



# CYCLING ACTION PROGRESS MEETING

**8<sup>TH</sup> JANUARY 2014**

Present: Cllr Nick Davies (CCS – Cycle Forum Designate)  
 Chris Vinestock (CCS - Transportation, Head of Service)  
 Ben George (CCS – Transport Strategy)  
 Rob Wachowski (CCS – Walking & Cycling Officer)  
 Lindsey Curtis (Sustrans)  
 Helen Davies (Sustrans)  
 Colin Fielder (Wheelrights)  
 Nick Guy (Wheelrights)  
 David Naylor (Wheelrights)  
 Mike Cherry (Bikeability)

<p><b>1.</b></p> <p>1.1</p>	<p><b>Matters Arising</b></p> <p>A number of the actions relate to items on the meeting agenda and are therefore dealt with in the relevant sections.</p>	
<p><b>2.</b></p> <p>2.1</p> <p>2.2</p> <p>2.3</p> <p>2.4</p>	<p><b>Commuter Routes</b></p> <p>BG circulated the latest draft of the map. The changes requested at the last meeting had been incorporated to the map as far as was practicable.</p> <p>The routes from Glynneath to Briton Ferry and parts of the red route from Margam to Briton Ferry had been signed. It is anticipated that signage will begin to be installed within the City &amp; County of Swansea by the end of March 2014. It was agreed that BG would send the signing schedules for the red and yellow routes to Sustrans for comment.</p> <p>It was recommended that the red line be extended to run from Margam to Llanelli, rather than terminating in Mumbles. This would ensure continuity between this route and the NCN4. This proposal was accepted and will be recommended as a change to the emerging plan.</p> <p>DN raised a request to revisit the consideration to revise the NCN4 route as it passes through Loughor. The request to relocate this crossing had been previously raised by Wheelrights although a view had not been taken by Traffic. It was agreed that RW would pursue this point.</p>	<p><b>BG</b></p> <p><b>BG</b></p> <p><b>RW</b></p>
<p><b>3.</b></p> <p>3.1</p> <p>3.2</p> <p>3.3</p>	<p><b>North Gower Trail</b></p> <p>BG informed the group that having continued discussions with the landowner, it was determined that the scheme was unaffordable. Scheme costs were considered to be in excess of £400k which is well beyond the available means.</p> <p>BG will discuss the issue with local Councillors to determine how this project is to proceed.</p> <p>CV asked that a phased approach be pursued, however BG informed the group that the landowner has said that they would be unwilling to pursue a phased approach,</p>	

<p>preferring that the land is purchased in a single transaction.</p> <p>3.4 It was agreed that BG would prepare a paper to set out the work that had been done to develop the scheme to date.</p>	<p><b>BG</b></p>
<p><b>4. Urban Cycle Network</b></p> <p>4.1 BG reported that the works to upgrade the path on the north side of Oystermouth Road would commence in the next 4 weeks. It was also clarified that the crossing at Brynmill Lane would be single stage toucan.</p> <p>4.2 NG cited his concern that there were three side junctions for which priority for movement across these had not been given to cyclists. These are University (out only access) and the entrance and exit to the Recreation Ground car park. BG reported that although this was considered at the design stage and during consultation it was considered that this could not be provided because of concern as to whether this could be achieved safely, without placing the cyclist in potential danger. BG agreed to circulate the consultation report to those who had not had opportunity to see it in order to better understand the reasoning.</p> <p>4.3 BG updated those present with regards to the development of the City Centre Cycle Network. The proposal will be subject to informal discussion by the Council Cabinet on Tuesday 25<sup>th</sup> February 2014. This would give guidance regarding the implementation of the scheme.</p> <p>4.4 NG raised a number of issues for consideration as part of the emerging design for the scheme. These were:</p> <ul style="list-style-type: none"> <li>▪ That signs directing cyclists from Craddock Street to Northampton Lane be better placed to strengthen this link.</li> <li>▪ That segregation of pedestrians and cyclists in the pedestrianised element of Princess Way be considered.</li> <li>▪ Contraflow on Mansell Street.</li> <li>▪ Improvement of Castle Bailey Street</li> <li>▪ Provide a linkage on Singleton Street to the Bus Station.</li> <li>▪ A trial period for cyclists to be allowed to utilise the whole of the pedestrianised zone.</li> </ul> <p>4.5 BG will provide a further update on the development of this scheme to the next meeting.</p>	<p><b>BG</b></p> <p><b>BG</b></p>
<p><b>5. Kingsbridge Cycle Link</b></p> <p>5.1 BG reported that the Council had been working primarily to identify all of the landowners involved in the development of the scheme. Initial contact had been made with one of the major landowners who spoke in favour of allowing the developing the scheme. Further meetings with a major landowner later in January 2014.</p> <p>5.2 It is intended that a funding bid will be submitted to Welsh Government with a view to commencing construction in 2014/15.</p> <p>5.3 NG voiced Wheelrights support for the scheme as a very important missing link in the cycle network. It was also requested that consideration be given to extending the route from Grovesend in the north, initially to Pontarddulais, and onto Ammanford in the long term.</p>	

<p><b>6. Fabian Way</b></p> <p>6.1. BG reported positive news that Network Rail had responded positively to the Council's approach to the principle of constructing a cycle route through Burrow's Yard Sidings. This option would allow the construction of a new cycle route to take pedestrians and cyclists away from the northern footway adjacent to Fabian Way.</p> <p>6.2. Preliminary plans were being prepared in order to commence negotiation with Network Rail. A bid will be submitted to Welsh Government for funding and construction in 2014/15. Should the Network Rail option not be feasible within the available timescales, then a secondary option to widen out the footways on the northern side of Fabian Way will be pursued.</p>	
<p><b>7. Clyne Common</b></p> <p>7.1. DN requested that consideration be given to the construction of a shared use path across Clyne Common to link the communities of Mayals and Bishopston. Two options could be considered, one following the B4436, and the other linking Westcross Lane and Reigit Lane.</p> <p>7.2. BG reported that he was aware of potential discussions to fund the construction of such a path under spend to save regimes in the Council which would enable pupil's resident in Mayals to walk or cycle to school on this new route, rather than by using Local Authority funded transport.</p> <p>7.3. It was agreed that BG would report back on this issue to the next meeting.</p>	<b>BG</b>
<p><b>8. Sailbridge Bollards</b></p> <p>8.1 BG reported that this had been held up by a last minute change in the approvals required to undertake the works, but that it was anticipated the issue would finally be resolved in late January 2014.</p>	
<p><b>9. AOB</b></p> <p>9.1 HD requested that the thanks of the Cycle Action Progress group be passed to Chris Vinestock for his work and support of the meeting over the past few years. BG agreed to pass on these sentiments to Chris Vinestock (who had left the meeting prior to this statement).</p> <p>9.2 NG voiced Wheelrights' desires to promote new routes in the east of the City, to Bonymaen in particular, and also to destinations in the north. BG suggested that these schemes and others could be fed into a refresh of the Cycle Action Plan.</p> <p>9.3 LC spoke to voice the desire of Sustrans to potentially extend NCN43 from its current termination at the Sailbridge to terminate at the junction of Princess Way and Oystermouth Road. The implications of this would be considered at future meetings.</p>	
<p><b>10. AOB</b></p> <p>10.1 The next Cycle Action Progress Meeting will be held on 9<sup>th</sup> April 2014.</p>	