



CYCLING ACTION PROGRESS MEETING

10TH OCTOBER 2012

Present: Chris Vinestock (CCS – Transportation, Head of Service)
Cllr Nick Davies (CCS – Cycle Forum Designate)
Ben George (CCS – Transport Strategy)
Mark Thomas (CCS – Traffic)
Fraser Arnot (Sustrans)
Colin Fielder (Wheelrights)
Nick Guy (Wheelrights)
David Naylor (Wheelrights)

Apologies: Rob Wachowski (CCS – Walking & Cycling Officer)

As this meeting was the first attended by Cllr Nick Davies CV opened the meeting by explaining that the Cycle Action Progress Group is intended to provide a forum for representatives of City and County of Swansea, Wheelrights and Sustrans to provide an overview and update of cycling initiatives and schemes in Swansea. It had been agreed that these meetings will be held on a quarterly basis.

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 BG reported that design of the additional elements at the Tawe Bridges is yet to be undertaken because a lack of resource within the Improvements and Traffic sections to be provide design and cost the link from the northern bridge to NCN43 and the enhanced route on the western bank. It has been agreed that the necessary resource will be given to this in November 2012, with the Traffic Management Group leading on the link from the northern bridge and the Improvements Group leading on the enhancement on the western bank. The delivery of these works will be dependant upon the settlement of the contractor claim and CV will pursue any funding which may then be available.

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1.3 BG has not spoken with Jason Rogers regarding the creation of press releases relating to cycling issues including:

- Near side indicators
- All cycling improvements
- Advanced Stop Lines
- Prohibition of Cycling on pavements
- Appropriate behaviour on shared use paths

BG proposed that the press releases be postponed until the peak cycling season commences in Spring 2013, in order to capture public attention. BG suggested this would also allow for the press releases to publicise the then completed Waterfront Connections route and also the shared use path signage on the foreshore path. This was agreed but an article pertaining to Near Side Indicators will be issued in the near future.

BG

1.4 BG reported that the Wayfinding Signage Strategy is still being developed, although it is anticipated that there will be an opportunity to comment on the proposals in the future. This focussed primarily on pedestrian movements in the city centre. BG reported that the Toucan crossings which surround the city centre have been highlighted as zones where

a particularly increase provision of information will be targeted. This will therefore benefit cyclists directly.

- 1.5 The Action Plan has now been completed and will be circulated to the CAP Members for information. **BG**

2. Boulevard

- 2.1 BG reported that the comments by Wheelrights at the July CAP had been fed into the consultation for consideration.

- 2.2 The Waterfront Connections contract which will deliver a shared use path from the LC to west of Civic Centre west car park, has been awarded to a contractor and is therefore expected to commence construction in November 2012. The route is programmed for completion in March 2013.

- 2.3 The next phase of Boulevard works which will be constructed from the Princess Way to Wind Street is expected to commence in January 2013.

3. Morfa Distributor Road

- 3.1 The MDR is a proposed scheme to create a new road link between New Cut Road and Normandy Road Roundabout. The draft scheme is currently out for consultation with Wheelrights and Sustrans and views are expected to be submitted by Friday 12th October. The route is constrained by existing development and the topography of the area; this means that the viable alignment for the road is narrow. The current design therefore incorporates a continuous footpath to only one side of the carriageway. It is therefore suggested that while the road cannot provide a shared use path it will serve to bring forward the proposed riverside route on the western bank of the Tawe which will have a significant benefit for pedestrians and cyclists. The only feasible means to provide a shared use path along the length of the MDR would be to undertake soil nailing works to an embankment to create sufficient space. This is being explored but is expected to be prohibitively expensive. **BG**

- 3.2 DN queried whether cycling would be permitted on the new bridge. BG will clarify this with Network Rail who will be providing the structure.

- 3.3 MT commented that the creation of the MDR would likely result in much reduced traffic on Neath Road and as a consequence this may be a better option for cyclists in the long term.

- 3.4 Wheelrights and Sustrans would be supportive of the route alongside the MDR if affordable. Both parties also agreed that a link under the cross valley link road to the north would be a preferable aspiration. Wheelrights and Sustrans have also submitted comments in writing and BG agreed to record these formally and provide responses. **BG**

4. Clydach Connect2

- 4.1 BG provided an update that the Phase 2 works are now complete with Phase 3 being very close to its completion also. The routes are due to be formally opened on 7th November 2012.

- 4.2 The negotiations with regards to facilitating access across the Depot are still ongoing, although a solution now seems to have been agreed. It is hoped that this can be resolved in time for the launch. CV is discussing the issue with colleagues with a view to resolution. **CV**

- 4.3 MT reported that following a Road Safety Assessment of the Mond Pedestrian Crossing he is now happy to propose the creation of a straight-across crossing potentially on a raised table. Staggered bollards or pedestrian guard rail will be installed to slow cyclists on approach. A 20 mph zone may also be created either side of this crossing. MT will design and cost the option for proposal to Sustrans. FA agreed to provide examples of **MT**
FA

staggered bollards arrangements to assist in the process.

5. Kingsbridge Cycle Link

- 5.1 This scheme has now been transferred to the Improvements Group for design.
- 5.2 DN has written to Network Rail to request passage for cyclists across the line at Gowerton Station and has received a response which rejected this request. BG has subsequently met with Network Rail representatives to briefly discuss the issue and a letter has now been sent to Network Rail along with a briefing document to outline the context of the route and formally request access through the station. The outcome of this will be reported to the next CAP meeting.
- 5.3 RW has made enquiries with regards to the feasibility of constructing the route across Stafford Common. The feasibility of this is hampered by the land exchange with the Llanelli Link Road still not being completed. However, a contact has now been found within Welsh Government who can advise on the necessary process to explore this option. BG will therefore contact the Welsh Government and report back to the CAP.

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- 5.4 Wheelrights expressed a preference to consider a link across the South Wales Mainline utilising old abutments to the west of Gowerton Station if this was feasible.

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6. North Gower Trail

- 6.1 This scheme has now been transferred to the Improvements Group to be resourced. BG reported that a meeting with the local Councillors was scheduled for 12th October 2012 to discuss a means of taking the project forward.

7. Seminar

- 7.1 Wheelrights proposed two different speakers for the seminar and also suggested that they might be booked annually on an alternating basis.
1. Ian Richardson (CTC) – to present a talk focussed more around policy.
 2. John Grimshaw – to present a talk to the engineering staff with regards to design.
- 7.2 FA reiterated Sustrans offer to provide a focussed seminar for staff. It was agreed that a half day seminar in this format would be the most helpful in terms of fitting in with current workloads.
- 7.3 It was agreed that CV and ND would give consideration to a seminar for Councillors.
- 7.4 CV and BG agreed to set a date and agree a topic for a seminar shortly.
- 7.5 The 'Love Cycling: Go Dutch Conference' was to be held on Tuesday 16th October 2012. It was suggested that the City & County of Swansea should send a representative to this conference. BG agreed to attend.

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8. AOB

- 8.1 DN announced that Presumed Liability had been raised in another Early Day Motion in Parliament (EDM 407) by Julian Huppert MP. It is understood that 56 MPs have signed to support this proposal. This triggers the need to discuss this further within parliament.
- 8.2 NG asked whether the provision of Cycle Training could be discussed at the next meeting. MT agreed to attend again to discuss this. Wheelrights will also invite Mike Cherry to attend as he has the most experience in this area.
- 8.3 An extended discussion took place about measures to deter cycling on pavements. ND cited concerns raised by some of his constituents that cyclists are using the pavement outside of the shops in Killay and are causing a nuisance and also pose a risk to pedestrians. MT has previously reported that standard road signs cannot be installed in this area because there is not a standard sign to prohibit cycling on footways as it is a

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presumption and cycling is only permitted where signed. The Welsh Government would not therefore consent to the installation of 'no cycling' signage. MT is therefore working to install notices which will be in a correct form on footways. MT queried whether an on-road cycle lane would be beneficial. FA queried whether surface markings could be used to help; MT agreed to consider this.

MT

9. Date of Next Meeting

9.1 The next Cycle Action Progress Meeting will be held on 8th January 2013.