

WHEELRIGHTS Response to Appendix 6 of REGIONAL TRANSPORT PLAN

Appendix 6 of the plan sets out what transport improvements each local authority hopes to deliver in the future. Any plan for improvements in Active Travel provision needs to have an analysis of the current position and the strategy based on SMART goals. i.e that the plans are

Specific – mentioning the priority routes that need to be developed.

Measurable – that a prioritisation tool has been used to assess the likely impact.

Achievable – the routes can be built on land that is publicly owned to the standard specified in the Active Travel Design Guidance.

Realistic – given current financial constraints, less expensive schemes should be promoted.

Timely – each Local Authority should state what improvements it is able to deliver in a 1, 2 and 5 year period and be publicly held to account.

It is extremely frustrating that Swansea has not had a sustainable transport group that involves representatives from the public and private sectors as well as the third sector. It is important that the City Council should take a leading role in organising a group that would produce a sustainable transport strategy that all parties can sign up and promote. It is no longer acceptable for one Council department to work in isolation from other departments, public bodies and organisations. For example, each L.A. Education Dept and every individual School produce improvement/development plans with SMART goals that ensures public accountability. This needs to be the model for transport as well!

Appendix 6 does not offer an analysis of where each local authority is in terms of sustainable transport and how it plans to deliver improvements to meet the goals for modal shift outlined in Llwybr Newydd and the National Transport Delivery Plan.

Wheelrights would wish to suggest that there should be three priorities for the City and County of Swansea. The first two would be able to meet all the SMART goals as set out above.

Priority 1 – to finally finish the National Cycle Network Route 4 which traverses every Local Authority in South West Wales. The one mile improvement needed from Gowerton to Loughor alongside Pont-y-Cob Rd and Culfor Rd has been spoken about for over 25 years! This is the major cycle and walking route between Llanelli and Swansea and the lack of a one mile cycling and walking facility is a continuing embarrassment in Wales' national infrastructure.

Priority 2 – To fill in the missing links that means that about one third of Swansea's Active Travel funded routes are not joined to the Cycle and Walking network. All of the routes mentioned below are less than a mile in length.

- From Penclawdd to Pontycob Rd. Gowerton.
- From DVLA to Morryston Hospital.
- From Morryston Hospital to Llanllienwern Rd.
- Crossing Clase Rd. Morryston to join Foundry Rd.
- Gower College to Singleton Park.
- Gors Ave. to Cwm Rd. Hafod.
- Cwm Rd. to Penfillia Rd.

Priority 3 – To ensure that all the main arterial routes have a designated walking and cycling facility. Those routes that currently lack any provision are:

- Llangyfelach Rd to Llangyfelach.
- Glanmor Rd. and Cockett Rd from Gors Ave. to Fforestfach and then over Mynydd Newydd common to Clase and Morrision.
- Carmarthen Rd. to Pontarddulais Rd Retail Park.
- Walter Rd. Sketty Rd and Gower Rd. to Killay.
- Any connection between Gorseinon/Gowerton/ Waunarlwydd and Fforestfach – a major work and retail hub that does not appear to figure in any transport hub plans.

John, Sayce
Wheelrights Chair
April 2025