



## **CYCLING ACTION PROGRESS MEETING**

**1<sup>ST</sup> DECEMBER 2015**

Present: Cllr Mark Child (CCS – Cabinet Member for Wellbeing & Healthy City), Chair  
Stuart Davies (CCS – Head of Service, Highways & Transportation)  
Ben George (CCS – Transport Strategy)  
Lindsey Brown (Sustrans)  
Mike Cherry (Bikeability)  
Nick Guy (Wheelrights)  
David Naylor (Wheelrights)  
Chris Walsh (Wheelrights)

Apologies: Cllr Nick Davies (CCS – Cycle Forum Designate)

<p><b>1. Matters Arising</b></p> <p>1.1 BG informed the group that he had passed on the request for an Advanced Stop Line on Gwydr Square to the traffic group and is seeking for these to be installed as budgets allow.</p> <p>1.2 In respect of the request for further advice in respect of the possibility of using Compulsory Purchase Order to progress the North Gower Tail, BG advised that this was partly hampered by the recent retirement of the Council's Officer that dealt with these matters. The latest advice is that an external agent would need to be employed to represent the Council on these matters, furthermore the CPO process would mean that the Council would incur significant legal and professional fees, and would also potentially be open to judicial review, for which the Council would also be liable for the costs. This presents a particular problem as the Council therefore has neither a physical resource nor a budget to explore the development of these scheme at present.</p> <p>1.3 MC reported that he had made some enquiries in respect of the proposal for a shared use path crossing Clyne Common, which would principally act as a safe route to school for those children travelling to Bishopston Comprehensive School. Whilst there seems to be a possibility that this route could be provided as a 'spend to save' initiative, the Council needs to secure further advice in respect of what might be considered 'safe' for a route of this type and location. Advice will therefore be sought from the Police if possible.</p>	<p><b>MC</b></p>
<p><b>2. Kingsway</b></p> <p>2.1 BG outlined the current position with regards to Kingsway; namely that the bus lane had been changed to one-way only used from 1st November 2015. This in turn had led to the provision for cycling also being reduced to one-way. These changes were made in response to public concern and consequently have created an arrangement on Orchard Street and Kingsway whereby there are two lanes for general traffic separated by a central reservation from a one-way bus lane and cycle lane, with all traffic travelling southbound and westbound respectively.</p>	

<p>2.2</p> <p>2.3</p> <p>2.4</p> <p>2.5</p> <p>2.6</p> <p>2.7</p>	<p>Since the previous CAP meeting, Wheelrights had written to the Council on a number of occasions to voice their objection in the reduced provision for cyclists. SD commented that these objections were understood, but was unfortunately a natural consequence of the public pressure for change on the Kingsway. A city centre option had been proposed as an alternative and the Council intended to reinstate two-way movement of cyclists as part of its long term plans for Kingsway. Nevertheless it was recognised that the current arrangement is less than favourable.</p> <p>LB commented that Sustrans are disappointed with the current arrangement, but are keen to focus on, and be involved in, the formulation of the long term solution. LB asked whether the wayfinding strategy for the city centre route could be shared and BG agreed to circulate this for information and comment.</p> <p>NG reiterated that many of the members of Wheelrights are unhappy about the current arrangements and had therefore sought to express this frustration through the Evening Post newspaper. NG asked whether it would be possible to comment on the design proposal for the City Centre route. BG commented that the proposed change to the city centre was intended to be minimal, largely employing only signing and lining interventions, but any comments would be welcomed.</p> <p>MC commented that whilst the order in which city centre regeneration was likely to be undertaken was planned, the timescales were less clear; although it could be approximately 4 years until work to change the Kingsway would commence. BG added that early consultation on the longer term proposals was expected to begin in early 2016.</p> <p>DN commented that, notwithstanding the proposed city centre route, there was a need for a cross city route to replace the function lost on Kingsway. It was suggested that this could be provided along Wellington Street. SD advised that this could be provided as part of the proposed changes to West Way, which is due to commence in early 2016.</p> <p>DN &amp; NG asked whether the works to create a shared use path on Orchard Street could be started in advance of the Kingsway works to complete the city centre cycle route to High Street Station. BG agreed that this would be desirable, however the timescales for when this could be done is determined by Kingsway in order for a consistent street cross section to be created. There is some concern that an early change on Orchard Street could lead to abortive works whilst there is so much uncertainty with Kingsway.</p>	<p>BG</p>
<p><b>3.</b></p> <p>3.1</p> <p>3.2</p>	<p><b>Swansea Bay Cycle Map</b></p> <p>BG reported that the Council had recently appointed a consultant to prepare a cycle map for Swansea Bay. The map, which is being prepared in partnership with Neath Port Talbot County Borough Council, would incorporate the information gathered as part of the Active Travel (Wales) Act Existing Route Map to provide information on cycle routes for the entire Swansea Bay area.</p> <p>A number of those present asked if it would be possible to comment on the draft map to ensure that local routes were included. BG agreed to share a draft with Wheelrights and Sustrans for comment in the coming weeks.</p>	<p>BG</p>

<p><b>4. Code of Conduct</b></p> <p>4.1 BG reported that following a number of reports of antisocial behaviour on the shared use paths in Swansea, and particularly on the foreshore path, that a code of conduct would be included in the Swansea Bay Cycle Map in order to curb some of the poor behaviour being reported.</p> <p>4.2 NG advised that he was also aware of similar reports and had met with some local residents who had experienced poor cyclist' behaviour on a regular basis. NG proposed that the Wheelrights Code of Conduct could be distributed to local cycling groups in order to attempt to improve behaviour.</p> <p>4.3 It was agreed that a joint code of conduct be prepared. BG will circulate the code proposed for inclusion in the Swansea Bay Cycle Map once it has been prepared.</p>	<b>BG</b>
<p><b>5. Morfa Distributor Road</b></p> <p>5.1 BG presented the latest plans for the Morfa Distributor Road which is in the early stages of delivery. It is anticipated that the road will be completed within the next 18 months, although the shared use path that will run adjacent to it is largely complete and will therefore be opened in early 2016 to pedestrians and cyclists. This will provide a wholly new access between New Cut Road and White Rock.</p> <p>5.2 BG informed the group that LB had requested the plans for the Morfa Distributor Road in recent weeks and that the Council had subsequently responded to a number of comments and queries raised by LB on behalf of Sustrans. BG agreed to circulate this report for information.</p> <p>5.3 A number of comments were raised by those present in respect of the design of the route, most prominent of which was the inconvenience caused to cyclists on the adjacent shared use path by the junctions into the river side development areas. Whilst this issue is covered more fully in the report referenced above, BG explained that the side roads had been reduced in number to reduce the inconvenience and likewise the width of these junctions had also be reduced in order to create a smaller crossing distance and lower vehicle speeds.</p> <p>5.4 CW asked whether cyclists could be given priority across these junctions. BG advised that whilst this is a possibility, this would be something to discuss as part of the Section 278 agreements for the sites as they were redeveloped.</p> <p>5.5 NG queried what sort of crossing would be provided on the eastern side of the Maliphant Street Bridge. BG agreed to investigate this and report back to the group.</p> <p>5.6 DN asked whether a central roundabout could be tightened up to reduce vehicle speeds. BG advised that it had already been tightened as far as was practicable and the narrowing of the side entries would serve to better control vehicle speed.</p> <p>5.7 NG asked BG to confirm the opening date for the shared use path and BG agreed to feed this back to the group. BG also agreed to feed back further advice in respect of how the route would connect to existing infrastructure at the north end of Morfa Rd.</p>	<b>BG</b>          <b>BG</b>
<p><b>6. Upper Bank</b></p> <p>6.1 BG advised the group that the works to deliver the Upper Bank cycle route were progressing well. Planning Consent is being sought and it is anticipated that works will commence in January 2016 with a view to completing the route by the end of March 2016.</p>	

<p>6.2 NG asked BG to clarify when NCN43 would be reopened adjacent to the Liberty Stadium. BG agreed to attempt to clarify the timescales.</p>	<p><b>BG</b></p>
<p><b>7. City Centre Bike Ride</b></p> <p>7.1. NG reported that whilst Wheelrights had initially planned to hold a protest ride through the city centre to express frustration with the revised arrangement on Orchard Street and Kingsway, this would now be changed to a ride which would promote the city centre route and to raise awareness for new routes throughout the city centre. The aim of the ride would be to promote safe and convenient cycling.</p> <p>7.2. It is anticipated that this ride will be held on a Sunday in June 2016 to coincide with National Bike Week. NG asked whether the Council could offer any support in promoting the event. MC suggested that the Councillors may be able to support if diary commitments allowed and that the ride would be more successful if it could be tied to other events.</p> <p>7.3. LB suggested that Sustrans and Wheelrights could explore whether they could partner with the Business Improvement District (BID) to offer vouchers and promotions for those taking part in the bike ride.</p>	<p><b>BG</b></p>
<p><b>8. Pontarddulais Link</b></p> <p>8.1 NG reported that Wheelrights were attempting to focus their efforts on two separate routes which would seek to link Grovesend to Pontarddulais. Wheelrights and Sustrans are exploring whether a consultation session could be arranged to gather views on these two routes.</p> <p>8.2 NG asked for assistance in producing large scale maps of the area to aid in these consultations and BG agreed to do so.</p> <p>8.3 NG reported that he has applied to the Swansea Rural Development Partnership and is pleased to announce that he has been allocated a place on the board in order that he might seek funding for the route.</p> <p>8.4 Following a request from NG, BG has agreed to meet with the Planning Policy Team to ensure that the need for a link to Pontarddulais is included in the Local Development Plan.</p>	<p><b>BG</b></p> <p><b>BG</b></p> <p><b>BG</b></p>
<p><b>9. Kingsbridge Link</b></p> <p>9.1 BG reported that he had met with the Councillors for Kingsbridge and Gowerton on the 5<sup>th</sup> November 2015 in order to update them with regards to progress in delivering the Kingsbridge Cycle Link. Council Officers representing the Legal and Corporate Property teams were also in attendance.</p> <p>9.2 A briefing note had been prepared following this meeting and BG agreed to circulate this to the CAP members. Whilst the detail of this note will not be repeated in these notes, a summary is included below:</p> <ul style="list-style-type: none"> <li>• The registration and deregistration of the Common Land will be completed in early December 2015.</li> <li>• Negotiations to secure the land are progressing well.</li> <li>• Once the land has been purchased the Council will need to embark on a lengthy process to remove the Common Land designation in order to allow the route to be built.</li> <li>• The route is expected to take approximately 12 months to construct.</li> </ul>	<p><b>BG</b></p> <p><b>BG</b></p>

<ul style="list-style-type: none"> <li>The current draft works programme anticipates completion of the route no sooner than mid-2018.</li> </ul>	
<p><b>10. 2016/17 Projects</b></p> <p>10.1 LB led a discussion to request that Sustrans and Wheelrights consider which projects they believe should be priorities for Council funding in 2016/17. BG explained that the funding streams were expected to be very tight and constrained beyond the levels of previous years; nevertheless it would be very helpful to understand which schemes would be most desirable to Sustrans and Wheelrights as and when the internal discussions take place.</p> <p>10.2 It was agreed that all groups would feed back any ideas for funding within the next few weeks.</p>	<b>ALL</b>
<p><b>11. Any Other Business</b></p> <p>11.1 NG explained that Wheelrights were working with Sustrans to arrange a Cycling Conference in Swansea which would be held in June 2016, to coincide with Bike Week. The conference addresses would focus upon the smarter use of resources in light of the budget cuts being experienced by Local Authorities. The event will be targeted to speak to Senior Councillors and Officers from the Local Authorities in South West Wales, and will be supported by local cycle groups.</p>	
<p><b>12. Date of Next Meeting</b></p> <p>12.1 The next meeting will be held on:  <b>8<sup>th</sup> March 2016 at 2pm in Civic Centre, Swansea</b></p>	