

Wheelrights Routes Group

Notes of meeting on 10th July 2021

in Ripple's Café, West Gross

Present: Bob Denley (BD), Nick Guy (NG), Mike Lewis (ML), David Naylor (DN), Dareyoush Rassi (DR), Patrick Tribe (PT), Chris Walsh (CW).

Apologies: Allyson Evans (AE), Bill Gannon (BG), John Sayce (JS),

DN, who chaired the meeting, welcomed Bob Denley (Vice Chair of Swansea Ramblers).

1. **Matters arising** from meeting on 12 June.

Delft style Map (Item 2) DN had prepared a Swansea map which showed existing cycle routes and where routes were needed in relation to key transport corridors. It is now on <https://www.wheelrights.org.uk/> and can be accessed from both the Home and Infrastructure pages. Views were expressed that it fulfils its purpose.

2. **Ramblers.**

BD explained how Swansea Ramblers worked with their parent National organisation to retain our footpath heritage. He noted that a significant proportion of the paths in Swansea County were not well used and that there was a need to register those which are.

In the discussion which followed DN noted that a change in the law was proposed which would give cyclists the right to use certain footpaths. (Currently the landowner's permission is required.) We agreed that this should not apply to all footpaths, just to those suitable.

DR suggested that a code of conduct for shared use paths be provided. DN noted that Wheelrights had previously drafted one. It had been prepared specifically for the foreshore path. NG reported on his work with BikeAbility Wales on a 'Safe Cycling' leaflet.

ML advised that Highways England plan to close off disused railway tunnels and that this would also apply in Wales. We share an interest with Ramblers that this should not happen.

We noted that Wheelrights and the Ramblers had common cause to try and ensure conflict-free use of shared paths and that we could work together to achieve this.

3. **Signing.**

NG advised that some new signs, on the foreshore, on Eaton Road and in the City Centre, either pointed the wrong way or were in the wrong place. He and ML would do an audit to send to the Council. In addition members would be encouraged to report incorrect or missing signs to CW. DR would mention this when he next emails the membership. **[Action: NG, ML, DR]**

4. **ATNM.** (Active Travel Network Map)

We had agreed at the last meeting that the routes shown on the four cycle route maps (On the Infrastructure page) would constitute our recommended routes for the ATNM. DN tabled the maps and we reviewed the routes shown on them. JS had recently added some routes; we added some more as follows (See map legend for descriptions of labels FF, etc.):

- FF; DT *. (SE Swansea map.)
- PC **. (NW & NE Swansea maps.)
- VW2 **. (NE Swansea map.)

* NG's suggestion. We agreed that it would be better if this route followed an upgraded footpath between the west end of Voylart Road and Three Crosses rather than the main road. This would involve less climbing as well as avoiding traffic.

** Route PC had some years ago been proposed by CW. The label "PC" has been transferred from the existing (walking) Valley Wood route which is now labelled "VW1".

We agreed to prioritise certain routes, which are neither under construction nor planned (ie shown blue on the maps), as follows (As above, the labels, GAP, etc., defined on the maps.):

- GAP; CS. (SW Swansea map.)
- NG; GS; GP3; GF & FF. (NW Swansea map. FF continues on NE map.)
- MD; PP & PL. (NE Swansea map.)
- SU *** & UP; SB. (SE Swansea map.)

*** Linking with CS via Singleton Park. This would provide an E-W link.

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

PT reported on a Teams meeting he had recently had with Council officers Lyn Jones (Traffic Management) and Neil Holland (GAP design team leader). They had had a useful meeting, the key points from which are as follows:

- PT had stressed that this opportunity should be taken to deliver something that can be seen as an example of what the Council are capable of in terms of AT provision. This includes the provision of a berm of at least 1.5m between the path and the carriageway. This would require moving the existing fence to enable the path to be located between it and the road. They agreed to pursue this.
- The Council are looking into the use of *Flexi-pave* for the path's surface, with low level luminous edge marking. It is environmentally friendly, facilitates drainage and is easy to install. They are shortly to begin a trial in Pontllliw and we will be invited to see it once it's installed.
- A design has been drawn up for a mini-roundabout at the end of Murton Green Road, although this isn't currently within the remit of the SUP across the Common.
- Funding has been found to construct the path. While the legal work is now complete, the process of land transfer affecting four driveways which the path will cross is not.

6. **AOB.**

Foreshore lighting. NG and AE have been lobbying for the foreshore lighting to be extended east from West Cross to the Sketty Lane car park. A public meeting in that car park is planned for Monday, 16 August. DN will put it on the website if NG/AE would provide him with details. **[Action: NG/AE]**

7. **Next meeting.**

10.00 am on Saturday, 7 August, in Ripple's Café. (To be confirmed.)

The ride

NG, DN, DR and PT cycled to Blackpill and checked the new path from where it leaves NCR 4 in the Clyne Valley to its junction with the link to Rhyd-y-Defaid Drive. They noted that the spur to near the Derwen Fawr waste disposal depot has not yet been surfaced. (JS had recently emailed Chloe about this.) and that the gate at the west end of Rhyd-y-Defaid Drive was still locked. They then explored the potential westerly extension of this path (Route CS) on the existing footpath. Upgrading this to a SUP would be straightforward apart from its connection to NCR 4 (SE of the Railway Inn) where it is not so simple.

Notes prepared by
David Naylor