

## Pennard Active Travel

PAT is an informal group of Pennard and Kittle residents, whose aim is to promote and improve active travel to and from Pennard. This includes enabling children to walk or cycle to school, making it safer and more pleasant to cycle to work or to shop and improving provision for horse-riders. The group welcomes everyone and would be keen to recruit those with knowledge of planning, campaigning and attracting funding.

Active travel improves physical and mental health, enables financial savings, reduces congestion and enhances the environment through reduced emissions. The group also supports an enhanced bus service which would reduce road traffic and encourage more people to travel sustainably between our communities.

We look forward to the opening of the Gower Access Path over Clyne common linking Bishopston to Mayals and Swansea. After this we would like to see the further development of infrastructure to Pennard enabling our residents to walk and ride safely to Kittle, Bishopston and Swansea. We know however that the route will be challenging as there are narrow and difficult sections.

It would be sensible to first go for the 'low hanging fruit', ie projects which are relatively cheap and do not involve legal issues such as land acquisition. Here are three suggestions:

- Slow the traffic between Kittle and Southgate by making the speed limit 30 mph between the 20 mph zones. In addition consideration should be given to providing advisory cycle lanes between Pennard church and Southgate. They would serve the purpose of reminding drivers to expect cyclists. Being advisory (broken white line delineation) they can be driven on when not occupied by a cyclist.
- Make the footways on the uphill sides of the Northway and Kittle hills shared use. Slow, uphill cyclists are not a hazard to walkers, of whom there are few on these footways. To meet active travel guidelines they should be 2.0 m wide, separated from the road by a 0.5 m berm. Where there is not space to widen them the existing width of about 1.5 m would be retained. Dropped kerb access near the start of each hill would be required. The photo, taken in Constance, South Germany, shows how this can be achieved. (Note that driving is on the right there.) This provision would benefit drivers as they would not be held up by slow moving cyclists and it would be more pleasant and safer for cyclists.
- Give parents the confidence to encourage their children to walk or cycle to Pennard school. This could be achieved by improving cycle access via Anderson Lane and the playing fields and making the footway on the south side of Pennard Road between Southgate and the school suitable for children to cycle on (or for adults accompanying children).



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