

# Wheelrights Routes Group

## Notes of meeting/ride on 6<sup>th</sup> July 2019

in Ripple's Café, Foreshore, West Cross.

Present: Nick Guy (NG), David Judd (DJ), David Naylor (DN), Patrick Tribe (PT), Chris Walsh (CW).

Apologies: Bill Gannon (BG), John Sayce (JS)

### 1. **Matters arising** from 11 May meeting.

Tube Map (aka "Network Map"). (Item 2.) CW suggested the map be titled the "Swansea Network Map" to distinguish it from the Council's Tube Map. He had incorporated suggestions for its content. We would consider what to do with it at the next meeting.

### 2. **Gower Access Path (GAP).**

PT had obtained a copy of the Council's drawing showing a plan (but not a cross-section) of the proposed path. DN noted that this only partly incorporated the recommendations of the GAP working group contained in DN's report "Gower Access Path: Survey" (<http://www.wheelrights.org.uk/infrastr.htm>), in particular the plan does not provide a verge between the edge of the road and the path. The Active Travel Act Guidance specifies a minimum verge width of 1.5m and John Parkin's "Designing for Cycle Travel" 1.0 m for 40 mph traffic increasing to 2.5m for 60 mph traffic. We felt that a minimum of 1.5m would be appropriate for the GAP. DN would email Alan Ferris, cc Ben George and Jeff Green, on behalf of the Routes Group to raise this and other points relating to our recommendations. **[Action: DN]** On our ride we inspected the proposed route. See below.

### 3. **CAP on 17 July.**

Wheelrights have already asked Ben to include the following on the agenda for this meeting:

- Upgrade existing path from Kingsbridge to Gorseinon.
- Upgrade footpath between the N. end of the Morfa Relief Road and NCR 43 to shared use. This would require the A4067 crossing lights to be changed to a Toucan.
- Raise the issue of how cyclists can get from Neath Road to the Morfa Relief Road.
- Signs needed to link the north end of the North Bank route to the new Trallwyn path.

Cllr Lyndon Jones has asked that the GAP be on the agenda. We also felt that it should be and that we should raise in particular the issue of the need for a verge.

### 4. **AOB**

NG reported on the Active Travel conference on 4 July in Cardiff which he had attended. Money is being made available for minor works on existing as well as for new routes. The "Minor Works" section (Previously "Loose ends") in <http://www.wheelrights.org.uk/infrastr.htm> identifies some of what is needed. Lee Waters had highlighted the need for highway engineers to be trained on how to design for cyclists and that funds will be provided for this.

### 5. **Next meeting.**

10.00 am on Saturday, 3 August, in the Environment Centre, Pier St, SA1 1RY.

### **The ride**

NG, DN and PT cycled to the east end of the proposed path (Top end of Fairwood Road.) and inspected its full length.

They noted that the width of the strip between the road and the fence varied between 5m and about 10m. This implies that to accommodate a verge the works could not be entirely contained within the strip. They noted that for much, if not all, of the stretch across Clyne Common the road level was sufficiently above the level of the Common to obviate the need for a drain along the south side of the path. Culverts under the path could discharge directly onto the Common.

They also noted that there are pinch points where, short of altering the alignment of the road, the 3m width could not be maintained. These are detailed in DN's survey referred to above. They are where there is an existing footway, so it would not be practical to provide a verge on these short sections, also at the Bishopston end where the path will be on the existing footway.

Notes prepared by  
David Naylor