



Swansea Active Travel INM Consultation Report

CCoS Active Travel: Integrated Network Mapping

October 2017

Project No: CS/0090101

Doc Ref: CS/0090101

Rev:

Client: City and County of Swansea

Issue Date: October 2017

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

	Name	Signature	Date
Author			12/10/2017
Checker			12/10/2017
Approver			12/10/2017
CCoS Approver			12/10/2017

Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

"The report shall be for the private and confidential use of the clients for whom the report is undertaken and should not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of the Consultant"

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

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 land 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.

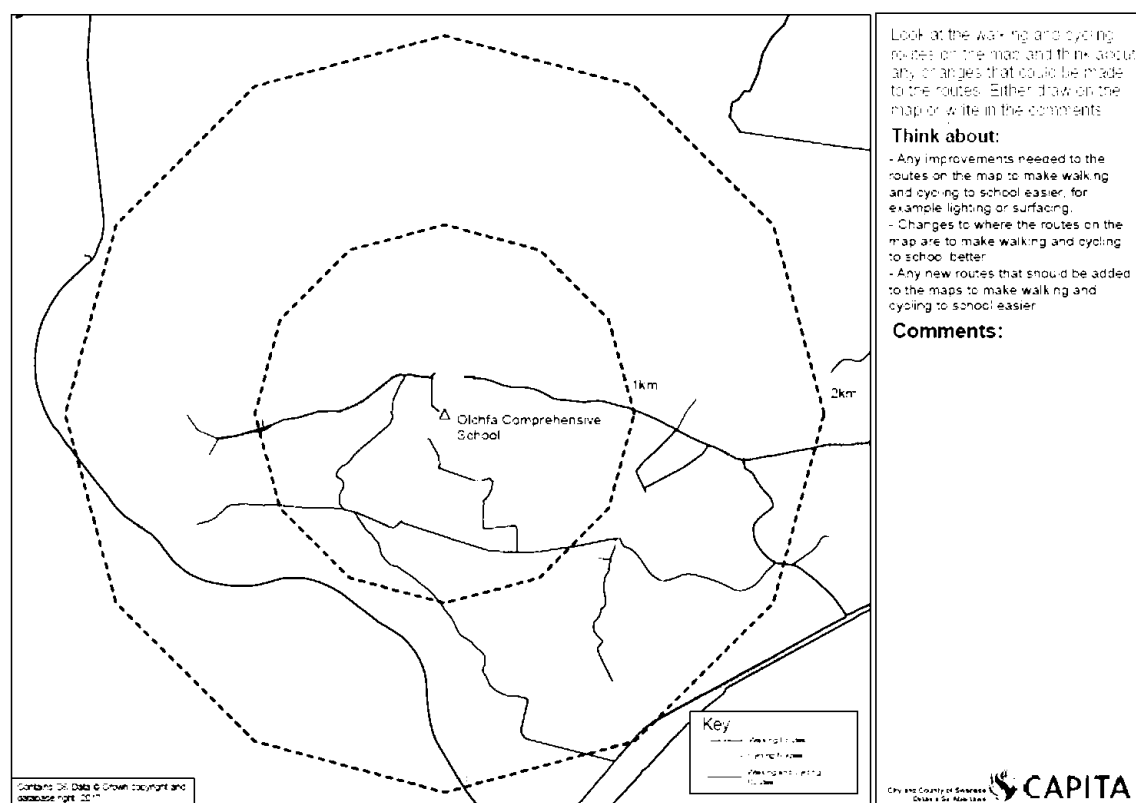
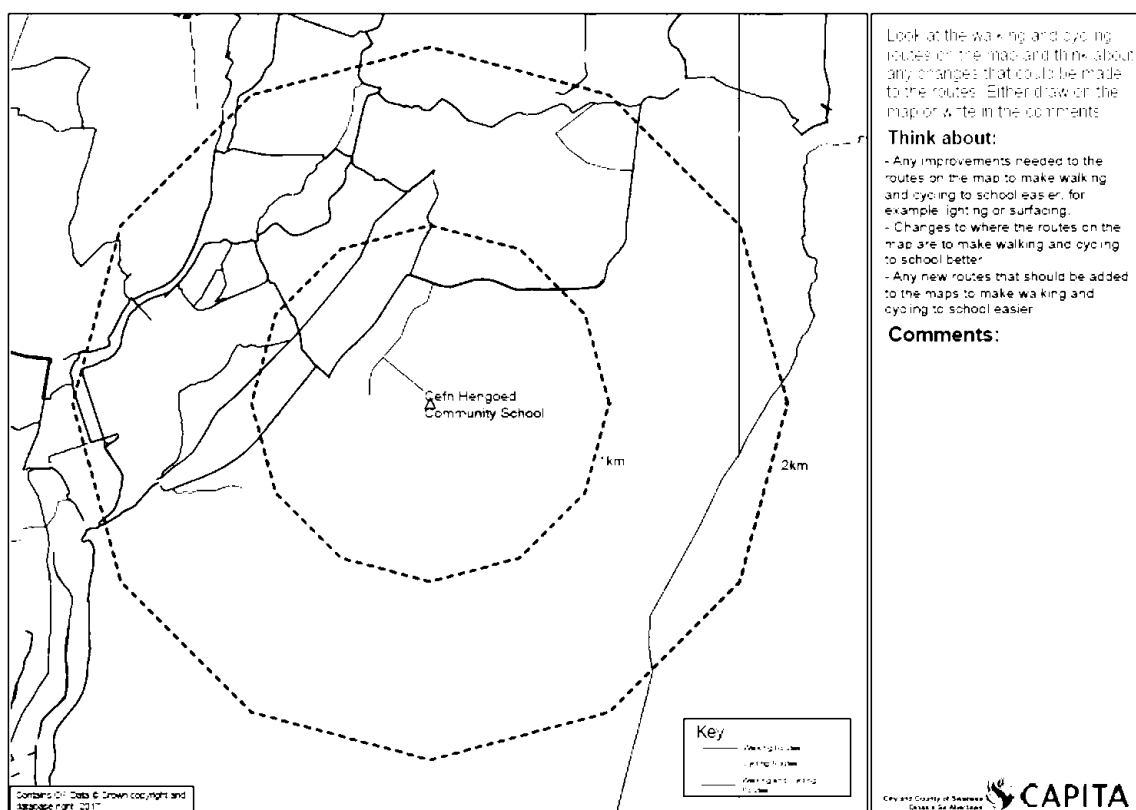
Results

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 Dunvant 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 Dunvant 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 Manselfield	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

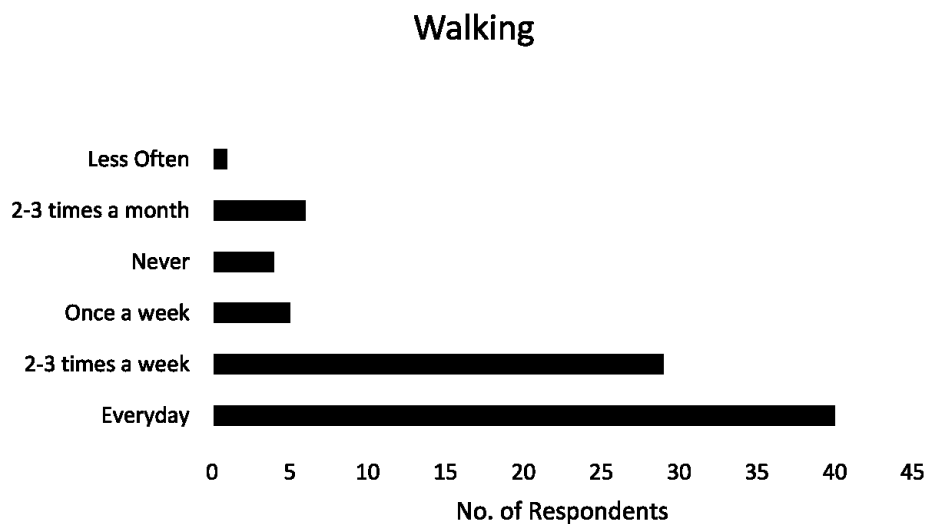
Community	Responses	Community	Responses
Bishopston	17	West Cross	1
Mumbles	13	Burry Green Gower	1
Home location not specified	8	Loughor	1
Birchgrove	8	Neath abbey	1
Swansea	4	Ystalyfera	1
Gorseinon	4	Gowerton	1
Pennard	4	Morrison - Tregof Village	1
Clydach	3	Pentrechwyth	1

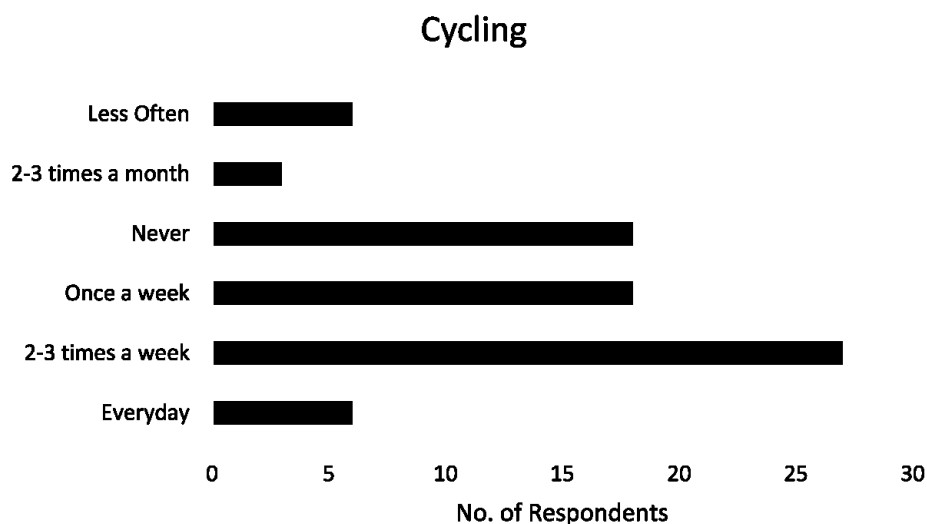
Mayals	3	Briton Ferry	1
Killay	2	Parkmill	1
Morrison	2	Uplands	1
Sketty	2	Waunarlwydd	1
Pontarddulais	2	Southgate	1
Tircoed / Penllergaer	1	Blackpill	1
Copper Quarter	1	Fairwood common, near Kittle	1
St. Thomas	1	Manselton	1
Penllergaer	1	Mumbles - West Cross	1
Penclawdd	1	Bishopston - Nurton	1

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?'*

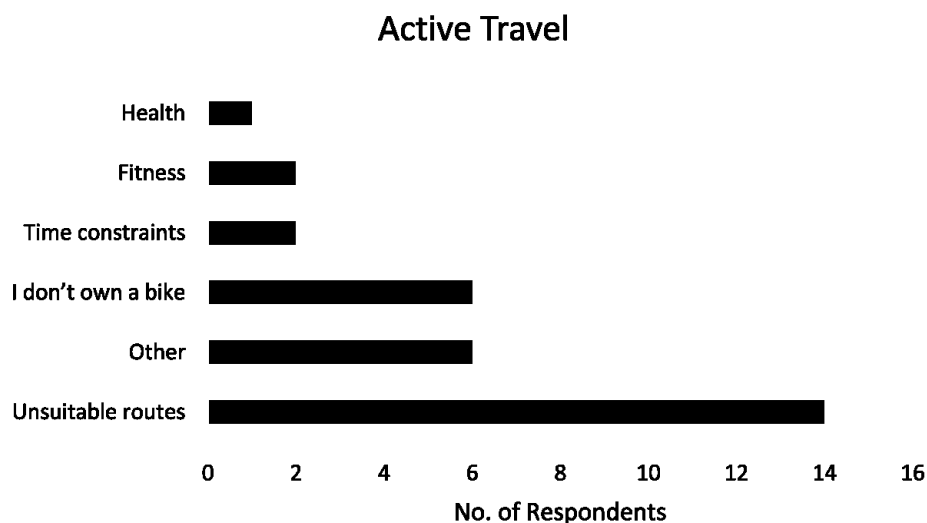
Graph 4.1 - Walking frequency



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

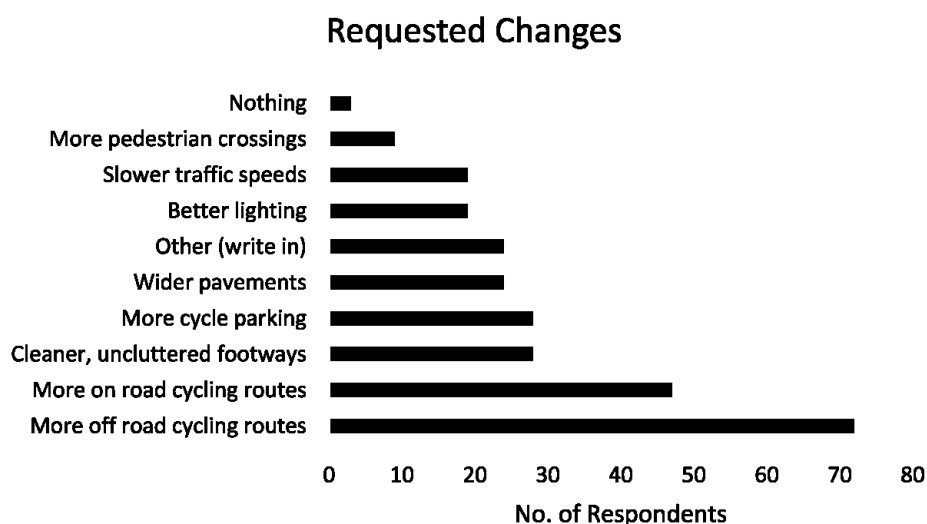
For the 6 respondents who answered 'other', their reasons are outlined below:

- "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

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

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

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 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.	New route AS0046 added to address this issue	Yes
ST0001 This route needs to be improved to segregate cyclists from traffic, as the road traffic can often be travelling quite quickly. 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 Manselfield Road through narrow section to west end of Murton Lane therefore giving safe access to Mumbles	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. Issue already addressed on existing INM as ST0001 Issue will be considered as part of MT0028 scheme development.	No 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 Create Footpath Newton to Caswell	Road signs have been implemented over summer 2017 It is outside BUA and would be for leisure rather than utility. This will be included in Rural Development Proposal assessment	No 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 Morriston Hospital	Issue already addressed on existing INM as ST0014	No

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

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

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). Make bridge over Oystermouth Rd. outside LC2, an official cycle route	Issue already addressed on existing INM as AS0046	No
Ynysallan Rd is a regular cycle route between Parc Brynheulog and cycle route 43 but currently too dangerous	New route AS0031 added to address these issues New route AS0041 added to address these issues	Yes Yes
Provide off road cycle routes linking Morriston 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 Morriston Hospital via Llanlliewen Close and Clydach Road. Improve access to Morriston 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

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 Realign AS0011 alongside Pontarddulais Road and Carmarthen Road so people can access employment, retail and residential areas	New route AS0003 added to address this issue Noted. This is following an indicative alignment for an LDP housing development. The exact alignment will be identified prior to its delivery.	Yes 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. 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. 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. 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 AS0031 added to address these issues New route AS0031 added to address these issues Issues already addressed on existing INM as MT0023 New route AS0030 added to address this issue	Yes Yes No Yes

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

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

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.

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.

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.

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.

Response
Acknowledged

No

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 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 – Morriston 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.

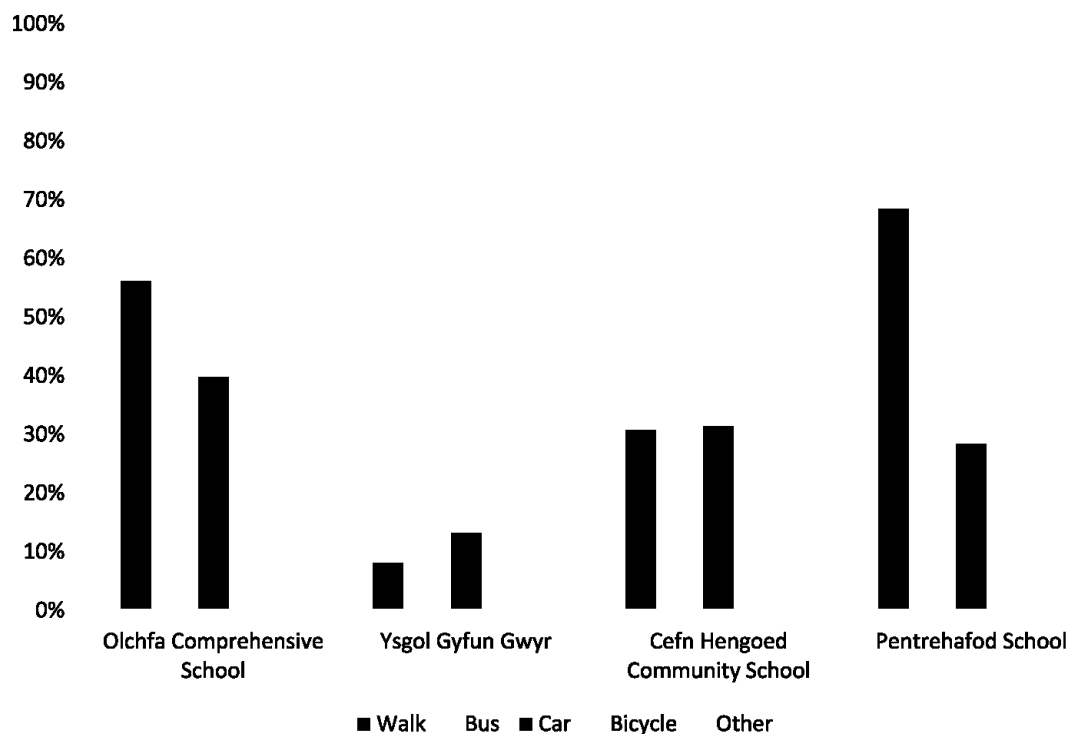
The results from these sessions were mapped so the routes could be reviewed and relevant routes included on the INM.

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.

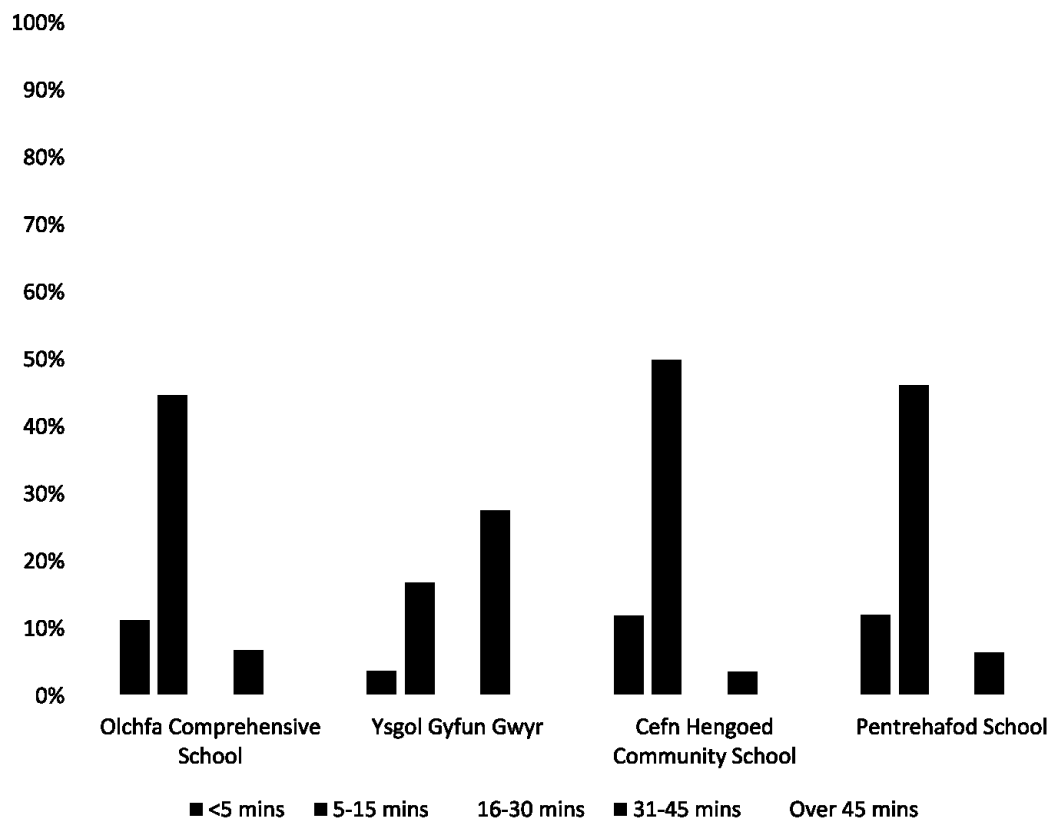
Pentrehafod School has the highest percentage of students walking to school, 68%, and Ysgol Gyfun Gwyr has the lowest percentage of students walking to school, 8%. Ysgol Gyfun Gwyr also had a number of students travelling to school by train.

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.

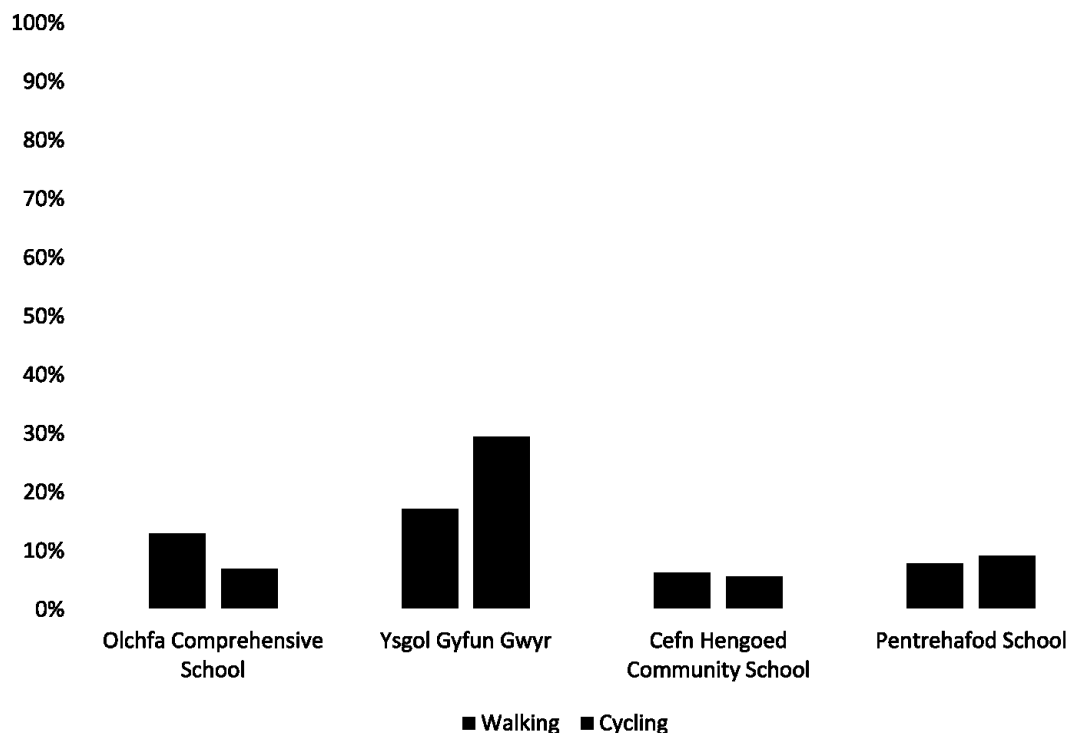
Three schools have the highest percentage of students with a journey time of 5 minutes or less; Olchfa Comprehensive School (11%), Cefn Hengoed Community School (12%) and Pentrehafod School (12%).

Ysgol Gyfun Gwyr (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.

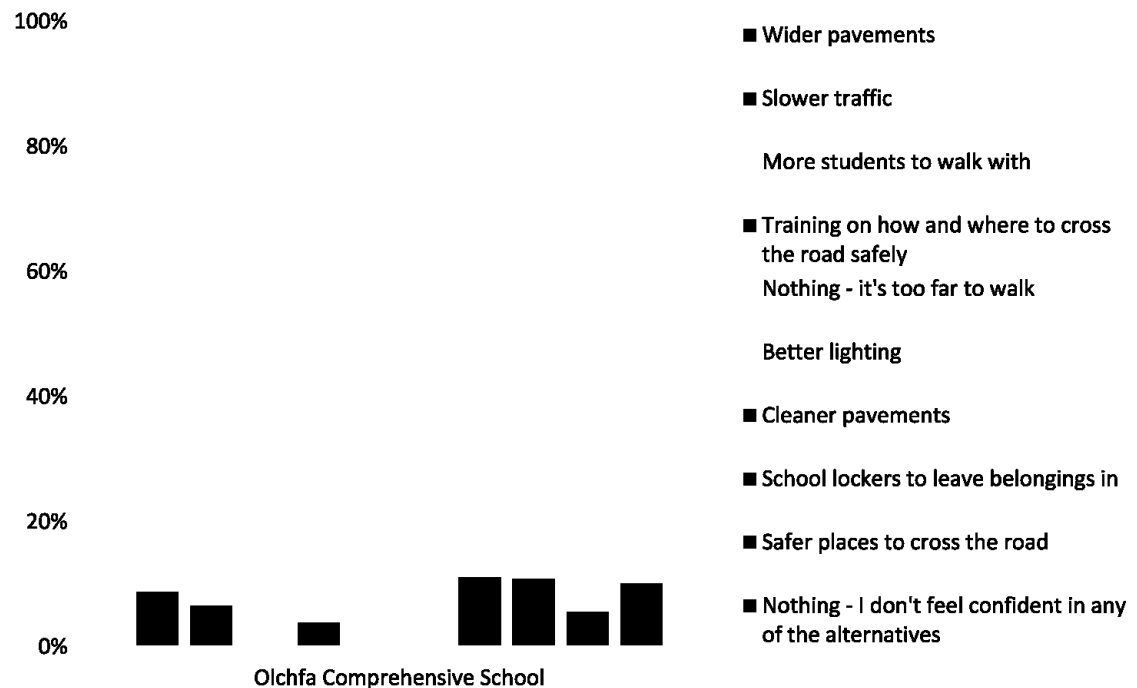
Students were encouraged to provide feedback and their own alternatives. Additional suggestions included:

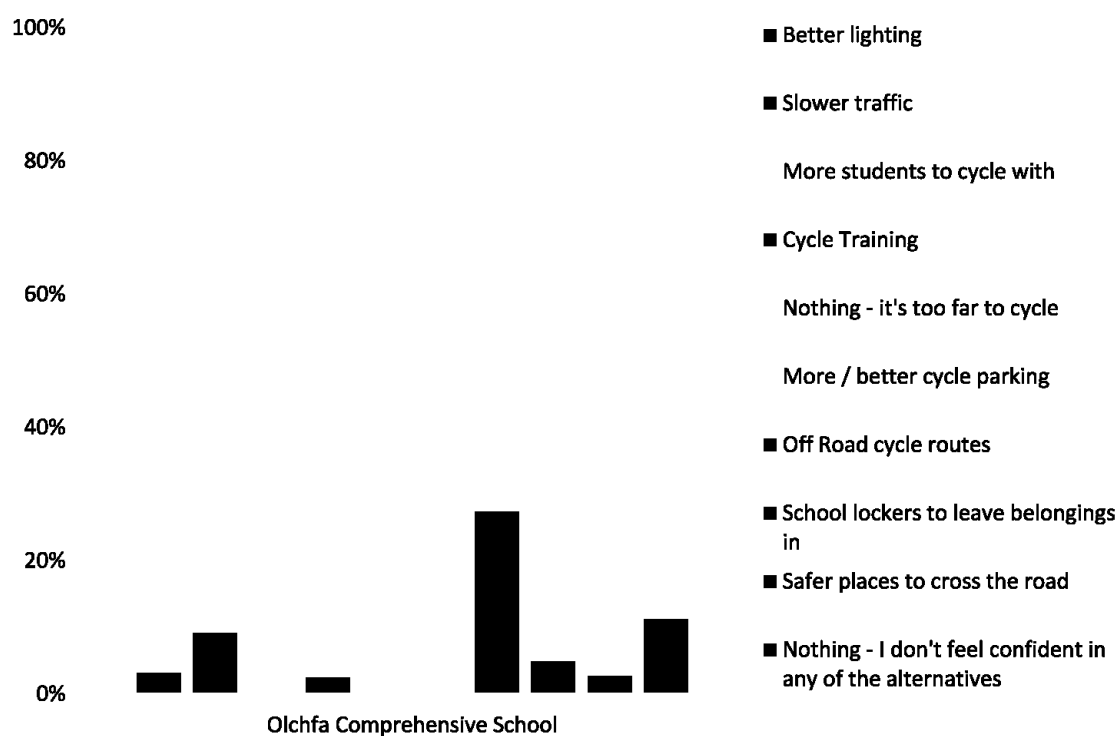
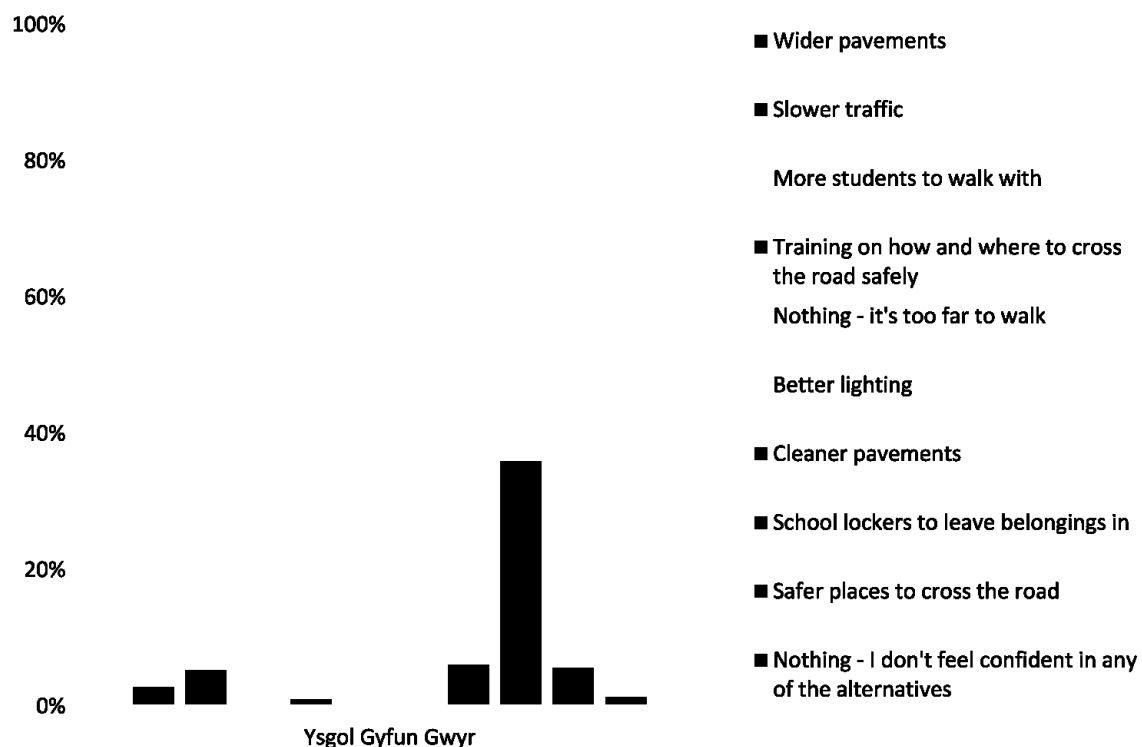
- Cycle to school scheme grant to allow students to loan bicycles;
- Competitions for most steps walked or miles cycled;
- For school to start later to allow more time to walk or cycle; and
- To increase awareness and promotion of the benefits of walking and cycling to school.

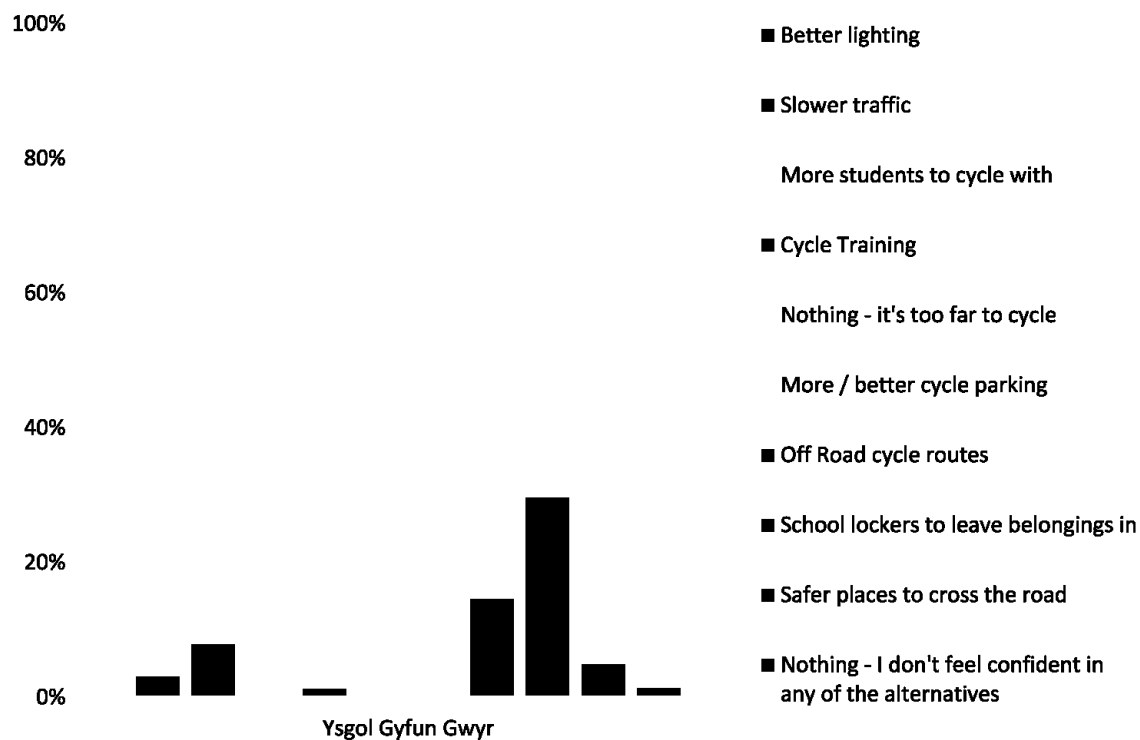
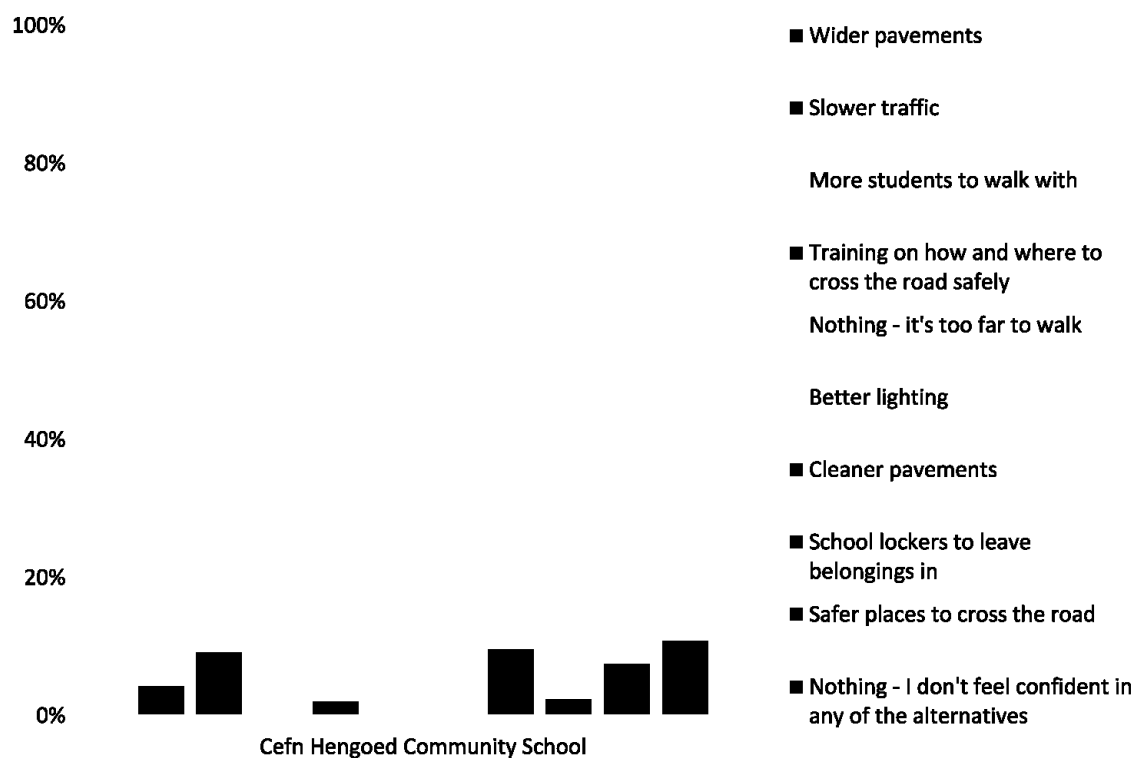
The results indicate that 21% of respondents across the 4 schools stated that the distance from home to school was too far for them to walk and 15% stated that it is too far for them to cycle, the highest percentage of which were located in Ysgol Gyfun Gwyr.

Olchfa Comprehensive School

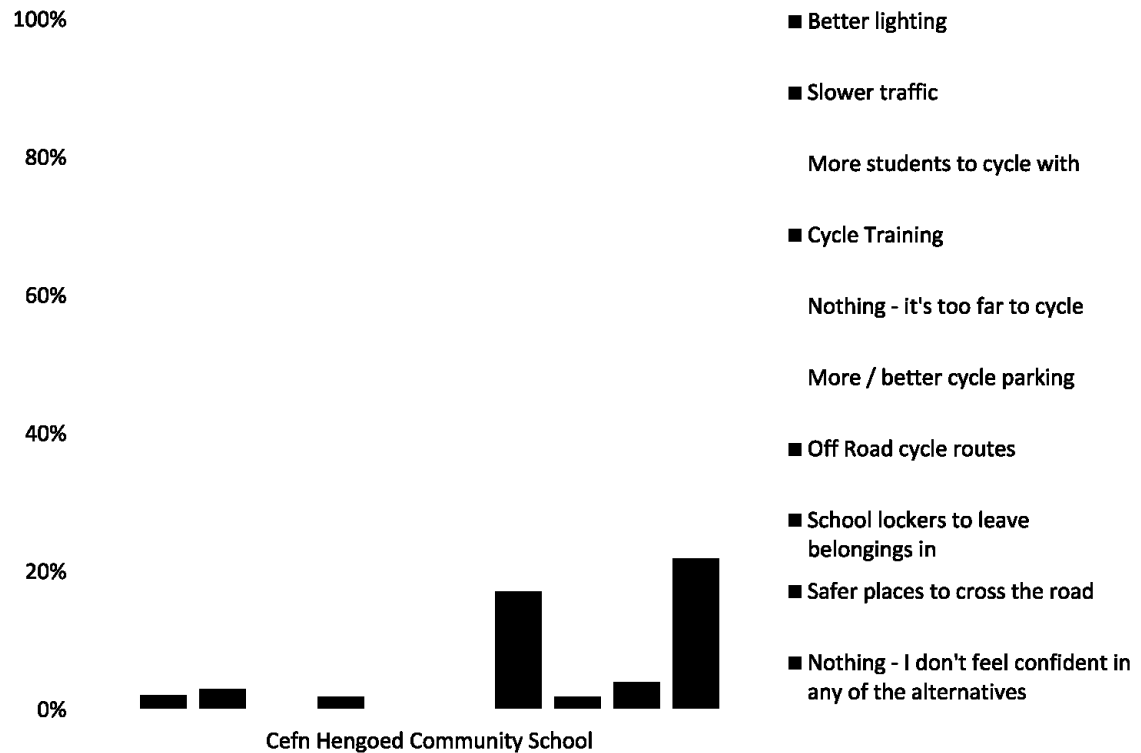
Graph 2.4 – What changes would encourage you to walk to school?



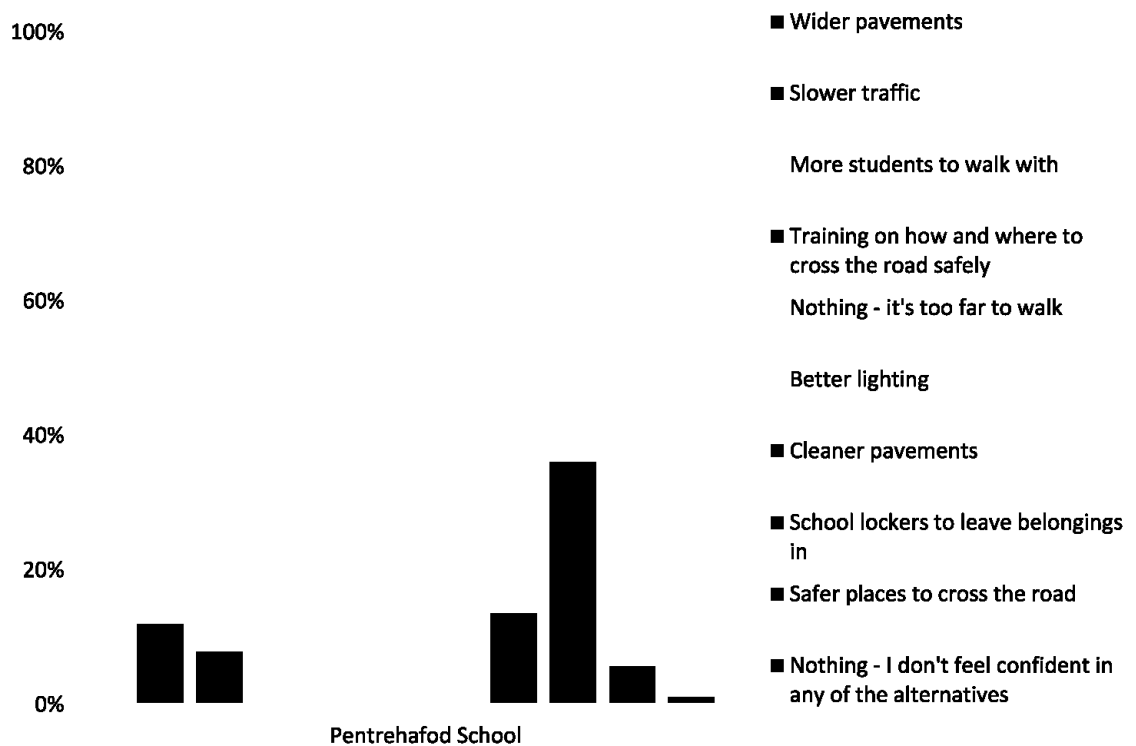
Graph 2.5 – What changes would encourage you to cycle to school?**Ysgol Gyfun Gwyr****Graph 2.6 – What changes would encourage you to walk to school?**

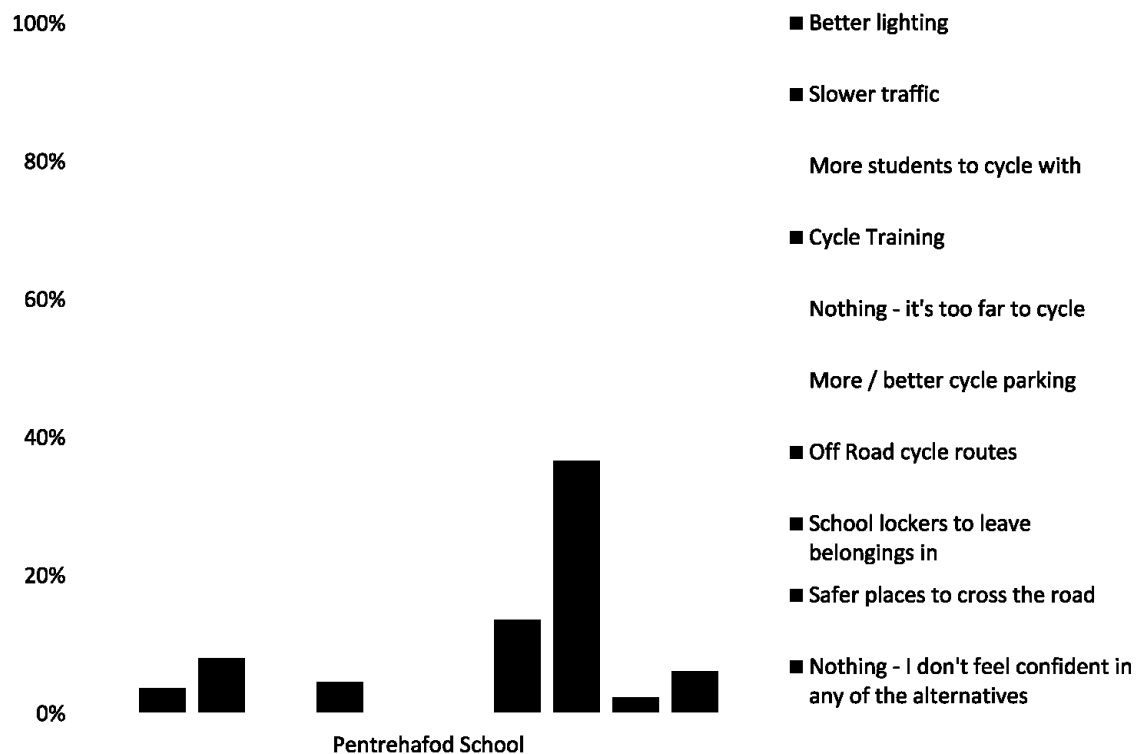
Graph 2.7 – What changes would encourage you to cycle to school?**Cefn Hengoed Community School****Graph 2.8 – What would encourage you to walk to school?**

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).

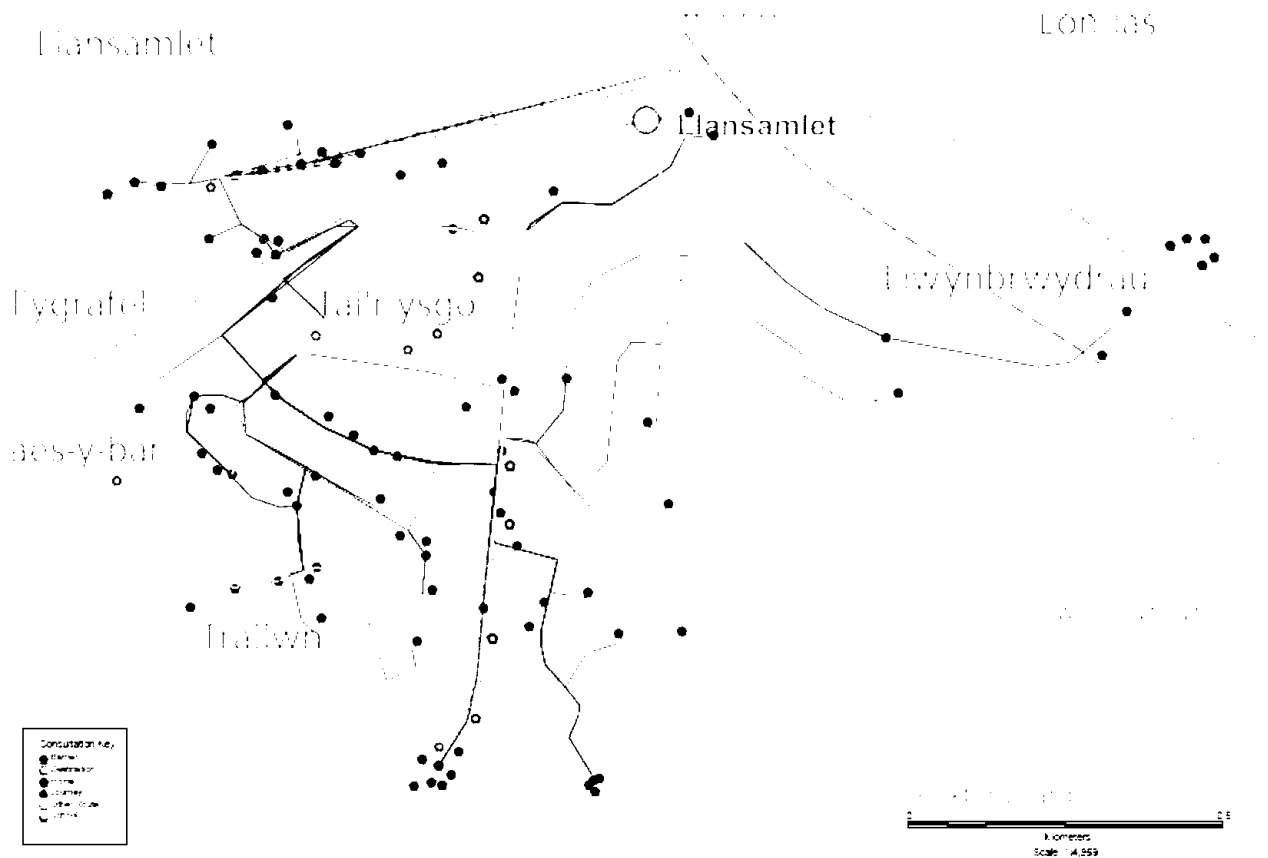
The output from the lessons is in the form of A1 maps which show current routes to schools, suggested new paths, home locations, trip attractors, and barriers that students face on their journeys to school. In addition to the maps, a Show of Hands survey was undertaken at Gowerton Primary school.

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

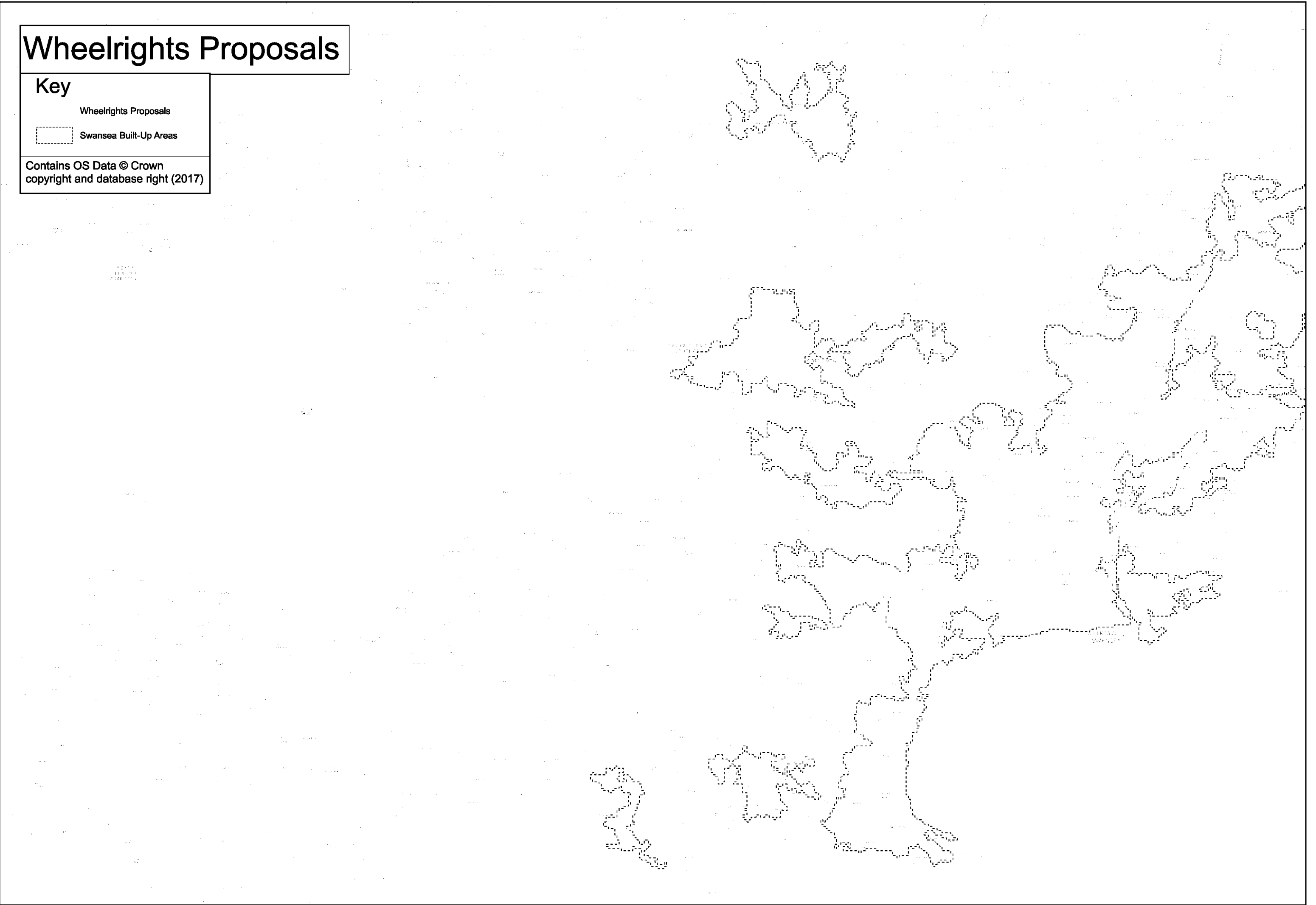
Wheelrights Proposals

Key

Wheelrights Proposals

Swansea Built-Up Areas

Contains OS Data © Crown
copyright and database right (2017)



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 too 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 very 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 Berthllywd 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 muddled 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

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

Listen

www.capita.co.uk/property