

Wheelrights Routes Group

Notes of meeting on 11th December 2021 in the Environment Centre

Present: John Britton (JB), Allyson Evans (AE), David Judd (DJ), David Naylor (DN), Barry Norris (BN), Dareyoush Rassi (DR),

Apologies: Phil Brophy (PB), Bill Gannon (BG), Nick Guy (NG), Mike Lewis (ML), John Sayce (JS), Patrick Tribe (PT).

DN chaired the meeting. He welcomed PT.

1. **Matters arising** from 13 November meeting.

(a) IPP (Item 1). DJ has yet to contact cllr Tim Bull. **[Action DJ]**

(b) Gorseinon Road (Item 2). DN had emailed cllr Wendy Fitzgerald and had passed on to her our position (as described in this item.). She thanked me for this and commented that her concern about continuing the north side SUP up the hill was that it passed the large estate there – the very reason that JS thought it should be on that side (and with which we agreed), as it would be convenient for the estate residents. To follow this up we decided to seek the advice of Mayals resident Phil Slater. DJ offered to contact him but needs to refer to the Gorseinon plans and the Mayals Road risk assessment. [Post meeting: DN has emailed this information to DJ]. **[Action DJ]**

(c) Walter Road (Item 3). DN noted that at a drop-in he had spoken with Simon Jones and was pleased to learn that he (SJ) favoured a 3m wide cycle track (not SUP) on the south side. Parking would be on one side or the other, not both. Where had yet to be decided.

(d) Blackpill Bridge (Item 4). We added to our reasons for not having a bridge as follows:

- We understand that the Blackpill Toucan would be lost as the bridge would replace it. While this would marginally improve traffic flow on Mumbles Road it contravenes the Council's (and Government's) policy to increase active travel.
- A consequence of this is that cyclists using Mayals Road to get to town would have to take a longer and slower route via the new Mumbles Road crossing.
- DJ noted that a reason for demolishing the old railway bridge (c.1970) was to improve the view towards Mumbles by removing the old approach embankment. Replacing it, even if not by an embankment, would spoil this view.
- Additional ramps would be required thus making it harder for cyclists to access the Clyne Valley path from the north side of Mumbles Road.
- Constructing the bridge would be a misuse of funds. As noted at the last meeting they would be better spent on, eg, providing our proposed short cut to Mayals Road.
- We need to see any plans. [Post meeting: none found on the Council's website.]

(e) ATNM (Item 5). Chris Roberts (Secretary of the Welsh Gov.'s Cross Party Cycle Group.) has requested feed back on our experiences with the ATNM consultation. DN advised that he had replied and had passed on to Chris his response to a similar request from Richard Brunstrom (See Appendix). DR noted the need for us to be consulted as these routes are developed and felt that DN's action needed to be followed up. **[Action JS?]**

(f) Wheelrights 8 Feb. meeting (Item 6). DN offered to prepare a poster to advertise this meeting (as we have done in the past). This would be on the website and copies printed for display, eg in the Environment Centre. Ideally it would include a synopsis of the talk provided by the speaker. He asked DR if he could request this. **[Action DN, DR]**

2. **Parking on pedestrian/cycle paths.**

BN reported that his daughter had a problem taking her (3 year old) daughter to school on the new SUP on Sketty Park Road due to vehicles blocking it. She has photos which show this. They have been in touch with the police but to no avail. We understand that new legislation, due for July 2022, will make such parking a legal offence and give LAs enforcement powers. What to do? We agreed to try and identify hotspots and contact schools for help with this. DN would put a note on the Campaigns page of the website and include an article in the spring Newsletter which BN agreed to draft. **[Action DN, BN & others]**

3. **Foreshore safety.**

DR had been approached by an Ed Guy about the danger to cyclists of street furniture on the foreshore east of the Silent Café, in particular posts supporting signs. This was a problem mainly at night. A solution would be to make the posts more visible by the addition of a reflective coating. We would bring this up at the next CAP. **[Action DN/DR/JS]**

4. **Gower Routes workshop.**

This would be a follow up to the 1 May 2018 workshop and we decided that this would replace the January Routes Group meeting. DN would contact Hamish Osborn of NRW (who led the previous one) to check his availability and get his advice on who to invite. Date to be decided. **[Action DN]**

5. **Wheelrights Christmas ride** (To Penclacwydd Wetlands Centre on 12 December).

We confirmed the arrangements, noting that we would split the group into two groups in accordance with CUK advice to limit them to 15 cyclists. [Post meeting: The ride went as planned and was very successful.]

6. **Next meeting.**

Gower Routes workshop in the Environment Centre. Time and date to be decided.

We didn't go for a ride. (It was raining.)

Notes prepared by
David Naylor

APPENDIX

DN's response to Richard Brunstrom's 7 December GoAssemble post about problems with the ATNMs, also sent to Chris Roberts.

" Hugh and Richard: Let me pass on to you our experience in Swansea.

We were presented with a map (prepared by Arcadis) divided into 6 sheets, not all of which were at the same scale, showing 158 proposed routes. These were superimposed on a map of Swansea which was so faint it was hard to locate them. Also several separate routes were often given the same number. All this made it difficult to make sense of the proposal.

Previously Wheelrights had come up with some 70 potential ATNM routes, shown on four maps on [Infrastructure](#) (under 'Cycle routes in Swansea'). We were pleased that most of these were included on the Arcadis proposals. Examination of their proposed routes has prompted us to increase our recommended routes to over 90. These are now all shown on our four maps. We have submitted this to our Council via Arcadis. We have established a good relationship with Arcadis (despite their map!) following a Team's meeting John Sayce and I had with them a while ago.

So despite the problems with the Arcadis maps something useful has come out of this exercise."