

CITY AND COUNTY OF SWANSEA

NOTICE OF MEETING

You are invited to attend a Meeting of the

SERVICES CABINET ADVISORY COMMITTEE

At: Committee Room 3A, Guildhall, Swansea

On: Monday, 9 March 2015

Time: 2.00 pm

AGENDA

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1 Apologies for Absence.	
2 Disclosures of Personal and Prejudicial Interests.	1 - 2
3 Minutes. To approve the Minutes of the Services Advisory Committee held on 9 February 2015.	3 - 6
4 Cycle Action Plan.	7 - 30
5 Work Programme.	31
6 Dates of Future Committee Meetings for 2014/15 Municipal Year (all at 2 p.m.): - <ul style="list-style-type: none">• 13 April 2015	



Patrick Arran
Head of Legal, Democratic Services & Procurement
2 March 2015

Contact: Democratic Services: - 01792 636016

SERVICES CABINET ADVISORY COMMITTEE

Labour Councillors: 9

U C Clay	V M Evans (Chair)
A M Cook	P Lloyd
J P Curtice	G J Tanner
C R Doyle	T M White
N J Davies (Vice-Chair)	

Liberal Democrat Councillors: 2

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Independent Councillor: 1

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Conservative Councillor: 1

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Officers:

Phil Roberts	Director of Place
Martin Nicholls	Chief Operating Officer
Phil Holmes	Head of Economic Regeneration & Planning
Chris Howell	Head of Waste Management
Tracey McNulty	Head of Culture Services
Lee Morgan	Head of Housing & Public Protection
Stuart Davies	Head of Highways & Transportation
Lee Wenham	Head of Marketing, Communications & Scrutiny
Democratic Services	
Archives	

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Disclosures of Interest

To receive Disclosures of Interest from Councillors and Officers

Councillors

Councillors Interests are made in accordance with the provisions of the Code of Conduct adopted by the City and County of Swansea. You must disclose orally to the meeting the existence and nature of that interest.

NOTE: You are requested to identify the Agenda Item / Minute No. / Planning Application No. and Subject Matter to which that interest relates and to enter all declared interests on the sheet provided for that purpose at the meeting.

1. If you have a **Personal Interest** as set out in **Paragraph 10** of the Code, you **MAY STAY, SPEAK AND VOTE** unless it is also a Prejudicial Interest.
2. If you have a Personal Interest which is also a **Prejudicial Interest** as set out in **Paragraph 12** of the Code, then subject to point 3 below, you **MUST WITHDRAW** from the meeting (unless you have obtained a dispensation from the Authority's Standards Committee)
3. Where you have a Prejudicial Interest you may attend the meeting but only for the purpose of making representations, answering questions or giving evidence relating to the business, **provided** that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise. In such a case, you **must withdraw from the meeting immediately after the period for making representations, answering questions, or giving evidence relating to the business has ended**, and in any event before further consideration of the business begins, whether or not the public are allowed to remain in attendance for such consideration (**Paragraph 14** of the Code).
4. Where you have agreement from the Monitoring Officer that the information relating to your Personal Interest is **sensitive information**, as set out in **Paragraph 16** of the Code of Conduct, your obligation to disclose such information is replaced with an obligation to disclose the existence of a personal interest and to confirm that the Monitoring Officer has agreed that the nature of such personal interest is sensitive information.
5. If you are relying on a **grant of a dispensation** by the Standards Committee, you must, before the matter is under consideration:
 - i) Disclose orally both the interest concerned and the existence of the dispensation; and
 - ii) Before or immediately after the close of the meeting give written notification to the Authority containing:

- a) Details of the prejudicial interest;
- b) Details of the business to which the prejudicial interest relates;
- c) Details of, and the date on which, the dispensation was granted; and
- d) Your signature

Officers

Financial Interests

1. If an Officer has a financial interest in any matter which arises for decision at any meeting to which the Officer is reporting or at which the Officer is in attendance involving any member of the Council and /or any third party the Officer shall declare an interest in that matter and take no part in the consideration or determination of the matter and shall withdraw from the meeting while that matter is considered. Any such declaration made in a meeting of a constitutional body shall be recorded in the minutes of that meeting. No Officer shall make a report to a meeting for a decision to be made on any matter in which s/he has a financial interest.
2. A "financial interest" is defined as any interest affecting the financial position of the Officer, either to his/her benefit or to his/her detriment. It also includes an interest on the same basis for any member of the Officers family or a close friend and any company firm or business from which an Officer or a member of his/her family receives any remuneration. There is no financial interest for an Officer where a decision on a report affects all of the Officers of the Council or all of the officers in a Department or Service.

CITY AND COUNTY OF SWANSEA

MINUTES OF THE MEETING OF THE SERVICES CABINET ADVISORY COMMITTEE

HELD AT COMMITTEE ROOM 3, CIVIC CENTRE, SWANSEA
ON MONDAY 9 FEBRUARY 2015 AT 2.00 P.M.

PRESENT: Councillor V M Evans (Chair) presided

Councillor(s):

U C Clay
A M Cook

Councillor(s):

N J Davies
P Lloyd

Councillor(s):

G J Tanner
T M White

Officers:

S Davies - Head of Highways and Transportation
C Swain - Group Leader - Transportation
J Parkhouse - Democratic Services Officer

23. **APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor C R Doyle.

24. **DISCLOSURES OF PERSONAL AND PREJUDICIAL INTERESTS**

In accordance with the Code of Conduct adopted by the City and County of Swansea, the following interest was declared:

Councillor V M Evans - Agenda as a whole - employed by First Great Western - personal.

25. **MINUTES**

RESOLVED that the Minutes of the Meeting of the Services Cabinet Advisory Committee held on 12 January 2015 be approved as a correct record.

26. **BUS QUALITY CONTRACTS AND PARTNERSHIPS**

The Group Leader, Transportation provided a report on Bus Quality Contracts and Partnerships. She outlined the background history of the statutory framework relating to Bus Quality Contracts and Partnerships and highlighted that the Quality Partnership Scheme (Wales) Regulations 2009 provided guidance for the implementation of Statutory Quality Partnerships within Wales.

Minutes of the Meeting of the Services Quality Advisory Committee
(09.02.2015) Cont'd

The provisions of the Quality Contract schemes as contained in the Transport Act 2000 were provided, as amended by the Local Transport Act 2008. This made it easier for Authorities to apply for a scheme and removed the requirement that the scheme must be the only practicable way of implementing the policies in a Local Authority's bus strategy. It was highlighted that in 2011, the Competition Commission put the cost of implementing a Quality Contract scheme at up to £1m with annual running costs of approximately the same amount.

In addition, details regarding Statutory Quality Partnership schemes were outlined and examples of such schemes were provided at Appendix A. Details of the current partnership working with bus operators in Swansea were also provided and it was noted that partnership working with First Cymru had improved over the past year in response to the recommendations of the Scrutiny Inquiry Panel into public transport and social inclusion and also as a result of meetings and correspondence between senior Councillors, Chief Officers and the Managing Director of First Cymru Buses.

Reference was made to the significant changes that had taken place in Welsh Government funding for bus services in recent years and it was noted that the Council had to reduce expenditure on subsidised bus services to the value of £235,000 in response to reductions in funding from Welsh Government and to meet increased local bus service contract prices following a reduction in the level of bus service operator's grant (fuel rebate) paid to bus companies. It was added that in 2014/15, funding from the Welsh Government for subsidised bus services remained at the same level as 2013/14 but as part of the Council's agreed budget proposals, there was a reduction of £70,000 in the budget for subsidised bus services leading to the withdrawal of one bus route.

It was outlined that Quality Contracts required significant long term financial commitment. The statutory consultation process means that there is a long lead-in time prior to the Council applying to the Welsh Government for approval to implement the scheme as there are likely to be objections and claims for compensation from bus companies who would lose their right to offer a service to the public. If the Quality Bus Contract option is to be pursued, more detailed financial costing will be required. The Council's current expenditure on subsidised local bus services is £1.042m, of which £464,000 is Welsh Government grant.

It was concluded that given the uncertainty over funding in the short term, it was unlikely that the Council would be in a position to commit to the long term funding of a Quality Contract or Statutory Quality

Minutes of the Meeting of the Services Quality Advisory Committee
(09.02.2015) Cont'd

Partnership Scheme. There is, however, scope for developing voluntary partnership schemes to achieve the Council's policy commitments as these can be implemented more quickly and do not require the longer term financial commitment associated with a Quality Contract.

Members asked a number of questions of the Officer who responded accordingly. Discussions centred around the following:

- Private cars and taxis using bus/metro lanes, particularly in Hafod;
- Cost implications of bus quality contractschemes;
- The possibility of partnership working along a number of access roads into the city centre, such as Fabian Way, Neath Road, Carmarthen Road and Llangyfelach Road;
- The overspend on the Welsh Government concessionary travel budget mainly due to bus operators in North Wales improperly recording concessionary passenger journeys;
- The lack of co-ordinated transport services within the city centre/Swansea as a whole;
- The general approach of local bus operators to providing a public service;
- The need to make essential improvements to services and to undertake research into the options available.

AGREED that:

- (1) the contents of the report be noted;
- (2) the commitment to pursue quality bus schemes be deferred for further political discussion and reported back to the Committee.

27. **WORK PROGRAMME**

The Chair presented an updated Work Programme 2014/15 for information.

Minutes of the Meeting of the Services Quality Advisory Committee
(09.02.2015) Cont'd

28. **DATES OF FUTURE COMMITTEE MEETINGS FOR 2014/15
MUNICIPAL YEAR**

NOTED the dates of future Committee meetings for the remainder of the 2014/15 Municipal Year.

The meeting ended at 3.35 p.m.

CHAIR

S: Services Cabinet Advisory Committee - 9 February 2015
(JEP)



CYCLE ACTION PLAN REPORT

TO THE CABINET ADVISORY COMMITTEE

1. INTRODUCTION

- 1.1 The City & County of Swansea prepared a Cycle Action Plan in 2012 to act as a daughter document to the Regional Transport Plan (2010 – 2015). The Cycle Action Plan (2012 – 2014) was developed in conjunction with the Cycle Forum and its successor the Cycle Action Progress Meeting, which is a forum of Council Officers and cycling interest groups. The Action Plan is included in Appendix 1.
- 1.2 The Action Plan provides an additional policy commentary to that contained within the Regional Transport Plan, and was developed to clarify how the Council develops and delivers walking and cycling projects.
- 1.3 The Cycle Action Plan is now three years old and members of the Cycle Action Progress Group have asked for it to be refreshed to bring it up to date and to align it with the Local Transport Plan (2015 – 2020), the successor to the Regional Transport Plan.

2. CYCLE ACTION PLAN

- 2.1 The Action Plan has two programme elements, one of which is aimed at reducing the barriers to cycling by improving the opportunity and accessibility to the existing infrastructures (Behavioural Change) and the other which is focussed wholly upon the provision of new infrastructure and routes.
- 2.2 *BEHAVIOURAL CHANGE*: The programmes seek to address the harder and softer measures required to bring about a sustained modal shift to cycling within the City & County of Swansea. The programme focusses upon behavioural change, targets 12 themes which are designed to support the move to making cycling a more conventional part of societies daily travel habits. This programme can be found on page eight of the attached Appendix.
- 2.3 Behavioural Change programmes traditionally require a significant investment of revenue and man hours in order to deliver a consistent message to as wide an audience as possible. The reduction in available funding since the publication of the plan has meant that there has been no available revenue budget to deliver these elements, although some promotion has been achieved where it could be delivered as part of a capital scheme. The examples of where this has been done are:
 - The production of a promotional leaflet for National Cycle Network route 43 which has been distributed to via Council buildings and the Tourist Information Centres.
 - The Swansea Bay Cycle Routes project which was undertaken in partnership with Neath Port Talbot County Borough Council. This included signage of the cycle routes across the two Council areas and production of a 'tube style' map of the cycle routes.

This project was accompanied by an intensive radio campaign which ran for a number of months to publicise the routes.

- 2.4 The funding available for maintenance of the cycle routes this year is £21.5k. This small fund means that it cannot be used for behavioural change initiatives.
- 2.5 *INFRASTRUCTURE*: The second programme contains a number of proposed new cycle routes or supporting infrastructure which the Council would like to deliver. The majority of these schemes are also included in the Local Transport Plan, although there are a number which are not. These would need to be added to the LTPs programme as and when their delivery is sought.
- 2.6 The City & County of Swansea benefits from an excellent strategic cycle network which surrounds the City on three sides, facilitating strategic off-road connectivity for walking and cycling. There are however a number of opportunities to provide additional connectivity through links into this established network. The Cycle Forum and its successor the Cycle Action Progress Group have provided an effective channel for local cycling groups to highlight issues they consider a priority to the Council. The Action Plan attempted to rationalise the number of proposed schemes into a more manageable so that efforts could be focussed on delivery of schemes, rather than continually adding to the list by identifying new opportunities.

3. LOCAL TRANSPORT PLAN & LOCAL TRANSPORT FUND

- 3.1. The Local Transport Plan (2015 – 2020) was adopted by Council on 24th February 2015. This joint plan provides the overarching transport strategy and policy for South West Wales, having been adopted by Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council and the City & County of Swansea. The plan includes individual programmes for each of the Council areas and this is included in Appendix 2.
- 3.2. The number of schemes included in the Local Transport Plan (8) is less than that included in the Cycle Action Plan (14). This is not because the omitted schemes are not considered to be legitimate aspirations, but rather that the Council is keen to ensure proportionality in its transport infrastructure programme in line with the potential funding opportunities. The Local Transport Plan is supplemented by the Local Transport Fund and the Council bids for these funds on an annual basis. As of 2014/15 the annual budget for the Local Transport Fund is £15m which is allocated to schemes across the 22 Local Authority areas in Wales. Spend must be made in year and cannot include preparatory works schemes (e.g. feasibility). This greatly constrains the number of schemes which can be delivered and consequently, only those which have a realistic prospect of being delivered within the term of the plan have been included. Nevertheless, the walking and cycling schemes generally score quite well within the agreed prioritisation mechanisms and it can be expected that these projects will have a prominent place within the Council's funding bids.

4. CHANGING COUNCIL RESOURCES

- 4.1 The Council is currently experiencing a period of unprecedented budget cuts. This has a number of direct implications upon the Council's ability to service and develop a refreshed Cycle Action Plan.
- 4.2 the council funding for cycle route maintenance in 2014/15 is £21.5k revenue and £30k in capital funds. These funds provide the means to maintain the existing assets, and are not sufficient for the delivery of any new promotional materials or infrastructure.

4.3 The Council's Walking & Cycling Officer retired in 2014, and has not been replaced as part of the budget savings programme. The delivery of walking and cycling schemes is now managed primarily by the Transport Strategy Officer but the loss of this staff resource has meant that there is no capacity to undertake promotional and development work.

5. CONCLUSIONS

5.1 The Cycle Action Plan sets out its policy and programme ambitions for cycling investment. The delivery of the programme has however been hampered by the funding cuts of recent years to both the revenue and capital streams and the loss of the Council's Walking & Cycling Officer.

5.2 The Local Transport Plan (2015-2020) provides an updated programme for transport infrastructure, including walking and cycling schemes, over the next five years. This plan is a statutory document, which has been adopted by Council, and is associated with the Local Transport Fund. The reductions in Council funding and resource is such that it is recommended that the Cycle Action Plan as a standalone document is not refreshed, but that the programme included in the Local Transport Plan be used instead .

5.3 The quarterly Cycle Action Progress Meetings, which are Chaired by Councillor Nick Davies, have proved a valuable resource which ensures accountability for the Council's work in promoting walking and cycling. It is recommended that this be maintained in order to ensure that the available resources are used in the most effective way.



SWANSEA

CYCLING ACTION PLAN

2012 – 2014

1. Introduction

The Swansea Cycling Action Plan (Action Plan) is a daughter document to the Regional Transport Plan (RTP). The Action Plan sets out a range of actions that the Council will use to deliver increased levels of cycling. In essence, it sets the framework for the implementation of measures that reflect the primary importance of sustainable travel in our daily lives.

This Action Plan is informed by the Welsh Government's "A Walking & Cycling Action Plan for Wales 2009 - 2013" and therefore wherever possible it will follow the same arrangement so as to enable easy cross referencing and monitoring of both.

Development of the Action Plan

The City & County of Swansea Environment, Regeneration and Culture Overview committee undertook a review of the Local Transport Plan Cycling Strategy (2000) in June 2008. The purpose of the review was to develop and promote cycling in Swansea as an environmental and healthy form of travel for both transportation and leisure. Consultation on the review took four main forms:

- A public questionnaire
- Consultation and workshops with Year 9 pupils at Morrision Comprehensive School
- A City Centre Cycle ride with Councillors and Key Stakeholders
- Task and Finish groups in consultation with Sustrans and local cycle group Wheelrights

The review culminated in the creation of a Walking and Cycling Action Plan for Swansea which had a number of actions to be completed within 12 months of approval by the Overview Committee. The items included within the 2008 action plan have now been achieved.

The next stage was to produce an Action Plan that deals with cycling only, because although there are clear synergies between walking and cycling it was decided to clearly identify the specific requirements of cycling. It is anticipated that the Action Plan will underpin the council's compliance with the Active Travel (Wales) Bill subject to its progress through the legislative procedures of the Welsh Government.

The Current Situation: Cycling in Swansea

Cycling can offer cheap, accessible, healthy and environmentally friendly means of making local journeys and can provide effective alternatives to short car trips and also longer distance journeys when combined with public transport. Cycling has a key role to play in meeting local accessibility needs and reducing transport pressures, particularly when considering that most journeys people make are local and a high proportion of car trips are quite short.

Cycling can help to support local facilities, regenerate communities and tackle social exclusion. These benefits can largely be explained by the higher degree of interaction with the public realm experienced when cycling as opposed to other modes of transport. These outcomes are particularly desirable in the City & County of Swansea, where 28.5% of households do not have access to a car.

Around 8% of car journeys in Wales are less than 1 mile, 26% are under 2 miles and 60% under 5 miles (*Source: National Travel Survey 1999-2001*). For these distances, cycling can both offer viable and attractive alternatives and when undertaken regularly can provide tremendous benefits for peoples' health by helping to prevent illnesses such as coronary heart disease and obesity problems that are so prevalent in many parts of south Wales.

The City & County of Swansea benefits from 54km of designated cycle routes (Appendix B). The shared use promenade which runs along the seafront is recognised as being the busiest cycle route in Wales with around 150,000 trips per annum. Significant increases in cycling have also been experienced in recent years with a rise of up to 30% being noted between 2008 and 2011 on the busiest parts of the network.

2. Purpose and Scope of the Action Plan

The aim of this Action Plan is to promote the role of cycling in the City & County of Swansea and set out a programme of measures which can be delivered over the next two years as funding allows. The plan will establish the means by which the City & County of Swansea will seek to build upon the increases in cycling and improvements to cycling infrastructure. This will contribute to reducing car journeys which in turn will help mitigate the serious pollution problems in parts of the city.

Implementation

The key to the successful implementation of the Cycle Action Plan will lie in its integration with the delivery of a wide range of transport and non-transport schemes and through harnessing their financial resources. It is imperative that elements of this action plan be funded by sources including both public and private sources.

The framework for implementing the strategy is set out in the Action Plan below and identifies the key delivery mechanisms, partners, outcomes and evaluation mechanisms for each of the objectives and actions under the six strategic themes.

The Action Plan covers a two year period from 2012 to 2014 and includes an indicative timetable for delivery for each of the actions. There is also a list of proposed schemes linked to the Action Plan contained in Appendix A.

It is intended that the delivery of the Action Plan will be integrated with the delivery of the Regional Transport Plan programme as necessary and appropriate.

Funding & Resources

Delivery of the action plan will require appropriate levels of capital and revenue funding from core transport budgets combined with a range of non-transport funding sources.

EU Convergence Funding provides a good means of match funding to enhance cycle infrastructure, however this source is scheduled to run from 2007 to 2013 and therefore will cease before timescales of this action plan. However, Convergence Funding is likely to be

available only for the more substantial proposals and it will therefore be important to take advantage of every available funding source, both external grant mechanisms and corporate budgets, to secure necessary funding.

In terms of sport and recreation, funding for cycling development opportunities is forthcoming through Sport Wales and Welsh Cycling, the National Governing Body of Sport

It is essential that the resources made available to the City & County of Swansea through the Regional Transport Plan funding mechanism be matched with other sources in order to maximise the value and impact of investment.

It is important to take advantage of opportunities to secure planning gains through local planning policies and the Development Control process. This must be done on a proactive basis at local level, through the Local Development Plan, supplementary planning guidance and planning briefs in relation to specific development sites.

This approach will ensure that walking and cycling facilities are provided on a more systematic basis as a means of redressing the transport impacts of new developments.

The Welsh Government's "A Walking & Cycling Action Plan for Wales 2009 - 2013"

The Swansea Action Plan will also integrate with the aims of the Wales Action Plan:

- Set out the key objectives for developing cycling as part of the overall transport strategy for Swansea, with a particular emphasis on journeys to and from the urban centre.
- Identify actions required to achieve these objectives.
- Provide a framework for the delivery of these actions.

The core objectives are to:

- Improve the health and well-being of the population through increased physical activity
- Improve the local environment for cyclists
- Encourage sustainable travel as a practical step in combating climate change
- Increase levels of cycling through promotion of facilities
- Ensure that cycling is prioritised in crosscutting policies, guidance and funding

The Action Plan contains a range of actions grouped under the following four themes.

- A. **Changing Behaviour** - Cycling to make an increasing contribution towards climate change targets and raising levels of physical activity.
- B. **Sustainable Travel encouraged via better Walking and Cycling Infrastructure** - To create safe, attractive and convenient infrastructure for cycle travel.
- C. **Policy Objectives** - Ensure that cycling is included in cross-cutting policies, guidance and funding.
- D. **Evaluation** - To enable the council and delivery partners to track progress in delivering the actions of this Plan and intended outcomes.

3. CYCLING ACTION PLAN

	Aims	Actions	Partners	Timescale
A	Promoting Behavioural Change			
	Aim: Cycling to make an increasing contribution towards climate change targets and raising levels of physical activity			
1	Increase the numbers of adults cycling to work and for other everyday transport purposes.	<ul style="list-style-type: none"> a) Encourage employers to increase the number of staff travelling to work in a sustainable way, for example, participation in the Swansea Cycle Challenge. b) Assist in achieving the Gold Corporate Health Standard, for example by providing pool bikes. c) Review the CCS bike allowance scheme. d) Deliver at least 1 more CCS cycle to work scheme e) Review the future of the CCS cycle to work scheme. 	<ul style="list-style-type: none"> a) SWWITCH, SNITI, SA1, Sustrans Active Travel (AT) Local Health Board b) CCS Occupational Health CCS Sports Development CCS Transportation c) CCS Transportation d, e) CCS Sports Development 	<ul style="list-style-type: none"> a) Ongoing b) August 2012 c) 2012/13 d) 2012/13 e) Mar 13
2	Increase the numbers of children/young people cycling to schools, colleges and universities, and for other purposes.	<ul style="list-style-type: none"> a) Develop school Travel Plans. b) Encourage Bike It projects. c) Develop more "Safe Routes In Communities". d) Healthy schools (linking with 5/6 participation). 	<ul style="list-style-type: none"> a, b) CCS Road Safety Team, Schools, Universities and Colleges, Sustrans (AT) c) CCS Road Safety Team d) CCS Sports Development 	All ongoing

3	Provision of Cycle Training (to National Standards).	<ul style="list-style-type: none"> a) Provide cycle Training for children. b) Provide cycle training for adults. c) Train more Trainers. d) Train local clubs/coaches to NGB standard to deliver 'go ride' opportunities. 	<ul style="list-style-type: none"> a, b, c) CCS Road Safety Team Wheelrights, BikeAbility Wales d) CCS Sports Development 	<ul style="list-style-type: none"> a) Ongoing b) Ongoing c) d) Mar 13
4	Promote the wide range of benefits that can be achieved through cycling.	<ul style="list-style-type: none"> a) Participate in the "Change for Life" campaign. b) Develop the "Swansea Change for Life" campaign. c) Review and update the CCS Cycling Website. d) Distribution of Swansea Bike Maps. e) Promote opportunities to schools through 5x60 f) Identify Young Ambassadors for Cycling through Dragon Sport & 5x60 	<ul style="list-style-type: none"> a, b) CCS Sports Development CCS Parks Development c) CCS Transportation d) CCS Transportation, Sustrans (AT), SWWITCH, Wheelrights e,f) CCS Sports Development 	All ongoing
5	Encourage cycling through effective Travel Planning.	<ul style="list-style-type: none"> a) Encourage employers outside of the planning process and schools to develop Travel Plans. b) Effective programme of "Cycling Champions" in work places. 	<ul style="list-style-type: none"> a) SWWITCH, Sustrans (AT) Schools b) SWWITCH 	All ongoing

	Aims	Actions	Partners	Timescale
A	Promoting Behavioural Change			
	Aim: Cycling to make an increasing contribution towards climate change targets and raising levels of physical activity			
6	Support local and national Initiatives to increase levels of cycling by organising a variety of events including commuter travel.	<ul style="list-style-type: none"> a) Bike Week. b) Swansea Cycle Challenge. c) Gower Cycling Festival. d) Summer of Cycling. e) Kids of steel 	<ul style="list-style-type: none"> a, b, c, d) CCS Transportation CCS Tourism, WR, CTC, SustransTechnical (Tech) b) Employers e) CCS Sports Development 	All ongoing
Page 17	Encourage cycling as a means of tackling problems associated with low levels of physical activity.	<ul style="list-style-type: none"> a) Encourage sustainable “Exercise Referral Schemes”. b) Promote Swansea as a “Healthy City”. c) Target hard to reach groups. 	<ul style="list-style-type: none"> a, b, c) CCS Health & Wellbeing CCS Sports Development Local Health Board Communities First Teams 	All Ongoing
8	Increase cycling for travel to hospitals.	<ul style="list-style-type: none"> a) Ensure that sustainable and active travel is encouraged. b) Promote the adoption of the NHS Travel Plan Toolkit. 	<ul style="list-style-type: none"> a) Local Health Board, SWWITCH, Sustrans (AT) b) Local Health Board 	All ongoing

9	Maximise the contribution that cycling can make to increasing sustainable tourism and make Swansea a premier destination for cycling tourists.	<ul style="list-style-type: none"> a) Improve the quality of the cycling tourism product. b) Promote more cycle-friendly accommodation. c) Promote local cycling activities and events. d) All non cycling tourism leaflets to include NCN cycle routes and travel information by bike where possible. 	<ul style="list-style-type: none"> a,b,c,d) CCS Tourism b,c) CCS Transportation 	
10	Make Swansea a premier destination for cycling events.	<ul style="list-style-type: none"> a) Create a Cycle Tourism Strategy as a key means of increasing cycle tourism. b) Encourage high standards in existing and new cycling events in Swansea. CCS Special Events will continue to liaise with WG and private enterprise to develop this. c) Investigate opportunities to improve existing and create new infrastructure for mtb and bmx 	<ul style="list-style-type: none"> a) CCS Tourism b) WG Major Events Unit CCS Special Events c) CCS Sports Development CCS Parks development 	<ul style="list-style-type: none"> a) Spring 2013 b) On going c) Mar 13

	Aims	Actions	Partners	Timescale
A	Promoting Behavioural Change			
	Aim: Cycling to make an increasing contribution towards climate change targets and raising levels of physical activity			
11	Cycling for sport and active recreation is promoted, particularly amongst children, young people and people with disabilities.	<ul style="list-style-type: none"> a) Identify and support talent across all cycling disciplines. b) Ensure that the legacy benefits of the London 2012 Olympics are maximised for Swansea. c) Develop and promote the Killay Pump track, and the Clyne Valley and Kilvey Hill MTB trails and other bmx and mtb developments. d) Support the work of BikeAbility Wales in providing cycling opportunities for the disabled. e) Develop school and community based cycle clubs f) Promote cycling as a Focus Sport for Swansea 	<ul style="list-style-type: none"> a, b, c, e, f) CCS Sports Development c) CCS Tourism WR, CTC Bike Shops d) CCS Transportation e) CCS Sports Development CCS Parks Development 	<ul style="list-style-type: none"> a-d) Ongoing e) Mar 13 f) Ongoing
12	Showcase and share best practise in delivery and promotion of cycling routes.	<ul style="list-style-type: none"> a) Develop a cycling infrastructure benchmarking programme in Wales. 	<ul style="list-style-type: none"> a) WG SwwITCH 	?

	Aims	Actions	Partners	Timescale
B	Sustainable Travel encouraged via better Cycling Infrastructure			
	Aim: To create safe, attractive and convenient infrastructure for cycle travel			
13	Increase cycling trips made in conjunction with public transport.	<ul style="list-style-type: none"> a) Safe Routes in Communities to contribute towards increasing safe cycling routes and high quality facilities at public transport interchanges. b) Prioritise cycling in public transport investment decisions. 	<ul style="list-style-type: none"> a) CCS Road Safety Team b) SWWITCH Public Transport Operators 	<ul style="list-style-type: none"> a) 2013 b)
14 Page 20	Maximise the opportunities for cycle carriage on public transport.	<ul style="list-style-type: none"> a) WG, SWWITCH and CCS to engage with public transport operators to improve the provision for cycles on new and existing trains, buses and long distance coaches and associated promotion of new services. b) Encourage secure cycle parking at public transport interchanges and ensure new interchanges include appropriate facilities. 	<ul style="list-style-type: none"> a, b) WG, SWWITCH CCS Transportation Public Transport Operators 	<ul style="list-style-type: none"> a) b) Ongoing

15	Increase the numbers of people cycling by taking measures to protect vulnerable road users.	<ul style="list-style-type: none"> a) Investigate Trunk Road Improvement funding to provide cycling infrastructure at M4 Junction 45. b) Increased provision of safe traffic free cycling routes to workplaces and key destinations within communities eg Safe Routes in Communities funding. c) Develop more 20 mph zones. d) Continue to develop WG Road Safety Delivery Plan 	<ul style="list-style-type: none"> a) South Wales Trunk Road Agency (SWTRA) b) WG, SWWITCH c) CCS Road Safety Team d) CCS Road Safety Team 	<ul style="list-style-type: none"> a) 2012/13 b, c) Ongoing d) Ongoing
16 Page 21	Provide high quality cycle parking and changing facilities for use by cyclists.	<ul style="list-style-type: none"> a) CCS to adopt standards for secure cycle parking provision that follows best practise. b) Key public sector bodies to encourage more employees to cycle to work eg through the provision of changing facilities. 	<ul style="list-style-type: none"> a) CCS Planning b) Universities and Colleges Local Health Board 	<ul style="list-style-type: none"> a) 2013/14 b) Ongoing

	Aims	Actions	Partners	Timescale
B	Sustainable Travel encouraged via better Cycling Infrastructure			
	Aim: To create safe, attractive and convenient infrastructure for cycle travel			
17	Cycle routes to be adequately and suitably signed.	a) Continue to support inspection and maintenance of cycle route network signage. b) Encourage provision of artwork and interpretation along cycle routes. c) Way mark mtb trails d) Appropriate usage/safety signage to be provided at bmx/pump tracks	a) WG, SWWITCH, CCS Highways CCS Transportation b) WG, SWWITCH, Sustrans (Tech) c, d) CCS Sports Development CCS Parks Development	a) Ongoing b) c) Mar 13 d) mar 13
18	Continue development of National and Local cycle networks through partnerships with SWWITCH and Sustrans.	a) Continued support of the Sustrans Connect2 project in Clydach b) Ensure cycle networks are properly maintained	a) WG, SWWITCH, CCS Transportation b) CCS Highways, CCS Transportation, Sustrans (Tech)	a) Ongoing b) Ongoing
19	Increase the extent and usability of the Rights of Way network available to cyclists and disabled people.	a) Rights of Way Improvement Plans to be progressed to take into account the needs of cyclists and disabled users.	a) CCS Rights of Way	a)

20	Encourage use of forestry, countryside and coast for cycling.	<ul style="list-style-type: none"> a) Ensure strategic development, maintenance and promotion of mountain bike trails is supported. b) The Wales Coastal Path to include provision for cycling at appropriate locations. c) Development of new/upgraded BMX tracks d) Development of new mtb trail e) Investigate options for mtb jump sites f) Work with Bay Sports to develop increased opportunities for cycle hire on Swansea promenade 	<ul style="list-style-type: none"> a) CCS Parks Development CCS Tourism b) CCS Rights of Way c-f) CCS Parks Development 	<ul style="list-style-type: none"> a) Ongoing b) Feb 12 c) Mar 13 d) Mar 13 e) Sept 12 f) Mar 13
21	Ensure high standards of technical excellence in the provision of infrastructure for cycling and to improve access for disabled people.	<ul style="list-style-type: none"> a) Ensure highways engineers and planners implement design and technical guidance. b) Ensure good on road provision for cycling. c) New transport, land use and planning decisions to be assessed to ensure good access for cyclists. d) Organise annual training and information seminars for appropriate staff and council members. 	<ul style="list-style-type: none"> a-c) CCS Improvements CCS Highways CCS Planning d) CCS Transportation, WR, Sustrans (Tech) 	<ul style="list-style-type: none"> a) 2012/13 b) 2012/14 c) Ongoing d) Ongoing

C	Policy Objectives
	Aim: Ensure that cycling is included as a priority in cross-cutting policies, guidance and funding

Swansea Council 2001 Cycling Strategy

Swansea Council developed and published its Cycling Strategy in 2001.

Through this strategy various initiatives have been taken forward, such as new cycle routes and other initiatives throughout the county. But it is now considered that, ten years on, there is a heightened awareness of the local and global importance of embracing travel behaviour change and adopting more sustainable travel modes. The opportunity is right to enhance and expand investment and resources on initiatives that seek to encourage greater levels of cycling.

Support for cycling has been clearly stated by national, regional and local bodies within recently published transport strategies, most notably the Wales Transport Strategy, the National Transport Plan and the SWWITCH Regional Transport Plan. Figure 1.1 below outlines the hierarchical position of the Swansea Cycling Action Plan within the wider national, regional and local transport policy framework.

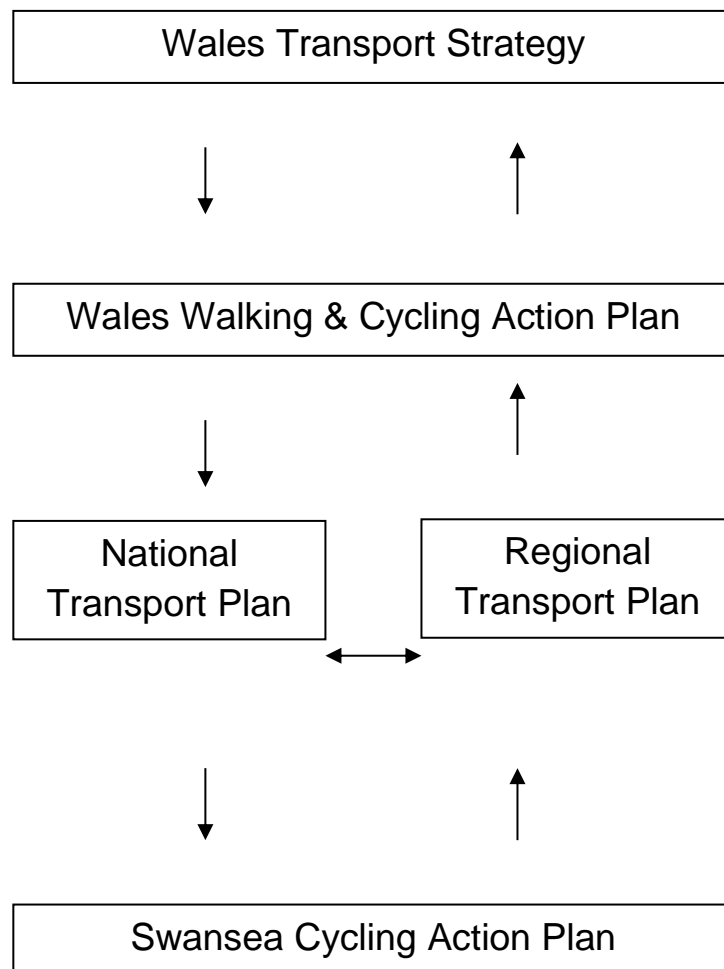


Figure 1.1 – Links with Local, Regional and National Transport Strategies

Delivery of this Action Plan will also help to achieve the wider objectives included in the Council's environmental policy objectives, which in turn is linked to the Welsh Government's Strategic Objectives and National Outcomes. A description of how the Cycling Action Plan could help deliver the Welsh Government's Strategic Objectives is provided in Figure 1.2 below.

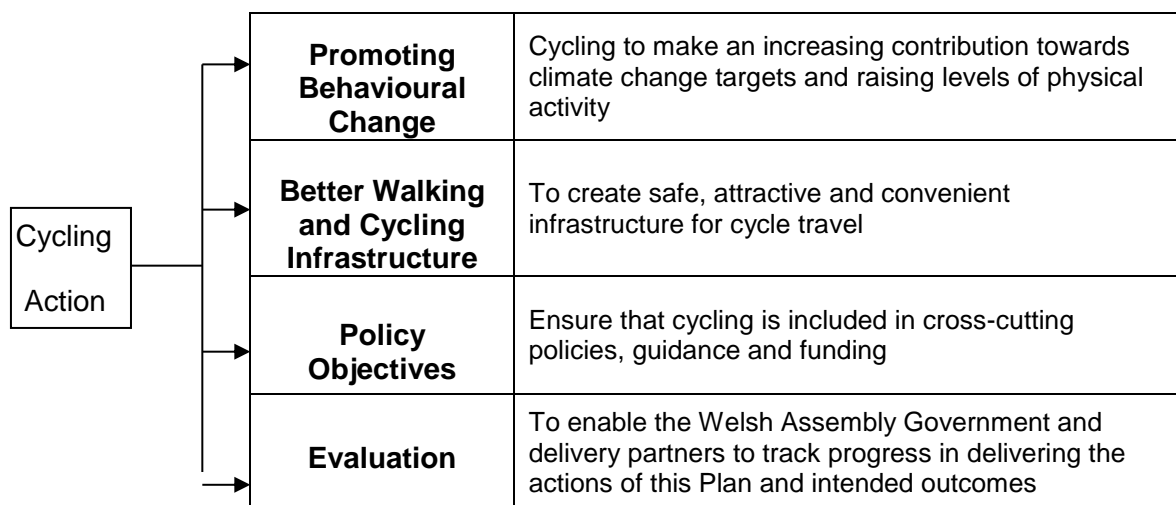


Figure 1.2 – Links to the Walking and Cycling Action Plan for Wales Objectives

Coupled with this is a description of how the Cycling Action Plan could help deliver the SWWITCH Walking & Cycling Strategy, contained within the RTP, is provided in Figure 1.3 below.

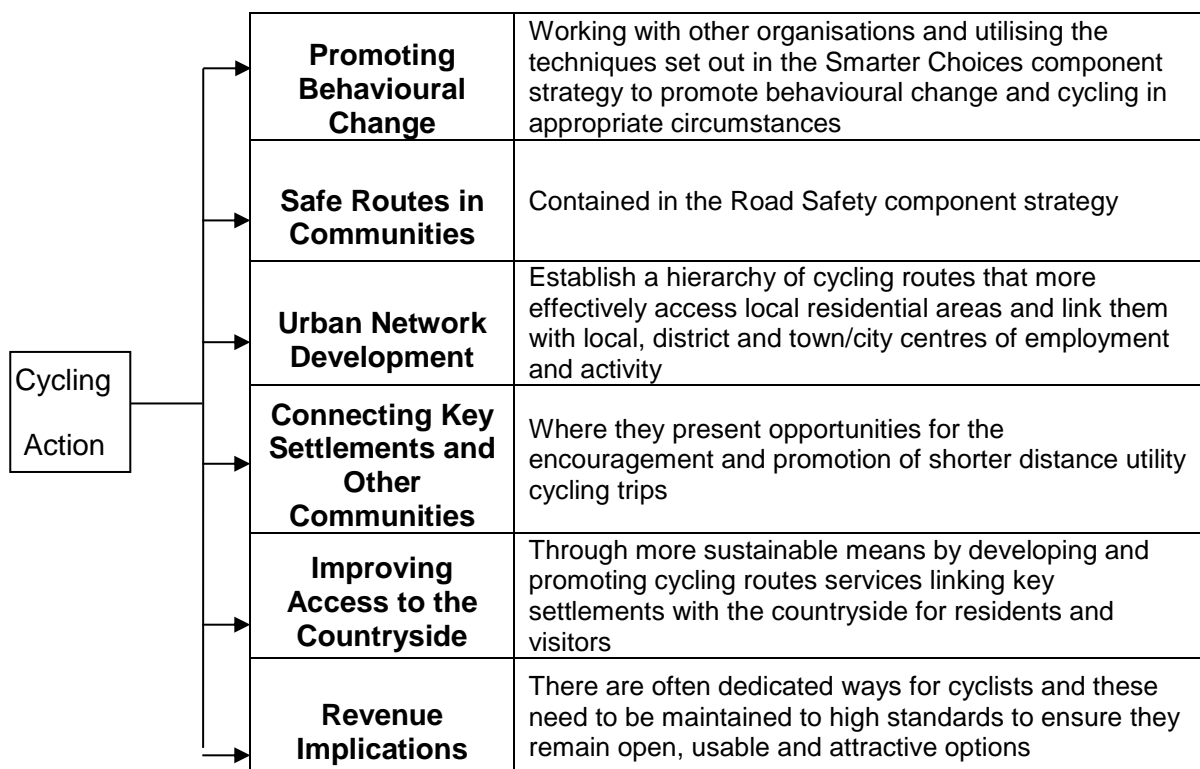


Figure 1.3 – Links to the SWWITCH RTP Walking and Cycling Strategy Objectives

	Aims	Actions	Partners	Timescale
D	Monitoring and Evaluation			
	Aim: To enable the delivery partners and the Welsh Government to track progress in the delivering the actions of this Plan, and intended outcomes			
29	Monitor progress made against the actions taken in this Plan.	a) Undertake regular evaluation of progress.	a) SWWITCH, CCS Transportation	a) Ongoing
30 Page 26	Identify sources of information that assist in monitoring progress against actions.	a) Identify sources of information that can accurately measure participation in cycling. b) Identify a suitable means of evaluating the economic impact of cycling. d) Monitor police collision data records to assess road safety improvements.	a) CCS Transportation, Sustrans (AT) b) SWWITCH c) CCS Road Safety Team South Wales Police	a) Ongoing b) March 2013 c) Ongoing

CYCLING ACTION PLAN - PROPOSED SCHEMES

The various schemes contained below are listed in a broadly prioritised order, although schemes will be delivered according to availability of funding and feasibility of delivery.

Title	Cost (£k)	Description	Delivery Year
Loughor Link and Marsh Road	50	<p>The scheme provides a much needed link through part of Loughor. NCN 4 will be to the rear of residential developments, Leucarwm Court and Cae Castell with direct access from them. This results in the provision of an off-road route which is also more direct.</p> <p>Funding became available from the Welsh Coastal Path project and the path was constructed ahead of schedule in April 2011. The final stage is the provision of road markings along Culfor Road and Pont Y Cob to make the on road route safer.</p>	2012/13
Page 27 CCS Pool Bike Scheme	~3 p/a	<p>Pool Bike schemes have been operated for CCS staff for a number of years in various guises and different scales. However the Corporate Management Team has committed to establishing a formalised Corporate Pool Bike Scheme.</p> <p>The scheme will be delivered at the three main Council sites (Civic Centre, Guildhall and Penllergaer) with further sites being accommodated in future years. The necessary bicycles have been purchased and funding to undertake ongoing maintenance has been secured.</p>	2012/13
Boulevard Cycle Routes	100	<p>The Boulevard scheme will provide public realm enhancements to the Oystermouth Road corridor. As part of these improvements an extensive package of cycle routes will be provided to enhance cycle journeys through this area to the south of the City Centre, and also promote connectivity to the National Cycle Network. The provision of this scheme will also complement other city centre cycle routes, such as that provided by the Metro route. The Waterfront Connections phase will be extended to include a link from the south side of Oystermouth Road adjacent the Civic Centre onto the promenade to the west.</p>	2012 - 14
Clydach Connect2	1200	<p>The scheme will provide a series of new and enhanced community links (~5km) in and around Clydach. This will also result in significantly improved connections to the National Cycle Network. Sustrans are the lead organisation for this scheme with CCS providing support as a partner. Most significantly CCS will undertake maintenance of a major part of the routes upon completion. Therefore it is unlikely that additional funding will be required from CCS to secure the delivery of the scheme.</p>	2012/13
Title	Cost	Description	Delivery

	(£k)		Year
North Gower Trail	TBC	This scheme will provide a direct cycle link from Gowerton to Penclawdd. In addition this provides an important link from North Gower onto the National Cycle Network and significantly enhance connectivity. A portion of the link is in existence, but this scheme proposal will provide the 'missing link'. CCS is now leading on the land negotiation after the Penclawdd, Crofty and Llanmorlais Development Trust secured funding from ... CCS is also providing a design resource to bring the scheme up to a deliverable standard and will undertake maintenance of a number of the routes upon completion.	2012 - 14
Mannesman Bridge to Liberty Stadium (NCN 43 Upgrade)	TBC	This section of NCN 43 on the west bank of the Tawe provides a crucial link from the north to the City Centre. The proposal would increase the width and quality of surface of this section of shared use path.	2013/14
Kingsbridge Cycle Link	TBC	This scheme forms part of a a long-standing ambition to provide a cycle link along the disused railway alignment between the settlements of Gowerton and Gorseinon and more specifically provide a direct link from Gorseinon to the National Cycle Network Route 4 which runs through Gowerton, providing direct links to Swansea City Centre to the south-east and Llanelli to the west and stretching to many other further destinations. This will also link to the Gowerton Rail Station line and service improvements.	2014/15
Signing Audit	TBC	There is a recognised need to review the NCN signage. The Council and Wheelrights have worked to produce a schedule of works to maintain and improve signage for the cycle network.	2014/15
Advance Stop Lines	TBC	A pilot scheme to implement Advanced Stop Lines will be implemented on the Gower Road to Alexandra Road corridor.	2014/15
Oystermouth Road (North) Shared Use Path	TBC	Conversion of the existing footway on the northern side of Oystermouth Road to a shared use path between Sketty Lane and St Helen's. This will primarily improve links between the University and the City Centre.	2014/15
Tawe Riverside Route	TBC	This scheme would provide a cycle route along the western bank of the River Tawe to compliment the route already provided on the eastern bank by NCN 43. The route would run from the Landore Park and Ride site to the Tawe Bridges. The area which it traverses has been identified as development land as part of the Tawe Riverside Corridor Study (2008) and the route is likely therefore to be delivered incrementally as the development plots are brought forward for delivery. The scheme would also provide a continuation of the route currently provided along the Landore Express Bus Route which presently terminates at Maliphant Street.	2015/16

Title	Cost (£k)	Description	Delivery Year
Gorseinon to Pontarddulais	TBC	A route to be constructed on the former railway line between Gorseinon and Pontarddulais. A portion of the route is already in place and the benefits of this link will be linked to the delivery of the Kingsbridge Cycle Link.	2015/16
Gowerton to Fforestfach	TBC	A largely on road route to link Gowerton to Fforestfach via the Swansea West Industrial Estate.	2015/16
Middle Road to High Street Station	TBC	An on road cycle route utilising Middle Road as a quieter alternative to Carmarthen Road and providing a link from the north of Swansea into the City Centre.	2015/16

Appendix 2 – Local Transport Plan Programme

- Fabian Way Corridor*
- City Centre Cycle Network*
- Morfa Distributor Road*
- Carmarthen to Swansea Bus Corridor
- Kingsbridge Cycle Link*
- Walking & Cycling Links to NCN Routes*
- Walking Links to Schools*
- Pontarddulais to Grovesend Cycle Route*
- Electric Vehicle Charging
- Road Safety Improvements
- Swansea Air Quality Package
- Kingsway Public Transport Initiative
- Swansea Valley to City Centre Bus Corridor
- Strategic Bus Corridors
- Public Transport Enhancement for City Centre Employment
- North Gower Trail*
- Landore Park & Ride Extension
- Park & Share Sites on M4
- Swansea West Park & Ride
- Swansea West Access Road
- Investigate Light Rail Schemes

* The highlighted schemes are those which include infrastructure for cycling in whole or part.

Report of the Chair

Place Cabinet Advisory Committee – 9 March 2015

SERVICES CABINET ADVISORY COMMITTEE – WORK PROGRAMME 2014/15

Date	Subject Area	Lead
12 January 2015	• Car Parking	Gavin Newman
9 February 2015	• Quality Bus Contracts	Cath Swain
9 March 2015	• Cycle Action Plan	Ben George
13 April 2015	• Car Parking Enforcement	Gavin Newman