

Wheelrights Routes Group

Notes of meeting on 13th November 2021

in Ripples Café, West Cross

Present: John Britton (JB), David Judd (DJ), David Naylor (DN), Dareyoush Rassi (DR), John Sayce (JS).

Apologies: Phil Brophy (PB), Allyson Evans (AE), Bill Gannon (BG), Nick Guy (NG), Mike Lewis (ML).

DN chaired the meeting. He welcomed three new members: JB, PB (in his absence) and DJ.

1. **Matters arising** from 9 October meeting.

IPP (Item 2). JS suggested that we write to Chloe thank the Council for improving the draining and clearing sand off the promenade Path. DR agreed to do this. **[Action DR]**
DJ noted the need for the path to be widened from Blackpill to Mumbles. He would contact cllr Tim Bull who has plans relating to this. **[Action DJ]**

2. **Gorseinon Road.**

DN described how at a meeting in Clyne Farm on 23 September, which was principally about Mayals Road, Cllr Wendy Fitzgerald had attended and expressed her concerns that Gorseinon Road might become another Mayals. This led to us finding the Council's Gorseinon Road plans on <https://www.swansea.gov.uk/activetravelschemes> and DN, DR and JS visiting the site on 20 October. From west to east the plans show a SUP on the north (uphill) side of the road, switching to the south near Lidl's, where the gradient increases. We agreed that the SUP should be on the north side west of here as shown on the drawings (approving in particular the proposed raised surfaces across minor junctions) but felt that it should not cross to the south here but continue on the north side to where the gradient eases between Llewellyn Road and the A48 roundabout. The location of the crossing was not critical as long as it was west of the roundabout. The SUP would then continue on the south side to the A483 where a safe crossing of that busy road would be needed. We noted that, unlike Mayals Road, there was adequate width on Gorseinon Road for the necessary provision, the carriageway generally being about 10 m wide.

DN would email cllr Wendy Fitzgerald and Chloe to make the Council aware of our position. Our case is strengthened as the same conclusion was reached by different arguments: JS's that the SUP should be on the north side because it better served the houses alongside it, DN agreeing because by being on the left uphill it would not attract downhill cyclists who would mostly use the south side carriageway. He was concerned that a south side SUP on this relatively steep section would be used by cyclists as it was on 'their' side of the road and, by going too fast, would endanger pedestrians. **[Action DN]**

3. **Walter Road.**

DN and JS had attended a 'Drop in' session at which tentative plans were displayed for making cycle provision on both Walter and Sketty Roads. A drawing showed a 3m wide cycle track (technically a 'hybrid' or 'stepped' track) separated from the road by a 0.5m buffer. It did not specify which side of the road it would go on. Parking would generally be restricted to one side or other; just where to be decided. We agreed that this cycle track should be on the south side for similar reasons to our preference for north side provision on Gorseinon Road. JS noted that Council elections would take place in May, so we should make our case to officers and councillors at a suitable time before then.

4. **Blackpill Bridge/Mayals Road link.**

We confirmed the view expressed at our last meeting that a bridge across Mumbles Road at Blackpill is a bad idea; it would be a misuse of funds. DN again made the case (See notes of 11 Sep. meeting.) that the funds would be better spent on our proposed link via Roman Court to Mayals Road as this link would take downhill cyclists off the controversial lower Mayals Road SUP and provide a more direct route between Mayals and Swansea. It was also noted that the Toucan at Blackpill (which a bridge would replace) serves the useful purpose of slowing traffic and works well for pedestrians and cyclists. We need to make a strong case to get the bridge plan stopped. We did not discuss how.

5. ATNM.

DN explained how our earlier intention to assess the 158 routes shown on the Arcadis map sheets had had to be abandoned because of a combination of the difficulty in interpreting the map and that members were not able to spare the (considerable) time needed to do this. He has thanked those who had put in a lot of time and hopes that their efforts will not be in vain when new routes come up for consideration.

JS, on 10 November, submitted a 'Wheelrights response' to the ATNM Questionnaire. He had emailed it to Claire of Arcadis. Asked by DN why he had not included the list of Wheelrights routes which DN had prepared, he explained that the Questionnaire did not ask for it. DN, aware that Arcadis had expressed their interest in this information, had emailed it to Claire. It appears that we have done what we can in dealing with this issue, at least for the time being. (Post meeting: JS's submission and the WR routes list is now on <https://wheelrights.org.uk/campaigns.htm>.)

6. AOB.

(a) Wheelrights meeting. DR advised that a Wheelrights general meeting is planned for 7.00pm on 8 February. The proposed speaker is Teresa Ciano of GoSafe.

(b) Wheelrights ride. DJ is planning a ride for Sunday, 12 December. He has drafted a poster for it. (Post meeting: this has now been finalised and the event, including the poster, added to <https://wheelrights.org.uk/events.htm>.)

7. Next meeting.

10.00 am on Saturday, 11 December in the Environment Centre.

We didn't go for a ride

Notes prepared by
David Naylor