

Wheelrights Routes Group

Notes of meeting/ride on 5th August 2017 in the Environment Centre Café, Swansea.

Present: Nick Guy (NG) , Mike Lewis (ML), David Naylor (DN), John Sayce (JS),
Chris Walsh (CW).

Apologies: Chris Connick (CC), Patrick Tribe (PT).

1. Matters arising from 15 July meeting.

- (a) Kingsway (Item 1a). NG and DN learnt at the recent CAP that JS's proposal to have the cycleway on the south side of the carriageway has not been accepted.
- (b) John Davies and Council Leader meetings (Item 1b,c). These have not yet taken place.

2. INM routes.

How best to compare the Wheelrights and Capita routes was discussed. DN had started the process of adding both to the A4 grey-scale sheets he had scanned from the Swansea Map and circulated to Routes Group members. He had at the recent CAP meeting informed Ben about this. CW suggested that it would be better to put the information on a map which could be electronically transferred to a Council master map. He had the software to add the routes as layers to a background map, but he needed to confer with Ben to ensure compatibility. We agreed to this. DN could assist CW by supplying up-to-date information on the A4 sheets. Some revision to the LDP routes CW prepared last year and which he has in electronic form will be needed. The Capita routes can be added. **[Action: DN, CW]**

3. Next meeting.

10.00am Saturday, 2 September, in the Environment Centre Café.

The ride

JS needing to leave, NG, ML, DN and CW cycled up Route 20 from Neath Road to near the DVLA. They confirmed the suitability of the proposed route along Siloh Rd, Pwll St, Heol Nant Gelli, along the west side of Llewelyn Park to Mynydd-Garn-Lwyd Rd. They noted that, were a pedestrian crossing to be installed across Cwm Level Rd towards its east end, an existing footpath to Pwll St could be upgraded to shared-use. This would link Route 20a to a housing estate. Further north they noted that the steep and narrow footpath between Nant Cwmgelli and Cwmgelli Rd would require upgrading to make it cycleable.

They explored the alternative routes between Mynydd-Garn-Lwyd Rd and the DVLA, cycling up the first: Solva Rd, Elan Ave and Honeysuckle Dr; returning via the second: Long View Rd and Mynydd-Garn-Lwyd Rd. They concluded that the first was attractive (excellent views) and lightly trafficked but was not suitable as an 'Active Travel' route. (Except NG who felt that it was.) Unsuitable because it involved unnecessary climbing and because it accessed just one school: Clase Primary. For these reasons we thought it would be little used. The second alternative, because it linked three schools (Clase Primary, Bishop Vaughan and Penybryn Senior.) and involved less climbing than the first, although more trafficked, was preferred as an Active Travel route. There was disagreement as to whether or not to include both routes on the INM map with NG preferring this while ML, DN and CW favoured including just the second.

Notes prepared by David Naylor