

# Wheelrights Routes Group

## Notes of meeting/ride on 7<sup>th</sup> October 2017

in the Environment Centre Café, Swansea.

Present: David Naylor (DN) , Nick Guy (NG), John Sayce (JS), Chris Walsh (CW).

Apologies: Mike Lewis (ML), Max Stokes (MS).

### 1. **Matters arising** from 2 September meeting.

(a) INM (Item 2). DN has started the process of updating Wheelrights routes on the Google maps base but was having difficulties as the original LDP routes differed significantly from the routes on the 'Indexed map' on the website. Also he noted that the lines showing the routes were restricted to solid lines, albeit of different colours and widths. Before completing this update he would continue using alternative software to compare ours and Capita's routes. **[Action: DN]**

(b) Clyne Common Path (Item 3). A meeting with Ben George had taken place last week. DN expected to hear the outcome at a GAP meeting scheduled for 11 Oct. John Grimshaw had been approached and is willing to advise us. He was involved in the recent construction of the Bream cycle route near Western Super Mare.

NG had recently met with Alan Ferris of CCS who has indicated that there is Council support for the three potential routes: across Clyne Common (but keeping the option of *how* open), North Gower and Pontarddulais. NG also noted that the Rural Development Board have money for a feasibility study of Gower routes.

### 2. **Wales Housing Quality Standards** (WHQS).

We considered an attachment to Ben George's 28 Sep. email which proposed a number of new cycle routes in NE Swansea and for which there was WHQS funding. DN had added these routes to a map, tabled at the meeting. Our comments on them are as follows:

#### A. **Carmel Road.**

A<sub>1</sub> Alongside Carmel Road. We prefer A<sub>2</sub>.

A<sub>2</sub> North of Carmel Road. This coincides with WR's proposed route 26. We noted its detailed alignment.

#### B. **Trawlllyn eastern link.**

B<sub>1</sub> Maes yr Haf to Frederick Place. We supported this route which would provide an off-road link from Maes yr Haf to Frederick Place.

B<sub>2</sub> Along Frederick Place. We supported this route. It is part of WR's Route 30. We felt however it could be on-road, this being a residential cul-de-sac. We noted the need to link the eastern end of Frederick place to the existing cycle path to Briton Ferry along first the north and then the west side of the M4. This would involve a short length of shared use path on the south side of Peniel Green Road.

#### C. **Jersey Road.**

C<sub>1</sub> Shared path adjacent to carriageway. We supported this route, preferring it to our previously proposed line for Route 26 along Mansel Road. A link to the Cwm Glas and Cefn Coed schools should be provided.

C<sub>2</sub> On-road route. Possibly – with cycle lanes?

#### D. **Nantong Way.**

We agreed with this key link to NCR 43.

#### E. **Birchgrove link.**

This forms part of WR's Route 30 but includes useful spurs to the east which we support. DN noted that our Route 29 would provide a key link between the NE end of the Upper Bank path (Route 27) and this route. It would cross the A4217, go SE of Tescos and run close to and on the north side of the railway (partly on an existing footpath) to Station Road where it would go under the railway and along Bethel Road.

#### F. **Swansea Vale link.**

This route links NCR 43 to Gwernllwynchwyth Road, which we support. Consideration needs to be given to whether it is to be entirely off-road or partly on cycle lanes.

### **G. Birchgrove Road link.**

We did not discuss this route. As with F consideration needs to be given to whether it should be off-road or on cycle lanes.

### **H. Jersey Road.**

H<sub>1</sub> Link on W. side of Tawe from Caravan park to Junction 45. We questioned the value of this route.

H<sub>2</sub> Tir Canol playing fields. This is part of WR's Route 23 and forms part of an important link between H<sub>3</sub> (Tirpenry route.) and Morryston Hospital. We note that the route continues north of the railway crossing to Llanllienwen Road (which is WR's preferred route). It needs to be continued along Llanllienwen Close (on-road) and then across the M4 to the hospital on a shared-use path on the south side of Heol Maes Eglwys.

H<sub>3</sub> Tirpenry. This is the key part of WR's Route 23.

H<sub>4</sub> Widening roads east Wychtree Street. This presumably improves the key link between the southern end of the Tirpenry route and NCR 43. We support this.

### **I. Cwm Level link.**

Not discussed. It would appear that the proposed shared-use path adjacent to Cwm Level Road is north of WR's Route 20a which would follow Pwll Street and Siloh Road.

DN would reply to Ben George's 28 Sep. email making the above points.

### **3. AOB.**

None

### **4. Next meeting.**

10.00am Saturday, 4 November, in the Environment Centre Café.

#### The ride

JS and CW having other commitments NG and DN first looked at cycle access to the north end of the Morfa Distributor Road and then headed north to check the Tirpenry route (23) and its connection to Morryston Hospital.

They noted that there is a tunnel connecting the N. end of the Distributor Road to Neath Road. However as it is immediately north of the bus link it would not be a useful link. N-S access between the Distributor and Neath Roads is a problem for cyclists. One solution would be a controlled crossing of the feeder road between the roundabout and Neath Road.

Cycling along the proposed Tirpenry route (A detailed report on which is on the website Infrastructure page.) they checked our proposed extension across Cwm-felin-Fach playing fields. This appeared straightforward except that the railway crossing and path immediately north of it is very narrow and would need widening if it is to be used by tandems and probably also wheelchairs. Also, unless a direct route to the east of the pavilion could be made, it would need to go round the west side of this building. North of the railway the route would use an existing path on the west side of a park, cross Llanllienwen Road to follow Llanllienwen Close to the motorway bridge. This would provide access to Morryston Comp. School and Community Centre. Access to the hospital could be via a shared use path along Heol Maes Eglwys (as suggested in 2 - H<sub>2</sub> above.)

Having had a drink and a bite in a pub they noted that an overgrown path immediately south of the M4 appears to link Maes-y-Gwern Close to Pant Lasau Road. They could see the ends of it. This could provide a useful east-west cycle route, linking with Route 20 in the west and 23 in the east.

Notes prepared by David Naylor