

Wheelrights

Notes of meeting on 11th January 2016 in the Environment Centre, SA1 1RY

Present: Dawn Aplin (DA), Simon Bailey (SB), Peter Clarke (PC), Chris Connick (CC), Allyson Evans (AE), Gordon Gibson (GG), Nick Guy (NG), Dale Hall (DH), David Judd (DJ), Mike Lewis (ML), David Naylor (DN), Alice Saville (AS), Chris Walsh (CW).

Apologies: Don Ashman (DA), Phil Brophy (PB), Colin Fielder (CF), Hamish Osborn (HO), John Sayce (JS).

The meeting was chaired by NG.

1. Matters arising from 21 September 2015 meeting.

- (a) Active Travel Act (ATA). (Item 1a) DJ had written to the Welsh Gov. expressing our concern that only NCRs 4 and 43 featured on the Existing Routes Map. Edwina Hart's reply (of 21 October) noted that it was up to LAs to show suitable cycle routes on the ERM.
- (b) Planning applications. (Item 1b) NG had still not received a reply to his email to Planning requesting that we be informed of relevant applications. Sustrans' Lindsey Brown has offered to follow this up.
- (c) Kingsway. (Item 2) DN summarised the response to a recent on-line questionnaire sent to members. There have been 6 responses. The Appendix provides the results. The views of the sixth contributor differ significantly from the rest. No conclusions were drawn.
- (d) Cycle carriage on trains. (Item 3) DN had not written to Mark Youngman of First Great Western regarding cycle provision on their forthcoming London-Swansea electric trains. He had however written to Ian Bullock of Arriva Trains Wales on 2 March 2015 suggesting they follow Scotrail's example and introduce "Scenic Trains" which have generous bike storage. He had had a reply stating that this would be considered, but had heard nothing more. DN agreed to follow this up. **[Action: DN]**
- (e) Trails for Wales. (Item 4) DJ had not responded but said he would. **[Action: DJ]**

2. Gower Cycling Festival.

DN had circulated a draft programme prior to the meeting. Responding to feedback and suggestions he had made more changes than usual. These included rides to the east: to the Bay Campus, up the Afan Valley, and one returning down the Neath Valley. This programme being nearly complete he hoped to upload the Festival web page for 2016 in the near future.

DN suggested a smaller GCF working group than in the past and had approached AE, CF, NG, DH & CW who with him would comprise this. The first meeting is planned for 23 January. (10.00 am on Sat. 23 January in the Civic Centre café.)

3. Report on 1 December Cycle Action Progress meeting.

NG, DN and CW had attended the meeting. NG reported that three new routes were proposed, as follows:

- Morfa Distributor Road. Work has already started on this. A cycle route along it is expected to be open (This spring?) before the road itself. DN had at the CAP raised our concern that the cycle path as presently planned appears not to meet ATA design guidelines in that it lacks continuity across minor junctions. We may have to continue to apply pressure to try and ensure that they are. NG noted that a shared-use bridge over the railway will provide a link between Maliphant Street and the Distributor Road.
- Bonymaen. A new cycle route from Morfa under Nantong Way alongside Pluck Lake to link with the existing route between Atlantic Close and Bonymaen (which goes under both the railway and the A4217) is to be constructed soon.
- City Centre. To compensate for the loss of a west-east cycle route on the Kingsway a zig-zag route from West Way along Singleton, Union and Portland Streets, across the Kingsway and continuing on the north footway is proposed. DN had expressed the view at the CAP that this should not be a through route but simply a means of making the area south of the Kingsway permeable to cyclists. GG supported this but would have the area sign free. It has been accepted that a through route along Wellington Street to Princess Way will be provided. This would form part of a box which would include the Kingsway.

4. **Bike Week.** (11-19 June.)

NG proposed a mass cycle ride. A suggestion that this follow an anti-clockwise circuit round the 'box', bounded by Kingsway, West Way, Wellington St and Princess Way was supported. GG envisaged repeated laps. DJ felt that other events were needed. DH suggested a ride to the Bay Campus, but on a different day. PC: a race up Constitution Hill.

5. **Swansea Cycle Conference.**

NG reported that it would take place in Bike Week. It would involve the counties Swansea, NPT, Carmarthen and Powys. Its theme would be: Education, Health and Regeneration.

6. **Short rides.**

NG, following up an initiative from Rhian Evans to provide easy off-road cycle rides for those who had learnt to ride at our beginners classes, proposed that we get these underway this year. Originally these were to be women-only rides but the feeling of the meeting (including that of the ladies present) was that men should not be excluded. It was agreed that these would start at 10.00am from the Coast Café (just west of the Trafalgar Bridge) and be on the first Monday of each month starting on 4 April. The ride destination would be decided on the day, based on who turned up. DN would put these on the website. **[Action: DN]**

7. **Future meetings.**

It was agreed that we would move away from business only meetings to meetings which featured a speaker, ideally alternating them. The Ben Hamilton-Bailey meeting scheduled for Tuesday, 19 January in the Alex Building on Alexandra Road would serve as the first. (20 places have been reserved for Wheelrights members, who have been informed that they need to email info@trilein.com if they wish to attend.) Suggestions for speakers included somebody from the Welsh Gov. who has recently been to Freiburg to learn about their sustainable infrastructure there (This was from GG.), somebody to speak about the Rhondda Tunnel (from NG) and Rob Penn or somebody from Swansea University (from DN). (Post meeting: Or possibly a film?)

8. **AOB**

(a) Sand on Foreshore. AE noted that this was a problem. While the Council have done what they could using front end loaders this has left a thin layer of sand which can cause difficulties for cyclists. It would appear that different equipment (or lots of people with brushes!) would be needed to clear this. It was suggested she could report this by email to highways@swansea.gov.uk.

(b) Sustrans work camps. DJ is gathering information for a book on these camps and sought contributions from those who had attended them, DN and NG had and offered to help. **[Action: NG, DN]**

(c) Llethrid. A year has passed since DN made a formal application for the public footpath between Park Woods and Llethrid to be upgraded to a restricted Byway, thereby giving cyclists the right to ride on it. He has been advised by a Council legal person that the application is tenth in a queue awaiting consideration. DN on asking what, if anything, can be done to speed thing up, was advised to involve councillors.

7. **Next meeting**

7.00 pm on Monday, 22 February in the Environment Centre.

Notes prepared by
David Naylor (*Wheelrights* secretary)

APPENDIX
Cycling on the Kingsway

Response to December 2016 on-line questionnaire

What do you think of the present (temporary) Kingsway Layout?	What do you think of the 'Green Plaza' proposal?	Any additional comments?	Your main Kingsway use
Unsatisfactory in that it does not allow two way cycling. A two-way cycle path on the redundant W-E bus lane should have been provided.	Excellent, provided it meets Active Travel criteria.	We should try and get the one-way Kingsway cycle-lane changed two-way asp, ie before the long term 'Green Plaza' is constructed.	Cyclist, Motorist
Awful.	Too little information to judge. Depends on layout, appearance and safety	The detailed route does not matter so much as the signage and safety. For example St Helens Road is very unsafe for cyclists.	Motorist
It is no better than the previous arrangement. Crossings for pedestrians are too limited. The cycle lane is dangerous in that buses cross over it to stop and encroach onto it at bends. If people cross without looking they are as much at risk as before.	Not having seen the proposal it is hard to say. Whatever, it must completely segregate pedestrians, cyclists, and motor vehicles. The Metro can be improved, as now the buses are held up unnecessarily at lights, particularly at Civic Centre where priority is given to cars.	Whatever is decided on, no half measures will give a good result as seen on most previous developments. We need a forward looking, dynamic plan. Perhaps the schoolchildren who complained about the poor routes to their schools should also be consulted as obviously from what they say the planners don't have the answers.	Pedestrian, Bus user
Although unsatisfactory, I believe we should now accept this as a temporary fait accompli, whilst campaigning on other priority routes. Meanwhile we should push for two way cycling on Orchard Street, as an important link to Station. Also we should start supporting the Council's long-term radical plans for the Green Plaza.	Fantastic vision to reduce car usage and increase cycling and walking in the key Kingsway area. We should support the Council with this radical plan!	During 2016 Wheelrights should prioritise work with development of the Integrated Network Map, whilst continuing the successful work of Routes Group in prioritising certain key cycle routes	Pedestrian, Motorist
It doesn't seem cycling-friendly.	In principle, it's a nice idea, but the Kingsway has been a car and bus highway for years, and I'm not sure how this can be changed.	The central reservation seems wasted space.	Pedestrian, Cyclist, Bus user
Very good as everybody is travelling in the same direction traffic lights are phased and once you get a green one they are all green. At the bottom of Orchard St the cycle stop line is forward of that for buses which avoids that hemmed in feeling.	One lane for cars and buses in each direction will create bottlenecks for vehicles. The Green Plaza will only be the width of the 2 lanes they take out and half will be needed for a 2 way cycle lane so not much room for greenery and pedestrians. There will still have to be traffic lights unless cross traffic and turning traffic is stopped.	I would like cyclists and traffic completely separated. I think shared pedestrian and cyclists pavements are good eg De la Beche St and Alexandra Road. They have them a lot on the continent where there are a lot more cyclists. There is no need for the Kingsway to be 2 way for cyclists as long as the council provides a route for eastward travel. The Singleton St, Union St and Park St would be a good start	Cyclist, Motorist

