



CYCLING ACTION PROGRESS MEETING

18TH JULY 2012

Present: Chris Vinestock (CCS – Transportation, Head of Service)
Ben George (CCS – Transport Strategy)
Rob Wachowski (CCS – Walking & Cycling Officer)
Fraser Arnot (Sustrans)
Nick Guy (Wheelrights)
David Naylor (Wheelrights)

Apologies: Colin Fielder (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, although some actions are referenced in the items below as appropriate. A number of the actions relate to items on the meeting agenda and are therefore dealt with in the relevant sections.
- 1.2 RW reported that the link from Tawe Bridges to NCN43 had not been installed because of residual spoil from the reconfiguration works although a design had been agreed. The spoil heap is now in the process of being removed and it should then be feasible to construct the route. It was therefore agreed that RW would seek a cost for the installation of this link and a timescale for construction. **RW**
- 1.3 RW had not managed to make progress with the route on the west side of the Tawe Bridges. It was therefore agreed that RW would seek a cost for undertaking these works and CV would pursue whether there were necessary funds available from the scheme following the resolution of the contractor claims. It was agreed that RW would achieve costings for both schemes by the end of July 2012. **RW
CV
RW**
- 1.4 BG is yet to speak with Jason Rogers to agree a series of pedestrian and cycling press releases to be issued. The articles would include: **BG**
- Near side indicators
 - All cycling improvements
 - Advanced Stop Lines
 - Prohibition of Cycling on pavements
 - Appropriate behaviour on shared use paths
- 1.5 A site meeting was held with RW, FA and DN to discuss national cycle network signing following the last CAP meeting. RW has ensured the outcomes of this meeting are included in a general signing schedule for the area and this has been issued to the Landscape Architect for approval. CV informed that group that the Council is currently developing a signing strategy which will complement and improve signing for cyclists. It was agreed that BG would ensure the needs of cyclists was fed into this process. This will be an item for discussion at the next CAP. **BG**
- 1.6 BG confirmed that Wheelrights' comments relating to the near side indicators at pedestrian crossings were fed into the Road Safety Audit Stage 4. CV agreed to make enquiries as to when these issues will be picked up. **CV**

- 1.7 The Council has made a £150 contribution to the Gower Cycle Festival. NG confirmed that this had been received.
- 2. Cycle Challenge**
- 2.1 NG reported that 486 people had logged trips for the Cycle Challenge so far. It was felt that the weather had adversely impacted upon the potential for the challenge, but there were some encouraging results as the challenge had attracted 120 new cyclists. 85 organisations had signed up to the challenge, exceeding the target set before work began. So far 1877 trips had been logged, averaging 10 miles per trip. The Challenge has now been extended for 1 week, finishing on 28th July in order to try and negate the impact of the wet weather of recent weeks.
- 2.2 It was agreed that BG would speak to the Council's communications team to arrange a global email to all Council staff to encourage a final push. **BG**
- 3. Boulevard**
- 3.1 BG presented the current designs to the group. The design now incorporates a shared use path along the length of the Boulevard, from Tawe Bridges to west of the Civic Centre. This is complemented by raised tables at junctions to improve the continuity of the route. The groups raised a number of comments which have been recorded and attached in Appendix 1. BG will feed these comments into the Boulevard consultation before the closing date on Friday 20th July 2012. **BG**
- 4. Clydach Connect2**
- 4.1 Phase 2 works are now largely completed having been delayed by a few weeks because of a number of queries requiring WEFO to provide a view/consent. Phase 3 is expected to commence in the next few weeks with a view to completing in early September 2012.
- 4.2 The issue with regards to the Sustrans purchase of the Depot from the CCS is still ongoing. BG and CV have met with Sustrans and Land colleagues since the last meeting. While some progress has been made a license to allow Sustrans to open up the route is still outstanding. BG and CV will chase this with the necessary Council departments. **BG
CV**
- 4.3 The Council is still discussing with Sustrans the form of the junction crossing at the Mond. BG has received a number of proposals from the Clydach Connect2 Steering Group and has agreed to feed these into discussions with the design engineers. Sustrans and Wheelrights expressed a preference to install a zebra crossing. BG agreed to take all the proposals into consideration and provide a response following discussion with colleagues. **BG**
- 5. Kingsbridge Cycle Link**
- 5.1 RW has made enquiries with a Council Officer with responsibility for Commons and has received advice on the legal process for constructing a route across Stafford Common.
- 5.2 Following the previous meeting BG had spoken with Traffic Group who had confirmed that they did not have the necessary resource to undertake development of a route on this alignment. BG had also passed the contact details for Network Rail onto Wheelrights. It was therefore agreed that Wheelrights would write to Network Rail to secure passage over the railway line at Gowerton Station utilising the new bridge. CV & BG will discuss how the project can best be resourced from within the Council. **NG
DN
BG
CV**
- 6. North Gower Trail**
- 6.1 No further progress has been made with the North Gower Trail and CV and BG will discuss how this project can best be resourced from within the Council. **BG
CV**
- 7. NCN Signing**
- 7.1 DN queried whether progress had been made to reroute a section of NCN4 in Loughor to

a more favourable alignment. RW reported that he is awaiting a view from Traffic and would press for a response. **RW**

8. Action Plan

8.1 Following the previous meeting RW has sent out the Action Plan to colleagues to collect the views of a number of departments. RW has received these comments, but has not yet incorporated these into the document. It was agreed that RW would discuss these with BG to agree which to incorporate. CV asked that this be completed by the end of July 2012. **RW**

8.2 Wheelrights commented that the timescales of the action plan should be changed to fit with the Active Travel Bill. The action plan will therefore be dated 2011/12 – 1014/15. The group agreed to this suggestion. **RW**

9. Seminar

9.1 The group discussed the need to arrange a cycle design seminar. It was agreed that the seminar would be:

- ½ Day
- Open to as many as possible
- Possibly October 2012
- Topics to be agreed by Transportation Team Leaders.

**BG
CV
FA**

9.2 Once the topics had been agreed by Council Officers, FA will be informed so that Sustrans can provide a more detailed quotation to provide the session.

10. 20 mph Zones

10.1 DN reported that there were changes to legislation which meant that it was easier to introduce 20mph zones. These have been used elsewhere in the UK in an effort to improve road safety and promote cycling.

10.2 CV commented that the view of the existing 20 mph zones was somewhat mixed with some reporting marginal improvements in road safety and other stating that they were largely ineffective. CV also commented that the current budget position was such that there were no available funds to pursue blanket 20 mph zones as the current Road Safety and Safety Camera Partnership funding is geared to provide targeted measures in response to a demonstrable safety concern.

11. AOB

11.1 NG queried whether there was a way of reporting anecdotal safety concerns to the Council where cyclists regularly experience near misses and accidents which would not be represented in the Police data to which the Council would usually refer. CV responded that reports of problem areas would be welcomed where it is felt there is a problem which is unaddressed. It was also agreed that Mark Thomas (Group Leader, Traffic) would be invited to the next CAP meeting to comment on this issue.

11.2 NG asked whether the newly installed VMS signs in the City Centre could be used to promote the Gower Cycle Festival in September. BG agreed to make some enquiries. **BG**

11.3 NG informed the group that following correspondence with Wheelrights, Martin Caton MP had raised an early day motion to debate a move to introduce 'Presumed Liability' to the way in which blame is apportioned in road accidents. Support from 50 MPs will be required to further develop this proposal.

12. Date of Next Meeting

12.1 The next Cycle Action Progress Meeting will be held at the end of September 2012. Mark Thomas (Group Leader, Traffic) will be invited to this.

Appendix 1 – Boulevard Comments

- A.1 Somerset Place: Wheelrights commented that they would like to see this considered as a 20mph zone and also for consideration to be given to the implementation of 'naked streets' principles for this section of road, whereby street clutter is reduced and most significantly that the kerb lines are removed to eliminate all delineation of space to create a space for all users and not distinguish between motorised and non-motorised users.
- A.2 Where raised tables are proposed at LC Service Access, Cambrian Place and Strand Row it was asked whether these could be set back to allow one car to wait off the table in order to join Oystermouth Road traffic. It was felt this would discourage cars from queuing across the table impeding throughput of pedestrians and cyclists.
- A.3 It was asked whether raised tables could be installed at the new Parc Tawe junction and at the LC junction. This would promote a consistent treatment and enhance the continuity of the shared use path.
- A.4 Can cyclists use the bus lane? Can the Council confirm what the width of the bus lane will be?
- A.5 Could the Council consider the use of 'dragon's teeth' line markings on the raised tables to increase motorists' awareness of it as a space where pedestrian and cycle use is also endorsed? If the Boulevard design team would like to see examples where this has been used elsewhere in the UK Sustrans would be happy to supply case examples.