



**CITY & COUNTY OF SWANSEA
DINAS A SIR ABERTAWE**

SWANSEA CYCLE FORUM

**Minutes of Meeting – Wednesday 19 January 2011 at 10:00
Meeting Room 5 (2.3.27), Civic Centre**

Present:

Rob Wachowski (Chair)	RW	CCS Environment Transportation Group
Mike Cherry	MC	BikeAbility Wales (BAW)
Eifion Francis	EF	Wheelrights (WR)
David Naylor	DN	UK Cyclists Organisation (CTC)
Ben George	BG	CCS Environment Transportation Group
Fraser Arnot	FA	Sustrans (Sust)
Colin Fielder	CF	Wheelrights (WR)
Helen Davies	HD	Sustrans (Sust)

Apologies:

Tonia Thomas	CCS Culture & Tourism
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Item		Action
1.0	Apologies	
1.1	Apologies as above.	
2.0	Declarations of Interest	
2.1	None.	
3.0	Minutes of the Last Meeting	
3.1	Agreed.	
4.0	Matters Arising	
4.1	DN 4.1 Gowerton / Kingsbridge Link – WR have now received a reply to the letter to Councillor William Evans and he was very supportive.	
4.2	DN 6.1 Cycling Action Plan – Wants to know if there is an actual document relating to this. RW pointed out that item 6.4 states that WRs’ Wish List would be incorporated into a draft for consultation. BG said he would see that this is followed up and formalised.	BG/RW
5.0	Boulevard	
5.1	BG – The latest design drawings have been circulated to WR for comments. A general arrangement drawing has also been sent to the local access groups for consultation with a view to have a site visit. Design resources were very limited at the moment which means that the originally proposed delivery of the first phase in this financial year would be very tight.	

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5.1 cont.	The latest design is for a 5.0 metre wide shared use path alongside Oystermouth Road and comments have been received from WR and Sustrans. There were many considerations to take into account with the aim of achieving a balance of provision for all users.	
5.2	FA – Sustrans’ view is that there is a lack of north / south links for pedestrians and cyclists that are needed to link the city centre to the maritime quarter. BG said that traffic capacity at various points had to be considered when deciding whether crossing points should be single stage or two stage. He added that the majority of the surfacing would initially be bitmac for ease of construction and until the finishes design was finalised and could be blue pennant for example.	
5.3	DN – At a WR meeting on Monday evening there was also a lot of concern about the same issue and they were supportive of Sustrans’ comments. He said that there did not seem to be a boulevard style design at all. BG explained that the delivery of the scheme will be in phases, Wind Street, Morgans etc. At the moment advance works are in progress that address current traffic conditions in the first instance. The proposed cycle route actually extends beyond the boundary of the boulevard scheme. Pedestrian crossing at West Way. Next financial year the Tawe Bridges scheme is a priority because without this the Boulevard scheme could not happen.	
5.4	BG – The final design will include a 5 metre central reserve to incorporate crossing facilities with landscaping etc. DN said a 5 metre reserve was essential if two stage crossings are to be the final option. BG added that the existing carriageway width was too wide to allow single stage crossings to be incorporated. Somerset Place to the Sail Bridge will incorporate on road cycle lanes.	
5.5	BG – It is intended that the shared use routes will be unsegregated due to surveys that have been carried out and this is likely to be an adopted principle. DN said that the previous plans showed bus lanes along most of the route but this is not clear in the latest scheme. BG stated that this was not yet fully determined because the width of the existing dual carriageway is not to be increased therefore the design is still ongoing. There could be some bus lanes possibly with bus gates and probably not continuous but cyclists should be able to use these where appropriate.	
5.6	DN – The original proposal was to retain existing traffic flows and reduce the speed limit to 20mph but what is the latest situation? BG doesn’t have any detail about this but will follow it up. DN added that the reduction in the number of road junctions and lower speed limit would be acceptable. BG reiterated that there was still the need to maintain traffic flows when increasing pedestrian crossing points but he would push this with the design team. HD put forward Sustrans’ support for 20mph limits but it was agreed that overall this was more of an urban issue.	BG BG
5.7	DN – Although the proposal was for a 5 metre shared path the actual cross section shows a 3 metre path with a 2 metre wide verge for trees and street furniture. This would be ideal for two way cycling without pedestrians but needs to be a clear 4 metres for unsegregated shared use adding that segregation is useful in certain areas. BG to take this forward.	BG
5.8	DN – There is unease about the pinch point at the bus stop alongside the LC and wants to know what if any plans there are for this area. Is it possible to use the LC service lane that runs parallel to this section as a route? BG will look into this. There is also an issue about the street furniture clutter along the route in the adjoining Museum Park area. BG said that this section is still in the design stage and it is intended to widen the route through this area.	BG

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5.9	There was a general discussion about the previous route proposals but it was eventually agreed that efforts should be concentrated on the current alignment.	
5.10	FA – Sustrans feel strongly that there is not enough emphasis on the north south links that were a fundamental part of the original concept of ending the divide between the city centre and the maritime quarter. RW suggested that the views of WR and Sustrans should be put forward to the design team in formal responses. The design team could in turn take these on board and BG to then look at setting up a site meeting with all parties.	
5.11	BG – Serious consideration is being given to reopening the pedestrian tunnel link into the Victoria Quay area from the West Way junction as a shared use route. All agreed this was very good news	
5.12	DN – Again raised the possibility of incorporating the widening of the footway off the promenade from the eastern end of the Civic Centre car park to Argyle Street. BG said that this has always been considered to be outside of the scope of the Boulevard scheme. RW added that after a site visit with Chris Vinestock this was to be given consideration but funding was now being prioritised to complete the cycle link in Loughor as per the following item 7.	
5.13	BG – The Tawe Bridges road scheme is to start early in the next financial year. The Wind Street junction crossing point is to be an 8 metre shared use facility.	
5.14	DN – Asked if consideration could be given to using zebra crossings incorporating a cycle lane on either side to take the shared use routes across minor side road junctions. There was a general discussion in which it was agreed that this would not be feasible in this situation.	
6.0	Connect 2 – Clydach and Penclawdd	
6.1	Clydach	
	<p>HD – Reported on the scheme as follows:</p> <p>Funding:</p> <p>Welsh Assembly Government has allocated £70K towards the canal towpath work which should commence on January 5th if all agreements are secured. There may also be a possibility of further funding for the section between Parc Coed Gwilym to NPT boundary in Trebanos.</p> <p>British Waterways have signed a MoU with Sustrans. This now means that there is access to the Connect2 funding allocated via the BIG Lottery.</p>	
6.2	<p>Land negotiations:</p> <p>The evaluation report for the Depot section has been accepted by both CCS and Sustrans. Sustrans has requested an early access agreement so that the contractors can use the Depot for access on to the canal and to store materials whilst the canal towpath work is in progress. The work should commence in Jan and be completed by mid March.</p> <p>Network Rail has signed the licence for the Afon Tawe bridge and the disused railway section.</p> <p>Vale Inco lease is still with solicitors however this agreement should be completed well in advance of the proposed construction plan.</p>	

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6.3	<p>Planning Application: A planning application was submitted for the work proposed on the canal towpath - we are still awaiting outcome of application. Although BW felt that this was not necessary as the work is classed as permitted development we were instructed by the planners that an application was necessary. This could have implications in terms of timescales however BW are confident that if they start in early January that May Gurney will be able to complete the work in time for the Western Valleys SRA deadline date. A further application will be submitted in the new year for the rest of the route.</p> <p>There has been a delay in processing the application and BG will pursue this.</p>	BG
6.4	<p>Artwork: The portrait bench competition has now closed and the art group has chosen 10 names which will be displayed at the Library, Forge Fach Centre and Glais Post Office. This will allow the community an opportunity to vote for the 3 character to be featured on the bench. The art group hope to locate the bench near the canal towpath near the Parc Coed Gwilym entrance. Ralph Lewis (CCS) is working with the group to discuss further opportunities for art work at this location.</p>	
6.5	<p>It is hoped to have an official opening of Phase 1 of the scheme on May 7th depending on the political elections. EF – When is work expected to start? HD said it would be during the current week.</p>	
6.6	<p>Penclawdd BG – Reported on the scheme and said that drawings were being prepared showing the details of the sections around Halfway House and the electricity sub-station in order to progress land negotiations. FA said that the signing of the MoU by CCS was crucial and BG pointed out that the Legal team had resource because the current case officer is due to retire.</p>	
7.0	<p>Loughor Link</p>	
7.1	<p>RW – During November there had been an offer of funding from the Wales Coastal Path project towards construction of the Loughor link Culfor Road and Parc William. There was a deadline of end of February for the money to be spent and there have been concentrated efforts to deliver this important link. Match funding has been identified from CCS budgets and construction was now due to start.</p>	
8.0	<p>Route Signage</p>	
8.1	<p>DN – There was not yet any feedback on the consultation to the WRs' signage audit from any parties. RW suggested that the proposals should be prioritised and there was a general discussion about various aspects of this.</p>	
8.2	<p>FA commented on this being a good piece of work by WR and that Sustrans should work with CCS on the prioritisation and funding issues. He added that any changes to route alignments should also be agreed with Sustrans in advance.</p>	
9.0	<p>Stricter Liability</p>	
9.1	<p>DN – In road traffic personal injury cases in the UK, the burden of proof is on the victim to prove the other party was negligent. The injured party in a crash between a motor vehicle and a pedestrian or cyclist is most likely to be the vulnerable road user. Under strict liability, the burden of proof is reversed. Vulnerable victims, not drivers, are the ones assumed innocent with regard to causing their injuries. Strict liability already applies to passengers, and many countries in Europe also extend it to vulnerable road victims, e.g. pedestrians and cyclists. Strict liability only applies to civil compensation and does not affect criminal prosecution.</p>	

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9.2	<p>There is now a CTC campaign, amongst others, for the introduction of stricter liability in the UK whereby motorists would be responsible for compensation for injuries to cyclists and pedestrians, unless it was proven that the victim caused the collision. The public are being urged to write to MPs and to this end WR has written to Martin Caton. RW suggested that links to information about this should be posted on cycling websites.</p>	
10.0	Wheelrights	
10.1	<p>DN – Gower Cycling Festival planning meetings have taken place and a smaller working group has been set up. This year the festival will take place from 10-17 September.</p>	
11.0	A.O.B.	
11.1	<p>DN – During Bike Week this year WR are hoping to stage a Commuter Challenge with people using various forms of transport to travel to work and involving South Wales Evening Post. There was a discussion on suitable routes and modes of transport for this and it will be firmed up in the coming months. Another suggestion was for a high profile bike ride similar to those previously staged prior to In Town Without My Car and using the Mumbles Road into the city centre. HD proposed a link with the Cwmtawe Cycle Group ride “43-2-C” and the Clydach Communities First groups to promote Connect2.</p>	
11.2	<p>DN – WR Saturday morning rides have been dropped because of lack of numbers and they would instead be looking at supporting other groups’ rides instead.</p>	
11.3	<p>BG – There has been a recent meeting outlining a proposal for a bypass road scheme along the old railway alignment between Gowerton and Gorseinon but this was not favoured by CCS and councillors were more in agreement for a cycle track as has been the aspiration for many years. Linked to this are outline plans for the re-doubling of the Swansea to Llanelli railway and this would open up the possibility for a bridge needed to serve the extra platform and the potential to complete the cycle link. There would still be the issues of common land and funding.</p>	
12.0	Date of Next Meeting	
12.1	<p>Wednesday 13th April 2011 at 10:00 Meeting Room 3 - 2.2.7, Civic Centre</p>	