

# SWANSEA ACTIVE TRAVEL STAKEHOLDER GROUP

## Meeting Notes

14TH JULY 2022 – 9:30 AM

Microsoft Teams

### In Attendance

Jason Rogers	(JR)	Swansea Council
Jack Palmer	(JP)	Swansea Council
David Hughes	(DH)	Swansea Council
Mark Thomas	(MT)	Swansea Council
Stuart Davies (Chair)	(SD)	Swansea Council
Ioan Brannigan	(IB)	Swansea Council
John Sayce	(JS)	Wheelrights
David Naylor	(DN)	Cycling UK
Cllr Ryland Doyle	(RD)	Swansea Council
Jenni Nellist	(JN)	British Horseriding Society
Neil Williams	(NW)	YourVoiceAdvocacy
Louise Peck	(LP)	YourVoiceAdvocacy
Andrea Gordon	(AG)	Swansea Disability Liaison Group
Jayne Cornelius	(JC)	Swansea University
Nicola Jones	(NJ)	Education Directorate
Joanne Jones	(JJ)	Swansea Bay UHB
Cari Jones	(CJ)	Disability Liaison Group
Cez Jones	(CCJ)	Bikeability
Tim John	(TJ)	Sustrans
Hayley Beharrell	(HB)	Swansea Bay UHB

### 1. Welcome

SH welcomes active travel stakeholder groups to the meeting. Introductions are made of participants, the groups they are representing and what their interests in active travel are.

## **2. Introduction of Terms of Reference (ToR)**

JP explains terms of reference to the stakeholders, listing the reasons for the active travel stakeholder group and outlines the structure for the group moving forward.

CJ asks how flexible the ToR are and if there is any chance of input into them. JP explains that the group will progress going forward with terms of reference, adjusting as necessary and DH highlights that the ToR are able to be reviewed.

## **3. Overview of Active Travel Act and Swansea's Active Travel Network Map**

JP introduces the Active Travel Act and explains what this important piece of legislation means and how it places a requirement on Local Authorities to improve facilities and prepare maps that identify current and potential future routes for active travel.

JP updates on how the Act informs 'Active Travel Act Design Guidance' which helps people who are responsible for transport policy or delivering active travel schemes make decisions. The key aim is that active travel routes are "safe, direct, cohesive, comfortable and attractive".

JP also brings together other pieces of important legislation such as the Well-Being of Future Generations (Wales) Act 2015 and explores how active travel helps achieve the objectives of this Act.

JP introduces the Wales Transport Strategy – points out in the strategy walking and cycling is the highest priority as it is the most sustainable form of transport, which fits with the recent revisions to the Highway Code, which put the most vulnerable road users (such as pedestrians and cyclists) at the top of a hierarchy of road users.

JP gave an overview of the local context for active travel, including accessibility to cars, statistics on walking and cycling highlighting changing trends and increased use following the pandemic.

JP presents an overview of the Active Travel Network Map, the background behind identifying schemes and the community consultation which resulted in a draft ATNM showing potential future routes which informs the Council's active travel programme.

#### 4. Overview of the Active Travel Fund

JP explains that Welsh Government provides grants for local authorities to look at potential future routes in more detail, and to bid for money to deliver new routes – these two strands of work are known as ‘core allocation’ and ‘main’ scheme funding.

CJ asks whether it is only the Swansea City Council that can bid for active travel funds or can community councils bid as well – JP and DH explain that only the Local Authority can bid for this fund.

JP produces graphs showing that Swansea Council is second in Wales in receiving the most ATF funding from Welsh Government over the last few years, and showing how the total metres of the cycle network in Swansea has grown over recent years.

DH takes over and gives a presentation on recent active travel schemes delivered in Swansea.

DH explains the Council’s ambition on improving provision for active travel in the county and delivering an ambitious programme of active travel schemes.

AG adds that she appreciates the meeting and says that she seeks to engage productively regarding accessibility, and highlights concerns about engagement in the early development stages – happy that progress is being made on this.

AG feels that there is an emphasis on developing routes that are at the benefit of non-disabled people – explains that there needs to be a balance and an open discussion where people’s views are taken into account and acted on. Explains that there are different priorities for different types of disabilities and acknowledges that the job of DH and the Highways team is very difficult in finding solutions that meet the needs of everyone.

CJ agrees with AG and is happy that JP has been hired as a new Active Travel Officer to help improve engagement.

DH acknowledges that not everything delivered has been perfect for all stakeholders and that the delivery team has to consider a broad range of issues ranging from accessibility to ecology, drainage, traffic modelling and land ownership. Underlines the importance of this group for building on engagement.

JC notes that there are similar problems with accessibility for students – explains that there is a diversity of disabilities with

regards to students – happy that the forum is meeting to engage and discuss.

NW says that he has trouble with cars parking on the pavement – has difficulty and sometimes has to go into the road. DH acknowledges this and believes that we need to market the benefits of active travel more to encourage behaviour change.

DH continues presentation on recently completed active travel schemes across the Swansea area, referencing different types of active travel routes and additional benefits such as placemaking features and charitable donations of active travel equipment made to schools by contractors.

CJ believes that shared use path signs are too small and difficult to notice. DH agrees that he is keen to look at solutions in improving Welsh Government guidance on shared use paths.

AG asks if the signage is the standard approach and wonders how people that are visually impaired will be able to see this – explains that without CJ highlighting this in the meeting she wouldn't have been aware of their presence on screen.

JJ brings up proposals around expanding the cycle routes around Morriston Hospital and asks how cycle routes are requested for funding and how a gap in the cycle route is sufficiently addressed.

DH explains that routes are prioritised and developed from the 'Integrated Network Map' (soon to be replaced with 'Active Travel Network Map'), but that the team are always willing to discuss ideas, and that he and JP will be attending a meeting later in the morning to discuss ideas about improving active travel to and from the hospital.

NW also believes that signage is too small – asks if this can be improved on Mumbles cycle and walking path. DH suggests that this can be picked up at a specific workshop with Swansea Disability Liaison Group later in July to discuss this in more detail.

## **5. Overview of Active Travel programme for 2022-2023**

DH introduces current 'main' schemes for delivery and 'core' schemes for development as part of the 2022-23 financial year.

DH explains that there is ambition to work alongside other Local Authorities to work as a broader framework for delivering active travel.

## **6. Active travel news and updates**

JP suggests that it would be useful for stakeholder groups to get in contact with him regarding having some time in future meeting agendas to present on the roles of the organisations they are representing and their activities in relation to active travel.

LP suggests that the language needs to be more accessible for participants in future meetings.

AG thinks it would be ideal to set ground rules so everyone can work within the same framework e.g. use descriptive language when presenting images and less technical language. AG believes that this will improve understanding across stakeholders.

JS thinks that it is important that agendas and policies need to be put in context so that active travel in Swansea can be understood on a regional/national scale.

JC notes that the meeting has been useful and there is a structure that can be employed moving forward e.g. presentations that people can easily follow and understand.

JC highlights how well the Santander Cycle Hire scheme is doing in Swansea over recent months – the University works with Bikeability (which also maintains the cycle hire scheme) to offer cycle training to students and staff – also has accessible bikes brought on campus for students.

JN updated on how the British Horseriding Society are engaging with WG and other bodies to promote horse riding as a means of active travel and ensure it is considered in the development of transport schemes.

DH notes it is positive that the forum meeting today complements Swansea's unique characteristics and that using specialist local knowledge is key to meeting targets.

DH requests for any input or comments on proposed active travel schemes to be brought to him before the next meeting as his team are working at pace to meet challenging timescales for delivery.

## 7. Date of Next Meeting

Wednesday 28<sup>th</sup> September 9:30-11:00 via Microsoft Teams.