

Wheelrights Routes Group

Notes of meeting on 22nd January 2022

in Ripples Café, West Cross

Present: David Judd (DJ), Nick Guy (NG), David Naylor (DN), Dareyoush Rassi (DR), John Sayce (JS).

Apologies: John Britton (JB), Phil Brophy (PB), Allyson Evans (AE), Mike Lewis (ML), Barry Norris (BN), Hamish Osborn (HO), Patrick Tribe (PT), Chris Walsh (CW).

DN chaired the meeting.

1. **Matters arising** from 11 December meeting and not on Agenda.

(a) Walter Road (Item 1b). JS would write to cllr Mark Thomas to ask for a meeting (See also Item 4 below.) and to confirm the date for the next CAP (10 February?). **[Action JS]**

(b) Blackpill Bridge (Item 1d). JS request a meeting about this in his letter to MT? **[Action JS]**

(c) Wheelrights 8 Feb. meeting (Item 1f). DR would ask the speaker (Teresa Ciano) for an 'appetizer' about her presentation to include on the poster which DN would prepare. **[Action DR, DN]**

2. **Gower Routes workshop.**

Having previously decided that such a workshop was timely we considered how best to arrange it on the assumption that it would take place. We first considered the routes agreed at the 1 May 2018 Rural Routes workshop and marked on a map, and then the arrangements including who should be involved. We accepted that most of the routes had tourism potential albeit that some, specifically commuter links from eg Penclawdd and Pennard to the city, were also active travel routes.

The map. The general feeling was that the routes shown were appropriate. PB had (by email to DN) expressed his support for them but made a number of suggestions including the need for a link which would bypass the busy A 4118. This could be located along the southern side of Cefn Bryn, eg by upgrading existing footpaths between Perriswood and Penmaen. JB (who also could not attend) specifically supported the proposed N. Gower Routes, noting the importance of the Penclawdd – Gowerton link.

Arrangements. Should this be a Wheelrights event or a Rural Development Board (RDB) one? We agreed that it should be the latter. This would be appropriate as HO was its Chair, and it was he who initiated the 2018 workshop. NG had previously represented Wheelrights on the RDB but was no longer on it. It was agreed that DR should take his place. JS emphasized the need for HO to take the lead in the arrangements and, indeed, get his advice on whether or not it was appropriate to holding this workshop now. DN would liaise with HO. **[Action DN]**

Invitees. While recognising that HO should advise on who should attend we suggested the following (affiliation in []): Roy Church [Gower Heritage Centre]; Geoff Haden [Clyne Farm]; Bob Denley [Swansea Ramblers]; Jenni Nellist [British Horse Soc.]; Mark Child [CCS – if not himself, then a rep.]

3. **Pavement Parking.**

Our attention has focussed on this issue following problems encountered by BN's daughter, Isobel, who while cycling her daughter to school had encountered vehicles blocking the Sketty Road SUP. JS note that the Council had responded to our concerns about pavement parking on a number of roads, including Morfa Rd, Townhill Rd and Gorse Ave. It was suggested that we ask CCS to prepare a leaflet which could be delivered to local residents and the offenders. We would make this a manifesto issue. (See Item 7 below.)

4. **Gorseinon Road.**

On their site visit on 20 Oct, 2021 DN, JR and JS had agreed that the SUP should continue on the north side up the hill east of Lidl's and not cross over to the south side here as shown on the Council's drawings. This was supported at the 13 Nov. Routes Group meeting. DJ and NG (who were not present at that or the 11 Dec. meeting) noted that there was already a SUP on part of the south side near the proposed crossing. JS would write to cllr Mark Thomas and ask for a meeting (as he would for other projects; see Item 1 above). **[Action JS]**

5. Mumbles Project.

DJ had contacted Oystermouth Ward cllr Tim Bull and had obtained his report on the project and a link to Amey's website (<https://www.amey.co.uk/mumbles-pac/>). This provides detail including drawings of what is proposed. DR tabled a copy of Amey's 79 page report which he had had printed. We noted that a 6.0 – 6.5m wide promenade from the N. end of the Oystermouth Square car park to Verdi's is proposed. The north end of this would be divided into cycle and pedestrian lanes (as further north). South of Oystermouth Square it would be unsegregated shared use, of which 2.0m on the land side would be a safe place for pedestrians which cyclists would be 'cognitively' discouraged from using. We approved of what is proposed, but were concerned that we had not been consulted (as with other projects we did not become aware of the plans until they were well advanced if not finalised).

DJ would contact Amey to ask them what consultation with cycling interests had taken place and to see if we could meet them; also that he would discuss this with Tim Bull who would be the Community Council's link with Wheelrights. **[Action DJ]**

6. Demonstration Schemes.

NG suggested that we highlight good practice, and gave as examples:

- Advisory lanes on Pont-y-Cob and Culfor Roads;
- Williams St (through route only for cyclists).
- Coloured crossing of entrance to the Secret Café (Indicating cycle priority).
- Foreshore lighting south of Blackpill.
- Parallel crossings (approach to Loughor Bridge and in city centre).

Information such as this could be communicated to the Council when appropriate.

7. AOB.

(a) Easter Bunny Hop ride.

DJ would like to know by the end of March who intends to participate. [Post meeting: DN has added this to the Events page entry.]

(b) Manifesto.

JS would draft a Manifesto for the May elections. In connection with this he would contact cllr Mark Child (Currently a Cabinet member but planning soon to stand down as a councillor.) about apparent misuse of funds, ie cases where funds allocated for cycle infrastructure had not been used as intended.

The manifesto would include the pavement parking issue. DN suggested that in addition public transport, specifically buses, should be included. He felt that a free and more frequent bus service was key to reducing car usage. He suggested that it be paid for out of taxes as were other public services such as the police. The resulting reduction in traffic would make the roads safer for cyclists and encourage active travel.

8. Next meeting.

To be decided. It may be a Gower Routes workshop in February.

We didn't go for a ride.

Notes prepared by
David Naylor