



## CYCLING ACTION PROGRESS MEETING

4<sup>TH</sup> OCTOBER 2016

Present: Cllr Nick Davies (CCS – Cycle Forum Designate), Chair  
Cllr Mark Child (CCS – Cabinet Member for Wellbeing & Healthy City)  
Ben George (CCS – Transport Strategy)  
Lindsey Brown (Sustrans)  
David Naylor (Wheelrights)  
Mike Cherry (Bikeability)

Apologies: Stuart Davies (CCS – Head of Service, Highways & Transportation)  
Nick Guy (Wheelrights)  
John Sayce (Wheelrights)  
Chris Walsh (Wheelrights)

### 1. Matters Arising

1.1 **Baldwins Bridge** - BG updated those present regarding the long and short term situation with Baldwins Bridge. Some short term changes have been made by Neath Port Talbot CBC to improve the safety and legibility of the cycle route and its crossings. This seems to have proved to be beneficial as the number of complaints have decreased in recent months, albeit that this has coincided with the summer months when the majority of students are not studying at the Campus.

The City & County of Swansea is working in partnership with Neath Port Talbot CBC with regards to the long term infrastructure needs for the Corridor. The Fabian Way Corridor Business Case will set out the infrastructure needs and priorities for the next 15 years or so and an important part of this emerging work are potential changes to Baldwins Bridge. BG informed the group that the scope of this work and the likely outcomes are largely subject to ongoing discussions with the Welsh Government and the South Wales Trunk Road Agency. BG agreed to feed back to the group once there were some substantive proposals and recommendations for consideration.

BG

1.2 **City Centre Route** - BG informed the group that the long awaited works to establish a route through the City Centre, using Singleton Street and Union Street, had been issued to a Contractor and it is expected that the works will be completed by the end of November 2016. These works will also include signage on William Street to improve the legibility of this link and the onward connection into the National Cycle Network.

1.3 **Morfa Distributor Road** - the route to allow walking and cycling along the MDR will be open in 6 - 8 weeks.

1.4 **Signage** – The signage for the Upper Bank Scheme has been completed and installed.

1.5 **LDP** - further to the action of the previous meeting Wheelrights submitted a series of strategic routes for cycling for consideration as part of the emerging LDP.

<p>1.6 <b>Destination Signage</b> - BG was yet to receive a proposal from NG regarding a destination signing strategy for the Enterprise Park and would remind him.</p> <p>1.7 <b>Clyne Common</b> – MC &amp; ND queried whether any progress has been made with regards to the delivery of a foot or shared use path across Clyne Common, between Mayals and Bishopston. BG commented that whilst the creation of the route would be of great benefit to the local communities, and in particular as an ‘Available Walking Route’ for schools, its delivery is challenged by a number of financial and practical obstacles. These are:</p> <ul style="list-style-type: none"> <li>• Costs are anticipated to be approximately £500,000. No budget is available at present.</li> <li>• The route may be deliverable on a ‘spend to save’ basis, with the expectation that the delivery of the route would facilitate the removal of school transport for those being transported from Mayals to Bishopston. <ul style="list-style-type: none"> <li>○ There is some concern that even if the route was provided that its designation as an ‘Available Walking Route’ may be challenged due to its remote location and certainty would be needed that the created route would be robust to withstand challenge and realise the projected savings.</li> </ul> </li> <li>• The route would require the use of Common Land. Deregistration of Common Land and the numerous landowners involved increases the complexity and time it would take to realise the delivery of the route.</li> </ul> <p>Some of the issues outlined above will be tested as part of the Kingsbridge Link Scheme. In particular the Kingsbridge Scheme will test the issues of being an available walking route to school and possibly a new mechanism for dealing with the Common Land issues.</p> <p>1.8 <b>Westway</b> - BG spoke to those present regarding some concerns that had been raised by Sustrans &amp; Wheelrights that the scheme had not done enough to promote Active Travel along this route. The Westway scheme has delivered a number of improvements to active travel routes, albeit that these have largely been improvements to the walking routes, rather than those for cycling. The pedestrian crossings have been improved to reduce the number of stages required to cross this busy road, as well as increasing the width of availability of footways in the area.</p> <p>LB voiced her concern that Westway may set a dangerous precedent for the works which may be undertaken at Kingsway.</p> <p>BG commented that whilst the lack of provision for cycling on Westway was understandably disappointing, the alternative route on William Street was a welcomed addition, and furthermore the main purpose of the works to Westway was to act as an enabler for the reduction in traffic flows on Kingsway and the benefits that would bring to Active Travel there.</p>	<b>NG</b>
<p><b>2. Kingsbridge Link</b></p> <p>2.1 BG updated the group with regards to the Kingsbridge Link. Progress remains slow with the project but the Council is committed to ensuring the delivery of this project and will work to overcome the slow progress and challenges that currently bar its delivery.</p> <p>2.2 The delivery of the scheme relies largely upon securing land for its delivery from two major landowners. The first of the two landowners, which owns land for the northern</p>	

	<p>half of the scheme, has indicated a willingness to lease or license the land to the Council to ensure its delivery. The landowner has also proposed that cycling be allowed by means of landowner permission, rather than the usual route of deregistering the Common Land. This is an unusual means of overcoming the requirements for Common Land, but does appear to be permissible under the terms of the Commons Act. Council Officers are therefore awaiting confirmation from its Legal department as to whether they are able to proceed on this basis.</p> <p>2.3 Whilst these discussions regarding land are continuing, Civil Engineers for the City &amp; County of Swansea are proceeding undertake design works to support its delivery. These designs will be very important once in a position to negotiate for the land required.</p> <p>2.4 Post Meeting Note: A meeting with the landowner for the southern half of the scheme will be held on Monday 10<sup>th</sup> October.</p>	
<p><b>3.</b> 3.1  3.2  3.3</p>	<p><b>Active Travel (Wales) Act Integrated Network Map (INM)</b></p> <p>BG reported that the City &amp; County of Swansea would commence the work to deliver the INM in the coming weeks. The Council had appointed Capita to provide consultancy support and it was expected that Swansea would work in partnership with Neath Port Talbot CBC and Carmarthenshire CC, although the extents of the partnership working was yet to be determined.</p> <p>The expectation is that the INM will be based upon a terrain model to isolate routes in the most hilly parts of the city, where cycling is inhibited by the undulating gradients. This terrain model would be populated with routes proposed in the Local Transport Plan and the emerging Local Development Plan, as well as any other requests from the public. The expectation is that there would be a two stage consultation, one following an initial drafting of the INM, and a second to take account of routes proposed in the first round of consultation. This double consultation approach was welcomed by Sustrans.</p> <p>BG reiterated that those who register their details via the <a href="mailto:activetravelact@swansea.gov.uk">activetravelact@swansea.gov.uk</a> email address would receive a direct invitation to the consultation.</p>	
<p><b>4.</b> 4.1</p>	<p><b>Swansea Bay Cycle Map</b></p> <p>BG reported that the Swansea Bay Cycle Map had been published and widely distributed. The map was mostly welcomed by those present, albeit that some voiced minor criticism that the code of conduct presented a cyclist wearing a helmet and wrap-around sun glasses, which it was suggested promoted cycling more as a leisure activity than a mode of transport for utility journeys. There was also criticism that the map did not make it easy to distinguish on and off road routes.</p>	
<p><b>5.</b> 5.1</p>	<p><b>2017/18 Schemes</b></p> <p>BG invited Wheelrights and Sustrans to propose schemes for consideration for delivery in 2017/18. Funding opportunities are increasingly tight, but previous experience had shown that the Council was in some instances able to deliver schemes as a consequence of them being proposed in this way. The 'Upper Bank Shared Use Path' is a prime example of this. Wheelrights and Sustrans therefore agreed to give this some thought and come up with a list of schemes for consideration.</p>	<b>All</b>

<p>5.2</p> <p>5.3</p>	<p>DN informed the group that he had twice written to Rebecca Evans AM in recent weeks. Ms. Evans AM is responsible for the Welsh Government’s ministerial portfolio for Active Travel. Ms. Evans AM had written in response to a letter from DN seeking funding for the link across Clyne Common, to state that the Welsh Government had given over £2.5m in transport infrastructure funding for 2016/17. BG commented that whilst the Council had received funding as described, the funding was given for specific schemes and could not therefore be used for the Clyne Common link.</p> <p>The second letter related to the targets for improved road safety as overseen by Go Safe, formerly known as the Safety Camera Partnership. Whilst there are no targets to reduce injuries or deaths of cyclists on Welsh Roads, the Minister had written to announce that she would raise this with her Ministerial Colleagues with a view to introducing such targets from 2017. This may bring additional funding, but this would be targeted to areas which were considered to be posing a risk to cyclist safety.</p>	
<p><b>6.</b></p> <p>6.1</p> <p>6.2</p>	<p><b>Any Other Business</b></p> <p>LB announced that Sustrans had been successful in securing funding from the Rural Development Partnership. The project would look to progress the plans for routes to and around Pontarddulais and would complement the work already being done by the Council to link Pontarddulais to an existing route in Grovesend. BG and LB will meet to discuss the scopes of the two projects and how they can best work together to progress the delivery of the ‘Pontarddulais Link’.</p> <p>DN raised the issue of Llethryd Cwm and his application to have a restricted byway declared on the route to permit cycling across this short section of route. DN reported that despite collecting 28 witnesses and submitting an application in January 2015, he is yet to hear any progress on the matter from the Council’s Public Rights of Way team. Cllr MC agreed to make enquiries with the Public Rights of Way team.</p>	<p><b>BG</b> <b>LB</b></p> <p><b>MC</b></p>
<p><b>12.</b></p> <p>12.1</p>	<p><b>Date of Next Meeting</b></p> <p>The next meeting will be held on:</p> <p>10am on 17<sup>th</sup> January 2016 at Meeting Room 1.2.5., Civic Centre, Swansea</p>	