



CYCLING ACTION PROGRESS MEETING

9TH JULY 2013

Present: Cllr Nick Davies (CCS – Cycle Forum Designate)
Chris Vinestock (CCS – Transportation, Head of Service)
Ben George (CCS – Transport Strategy)
Rob Wachowski (CCS – Walking & Cycling Officer)
Helen Davies (Sustrans)
Nick Guy (Wheelrights)
David Naylor (Wheelrights)
Mike Cherry (BikeAbility Wales)

Apologies: Colin Fielder (Wheelrights)

1. Actions from the Last Meeting

- 1.1 A number of actions had been assigned following the last meeting. These are summarised along with associated progress below. A number of the actions relate to items on the meeting agenda and are therefore dealt with in the relevant sections.
- 1.2 The issue of misleading near side indicators at the Eastbank – Fabian Way – Kings Road has now been resolved by rotating the indicators away from crossings on the opposite side of the road.
- 1.3 CV & BG provided a brief update with regards to the Active Travel Bill. The Welsh Government is consulting on a number of elements pertaining to the practical application of the Bill. A multi-disciplinary working group has also been set up to draft the design guidance that will accompany the Bill in order to establish the necessary standards. It was also reported that the change in Welsh Government Minister has led to a policy shift, with a reduced emphasis being given to walking and cycling; it is expected that this may therefore have an effect upon Welsh Government grant allocations for 2014/15.
- 1.4 DN asked for the notes of the previous meeting to be amended as they had incorrectly referenced proposed lining works between “Mayals and Southgate”, and should have read “Kittle and Southgate”. This change was accepted.

2. Boulevard

- 2.1 BG reported that the project was proceeding within the bounds of its programme. The southern footway between Princess Way and Wind Street is anticipated to be open within a few weeks and will therefore be the first section of the shared use path available for use.
- 2.2 NG queried whether cyclists would be permitted to use the bus lane which is being constructed in the eastbound carriageway from Princess Way to Strand. CV BG confirmed that a bus lane which is permissive for cyclists is required to be of greater width than a standard bus lane. The width constraints are such that this

additional width could not be accommodated and cyclists would not therefore be permitted to use the bus lane. They could therefore use the shared use route or remain with general traffic.

3. Commuter Routes

3.1 BG tabled a revised plan for the Commuter Routes (see appendix 1). While some minor changes are required in terms of the aesthetics and finer details the map has now taken shape. It is anticipated that the map will be supplemented with additional information describing the nature of each of the routes and will be available as a foldout map for the public. Comprehensive signing of the routes was discussed.

3.2 NG queried whether those nodes which benefited from a railway station should be marked as such on the maps. BG agreed to look into this.

3.3 DN queried whether the routes could be differentiated to mark whether they were on-road or off-road by using a mix of solid and dotted lines. BG agreed to consider this. **BG**

3.4 BG also presented a first draft video excerpt for one of the routes. It is anticipated that video of the routes could be used to provide a better impression to non-cyclists of what sort of routes were available to them before venturing out. This is an element which is still under development, but was warmly received by the group. **BG**

3.5 An app may also be developed, but this will depend on cost and it is thought that it may be cheaper to try to secure assistance from the Universities to help in this regard.

4. City Centre Cycle Network

4.1 BG reported that the Design Team is considering the feasibility of the concept proposal tabled in the Cycle Action Progress Group held in April 2013. It is anticipated that this will be presented for public consultation in September/October 2013.

4.2 Some of those present queried whether there were likely to be any substantive objections to the provision of cycle routes in parts of the pedestrianised zone. CV and BG responded to state that objections were likely because of the current prohibition of cycling within the city centre and also because part of the Phase 1 proposals run through an area which has a tactile guidance route and may therefore attract concern from blind and partially sighted users.

4.3 Further to the concept proposal that was formerly issued, NG queried whether a better link could be provided to utilise Dynevor. BG agreed to consider this. **BG**

4.4 NG also suggested that while the plans currently propose a north-south link along Princess Way and Orchard Street, with an alternative route being High Street to Wind Street, the Council could also consider the use of the Strand. BG agreed to consider this. **BG**

4.5 BG reported to the group that the Council had been approached by Coastal Housing in respect of the second phase of the Urban Village development on High Street. A secure cycle parking, cycle hire and cycle maintenance facility is being considered and Coastal Housing would like this facility to serve primarily

cyclists working in the city. BG will work with Coastal Housing to develop this proposal and potentially provide some match funding to deliver it. Further reports will be brought to the Cycle Action Progress group as the proposals are developed. **BG**

5. Target Areas Assessment

5.1 BG prepared a plan showing the target areas, existing cycle routes and the proposed routes that could improve permeability to and from these areas. This assessment provides a helpful starting point, but further work will be required to determine the feasibility of each route.

5.2 ND explained that he would like to draw together a number of initiatives to improve access to employment by bicycle for those residents of target areas seeking employment and without access to private or public transport. The initiatives would include:

- Purchase of reconditioned bicycles at a low cost
- Possible collaboration with Job Centres and similar agencies to advise job seekers where cycling may be a viable option for accessing work opportunities
- Production of a toolkit for use in promoting cycling to those seeking employment.

5.3 HD asked that routes be prioritised with consideration for those routes which would be suitable for those seeking employment.

6. Kingsbridge Cycle Link

6.1 BG reported that the three main parties involved in securing through-access at Gowerton Railway Station had now all consented in principle to the proposal. This consent will allow the Kingsbridge Cycle Route to be link directly with NCN4 thereby providing an off-road link to the communities of Gorseinon, Kingsbridge and Grovesend. Network Rail has requested a final meeting with Welsh Government, Arriva Trains Wales and the City & County of Swansea to formalise this working agreement and BG has agreed to attend this meeting. **BG**

6.2 The scheme has secured £50k of Regional Transport Consortia Grant funding for 2013/14 and work to deliver the route across Stafford Common has commenced. It is therefore anticipated that feasibility and design will be in place with a view to potentially commencing construction in 2014/15.

7. North Gower Trail

7.1 BG reported that the alternative option of routing the link across an extended retaining wall has been considered and costed. It is now anticipated that Officers will meet with the main landowner one more time to explain the progress that has been made, with a view to appointing independent land agents shortly thereafter.

7.2 It is therefore expected that land negotiations will be underway by the next Cycle Action Progress meeting. **BG**

8. Signing

8.1 NG cited concern that the City & County of Swansea were lagging behind in dealing with the poor signage for the cycle network. Wheelrights, Sustrans and the City & County of Swansea worked collaboratively to develop a signing schedule for the NCN routes in 2011 and as yet none of its recommendations have been implemented. NG requested whether there could be a renewed push to instigate the schedule, with an emphasis on the NCN and Council routes. NG

also queried whether ground signage could be used to reduce street clutter.

8.2 HD also cited a specific concern that cyclists were getting lost within the Copper Quarter when travelling along NCN43.

8.3 CV responded that the lack of progress was largely due to a lack of funding to deliver them. It was however discussed and agreed that the Commuter Routes scheme presented a good means to deal with the signage issue and the two would be instructed at the same time as funding becomes available.

9. Cycle Promotion

9.1 NG reported that the Cycle Challenge initiative has been successful in securing funding to renew the challenge for 2013. The Challenge will be held 9th – 29th September 2013. The preparations for this event are now underway and a project coordinator has been appointed. Wheelrights members intend to assist the Challenge by holding 'Try a bike' sessions at centres of major employment. CV agreed to make enquiries to identify prizes to give away as part of the challenge.

CV

9.2 NG asked whether Sustrans could consider developing a promotional map of routes in the area to complement the resources for the routes serving Cardiff and the Valleys. HD confirmed that this was being considered.

9.3 NG also reported the on-going discussions regarding the development of a Swansea Bike Facility. The facility would seek to address some or all of the demands of a number of cycling groups with requests ranging from a velodrome, to bmx pump track, to a simple area of hard standing for training. The plans are at a very early stage and views are still being gathered. It was agreed that BG and ND would attend the next meeting to be held on 15th July 2013.

**BG
ND**

9.4 MC reported two upcoming events: Sunday 21st July – an event to celebrate the Tour de France held in Castle Square. Wednesday 17th August – an event at the Watersports 360 building to promote disability sports.

10. SWITCH Cycle Design Seminars

10.1 BG asked whether those present had any preferences for the next Cycle Design Seminar. It was suggested that the topic could either deal with cycling to and within pedestrianised zones or a talk to consider the economic benefits of cycling.

10.2 DN reported that he had written to Phil Roberts (Director of Place) to query what changes had been made by the Council following the seminar. CV agreed to chase up a response.

CV

11. AOB

11.1 NG queried whether the Cycle Action Progress meeting notes could be placed on the Wheelrights website. This was agreed.

11.2 DN reported that the carriage specification for the new rail rolling stock is currently out for consultation. The units will be introduced as part of the works to electrify the Great Western Main Line. The current carriage configuration leaves very little space for bicycles, and what little space there is cannot be guaranteed as it also doubles as heavy luggage space. NG agreed to write to Ryland Jones (Sustrans) to seek their support and lobbying power on the issue.

NG

11.3 DN reported record numbers have signed up for the Gower Cycle Festival. It was agreed that BG would investigate whether the Variable Message Signs in the city centre could be used to promote it. **BG**

12. Date of Next Meeting

12.1 The next Cycle Action Progress Meeting will be held on 9th October 2013.

Appendix 1 - Proposed Commuter Cycle Network

