularly issues for the visually impaired.

- The correct use of tactile paving is essential as a wayfinding tool for the visually impaired. The group were keen to see that all bus stops have correct tactile paving to help inform the visually impaired that they are safe to step off the bus.
- In relation to detailed design the group asked the Council to carefully consider stepped areas and ensure correct use of handrails which assist those with visual impairments.

5.7.3 The group also highlighted specific routes of concern and highlighted routes which they typically use as important links, to public transport and the city centre in particular. They specifically highlighted:

- Pentregethin Road where there is poor visibility for crossing due to parked cars and a general lack of safe crossing points.
- Carmarthen Road (Hafod), where there is a lack of safe crossing points and severance issues.
- Cambridge Road (Newton) where there are trip hazards and uneven paving (noting that this is also a wider issue across much of Swansea).
- Newton Road where users find it difficult to cross the road (and where representatives were concerned that the zebra crossing may be removed).
- Routes to/from Bishopston, where they felt that any upgrades to public rights of way need to consider suitable surfaces for horses.

5.7.4 These are all comments that it will be important for the Council to consider in its wider investment in the highways network, as well as in taking forward active travel schemes.

5.7.5 Guide Dogs Cymru and Sight Life Wales shared with the project team the results of a questionnaire survey which they had organised with assistance from Sustrans. This sought feedback from blind and visually impaired users across their membership on active travel routes across Wales. It asked about routes which users find difficult to cross or feel dangerous to use without help, routes which are obstructed or whether the footways are narrow or end abruptly. It also sought views on routes that are currently shared between pedestrians and cyclists. The results focussed on Swansea were analysed with reference to the draft ATNM.

5.7.6 Most of the problem locations identified by survey respondents were on routes that were mapped on the draft ATNM. Typically, visually impaired users highlighted that these routes are cluttered, uneven, often obstructed, hazardous when sharing with cyclists and difficult to cross. As Active Travel improvements are brought forward on these routes it will be particularly important to consider the needs of visually impaired users. These include:

- Newton Road in Mumbles
- Langland Road in Mumbles
- High Street/St Mary's Kingsway in the City Centre
- Oxford Street in the City Centre
- Neath Road, Plasmarl
- St Trello Road in Pontarddulais

## 5.8 Engagement with Higher and Further Education Organisations

5.8.1 An online workshop was held on 9<sup>th</sup> November 2021 with 10 representatives from Swansea's Higher and Further Education providers. This was attended by representatives (including both teaching staff and student representatives) from:

- Swansea University
- University of Wales Trinity Saint David
- Gower College Swansea

5.8.2 The key issues noted in this session were as follows:

- There is a real need for good quality active travel routes between student accommodation and the main teaching campuses (noting that there are multiple campuses). Routes in the area around the Student Roost are poor and need to be improved. Identifying the right routes for improvement was recognised as being important – this area is not safe currently and the routes chosen need to be through the safest areas. The identification of appropriate routes will likely require further study beyond the timeframe for this ATNM.
- Routes to the Singleton Campus of Swansea University were highlighted as important.
- There is a strong desire to see an improved connection across the Sail Bridge and to the Bay Campus of Swansea University off Fabian Way, and for the active travel route on Fabian Way to be on the south side of the road. It was noted that this required joined up thinking with Neath Port Talbot.
- For students, routes to Uplands and to the shops in this area were seen as important.

5.8.3 Where appropriate amendments were made to the ATNM to address these points.

## 5.9 Engagement with Business Representatives

5.9.1 An online workshop was held on 11<sup>th</sup> November with a representative from the Business Improvement District (BID). The BID is supportive of policy to encourage active travel and of the ATNM itself. Providing access to the city centre both on foot and by bike is seen as important, both for workers and customers. The BID is keen to ensure that as routes are brought forward, the design stages are sensitive to the needs of businesses and that impacts on parking are carefully considered.

## 5.10 Engagement with Schools

5.10.1 During the statutory consultation period the project team reached out to a range of schools across Swansea to offer the opportunity for pupils to take part in a lesson around active travel, travel choices, sustainability and environment. This aimed both to identify issues on the routes used by pupils at these schools as well as more generally raise awareness about active travel. To facilitate this a detailed lesson plan was prepared which contained:



- Introductory information about active travel and the work that Swansea Council is doing to encourage walking and cycling.
- A slide deck providing some conversation starters to get students thinking about active travel and associated topics around environment, sustainability and health.
- A worksheet which encouraged students to think about a route that they typically walk or cycling, consider what they like about it, what they dislike about it and identify a point on their route that they find difficult, and think about how this could be improved.
- A drawing task, which encouraged students to think about what a perfect street for walking and cycling might look like and to sketch this.

5.10.2 During the 12-week statutory consultation period the lesson plan was delivered in a variety of ways across 4 different schools:

- At Ysgol Gyfun Gwyr, a Welsh language comprehensive school, the lesson was delivered by the Head of Geography/Sustainability Coordinator to 195 pupils across Year 7.
- At Dylan Thomas Comprehensive School, teachers delivered the lesson to approximately 80 Year 7 students during PSHE lessons.
- At Pentre'r Graig and Hendrefoilan Primary Schools the lesson was delivered to approximately 70 Year 6 students by the Arcadis project team.

5.10.3 The lessons were very well received by students. Through the discussion, worksheet and drawing task students expressed enthusiasm for active travel and a recognition of the role walking and cycling can play in creating a more attractive local environment, contributing to improved health and other benefits. Figure 5.1 shows some of the art work students produced when asked to think about how they would like to see streets designed for walking and cycling.

5.10.4 Student noted a range of problems on the routes they typically walk – ranging from traffic speeds and volumes to difficulty crossing roads and poor lighting. Many noted that their routes are steep. Students were asked to note specific routes which they find difficult. The key routes highlighted by students were already included on the draft ATNM which formed the basis of the consultation.

Figure 5.1 – Active Travel Artwork Prepared by Students



## 5.11 Hands Up Survey with Schools

5.11.1 As an additional activity, to help collate baseline data on active travel, a hands up survey was circulated to primary schools where contacts were known. Simple surveys were sent to twelve primary schools asking year 4, 5, and 6 teachers to ask their classes the following questions are record answers:

- How do you normally travel to school?
- How would you like to travel to school (for example if they could decide, or if there were no constraints)?
- Do you have a bike (which is usable and fits you well)?

5.11.2 The survey was completed by 7 classes. The low response is not necessarily surprising – Swansea Council officers had previously advised that they have found it difficult to engage schools. However, in addition, some of the same data was collected during the active travel lessons (described above) meaning that in total hands up data was collated from 11 different classes/year groups.

5.11.3 The data suggests that levels of cycling to school are low, but that there is enthusiasm from pupils to cycle more. Bike ownership is also shown to be mixed, many more pupils have bikes than ride them to school.

## 6 AMENDMENTS TO DRAFT ATNM

### 6.1 Introduction

6.1.1 This chapter describes how the comments received as part of the 12-week consultation, and summarised in **Chapters 4** and **5**, were considered and the amendments that were made to the ATNM as a result.

### 6.2 Amendments to Existing Routes

6.2.1 Amendments to the existing routes were made in two tranches:

- Initially minor amendments were made to the existing routes presented on the draft ATNM based on consultation feedback around the accuracy of the routes mapped. This included for example:
  - Changes made to reflect the extent of recently implemented schemes.
  - Other minor comments regarding the detail of the mapping.
- These routes were then used as the base network for auditing. Where routes did not pass audits, these were then removed from the existing network layer and instead classified as future routes. **Chapter 8** provides more details.

### 6.3 Amendments to Future Routes

6.3.1 As noted above, the comments made about the future routes were very detailed and diverse. Broadly the comments fell into the following categories:

- Some comments were general feedback on the type of future routes needed, or the process that should be followed by the Council to implement these routes. In particular respondents expressed a strong request for further and comprehensive consultation on a route-by-route basis. These comments were noted, and are captured as general feedback, but no specific action was needed in relation to the ATNM development.
- Many of the suggestions put forward as potential future routes were in fact for routes which were already mapped on the draft ATNM – no further action was taken with these comments.
- Some of the remaining comments made suggestions for new links or connections to be included on the ATNM. These comments were assessed on a case-by-case basis using the methodology outlined below and as a result a number of new routes/route sections were added to the map.
- Other comments made suggestions for extensions or changes to routes already mapped on the draft ATNM and were seeking enhanced connectivity. Many of these requests required relatively small amendments to the routes shown at draft ATNM stage and, following case by case review, were accommodated in the updated map.
- A small number of comments suggested amendments to already mapped routes, for example encouraging consideration of alternative alignments. Again, these have been considered on a case-by-case basis – in some cases where the alternative alignment seemed reasonable it has been

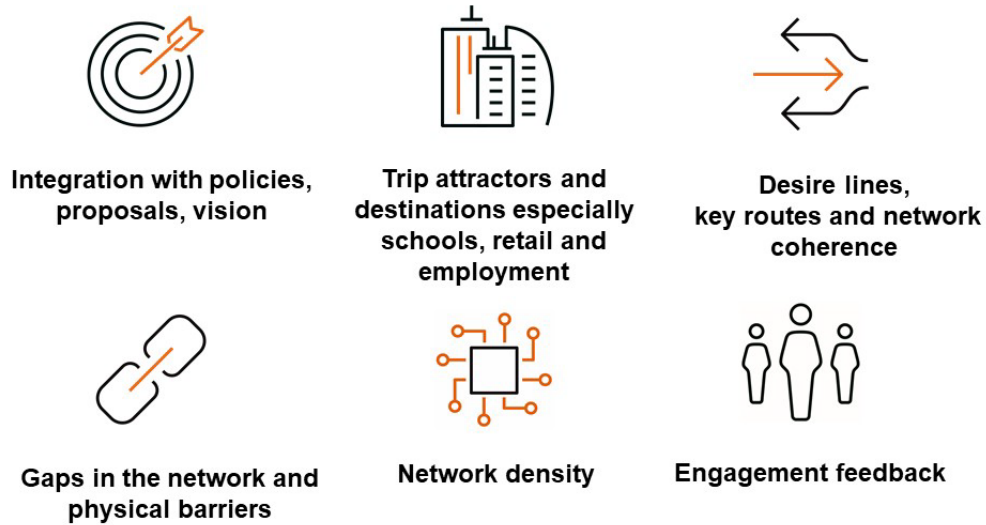
added to the ATNM, but with the existing route retained, in order to allow future option assessments to consider both routes.

- Finally, a small number of comments requested for routes to be deleted from the ATNM. These have been considered carefully on an individual basis and some amendments have been made.

6.3.2 Each individual suggestion was considered broadly against the key criteria shown in Figure 6.1. In particular the following key issues were considered:

- **Does the suggested route serve a purposeful journey, in line with the ATAG?** This helped to filter out a number of suggestions for routes which seemed to serve primarily as leisure routes or were located in predominantly rural areas.
- **Does the route address a gap in the network/provide a useful link within the network/help to deliver a coherent network?**
- **How does the suggested route link with routes already mapped?** Including consideration of whether the routes already shown provide for the same journeys/desire lines.

Figure 6.1 – Future Route Assessment Criteria



6.3.3 Table 6.1 lists the changes that were made to the future routes shown on the draft ATNM following the statutory consultation feedback.

Table 6.1 – ATNM Amendments Following Statutory Public Consultation (numbers relate to those used on the draft ATNM at consultation stage)

Amendment	Description/Justification
Minor deletion	Small section of route 74 which links the existing route to 75 is no longer needed – this was the original alignment of the route which is now complete. Section deleted from ATNM.
Amendment	Route 158 has been considered by the Council and design work has identified a preferred route to the south of the railway. Alignment of route 158 updated.

Amendment	Description/Justification
Addition	Additional route section shown linking Duvant to Three Crosses, following comments made by Three Crosses Community Council.
Addition	Additional section added to route 22 to provide enhanced link to St Thomas Primary.
Addition	Additional section added along Pentrepoeth School Road to connect with routes 157 and 61.
Addition	Additional section added to provide connection to Craigfelen Primary. Adjoins route 62 from B4603 via Quarr Road, Bethania Road and Woodside Crescent. Includes a spur on Bethania Road to adjoin route 154.
Addition	Additional section added to provide connection to Clydach Primary. New link added along Twynybedw Road adjoining routes 138 and 15.
Addition	Additional section added to provide connection to Gwrosydd Primary. New link added along Parkhill Terrace, Parkhill Road and Penlan Road, Hollett Road to adjoin routes 28, 59 and 129
Addition	New links added to provide connections to Swansea Centra North Regeneration site, to connection routes 70 and 146 and to provide an additional connection along York Street.
Addition	New link added to connect Pontlliw to Grovesend to the south of route 132.
Addition	New link added to connect Gorseinon to Grovesend, via extension of route 3.
Addition	New link added to provide traffic free and direct north-south connection from Clasemount Road to Caemawr Road ongoing to Neath Road, through Morrision Park.
Addition	Short section added to connect routes 87 and 25 between Pantycelyn Road and Penlan Crescent via existing footpath
Addition	Short section added to connect routes 136 and 10 between Pinewood Close and Caemawr Road.
Addition	New link added to connect to Pontlliw Primary School via Clordir Road to join up proposed Routes 132 and 7
Addition	New link via Rhyddings Park Road and Gwydr Crescent to connect future routes on (Glanmor Road - north) and King Edward's Road (south).
Addition	Short section added to enhance route along norther side of Fabian Way between River Tawe and Kilney Street
Addition	New link added to connect to St Joseph's Roman Catholic Primary School via short spur off route 88.
Addition	Additional connections in Brynmill area, via extension of route 121 to include remaining section of Bryn Road, spur along St Gabriel's Walk and part of St Helen's Avenue.
Addition	New link added to connect to Sea View Primary. Extension to route 87 via Creidiol Road, Granogwen Road and Waun-Wen Road.



Amendment	Description/Justification
Addition	Additional connection in Three Crosses, via extension of route 125 along Chapel Road and then northwards along Tirmynydd Road to the junction with Joiners Road
Addition	Additional link across and along the River Tawe between routes 69 and 22.
Addition	Small additional link to ensure route 24 joins existing.
Addition	Additional link between Kingsway and the Quadrant bus station.
Addition	Additional connection from route 70 to 146 along Whitewalls.
Addition	Additional links from route 70 along new Arena Park to connect with existing route and new link through the north of the marina to connect with existing routes
Addition	Extension of route 72 northwards to connect with existing route and eastwards along Cambrian Place.
Addition	Additional links near the civic centre connecting to route 146.
Addition	Additional connections between route 67 and existing route on Morfa Road.
Addition	Additional connection to link existing Hafod Copperworks route over the river to White Rock.
Addition	Additional link to route 135 along Heol-y-Geifer, Llangyfelach
Addition	Strategic Development Area (SDA) A South of Glanffrwd Road, Pontarddulais – Link from SE of allocation to connect with route 6 creating a shared use path to Pontarddulais Comprehensive School.
Addition	SDA B North of Garden Village - Link route 8 to 81 along Myrtle Road, Garden Village
Addition	SDA C South of A4240, Penllergaer – additional connection between routes 20, 90 and 133.
Amendment	SDA D West of Llangyfelach Road, Penderry – Route 57 has been amended to follow the route of the approved spine street.
Addition	SDA D West of Llangyfelach Road, Penderry – Link route 57 to 109
Addition	Additional links added to route 58 to reflect proposed route in the Penderi Regen Masterplan
Addition	SDA F Cefn Coed Hospital, Cockett – routes included to match proposed spine street and cyclepath/footways for SDA F in LDP Concept Plan.
Addition	Northwest of M4 J6, Llangyfelach – Link added between routes 56 from Tircoed to SDA G route 54
Addition	Additional link providing more direct connection at docks on route 71
Addition	Extension of route 146 to link to housing site 1.1, Vetch.

Amendment	Description/Justification
Addition	Small additional link added to join routes 112 and 138.
Addition	Additional section added to link route 23 with Dan-y-Graig Road, Port Tennant.
Addition	Small extension of route 54 to meet existing route near motorway.
Addition	Additional link to provide direct north-south connection via Cwmdonkin Drive, Richmond Terrace and Uplands Terrace.
Addition	Additional links to provide improved connections to Clwyd Primary, along Conway Road, Prescelli Road and Eppynt Road, to adjoin routes 59 and 29
Addition	Extensions of routes 72 and 144 to provide improved connections along the river and connect to the Sail Bridge and Langdon Road.
Addition	Additional link serving residential areas north of Morryston Comprehensive School, along Heol-Y-Fran, Rhodfa'r Eos and Rhodfa Fadog adjoining proposed Route 14.
Addition	Additional link to improve connections to Olchfa Secondary School, via extension of route 26 along Dunvant Road to connect Gower Road.
Deletion	The deletion of parts of route 6 in Pontarddulais. Local residents expressed concern about the suitability of some sections of route 6 for active travel, particularly where one route was shown across private land.
Addition	Additional link along the Loughor estuary, from route 130.
Amendment	Part of route 75 was shown through private land in error. Route has been amended to instead provide connection along Clyne Valley Road.
Deletion	Part of route 148 was shown within the school grounds in error. Spur removed.
Addition	Additional link to provide connection to Pontarddulais Primary, as extension of route 6.
Addition	Extension of route 136 along Mynydd Garnllwyd Road to address gap in network.
Addition	Additional link to route 32 near Gowerton Station, along Sterry Road.
Addition	Extension of route 60 to provide north-south linkage along Trewyddfa Road connecting routes 60 and 136.
Addition	Small additional connection between route 145 and existing route adjacent to the river.
Deletion	A spur of route 78 in Murton was shown over private land in error. Spur removed.
Addition	Additional link provided between routes 109 and 58 between Ty'r Maes and Briar's Court. Utilises direct existing footpath and connection to/from the residential site
Deletion	Spur of route 71 was shown linking to the canal – this connection is not required for active travel and has been removed.

Amendment	Description/Justification
Addition	Small additional connection in Dunvant to connect routes 75 and 155.
Addition	Additional link providing improved connection to Hafod Primary School joining route 155 to the existing network.
Addition	Small extension of route 34 along Bryn Y Clochydd to junction with Gors Avenue
Addition	Additional link to connect routes 7 and 56 at Tircoed.
Addition	Short additional spur added to route 72 along Starling Street to provide a linkage between the two existing routes.
Addition	Additional link provided in Bishopston to link routes 78 and 79 along Providence Lane.
Addition	Additional link provided in Brynmill to link route 46 to existing network.
Addition	Additional link provided by extending route 87 to adjoin 147 through Mount Pleasant, via Bryn-Syfi Terrace and N Hill Road.
Addition	Additional link shown on Fabian Way between P&R access and Wern Road (existing route).
Addition	Small extension of route 74 to link to existing route on A4216.
Addition	Small addition to route 8 to connect/extend along Hospital Road.
Deletion	Part of route 83 removed – this did not connect to other parts of the network and was impractical due to gradient.
Addition	Route on Pentregethin Road extended to address gap in network.
Addition	Small additional link provided to link routes 35/36 to route 78 in West Cross.
Addition	Small extension to route 6 at Pontarddulais to ensure route connects with cross border route to Hendy.
Addition	Route 151 extended to serve Pen Y Fro Primary in Dunvant.
Addition	Route 86 extended to provide improved connection to Clase Primary School
Addition	Route 143 extended to provide improved connection to Talycoppa Primary School.

6.3.4 All of the above were included in the draft ATNM that was submitted to Welsh Government for approval. In some cases these amendments may have been further altered in the final stage of map, in response to Welsh Government feedback.

6.3.5 Figure 6.2 provides a visual comparison of the future route network as was included on the maps issued for the statutory consultation and the modified network, taking account of the consultation feedback, as it stood in December 2021 when the draft map was submitted to Welsh Government for their review.



# 7 FEEDBACK FROM WELSH GOVERNMENT

## 7.1 Introduction

- 7.1.1 Following review of the draft ATNM Welsh Government provided feedback to Swansea Council in April 2022. The feedback congratulated Swansea on producing a comprehensive draft ATNM and provided a number of detailed comments on the map content. This included a number of '**essential issues**' to be addressed prior to approval of the ATNM, as well as a number of '**recommendations**' which Welsh Government encouraged the Council to look at over a longer time period.

## 7.2 Essential Issues and Recommendations

### Essential Issues

- 7.2.1 Welsh Government requested that a small number of essential issues still needed to be addressed before the map can be approved, including:
- A review of proposed active travel routes to and from schools and colleges to ensure that the future routes should on the ATNM connect fully to school entrances.
  - Network coherence and key gaps in the future route network.
  - A review/check of audit scores provided for all existing routes, to ensure audits of recently completed routes and, inclusion of statements for routes scoring between 60-69 in DMW.
  - A review check for inaccuracies.
- 7.2.2 In parallel to addressing these comments a further check of the routes was undertaken and a number of further refinements to the map made.

### Recommendations

- 7.2.3 Welsh Government requested that a number of recommended updates be addressed not noted that these would not prevent approval of the map:
- Network coherence issues: list of detailed comments on potential additional links which Welsh Government suggested would improve connectivity.
  - Cross-border collaboration: Where a route is shown as ending at or near the county boundary, Welsh Government emphasised the importance of collaboration with neighbouring authorities to ensure that routes serve end-to-end journeys and can be delivered.
  - Review of existing route statements to ensure they provide a suitable explanation for why routes that do not meet the ATAG are included as existing routes.
  - There are a number of cases of minor dis-connectivity.
  - Ensure that the prioritisation approach is in line the ATAG.







## 8 AUDITING OF EXISTING ROUTES

### 8.1 Introduction

- 8.1.1 Walking and cycling audits of the existing network are an important stage in the ATNM process and help to ensure that the existing and future routes are properly categorised and defined.
- 8.1.2 Given the extent of the existing network and number of walking and cycling audits required, the following iterative approach was adopted:
- Initially desk-based, audits were undertaken during winter 2021, using Google earth/streetview.
  - A second tranche of audits were then undertaken in spring 2022. This provided an opportunity to update/verify a number of desk-based audits with targeted site visits. These focussed on routes where Google coverage was limited or dated, or where initial audits highlighted issues.
- 8.1.3 This chapter explains the auditing approach and outcomes in further detail.

### 8.2 Defining the Network of Existing Routes

- 8.2.1 Swansea Council provided a GIS layer containing mapping of existing routes, including:
- Routes mapped previously as existing on the adopted ERM.
  - Details of routes delivered since the adopted ERM.
- 8.2.2 This mapping information was included on the draft ATNM which was published for the 12-week statutory consultation. During that period, feedback on the accuracy of the mapping was provided and this resulted in some amendments being made to the GIS layer, to ensure accurate representation of the routes.
- 8.2.3 Once the network had been refined routes were identified, numbered and split into sections for the purpose of auditing. It should be noted that the route sections used for the purpose of auditing were defined by auditors on a route-by-route basis, reflecting the nature and characteristics of the route – the route sections used did not therefore match those previously defined within DMW and did not necessarily follow defined end to end route. Overall, the number of routes to be considered meant that route sections had to be selected in a way that made the overall task appropriate and proportional.

### 8.3 Walking and Cycling Audit Tools

- 8.3.1 The walking and cycling audit tools provided within the ATAG and referenced in ATAG Appendix H were used for the audits.
- 8.3.2 The ATAG audit templates are provided separately for walking and cycling, allowing for some routes to be classified as suitable for walking, cycling, both, or neither – for the Swansea routes most are intended for both walking and cycling, hence both audits were undertaken for each route.

8.3.3 The existing routes were assessed against a multi-criterion of five key design principles:

- Coherence
- Directness
- Safety
- Attractiveness
- Comfort

8.3.4 The first two of these factors (i.e., coherence, directness) are of importance in the planning of the overall network, whereas safety, comfort and attractiveness predominantly support the development of effective scheme design. Key design factors include gradient, width of footway/cycleway, traffic speed/volume and signage, and where possible, safety issues can be addressed through careful design.

8.3.5 Summary of route audit scoring categories:

- **'Fail'** – Route with audit scores below 60% to be shown as future, rather than existing route.
- **'Critical Fail'** – A route that has any element marked as 'Critical' is not deemed suitable for active travel. The ATAG states:

*“Critical elements for walking include if the route is missing drop kerbs, thus rendering the route inaccessible for some users. For cycling, critical elements include if more than 50% of the route includes cycle provision with widths which are more than 25% below desirable or if the route is on carriageway and has higher than acceptable traffic flows and speeds”.*

- **'Pass With Statement'** – Routes between 60% and 69% are accompanied by a statement describing the shortfall and the improvements required.
- **'Pass'** – The desirable audit score is 80% or above, with a minimum score of 70% required to confirm that a route is a 'Pass' and deemed suitable for active travel.

## 8.4 Walking and Cycling Audit Outcome

### Audit Results

8.4.1 As required by the Welsh Government the walking and cycling audit scoring results for each existing route, have been entered into DMW – [DataMapWales](#).

8.4.2 The section below outlines the audit results of existing routes which received a 'pass with statement' and 'fail'.

## Outcomes – Pass with Statement Audit

8.4.3 Several existing routes received a pass with statement score for either or both walking and cycling. These routes therefore require some improvements to address their shortfalls. The following routes were treated in this way (reference numbers refer to the route section reference in DMW):

### Walking:

- SWA-EX- 2.2 – Ashlands Playing Fields.
- SWA-EX- 8.4 – Cave Street.
- SWA-EX- 9.2 – Landore, Neath Road to New Cut

### Cycling:

- SWA-EX- 14.5 – Park Drive to Bethel Road.
- SWA-EX- 14.7 – Off-road section adjoining Millstream Way.
- SWA-EX- 15.1 – Foundry Lane to Llanllienwen Road.
- SWA-EX- 18.1 – B4625 to Fenrod Way.
- SWA-EX- 18.3 – Beaufort Bridge to west of rail line.
- SWA-EX- 20.2 – Off-road section adjoining Brunel Way.

### Walking and Cycling:

- SWA-EX- 3.5A – Vadre Rugby Club Playing Fields to Swansea Canal.
- SWA-EX- 3.5B – Swansea Canal.
- SWA-EX- 23.1 – Mumbles Road.

8.4.4 Details on the statements can be viewed on DMW, upon selection of individual routes.

## Outcomes – Fail Walking and Cycling Audit

8.4.5 Where a route was audited for both walking and cycling and both audits returned a score of less than 60% this route was removed from the existing network and reallocated as a future route – recognising that improvements for both pedestrians and cyclists are required. The following routes were treated in this way:

- SWA-EX- 3.8 – Off road section between A48 and Riverside Caravan Park. This is shown as future route 169.
- SWA-EX- 9.1 – Brynhfrfyd to Betheda Street. This is shown as future route 167.
- SWA-ES-10.4 - Off road section adjacent to Morfa Road. This is shown as future route 190.
- SWA EX-18.2 – Fenrod Way to A4217. This is shown as future route 170.

## Outcomes – Fail Cycling Audit

8.4.6 Where a route failed for cycling but passed for walking two actions were taken:

- The existing route was changed to 'foot only' recognising that the audit shows the route to be reasonable for walking.
- An additional future route was added (mirroring the existing route) for 'shared use' to highlight an aspiration to improve the route so that it is suitable for both walking and cycling.

8.4.7 The following routes were treated in this way:

- SWA-EX-2.2 – Ashlands Playing Fields. This is also shown as future cycling route 161.
- SWA-EX-9.2 – Landore, Neath Road to New Cut Road. This is also shown as future cycling route 168.
- SWA-EX-14.1 – Birchgrove to Heol Dulais. This is also shown as future cycling route 162.
- SWA-EX-14.2 – Heol Dulais to Peneil Green. This is also shown as future cycling route 163.
- SWA-EX-15.2 – Llanllienwen Road to Heol Maed Eglwys. This is also shown as future cycling route 173.
- SWA-EX-18.6 – Siemens Way. This is also shown as future cycling route 165.
- SWA-EX-20.1 – Nantong Way and Brunel Way. This is also shown as future cycling route 166.

# 9 PRIORITISATION OF FUTURE ROUTES

## 9.1 Introduction

- 9.1.1 A further core requirement of the ATNM process is to provide a prioritisation plan for the delivery of the future routes shown on the new ATNM. The guidance requires that a short/medium/longer term status should be assigned to every route.
- 9.1.2 The ATAG advises that local authorities should prioritise routes which will have the greatest impact on increasing rates of active travel as well as the number of people who choose to travel actively. Chapter 10 of the ATAG (2021) provides advice on the prioritisation process. It states that it may be necessary to prioritise improvement schemes (and packages of schemes) for funding and implementation and that this is a matter for local discretion. It goes on to list relevant factors and tools to consider in prioritising schemes and says that a data led approach can be used for prioritisation analysis and decision making about which schemes are most important to achieving the network aims or offer the best value for money.
- 9.1.3 This chapter provides an overview of the prioritisation process adopted for Swansea’s ATNM to date. Swansea Council intends to undertake further work on the assessment of priorities; therefore this element should be recognised as being the subject of ongoing work.

## 9.2 Prioritisation Approach

- 9.2.1 To assist local authorities, the ATAG includes indicators on how to prioritise and score routes to assist in the prioritisation of schemes identified in the ATNM. The starting point the prioritisation task is Chapter 10 which sets out that a data led approach for prioritisation, with a template provided in Appendix K of ATAG. Based on this guidance an initial bespoke prioritisation matrix tool was developed: to prioritise proposed active travel routes based on a range of quantitative criteria, and to identify and assign a short-, medium- and long-term delivery indicator for every route.
- 9.2.2 In developing a methodology, given the number of future routes, the focus has been on using parameters that can be quantitatively appraised from data generated automatically via the GIS system. The method has remained mindful of the requirement to assess each route in terms of its potential to cater for a whole journey and opportunity to link services and facilities. The focus has also been on developing a practical tool that can genuinely help the Council to identify those schemes with greatest impact.
- 9.2.3 Overall, the prioritisation process adopted prior to adoption of the ATNM in August 2022 was viewed by the Council as the first step in a two-stage process, as follows:
- **Stage 1** (completed as part of the ATNM development) – provides a high-level prioritisation plan across the whole network for future routes, but recognising the routes represent aspirations and desire lines and detailed information on each route is not yet available.
  - **Stage 2** (to be developed by Swansea Council going forward in 2023) – will provide a more detailed assessment of routes, based on additional information both quantitative and qualitative evidence on a route-by-route basis.

## 9.3 Stage 1: Prioritisation Method (Completed)

### Priority Criteria and Weightings

9.3.1 To generate a bespoke data-led prioritisation list, a number of criteria were identified, which closely match the facilities considerations identified in the ATAG. The criteria identified were specifically chosen to aid in applying a level of automation to assist the sifting of the ATNM routes in advance of any detailed proposals. The criteria identified are set out in Table 9.1.

Table 9.1 – Priority Criteria and Weightings Used for Initial Ranking of Routes

Criteria	Description	Source	Weighting applied
Bus Stop	Proximity of route to an identified bus stop	Measurement from GIS	0
Railway Station	Proximity of route to a Railway Station	Measurement from GIS	0
Major Retail	Proximity of route to an identified major retail area	Measurement from GIS	0
Existing route	Proximity of future route to an existing active travel route	Measurement from GIS	0
Major Employment	Proximity of route to an identified major employment area	Measurement from GIS	5
Education	Proximity of route to education establishment	Measurement from GIS	5
Population	Proximity of route to an area of population in highest 20%	Measurement from GIS	5
Deprivation	Proximity of route to an area of deprivation in lowest 20%	Measurement from GIS	5
Cohesiveness	Consideration whether route offers a cohesive and direct network	Subjective	10
Scheme Status	Consideration whether a 'future route' is currently being considered by Swansea from any previous funding submission	Subjective	10



9.3.2 Eight of the ten criteria set out in Table 9.1, were based on a distance measurement derived from the GIS system. On deriving a distance from the future route to the selected criteria, an associated score could then be applied. Two criteria were determined more subjectively, based on understanding of the route and status.

9.3.3 Weightings were then applied to reflect the key objectives of an active travel route:

- It was considered that greater weight should be proportioned towards proximity to education, population, employment and areas ranking in the top 20% of most deprived areas with the Wales Index of Multiple Deprivation (WIMD), as these most closely met the objectives around enabling active travel routes for day-to-day journeys. Subsequently, these scores were multiplied by 5 to account for this. Access to bus stops, railway stations, major retail and proximity to existing active travel routes have not been further weighted as most routes scored similarly. By weighting the other criteria, the assessment adds weight to routes in areas of high population and higher deprivation.
- A subjective benefit score was based on an assessment of a combination of cohesiveness and directness. The weighting for these scores is higher than the data driven scores as it draws together a number of factors, and it ultimately is a sense check to ensure the routes are appropriate for encouraging and promoting active travel. The overall score was multiplied by 10 to promote these routes.
- A score was also given to the routes based on scheme status. The routes that have had funding previously allocated to them and are currently being progressed by Swansea Council were given a score of 10. No other scores have been applied to any other routes as they hold no current status. Since this score is based on current status, and thus would be considered as having the greatest priority, a significant weight, with a multiplier of 10, has been applied to these routes.

9.3.4 Based on the resulting weighted scores the prioritisation list was divided into short / medium and long-term routes with:

- **Short term** being routes that are to be prioritised for feasibility and delivery within a 3 to 4-year timeframe.
- **Medium term** routes are those that are identified for delivery within a 4 to 6 timeframe and could be brought forward should development opportunities arise.
- **Long-term routes** are those that are considered aspirational for a delivery timeframe in excess of 7 years.

### Route Prioritisation Ranking

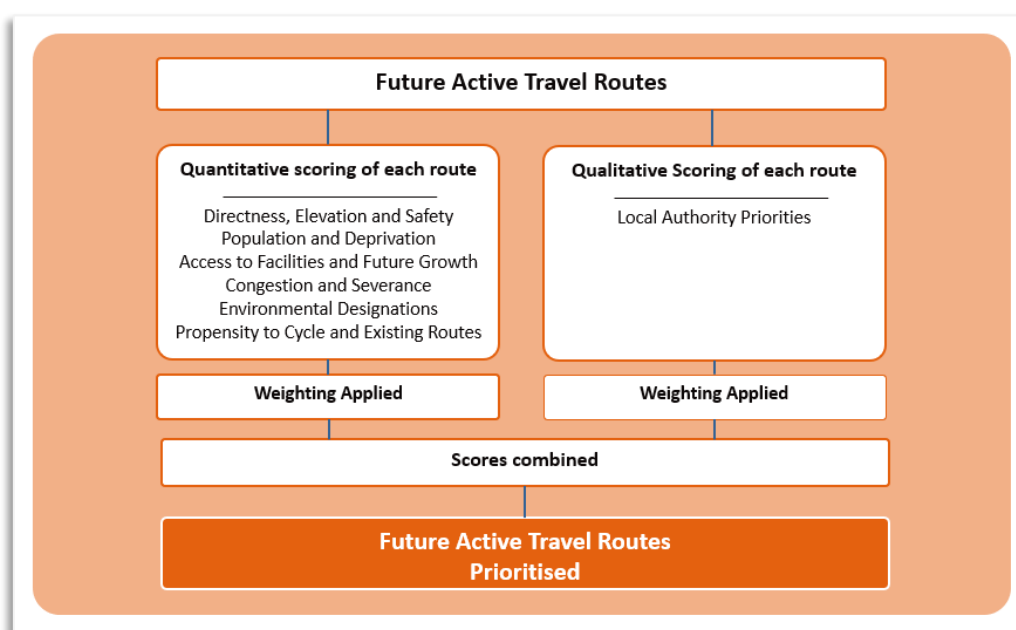
9.3.5 As required by the Welsh Government the priority ranking for each future route (low, medium or high), have been entered into DMW – [DataMapWales](#). This ranking was based on the above methodology, but going forward the Council intends to further develop this method and to create a more detailed prioritisation (which will effectively supersede what is in DMW), as set out below.

## 9.4 Stage 2: Prioritisation Method (On-going)

### Overview

- 9.4.1 The initial Stage 1 prioritisation list was intended to be a starting point to help the Council identify routes that Swansea could look to progress and seek funding to facilitate. By considering a range of factors the prioritisation framework helps to ensure that prioritisation is not driven by engineering feasibility or deliverability alone. However, it is acknowledged that, in progressing routes and further refining the prioritisation process, a range of other criteria will also need to be considered.
- 9.4.2 As of January 2023 the Council is progressing further work to develop a more detailed prioritisation framework, as outline in Figure 9.1.

Figure 9.1 – Route Prioritisation Process



### Priority Criteria and Weightings

- 9.4.3 Table 9.2 presents the 17 criterion (quantitative and/or qualitative assessment) and associated weighting factor which will inform the evolved route prioritisation exercise.

Table 9.2 – Priority Criteria and Weighting Factor used for Detailed Ranking of Routes

Criteria	Principle	Source	Weighting Factor (1 to 5)
1 Directness	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative	2

Criteria	Principle	Source	Weighting Factor (1 to 5)	
2	<b>Elevation Gain</b>	Route should avoid large change in elevation as uphill sections increase time, effort and discomfort	Total elevation gain per 1 km of route	2
3	<b>Access to facilities</b>	Routes should provide access to and serve key trip generators (including Education, Employment, and key services)	Access to Education, Employment and key services (see separate tab)	3
4	<b>Population Catchment – Residential</b>	Route should serve population centres	Census – Residential population	4
5	<b>Population Catchment – Workplace</b>	Route should serve population centres	Census – Workplace population	4
6	<b>Growth</b>	Consideration given to how new / enhanced AT routes can connect future growth areas or sites with significant regeneration potential	Policy Documents and Strategies (e.g. LDP Site Allocations)	2
7	<b>Safety</b>	Route should help to address recorded collision history. Number of collisions involving pedestrians and cyclists.	StatsWales 19 collision data	2
8	<b>Public Health</b>	Route should have positive impact on health by encouraging more people take on active travel modes	WIMD data – Health	1
9	<b>Deprivation</b>	Route should have positive impact on deprivation by encouraging more people to take on active travel modes and improving accessibility	WIMD data – Overall	3
10	<b>Transport Inequality</b>	Higher priority for routes that serve communities with low car ownership	Census – Household car ownership	3
11	<b>Propensity to cycle</b>	Higher priority for routes in areas where propensity for short trips is highest (number of short, cycleable trips as a ratio of all trips)	PCT – Census	3

Criteria	Principle	Source	Weighting Factor (1 to 5)
12 <b>Pinch Point / Severance</b>	Higher priority for routes that overcome significant barriers in the network, i.e. waterways, railways or major highways	Type of physical barriers present (e.g. busy roads, railway lines or watercourses)	2
13 <b>Congestion / Speed</b>	Higher priority for routes that offer mode choice in areas of high congestion and/ or where there are issues with excessive vehicle speed	Review available traffic volume/ speed data.	3
14 <b>Environment – Air Quality and Noise</b>	Routes should target areas with poor air and noise quality	AQMAs and NPAs	2
15 <b>ATNM Public Consultation</b>	Routes should be supported by the public	Review feedback from previous ATNM public consultation exercises.	1
16 <b>Existing Route</b>	Create an integrated and dense mesh network	Proximity to existing route	4
17 <b>Local Authority Knowledge</b>	Routes should be viewed positively by the local authority. Higher priority for routes that are most deliverable (e.g. availability of funding or complementary schemes)	Feedback from Swansea Client Team	4

9.4.4 Once completed the priority rating for each future route (low, medium or high), will be updated within DMW and this will form the basis for the on-going development of active travel routes in Swansea.

# 10 SUMMARY AND NEXT STEPS

## 10.1 Summary

10.1.1 In summary, the development of Swansea's ATNM, which was approved by Welsh Government in August 2022, identifies an ambitious network of future routes and provides a robust basis from which Swansea Council can take forward schemes over the coming years. The ATNM shows a network of routes which is broad enough to enable further studies and option assessment work to be undertaken to then further identify priority routes and narrow down route options.

10.1.2 Swansea Council recognises that the ATNM is not an end in itself, but a tool to assist the Council to further develop and invest in its network. Officers therefore intend to use the map as a basis for ongoing route development work and will maintain a 'live' list of map updates. The map will be reviewed every three years as required by the Act but will also need to be reviewed and reconsidered as pressures and demands on the network will change and as areas grow and evolve through development, regeneration and investment.

## 10.2 Next Steps

10.2.1 Considering the route development tasks that the Council intend to progress, and recognising the feedback provided by the public and stakeholders as part of the ATNM development process, it will be important to ensure that the next steps include:

- **Further development of the prioritisation of future routes** to consider a wider set of quantitative evidence and qualitative inputs, as detailed in **Chapter 9**.
- **Continued engagement with stakeholders**, in line with the ATAG, through the route choice, options assessment and design stages. Ward Councillors and Community Councillors should be closely involved in the development of routes in their area as they hold vital local knowledge and are able to ensure information is passed onto the wider community. Further engagement should also include representatives from visually impaired groups who, through the ATNM consultation, have highlighted the importance of design detailing to ensure ease of use by all. The local cycling group has also shown much enthusiasm for contributing to network development and route design and the Council should ensure continual dialogue in order to make best use of their local knowledge. Swansea Council intends to build on engagement undertaken to support the development of the ATNM and in 2022, an 'Active Travel Stakeholder Group' was established to support engagement with interest groups on the development of active travel in Swansea.
- **Continued engagement with local residents**. This consultation has highlighted, very strongly, that local communities want to be involved in the development of routes in their area. They are very keen to understand the design implications of individual routes and securing their support for active travel schemes will be very much dependent on the nature of individual designs on a route-by-route basis. As schemes are taken forward there is a need for pro-active engagement with communities, particularly at the early stages of the design process. Community consultation, allowing a dialogue with individual residents, will be important as often umbrella groups do not represent everyone.
- **Engagement with residents, particularly where routes have been added to the ATNM** between the draft and final versions as, whilst responding to engagement feedback, these routes have not yet

been subject to wider or formal consultation therefore will need to be discussed with communities at an early stage.

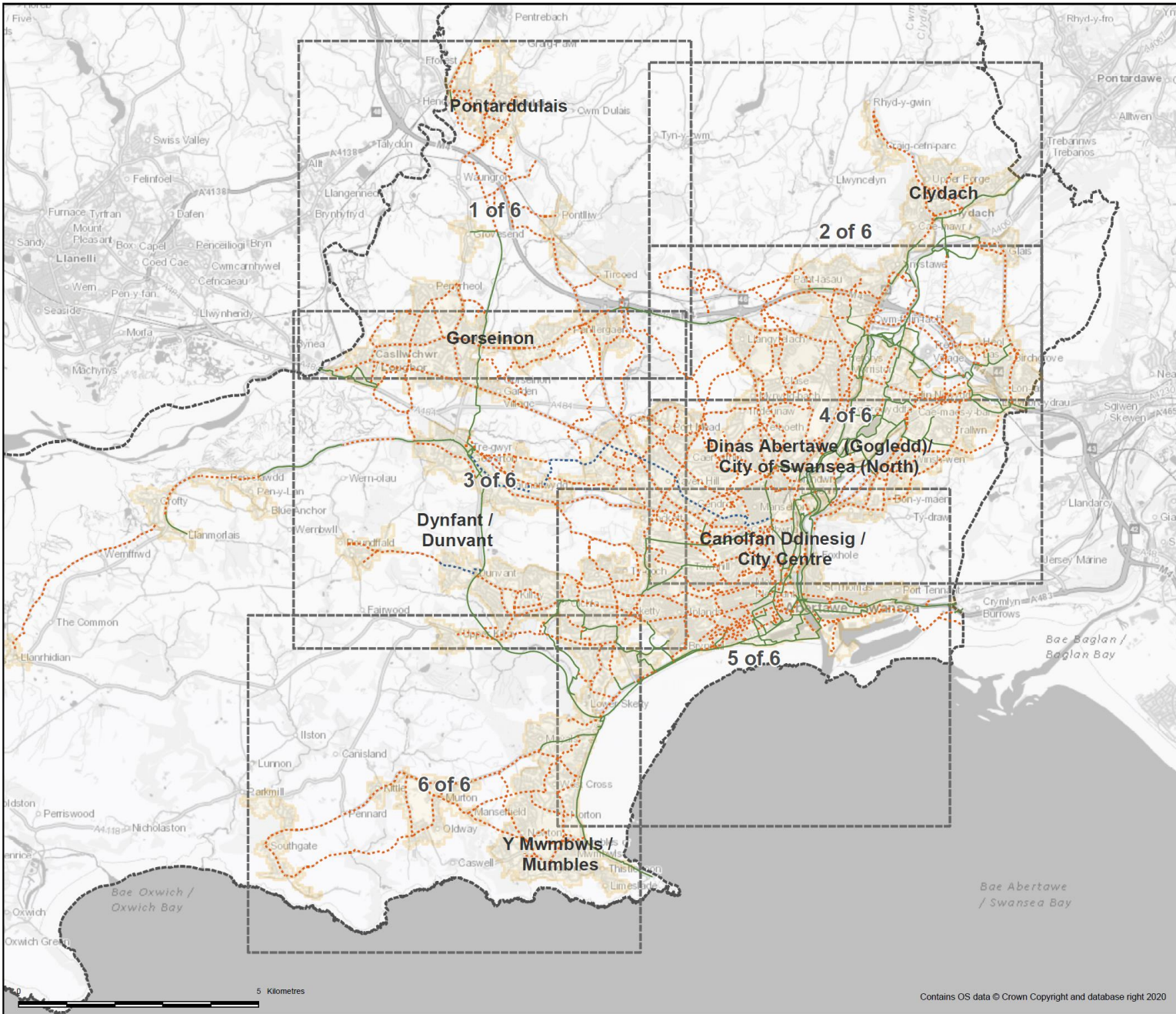
- **Joined up working across the Council.** The ATNM development process has highlighted the importance of joined up thinking across the authority to ensure the appropriate development of active travel routes and to maximise opportunities and benefits. Ongoing engagement with the strategic planning and regeneration teams will be essential to ensure that active travel is integrated into forward plans and vice versa. On a more practical level, joint working across the teams responsible for the ongoing upkeep of active travel routes is also critical to ensure that routes are well maintained going forward (particularly when a growing active travel network puts increased pressure on limited resources).
- **Robust route optioneering** on routes to ensure that where multiple potential alignments or connections exist the most appropriate route is selected.
- **Sensitive design and assessment of design alternatives.** Many of the comments submitted through this consultation expressed concern about the use of shared use paths. Respondents were very keen to see route development respond to local conditions and recognised that many of the ATNM routes require bespoke solutions which take account of, often challenging, local constraints. Overall, respondents were keen to ensure that there was no 'one size fits all approach'. Option assessment will therefore be an important part of the process going forward to ensure that there is genuine consideration of a range of possible design solutions which should, in line with the ATAG, be framed by the transport hierarchy and consider a range of options, starting with provision of separate, segregated facilities for pedestrians and cyclists (although it is recognised that in constrained urban streets this is often difficult to achieve). On routes that may be not suitable for cycling, it is important to consider the needs of pedestrians.
- **Continued improvement of the existing network** recognising that these are vital connections which need to be maintained and continually enhanced. Further activities to include the continued auditing of routes to better understand existing conditions and further engagement to ensure users have an opportunity to highlight opportunities for improvements.
- **Continued promotion of active travel and encouragement of mode shift.** Whilst development of a quality network is a key factor in encouraging people to make sustainable travel choices it will be important to continue wider promotion of active travel. The feedback to this ATNM has shown that whilst there is broad support for the development of Swansea's active travel network there is also, as is to be expected, many residents who remain keen to see investment and road space prioritised for cars. Building understanding about transport policy, the transport hierarchy and the benefits of active travel remains important. Delivering quality facilities for active travel will inevitably often impact on road space and on-street parking and there is a need to build acceptance of this (albeit that schemes will always be sensitive to the needs of residents and businesses and take account of wider context).



## **Appendix A – Draft ATNM Published for 12-week Consultation**

The following pages show the maps which were published on the Council's website as the basis of the statutory 12-week consultation and the accompanying list of routes. Please note that these are low resolution versions only, in order to keep file size manageable.

# Consultation Draft ATNM – Maps (2021)



**Ffigur 1 / Figure 1:**  
**Cynllun Allweddol / Key Plan**  
**Map Rhwydwaith Teithio Llesol**  
**Drafft/**  
**Draft Active Travel Network Map**



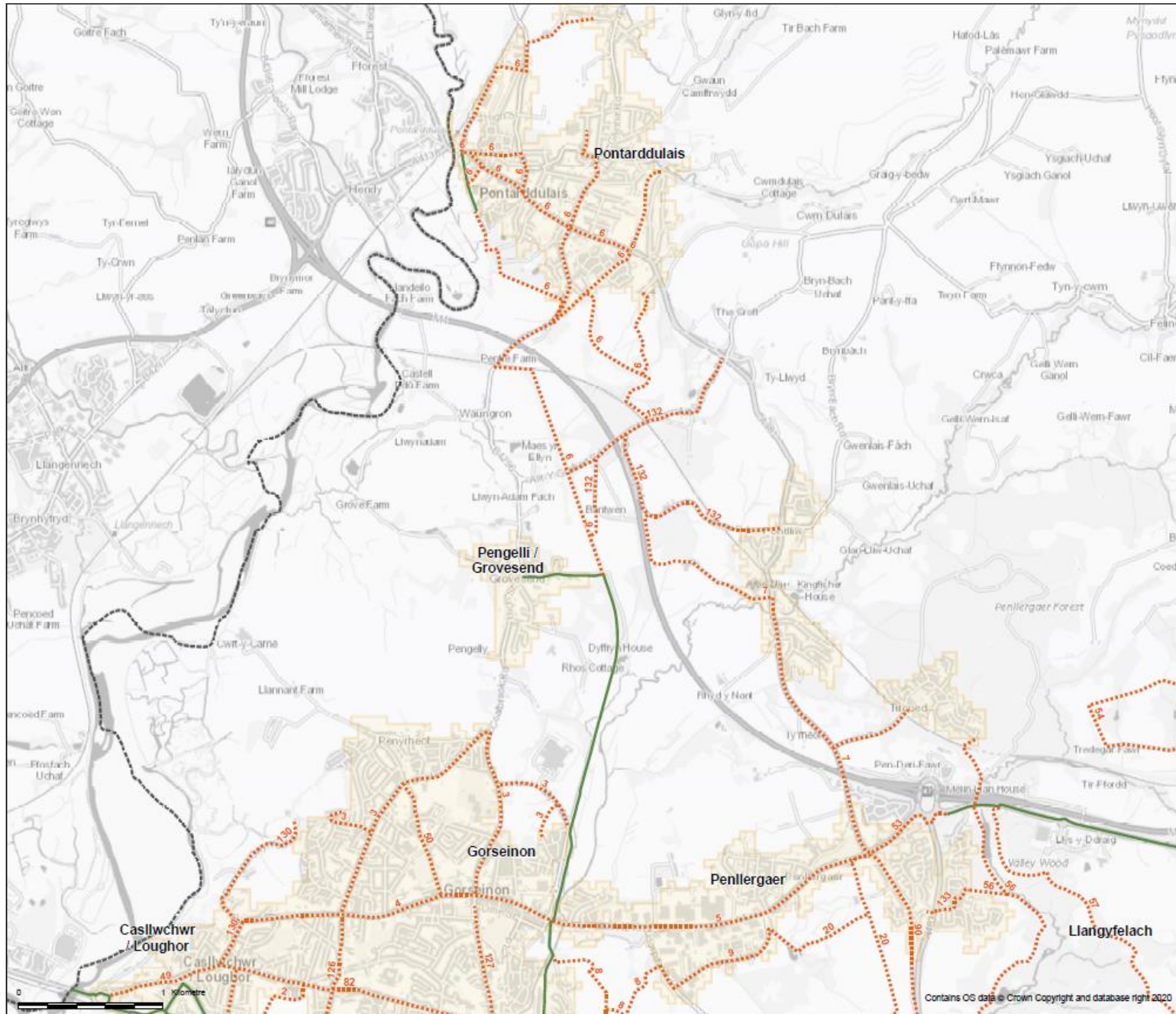
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 Contains Ordnance Survey data.  
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- ALLWEDD / LEGEND**  
**Cymraeg / English**
- Graddau'r Gyfres Mapiau / Map Series Extents
  - Llwybrau Presennol / Existing Routes
  - Llwybrau'r Dyfodol / Future Routes:**
    - Defnydd a Rennir / Shared Use
    - Beicio / Cycling
    - Ardaloedd Adeiledig / Built Up Areas
    - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

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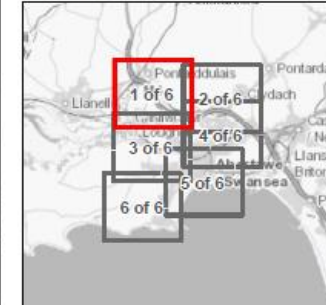






**Ffigur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Gorseion**

Tudalen 1 o 6  
 Page 1 of 6



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**ALLWEDD / LEGEND**

- Cymraeg / English**
- Lwybrau Presennol / Existing Routes
  - Lwybrau'r Dyfodol / Future Routes:**
  - - - Defnydd a Rennir / Shared Use
  - - - Beicio / Cycling
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary



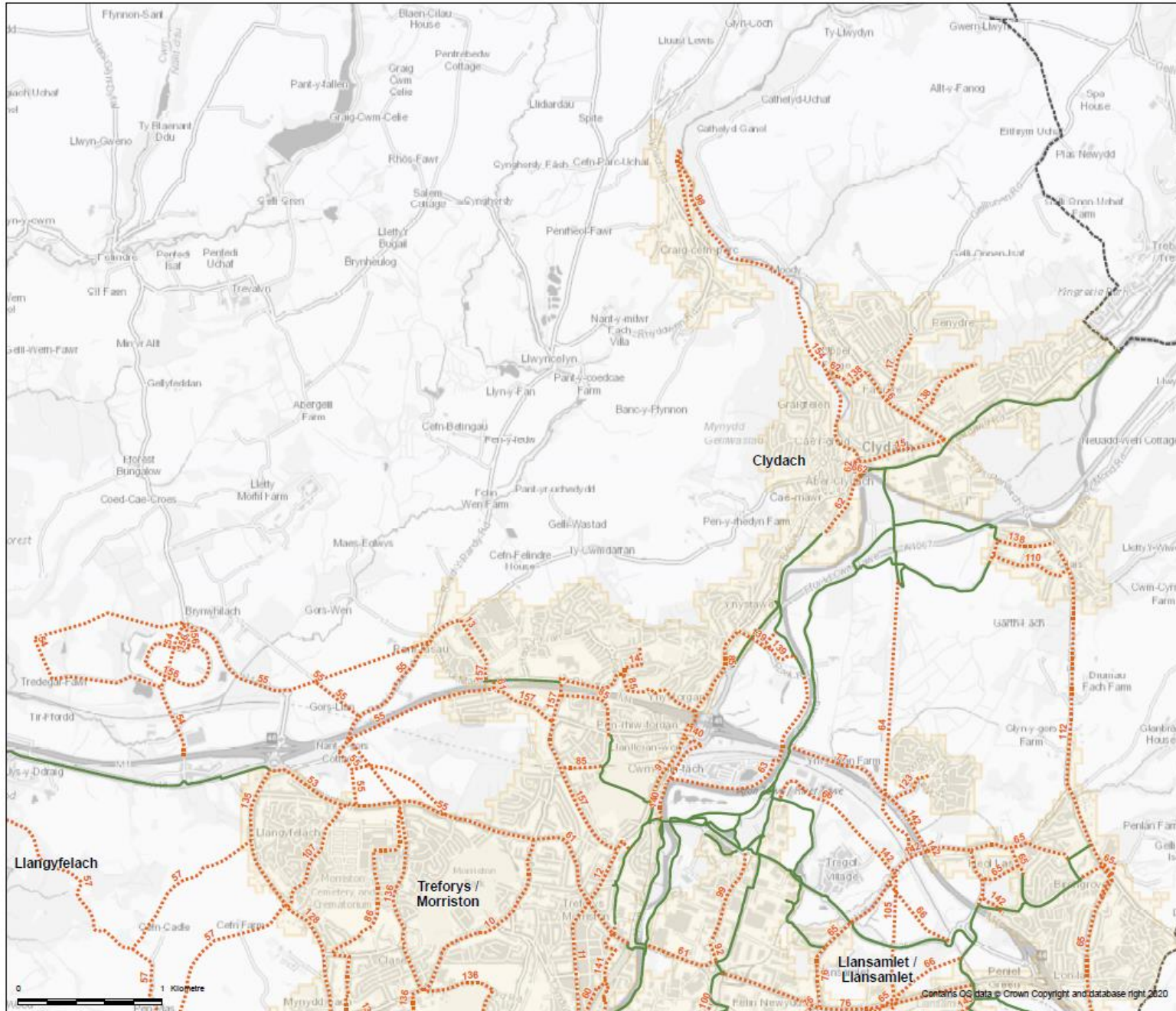
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**Note 1**  
 The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).

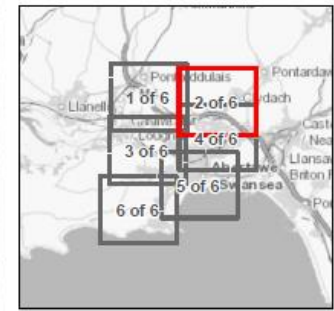






**Ffigur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Clydach**

Tudalen 2 o 6  
 Page 2 of 6



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- ALLWEDD / LEGEND**  
**Cymraeg / English**
- Lwybrau Presennol / Existing Routes
  - Lwybrau'r Dyfodol / Future Routes:
    - - - Defnyddia'r Rennir / Shared Use
    - - - Beicio / Cycling
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary



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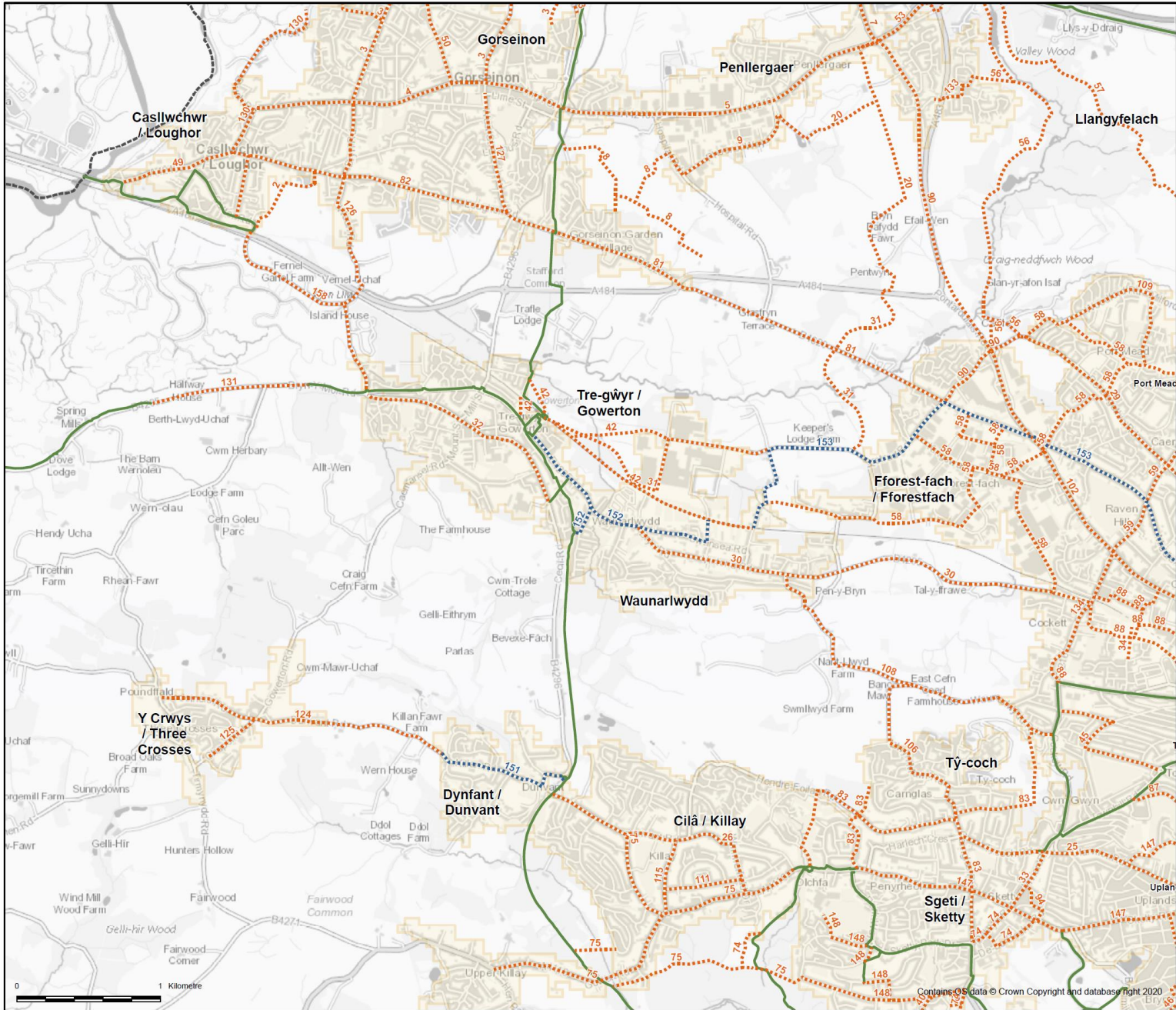
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**Note 1**  
 The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).



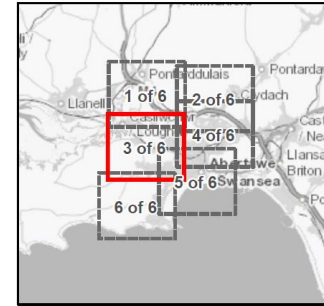
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**Figur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Tre-gŵyr / Gowerton**

Tudalen 3 o 6  
 Page 3 of 6



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**ALLWEDD / LEGEND**

- Cymraeg / English**
- Lwybrau Presennol / Existing Routes
  - Lwybrau'r Dyfodol / Future Routes:**
  - ⋯ Defnydd a Rennir / Shared Use
  - ⋯ Beicio / Cycling
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary



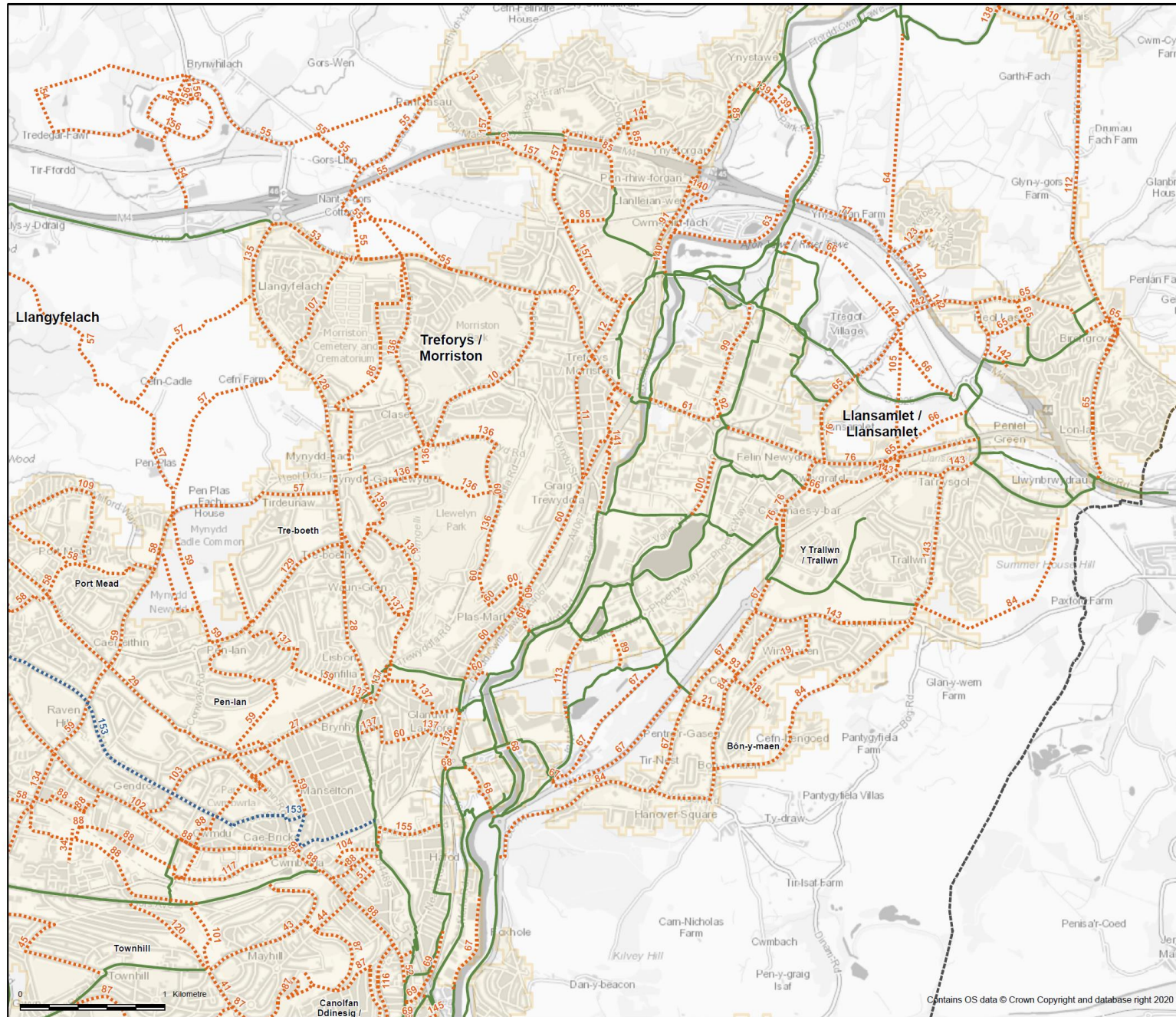
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**Note 1**  
 The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).

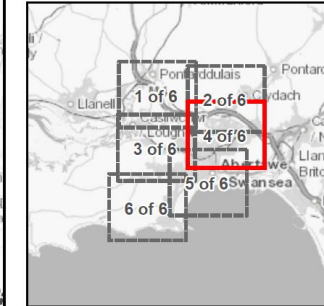






**Ffigur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Dinas Abertawe (Gogledd) /**  
**City of Swansea (North)**

Tudalen 4 o 6  
 Page 4 of 6



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**ALLWEDD / LEGEND**

**Cymraeg / English**

— Llywbrau Presennol / Existing Routes

— Llywbrau'r Dyfodol / Future Routes:

— Defnydd a Rennir / Shared Use

— Beicio / Cycling

— Ardal oedd Adeiledig / Built Up Areas

— Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

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**Note 1**

The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).

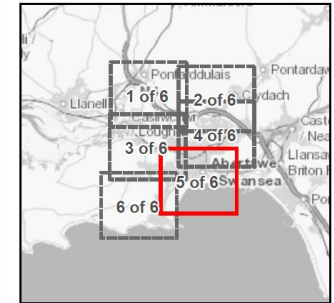






**Figur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Canolfan Ddinesig / City Centre**

Tudalen 5 o 6  
 Page 5 of 6



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- ALLWEDD / LEGEND**  
**Cymraeg / English**
- Lwybrau Presennol / Existing Routes
  - Lwybrau'r Dyfodol / Future Routes:
    - - - Defnydd a Rennir / Shared Use
    - - - Beicio / Cycling
    - Ardaloedd Adeiledig / Built Up Areas
    - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary



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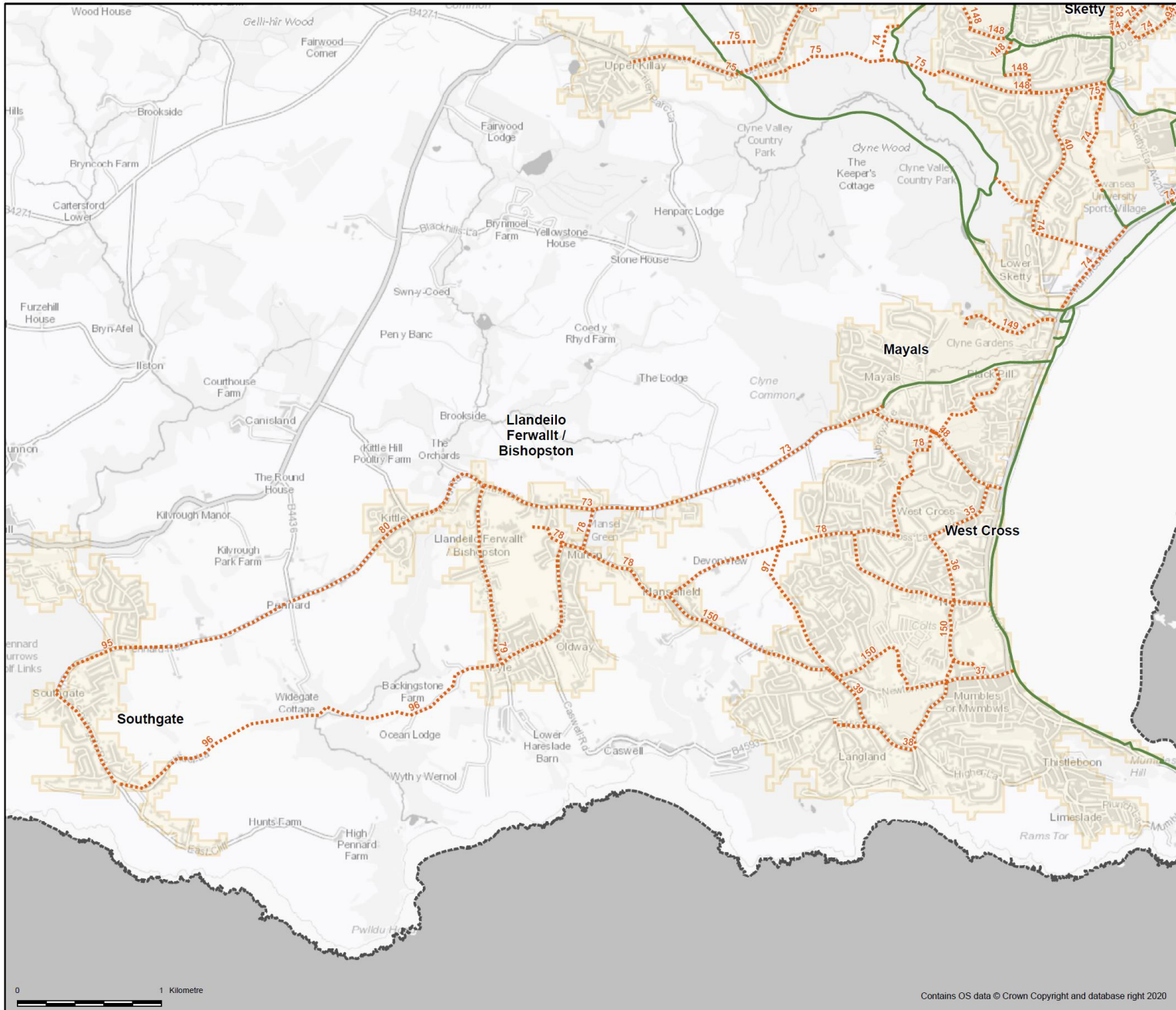
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Note 1  
 The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).



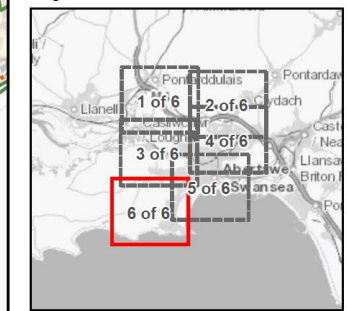
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**Figur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Y Mwmbwls/Mumbles**

Tudalen 6 o 6  
 Page 6 of 6



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- ALLWEDD / LEGEND**  
**Cymraeg / English**
- Llwybrau Presennol / Existing Routes
  - Llwybrau'r Dyfodol / Future Routes:
    - - - Defnydd a Rennir / Shared Use
    - - - Beicio / Cycling
    - Ardaloedd Adeiledig / Built Up Areas
    - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

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Nodyn 1  
 Gellir defnyddio'r rhifau ar y map i chwilio am lwybr yn y Rhestr o Lwybrau (dogfen ar wahân ar gael ar wefan Cyngor Abertawe).

Note 1  
 The numbers shown on the map can be used to look up a route in the List of Routes (separate document available on Swansea Council's website).



## Consultation Draft ATNM – List of Routes (2021)

The following table lists the routes that were included on the maps, which formed the basis of the formal consultation.

Consultation Ref	Type	Description	Source
1	Shared Use	Missing link - proposed shared use path between Crofty and Penclawdd	INM
2	Shared Use	Proposed shared use path between Loughour and Swansea Road	INM
3	Shared Use	Gorseinon North Residential Link - Proposed shared use path	INM
4	Shared Use	Gorseinon to Loughor Proposed shared use path	INM
5	Shared Use	Gorseinon to Penllergaer Proposed shared use path	INM
6	Shared Use	Pontarddulais residential links Proposed shared use path	INM
7	Shared Use	Penllergaer to Tircoed section proposed shared use path	INM
8	Shared Use	Bryngwyn Fields proposed shared use path	INM
9	Shared Use	Penllergaer SUP Link Proposed shared use path	INM
10	Shared Use	Caemawr Road / Parry Road / Vicarage Road	Identified Gaps
11	Shared Use	Woodfield Street (Morrison Local Centre)	Identified Gaps
12	Shared Use	Sway Road (Morrison Local Centre)	Identified Gaps
13	Shared Use	Pant Lasau Road to Morrison Hospital	Identified Gaps
14	Shared Use	Heol Dolfain / Butterslade Grove	Identified Gaps
15	Shared Use	High Street (Clydach Local Centre)	Identified Gaps
16	Shared Use	Lone Road / Vardre Road	Identified Gaps
17	Shared Use	Vadre Road to Carlton Road via Gellionnen Road	Identified Gaps

Consultation Ref	Type	Description	Source
18	Shared Use	Mansel Road to Cefn Hengoed School via Caldicot Road	Identified Gaps
19	Shared Use	Caldicot Road to Carmel Road via Colwyn Avenue	Identified Gaps
20	Shared Use	Parc Mawr Link Proposed shared use path	INM
21	Shared Use	Jersey Road to Mansel Road via Cwm Chapel Road	Identified Gaps
22	Shared Use	NCN Route 43 to NCN Route 4 via Delhi Street	Identified Gaps
23	Shared Use	Port Tennant Road (Port Tennant Local Centre)	Identified Gaps
24	Shared Use	B4290 St Helen's Road	Identified Gaps
25	Shared Use	Glanmor Road / Ty Coch Road	Identified Gaps
26	Shared Use	B4296 to Gower Road via Dunvant Road	Identified Gaps
27	Shared Use	St John's Road / Penfilia Road	Identified Gaps
28	Shared Use	Llangyfelach Road	Identified Gaps
29	Shared Use	Fforestfach to Manselton via Pentregethin Road	Identified Gaps
30	Shared Use	Swansea Road to Queensway via Cwmbach Road	Identified Gaps
31	Shared Use	Wauanarlwydd Development North and South Phases 1 and 2	INM
32	Shared Use	Bryn Y Mor Road / B4296 Cecil Road	Identified Gaps
33	Shared Use	A4216 Vivian Road	Identified Gaps
34	Shared Use	Brynffordd to Cwmdu Industrial Estate	Identified Gaps
35	Shared Use	West Cross Lane / Fairwood Road	Identified Gaps
36	Shared Use	West Cross Avenue	Identified Gaps

Consultation Ref	Type	Description	Source
37	Shared Use	Newton Road to Lineklin Road	Identified Gaps
38	Shared Use	Langland Road / Southward Lane	Identified Gaps
39	Shared Use	Newton Road / Southward Lane	Identified Gaps
40	Shared Use	Derwen Fawr Road	Identified Gaps
41	Shared Use	Pen Y Graig Road	Identified Gaps
42	Shared Use	Gowerton to Waunarlwydd proposed shared use path	INM
43	Shared Use	Townhill Road to Gors Avenue	Identified Gaps
44	Shared Use	Long Ridge / Waun-wen Road	Identified Gaps
45	Shared Use	Cockett Road to Townhill Road via Gwynedd Avenue	Identified Gaps
46	Shared Use	Bernard Street / Bryn Road	Identified Gaps
47	Shared Use	A4118 to St Helen's Road via Brynymor Road	Identified Gaps
48	Shared Use	Mayals Road to Swansea Bay via Fairwood Road	Identified Gaps
49	Shared Use	A4240 Castle Street	Identified Gaps
50	Shared Use	Pen Cae Cwn Road / Princess Street	Identified Gaps
51	Shared Use	Lion Street / Bryn-Melyn Street	Identified Gaps
52	Shared Use	High Street / Prince of Wales Road	Identified Gaps
53	Shared Use	Llangyfelach to Penllergaer A48 Link Proposed shared use path	INM
54	Shared Use	Bryntywood Links proposed shared use path	INM
55	Shared Use	Morrison Hospital Access Road proposed shared use path	INM



Consultation Ref	Type	Description	Source
56	Shared Use	Cadle to Penllergaer Proposed shared use path	INM
57	Shared Use	Penllergaer Woods proposed shared use path	INM
58	Shared Use	Fforestfach to Port Mead links Proposed shared use path	INM
59	Shared Use	Manselton / Penlan Proposed shared use path	INM
60	Shared Use	Llandore / Plasmarl Links and Old Neath Road - proposed shared use path	INM
61	Shared Use	Morryston to Llansamlet Proposed shared use path	INM
62	Shared Use	Clydach links proposed shared use path. Link to NCN 43	INM
63	Shared Use	Swansea Vale links Proposed shared use path	INM
64	Shared Use	Glais A4067 to Heol Las Proposed shared use path	INM
65	Shared Use	Birchgrove / Heol Las Proposed shared use path	INM
66	Shared Use	Peniel Green Llansamlet Links proposed shared use path	INM
67	Shared Use	Upper Bank / Camel Road proposed shared use path	INM
68	Shared Use	Morfa Distributor Road and Tawe Riverside links proposed shared use path	INM
69	Shared Use	Swansea Station link Proposed shared use path	INM
70	Shared Use	Swansea central proposed shared use path	INM
71	Shared Use	Tidal Lagoon Links proposed shared use path	INM
72	Shared Use	Tidal Lagoon proposed shared use path	INM
73	Shared Use	Clyne Common Links proposed shared use path	INM

Consultation Ref	Type	Description	Source
74	Shared Use	Clyne Valley / Sketty links proposed shared use path	INM
75	Shared Use	Sketty / Killay links proposed shared use path	INM
76	Shared Use	Llansamlet Links Proposed shared use paths alongside the road from the junction of the A4067 and A48 Clase Road, eastwards to Peniel Green Road and ultimately the junction with Gwernllwynchwyth Road / A48 Peniel Green Road and Frederick Place	INM
77	Shared Use	Route from Parc Brynheulog along Ynysallan Road	INM
78	Shared Use	Mayals Road, West Cross, Murton links	INM
79	Shared Use	Bishopston proposed shared use route to Pyle	INM
80	Shared Use	Continue shared use path from Bishopston into Kittle and Pennard	INM
81	Shared Use	More direct route between Garden Village to Llansamlet along B4620	INM
82	Shared Use	Route from Loughor - Glebe Road, along Loughor Road to Kingsbridge and connecting to Gorseinon	INM
83	Shared Use	Connections to Gower Road and Cockett	INM
84	Shared Use	Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school. Route from St Thomas to school.	INM
85	Shared Use	Alternative shared use path connections to Morrision Hospital via Llanian-Wen	INM
86	Shared Use	Clase to Llangyfelach links proposed shared use path	INM
87	Shared Use	Town Hill / Mayhill links proposed shared use path	INM
88	Shared Use	Cwmbrala to Cockett proposed shared use path	INM
89	Shared Use	Siemens Way to Llansamlet connection proposed shared use path	INM

Consultation Ref	Type	Description	Source
90	Shared Use	Cadle to Penllergaer proposed shared use path	INM
91	Shared Use	Clydach Road - J45 to Morriston	Identified Gaps
92	Shared Use	Upper Fforest Way Spur	Identified Gaps
93	Shared Use	Mansel Road to Jersey Road	Identified Gaps
94	Shared Use	Vivian Road to Eversley Road	Identified Gaps
95	Shared Use	Pennard to Southgate	Identified Gaps
96	Shared Use	Bishopston to Southgate	Identified Gaps
97	Shared Use	Newton to Clyne Common	Identified Gaps
98	Shared Use	Craig Cefn Parc Route	Identified Gaps
99	Shared Use	Upper Forest Way	Identified Gaps
100	Shared Use	Fendrod Link	Identified Gaps
101	Shared Use	Townhill Northern Link	Identified Gaps
102	Shared Use	Carmarthen Road	Identified Gaps
103	Shared Use	Gendros Crescent - Upper Gendros	Identified Gaps
104	Shared Use	Furnace Way	Identified Gaps
105	Shared Use	Vale Link Connection	Identified Gaps
106	Shared Use	Llywn Mawr Road	Identified Gaps
107	Shared Use	Heol Pentre Felen	Identified Gaps
108	Shared Use	Wauarlwydd Road	Identified Gaps

Consultation Ref	Type	Description	Source
109	Shared Use	Woodford Road / Broughton Avenue	Identified Gaps
110	Shared Use	Cefn Road / School Road	Identified Gaps
111	Shared Use	Wimmerfield Aveue	Identified Gaps
112	Shared Use	Birchgrove to Glais	Identified Gaps
113	Shared Use	Llansamlet to Morfa Retail Park via Nantong Way	Identified Gaps
114	Shared Use	Crofty to Llanrhidian	Identified Gaps
115	Shared Use	Goetre Fach Road	Identified Gaps
116	Shared Use	Alexandra Road / Dyffaty Street	Identified Gaps
117	Shared Use	Heol - Y - Gors	Identified Gaps
118	Shared Use	Beach Street (north) from St Helen's Link	Identified Gaps
119	Shared Use	Beach Street (south) to NCN Route 4	Identified Gaps
120	Shared Use	Gors Avenue to Townhill Road via Gwent Road	Identified Gaps
121	Shared Use	King Edward's Road	Identified Gaps
122	Shared Use	Spring Terrace to Bond Street via Vincent Street	Identified Gaps
123	Shared Use	Parc Bryn Heulog Link	Identified Gaps
124	Shared Use	Dunvant to Three Crosses	Identified Gaps
125	Shared Use	Chapel Road – Three Crosses	Identified Gaps
126	Shared Use	Bryn Road - Gorseinon	Identified Gaps
127	Shared Use	West Street - Gorseinon	Identified Gaps

Consultation Ref	Type	Description	Source
128	Shared Use	Swansea Road / Llangyfelach Road	Identified Gaps
129	Shared Use	Heol Gwyrosydd	Identified Gaps
130	Shared Use	Loughor to Penyrheol Link proposed shared use path	INM
131	Shared Use	North Gower Trail Missing link - proposed shared use path between Gowerton, connecting to existing shared use to Penclawdd	INM
132	Shared Use	Pontardulais links proposed shared use path	INM
133	Shared Use	Penllergaer to Valley Wood proposed shared use path	INM
134	Shared Use	Proposed shared use path along Cockett Road	INM
135	Shared Use	Proposed shared use path along Swansea Road	INM
136	Shared Use	Proposed shared use path connecting communities of Clase, Mynydd Garn-Lwyd and Landore	INM
137	Shared Use	Landore / Brynhyfryd - Proposed shared use path	INM
138	Shared Use	Clydach / Glais - Proposed shared use path to link retail and leisure to existing path	INM
139	Shared Use	Proposed shared use path as an alternative to Clydach Road. Connecting ERM	INM
140	Shared Use	Ynysforgan to Morryston proposed shared use path	INM
141	Shared Use	Morryston to Llansamlet proposed shared use path	INM
142	Shared Use	Proposed Shared Use Path to link Birchgrove and Llansamlet	INM
143	Shared Use	Proposed Shared Use path connecting Trallwn and Winchwen	INM
144	Shared Use	Proposed shared use paths around SA1 - Tidal Lagoon Links	INM

Consultation Ref	Type	Description	Source
145	Shared Use	Current Cycle route - proposed shared use path through Swansea Centre	INM
146	Shared Use	Proposed shared use paths through centre of Swansea and along Kingsway	INM
147	Shared Use	Proposed shared use path along Sketty Road and Mount Pleasant Road	INM
148	Shared Use	Proposed shared use path from Sketty Lane linking to Olchfa	INM
149	Shared Use	Black Pill - Proposed shared use path from Mumbles Road to Black Pill	INM
150	Shared Use	Mumbles to Mansfield Proposed shared use path	INM
151	Cycling	Dunvant - Proposed cycle route connecting to ERM	INM
152	Cycling	Proposed cycle route between Gowerton and Waunarlwydd	INM
153	cycling	Cwmbrola to Fforestfach Proposed cycle route between Cwmbrola and Fforestfach	INM
154	Shared Use	Clydach - Proposed upgrade of shared use path - widen and resurface	INM
155	Shared Use	Shared use past Pentrehafof School	INM
156	Shared Use	Proposed shared use path not currently open but will be completed shortly	INM
157	Shared Use	Morrison to Morrison Hospital links Proposed shared use path along Chemical Road	INM
158	Shared Use	Failed ERM Route SWA-NCN4-011 Reduce vehicle speeds or separate cyclist and vehicle flows	INM



## Appendix B – List of Stakeholders Notified of the 12-week Consultation

Category	Stakeholder
Elected Members	All Councillors serving the City and County of Swansea
Swansea City Council officers	Across a range of departments including highways, planning, countryside access, road safety, parks, ecology, landscape, lighting, maintenance, structures and drainage.
Adjoining authorities	Neath Port Talbot Carmarthenshire
Walking and cycling groups	Welsh Cycling Cycling UK Cymru Cycle Solutions Bikeability Wales County Cycles Cycle Swansea Bay Cycle Training Wales Sustrans Swansea Ramblers Swansea Wheelers Swansea Wheelrights Pilot House Cycle Swansea Bay Orienteering Club Swansea Living Streets Swansea Harriers British Cycling
Equestrian Groups	British Horse Society The Horse Trust
Groups with protected characteristics	Disability Wales Integrated Autism Service Age Concern Cymru RNIM Cymru Wales Council of the Blind Guide Dogs Cymru Race Council Cymru Stonewall Cymru Wales Council for Deaf People

Category	Stakeholder
	Wales Council for Voluntary Action Mind Hafal Sight Life Wales Swansea Disability Forum Age Cymru
Town and community Councils	One Voice Wales All town and community councils within the City and County of Swansea
Schools	All primary schools All secondary schools Including Welsh medium schools, voluntary aided schools and
Higher and further education	University of Wales St Davids Swansea University Gower College Swansea
Key consultees	Welsh Government Natural Resource Wales Transport for Wales Canal and River Trust Welsh Water Network Rail Crown Estate South Wales Police Mid and West Wales Fire Service Ministry of Justice Welsh Government Trunk Road Agents
Businesses/economy groups	Swansea Business Improvement District Swansea Bay Business Club
Key destinations/trip attractors	Liberty Stadium Ospreys Rugby Swansea City FC Museum Wales
Community groups/organisations	Clyne Valley Community Project East Swansea Chaplain Clyne Woodland Group Penllergaer Trust Pobl

Category	Stakeholder
	Coastal Housing Association Keep Wales Tidy Swansea Council for Voluntary Services NPT Volunteer Service
Environment groups	Woodland Trust Swansea Environment Centre Keep Wales Tidy
Health organisation	Swansea Bay University Health Board
People who had previously registered an interest in active travel	Those involved in previous Commonplace engagement Those involved in previous Swansea Bayways engagement

## Appendix C – Stakeholder Comments

The following summarises comments submitted via letters, emails and surveys from key stakeholders and organisations. This feedback is also summarised within the main report, alongside feedback from the general public.

Consultee	Comments	Response
Swansea Council – highways	The team provided detailed feedback on the status of routes in the city centre and ongoing design development	Amendments were made to the existing route map layer to better reflect the on the ground network.
Swansea Council – parks, cleansing and tree services	The team made detailed suggestions for a number of additional routes for potential additions to the ATNM.	Many of the routes put forward were in rural areas/catered more for leisure trips and have therefore not been added to the ATNM. Where appropriate amendments have been made to capture some of the comments raised.
Swansea Council – placement and strategic planning	The importance of active travel routes linking to the key regeneration sites was highlighted. The planning team undertook a detailed review of the key sites and provided detailed feedback on route additions/amendments required to support the vision of these key sites. They also emphasised the importance of planning and active travel officers working together to deliver these routes in future.	Routes were added to the ATNM.
Swansea Council – nature conservation	The team provided detailed feedback on the need to consider biodiversity (in terms of avoidance, mitigation, compensation and enhancement) in the development of the active travel routes. They highlighted that verges can be important habitats and urged proper consideration of ecological impacts, including surveys and completion of Preliminary Ecological Assessments (PEA). They noted that other assessments may also be required – potentially including Habitats Regulation Assessment, Environmental Impact Assessment, Water Framework Directive assessment or Ordinary Watercourse Consent. In addition, they highlighted the importance of design detailing, for example related to lighting and fencing and drainage (where sustainable drainage features such as ponds and swales should be considered).	Comments are noted for future option development and design stages.
Swansea Council - drainage	The drainage team highlighted that as routes are developed it will be important to seek prior written permission from the SAB and for designs to meet SuDs standards. Flood risk must be taken into account.	Comments are noted for future option development and design stages.

Consultee	Comments	Response
Cllr for Sketty	<p>Generally welcomes active travel initiatives.</p> <p>Some concern about mixing of pedestrians and cyclists on shared use paths.</p> <p>Concern that the detailed design of routes will result in the loss of on-street parking – generally keen for details to be shared early for comment.</p> <p>Would like to see more secure cycle parking.</p> <p>Detailed comments on individual routes.</p> <p>Route 148 – design will need to carefully take account of the school and bus stops.</p> <p>Route 83 - will require careful design near the Student Village in relation to surface water and potential flooding.</p> <p>Concern that parts of routes 106, 94 ,74 and 147 are very narrow and have issues with parking.</p>	<p>Comments noted. Several minor amendments made to the ATNM in response to feedback. Other comments noted and will be considered as routes are taken forward for detailed design.</p>
Cllr for Penllergaer	<p>Detailed comments on various individual routes, relevant to detailed design. Particularly notes concern about impact on parking, verges and interaction with driveways.</p> <p>Route 5 – feels that this is contentious and many residents object to it. Specific concerns about access to driveways, no parking restrictions and speed of cyclists. Concerned about width of proposed SUP and impact on road width.</p> <p>Route 7 – Feels west side would be better considering location of driveways.</p> <p>Routes 9 and 20 at Parc Mawr – would provide important connections to the new development.</p> <p>Route 90 – Concerned about impact on driveways and verges.</p>	<p>Comments to be considered as routes are taken forward for detailed design.</p>
Gowerton Community Council	<p>Various detailed comments highlighting potential additional routes/connections. Including the need for connections to Gowerton Station to be completed.</p>	<p>The need to complete route improvements works near the station is recognised and the ATNM has been altered to reflect that this work is outstanding.</p>
Three Crosses Community Council	<p>Raised specific concerns about the safety of route 124, particularly the section from Three Crosses Community Centre to Dunvant, and put forward suggestion for alternative route which they consider to be preferable.</p>	<p>The alternative route suggested has been added to the ATNM. Route 124 has been retained on the map – this will then allow the two routes to be considered in any future option development work.</p>

Consultee	Comments	Response
Gower Society	Very concerned about route 96 - consider that encouraging use of this route for cycling would risk damaging a delicate habitat. Feel that this is not a route which would serve an everyday journey. Consider this to be a route for leisure and not compatible with active travel.	Comments have been reviewed. At this stage it is considered appropriate to retain route 96 as indicative of a desire line. The appropriateness of this route would be considered as routes are developed and its inclusion will enable option development work to consider the best route to Southgate.
Network Rail	Provided a general response noting that active travel routes adjacent to the railway should be 2metres from Network Rail land and should ensure that surface runoff is managed with appropriate drainage and cross fall away from Network Rail land. Where proposals would result in a significant change in the use of rail infrastructure/level Network Rail are a statutory consultee and a Transport Assessment is required.	Network Rail will be further engaged as routes are progressed.
The Woodland Trust	Support the development of active travel routes through co-design with green infrastructure and woodland protection. Environmental assessment should consider impacts for construction phase and use of the route in terms of trees and habits. Set out general principles around sensitive design, consideration of habitats and opportunities for enhancement and planting.	Comments are noted for the design stage.
Local resident	Concerned about proposals for part of route 6 shown running along a private driveway. Consider that route 6 do not serve purposeful journeys.	Parts of route 6 have been removed from the ATNM.
Wheelrights	See Chapter 5. Provided various detailed responses on gaps in the network, in particular to schools and to identify routes previously mapped as useful cycling connections by the group. Set out detailed comments on barriers to cycling and indicated a range of priority routes.	Route suggestions were considered one by one and a range of amendments have been made to the ATNM, largely to add short sections of route to better link to identified schools.
British Horse Society	Provided detailed feedback on considerations for equestrians. Expressed concern that the legal position is that horse riders should use the main carriageway and that this means that where cycle paths are provided the horse rider will be positioned with vehicles passing them to overtake on their right and cyclists on their left. Potentially at the same time. Would like to see cycling routes, where they are adjacent to public carriageways, allowing horse riders to travel on the furthest left	Comments noted and need for further engagement as individual route are taken forward acknowledged.



Consultee	Comments	Response
	side of the active travel route, furthest away from motorised vehicles.	
Upper Killay Community Council (survey)	Proposed an additional route be added to the ATNM to connect to Dunvant.	Suggestion was reviewed and addition has been made to the ATNM.
Mount Pleasant Community Ebikes (survey)	Noted importance of clear routes which are easily navigable and well signposted. Need for clear routes around Mount Pleasant and in Sandfields and Llansamlet particularly noted. Need to ensure new paths are included within google mapping (so that they come up as route directions).	Comments noted. The ATNM includes for routes in these areas. Wayfinding issues to be considered at design stage.
Clyne Farm Centre/Dyland Tomas Birthplace (survey)	Concerned that routes will lead to loss of parking. Concerned that until public transport is improved people will continue to use their cars, especially as Swansea is hilly and some areas are not well suited to walking and cycling.	Comments noted. Parking would be considered on a route by route basis and design stage.
Blackpill, Derwen Farm and Mayals Residents Association (survey)	Emphasise the need for engagement with local residents. Express concerns about Mayals Road but keen to see route across Clyne Common.	Comments noted.
BHS (survey)	Repeats comments submitted by email (see above).	Comments noted a need for further engagement as individual route are taken forward acknowledged.
Knelston Primary School (survey) and Reynoldston Community Council (survey)	Request a route between Reynoldston and Knelston to provide improved connections to the school.	This area is not a designated locality so there is no requirement to provide routes in this area. However, the importance of providing connections to schools is noted and this issue has been raised with Swansea Council.
Welsh Cycling (survey)	Support routes which link to existing off road network.	Comments noted.
Swansea Wheelers Cycling Club (survey)	Keen to see separate, continuous cycle routes. Wish to see a full path from Fabian Way to Llandarcy.	The importance of a route along Fabian Way is acknowledged – route 71 on the ATMN serves this purpose and the Council will continue to work with Neath Port Talbot on cross boundary routes.
Local city centre business	Concerned that many roads are too narrow for cycle provision and worried that	Comments noted.

Consultee	Comments	Response
	currently there is a problem with cycling on pavements.	
Morrison Primary School (survey)	Support ATNM routes – will encourage more walking and cycling.	Comments noted.
Safe Mayals Road Campaign (survey)	Concern about Mayals Road scheme.	Scheme already delivered.
Clyne Valley Community Project (survey)	Repeats comments received by email (see above)	See above
NHS Hospitals across Swansea(survey)	Support improved routes to hospitals and health centres (but no specific routes suggested).	Comments noted – routes to hospitals have been considered in developing the ATNM.
Killay Community Council (survey)	Concern that routes 26,74, 75 (part), 111 and 115 are not suitable for active travel routes as they are narrow.	These issues would be considered at the options assessment and design development stage. Part of route 74 has been removed in response to other feedback and the sensitivity of route 75 otherwise noted.
Swansea Council Parks and Cleansing (survey)	Keen to see tree and root damage minimised and for planting, mitigation and maintenance to be built in to scheme costs	These issues would be considered at the options assessment and design development stage.
Parc Bryn Heulog Residents Association (survey)	Note that routes 64 and 77 are a priority for Parc Bryn Heulog residents	Noted – routes already on ATNM.

## **Appendix D – Final Approved ATNM**

# **Swansea Council ATNM Welsh Government Updates Log (May 2022)**

## Swansea Council ATNM Welsh Government Updates Log | 26<sup>th</sup> May 2022

Table 1 presents the essential issues identified by the Welsh Government and Swansea Council's response.

**Table 1: Essential Issues**

Ref. Number	Welsh Government Comment	Response
<b>1. Active travel routes to and from schools and colleges:</b>		
1.1	Lack of connectivity from SWA38 to Langland Bay via Brynfield Road or Langland Bay Road.	It is agreed that a route is needed to connect SWA38 and Langland Bay. An alternative alignment has been included via Rotherslade Road, less challenging/constrained than Brynfield Road and Langland Bay Road. <b>Actioned in DMW – Extended SWA38.</b>
1.2	Lack of direct connection to St. Joseph's Primary School from Pontardawe Road and SWA-EX-3.5b	<b>Actioned in DMW – SWA174 added.</b>
1.3	Lack of direct connection to Ysgol Gynradd Trallwn, potential links from SWA143 and SWA-EX-19.2.	<b>Actioned in DMW – SWA175 added.</b>
1.4	Lack of direct connection to Olchfa Comprehensive School from SWA147.	<b>Actioned in DMW – Extended SWA147.</b>
1.5	Lack of direct connection to Ysgol Gynradd Sgeti from SWA106 along Llwyn Mawr Close.	<b>Actioned in DMW – Extended SWA106.</b>
1.6	Lack of direct connection to Brynmill Primary School from SWA46.	<b>Actioned in DMW – Extended SWA46.</b>
1.7	Lack of direct connection to Plasmarl Primary School from SWA60.	<b>Actioned in DMW – Extended SWA60.</b>
1.8	Lack of direct connection to Brynhyfyd Primary Infants School from SWA 167 or SWA137.	<b>Actioned in DMW – Extended SWA137.</b>

Ref. Number	Welsh Government Comment	Response
1.9	Potential to extend SWA9 along Hospital Road to connect to Garngoch Hospital.	<b>Actioned in DMW – Extended SWA9.</b>
1.10	Lack of direct connection to Ysgol Gyfun Gwyr from SWA32.	<b>Actioned in DMW – Extended SWA32.</b>
1.11	Lack of direct connection to Gowerton Comprehensive School from SWA32.	<b>Actioned in DMW – Extended SWA32.</b>
1.12	Lack of direct connection to Waunarlwydd Primary School along Brithwen Road from SWA30.	<b>Actioned in DMW – Extended SWA152.</b>
1.13	Lack of direct connection to Y Login Fach Bilingual Primary School along Roadeland Road from SWA42.	<b>Actioned in DMW – Extended SWA42.</b>
1.14	Potential for enhancements to route along The Glebe to the entrance to Bishopston Comprehensive School to provide direct connection from Northway.	<b>Actioned in DMW – Extended SWA73.</b>
1.15	Lack of direct connection to entrance of Ysgol Gynradd Pontybrenin off Glynrhosyn.	<b>Actioned in DMW – Extended SWA82.</b>
1.16	Lack of direct connection to main entrance of Cole Gwyr Abertawe off Belgrave Road.	<b>Actioned in DMW – SWA176 added.</b>
1.17	Lack of direct connection to Tre Uchaf Primary School from Heol Cae Tynewydd.	<b>Actioned in DMW – Extended SWA126.</b>
1.18	Lack of direct connection to Penllergaer Primary School.	<b>Not actioned – SWA53 adequately serves primary school.</b>



Ref. Number	Welsh Government Comment	Response
1.19	Connection to Pontarddulais Comprehensive School and leisure centre could be more direct with link to main entrance from SWA6, completing missing gap along Caecerrig Road/Dulay's Road.	<b>Actioned in DMW – Extended SWA6.</b>
<b>2. Network coherence:</b>		
2.1	Missing connection between SWA70 and SWA22 between Quay Parade A483 and Fabian Way	<b>Actioned in DMW – Extended SWA-EX-3.1 / 3.6</b>
2.2	Incomplete connection along Frederick Place leading to Llansamlet railway station	<b>Actioned in DMW – Extended SWA143.</b>
2.3	Missing connection on Dulais Road/Caecerrig Road leading to Pontarddulais Comp. between sections of SWA6.	<b>Actioned in DMW – Extended SWA6 (Refer to Ref. 1.19).</b>
2.4	Other network coherence issues have been identified and addressed throughout network.	<b>Actioned in DMW – Various route updates.</b>
<b>3. Missing existing audit scores:</b>		
3.1	SWA-EX-10.4   Routes alongside river adjacent Morfa Road	Failed walking and cycling audit score, therefore added to future route network. <b>Actioned in DMW – Extended SWA67.</b>
3.2	SWA-EX-3.1   Tawe Bridges to White Rock Car Park 01	<b>Actioned in DMW – % score added.</b>
3.3	SWA-EX-3.2a   White Rock Car Park to Liberty Stadium 02	<b>Actioned in DMW – % score added.</b>
3.4	SWA-EX-3.2b   Liberty Stadium to Valley Way	<b>Actioned in DMW – % score added.</b>
3.5	SWA-EX-3.3   Liberty Stadium to Ynystawe	<b>Actioned in DMW – % score added.</b>

Ref. Number	Welsh Government Comment	Response
3.6	SWA-EX-3.4   Ynystawe to Vadre Rugby Club Playing Fields 04	Actioned in DMW – % score added.
3.7	SWA-EX-3.5a   Vadre Rugby Club Playing Fields to Swansea Canal 05	Actioned in DMW – % score and statement added.
3.8	SWA-EX-3.5b   Swansea Canal	Actioned in DMW – % score and statement added.
3.9	SWA-EX-4.1a   Sterry Road to Pont y Cob	Actioned in DMW – % score added.
3.10	SWA-EX-4.1b   Woodlands to Gorwydd Road	Actioned in DMW – % score added.
3.11	SWA-EX-4.1c   Woodlands	Actioned in DMW – % score added.
3.12	SWA-EX-4.1d   Oakwood Drive to Woodlands	Actioned in DMW – % score added.
3.13	SWA-EX-4.1e   Oakwood Drive	Actioned in DMW – % score added.
3.14	SWA-EX-4.1f   Gowerton to Foreshore - Blackpill to Oakwood Drive	Actioned in DMW – % score added.
3.15	SWA-EX-4.3A   Swansea Marina	Actioned in DMW – % score added.
3.16	SWA-EZ-4.4   Culfor Road to Castle Street	Actioned in DMW – % score added.
3.17	SWA-EX-17   Clydach to Glais Loop	Actioned in DMW – % score added.
<b>4. Existing routes with missing / updated statements:</b>		
4.1	SWA-EX-3.5a   Vadre Rugby Club Playing Fields to Swansea Canal 05	Actioned in DMW – statement added.
4.2	SWA-EX-3.5b   Swansea Canal	Actioned in DMW – statement added.
4.3	SWA-EX-18.6   Siemens Way	Actioned in DMW – statement updated.

Ref. Number	Welsh Government Comment	Response
4.4	SWA-EX-8.4   Carmathen Road to Gors Avenue	<b>Actioned in DMW – statement updated.</b>
4.5	SWA-EX-2.2   Ashlands Playing Fields	<b>Actioned in DMW – statement updated.</b>
4.6	SWA-EX-23.1   Mumbles Road	<b>Actioned in DMW – statement updated.</b>
<b>5. Recently built / improved routes audited:</b>		
5.1	SWA-EX-24   Mayals Road	<b>Actioned in DMW – % score added.</b>
5.2	SWA-EX-8.5   The Ravine	<b>Actioned in DMW – % score added.</b>
5.3	SWA-EX-23.2   Guildhall Road South / St Helen's Road	<b>Actioned in DMW – % score added.</b>
<b>6. Mapping inaccuracies:</b>		
6.1	SWA-EX-3.7 crosses a river bridge that is no longer in existence	<b>Actioned in DMW – SWA-EX-3.7 Updated</b>
6.2	Other mapping inaccuracies have been identified and addressed for a number of both existing and future routes.	<b>Actioned in DMW – Various route updates.</b>

Table 2 presents Welsh Government recommendations and Swansea Council's response. To note that some of these updates are on-going and will be actioned in June 2022.

**Table 2: Recommendations**

Ref. Number	Welsh Government Comment	Response
<b>2. Network Coherence</b>		
2.4	Swansea: No dedicated existing walking routes or proposed walking routes. Proposals for shared-use assumes that enhancements will be sought for cyclists and pedestrians either jointly or independently subject to audit outcomes	<b>Noted – No action required.</b>
2.5	Swansea: Good general coverage with potential for future expansion of basic network within residential areas subject to on road conditions.	<b>Noted – No action required.</b>
2.6	Swansea: Possibility of increased east-west connectivity between SWA38 and SWA-EX-1 in Mumbles.	<b>Actioned in DMW – SWA184 added.</b>
2.7	Swansea: Potential for SWA149 on Mill Lane to connect to SWA-EX-24 via St. Catwg Walk to connect to residential area in Mayals.	<b>Actioned in DMW – SWA149 extended.</b>
2.8	Swansea: Potential link from SWA148 to SWA40 along Saunders Way as a direct connection.	<b>Actioned in DMW – SWA185 added.</b>
2.9	Swansea: Missing connection between SWA70 and SWA22 along Quay Parade A483. Forms part of NCN but isn't captured on either existing routes map or future routes map.	<b>Actioned in DMW – Existing route error, SWA-EX-3.6 provides missing connection.</b>
2.10	Swansea: Incomplete connection along Frederick Place leading toe Llansamlet railway station.	<b>Actioned in DMW – SWA143 extended.</b>
2.11	Swansea: Potential to connect SWA-EX-19.2 with SWA143 along Glan-y-Wern Road.	<b>Actioned in DMW – New Future Route added – SWA-EX-19.2</b>

Ref. Number	Welsh Government Comment	Response
2.12	Swansea: Consider connection from SWA157 to SWA61 along Vicarage Road for a more direct connection.	<b>Actioned in DMW – SWA10 extended.</b>
2.13	Swansea: Route SWA137 appears to have been mapped incorrectly, alignment runs through several properties covering multiple streets.	<b>Actioned in DMW – Manselton route section removed.</b>
2.14	Swansea: Consider completing link between sections of SWA137 along Llangyfelach Road linking to Brynhyfryd Primary Infants School and Brynhyfryd Junior School.	<b>Actioned in DMW – SWA137 extended.</b>
2.15	Swansea: Check alignments for Routes SWA88 and SWA34 which do not appear to be wholly accurate at intersection near Cwmdru Industrial Estate.	<b>Actioned in DMW – SWA88 and SWA34 alignments corrected.</b>
2.16	Swansea: Missing connection between SWA8 and SWA9 along Hospital Road.	<b>Actioned in DMW – SWA9 extended.</b>
2.17	Swansea: Potential to connect SWA153 with SWA30 along Roseland Road/Swansea Road.	<b>Actioned in DMW – extended route SWA42 along Roseland Road / Swansea Road.</b>
2.18	Murton: No dedicated existing walking routes or proposed walking routes. Proposals for shared-use assumes that enhancements will be sought for cyclists and pedestrians either jointly or independently subject to audit outcomes.	<b>Noted – No action required.</b>
2.19	Murton: Generally good coverage with potential for addition of further streets as part of basic network development subject to on-road conditions.	<b>Noted – No action required.</b>
2.20	Murton: Consider connection from SWA79 to Caswell and further onward connection to Langland to connect with SWA38.	<b>Actioned in DMW – SWA38 extended to Caswell Bay Car Park.</b>
2.21	Southgate: No dedicated existing walking routes or proposed walking routes. Proposals for shared-use assumes that enhancements will be sought for cyclists and pedestrians either jointly or independently subject to audit outcomes.	<b>Noted – No action required.</b>

Ref. Number	Welsh Government Comment	Response
2.22	Southgate: Potential for link to SWA95 from Sandy Lane and Pennard Drive residential areas, possibly via basic network If conditions are appropriate.	<b>Actioned in DMW – SWA95 extended.</b>
2.23	Gorseinon: No dedicated existing walking routes or proposed walking routes. Proposals for shared-use assumes that enhancements will be sought for cyclists and pedestrians either jointly or independently subject to audit outcomes.	<b>Noted – No action required.</b>
2.24	Gorseinon: Good basic coverage but potential for further expansion through the inclusion of basic networks within residential areas in future iterations of the ATNM (e.g. residential areas either side of the A483 south of M4 junction 47).	<b>Noted – No action required.</b>
2.25	Gorseinon: Lack of connections to SWA5 from residential area off Dilwyn Road.	<b>Actioned in DMW – SWA5 extended.</b>
2.26	Gorseinon: Potential for east-west route between SWA126 and SWA127 through residential area along Belgrave Road and Dyffryn Road.	<b>Actioned in DMW – SWA176 added.</b>
2.27	Gorseinon: Potential for link from SWA3 on Frampton Road to Ysgol Gyfun Penyrheol along existing path through playing fields.	<b>Not actioned – Path routes through gated school playing fields.</b>
2.28	Gorseinon: Missing connection between SWA130 and Route E (Carmarthenshire 244) via the A484 Loughor Bridge. Route exists as part of NCN but is not captured on either the existing or future routes map for Swansea or Carmarthenshire.	<b>Actioned in DMW – Route SWA9 extended.</b>
2.29	Pontarddulais: Sections of identified existing pedestrian network appear isolated but may be linked to existing footways. Confirmation required but end to end pedestrian routes should be identified to cater for whole journeys.	These are Carmarthenshire County Council (CCC) routes that have now been removed from the existing network layer. <b>Actioned in DMW – Removed.</b>
2.30	Pontarddulais: SWA6 covers several residential streets but with no clearly defined start and end point.	<b>SWA6 to be divided into smaller route sections, as brought forward for development.</b>



Ref. Number	Welsh Government Comment	Response
2.31	Pontarddulais: Missing connection on Dulais Road/Caecerrig Road leading to Pontarddulais Comp. between sections of SWA6.	<b>Actioned in DMW – SWA6 extended.</b>
2.32	Pontarddulais: Potential to complete missing connection between SWA6 on St Teilo Street and SWA6 via Coedbach Road.	<b>Actioned in DMW – SWA6 extended.</b>
2.33	Pontarddulais: Potential for missing connection from SWA6 to Pontarddulais Industrial Estate via Tyn-y-Bonau Road.	<b>Actioned in DMW – SWA6 extended.</b>
2.34	Pontarddulais: Missing section of proposed cross-border route between SWA6 on St. Teilo's Road and H4 (in Carmarthenshire) with a section of pedestrian route (H3) proposed in Carmarthenshire before joining the two sections of route for peds and cyclists. Discussion with Carmarthenshire required to clarify and update.	<b>Actioned in DMW – CCC extended H4</b>
<b>7. Cross-border collaboration:</b>		
7.1	Missing link with Carmarthenshire's network across Loughor bridge from SWA130	<b>Actioned in DMW – Extended SWA49.</b>
7.2	Missing section of proposed cross-border route between SWA6 on St. Teilo's Road and H4 (in Carmarthenshire) where shared use on both sides is intersected by a short stretch of proposed walking only route.	<b>Actioned in DMW – CCC extended H4.</b>
7.3	Carmarthenshire included future route AN8 which routes within the Swansea boundary. Agreed that route would be included as part of the Swansea network.	<b>Actioned in DMW – SWA179 added.</b>
7.4	Extended SWA-EX-2.2 to NPT boundary.	<b>Actioned in DMW – SWA-EX-2.2 extended to FR-NEA-SU067.</b>
7.5	Connect Llansamlett to FR-NEA SU072	<b>Actioned in DMW – SWA84 extended.</b>
7.6	SWA-EX 2.4 and SWA71 connect to the boundary	<b>Actioned in DMW – SWA71 extended to FR-NEA-SU080.</b>

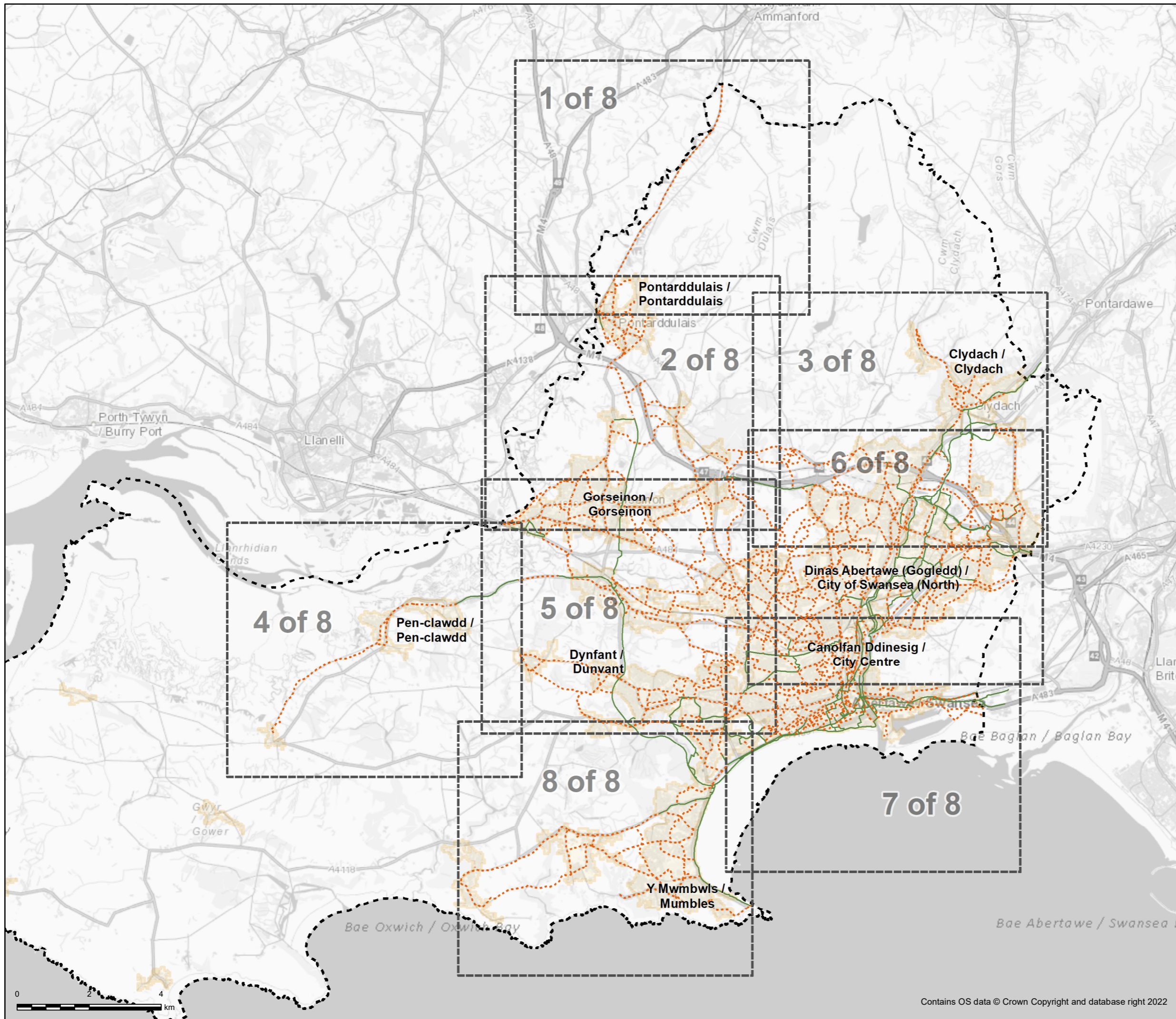
Ref. Number	Welsh Government Comment	Response
<b>8. Minor disconnectivity:</b>		
8.1	SWA-EX-10.3 and SWA-EX-3.7	<b>Actioned in DMW – Routes updated.</b>
8.2	SWA-EX-18.7 and SWA-EX3.2B	<b>Actioned in DMW – Routes updated.</b>
8.3	SWA88 and SWA34	<b>Actioned in DMW – Routes updated.</b>
<b>9. Facilities:</b>		
9.1	Local Authorities have a duty under the Active Travel Act to secure new and improve existing active travel facilities. We note that there have been few updates to the related facilities dataset on DataMapWales. Updating this layer should be scheduled as a priority into your future work programme. You may use a portion of your core Active Travel Fund allocation to undertake this work. Where you have not applied for funding to undertake further work on the ATNM, please discuss how the required amount can be freed up with TfW. Please refer to section 10.9.3 in the Active Travel Guidance for further information.	<b>Noted – To be added in future iterations of ATNM.</b>
<b>10. Restrictions:</b>		
10.1	Restrictions: Similarly to the facilities data, the information on access restrictions, such as steps, gates and barriers should be maintained and reflected on Data Map Wales. Please refer to section 10.9.4 in the Active Travel Guidance for further information.	<b>Noted – To be added in future iterations of ATNM</b>
<b>11. Revised route prioritisation:</b>		
11.1	We note that your future routes have been prioritised. If you have not already done so, please ensure that your approach to prioritisation is in line with the advice set out in the Active Travel Act Guidance (sections 4.7 and 10.15). Please be aware in particular that a data-led approach to prioritisation is recommended, and that the extent to which routes will	Our initial prioritisation approach was data led and is in line with the Guidance. <b>Further detailed prioritisation works are on-going – January 2023.</b>

Ref. Number	Welsh Government Comment	Response
	maximise an increase in active travel will be a consideration when allocating scheme funding.	

Further checks of the future network and a detailed verification exercise of existing routes was also undertaken in June 2022.

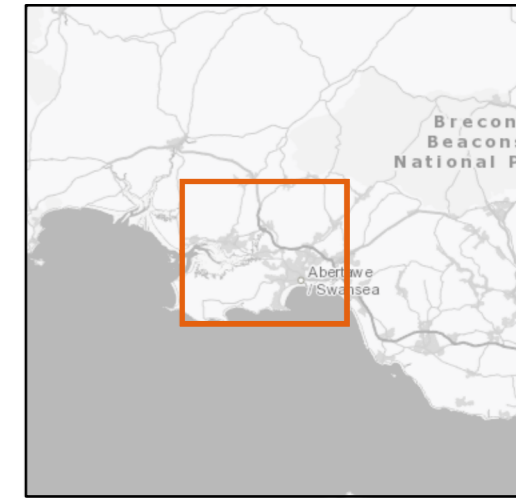
# Final ATNM Map (August 2022)





**Ffigur 1 / Figure 1:**

**Map Rhwydwaith Teithio Llesol / Active Travel Network Map**



Yn cynnwys data Arolwg Ordnans.  
 ☒ Hawfrainit y Goron a hawliau cronfa ddata 2022.  
 Contains Ordnance Survey data.  
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**ALLWEDD / LEGEND**  
**Cymraeg / English**

- Llwybrau Presennol / Existing
- - - Llwybrau'r Dyfodol / Future
- - - Llwybrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route
- Ardaloedd Adeiledig / Built Up Areas
- Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw lwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

All potential future routes are aspirational and require further work to assess suitability and develop appropriate designs in line with Welsh Government design guidance. Any routes taken forward for development would be subject to further engagement with stakeholders.

Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

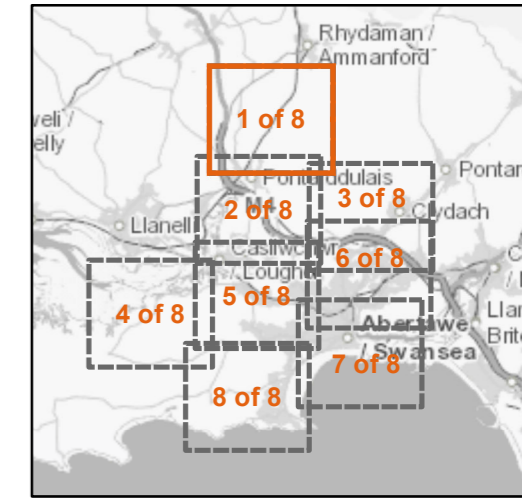
ATNM approved on 3rd August 2022.





## Ffigur 2 / Figure 2: Cyfres Mapiau / Map Series Pontarddulais / Pontarddulais

Tudalen 1 o 8  
Page 1 of 8



Yn cynnwys data Arolwg Ordnans.  
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### ALLWEDD / LEGEND Cymraeg / English

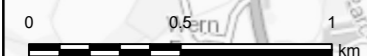
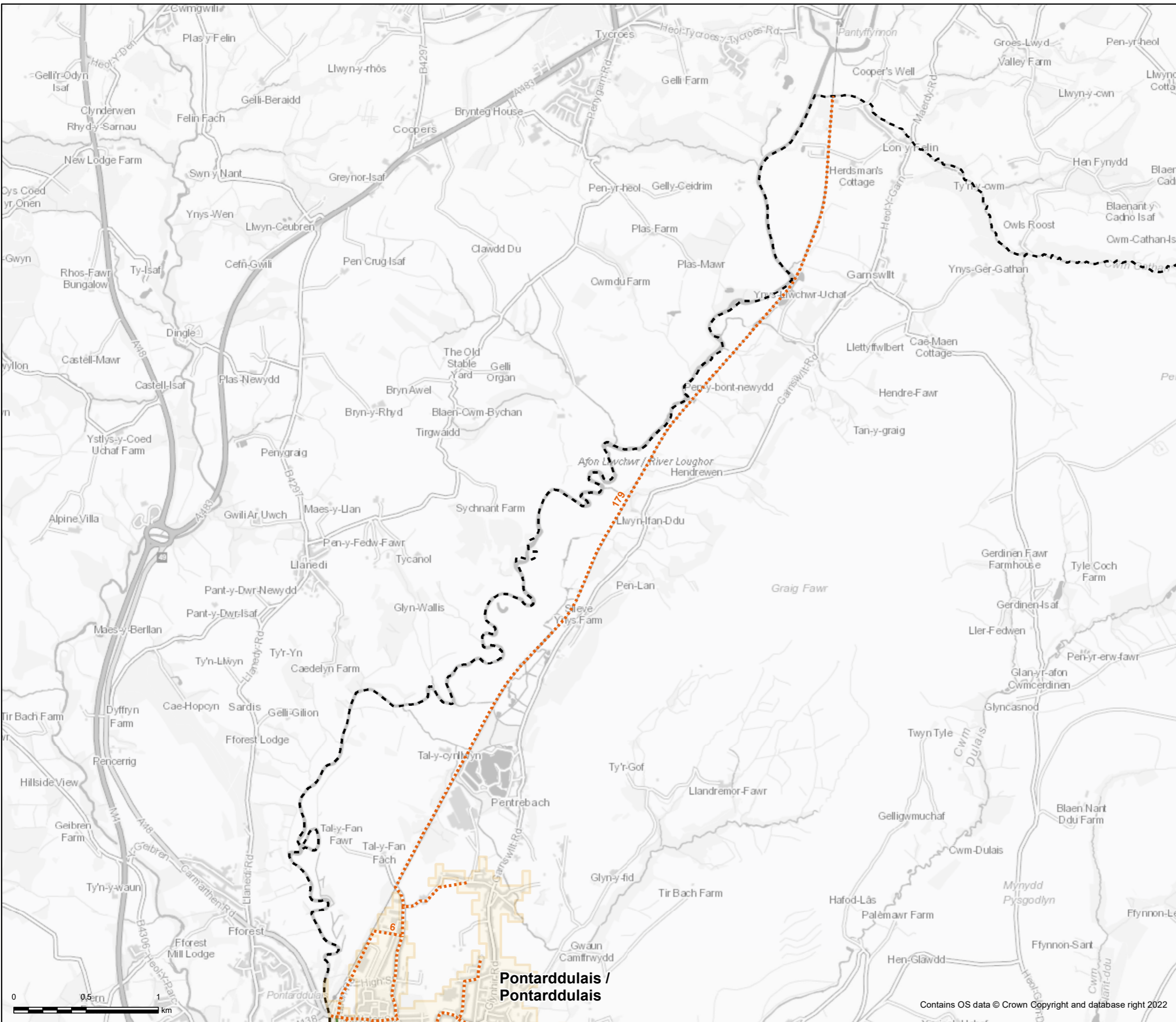
- Llwybrau Presennol / Existing Routes
- Llwybrau'r Dyfodol / Future Routes:
  - - - Llwybrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

All potential future routes are aspirational and require further work to assess suitability and develop appropriate designs in line with Welsh Government design guidance. Any routes taken forward for development would be subject to further engagement with stakeholders.

Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

ATNM approved on 3rd August 2022.



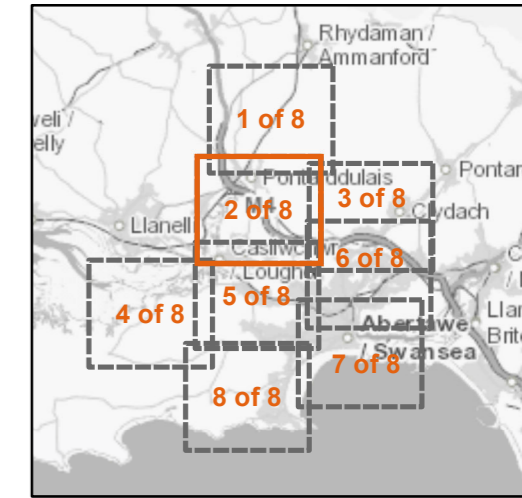
**Pontarddulais /  
Pontarddulais**

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**Ffigur 2 / Figure 2:  
Cyfres Mapiau / Map Series  
Gorseion**

Tudalen 2 o 8  
Page 2 of 8



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**ALLWEDD / LEGEND  
Cymraeg / English**

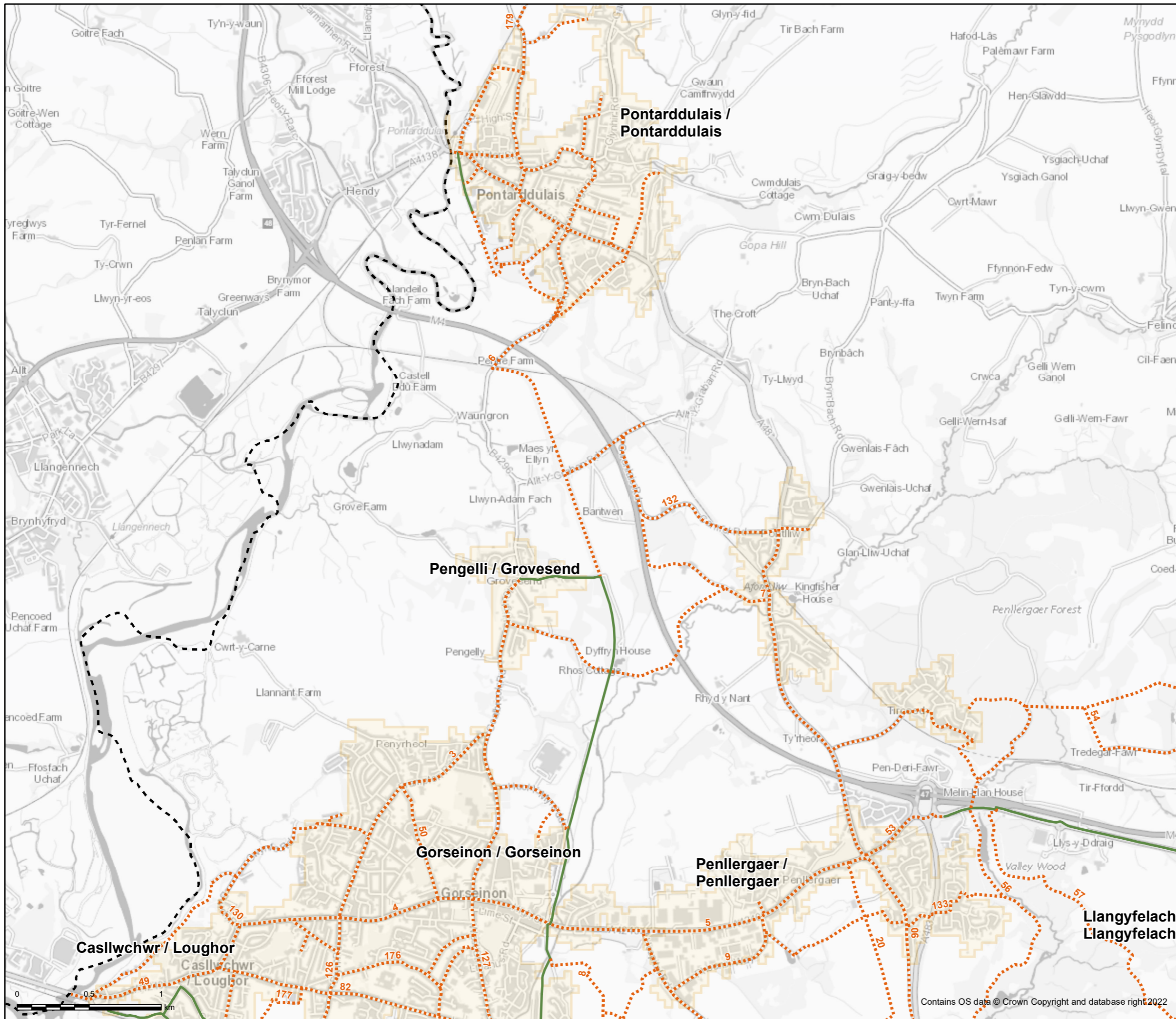
- Llwybrau Presennol / Existing Routes
- Llwybrau'r Dyfodol / Future Routes:**
  - Llwybrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

All potential future routes are aspirational and require further work to assess suitability and develop appropriate designs in line with Welsh Government design guidance. Any routes taken forward for development would be subject to further engagement with stakeholders.

Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

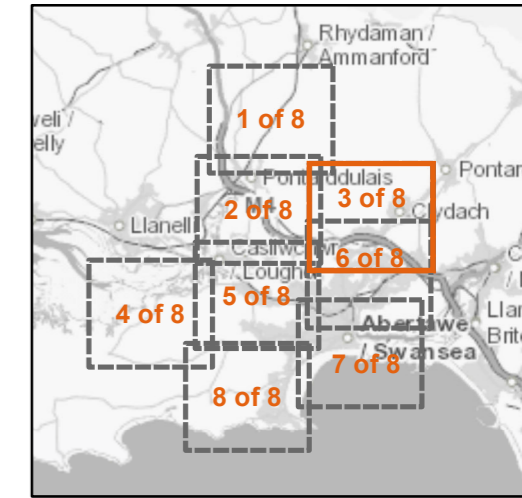
ATNM approved on 3rd August 2022.





## Ffigur 2 / Figure 2: Cyfres Mapiau / Map Series Clydach

Tudalen 3 o 8  
Page 3 of 8



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### ALLWEDD / LEGEND Cymraeg / English

— Llwylwbrau Presennol / Existing Routes

Llwylwbrau'r Dyfodol / Future Routes:

— Llwylwbrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route

— Ardaloedd Adeiledig / Built Up Areas

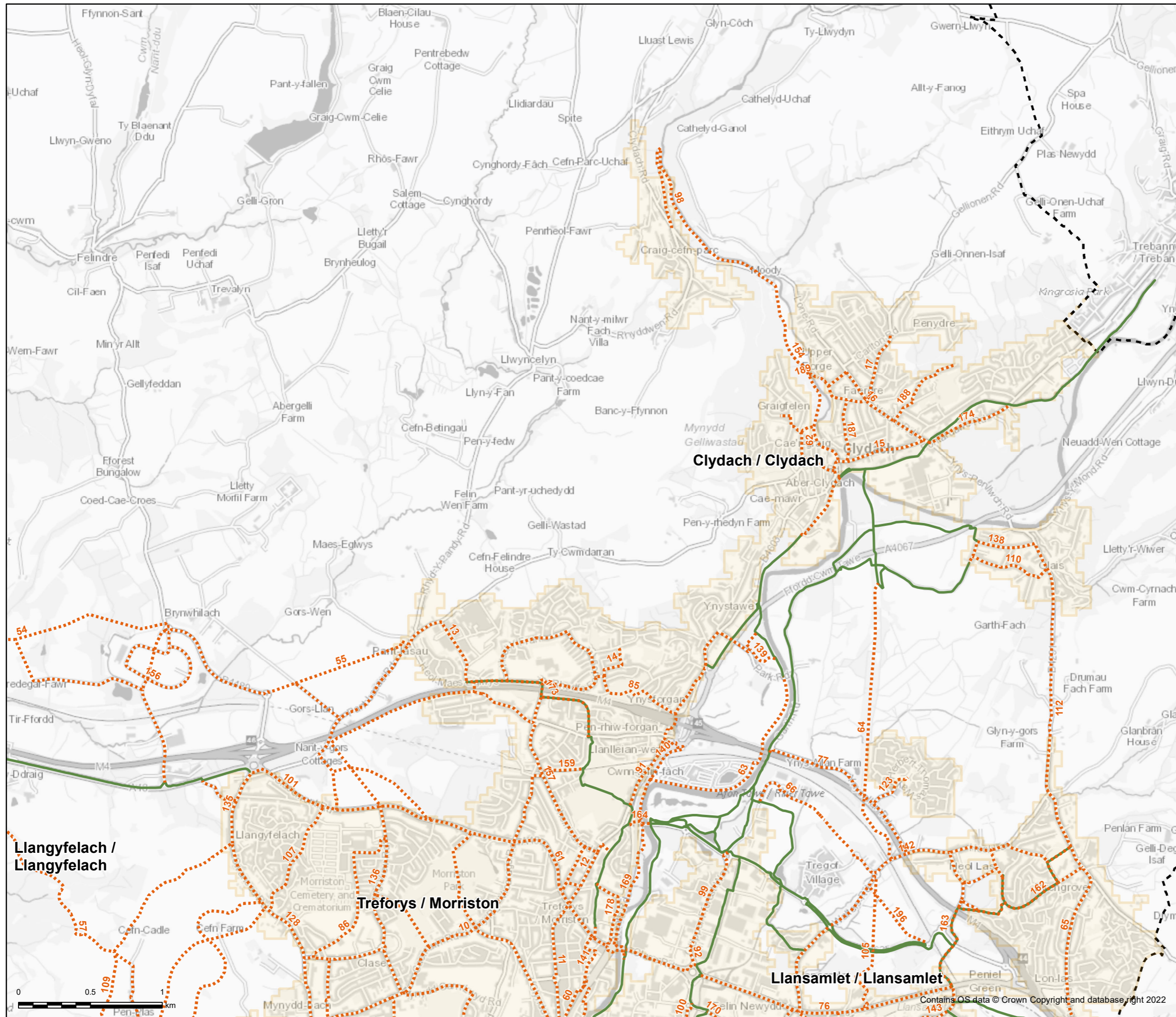
— Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

Mae pob llwylwbrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwylwbrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

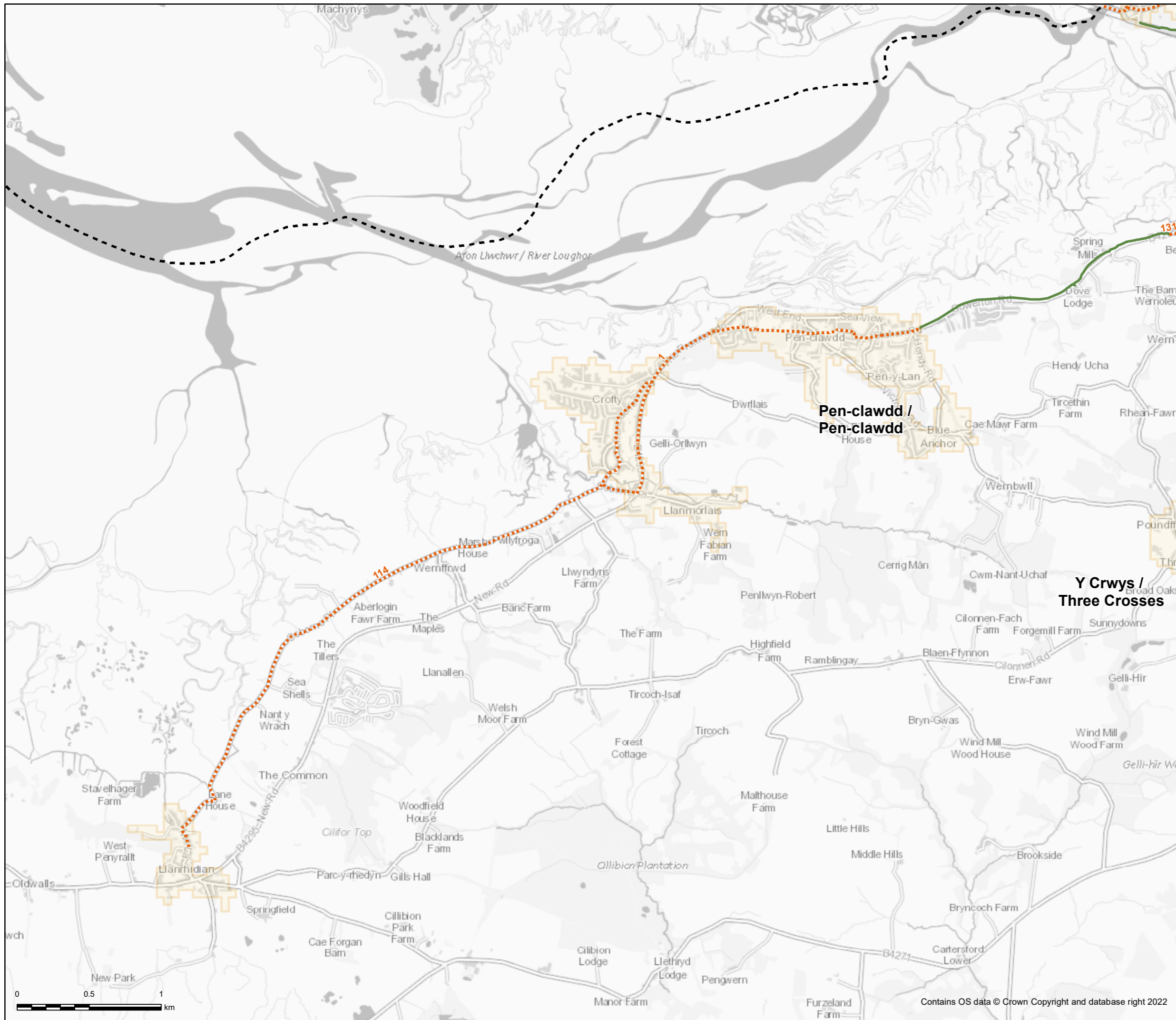
All potential future routes are aspirational and require further work to assess suitability and develop appropriate designs in line with Welsh Government design guidance. Any routes taken forward for development would be subject to further engagement with stakeholders.

Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

ATNM approved on 3rd August 2022.

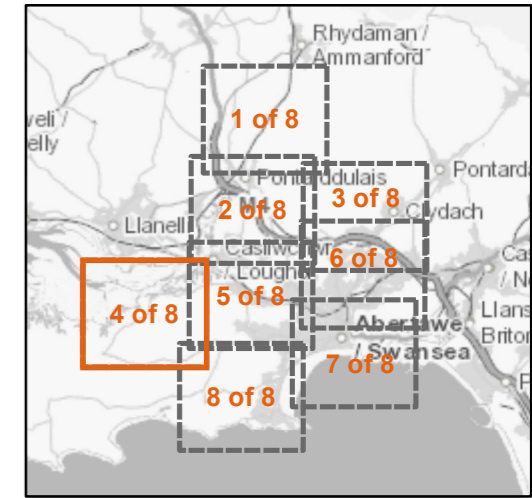






**Ffigur 2 / Figure 2:  
Cyfres Mapiau / Map Series  
Penclawdd**

Tudalen 4 o 8  
Page 4 of 8



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**ALLWEDD / LEGEND  
Cymraeg / English**

- Llwybrau Presennol / Existing Routes
- Llwybrau'r Dyfodol / Future Routes:
  - - - Llwybrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route
  - Ardaloedd Adeiledig / Built Up Areas
  - Ffin Dinas a Sir Abertawe / The City of Swansea and County Boundary

Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

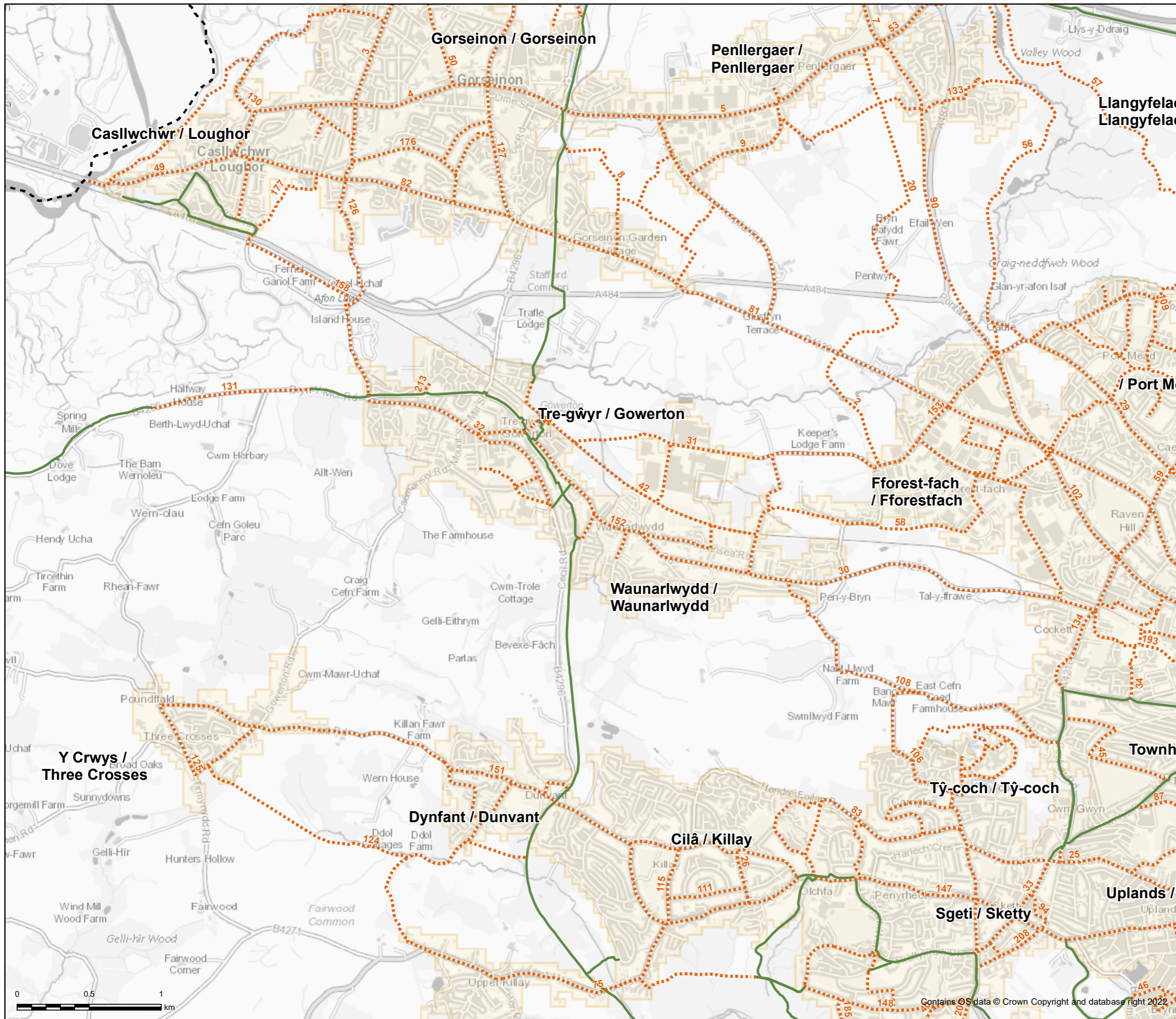
All potential future routes are aspirational and require further work to assess suitability and develop appropriate designs in line with Welsh Government design guidance. Any routes taken forward for development would be subject to further engagement with stakeholders.

Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

ATNM approved on 3rd August 2022.

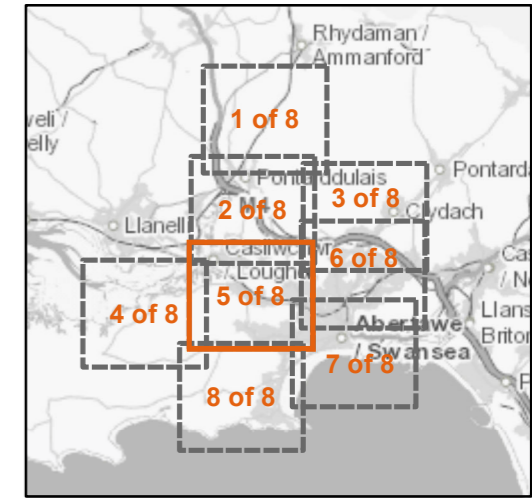






**Ffigur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Tre-gŵyr / Gowerton**

Tudalen 5 o 8  
 Page 5 of 8



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**ALLWEDD / LEGEND**  
**Cymraeg / English**

- Llwybrau Presennol / Existing Routes
- Llwybrau'r Dyfodol / Future Routes:**
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Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

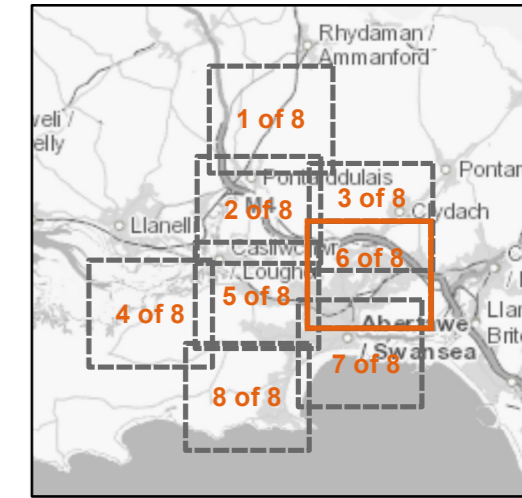
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**Ffigur 2 / Figure 2:**  
**Cyfes Mapiau / Map Series**  
**Dinas Abertawe (Gogledd) /**  
**City of Swansea (North)**

Tudalen 6 o 8  
 Page 6 of 8



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**ALLWEDD / LEGEND**  
**Cymraeg / English**

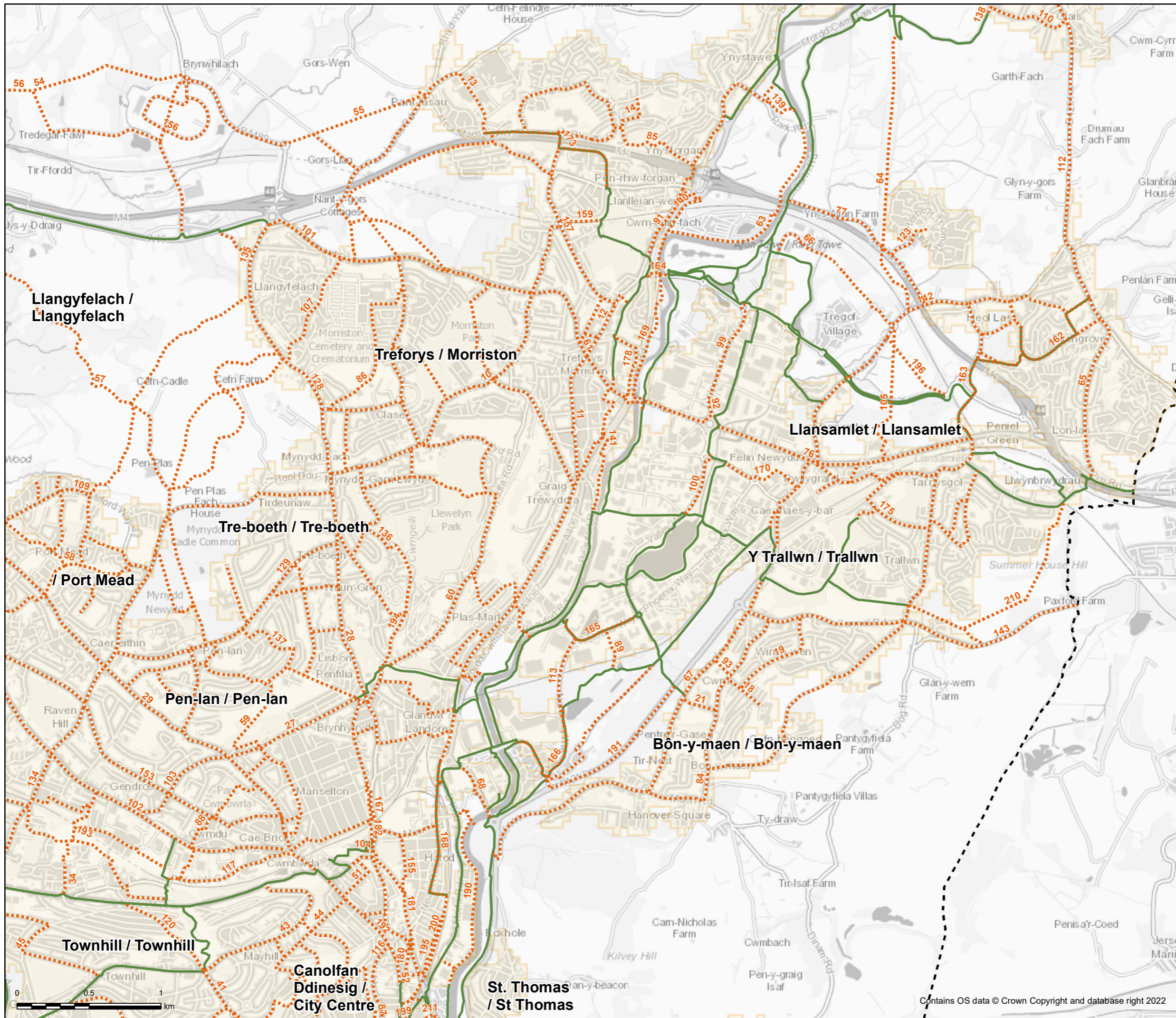
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  - Llwybrau cerdded a/ neu beicio posibl yn y dyfodol / Potential future walking and / or cycling route
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Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

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Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

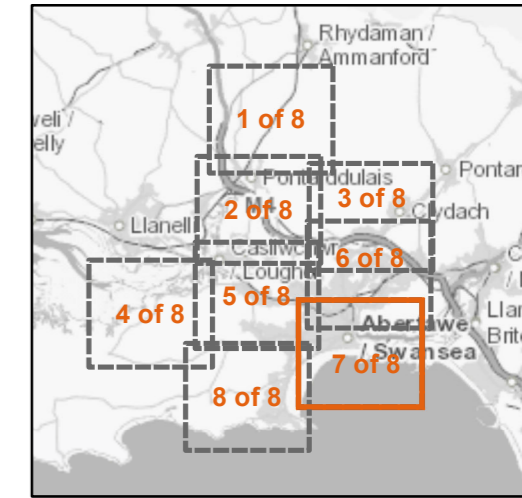
ATNM approved on 3rd August 2022.





**Ffigur 2 / Figure 2:  
Cyfres Mapiau / Map Series  
Canolfan Ddinesig / City Centre**

Tudalen 7 o 8  
Page 7 of 8



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**ALLWEDD / LEGEND  
Cymraeg / English**

- Llwybrau Presennol / Existing Routes
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Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

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Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

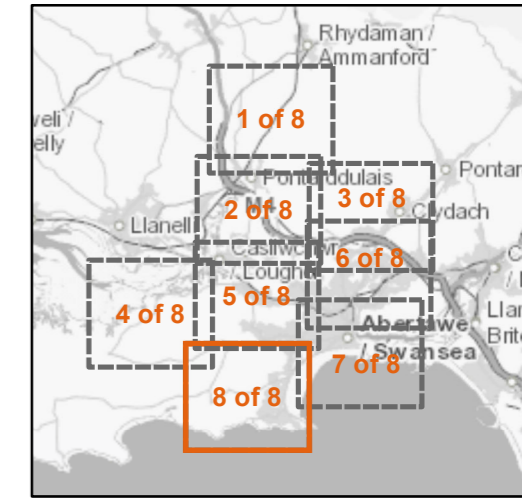
ATNM approved on 3rd August 2022.





**Ffigur 2 / Figure 2:  
Cyfres Mapiau / Map Series  
Y Mwmbwls / Mumbles**

Tudalen 8 o 8  
Page 8 of 8



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**ALLWEDD / LEGEND  
Cymraeg / English**

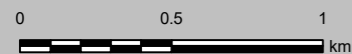
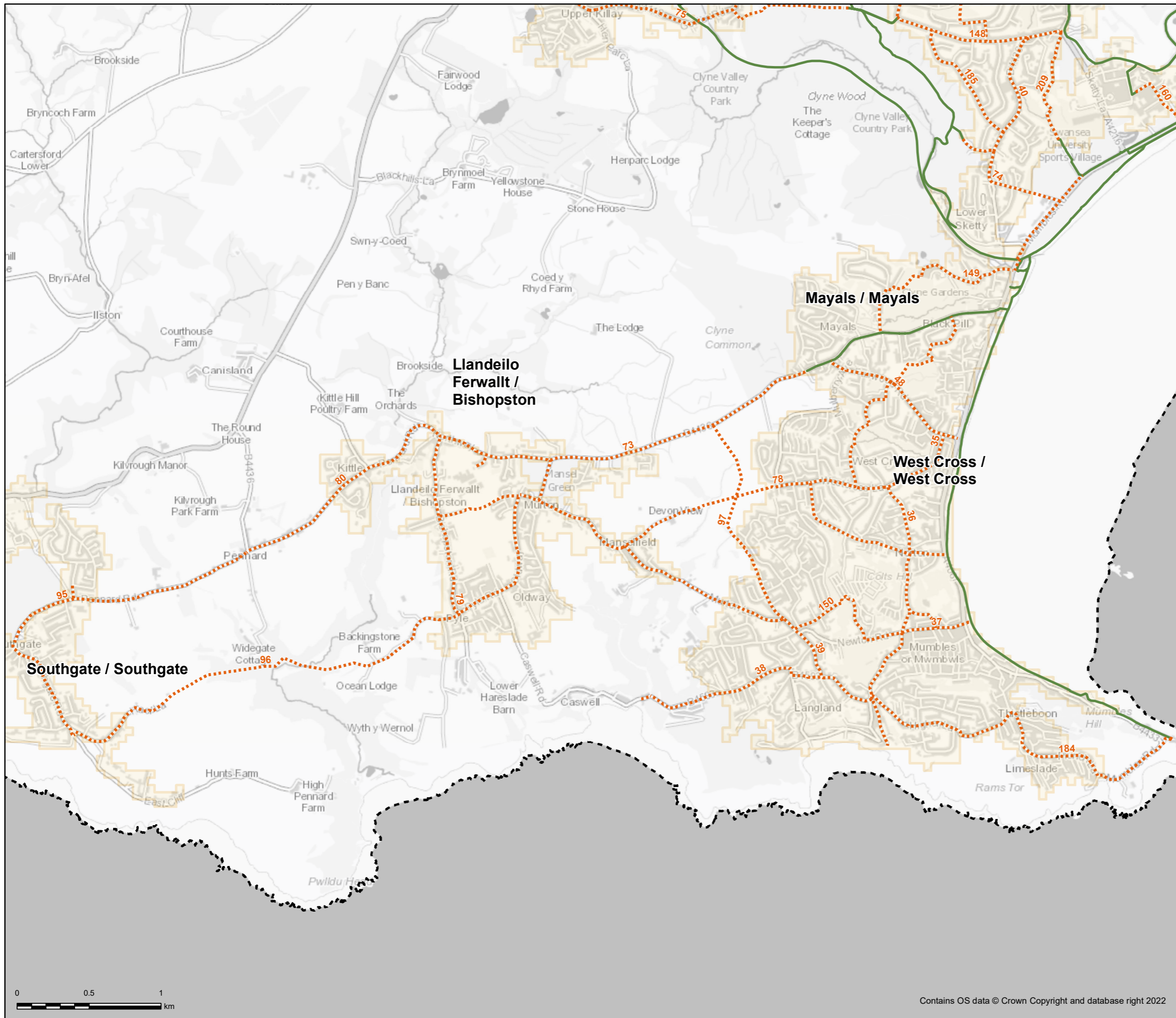
- Llwybrau Presennol / Existing Routes
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  - Ardaloedd Adeiledig / Built Up Areas
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Mae pob llwybrau posibl yn y dyfodol yn uchelgeisiol ac angen gwaith pellach i asesu addasrwydd a datblygu dyluniadau priodol yn unol â chanllawiau dylunio Llywodraeth Cymru. Byddai unrhyw llwybrau a gymerir ymlaen i'w datblygu yn destun ymgysylltu pellach â rhanddeiliaid.

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Map Rhwydwaith Teithio Llesol wedi'i gymeradwyo ar y 3ydd o Awst 2022

ATNM approved on 3rd August 2022.



## Final ATNM List of Routes (August 2022)

The following table lists the routes that were included on the final maps, which were approved by Welsh Government and published on DMW.

Route Reference	Description
SWA1	Missing link on B4295 between Crofty and Penclawdd
SWA2	Off-road between A484 and Ystrad Road
SWA3	Gorseinon North Residential Link - Proposed shared use path
SWA4	Gorseinon to Loughor - A4240
SWA5	Gorseinon to Penllergaer - A4240
SWA6	Pontarddulais residential links
SWA7	Penllergaer to Tircoed
SWA8	Bryngwyn Fields
SWA9	Penllergaer Link - Hospital Road / Phoenix Way
SWA10	Caemawr Road / Parry Road / Vicarage Road
SWA11	Woodfield Street (Morrison Local Centre)
SWA12	Sway Road (Morrison Local Centre)
SWA13	Pant Lasau Road to Morrison Hospital
SWA14	Heol Dolfain / Butterslade Grove
SWA15	High Street (Clydach Local Centre)
SWA16	Lone Road / Vardre Road
SWA17	Vadre Road to Carlton Road via Gellionnen Road
SWA18	Mansel Road to Cefn Hengoed School via Caldicot Road
SWA19	Caldicot Road to Carmel Road via Colwyn Avenue
SWA20	Parc Mawr Link
SWA21	Jersey Road to Mansel Road via Cwm Chapel Road
SWA22	NCN Route 43 to NCN Route 4 via Delhi Street
SWA23	Port Tennant Road (Port Tennant Local Centre)

Route Reference	Description
SWA24	B4290 St Helens Road
SWA25	Glanmor Road / Ty Coch Road
SWA26	B4296 to Gower Road via Dunvant Road
SWA27	St John's Road / Penfilia Road
SWA28	Llangyfelach Road
SWA29	Fforestfach to Manselton via Pentregethin Road
SWA30	Swansea Road to Queensway via Cwmbach Road
SWA31	Wanarwydd Development North and South Phases 1 and 2
SWA32	Bryn Y Mor Road / B4296 Cecil Road
SWA33	A4216 Vivian Road
SWA34	Brynffordd to Cwmdu Industrial Estate
SWA35	West Cross Lane / Fairwood Road
SWA36	West Cross Avenue
SWA37	Newton Road to Lineklin Road
SWA38	Langland Road / Southward Lane
SWA39	Newton Road / Southward Lane
SWA40	Derwen Fawr Road
SWA41	Pen Y Graig Road
SWA42	Gowerton to Wanarwydd - Off-road
SWA43	Townhill Road to Gors Avenue
SWA44	Long Ridge / Waun-wen Road
SWA45	Cockett Road to Townhill Road via Gwynedd Avenue
SWA46	Bernard Street / Bryn Road
SWA47	A4118 to St Helen's Road via Brynymor Road
SWA48	Mayals Road to Swansea Bay via Fairwood Road

Route Reference	Description
SWA49	A4240 Castle Street
SWA50	Pen Cae Cwn Road / Princess Street
SWA51	Lion Street / Bryn-Melyn Street
SWA52	High Street / Prince of Wales Road
SWA53	Llangyfelach to Penllergaer A48 Link
SWA54	Bryntywood Links
SWA55	Morrison Hospital Access Road
SWA56	Cadle to Penllergaer
SWA57	Penllergaer Woods Links
SWA58	Fforestfach to Port Mead Links
SWA59	Manselton / Penlan Links
SWA60	Llandore / Plasmarl Links and Old Neath Road
SWA61	Morrison to Llansamlet
SWA62	Clydach Links
SWA63	Swansea Vale Links
SWA64	Glais A4067 to Heol Las
SWA65	Birchgrove / Heol Las
SWA66	Peniel Green Llansamlet Links
SWA67	Upper Bank / Camel Road
SWA68	Morfa Distributor Road and Tawe Riverside Links
SWA69	Swansea Station Links
SWA70	Swansea City Centre Links - Includes York Street
SWA71	SA1 to Swansea University Campus - Lings Dock / Queens Dock
SWA72	Swansea Marina - Sail Bridge to Lock Gates
SWA73	Clyne Common Links

Route Reference	Description
SWA74	Clyne Valley / Sketty Links
SWA75	Sketty / Killay Links
SWA76	Llansamlet Links - A4067 to A48 Clase Road and Peniel Green Road, Gwernllwynchwyth Road / A48 Peniel Green Road and Frederick Place
SWA77	Route from Parc Brynheulog along Ynysallan Road
SWA78	Mayals Road, West Cross, Murton Links
SWA79	Bishopston Road / Pyle Road / Oldway
SWA80	Pennard Road B4436
SWA81	Garden Village to Llansamlet along B4620
SWA82	Loughor to Gorseinon - Glebe Road, along Loughor Road to Kingsbridge
SWA83	Connections to Gower Road and Cockett
SWA84	Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school. Route from St Thomas to school.
SWA85	Morrison Hospital via Llanian-Wen
SWA86	Clase to Llangyfelach Links
SWA87	Town Hill / Mayhill Links
SWA88	Cwmbrala to Cockett
SWA89	Link between Siemens Way and EX-20.2
SWA90	Cadle to Penllergaer alongside A483
SWA91	Clydach Road - J45 to Morrison
SWA92	Upper Fforest Way Spur
SWA93	Mansel Road to Jersey Road
SWA94	Vivian Road to Eversley Road
SWA95	Pennard to Southgate
SWA96	Bishopston to Southgate
SWA97	Newton to Clyne Common

Route Reference	Description
SWA98	Craig Cefn Parc Route
SWA99	Upper Forest Way
SWA100	Fendrod Link
SWA101	A48 Clasemont Road
SWA102	Carmarthen Road
SWA103	Gendros Crescent - Upper Gendros
SWA104	Furnace Way
SWA105	Vale Link Connection
SWA106	Llywn Mawr Road
SWA107	Heol Pentre Felen
SWA108	Wanarwydd Road
SWA109	Woodford Road / Broughton Avenue
SWA110	Cefn Road / School Road
SWA111	Wimmerfield Aveue
SWA112	Birchgrove to Glais
SWA113	Llansamlet to Morfa Retail Park via Nantong Way
SWA114	Crofty to Llanrhidian
SWA115	Goetre Fach Road
SWA116	Alexandra Road / Dyffaty Street
SWA117	Heol - Y - Gors
SWA118	Beach Street (north) from St Helen's Link
SWA119	Beach Street (south) to NCN Route 4
SWA120	Gors Avenue to Townhill Road via Gwent Road
SWA121	King Edward's Road
SWA122	Spring Terrace to Bond Street via Vincent Street



Route Reference	Description
SWA123	Parc Bryn Heulog Link
SWA124	Dunvant to Three Crosses
SWA125	Chapel Road - Three Crosses
SWA126	Bryn Road - Gorseinon
SWA127	West Street - Gorseinon
SWA128	Swansea Road / Llangyfelach Road
SWA129	Heol Gwyrosydd
SWA130	Loughor to Penyrheol Link
SWA131	North Gower Trail Missing Link
SWA132	Pontardulais Links
SWA133	Penllergaer to Valley Wood
SWA134	Cockett Road
SWA135	Swansea Road
SWA136	Clase, Mynydd Garn-Lwyd and Landore Links
SWA137	Penderry Road / Heol Frank / Morlais Road
SWA138	Garth Road / Station Road
SWA139	Proposed shared use path as an alternative to Clydach Road.
SWA140	Ynysforgan Roundabout to B4625 Roundabout (Morrison)
SWA141	Morrison to Llansamlet - SWA-EX-15.1 to SWA-EX-3.3
SWA142	Birchgrove to Llansamlet Links
SWA143	Trallwn to Winchwen
SWA144	SA1 Links - Kings Road / Roberts Road
SWA145	Swansea Centre - Wind Street / Castle Street
SWA146	Swansea Centre Links
SWA147	Sketty Road / Mount Pleasant Road

Route Reference	Description
SWA148	Sketty Lane linking Olchfa
SWA149	Mumbles Road to Black Pill
SWA150	Mumbles to Mansfield
SWA151	Killan Road
SWA152	Gorwydd Road B4295
SWA153	Cwmbrala to Fforestfach
SWA154	Clydach to Craig-cefn-parc
SWA155	Pentre Mawr Road / Odo Street
SWA156	Felindre Parc and Ride Links
SWA157	Morrison to Morrison Hospital Links - Chemical Road
SWA158	Loughor to Gowerton - A484 to B4295 Bryn-Y-Mor Road
SWA159	Chemical Road to SWA-EX-15.1
SWA160	Link to Singleton Hospital - from A4067 Mumbles Road
SWA161	Tennant Canal / Playing Fields
SWA162	Birchgrove to Heol Dulais
SWA163	A48 Peniel Green Road to Heol Dulais via Gwernllwynchwyth Road
SWA164	B4625 Roundabout Link
SWA165	Siemens Way
SWA166	Nantong Way and Brunel Way
SWA167	Brynhyfryd to Bethesda Street
SWA168	Landore, Neath Road to New Cut
SWA169	Off-road between A48 and Riverside Caravan Park
SWA170	Fenrod Way to A4217
SWA171	Fabian Way to Old Neath Road.

Route Reference	Description
SWA172 <sup>1</sup>	Atlantic Close / Valley Way to Jersey Road
SWA173	Hoel Maes Eglwys / Llanllienwen Close
SWA174	B4603 Pontardaw Road
SWA175	Tyn-Y-Cae Road / Tyn-Y-Waun Road / Llwyn-Crwn Road
SWA176	Belgrave Road / Dyffryn Road
SWA177	Culfor Road and B4620 Glebe Road via Ffordd Moriah
SWA178	A4067 Neath Road to Nixon Terrace
SWA179	Lon Y Felin to Pontarddlais Links
SWA180	Prince of Wales Road
SWA181	Cwm Road
SWA182	Mainwaring Terrace Link to Eaton Road
SWA183	SWA-EX-21 to SWA-EX-4.2 south of A4067 Oystermouth Road
SWA184	Higher Lane / Mumbles Road
SWA185	Saunders Way
SWA186	Port Tennant - Link between SWA-EX-2.1 and SWA-EX-4.3
SWA187	Clydach - Twyn-Y-Bedw / Heol Fithrim / Bryn Road
SWA188	Vadre Road / Park Road / Woodlands Avenue
SWA189	Heo Eithnin
SWA190	Between SWA-EX-10.3 and SWA-EX-3.6
SWA191	A4217 / Morris Drive / Vale Street
SWA192	A483 Carmarthen Road / Caepistyll Street
SWA193	Cockett towards Mayhill Links
SWA194	Tre-boeth to Landore / Brynhyfryd Links

<sup>1</sup> Route reinstated to existing network following detailed route audit. To be updated in DMW where route is to be shown as SWA-EX-18.5.

Route Reference	Description
SWA195	B4489 Stryd Fawr / High Street to Maliphant Street / Grandison Street
SWA196	Peniel Green Llansamlet Links
SWA197	Richard Place
SWA198	Station Link - B4489 Stryd Fawr / High Street
SWA199	Ivy Place
SWA200	Linking Earl Street and Ebenezer Street
SWA201	Dunvant Place and A4.67 Victoria Road via Paxton Drive and Victoria Quay
SWA202	A4067 Quay Parade
SWA203	Green Dragon Lane
SWA204	B4290 Welcome Lane / Worcester Place
SWA205	Heol Lane
SWA206	SWA-EX-4.3 to Kings Road
SWA207	Kings Dock to Langdon Road
SWA208	Sketty Links - A4216 Dillwyn Road / Llewlyn Street / De La Roche Road
SWA209	Cwm Farm Lane
SWA210	Trallwn Link - SWA-EX-14.5 to SWA-EX-19.2
SWA211	Strand - SWA-EX-10.2 to SWA-EX-3.6
SWA212	Strand - A4067 Quay Place and Kings Lane
SWA213	Fford Beck

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