

# WHEELRIGHTS

## Response to proposals for the A48 Clasemont Rd.

Wheelrights has consulted with a number of its members and supporters about this proposal. I am pleased to report that there is widespread agreement about both the need for this link and also the road layout proposal. We have separated our comments in the sections marked in the plans. As an organisation we advocate for segregated cycle and walking provision wherever possible and note that the plans only appear to offer Shared Use Paths (S.U.P.)

### Section 1

This cycle facility has been correctly placed on the West side of the road which is where the vast majority of houses and D.V.L.A are sited. We note that the road is very wide at this section and could therefore, accommodate a segregated cycle way rather than an S.U.P.

### Section 2

The existing Vicarage Rd. pedestrian crossing is a good place to cross the road, as the SUP has been correctly located on the East side of Pentrepoeth Rd. where the gradient is less severe. There are also fewer dwellings located on the roadside and no provision for kerbside parking, thus reducing the possibility of interaction between cyclists and drivers. There is a small problem at Waun Rd. where there is only a small gap between the first house and the kerbside. At this same location there is a steep gradient down from Pentrepoeth Rd. that makes it hard to turn in either direction.

Given that 95 pc of Morriston shops and facilities like the Library, A.M.'s office, District Housing Office and Strawberry Place surgery are located on the West side of Pentrepoeth Rd., it is essential that there should be a crossing point located near its junction with Pleasant St.

### Section 3

This is a very sensible solution to the problem of Morriston Cross and the traffic jams that build up there during the day. Given that School Rd. and Soar Terrace are both one way, it would seem eminently suitable to have segregated lanes, especially as these roads are adjacent to school where there is a lot of pedestrian and vehicle traffic at the start and end of the school day. The Welsh Government is committed to more children cycling and walking to school and segregated lanes are crucial in promoting this behaviour.

It is good that the new provision will join the existing SUP at the end of the lane in Fagwr Place. However, there are high walls at this junction, which means that there is a potential for an unwanted collision with pedestrians and cyclists already using the existing S.U.P.

### Section 4

The plans make no comment on the existing S.U.P. which is provided to join the NCN 37 route alongside the river Tawe. It is imperative that this link is completed to allow cyclists to join the existing S.U.P. outside Morriston Primary School. Many children cross over Clase Rd at the Foundry Rd junction and there is no current provision for a crossing point there. The existing well used SUP running at the back of Matalan is only 2m. wide with a steep drop on one side and overhanging shrubs and trees on the other side. This needs to be widened.

Indeed, whilst cyclists can travel southward along Foundry Rd, this road is one way, so preventing access for Northward bound cyclists. Also, the last 50 metres of foundry Rd. lacks any official footpath at all. A counter-flow lane for walkers and cyclists should be considered for this section, if access cannot be arranged to use the existing underpass below Clase Rd.

John Sayce  
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