



Swansea Active Travel INM Consultation Report

CCoS Active Travel: Integrated Network Mapping

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Swansea Active Travel INM Consultation Report
CCoS Active Travel: Integrated Network Mapping

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Contents

| | |
|---|----|
| 1. Introduction | 1 |
| 2. School Consultation | 3 |
| 3. Consultation Events | 9 |
| 4. Online Consultation and additional responses | 11 |
| 5. Revised ERM | 26 |
| 6. Conclusion | 27 |

Appendices

| |
|---|
| Appendix A : Phase 1 School Consultation |
| Appendix B : Online Survey |
| Appendix C : Wheelrights Proposals |
| Appendix D : Consultation Responses: General Comments |

1. Introduction

Overview

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage. The purpose of the consultation exercises summarised in this report are to help identify where the public would like improvements to be made and new routes added, giving them the opportunity to voice their opinions and get involved in shaping the City and County of Swansea's (CCoS) future active travel provision.

To develop an understanding of the walking and cycling behaviours of the residents throughout Swansea, and to convey their opinion on the existing routes, extensive consultation exercises were undertaken, including:

- Community engagement events in Swansea, Clydach and Gorseinon in June and July 2017;
- An online survey that was live from midday Friday June 16th 2017 and Friday 8th September 2017, a total of 12 weeks; and
- Secondary school consultation exercises and two primary school workshops with Sustrans in July 2017.

Report Outline

This report sets out a complete overview of the consultation and stakeholder engagement on the INM stage of the Active Travel Act (Wales) 2013. It describes what issues were raised by respondents, and how CCoS has responded to these comments. The issues raised in response to the consultation have been organised into the methods of consultation that have been used:

- Chapter 1: Introduces the report;
- Chapter 2: Discusses the results of the secondary school presentations and workshops;
- Chapter 3: Discusses the community engagement event;
- Chapter 4: Discusses the results of the online consultation and additional responses;
- Chapter 5: Discusses the revised Existing Route Map (ERM) routes;
- Chapter 6: Provides a conclusion and connects the consultation activities with the INM.

Consultation Strategy

There were several inputs in to the consultation process. These included guidance issued under paragraph 3.2, Principles of Good Practice from the Active Travel (Wales) Act 2013 Design Guidance, and advice from CCoS from their experience of running consultation processes.

Publicity

To maximise the potential for public engagement in the consultation CCoS provided publicity measures across several channels. This included:

- Making the consultation documents and other information about the INM proposals available in both Welsh and English, on an online consultation website at: <http://www.swansea.gov.uk/activetravelact>;
- Providing hard copies in both Welsh and English of INM routes, surveys and all relevant documents for 12 weeks at Civic Centre Swansea, Forge Fach Resource Centre in Clydach and at Gorseinon Centre;
- Swansea also made local landowners aware of the consultation through promotion on the website and the public engagement events, along with other stakeholders and persons who had requested more information on Active Travel.

2. School Consultation

Introduction

As part of the first phase of consultation, in order to develop an understanding of walking and cycling routes used by school children in Swansea, an extensive consultation exercise was undertaken. City and County of Swansea selected 5 secondary schools within the Built-Up Areas in the county to participate in the consultation process. Each of these schools were provided with Show of Hands Surveys to complete.

In addition, two consultation events were held with Primary Schools by Sustrans at Trallwn and Gowerton Primary Schools. Results were maps which were drawn on by the students which were used to develop the INM.

The Show of Hands surveys and Primary School consultation results are included in Appendix A.

During this main phase of consultation, schools were provided with maps to draw and comment on. Five schools across the county were contacted, and the secondary schools involved in the consultation process were:

- Olchfa Comprehensive School
- Cefn Hengoed Community School

In total 143 pupils across the county took part in the exercise.

Results

Olchfa Comprehensive School and Cefn Hengoed Community School were provided with maps showing the area surrounding the school as illustrated in Figure 2.1 and Figure 2.2.

Each map shows the walking, cycling and shared use routes in the area.

The maps were distributed to classes and students were asked to comment on the routes either by drawing on the maps or by writing comments.

In total, 143 responses were received and these are outlined separately for each school below.

Figure 2.1 – Olchfa School Consultation Map

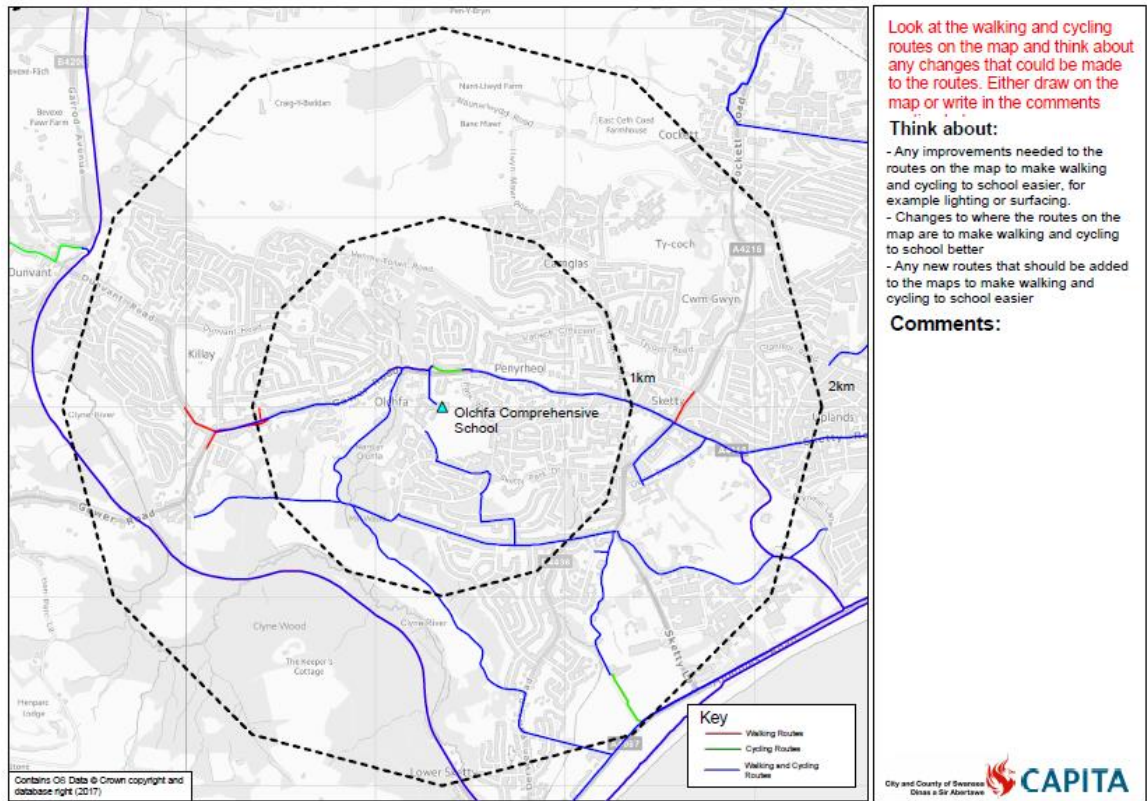
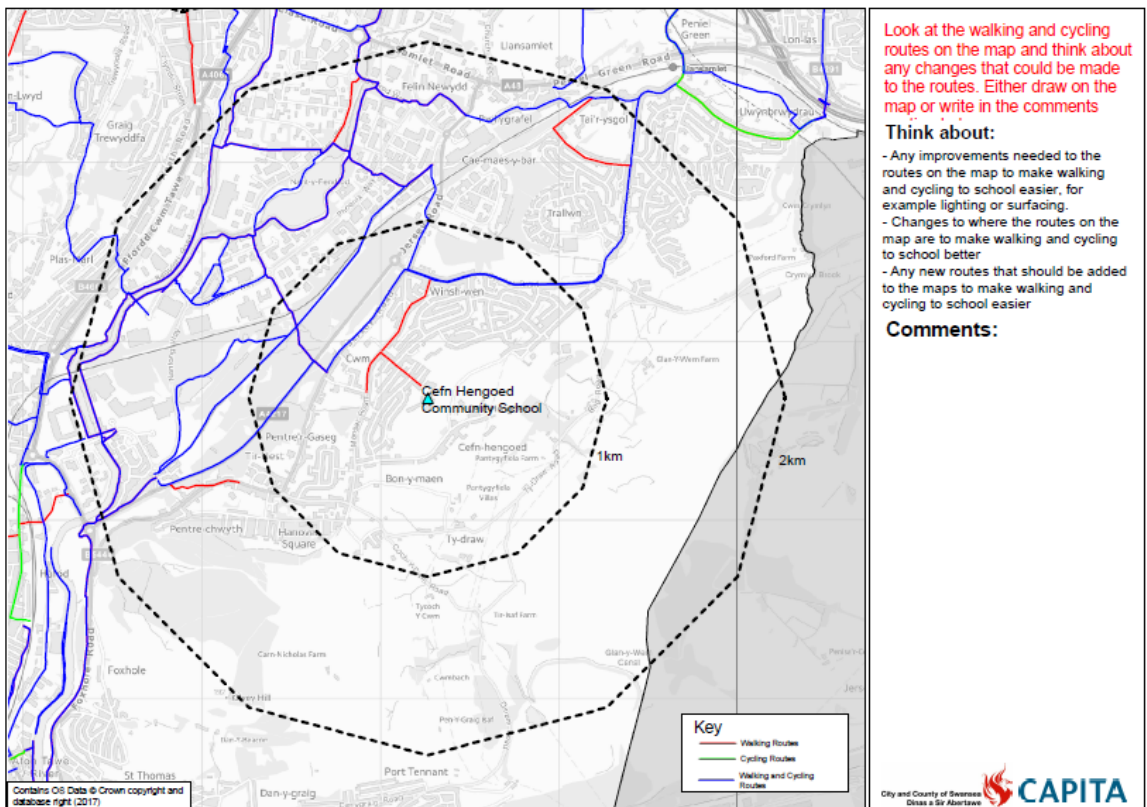


Figure 2.2 – Cefn Hengoed School Consultation Map



Olchfa Comprehensive School

The Olchfa Comprehensive School Consultation maps were reviewed by 116 pupils spread across the different year groups of the school. The maps and comments have been analysed and the relevant Active Travel feedback has been separated into general comments and area specific comments below.

General Comments

Table 2.1 summarises the general comments received from the consultation exercise.

The most common response was that there is not enough street lighting on the streets that students use to walk to school. Other comments include more cycling routes, more walking routes, wider pavements and crossings.

All of these comments have been considered and compared to the proposed changes as part of the INM.

Table 2.1 - General Comments

| Student Comments | Number of comments |
|---|--------------------|
| More street lighting | 19 |
| More cycle routes | 10 |
| More walking routes | 6 |
| Wider pavements | 6 |
| Safer crossings | 6 |
| More off road routes | 4 |
| Unsafe roads | 4 |
| More cycle lanes | 3 |
| All roads within 1km of school should have walking and cycling routes | 2 |
| More drains on roads to reduce puddles | 2 |
| Separate cycle signals at traffic lights | 2 |
| Railings around pedestrian and cycle paths for safety | 2 |
| School bus | 2 |
| Cut back trees | 1 |
| Make cycle proficiency compulsory for years 6 - 8 | 1 |
| More responsive crossing lights | 1 |
| Separate walking and cycling routes | 1 |

Specific Comments

A number of area specific comments were also received which have been summarised on Table 2.2.

Table 2.2 - Specific Comments

| Student Comment | Number of Comments | CCoS Response | Changes to INM? |
|---|--------------------|---|-----------------|
| Route along Duvant Road | 13 | Existing route AS0038 extended to address these issues | Yes |
| Connect Gower Road route up along Cockett Road | 11 | New route AS0051 added as an alternative to address these issues as Cockett Road is too steep for Active Travel | Yes |
| Route along Gower Road | 10 | Issue already addressed on existing INM as AS0038 | No |
| Another route along Harlech Crescent / Tycoch Road | 9 | Roads are too narrow to accommodate a route in this section | No |
| Lots of traffic and high speed along Gower Road | 9 | Issue already addressed on existing INM as AS0038 | No |
| Install crossing outside of school | 5 | Issue already addressed on existing INM as AS0038 | No |
| 20mph speed limit along Gower Road outside school | 4 | Issue already addressed on existing INM as AS0038 | No |
| More crossings along Gower Road | 4 | Issue already addressed on existing INM as AS0038 and MT0025 | No |
| More cycling and walking routes in Tycoch | 4 | New route AS0051 added to address this issue | Yes |
| Install footpath next to Derwen Fawr road | 3 | Existing INM route AS0037 is adjacent to this road and more suitable for Active Travel | No |
| Crossing adjacent to school side gate is dangerous and can't see oncoming traffic | 3 | Response acknowledged | No |
| Lots of traffic and parked cars on footways by Cila primary school | 2 | Issue will be addressed as part of AS0038 design | Yes |
| Blind spots along Gower Road | 2 | Issue will be addressed as part of AS0038 design | Yes |
| Cycle routes in Sketty | 2 | Issue already addressed on INM as aspirational routes | No |
| Speed bumps outside school | 2 | Existing INM route AS0038 will consider these issues in its design | No |
| Shortcut route between Hendrefolian Road and Carnglas | 2 | New route AS0048 added to address this issue | Yes |
| Route along Sketty Park Drive | 2 | Issue already addressed on existing INM as MT0026 which is an alternative route to Sketty Park Drive | No |
| Resurface Gower Road | 2 | Existing INM route AS0038 will consider these issues in its design | No |
| Cycle path to Killay from school | 2 | New route AS0038 added to address these issues | Yes |
| More crossings by Student Village and Toby Carvery | 2 | New route AS0038 added to address these issues | Yes |
| Connecting route along Sketty Lane | 1 | Issue already addressed on existing INM as AS0037 | No |
| More street lights along Duvant Lane and Hendre-Folian Road | 1 | Response acknowledged | No |

| | | | |
|--|---|--|-----|
| Dangerous crossing Dunvant square | 1 | Existing INM route MT0029 will consider these issues in its design | Yes |
| Lighting along Clyne Wood link | 1 | Response acknowledged | No |
| Cycle lane from Co-Op in Killay to Olchfa school | 1 | New route AS0038 added to address these issues | Yes |
| More crossings along Glanmore Road | 1 | Steep gradient for Active Travel Route | No |
| Cut back trees along Gower Road footways | 1 | Proposed route AS0038 will consider these issues in its design | No |
| Cycle path to Uplands from school | 1 | Issue already addressed on existing INM as MT0025 | No |
| Speed bumps along Park Way | 1 | Response acknowledged | No |
| Reduce waiting time at Sketty lights crossing | 1 | Proposed route MT0025 will consider this issue in its design | No |
| Install crossing by MOT garage on Gower Road | 1 | Proposed route AS0038 will consider these issues in its design | No |

Cefn Hengoed Community School

In total, 27 responses were received from Cefn Hengoed Community School from students in Years 7, 8 and 9.

General Comments

The general comments relating to the routes are included in Table 2.3 below.

Table 2.3 - General Comments

| Student Comment | Number of comments |
|--|--------------------|
| More bins | 6 |
| More dog waste bins | 5 |
| More street lighting | 5 |
| Cleaner paths | 3 |
| Better surfacing on routes | 2 |
| More benches | 2 |
| Separate cycle and walking routes | 1 |
| Wider pavements | 1 |
| Protect pavements and cycle routes with railings | 1 |

The majority of comments were suggestions for more litter and dog waste bins and more street lights.

Specific comments

Table 2.4 includes summarises the area specific comments received from the consultation activity.

A large proportion of students' feedback was for a route to connect the back of Cefn Hengoed School to Winchwen and Trallwn along Cefn Hengoed Road. This route would connect to the back entrance to the school.

Other suggested routes included connections to Port Tennant and St Thomas, although these distances are quite far, the feedback was for cycling routes to be implemented along these roads.

Table 2.4 - Specific Comments

| Student Comment | Number of Comments | CCoS Response | Changes to INM? |
|---|--------------------|---|-----------------|
| Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school | 13 | New route AS0050 added to address these issues | Yes |
| Route to connect to Port Tennant - Tir John Rd and Dinam Rd | 7 | Route Unsuitable for Active Travel - narrow roads | No |
| Walkway between Bon-Y-Maen and Kivey Hill | 4 | Route Unsuitable for Active Travel - leisure route | No |
| Route to connect to Port Tennant | 3 | AS0050 added to address these issues | Yes |
| Route from St Thomas to school (B544 and Kilvey Rd) | 3 | Route Unsuitable for Active Travel - narrow roads | No |
| Walking and cycling path along Ty Draw Road | 2 | Route Unsuitable for Active Travel - narrow roads | No |
| Mansel Road cycle path | 2 | New route AS0050 added to address these issues | Yes |
| Walkway behind The Range, Trallwn | 1 | New route AS0050 added to address these issues | Yes |
| Walking routes to the back of the school | 1 | New route AS0050 added to address these issues | Yes |
| Route along Coch y Cwm road | 1 | Route Unsuitable for Active Travel - narrow roads | No |
| More street lights along Coch y Cwm Road and Dinam Rd | 1 | Route Unsuitable for Active Travel - narrow roads | No |
| Walking and cycling path along Colwyn Avenue | 1 | Route Unsuitable for Active Travel - narrow roads. Alternative included on INM - AS0050 | No |
| Cycling route along Bonymaen Road | 1 | New route AS0050 added to address these issues | Yes |
| Cycle paths in Trallwn | 1 | Aspirational and Medium term routes already included on INM | No |
| Resurface pavements in St Thomas | 1 | Response acknowledged | No |
| Resurface pavement between B&M and Colliers Arms | 1 | Response acknowledged | No |

These comments have been considered in line with the Active Travel Guidance as to their suitability to be added to the INM, and as a result a number have been incorporated.

3. Consultation Events

Introduction

The community engagement events were advertised by CCoS and were held on various dates. A total of three events were held which were intended to provide opportunities for the local community to ask questions about the process, and to attain their feedback on where routes can be improved and where new routes should be located.

Consultation drop-in events were held at three public buildings in different areas of Swansea as below:

- Swansea Civic Centre – Monday 19th June, 9:30am – 4:30pm
- Forge Fach Resource Centre, Clydach – Tuesday 27th June, 9:30am – 4:30pm
- Gorseinon Centre – Wednesday 5th July, 9:30am – 4:30pm

Visitors to the community engagement events who expressed an opinion about the proposals were encouraged to submit their opinion through the surveys provided at the event or on the online questionnaire as advertised by CCoS.

At the community engagement events, bi-lingual strategic and local maps were provided on display boards to provide further information about the existing and proposed routes, hard copies of the bi-lingual surveys were available, and a factsheet regarding the Active Travel (Wales) Act 2013 was provided.

At each of the events, attendees were provided with maps of all of the INM routes and printed out copies of the online surveys in order to capture attendee's feedback.

Feedback Summary

Responses to the questionnaires have been analysed with the online survey responses. Specific route comments and suggestions from the events are outlined below.

This feedback has been reviewed in conjunction with the INMs and the suggestions have been incorporated where suitable, as outlined in Table 3.1.

Table 3.1 – Consultation event Feedback

| Consultee Comment | CCoS Response | Changes to INM? |
|---|---|-----------------|
| MT0003 This missing link would make it easier to access to / From existing | MT0003 changed to Short term route ST0016 to address these issues | Yes |
| MT0028 - too hilly and narrow - mumbles to Mansfield | Altered route MT0028 alignment to address these issues | Yes |
| From Hebron Rd junction with High Street to Craig Cefn Parc via the old 'Dram Line' | Issue already addressed on INM as MT0032 | No |

| | | |
|---|--|-----|
| Graig Felin - walking route to water reserve | Issue already addressed on INM as MT0032 | No |
| Canal cycle path from Clydach | Route already included on ERM as NCN-43-005 | No |
| Improved alignment to MT0028 - along Slade Road to avoid steep section and narrow. Then through cemetery | Altered route MT0028 alignment to address these issues | Yes |
| Surface the route correctly. Install lighting if funds allow | Response acknowledged | No |
| Make sure that the hedges are trimmed back alongside the tracks | Response acknowledged | No |
| I don't hear cyclists behind on the shared routes. There should be more attention given to encouraging / enforcing cyclists to use designated cycle routes at the same time as providing new routes. Cyclists often ignore red lights and are therefore a danger to pedestrians and car drivers. They do not display lights - this is a real problem in Uplands where visibility is not good due to the number of parked cars. It is a great shame that cycle routes to the Bay Campus were not part of the original planning brief | Response acknowledged | No |

4. Online consultation and additional responses

The online survey questions differed from the school workshops and presentations, in that additional questions were included. These questions focused on existing routes and allowed participants to specify improvements to existing routes and propose new routes.

The below section also includes results from the additional responses that were received by email to CCoS, and from hard copy surveys that were distributed to three public buildings for the duration of the consultation period to attempt to engage with people who do not have access to the internet:

- Swansea Civic Centre;
- Forge Fach Resource Centre;
- Gorseinon Centre.

The online survey was live on CCoS website for 12 weeks. CCoS received 95 responses from consultees. A copy of the survey is included in Appendix B. The results were captured electronically, and the analysis of the questionnaire data will be presented in this chapter.

The results of some questions are not presented as they are not key to this report, for example personal details such as addresses and names.

Additional Responses

Additional responses were received from Wheelrights, whose proposals are included on a map in Appendix C, Public Health Wales and Associated British Ports, amongst other stakeholders. These results have been reviewed in line with the guidance and added to the INM where appropriate.

Results to show which community respondents live in

Responses were received from residents in many different communities both within Swansea and the surrounding counties. Table 4.1 summarises the results:

Table 4.1 Respondents' home locations

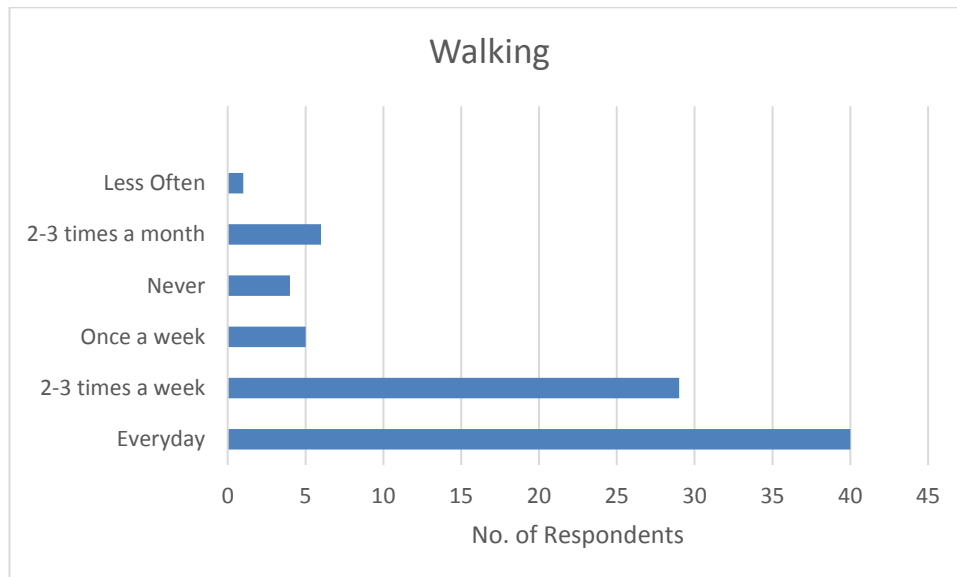
| Community | Responses | Community | Responses |
|-----------------------------|-----------|---------------------------|-----------|
| Bishopston | 17 | West Cross | 1 |
| Mumbles | 13 | Burry Green Gower | 1 |
| Home location not specified | 8 | Loughor | 1 |
| Birchgrove | 8 | Neath abbey | 1 |
| Swansea | 4 | Ystalyfera | 1 |
| Gorseinon | 4 | Gowerton | 1 |
| Pennard | 4 | Morrison - Tregof Village | 1 |
| Clydach | 3 | Pentrechwyth | 1 |

| | | | |
|-----------------------|---|------------------------------|---|
| Mayals | 3 | Briton Ferry | 1 |
| Killay | 2 | Parkmill | 1 |
| Morrison | 2 | Uplands | 1 |
| Sketty | 2 | Wanarlwydd | 1 |
| Pontarddulais | 2 | Southgate | 1 |
| Tircoed / Penllergaer | 1 | Blackpill | 1 |
| Copper Quarter | 1 | Fairwood common, near Kittle | 1 |
| St. Thomas | 1 | Manselton | 1 |
| Penllergaer | 1 | Mumbles - West Cross | 1 |
| Penclawdd | 1 | Bishopston - Nurton | 1 |

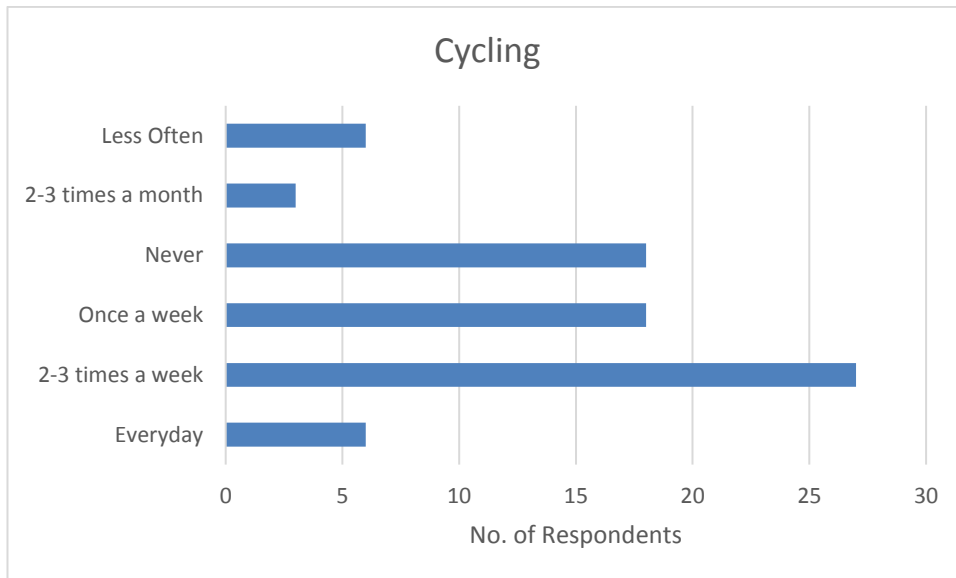
Results to show how often respondents walk and cycle

Graphs 4.1 and 4.2 show the responses to the question 'how often do you walk or cycle within your communities?'

Graph 4.1 - Walking frequency



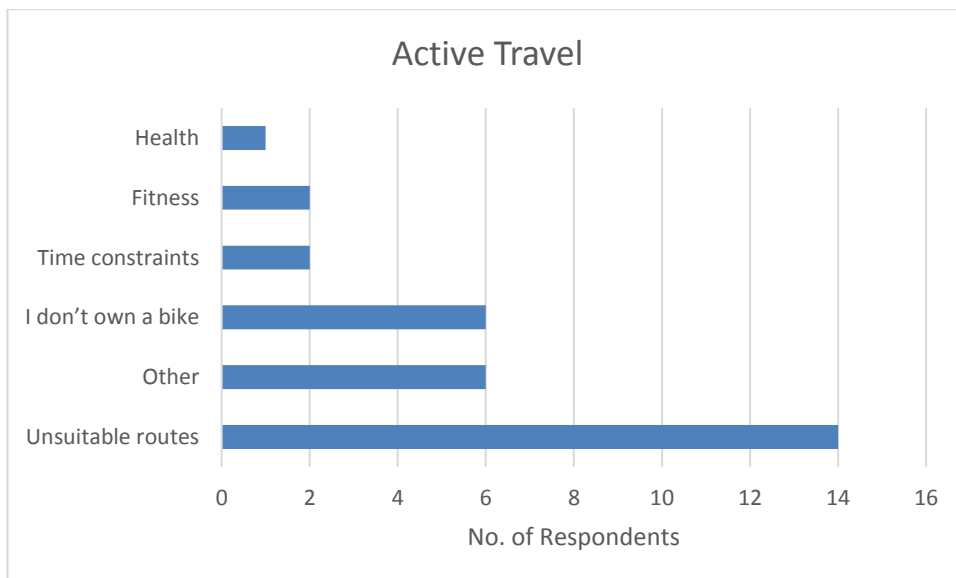
Graph 4.2 - Cycling Frequency



Results to show the reasons why respondents don't walk and cycle

Respondents were asked to explain why they didn't walk or cycle in their local communities. The results are shown on Graph 4.3. The most common answer to this was due to perceived unsuitable routes.

Graph 4.3 – Reasons for not travelling actively



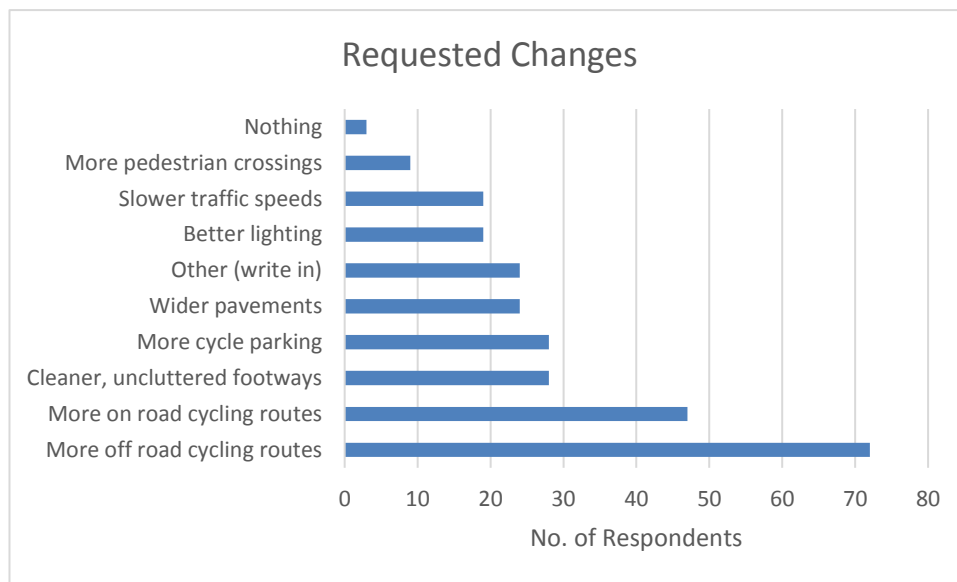
For the 6 respondents who answered 'other', their reasons are outlined below:

- "No footpath or safe way to get to current cycle path as road is at 60 speed and I have two children"
- "Unsafe roads"
- "Young children and a big hill to climb on way home"
- "Preferred to walk with all of my dogs over the years"

- “People are always walking on the cycle paths and many of the paths have poor surfaces to cycle on or are covered in glass. It is unsafe to ride on the road because drivers are disrespectful towards cyclists and drive dangerously around them. The cycle paths are also very disjointed.”
- “The roads are too dangerous to share with a bike. I can't cycle to the cycle path on Swansea Sea Front as there isn't a safe way to get there on a bike.”

Results to show the changes that the City and County of Swansea can make to walking and cycling routes in the area

Graph 4.4 – Requested changes to walking and cycling routes



The results on Graph 4.4 show that the majority of respondents would like to see more off road cycling routes in the City and County of Swansea. Other responses highlight the need for more on road cycling routes, wider pavements for pedestrians and cleaner, uncluttered footways.

A total of 27 respondents made additional suggestions which were categorised and are summarised in Table 4.2 below. A full table of comments is included in Table 4.3.

Table 4.2 – Additional Suggestions

| Comment Category | Number of comments | Comment Category | Number of comments |
|--|--------------------|--------------------------------------|--------------------|
| Route from Parc Bryn Heulog along Ynysallan Road | 4 | Better footpaths | 1 |
| Resurfacing | 2 | Separate cycle paths | 1 |
| Improved cycle crossing at SA1 | 2 | Lighting on Promenade | 1 |
| Traffic calming | 2 | Road Maintenance | 1 |
| Improved signage and facilities | 2 | Traffic free cycle routes | 1 |
| Reduce vehicles parked on pavements | 2 | Less shared use | 1 |
| Mayals to Bishopston link | 2 | Better cycle and vehicle segregation | 1 |
| improved maintenance of cycle paths | 2 | Improved street lighting | 1 |
| Improved cycle parking in Swansea | 1 | | |

Results to show suggested new routes and requested changes to current routes

Specific Comments

Specific responses referring to new routes that have been suggested and suggested changes to existing routes Table 4.3. Common suggestions were for a link along Clyne Common, and for a link to Parc Bryn Heulog along Ynysallan Road.

Table 4.3 – Consultation Responses

| Consultee Route Suggestion | CCoS Response | Changes to INM? |
|--|---|-----------------|
| If potholes and drains were better maintained it would help with cycling. Some drains (Peniel Green Road) have sunk down and can be bumpy. | New route AS0039 added to address these issues | Yes |
| Do not make the car the priority in transport in Swansea. It's difficult to get across big roads such as at entrance to SA1 by bike or on foot. | New route AS0040 added to address these issues | Yes |
| As a resident of Parc Brynheulog I feel isolated from a safe cycle route. I'm only a mile from Route 42 but to get there it is a narrow 60mph road | New route AS0041 added to address these issues | Yes |
| A pavement is needed along Ynyallan road to join the cycle path at the river. Walking and cycling on the road is dangerous as there are no pavements. | New route AS0041 added to address these issues | Yes |
| We live on the Parc Brynheulog estate and we need a pavement from our estate entrance down Ynysallan road towards garth road, this would then enable us to use the cycle route 42. There is no safe route from our estate towards Glais/Clydach. | New route AS0041 added to address these issues | Yes |
| A safe cycle path or lane on Ynysallan road to join Birchgrove to join the cycle path alongside the river Tawe, this will encourage parents to take the kids on more rides | New route AS0041 added to address these issues | Yes |
| Crossing at end of cycle path at river to SA1 it's very dangerous to cross with cars coming from 4 potential areas which totals 7 lanes. | New route AS0040 added to address these issues | Yes |
| Speed bumps or 20mph through Tregof village and around Ysgol Lon lad | Already existing traffic calming in place | No |
| Better bike security in town. Possibly somewhere you can pay to park and lock your bike to be more secure. | New route AS0031 added to address these issues | Yes |
| A proper pedestrian footpath & cycle way between Blackpill and Bishopston as well as between Murton & Mumbles. These are two routes which it is impossible to walk safely. In addition there is no footpath from Newton to Caswell Beach. | Issue already addressed on existing INM as AS0036 | No |
| Lighting required on the Promenade for winter walking/cycling. | Issue already addressed on existing INM as AS0036 | Yes |
| Better Cycle/walking route across common to link Mayals to Bishopston | Issue already addressed on existing INM as AS0036 | No |
| Better road surfaces, especially Mayals road, litter | Issue already addressed on existing INM as AS0036 | No |
| I would use AS0036 Mayals to Bishopston, but the road across the common is busy with fast moving traffic and has not pavements or cycle path | Issue already addressed on existing INM as AS0036 | No |
| It's not safe to cycle the lane to get on the existing cycle path at the bottom of Parc Brynheulog, I believe it would be well used by families and walkers, but it's just not safe with no pavements and. Lind. Ends. | New route AS0041 added to address these issues | Yes |

| | | |
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| It's not safe, there is no separate footpath or cycle track, and there is fast oncoming traffic. | New route AS0041 added to address these issues | Yes |
| Deemed risky through lanes in Bishopston to mumbles | Issue already addressed on existing INM as AS0036 | No |
| Improve link from Gowerton to both Lougher and Gorseinon, then on towards Pontarddulais | Issue already addressed on existing INM as ST0001 | No |
| At junction with Port Tennant road there is a Toucan crossing. You can only see whether it is green by cycling up to it, stopping, and then looking behind you! | Issue already addressed on existing INM as MT0022 | No |
| Improvements needed around the Liberty Stadium | Issue already addressed on existing INM as ST0011 | No |
| The missing link between Gowerton and Kingsbridge will improve road safety and encourage cycling/walking in the area. At present the route along Victoria Road has a heavy traffic flow and no provision for cyclists. The two roundabouts on this road are particularly dangerous and I have experienced several near misses where motorists have nearly collided with me. | New route ST0016 added as an alternative which is adjacent to Victoria Road. | Yes |
| Swansea Sound roundabout is potentially dangerous for cyclists | New route ST0016 added as an alternative which is adjacent to Victoria Road | Yes |
| Needs a cycle track, the road is far too dangerous in Gowerton | New route ST0018 added to address this issue | Yes |
| Some resurfacing needed adjacent to Fabian Way and the SA1 Waterfront development | Issue already addressed on existing INM as ST0015 | No |
| The only blight on this completely off road track is where you have to navigate your way across Fabian Way, which is difficult to do and unpleasant when stuck in the middle with traffic all round you | New route AS0040 added to address these issues | Yes |
| Join Parc Brynheulog to cycle route 43 via Ynysallan Rd | New route AS0041 added to address these issues | Yes |
| A safe walking / cycling route from Parc Brynheulog to join NCN43 at the river would help | New route AS0041 added to address these issues | Yes |
| Better signage by war memorial, smooth path over tree roots near Sketty Lane area | Issued already addressed on existing INM as AS0049 | No |
| I would like to be able to cycle from my home in Penclawdd to Gowerton Station to get the train to work, but I do not feel safe cycling on the narrow and busy road. The local community has already raised the required funds a number of year ago to pay for the completion of the cycleway between Gowerton and Penclawdd. It would be good to know what had happened to this money and when will we see the completion of this link. | Issue already addressed on existing INM as AS0001 and AS0002 | No |
| Separate cycle path alongside the road across Clyne Common | Issue already addressed on existing INM as AS0036 | No |
| It's difficult to cross J47 of M4 to AS0014. needs a better solution for cyclists | Issue already addressed on existing INM as AS0014 | No |
| Cycle bridge between prom and university | New route AS0037 added to address this issue | Yes |

| | | |
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| Use it play sport in the local leisure centre, unfortunately it is hard to get via pub transport or foot. A new path would encourage use and link the facilities e.g. school, leisure centre of Bishopston to Mumbles, West cross residents | New route AS0036 already included to address this issue | No |
| Cycle/footpath Clyne common | Issue already addressed on existing INM as AS0036 | No |
| Cycle path across common is critical in terms of safety and opens up safe cycling route from Bishopston to all major parts of city centre | Issue already addressed on existing INM as AS0036 | No |
| If this route could be taken off road I would cycle much more. It is currently dangerous sharing the road with car traffic across Clyne common. I know several people who don't use it at all because of this. | Issue already addressed on existing INM as AS0036 | No |
| Link between existing cycle paths is incomplete. The route is Victoria road which has busy and often stationary traffic and is of a critical width making it dangerous for cyclists and includes a roundabout on an A road with high speed traffic. It should be prioritised as a short term project for reasons of 1. Safety and 2. network coherence | New route ST0016 added as an alternative which is adjacent to Victoria Road | Yes |
| It would be good if planned improvements to this route could extend along Ynysallan Road to Garth Road where it meets the existing NCN Path 43. Many people jog/cycle/walk along this road from the Parc Bryn Heulog Estate to the cycle path 43, but there is currently no footpath or cycle path. | New route AS0041 added to address these issues | Yes |
| Clyde common and Mayals road are lethal to cycle on | Issue already addressed on existing INM as AS0036 | No |
| Cycle/walk path needed over common | Issue already addressed on existing INM as AS0036 | No |
| An additional route connecting the end of Reigit Lane to Newton/West Cross would be very desirable | Issue already addressed on existing INM as MT0028 | No |
| Improve crossing over Loughor Bridge, especially linking to Millennium Coastal Park. | Issue already addressed on existing INM as ST0001 | No |
| At New Cut bridges the cyclists crossing A483 southbound lose their green light 45 seconds before the motorists get their green light. This is a ludicrous amount of time, and should be drastically reduced so that cyclists get a green light for longer. | New route AS0044 added to address this issue | Yes |
| Build bridge over Mumbles Rd to eliminate traffic congestion and safer crossing for walkers/bikers | Improved crossing proposal added as part of AS0037 | Yes |
| Widen pavement (& or manage vegetation) on Fabian way between SA1 lights/St. Thomas junction and River Tawe (East bound carriageway) | New route ST0015 added to address these issues | Yes |
| Totally impractical & downright dangerous to combine cycling & walking on such a narrow path especially at busy times. The stretch from Mumbles to Sketty Lane should be widened by using the scruffy grassed area alongside | Issues already addressed on existing INM as AS0037 / AS0049 | No |
| no crossing from end of path into sa1 to continue on cycle path opposite Sainsbury's | New route AS0040 added to address these issues | Yes |
| This should be carried on up through Pennard so children could use it. | New route AS0045 added to address this issue | Yes |

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| I commute from Garden Village to work in Llansamlet Enterprise Zone using B4620 between Days and Ystrad road. The proposed cycle route is along MT0003 to Gowerton and then ST0006 which is a deviation of more than 1km | New route AS0046 added to address this issue | Yes |
| Where this runs alongside the Fabian Way from Wern Fawr Road to Baldwin Crescent, it would be good if barriers could be erected to better protect cyclists from the adjacent busy A483. | The route meets design standards. It is not wide enough to consider segregation. Segregation would also force users to travel closer to the road, whereas non-segregated shared use provides more flexibility. | No |
| ST0001 This route needs to be improved to segregate cyclists from traffic, as the road traffic can often be travelling quite quickly. | Issue already addressed on existing INM as ST0001 | No |
| MT0028 Road to be made access only thereby reducing number of vehicles & opening it up to cyclists & pedestrians. Alternatively a separate combined footway/cycleway by constructed from east end of Mansfield Road through narrow section to west end of Murton Lane therefore giving safe access to Mumbles | Issue will be considered as part of MT0028 scheme development. | No |
| Direction marking under bridge A4217, regular near head on collisions | Response acknowledged. CCoS has instructed this change. | No |
| Cycle walkway along sea front marina to mumbles. More segregation and keep segregation to left rather than it alternating. It changes near singleton to the opposite side. | New route ST0017 added to address this issue | Yes |
| MT0024 No road signs warning car users of cyclists, no road markings, vehicles driving over speed limit, dangerous parking and loading vehicles | Road signs have been implemented over summer 2017 | No |
| Create Footpath Newton to Caswell | It is outside BUA and would be for leisure rather than utility. This will be included in Rural Development Proposal assessment | No |
| ST0006 My existing route is via Fern St and David St Cwmbwrla. The E end of Fern St is one way and with signing 'Except Cyclists' could be a suitable existing alternative. | MT0031 alignment has been altered according to this suggestion | Yes |
| Gowerton to Loughor Needs joining up better so it is clear which way to go with road based cycle lane. | Issued already addressed on existing INM as ST0001 | No |
| 43 Direction marking by Football club training ground, regular near head on collisions | Issue already addressed on existing INM as AS0029 | No |
| MT0014 Currently no safe cycling route to Morryston Hospital | Issue already addressed on existing INM as ST0014 | No |

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| STW0009 Could this link Manselton past Pentrehafod school be cycle able for East - West travel? | New route MT0033 added to address this issue | Yes |
| MT 0003 Gowerton to Gorseinon. Move to short term instead of medium term. | New route ST0016 added as an alternative which is an active development | Yes |
| Gower, any safer cycling routes in the west would be nice. There are a lot of tracks that could be made into more formal safe cycling areas. Such as path between Rhossili and Hill end. The coastal path from Llanrhidian to Llanmadoc. | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |
| No-one cycling up the old Neath Road from Ynysforgan to Ynystawe can cross the M4, except using a pedestrian-only footbridge. You can tell from the tyre marks that people cycle over it. NCN4 is no real substitute because it is out of the way, and really hard to use in the dark, or in winter. | Issue already addressed on existing INM as MT0017 | No |
| Links between AS0037 and the Clyne cycle path. One from the park by the tip at the bottom of Derwen Fawr and one that cuts past the pond and meets the cycle path at SS 60248 92094 | New route AS0038 added to address this issue | Yes |
| Ynysallan Rd is a regular cycle route between Parc Brynheulog and cycle route 43 but currently too dangerous | New route AS0041 added to address these issues | Yes |
| Ynyallan road after the Bryn Heulog estate needs a pavement so we can reach the river pathway. | New route AS0041 added to address these issues | Yes |
| From MT0019 entrance to Parc Brynheulog Ynysallan road, to garth road. | New route AS0041 added to address these issues | Yes |
| From Plasmarl up through Brynhyfryd to Fforestfach. Also see http://labs.strava.com/heatmap/#13/-3.92813/51.63480/blue/bike | Issue already addressed on existing INM as MT0031 | No |
| Route from Glebe Road, along Loughor Road to Kingsbridge and connecting to Gorseinon, and future safe route to Gowerton | New route AS0047 added to address this issue | Yes |
| The map only shows the section of AS0002 closest to Gowerton and ignores the sections in and around Penclawdd. | New route AS0001 added to address this issue | Yes |
| AS002 - fill in the gap between Gowerton & Penclawdd | New route AS0001 added to address this issue | Yes |
| From 43 up Pentrepoeth Road / A48 to DVLA, very narrow cut ins after lights and parking on main road, link from 4 old railway to millennium path in Llanelli | Issue already addressed on existing INM as AS0022 | No |
| Top of Pastoral Way, Tycoch through 2 fields downhill to Hendrefoilan Road. Used by many as significant shortcut to Hendrefoilan Ave/Olchfa School. | New route AS0048 added to address this issue | Yes |
| Joining Brynmill Lane to Mumbles Road seafront path. Mayals to Bishopston cycle lane needed. | Issue already addressed on existing INM as ST0013 | No |
| Road between Southgate and Pennard Church. | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |

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| Clyne common | Issue already addressed on existing INM as AS0036 | No |
| Clyne Common | Issue already addressed on existing INM as AS0036 | No |
| From Southgate to Mayals | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |
| Mayals Road out to Bishopston. A cycle lane/provision to get from the cycle path into the university so you don't have to carry your bike over a bridge. | New route AS0037 added to address this issue | Yes |
| Mumbles Hill from Village Lane across to Limeslade | Unsuitable route for Active Travel as it is very narrow and steep gradient | No |
| Pennard to Bishopston | New route AS0045 added to address this issue | Yes |
| Footpaths around Ryeland farm behind Northway and Bishopston quarry. | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |
| From Newton to Caswell Bay | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |
| Cycle link from Grovesend along Station Rd to top of existing cycle track Gorseinon to Pontardulais | Issue already addressed on existing INM as AS0007 | No |
| Create a direct cycle / walking route over mumbles road via bridge into Tesco car park leading to the church (get rid of Tesco). Sort out the mess that is the Kingsway. | Alternative route AS0031 already included on the existing INM addresses this issue.MT0024 added to INM to address Kingsway issues | Yes |
| See above comment about MT0019 (Ynysallan Road to Garth Road where it meets the existing NCN Path 43) | New route AS0041 added to address these issues | Yes |
| The old railway line from Bolgoed Rd up to the old Cory pit. | This is outside the BUA and strategic network bounds, and is leisure focussed. | No |
| Newton Road, mumbles | New route MT0028 added to address this issue | Yes |
| Between Mayals and Bishopston across common | Issue already addressed on existing INM as AS0036 | No |
| Sketty cross down through Walters road to town | Issue already addressed on existing INM as MT0025 | No |

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| Between Bishopston and Murton by Oldway and plough pub desperate need of safe walkway pavements | New route AS0043 added to address this issue | Yes |
| Hi, I am a keen cyclist, for leisure and fitness. However I never cycle when I "NEED" to go somewhere. From Tircoed there are no "Child Safe" cycle routes to our neighbouring villages - Gorseinon / Pontarddulais or even the shops at Fforestfach. That said, the provision of cycle paths in Swansea is far better than many other areas in the country (Mainly a legacy of the closed railway lines). | Issue already addressed on existing INM as AS0046 | No |
| Make bridge over Oystermouth Rd. outside LC2, an official cycle route | New route AS0031 added to address these issues | Yes |
| Ynysallan Rd is a regular cycle route between Parc Brynheulog and cycle route 43 but currently too dangerous | New route AS0041 added to address these issues | Yes |
| Provide off road cycle routes linking Morryston hospital to Singleton hospital and sea front | Numerous routes proposed on the INM to address this issue | No |
| Cycle path across Fairwood Common | This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment | No |
| Please create a safe route over the common joining Mayals to Bishopston. | Issue already addressed on the existing INM as AS0036 | No |
| Birchgrove INM shows medium term walking and cycling scheme and short term walking scheme along Heol Las and Ynysallan Road and a walking scheme serving the comprehensive and primary school. Extend the medium term walking and cycling route to reach both schools. This would provide a continuous route to NCN 43 for people living in Birchgrove, and provide sustainable access to the schools. Where along busy roads these routes need to be traffic free. In addition, extending the scheme along Heol Dulais will enable those walking and cycling to link to routes towards Peniel Green and Llansamlet | New route AS0026 added to address this issue | Yes |
| Route between NCN 43 and Ynystawe | New route AS0023 added to address this issue | Yes |
| Route 43 to Morryston Hospital via Llanlliewen Close and Clydach Road. Improve access to Morryston Comprehensive School and residential areas | These roads are quite steep. More attractive alternative routes ST0014 and AS0053 are included on the INM | No |
| Where MT0018 meets Morris Street there is an opportunity to extend the cycling provision further south along the old Neath Road | New route AS0049 added to address this issue | Yes |
| Extend the route between Nantong Way and Jersey Road north to Tregof Village, and south to Carmel Road | New route AS0039 added to address these issues | Yes |

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| Route 4 - ERM. Improve continuity along B4295 where route crosses minor road. Reduce waiting times and create straight across crossing at the junction of Victoria Road and B4295. | New route ST0016 added to address this issue | Yes |
| AS0003 linking route 4 to everyday destinations in Loughor and Gorseinon. Support linking Pant Y Cob Road to Loughor Road. Could also extend to the Clyne Line Route | New route AS0003 added to address this issue | Yes |
| Realign AS0011 alongside Pontarddulais Road and Carmarthen Road so people can access employment, retail and residential areas | Noted. This is following an indicative alignment for an LDP housing development. The exact alignment will be identified prior to its delivery. | No |
| Walking and cycling network within Pontarddulais - include routes through town centre. Also include increased cycle parking. | New route AS0007 added to address this issue | Yes |
| AS0038 extend to NCN 4 and Upper Killay | New route AS0038 added to address this issue | Yes |
| Missing link between AS0037 and MT0026 along Sketty Lane | New route AS0037 added to address this issue | Yes |
| AS0037 Sustrans Cymru would support widening of Route 4 or providing additional infrastructure, segregated from traffic along the alignment of Mumbles Road. | New route AS0049 added to address this issue | Yes |
| MT0024 Consider a scheme that provides better provision for walkers and cyclists between the city centre and Brynmill. A contraflow scheme with priority for walkers and cyclists at junctions could be one solution or you could consider improvements on St Helen's Road. | Issues will be considered as part of MT0025 scheme development | No |
| Include Kingsway scheme on the INM | New route MT0024 added to address this issue | Yes |
| Direct link between Wellington Street and Princess Way. The short term scheme shown does not follow desire lines and is an unattractive environment at the back of a superstore. | New route AS0031 added to address these issues | Yes |
| Sustrans Cymru understand that a 'dismounted cycle route' is still planned through the centre of the proposed Swansea Central Development. The lack of provision here is a missed opportunity to improve access to and the permeability of the city centre, drawing in people to shop, spend time and visit city centre destinations. | New route AS0031 added to address these issues | Yes |
| High Street and Castle - Include a scheme to provide cycle friendly infrastructure on this important link to the station which could connect with Princess Way and Wind Street. This needs to include removing uneven cobbles from outside the castle which are dangerous for pedestrian and cyclists alike. | Issues already addressed on existing INM as MT0023 | No |
| Pedestrian and cycle access outside Swansea train station - Improve pedestrian and cycle access by giving priority to these modes over vehicle traffic. Provide wider and continuous cycle infrastructure in both directions which connect to the station forecourt. | New route AS0030 added to address this issue | Yes |

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| Morfa Road Install pedestrian and cycle priority at side roads to provide a continuous and comfortable route. Relocate crossing on Neath Road to desire line on that links Morfa Road with the Strand. | This has been raised previously; the Council is content that the current provision is appropriate and priority through junctions would be unsafe. There are also plans for a riverside route (west bank of Tawe) which would reduce the need and impact of this: AS0029 | No |
| Dangerous to cycle on road across common due to high traffic speeds, and awkward to pass cyclists when driving. There is room for a cycle path between road and fence, which would be much safer and encourage cycling into the Gower. | Issue already addressed on the existing INM as AS0036 | Yes |
| There is no off-road connection from Swansea Point to the City Centre. Many older cyclist currently drive into the centre as they are too nervous to cycle on roads with traffic. It is also difficult to take young children by cycle into the City Centre. Many cyclists currently ignore no cycling signs and ride through Dylan Thomas Square and along the back of the Waterfront museum as there is no designated alternative. This is likely to result in accidents and already results in conflict. | Numerous routes proposed on the INM to address this issue | No |
| Not kept. Sand and water not cleared with regularity causing danger to cyclists especially. | Response acknowledged | No |
| This needs to be a short term goal. Right through to town and the train station. It is vital to link the communities to other transport links and therefore promote intermodal travel. | Response acknowledged | No |
| Gower Trail This should not be aspirational, but a priority. Alternative road use is very dangerous. Short section would open up a safe route to the Gower. | Gower Trail moved to Medium Term - MT0003 | Yes |
| This needs to be a short term goal. One of the barriers to people cycling is an incoherent network which provides a short route, I think this is an important linkage. | Response acknowledged | No |
| Cycle route is dangerous as directly adjacent to houses. Cycling Officer informed | Response acknowledged | No |
| To avoid the Gowerton traffic bottleneck, this section should be given priority and would link Gorseinon/Loughor/Pontarddulais directly to Swansea. | Issue already addressed on existing INM as AS006 / AS008 | No |
| NCN Route 4 from Meridian Tower to Observatory Again it has to be as easy as possible for people to move from town to the seafront - short term required. | Included on ERM | No |
| Blackpill up to Sketty and Killay | Issue already addressed on existing INM as AS0037 | No |
| MT00 3 Garden Village to Gowerton It would be good if cycle lane along sea front could continue all the way to Mumbles pier. | Road is too narrow to continue route to Mumbles Pier, also this is considered a leisure route | No |
| Mayals to Bishopston for commuters and school-goers | Issue already addressed on existing INM as AS0036 | No |

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| ST0012 The road up the Mayals and across Clyne common is very well used by cyclists but currently is very dangerous | Issue already addressed on existing INM as AS0036 | No |
| The route through Dylan Thomas Square and around the side of the Waterfront Museum via Burrows Place. | Alternative route ST0012 is proposed as a more direct route | No |
| Between AS0038 and the Clyne valley cycle path, this needs to be joined up, effectively linking the cycle paths and providing a coherent cycle network. It needs to be of the highest priority to link the train station with the communities of uplands, Sketty, Killay and Dunvant. | AS0038 alignment altered to address this issue | Yes |
| It would be good if Sheffield racks removed for Oyster Wharf development could be replaced. Current racks for wheels only less secure - I don't use them. | Unfortunately this is on private land and is not something that CCoS can affect. | No |
| Provision of cycle lane across common | Issue already addressed on existing INM as AS0036 | No |
| Yes a cycle lane would be good/ a cycle path across the common off the road would be even better | Issue already addressed on existing INM as AS0036 | No |
| An extension should be made to the mumbles cycle path which takes cyclists from University to Bay Campus' along the sea front and not Fabian Way adjacent to the traffic | Issue already addressed on existing INM as AS0032 - Tidal Lagoon links | No |
| There needs to be a lot more routes linking where people actually live, e.g. looking at Townhill and Mayhill I see little in the way of even aspirational routes to encourage more walking and cycling. More of these routes need to also be of shorter term (higher importance). It also depends on how these will be implemented, i.e. cyclists given priority on the road and at junctions. | CCoS have received no reasonable representation on how to install this. | No |
| No cycle route in Craig Cefn Parc as you could use the nature reserve | Issue already addressed on existing INM as ST0007 | No |
| In terms of the draft Integrated Network Plan for the Swansea Central area, ABP supports, in principle, the inclusion of the 'aspirational' green route shown within the Swansea Docks area as this route, whilst shown as a green zig zag line, seems to be reflective of the transport route proposed in the Fabian Way Masterplan. ABP could however, only support this route within ABPs ownership if the port land was no longer considered operational. Along with formalising the alignment of this route, suitable proposals would also need to be included within any masterplan or associated Integrated Network Plan Map to ensure appropriate security measures along the operational port boundary were incorporated before any route become available to the public. | Link included as Aspirational on existing INM and will be assessed if Tidal Lagoon proposals go ahead | No |
| In terms of the medium term 'blue' routes shown on the Integrated Network Map, one section of the route leads south and seems to follow the route of the existing road (Roberts Road) within the port which is currently private and has no public access. Swansea Docks are currently fully operational and the routing of any walking/cycle path in this area is deemed inappropriate and potentially hazardous for | Link included as Medium Term on existing INM and will be assessed if Tidal Lagoon proposals go ahead | No |

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| <p>cycle path users. The routing of the cycle path should therefore be removed from the Integrated Network Map and an alternative route identified which does not include land owned by ABP in this location. Should ABP be convinced that suitable security could be provided to allow this route to come forward, they would be happy to discuss this further with Swansea Council but at this time, the route cannot be guaranteed, nor supported.</p> | | |
| <p>We welcome the plans in the short, medium and aspirational term to improve routes to Morriston Hospital. Given the numbers accessing this hospital, which is set to increase, shorter term amendments to routes could have a more immediate impact.</p> <p>The style of the maps are quite complicated and colleagues have commented how this made it hard for them to respond with their views. Adding main services to the maps may help to visualise everyday journeys on a map. It is appreciated that the INM's are meant to be used by local authorities as planning tools and the ERM's were originally intended to be public facing. However, in addition to increasing good quality routes, the maps becoming more user friendly and promotion of the routes could contribute to positive behavioural change.</p> <p>No individual comments about routes to schools but a statement in support that any change that brings about better access or opportunities to walk/scoot or cycle can only be a good thing for schools.</p> | <p>Response Acknowledged</p> | <p>No</p> |

General Comments

General responses relating to the routes have been summarised in Table 4.4 and categorised into themes. A full list of responses has been included in Appendix D.

Table 4.4 General Responses

| Consultee Comment | Number of comments |
|--------------------------------------|--------------------|
| Route Maintenance | 11 |
| Unsafe roads | 11 |
| Street lighting | 8 |
| Resurfacing | 6 |
| Improved signage and facilities | 5 |
| Dedicated cycle paths | 5 |
| Segregate walking and cycling | 4 |
| Traffic free cycle routes | 4 |
| Route widening | 2 |
| More segregation | 1 |
| More Bridges | 1 |
| More dropped kerbs | 1 |
| Less shared use | 1 |
| Better cycle and vehicle segregation | 1 |
| Sand clearance along Bay path | 1 |
| Traffic speeds | 1 |

5. Revised ERM

As part of the INM identification process, a number of additional existing routes were identified. These routes were audited and included on the maps for consultation.

As a result, 19 routes have been added to the revised Existing Routes Map (ERM) which will be submitted to Welsh Government for approval. These routes are included in Table 5.1 below.

Table 5.1 – Revised ERM Routes

| Scheme Number | Scheme Name | Type | Audit Score | Pass/Fail | Detail |
|---------------|------------------------|------------|-------------|-----------|--|
| SWA-SE-023 | Clydach | Pedestrian | 32 | Pass | Town centre route connection retail, residential and education |
| SWA-SE-024 | Ynysforgan | Pedestrian | 38 | Pass | Link footway connecting residential, education and leisure centre |
| SWA-SE-025 | Morrison | Pedestrian | 34 | Pass | Link footway around retail premises |
| SWA-SE-026 | Morrison | Pedestrian | 35 | Pass | Secondary walking route connecting trip attractors |
| SWA-SE-027 | Llansamlet | Pedestrian | 38 | Pass | Connects existing routes and retail premises |
| SWA-SE-028 | Trallwn | Pedestrian | 34 | Pass | Link footway around school. |
| SWA-SE-029A | Morfa Link | Pedestrian | 33 | Pass | Funnel Route connecting residential to retail across a bridge |
| SWA-SE-029B | Cefn Hengoed link | Pedestrian | 34 | Pass | Connects existing routes to education and retail |
| SWA-SE-030 | Landore | Pedestrian | 39 | Pass | Link footway between Morfa and Hafod |
| SWA-SE-031 | St Thomas | Pedestrian | 39 | Pass | Funnel route from Parc Tawe to St Thomas |
| SWA-SE-032 | SA1 | Pedestrian | 40 | Pass | Connector route connecting retail and employment sites |
| SWA-SE-033 | Morfa Distributor Road | Shared Use | 40 | Pass | Shared use path completed along Morfa Distributor Road |
| SWA-SE-034 | Ynystawe | Pedestrian | 34 | Pass | Connection to school and existing route |
| SWA-SE-036 | Killay | Pedestrian | 36 | Pass | Town centre route |
| SWA-SE-037 | Pentrehafod | Pedestrian | 35 | Pass | Funnel route to school |
| SWA-SW-007 | Gorseinon | Pedestrian | 35 | Pass | Link footway connection, retail, residential and employment areas |
| SWA-SW-008 | Gowerton | Pedestrian | 34 | Pass | Link footway in town centre connecting education, retail and transport |
| SWA-SW-009 | Pontarddulais | Pedestrian | 32 | Pass | Link footway connecting to education, retail, health facilities in town centre |

6. Conclusion

The consultation exercises were a crucial method of engaging with the public and giving individuals the opportunity to share their views and help shape the INM throughout Swansea.

Several of the respondents to the consultation raised comments that pertained to journeys that fall outside the definitions of “active travel” as set out in the Active Travel (Wales) Act (2014). That is to say that the Act has regard only to utility journeys rather than those which are solely for a leisure purpose. Therefore, care has been taken to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

The results of the consultation process also highlighted that the main factor preventing active travel is deemed to be the safety of active travel, unsuitable and poorly directed routes as well as the maintenance of existing and proposed routes. This supports the belief that the identified improvements as a result of the auditing process will see the number of individuals taking part in active travel increasing.

The open-ended questions which asked for new routes and suggested improvements helped to justify the inclusion of some routes and resulted in some new routes being proposed where viable. Information was attained regarding changes that would encourage participation in active travel as well as where new links were required. This information helped to inform the location of routes and linkages and suggesting route improvements.

To conclude, this consultation report has been inclusive and considered the reasons in detail and provided a response to the major concerns highlighted, where appropriate, providing explanatory and mitigating information, and highlighting ways in which the designs are to be amended in light of the responses received.

As a result of the consultation activities, CCoS have added the following new routes to their INM:

- ST0016 – Kingsbridge Link, Gowerton
- ST0018 – Improve cycle continuity in Gowerton
- MT0024 - Kingsway route included
- MT0028 - Newton to Mumbles proposed shared use path
- MT0033 - new shared use path Manselton past Pentrehafod School.
- AS0001 –Proposed shared use path between Crofty and Penclawdd
- AS0007 - Pontarddulais residential links proposed shared use path
- AS0021 - Route along Old Neath Road
- AS0023 - Clydach links to Ynystawe Proposed shared use path. Link to NCN 43
- AS0026 - Provide a continuous route to NCN 43 for people living in Birchgrove. In addition, extending the scheme along Heol Dulais will enable those walking and cycling to link to routes towards Peniel Green and Llansamlet
- AS0030 - Swansea centre proposed shared use path linking to the station
- AS0031 - Swansea central links to Marina and existing paths

- AS0038 - Links between AS0037 and the Clyne cycle path added
- AS0039 - Link along Peniel Green Road
- AS0040 - New crossing linking Fabian Way to SA1
- AS0041 - New link between Park Bryn Heulog estate and ERM along Ynysallan Road
- AS0043 - Route between Bishopston and Murton
- AS0044 - Route along New Cut Road
- AS0045 - Route between Bishopston and Pennard
- AS0046 - More direct route between Garden Village to Llansamlet
- AS0047 - Route between Loughor and Gorseinon
- AS0048 – Route from Pastoral Way, Tycoch to Hendrefoilan Road link to Olchfa School
- AS0050 - Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school

In addition to the new routes, the following routes have been amended as a result of the consultation:

- ST0015 – Management vegetation along Fabian Way
- MT0003 - Gower Trail moved to Medium Term from Aspirational
- MT0028 – Mumbles to Mansfield altered alignment
- MT0029 – Proposed cycle route in Dunvant connecting to ERM
- MT0031 - Alignment has been altered according to consultation suggestion along Fern Road
- AS0003 - Proposed shared use path between Loughor and Swansea Road
- AS0037 - link across Mumbles Road to Swansea University added.

The following existing routes have been added to the revised ERM:

- SWA-SE-023 – Clydach town centre walking route
- SWA-SE-24 – Ynysforgan pedestrian route between trip attractors
- SWA-SE-025 – Morryston pedestrian route between retail sites
- SWA-SE-026 – Clase walking route to trip attractors
- SWA-SE-027 – connects existing routes to retail in Llansamlet
- SWA-SE-028 – Trallwn link footway to school
- SWA-SE-029A – Morfa funnel route across bridge
- SWA-SE-029B – Cefn Hengoed link to school
- SWA-SE-030 – Link footway between Morfa and Hafod
- SWA-SE-031 – Funnel route between Parc Tawe and St Thomas
- SWA-SE-032 – Connector route in SA1

- SWA-SE-033 – Morfa Distributor Road completed scheme
- SWA-SE-034 – connection to school and ERM in Ynystawe
- SWA-SE-036 – Killay town centre route
- SWA-SE-037 – funnel route to Pentrehafod school
- SWA-SW-007 – Link footway in Gorseinon
- SWA-SW-008 – Link footway to trip attractors in Gowerton
- SWA-SW-009 – Pedestrian routes in Pontarddulais.

Appendix A : Phase 1 School Consultation

A.1 Introduction

A summary of the consultation activities that were undertaken are provided below.

Secondary Schools Show of Hands Surveys

In order to develop an understanding of walking and cycling routes used by school children in Swansea, an extensive consultation exercise was undertaken. City and County of Swansea selected 5 secondary schools within the county to participate in the consultation process. Capita were commissioned to engage with the schools in the consultation process.

The Show of Hands surveys were distributed to the schools on the 23rd January 2017.

The secondary schools involved in the consultation process were:

- Olchfa Comprehensive School
- Ysgol Gyfun Gwyr
- Cefn Hengoed Community School
- Pentrehafod School
- Morriston Comprehensive School.

Morriston Comprehensive School was the only school not to provide any feedback. In total 2,250 pupils across the county took part in the exercise.

The surveys were undertaken by each class in each year group across all four schools that took part. The Show of Hands surveys were designed so that the teacher could read the questions to the class and write down the number of students that raise their hands to answer.

The English and Welsh versions of the Show of Hands Surveys are contained in sections A5 and A6 of this appendix.

Primary Schools Consultation

Two primary schools were consulted with as part of Sustran's work with schools in the City and County of Swansea. The output from these lessons is in the form of A1 maps which show the students' current routes to school, home locations, local trip attractors and any barriers they encounter on the way.

The two primary schools were involved in the consultation process:

- Gowerton Primary School
- Trallwn Primary School.

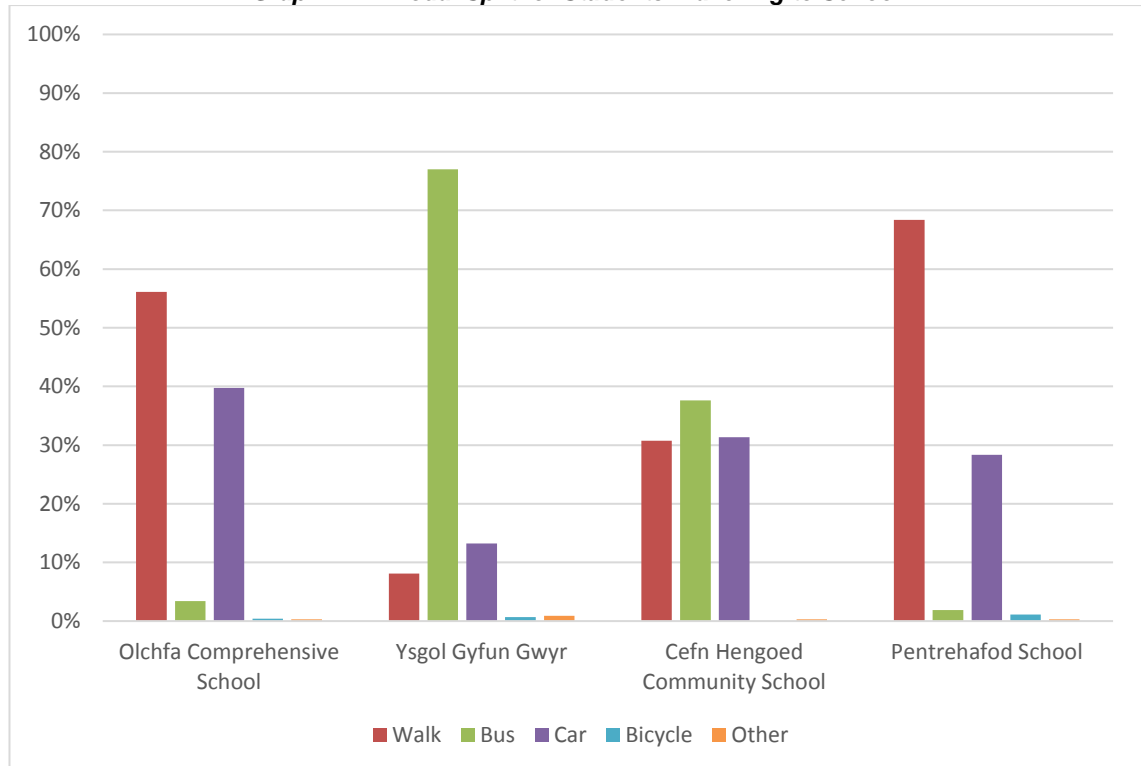
The results from these sessions were mapped so the routes could be reviewed and relevant routes included on the INM.

A.2 Secondary School Show of Hands Survey Results

Results to show how students travel to school

Graph 2.1 summarises the data obtained from question one from the show of hands survey, “How do the students normally travel to school?” The graph indicates the modal split for walking, bus, car and cycle.

Graph 2.1 – Modal Split for Students Travelling to School



The results vary vastly by area. Both Olchfa Comprehensive School and Pentrehafod School have the majority of students walking to school, whereas Ysgol Gyfun Gwyr and Cefn Hengoed Community School, the majority of students travel to school by bus.

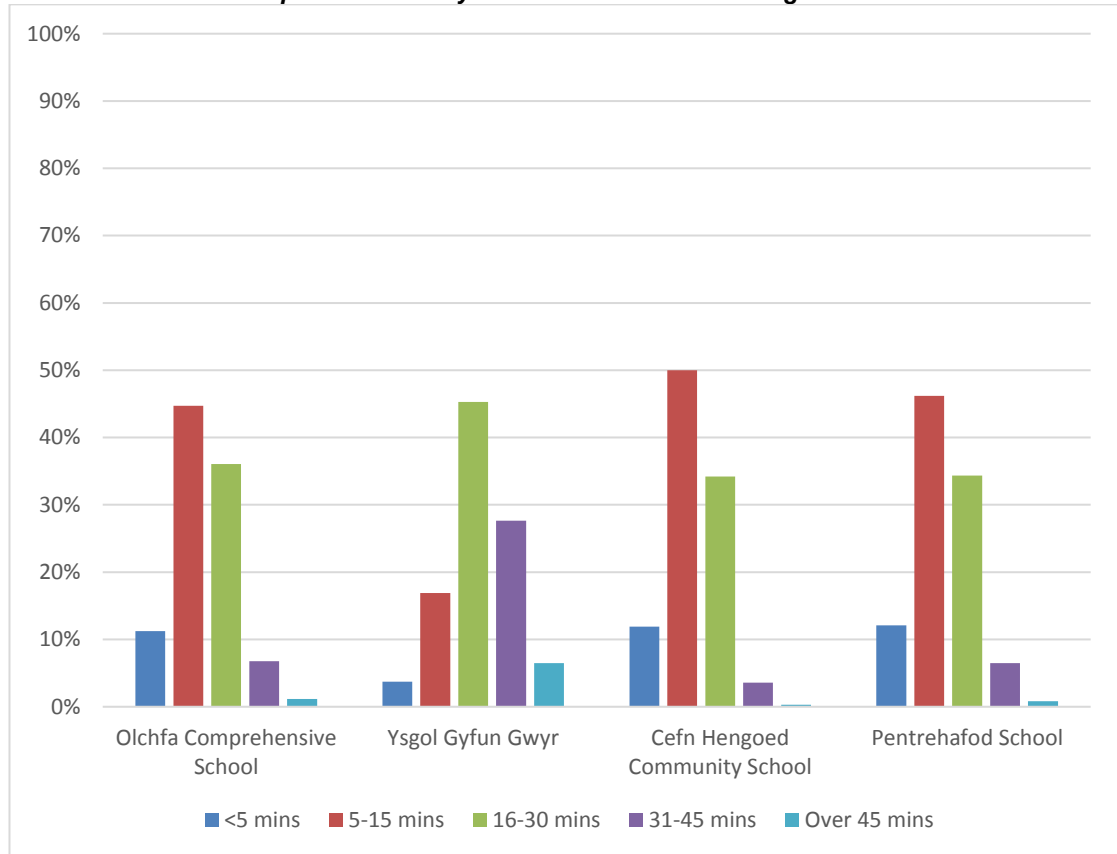
Pentrehafod School has the highest percentage of students walking to school, 68%, and Ysgol Gyfun Gwyr has the lowest percentage of students walking to school, 8%. Ysgol Gyfun Gwyr also had a number of students travelling to school by train.

All of the schools which provided feedback had a very low percentage of cyclists, an average of 1%.

Journey Times for Students Travelling to School

Graph 2.2 shows the results from the show of hands survey question. ‘How long does this journey to school normally take?’

Graph 2.2 – Journey times for students travelling to school



Most students require between 5 to 15 minutes and 15 to 30 minutes to travel to school.

Less than 10% of student responses suggest they are taking longer than 45 minutes to travel to school, the majority of which attend Ysgol Gyfun Gwyr.

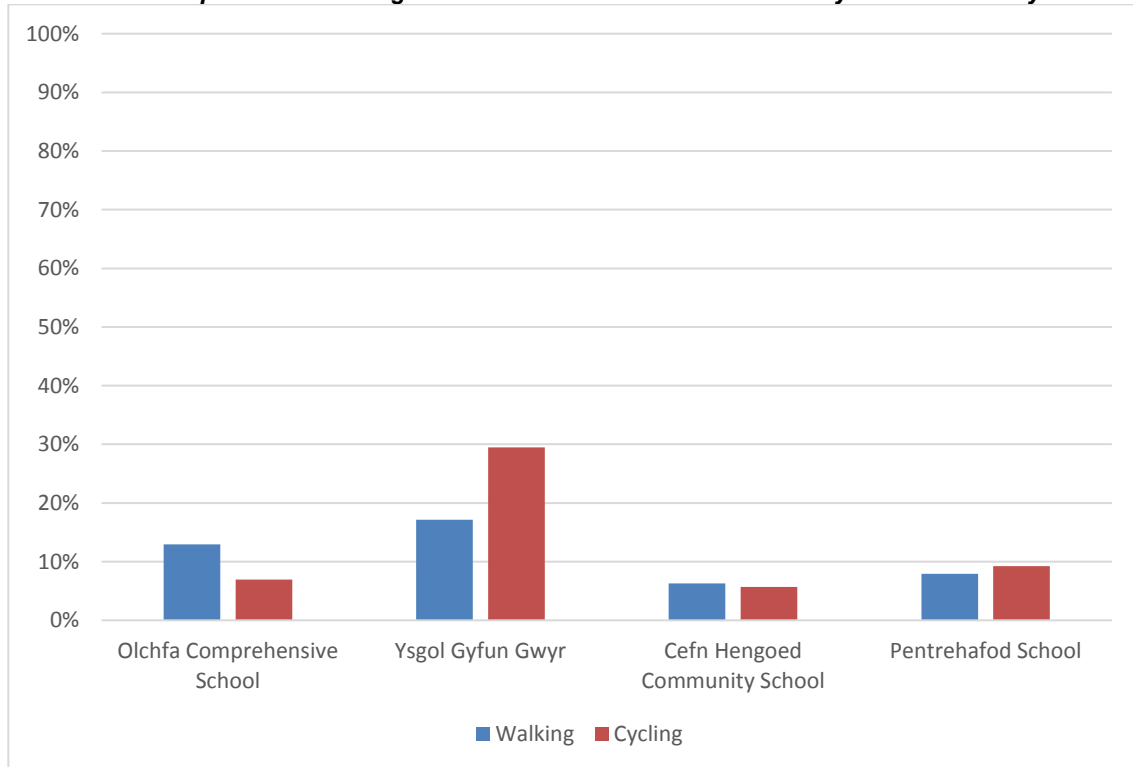
Three schools have the highest percentage of students with a journey time of 5 minutes or less; Olchfa Comprehensive School (11%), Cefn Hengoed Community School (12%) and Pentrehafod School (12%).

Ysgol Gyfun Gywr (28%) has the highest percentage of students with a 31 to 45 minute journey time to school as it has the wider catchment area and a high percentage of students travelling by bus (77%).

What Percentage of Students would like to Walk or Cycle to School?

Graph 2.3 shows the results from the show of hands survey question “How many students would like to walk or cycle to school that currently don’t?”

Graph 2.3 –Percentage of students would like to walk and cycle that currently don’t



There is a higher overall percentage of students who would prefer to cycle to school than walk to school.

Similarly, Ysgol Gyfun Gwyr also recorded the highest percentage of students who would like to walk to school that currently don’t (17%).

Ysgol Gyfun Gwyr recorded the highest percentage of students who would like to cycle to school that currently don’t (30%).

Schools which recorded the lowest percentage of students who would like to walk or cycle that currently don’t also recorded some of the highest percentages of current walking levels; Pentrehafod School has 17% of students wanting to walk or cycle to school who currently don’t and 68% of students already currently walk to school. However, Cefn Hengoed Community School has 12% of students who would like to walk or cycle to school who currently don’t, and only 31% currently walk.

Alternatives to Encourage Students to Walk or Cycle to School

Graphs 2.4 to 2.11 summarise the results from the Show of Hands survey. Students were asked whether any of the following alternatives would make walking or cycling to school better or encourage them.

Alternatives to encourage walking:

- Wider pavements
- Slower traffic
- More students to walk with
- Training for how to safely cross roads
- Nothing it's too far too walk
- Better Lighting
- Cleaner pavements
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

Alternatives to encourage cycling:

- More/better cycle parking
- Slower traffic
- More students to cycle with
- Training for how to safely cross roads
- Nothing it's too far too cycle
- Better lighting
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

The most popular suggestion to encourage cycling and walking to school was to provide lockers for storage of student's cycle gear, coats/ cycle jackets and helmets. 23% of students across the 4 schools were in favour of this to encourage walking, and 19% were in favour of lockers to encourage cycling. Another popular suggestion was more students to walk/ cycle with.

Providing lockers for cycle equipment in schools and coordinating students to walk or cycle together are short term alternatives that may encourage more students to cycle to school. The other highest percentage categories that received votes were off road cycle routes, more/ better cycle parking and cleaner pavements. These are long-term solutions that will be much more difficult to implement.

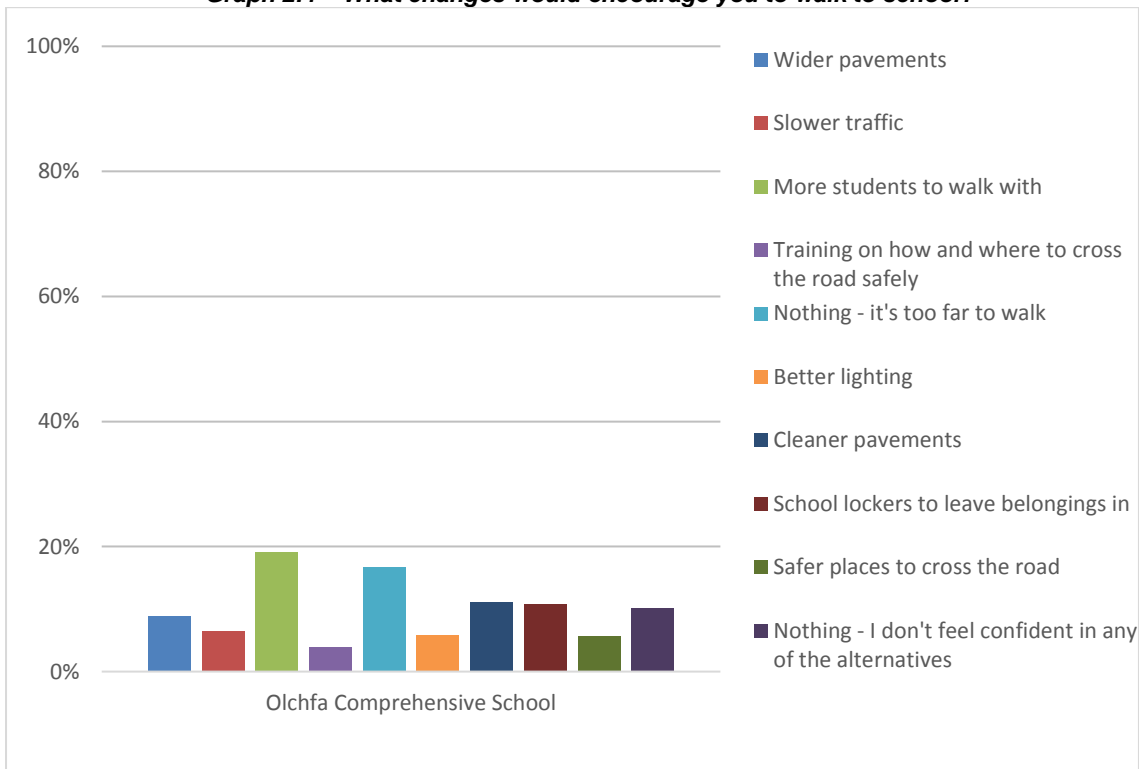
Students were encouraged to provide feedback and their own alternatives. Additional suggestions included:

- Cycle to school scheme grant to allow students to loan bicycles;
- Competitions for most steps walked or miles cycled;
- For school to start later to allow more time to walk or cycle; and
- To increase awareness and promotion of the benefits of walking and cycling to school.

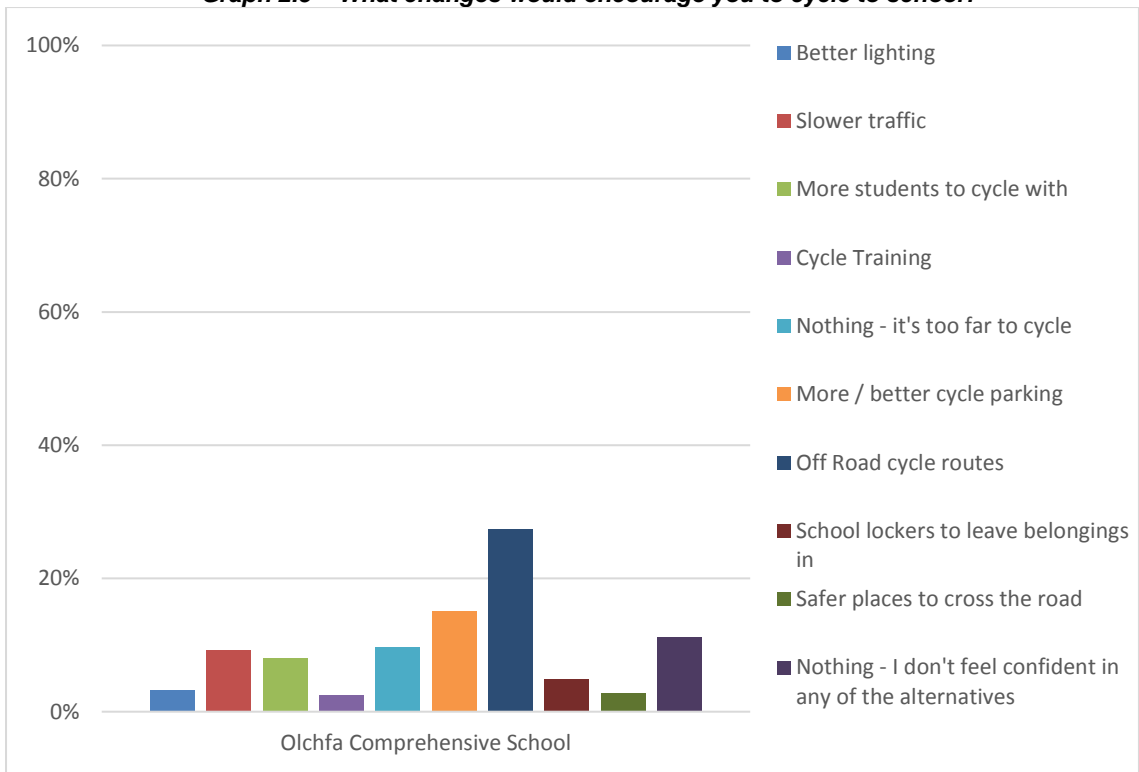
The results indicate that 21% of respondents across the 4 schools stated that the distance from home to school was too far for them to walk and 15% stated that it is too far for them to cycle, the highest percentage of which were located in Ysgol Gyfun Gwyr.

Olchfa Comprehensive School

Graph 2.4 – What changes would encourage you to walk to school?

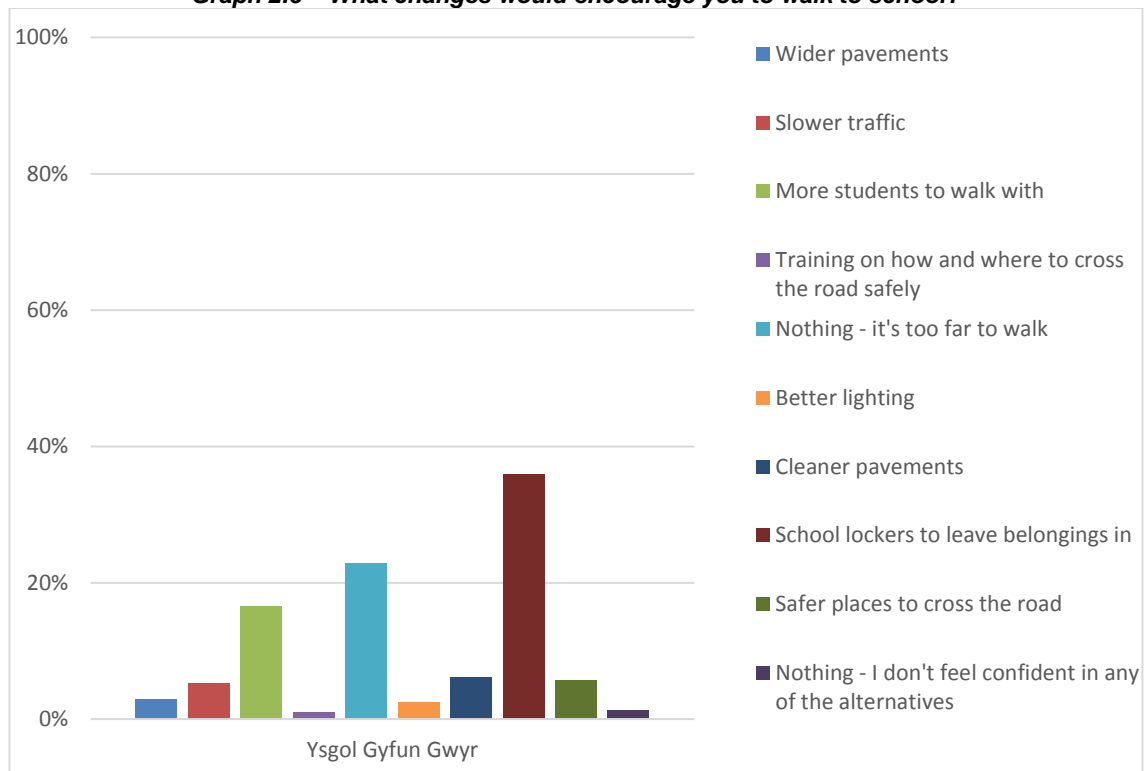


Graph 2.5 – What changes would encourage you to cycle to school?

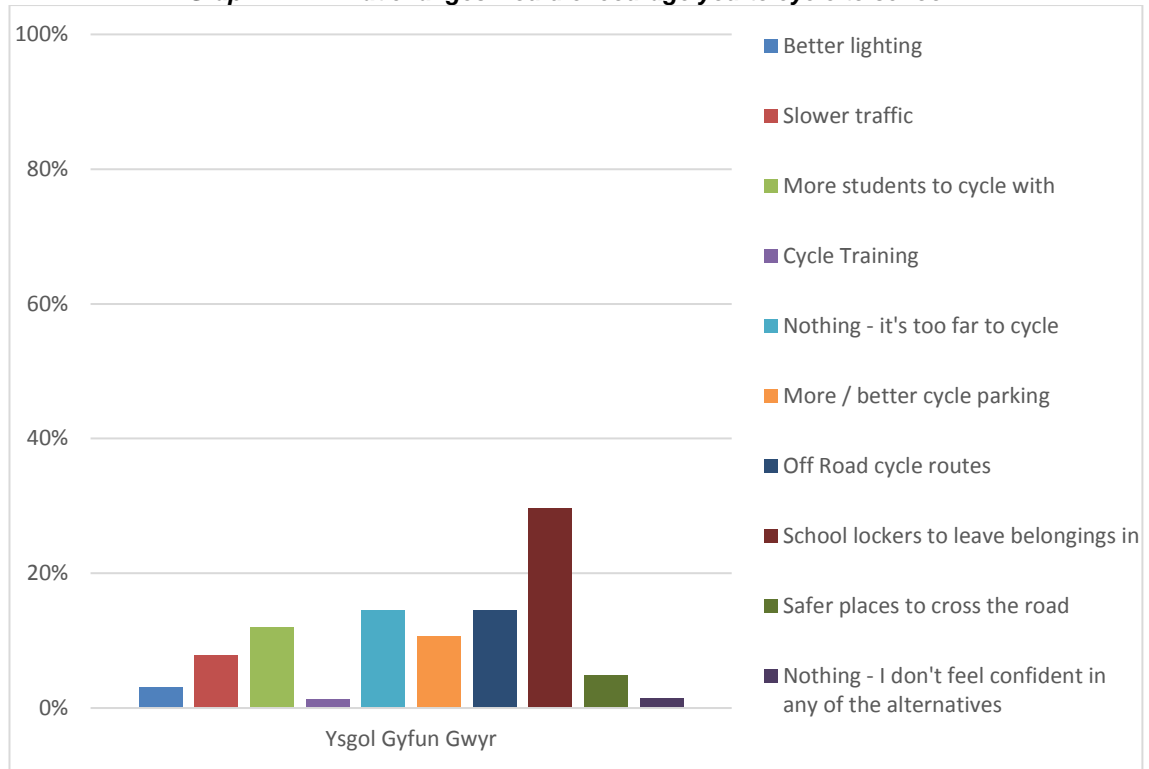


Ysgol Gyfun Gwyr

Graph 2.6 – What changes would encourage you to walk to school?

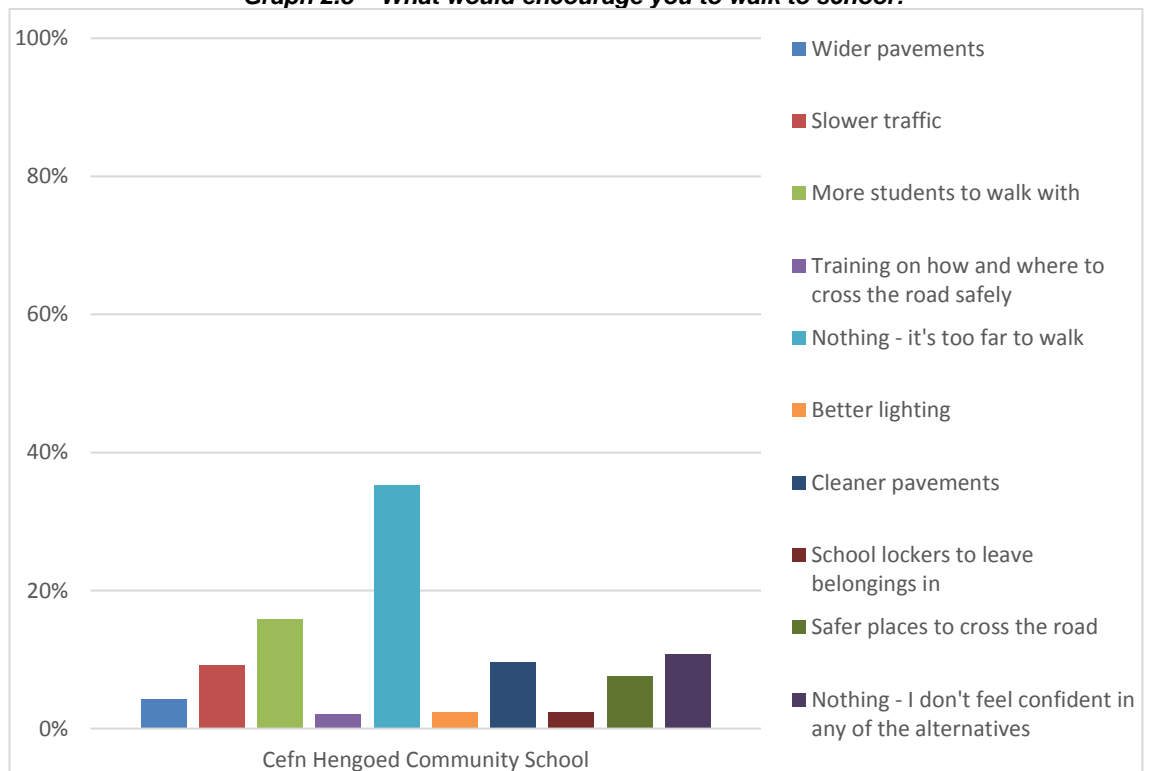


Graph 2.7 – What changes would encourage you to cycle to school?

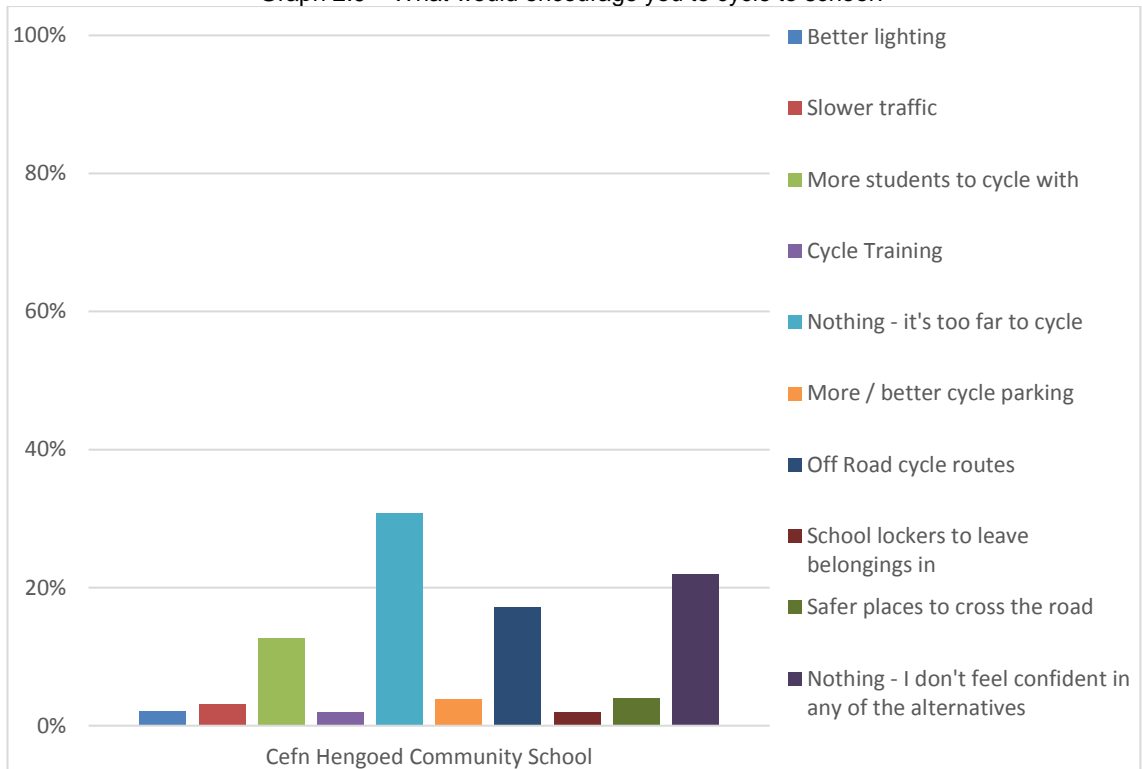


Cefn Hengoed Community School

Graph 2.8 – What would encourage you to walk to school?

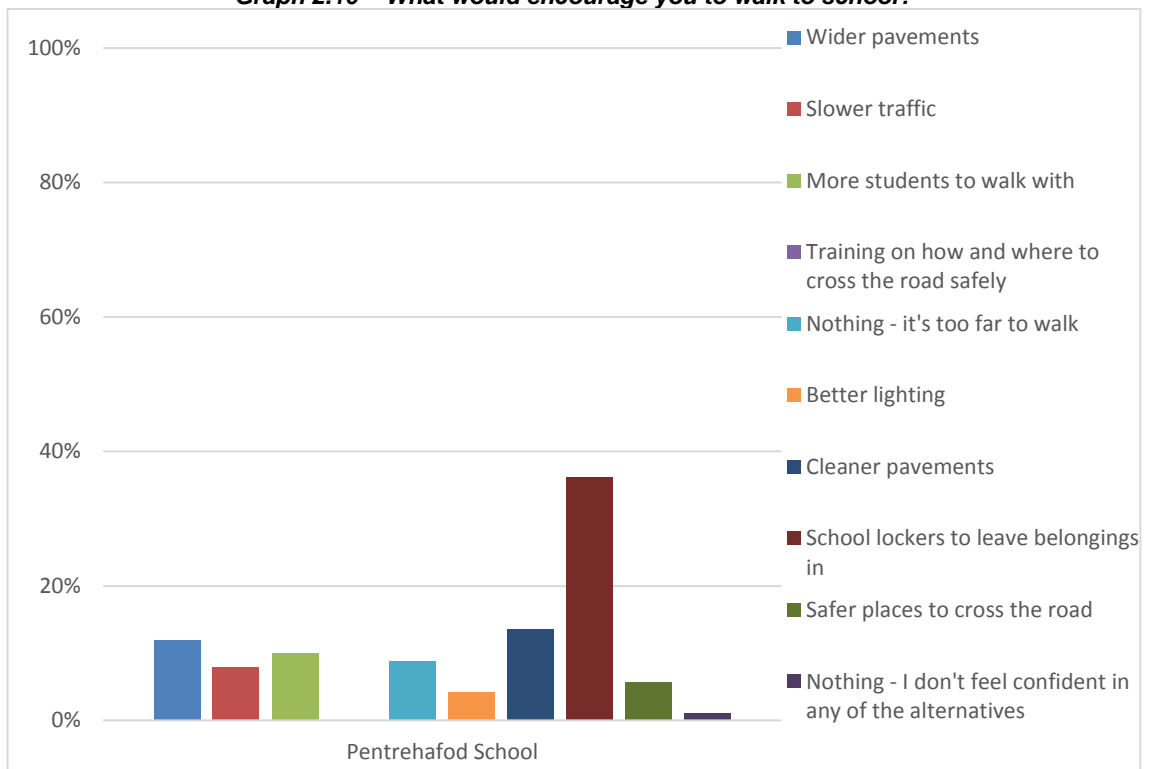


Graph 2.9 – What would encourage you to cycle to school?

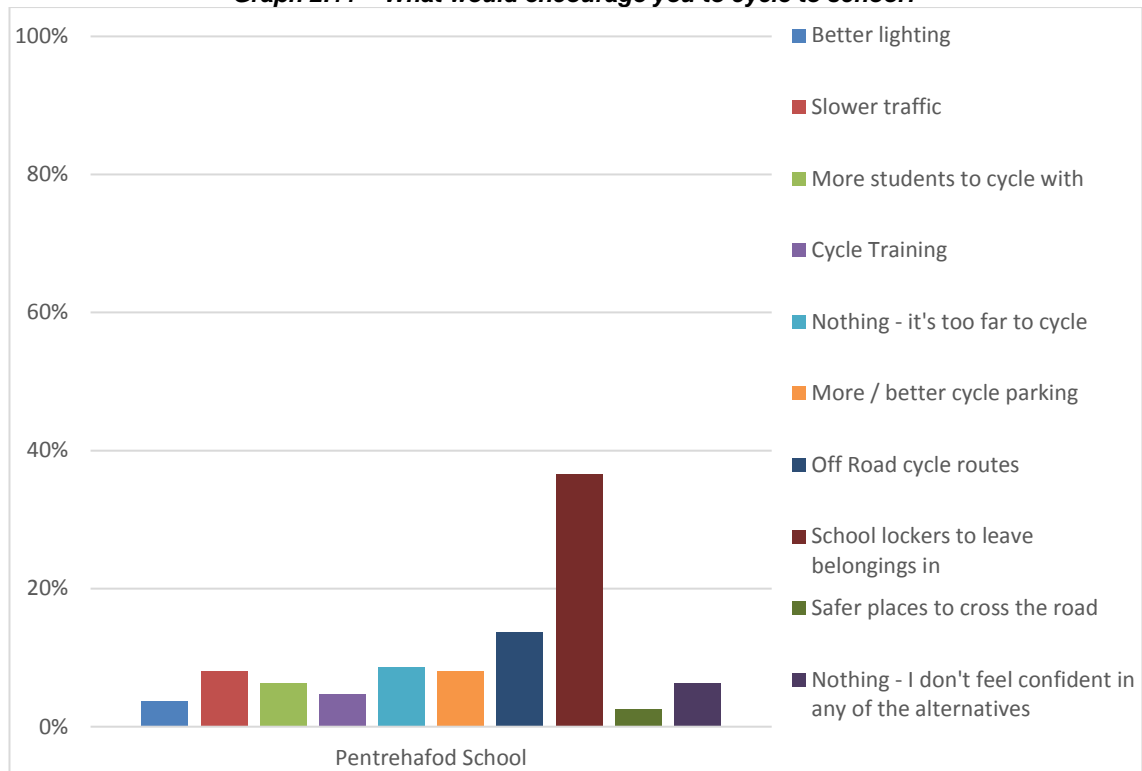


Pentrehafod School

Graph 2.10 – What would encourage you to walk to school?



Graph 2.11 – What would encourage you to cycle to school?



A.3 Primary School Consultation

Sustrans are working with a number of schools within the City and County of Swansea to deliver lessons to understand the routes that students take to get to school to inform the INM process.

The results from the below schools have been analysed below:

- Trallwn Primary School - Years 4 and 5 – 49 students (15th November 2016)
- Gowerton Primary School Year 5 (20th January 2017).

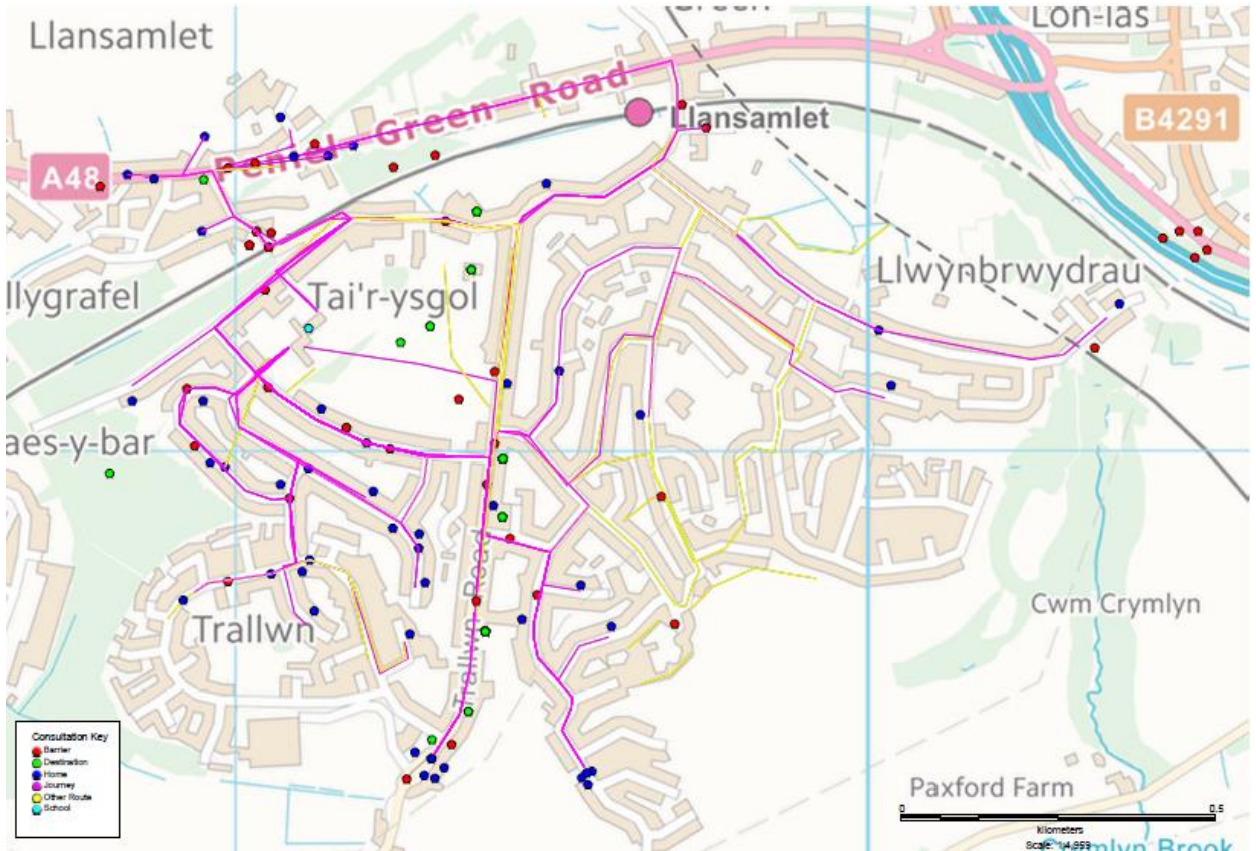
The output from the lessons is in the form of A1 maps which show current routes to schools, suggested new paths, home locations, trip attractors, and barriers that students face on their journeys to school. In addition to the maps, a Show of Hands survey was undertaken at Gowerton Primary school.

The student’s current routes and barriers to walking have been mapped and the results from Trallwn Primary School are included in Figure 1.

Examples of barriers included lack of street lighting, too many parked cars on the footways and lack of street lighting.

Although it wasn't possible to include all of the student's journeys as Active Travel routes on the INM, the main routes to the school which were used by students have been incorporated onto the map. In addition, the barriers which were identified have been reviewed, and where possible these have been addressed along the Active Travel routes on the INM.

Figure 1 – Trallwn Primary School Consultation Summary



A.4 Summary

The first consultation period has influenced the emerging INM significantly, and the next consultation period will provide CCoS schools with another opportunity to give their input and share their opinion on improvements and new routes etc.

Show of Hands Surveys

Show of Hands Surveys were returned by four schools in Swansea, a total of 2,250 pupils across the county took part in the exercise.

Method of transport to school varies vastly by area. Both Olchfa Comprehensive School and Pentrehafod School have the majority of students walking to school, whereas Ysgol Gyfun Gwyr and Cefn Hengoed Community School, the majority of students travel to school by bus.

There is a higher overall percentage of students who would prefer to cycle to school than walk to school across the schools, but again this varies by area due to the distances travelled and school catchment areas.

The most popular suggestion for increasing walking and cycling to school were to provide lockers for cycle equipment in schools and coordinating students to walk or cycle together. These are short term alternatives that may encourage more students to cycle to school.

The other highest percentage categories that received votes were off road cycle routes, more/better cycle parking and cleaner pavements. These are long-term solutions that will be much more difficult to implement.

The results of the surveys were analysed so that Active Travel routes could be focussed around the schools where possible, based on the survey results and to give CCoS an idea of additional methods of encouraging students to walk and cycle to school.

Primary School Consultation

Trallwn Primary School and Gowerton Primary School were involved in INM sessions led by Sustrans. Although it wasn't possible to include all of the student's journeys as Active Travel routes on the INM, the main routes to the school which were used by students have been incorporated onto the map. In addition, the barriers which were identified have been reviewed, and where possible these have been addressed along the Active Travel routes on the INM.

A.5 School Active Travel: Show of Hands Survey - English

School Active Travel: Show of Hands Survey

Year _____ Class _____

How many students are in your class _____

As the teacher of your class, please ask these questions to the whole class and then write the number of students that raise their hands to answer in each box.

Please note, for Q1 & Q2 pupils should only answer once to each question so that the totals add up to the number of pupils in the class.

Q1 How do the students normally travel to and from school?

| Travel Methods | To School (write no. of students) | From School (write no. of students) |
|------------------------|--------------------------------------|--|
| Walk | | |
| Bus | | |
| Car | | |
| Bicycle | | |
| Other (please specify) | | |
| TOTAL | | |

Q2 How long does this journey usually take?

| Journey Time | To School | From School |
|------------------|-----------|-------------|
| Less than 5 mins | | |
| 5 – 15 mins | | |
| 16 – 30 mins | | |
| 31 – 45 mins | | |
| Over 45 mins | | |
| TOTAL | | |

Q3 How many students would like to walk / cycle on a more regular basis? (That currently don't)

| Travel Method | To School | From School |
|---------------|-----------|-------------|
| Walking | | |
| Cycling | | |

Q4 What would make walking to school better, or (if you don't currently walk) encourage you to walk?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

| | | | |
|--|--|---|--|
| Wider pavements | | Better lighting | |
| Slower traffic | | Cleaner pavements | |
| More children to walk with | | School lockers to leave belongings in | |
| Training on how and where to cross the road safely | | Safer places to cross the road | |
| Nothing – it’s too far to walk | | Nothing – I don’t feel confident in any of the alternatives | |
| Other (please specify) | | | |

Q5 What would make cycling to school better, or (if you don’t currently cycle) encourage you to cycle?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

| | | | |
|---------------------------------|--|---|--|
| Better lighting | | More / better cycle parking | |
| Slower traffic | | Off road cycle routes | |
| More children to cycle with | | School lockers to leave belongings in | |
| Cycle Training | | Safer places to cross the road | |
| Nothing – it’s too far to cycle | | Nothing – I don’t feel confident in any of the alternatives | |
| Other (please specify) | | | |

Thank you for taking the time to complete the survey. Please ensure the survey is completed and returned ready for collection on 27th January 2017.

A.6 School Active Travel: Show of Hands Survey - English

Teithio Byw Ysgolion – Arolwg Dangos Dwylo

Blwyddyn _____ Dosbarth _____

Faint o ddisgyblion sydd yn eich dosbarth _____

Fel athro / athrawes eich dosbarth, gofynnwch y cwestiynau yma i'r dosbarth i gyd ac ysgrifennu ym mhob blwch, y nifer o ddisgyblion sydd yn codi ei dwylo i ateb.

C1 Sut mae'r disgyblion yn teithio i ysgol fel arfer?

| Modd Teithio | I Ysgol (ysgrifennwch nifer o ddisgyblion) | O Ysgol (ysgrifennwch nifer o ddisgyblion) |
|--------------------------------------|--|--|
| Cerdded | | |
| Bws | | |
| Car | | |
| Beicio | | |
| Arall (pennwch os gwelwch yn dda) | | |

C2 Pa mor hir mae'r siwrne yma yn cymryd fel arfer?

| Amser y siwrne | I Ysgol | O Ysgol |
|-----------------|---------|---------|
| Llai na 5 munud | | |
| 5 – 15 munud | | |
| 16 – 30 munud | | |
| 31 – 45 munud | | |
| Dros 45 munud | | |

C3 Faint o ddisgyblion byddai'n hoffi cerdded / beicio yn fwy rheolaidd? (Sydd ddim yn ar hyn o bryd)

| Modd Teithio | I Ysgol | O Ysgol |
|--------------|---------|---------|
| Cerdded | | |
| Beicio | | |

C4 Beth fyddai'n wneud cerdded i ysgol yn well, neu (os nad ydynt yn cerdded ar hyn o bryd) annog nhw i gerdded?

Gall disgyblion codi ei ddwylo dwywaith. Ysgrifennwch y nifer o ddwylo a chodwyd yn y blychau os gwelwch yn dda.

| | | | |
|---|--|--|--|
| Palmantau ehangach | | Goleuadau gwell | |
| Traffig arafach | | Palmantau glanach | |
| Mwy o ffrindiau i gerdded gyda | | Loceri ysgol i adael eiddo fewn | |
| Hyfforddiant ar sut a ble i groesi'r ffordd yn saff | | Llefydd saffach i groesi'r ffordd | |
| Dim byd – mae'n rhy bell i gerdded | | Dim byd – dw'i ddim yn teimlo'n hyderus mewn unrhyw un o'r opsiynau eraill | |
| Arall (pennwch os gwelwch yn dda) | | | |

C5 Beth fyddai'n wneud beicio i ysgol yn well, neu (os nad ydynt yn cerdded ar hyn o bryd) annog nhw i gerdded?

Gall disgyblion codi ei ddwylo dwywaith. Ysgrifennwch y nifer o ddwylo a chodwyd yn y blychau os gwelwch yn dda.

| | | | |
|-----------------------------------|--|--|--|
| Goleuadau gwell | | Mwy / well parcio i feiciau | |
| Traffig arafach | | Llwybrau beicio oddi ar y ffordd | |
| Mwy o ffrindiau i feicio gyda | | Loceri ysgol i adael eiddo fewn | |
| Hyfforddiant beicio | | Llefydd saffach i groesi'r ffordd | |
| Dim byd – mae'n rhy bell i feicio | | Dim byd – dw'i ddim yn teimlo'n hyderus mewn unrhyw un o'r opsiynau eraill | |
| Arall (pennwch os gwelwch yn dda) | | | |

Diolch am gymryd yr amser i gwblhau'r arolwg.

Appendix B : Online Survey



Walking and Cycling Routes: Have your say

The Integrated Network Map (INM) will set out the walking and cycling routes which the Council will seek to deliver over the next 15 years. The draft INM and more information can be found at www.swansea.gov.uk/activetravelact

Q1 Which community do you live in?

| | | | |
|---------|-------------|--------------|------------|
| Swansea | Bishopston | Pontardulais | Glais |
| Sketty | Fforestfach | Winchwen | Birchgrove |
| Killay | Gowerton | Morrison | Other |
| Mumbles | Gorseinon | Clydach | |

Q2 How often do you undertake the following activities within your communities?

| | Walk | Cycle |
|-------------------|------|-------|
| Everyday | | |
| 2-3 times a week | | |
| Once a week | | |
| 2-3 times a month | | |
| Once a month | | |
| Less often | | |
| Never | | |

Q3 If answered 'never' to Q2, please provide your reasons for not:

| | |
|------------------------------|--|
| Weather | Health |
| Unsuitable routes | Time constraints |
| Fitness | I don't own a bike |
| Lack of cycle storage | I travel with others who don't walk or cycle |
| Other (please specify below) | |

Other: _____

Q4 Are there any changes that City and County of Swansea could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live? Please select all that apply:

| | |
|------------------------------|-------------------------------|
| Slower traffic speeds | Wider pavements |
| More on road cycling routes | Better lighting |
| More off road cycling routes | More pedestrian crossings |
| More cycle parking | Cleaner, uncluttered footways |
| Other (please specify below) | Nothing |



Other: _____

Q5 Do you use the routes highlighted on the maps?

| | |
|-----|----|
| Yes | No |
|-----|----|

Q6 If answered 'No' to Q5 please explain why.

Q7 If answered 'Yes' to Q5, are there any improvements / changes needed to the routes highlighted on the maps? Please specify route ID where possible.

| Route ID | Comments |
|----------|----------|
| | |
| | |
| | |
| | |

Q8 Are there any additional walking / cycling routes that you believe are well used and should be included on the maps?

| | |
|-----|----|
| Yes | No |
|-----|----|

Q9 If you answered 'yes' to Q8, please can you describe the locations of the additional routes?

Q10 Are there any improvements the City and County of Swansea could make to these additional routes?



Please provide your name and e-mail address, you may be contacted for further information.

| | |
|----------------|--|
| Name | |
| E-mail address | |

About You

The City & County of Swansea is keen to ensure that its active travel networks are accessible to all users. Please could you answer the following questions so that we might best understand your personal circumstances. The answers to this data will be anonymised to ensure your privacy

Age:

- Under 16
- 16 – 29
- 30 – 45
- 46 – 59
- 60+
- Prefer not to say

Gender:

- Male
- Female
- Other
- Prefer not to say

Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say
- Please state the nature of your disability.....

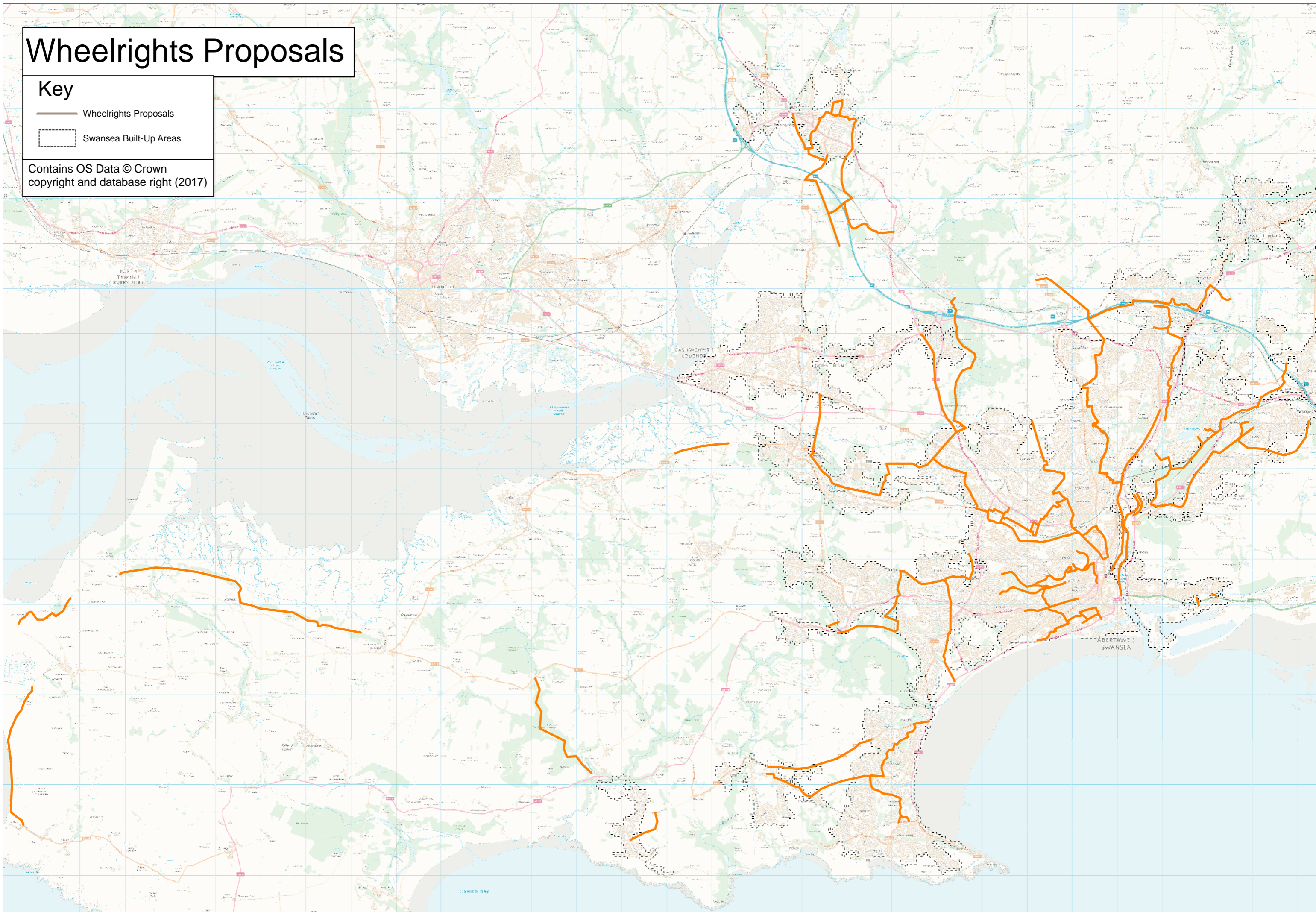
Appendix C : Wheelrights Proposals

Wheelrights Proposals

Key

- Wheelrights Proposals
- - - Swansea Built-Up Areas

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Appendix D : Consultation Responses: General Comments

Consultation Responses – General Suggestions

| Route Suggestion |
|---|
| Decent road surfaces-not the hotch potch of pot hole repairs and surface dressing we now have. Preventative maintenance please! Spend-to-save. |
| Dedicated traffic free interconnected cycle network and combat people using the cycle routes with motorbikes they are lethal and will result in a fatality before long. |
| Less pedestrians and dogs not moving out the way on shared routes |
| Better segregation between cars and bikes on road cycling routes |
| Better lit cycle paths, in light of recent attacks on another cycle path in Swansea |
| Signage at each junction, indicating whether it is a pedestrian/cycle or both with indicated distances to next junctions/waypoints. It is very important that the average time is marked for both forms of use. Public toilets distances need to be indicated at each point, & seats need to be installed at junctions. |
| Better signed cycle routes making it clear where to go |
| Better footpaths |
| My idea of perfect city infrastructure is Amsterdam. The cycle paths are a separate road system completely. It's amazing. And jam-packed full of cyclists, despite the lack of good weather. |
| Every new road should have cycle lanes installed Amsterdam style. Why doesn't the new Morfa rd. have them? Inexcusable. Surfaces should be suitable for all uses (roller blading etc.) unlike by the observatory etc. Sort out clutter and standing water on the prom too. |
| Do something about the amount of cars parked on pavements obstructed the way for pedestrians especially those with children, pushchairs and mobility aids? |
| improved maintenance of cycle paths |
| The maps are unintelligible: it's impossible to tell from them exactly where the routes are. |
| Public toilets are far too far away. NO signage or distances/times marked at start of routes. Times - average walking speed to complete 'leg' of route. |
| I've explained on the previous page. PS. Nobody wants to download ten maps to check... |
| I drive these routes, but they are too dangerous to walk them. |
| Not currently safe. I would love to cycle these tracks if they were free of cars. My kids could use them too. |
| Non are in my area |
| I often walk/cycle with a dog and their re restrictions on dogs on Swansea front. |
| This route is needed asap |
| Gowerton to Swansea Bay is quite busy so some signage about being courteous to other users would help. I.e. Please keep dogs on leads and please get a bike bell etc. |
| Maintain them! No tree roots please |
| Better segregation of cyclists and walkers would make it safer. |
| This route is dangerous busy road with no pavement or cycle path. There is plenty of room to add pavement/cycle path and this would encourage more cycling walking between these 2 communities and benefit children returning home from after school sports |
| Sort out the traffic free cycle path where the park and ride used to be and stop people using motorbikes on the cycle routes |
| street lights are often out |
| Better route to cycle path, better lighting on cycle path, reduced road speed, foot path. |
| I can't see the map whilst responding to this questionnaire. This cannot answer this question |
| Requires better surface |
| Regular sand clearance |

| |
|--|
| requires better signage to join near bridge |
| overgrown by bracken |
| Better lighting for when it starts getting dark. |
| Traffic moves to quickly, too many emissions from cars and busses, dangerous driving, parked cars opening their doors without looking, no visible cycle lane on road even though road is wide enough, |
| This route would encourage people to cycle to work as it would be safer. |
| Widened to allow better separation between cycles and walkers |
| Footpath and cycle track is needed - far too dangerous and there's even bus stops along route - you'd be mad or suicidal to get off bus along it!!! |
| Create footpath |
| A new safe footpath / cycle lane is needed |
| would be a very useful route as currently v dangerous |
| Needs cutting back around the new sports development to the bridge (north) as it is now narrow and dangerous due to lower visibility |
| Sort out standing water, remove clutter & bus stop by the slip bridge, install appropriate surface in the marina, and use design to create safety not signs, remove endless signs. |
| Some of the paths north of Swansea need to be tarmac not gravel |
| Not suitable for children as there are no curbs or cycle paths. People drive around these roads like idiots. |
| Safer route for walkers and cyclists separate to the vehicular traffic. |
| improved cleaning of sand which ruins bikes - it is cleaned up for cars virtually straight away, but left in dangerous drifts for cyclists and pedestrians |
| Encouraging more use of this road and making it a cycle route would be disastrous. It's a 'rat run' already. |
| Needs separate cycling and walking routes - not wide enough for both and is dangerous at busy times |
| dog walkers must be asked to keep them on leads, far too dangerous for cyclists, after all, it is a cycle track not a dog walking track |
| This would provide a more attractive and quicker route through SA1 Waterfront. |
| Is this the old railway? This route is overgrown and the bridge is currently blocked off, this route would provide a safe passage to Tregof village. |
| Requires better surface |
| Walking this route whilst dark is extremely dangerous as the footway is uneven and overgrown due to lack of maintenance and the street lights have been switched off. The worst area is between Berthlywd and Penclawdd where even the new LED lights are switched off. Surely this is at odds with what is expected of the Council under the active travel act? |
| Dangerous step cut in by library on sea front, lethal in dark and wet |
| This is a fast bit of road, with cars doing 60mph next to cyclists. this should have a dedicated cycle lane |
| Speeding vehicles, no road markings for cyclists, bad road surface |
| Use it visit family and friends and access south Gower from mumbles. The lanes are dangerous, like many people I would walk to Murton but I am forced to drive. Similarly, many Bish residents are forced to drive to mumbles to shop, worsening the already difficult parking circumstances. |
| Create footpath |
| A footpath / cycle lane should be added to parts where there is none. |
| Lighting required for winter walking in the evenings and more signage to dictate cycling/walking sides |
| Busy main road not suitable for children |

| |
|--|
| Various areas especially where it exits Morrison's roundabout, where the buddleia has is overhanging the cycle way, forcing cyclists into the road. |
| Need pavements where kids walk to school |
| Better cleaning of cycle path between SA1 and rear of park & ride out towards Bay Campus (off Eastbound carriage way, regularly glass on the path all along here |
| Doesn't exist |
| This would be a really useful addition to the strategic network. |
| The road down to the canal path has some big pot holes, if this could be improved it would be nice |
| Doesn't exist |
| LLyw |
| Generally, I think the Morrision, Gowerton, Llansamlet routes are all very well maintained. The only additional comment I would have is for more road markings/on-road cycling lanes and for more bike paths in general. |
| Allow cycling on the pedestrian bridge |
| I think segregated routes are better than shared routes as you can end up weaving between pedestrians with neither knowing which way they should be going. Gets to be a problem when dog leads are involved and leads me to prefer using the roads as you don't have to slow down as much. |
| The more routes there are, the more people will be encouraged to use bikes/walk. More nervous cyclists (like me) are more likely to use routes off roads where we feel safer. Dedicated lanes for cyclists/walkers are a great addition to a city |
| Needs a pavement and a way to stop rain water running off of m4 onto road at corner as often floods/ices over. |
| Make sure they are cleaned of glass to reduce punctures |
| Better access, lighting, road crossings for walkers with children |
| Dedicated cycle paths |
| During winter period street lighting has been switched off along key interchange routes between the towns / villages. This has dis-courage walking / cycling between Gorseinon & Gowerton |
| Yes see my notes in 7 above |
| Introducing cycle paths |
| Ensure track surfaces are good to start and are maintained. Ensure they link up with cycle routes in adjacent areas. |
| Yes, turnstile type gate/swing gate at top, intermediate & bottom. Concrete steps plus handrail at bottom on Hendrefoilan Rd. |
| Yes, I believe that priority is given to the motor car throughout Swansea. Crossings over Mumbles Road, particularly at the bottom of Brynmill Lane force pedestrians to wait in central reservation for several minutes while crossing road. A disgrace! |
| A footpath in the lanes.....this route is very dangerous to cyclists and pedestrians who use it. |
| Shared us path |
| Regular maintenance, cutting back undergrowth |
| Improving pedestrian / cycle routes but without increasing danger for pedestrians by moving cycle routes on to pavements. Already there are dangerous cyclists on pavements where it is against the rules and the waters shouldn't be muddied in this regard |
| Keep the footpaths clear of vegetation |
| Yes, create a footpath as none exists |
| May be added to long term as an alternative link to Pontarddulais whilst AS007 is being considered |

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| You must install Amsterdam style infrastructure to change the culture. Tins of white paint are not sufficient. |
| Yes, provision of a shared cycle/foot path |
| Make sure they exist first and if so make sure they are tarred and wide enough. |
| Wider pavements and protection from cars parking or driving over pavements. |
| Provide a safe pathway |
| Dedicated cycle lanes |
| Yes pavements |
| Swansea |
| Surface the route correctly. Install lighting if funds allow |
| Make sure that the hedges are trimmed back alongside the tracks |
| I don't hear cyclists behind on the shared routes. There should be more attention given to encouraging / enforcing cyclists to use designated cycle routes at the same time as providing new routes. Cyclists often ignore red lights and are therefore a danger to pedestrians and car drivers. They do not display lights - this is a real problem in Uplands where visibility is not good due to the number of parked cars. It is a great shame that cycle routes to the Bay Campus were not part of the original planning brief |
| More clarity on rights of way through Swansea would be helpful, as it all gets a bit unclear as you leave the cycle path coming from Mumbles and pass County Hall. Cyclists often get shouted at by angry pedestrians and that is to be expected to a degree in shared but even when cycling very safely within the constraints of the Highway Code, they are abused by car drivers when on the roads and abused by pedestrians on the cycle path. More education and sign posting / segregation would be useful. |
| more bridges |
| More drop kerbs for mobility scooters. |
| as previous |
| This section is too narrow and could very easily be widened. |
| Street lighting and cleaner clearer roads also route signposts |
| Better lighting and more handrails more benches, if you want to get the less fit people out into the fresh air and to lose weight, these people, like myself(disabled),need places to use toilets, sit down, and in the light. I am disabled, are rarely go out in the dark now, because of my injuries, I'd like to but because there are so few safe places to walk or in my case use my scooter, I'm stuck in my flat. |
| Mark the routes |
| More lanes for mobility scooters |
| More clarity on rights of way through Swansea would be helpful, as it all gets a bit unclear as you leave the cycle path coming from Mumbles and pass County Hall. Cyclists often get shouted at by angry pedestrians and that is to be expected to a degree in shared but even when cycling very safely within the constraints of the Highway Code, they are abused by car drivers when on the roads and abused by pedestrians on the cycle path. More education and sign posting / segregation would be useful. |
| More bridges |

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