



## CYCLING ACTION PROGRESS MEETING

26<sup>TH</sup> JULY 2017

Present: Cllr Nick Davies (CCS – Cycle Forum Designate), Chair  
Cllr Mark Thomas (CCS – Cabinet Member for Environment Services)  
Ben George (CCS – Transport Strategy)  
Lindsey Brown (Sustrans)  
Nick Guy (Wheelrights)  
David Naylor (Wheelrights)

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

<p><b>1. Matters Arising</b></p> <p>1.1 <b>Baldwins Bridge</b> – BG provided a brief update with regards to this project. The project continues to be developed, but its funding and delivery path remain unclear. BG explained that it was therefore not possible to share the emerging designs, but that he would keep the group apprised of the development of the junction and consult with them at the earliest opportunity.</p> <p>1.2 <b>Morfa Distributor Road</b> – BG &amp; MT informed those present that the road was due to open during Summer 2017. The route is now effectively open for those who wish to walk or cycle its length but will open to general traffic in a matter of weeks. It was agreed that the route would provide a valuable new link to those travelling to Liberty Stadium, particularly for those arriving by train and travelling by bicycle via Maliphant Street.</p> <p>1.3 It was further requested that BG make enquiries to ensure that any formal Communications regarding the opening of the road, make reference to its importance as a new walking and cycling route.</p>	<p><b>BG</b></p>
<p><b>2. Grant Funded Schemes 2016/17</b></p> <p>2.1 BG provided a brief update in respect of the schemes which had been successful in securing Local Transport Fund allocations for 2017/18. These are:</p> <ul style="list-style-type: none"><li>• Baldwins Bridge Interchange</li><li>• Orchard Street Shared Use Path</li><li>• Kingsbridge Link</li><li>• Strategic Bus Corridors</li><li>• Active Travel Mapping</li></ul> <p>2.2 Some disappointment was expressed that many of the walking and cycling projects that had been proposed had been unsuccessful in securing funding from the Welsh Government. BG advised that these schemes may well be resubmitted in future years.</p>	

<p><b>3. Manifesto Commitments to Cycling</b></p> <p>3.1 This item was principally raised by Members of Wheelrights in response to the inclusion and commitment to the Wheelrights Manifesto within the Labour Manifesto in the Local Government elections of 2017. The commitment essentially signals the intention to greatly improve the provision for cycling within Wards across Swansea.</p> <p>3.2 MT advised that this commitment would be formally adopted by Council on the 27<sup>th</sup> July 2017.</p> <p>3.3 NG proposed that a small working group be established to develop a series of "Quick Wins" which would be routes that could be potentially established with only a small amount of funding to overcome local pinch points and obstructions. This was agreed.</p> <p>3.4 NG outlined the first of these routes to the Councillors present.</p> <p>3.5 BG requested that Councillors consider how the manifesto commitment would be met and particularly whether any additional funding could be made available to meet these aims. MT &amp; ND agreed to this.</p>	<b>MT &amp; ND</b>
<p><b>4. City Centre Cycle Route</b></p> <p>4.1 MT confirmed that the City Centre route on Singleton Street, Nelson Street, Union Street and Park Street was now largely complete. Those present thanked the Councillors for their advocacy to ensure that the route was delivered.</p> <p>4.2 NG &amp; LB asked for additional signage to be provided at the intersection of the route and Kingsway to ensure that cyclists were aware of the route. MT advised that the lack of signage may be indicative of the works not yet being complete, or of the impending changes to Kingsway. BG agreed to make the appropriate enquiries and feedback to the group.</p> <p>4.3 MT provided a lengthy briefing for those present regarding a number of queries that had been raised by Wheelrights in recent weeks with regards to the proposed changes to the Kingsway. The request had principally requested that the shared use path provisions be moved from the north side to the south side of the street. The south side was considered to be more favourable in order to best link with existing routes for cyclists and reduce the number of junctions encountered.</p> <p>4.4 MT advised that after much discussion the Council had resolved that the shared use path would remain on the north side of the street. This was because it was less likely to cause conflict with pedestrians alighting from the public transport services on the south side of the street. MT advised that raised crossings at side streets on the north side would promote good accessibility across these junctions. Wheelrights and Sustrans asked that consideration be given to priority for pedestrians and cyclists across these junctions. MT agreed to consider this request in consultation with the Highway Design Engineers. BG advised that allowing priority across junctions may present some significant safety concerns, but that in any event the current proposals would introduce shared space provisions that would reduce vehicle speeds and encourage easier crossings for pedestrians and cyclists. LB agreed to supply the standard design for priority across junctions to MT and ND for consideration.</p> <p>4.5 MT advised that a mandatory 20mph limit would be imposed upon Kingsway. NG</p>	<b>BG</b>  <b>MT</b>  <b>LB</b>  <b>BG</b>

<p>asked whether the Council could consider a 20mph zone for the City Centre. BG agreed to investigate the practicalities of this proposal.</p> <p>4.6 NG requested that the Council arrange a formal opening of the City Centre Cycle Route. BG agreed to arrange this with the Council's Communications Department.</p> <p>4.7 LB pointed out that the proposed Kingsway route was not include in the draft INM. BG agreed to address this.</p>	<p><b>BG</b></p> <p><b>BG</b></p>
<p><b>5. Kingsbridge Link</b></p> <p>5.1 BG advised that funding had been secured to deliver Phase 1 in 2017/18. This would deliver a route from Gowerton Station to Fairwood Terrace. Negotiations with Network Rail and Penllergaer Estates to allow this to proceed had begun well.</p> <p>5.2 In addition to this good progress, a separate application was being prepared to vary the permissions for the Common Land in the north of the site to allow this section of the route to be delivered in 2018 and beyond.</p>	
<p><b>6. Pontarddulais Link</b></p> <p>6.1 LB advised that Sustrans had completed a recent exercise to make contact with landowners who may be affected by the Pontarddulais Link and to establish if any would be supportive of the scheme. It is now proposed that a local stakeholder group be established to continue the development of the scheme. It is proposed that this group would be formed of the following representatives:</p> <ul style="list-style-type: none"> <li>• City &amp; County of Swansea</li> <li>• Wheelrights</li> <li>• Sustrans</li> <li>• Local Representatives</li> <li>• Local Councillors</li> </ul> <p>6.2 LB also informed the group of a second complementary project that had been instructed by the Rural Development Plan Local Area Group. Capita Consultants had been appointed to undertake a Rural Transport Study to determine an outline concept for sustainable transport networks in Gower and Mawr (including Pontarddulais).</p> <p>6.3 NG advised that ACORP funding may be a useful funding source to support the delivery of the Pontarddulais Link.</p>	
<p><b>7. Active Travel (Wales) Act – Integrated Network Map</b></p> <p>7.1 BG advised the group that the City &amp; County of Swansea was working in partnership with Capita to deliver the requirements of the Integrated Network Map (INM). The City &amp; County of Swansea began the formal consultation in mid-June 2017 and this would conclude in September 2017.</p> <p>7.2 DN presented a number of draft examples of the proposals and responses that Wheelrights intend to develop in the coming weeks. BG agreed that the proposals, which appraised the proposed routes, would provide very helpful feedback. BG agreed to forward these draft examples to Capita to ensure that they could be successfully and efficiently incorporated into their work.</p> <p>7.3 BG invited Wheelrights and Sustrans to feed any information and views in they wished and to do so by email if it would be more helpful.</p>	<p><b>BG</b></p>

<p><b>6. Any Other Business</b></p> <p>6.1 LB presented the Sustrans Annual Review and drew particular attention to the simplification of its views and objectives as well as the greater emphasis given to encouraging behaviour change and advocacy for ‘liveable neighbourhoods’. Sustrans would continue to deliver capital infrastructure projects where funding streams could be identified for this.</p> <p>LB also advised she would circulate a new Sustrans Toolkit that would assist in the delivery and promotion of active travel.</p>	<b>LB</b>
<p><b>12. Date of Next Meeting</b></p> <p>12.1 The next meeting will be held on:</p> <p style="text-align: center;"><b>27<sup>th</sup> September 2017 at 10am in Guildhall, Swansea</b></p>	