

Cllr. Jeff Jones
Convener
Development and Regeneration
Performance Panel

Please ask for: Councillor Mark Thomas
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Our Ref: MT/HS
Your Ref:
Date: 27 November 2020

Dear Councillor Jones,

RE: DEVELOPMENT & REGENERATION PANEL 3 NOVEMBER 2020

I am writing in response to your letter dated 19th November 2020 regarding the issues that you have highlighted for formal response, following the Development & Regeneration Panel meeting on 3rd November 2020.

A number of areas require a response, and as not all are linked, I shall outline my response to each area below.

Kingsway | Shared Use Path

The design of The Kingsway is fully compliant with the Active Travel Design Guidance, and extensive discussions took place with Guide Dogs Cymru and the Royal National Institute of Blind People during the design process.

The layout of The Kingsway, as agreed with the above mentioned user groups in particular, provides dedicated footways solely for use by pedestrians remaining in place along the frontage of buildings. This provision is made on both sides of the street. The southern footway is wider than the northern footway due to the retention of the carriageway in its original location. The northern side of the new two-way street benefits from a shared use path which permits both pedestrian and cyclist use. The shared use path is 5 meters wide, which exceeds the Active Travel Design Guidance permitted minimum width of 2.5 meters for such secondary routes. Along the shared use path at intermittent locations, local narrowing of the width to 2.5 meters has been implemented to facilitate loading bays. The use of these loading bays is time restricted to a maximum of 10 minutes, included as part of the Traffic Regulation Order, preventing vehicles becoming long term obstacles. The shared use path surface displays appropriate pedestrians and cycle signage indicating that both pedestrians and cyclists are permitted to use the route, highlighting its shared use nature.

Kingsway | Bus Stops

Two bus stops are provided along The Kingsway for inbound buses. The first is located outside Shaws at its eastern end, and the second fronting 71/72 The Kingsway at its western end. The second location at the western end is likely to be temporarily closed once works commence on the redevelopment of 71/72 The Kingsway. Both bus stops are located within laybys due to the high frequency of inbound buses on this route, and due to the duration that buses are stopped for to allow passengers to alight.

In the outbound direction, a single bus stop has been located between Cradock Street and Horton Street. This bus stop is served by a much lower frequency of bus services, and with a minimal number of passengers boarding the dwell time is minimal, causing little disruption to traffic within the surrounding low speed environment. A benefit to bus passenger and operators with this layout, is that the bus can continue its onward journey without any delay from time spent re-entering the traffic lane, assisting in ensuring the timetable is correct. This arrangement has also been found to reduce accidents between buses and other vehicles.

South West Wales Metro | Landore

The Metro approach being applied across Wales aims to provide a series of regional integrated public transport systems. The concept is to provide an accessible, integrated and comprehensive network using a variety of modes of transport.

Work continues on the Rail Business Cases, which are being progressed through the Welsh Transport Appraisal Guidance (WelTAG) Five Case Model for Better Business Cases.

At Strategic Outline Case (WelTAG Stage 1), feasibility design, operational assessment and WelTAG appraisal report of the various proposals to improve rail services and facilities in South West Wales, included the proposal of a new station being located in Landore, is shortly due to be concluded.

Landore is a proposed new station between Swansea and Llansamlet Stations. It would be served by the proposed Swansea Bay Metro Service to Pontarddulais, but subject to timetabling could also be potentially served by existing local stopping services. The station would serve Landore and the Copper Quarter including the Liberty Stadium and Morfa Retail Park. As such the station would be as much a destination as origin for journeys.

The Outline Business Case (WelTAG Stage 2) work is due to commence shortly, this will take forward a number of options, including the proposed station at Landore to test viability, demand and the costs of providing a new station. Feasibility proposals will be drawn up for Landore, with up to 2 options for siting of the station.

Mayals Road | Active Travel

The Active Travel (Wales) Act 2013 places a legal duty on local authorities in Wales to map, plan for and promote active travel journeys. It paves the way for a lasting transformation of how we plan and build walking and cycling infrastructure as well as encourage behaviour change in Wales.

It is the Welsh Government's ambition for people in Wales to use walking and cycling as the preferred way of getting around over shorter distances, and as a result, have committed increasing levels of funding in support of active travel schemes across Wales.

Swansea Council has been awarded over £12 million of funding from the Welsh Government's Active Travel Fund in the past three years, to support the improvement of existing infrastructure as well as the construction of new.

The construction of hybrid cycle lanes adjacent to Mayals Road will provide users with dedicated cycle provision that links into the existing cycle network to the south, National Cycle Network Route 4. Importantly, the route will also deliver a route that facilities and enables further connectivity by facilitating a wider strategic route for South Gower, to the north of the route, in future years. Ensuring that active travel routes are constructed in a manner that ensures continuity of provision, seeks to enable people to use active travel as a prominent and first-choice mode of transport for everyday journeys. The construction of dedicated cycle lanes will provide local residents and users from further afield with active travel provision that is not currently present in the area.

The design and programme for delivery, including cost estimates, were undertaken in-house by the Highway Improvements Team. This team has extensive experience of delivering a wide portfolio of multimillion-pound projects in Swansea. The main construction contract has been tendered and awarded using the South West Wales Regional Contractors Framework.

I trust that this provides you with the necessary information that is required in a formal written response. If you require any further information, please do not hesitate in contacting me.

Yours sincerely



Y Cyngorydd / Councillor Mark Thomas

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