

Wheelrights Routes Group

Notes of meeting/ride on 4th November 2017

in the Environment Centre Café, Swansea.

Present: Nick Guy (NG), David Naylor (DN), John Sayce (JS), Patrick Tribe (PT).

Apologies: Mike Lewis (ML), Chris Walsh (CW).

1. **Matters arising** from 7 October meeting.

WHQS (Item 2.) DN had replied to Ben George's 28 Sep. email on 13 Oct. Ben, acknowledging, said he would wait to hear from the Housing Team on how to progress this.

2. **INM** Routes.

DN circulated a couple of maps he had prepared which show both Wheelrights and Capita routes. These make it easier to compare the routes. He plans to complete this for the County. (Hopefully by the next meeting.) **[Action: DN]** Following an earlier enquiry DN had made of Ben he learnt that there would be some flexibility about the alignment of the INM routes. This is essential if our assessment of routes is not to be a waste of time.

JS should be meeting Chris Roberts of the Council in the following week. He hoped to raise the issue of routes in general, in particular the ten linking wards to which the Labour party have committed following their acceptance of Wheelrights Manifesto **[Action: JS]**

3. **Walter Road.**

NG noted that the consultation to get local feed back on a proposal to improve provision for cyclists on Walter Road (by replacing car parking with bike lanes) was now underway. Voting forms are available in local bike shops or from <http://www.wheelrights.org.uk/campaigns.htm>.

4. **Gower Access Path.** (GAP)

PT had recently met with Geoff Bird, Head of Bishopston Comp. He (Geoff Bird) was not interested in the path being designated a *safe route to (his) school*. However in the light of the catchment area for children from the west side of the Common being changed from his school to Olchfa he would support it; such a traffic free route, should encourage parents to opt for his.

PT also noted that the GAP has the active support of councillors, notably Cabinet Members Mark Childs and Mark Thomas. Meetings with these two are planned soon.

5. **Next meeting.**

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

The ride

DN and JS headed NE, first to explore an easterly extension of the North Bank route (our 27) and then routes further south between Frederick Place and Jersey Road.

We identified two routes to extend the N. Bank route from where it ends west of the A4217.

The first, from DN, was to continue it close to and on the N. side of the railway to Midland Place from where it would follow Bethel and Trallwyn Roads to Frederick Place and Llansamlet Railway Station. While direct a problem with this route was that it would require a controlled crossing of the A4217 (immediately N. of the railway) and that Tesco's yard was in the way. (Google Earth indicates that there might be space to take it between the yard and the railway.) East of this use could be made of an existing footpath to Midland Place.

JS suggested a route to the north of DN's. It would cross the A4217, initially by the existing roundabout (Ideally later by a bespoke crossing.) from where it would skirt the N. side of Tesco's to join the cul-de-sac Midland Place. From there a path goes under Peniel Green Road (A48) which could provide a direct link – now overgrown – to Gwernllwynchwyth Road. (Actually to the two roundabouts immediately to the SW of this road.)

We concluded that JS's route should have priority. DN's route should not however be discarded as it provides a direct link to the different destination of Frederick Place.

We next checked a potential link from Frederick Place to Trallwyn Road contouring to the south of housing estates. We found that a feasible route, partly using existing paths, could be fitted in between Brynawel and a quarry. This would contour round to the end of Maes-yr-Haf from where a short link would take it to Maes Lan. An existing footpath could be upgraded to complete the link to the south end of Trallwyn Road. We then identified the continuation of this path north of Carmel Road to Jersey road.