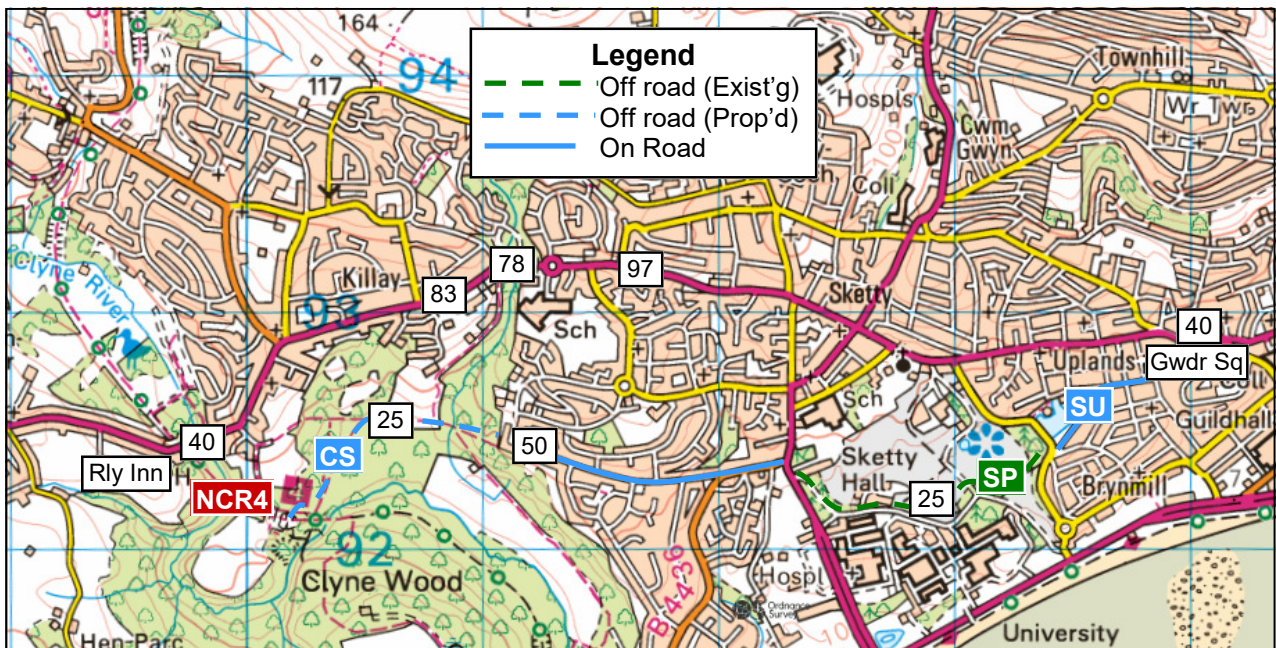


## Uplands to Railway Inn

### Alternative routes for cyclists

There are two main alternatives for cyclists between Uplands (Gwydr Square) and the Railway Inn: the main Road (A4118) or minor roads and off-road paths. The latter comprise the routes SU and SP on the SE Swansea map (on the Routes page of Wheelrights website) and CS on the SW Swansea map. SU follows minor roads from Gwydr Square to Singleton Park and SP crosses the park on its south side. From the west end of SP the route crosses the roundabout at the north end of Sketty Lane and follows Rhyd-y-Defaid Drive to its west end. From there it crosses Clyne Valley Park on the proposed route CS which ends on NCR4 near the Railway Inn. (At the time of writing not accepted as a cycle route but can be cycled, preferably on a mountain bike as it is unsurfaced. The short descent from Rhyd-y-Defaid Drive to a cross-roads where the path levels out is, however, tarmaced.) These routes are marked on the map below.



The length of the route following the A4118 is 3.0 miles and the alternative on quiet roads and paths to the south 3.2 miles. The numbers in the boxes are the elevations in metres of low and high points on the routes. The differences between the high and low point elevations therefore represent the climbing involved. (As minor ups and downs are ignored it is actually slightly more.) Because the elevations of the Railway Inn and Gwydr Square are both about 40m the amount of climbing involved is the same irrespective of the direction of travel. The ascents, based on the difference in elevation between the low and high points, are as follows :

A4118: W-E:  $83-40 = 43$  plus  $97-78 = 19$  to give a total ascent of 62m.

E-W:  $97-40 = 57$  plus  $83-78 = 5$  to give a total ascent of 62m.

The alternative W-E:  $50-25 = 25$  plus  $40-25 = 15$  to give total ascent of 40m.

E-W:  $50-25 = 25$  plus  $40-25 = 15$  to give total ascent of 40m.

#### Conclusions.

The A4118 route, at 3 miles, is marginally shorter than the alternative, but there is about 50% more climbing. If the proposed SUP between Walter Road and Sketty is constructed then the length on that busy road will be reduced by about a mile.

The alternative, as well as being shorter and lightly trafficked, connects both the University and Singleton Hospital. The only work needed to make it suitable for cyclists is to upgrade the approx. half mile at the west end of CS.

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