



# **CYCLING ACTION PROGRESS MEETING**

**9<sup>TH</sup> APRIL 2013**

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

Apologies: Nick Guy (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 It was confirmed that Fraser Arnot has now left Sustrans to take up a new post with Atkins Consultancy. In the interim period before a replacement is appointed Helen Davies and Ryland Jones will undertake any Area Manager duties.
- 1.3 A outline design for the Mond Crossing (the remaining element of the Clydach Connect2 scheme) has been agreed with Sustrans. It has been agreed that this will be funded by Sustrans grant and Corporate funds and constructed during summer 2013. It was also confirmed that the 'Depot' section of the route is now open to the public.
- 1.4 An outline design for the Tawe Bridges ramp to NCN43 has been prepared along with an cost estimate. It was agreed that, while the cost needed to be revised, the scheme would be included in the works programme for the City Centre Cycle Network. A parapet defect will also be included for resolution.
- 1.5 BG informed the group that he had discussions with the Council's communications team with regards to an article to promote the range of cycling improvements that have been made in recent months. CV asked that rather than having a single large article, that this be spread across a number of articles to ensure better coverage.
- 1.6 DN reported that the issue with near-side indicators at the junction of Fabian Way and Kings Road (Tawe Bridges) had not been resolved and pedestrians and cyclists were able to see the indicators for adjacent crossings. CV agreed to address this issue as a matter of urgency.

**CV**

## **2. Active Travel Bill**

- 2.1 DN confirmed that Wheelrights had submitted a response to the Active Travel Bill Consultation.
- 2.2 It was also announced that Lee Waters (Director of Sustrans Cymru) will shortly be leaving Sustrans to take a new post as Director for the Institute for Welsh Affairs.
- 2.3 BG reported that the Bill was proceeding as planned through the National Assembly for Wales. In advance of the Bill the Welsh Government has announced that a greater proportion of the annual grant funding is to be spent directly on 'active travel' schemes. In Swansea's case this amounts to approximately £300k.

## **3. Boulevard**

- 3.1 The Waterfront Connections routes are due to complete in mid April 2013. DN asked for Wheelrights thanks to be recorded for the Local Authority's work in securing and constructing this particular route enhancement.
- 3.2 BG confirmed that the next phase of the Boulevard scheme was commencing. The phase will upgrade the road from the LC to Wind Street to improve the public realm, construct a priority bus lane and extend the shared use path provision.
- 3.3 The final phase, which will run from Wind Street to the Tawe Bridges, will be constructed during 2014.

## **4. Commuter Cycle Network**

- 4.1 BG presented a proposal which the City & County of Swansea is developing in partnership with Neath Port Talbot County Borough Council (NPT). The scheme will establish an identified commuter route network for cyclists. The outline proposal for the scheme is included in Appendix 1. The network will largely utilise existing infrastructure. However it is intended that the proposal will market these routes in a way to promote the good coverage and provide information on potential journey times to users who may not have cycled recently or at all. The network would assign a colour to each route which would be supported by signage.
- 4.2 NPT has agreed to instruct their design resource to work up the proposal shown in Appendix 1 to a form which could be used to promote the routes to the public. NPT also has an allocation of £150k in 2013/14 to begin to sign the routes; it is intended that they will sign the red and blue routes. The signing standard is yet to be agreed.
- 4.3 This proposal was welcomed by those present. DN asked whether this proposal could be used to deliver the signing schedule that Wheelrights and Sustrans developed in 2011.
- 4.4 ND had previously asked whether an app could be developed to promote the network. BG advised that an existing app called 'CycleStreets' was an excellent resource for national cycle routes and offered journey planning functions. BG will

make enquiries with CycleStreets to determine whether the Commuter Routes could be added to the app. ND also agreed to supply information for a contact in Swansea University who may be able to help in developing a bespoke app should the CycleStreets approach be unfeasible. **BG**  
**ND**

## **5. City Centre Cycle Network**

5.1 BG outlined a proposed City Centre Cycle Network to the group. Having considered a number of iterations it is felt that the current proposal is feasible and delivers a route which is continuous and consistent in its provision. The proposal is included in Appendix 2.

5.2 Regional Transport Consortia Grant funding has been secured in 2013/14 to begin the design and feasibility work and it is expected that the route will be delivered in three phases.

5.3 Small sections of phases 1 and 2 would cross into areas the city centre pedestrian zone. This is likely to be a contentious proposal, although the routes would intersect these areas only at two of its extremities. CV asked that the consultation process should begin as soon as possible in order to deal with these potential issues and minimise the risk to the programme for delivery. It is expected that some elements of Phase 1 could be delivered during 2013/14 if the necessary consents were secured. **BG**

## **6. Kingsbridge Cycle Link**

6.1 Following the previous meeting the City & County of Swansea, Welsh Government and Sustrans jointly petitioned Network Rail to secure a through-access at Gowerton Station in support of the Kingsbridge Cycle Network. Network Rail subsequently agreed to this proposal on the proviso that Arriva Trains Wales also agree to the proposal with no change to their rates as Tennant of the Station. The City & County of Swansea are therefore liaising with Arriva Trains Wales in an attempt to secure this. **BG**

6.2 A funding allocation of £40k is available for 2013/14 to undertake design and feasibility work for the route. It is therefore anticipated that design work can be significantly progressed this financial year.

6.3 DN voiced Wheelrights view that a new bridge to cross the railway line to the west of Gowerton Station should be pursued. While it was acknowledged that this would provide a more direct alignment, it was prohibitive in cost terms at present. DN also asked whether an alternative alignment via Mill Street would be preferable. BG responded that this had been discounted because it was felt that the approach to the Mill Street traffic lights was steep and was unlikely to have the necessary width to allow it to be advocated as a shared use path.

## **7. North Gower Trail**

7.1 There is little reportable progress on the North Gower Trail project. It was important that this is progressed to avoid RDP funding being withdrawn because of the lack of advancement. An allocation of £20k has been secured for 2013/14 to move the project along.

## 8. Clyne Common Link

- 8.1 The group discussed the potential for a Clyne Common Cycle Link, a route which is presently devoid of even a pedestrian footpath provision. An enhanced provision would also serve as an 'Available Walking Route' for Bishopston Comprehensive School.
- 8.2 DN proposed an alternative alignment to provide the link between Mayals and Bishopston, that being to link Westcross Lane to Reigit Lane, thus necessitating a shorter route across the Common.
- 8.3 RW reported that Cllr Lynda James has requested that an on-road advisory cycle lane be established to enhance the provision from Mayals to Southgate. It was agreed that BG would seek a view from Traffic section for the implementation of this as a whole or in part. **BG**

## 9. Seminar

- 9.1 BG confirmed that the first SWWITCH Cycle Design Seminar would take place on 1<sup>st</sup> May 2013. It is expected that 40 technical officers from across the SWWITCH authorities would attend the session which will focus around Manual for Streets 2 and its application.

## 10. AOB

- 10.1 **Gower Cycle Festival:** CF asked whether the City & County of Swansea had been able to make the agreed payment to Wheelrights yet in support of the 2013 Gower Cycle Festival. BG agreed to chase this up as a matter of urgency. **BG**
- 10.2 **Cycle Seminar for Large Employers:** ND stated that he was keen to set up a seminar for large Swansea employers to discuss how cycling might benefit their workforce by promoting local cycle routes and investing in supporting infrastructure. BG suggested that rather than establishing a standalone event, this could be done in partnership with the SNITI group which is an established Travel Plan forum representing the employers based in the Enterprise Park. BG agreed to liaise with Jayne Cornelius the chair of the group to seek her support. **BG**
- 10.3 **Target Areas Cycling Assessment:** ND raised the issue of Target Areas, which are communities within the City & County of Swansea that are identified as being deprived and in need of targeted investment. It was agreed that BG would draft an assessment of cycle route penetration to these areas and draft proposals to link those communities which were lacking in infrastructure. It was also agreed that HD would circulate a paper regarding Transport Poverty that had been prepared by Sustrans. **BG** **HD**

## 11. Date of Next Meeting

- 11.1 The next Cycle Action Progress Meeting will be held on 10<sup>th</sup> July 2013.

# Appendix 1 - Proposed Commuter Cycle Network



