

Wheelrights Routes Group

Notes of meeting on 3rd November 2018

in the Environment Centre Café, Swansea.

Present: Bill Gannon (BG), Nick Guy (NG), David Naylor (DN), John Sayce (JS), Patrick Tribe (PT), Chris Walsh (CW).

Apologies: Alan Kreppell (AL), Mike Lewis (ML),

1. **Matters arising** from 6 October meeting.

- (a) Ken Skates meeting. (Item 1b) JS had had a productive meeting with Ken Skates who had advised that the funding/head in Wales over the next 3 years would be \$3, £6 and £9 respectively, good, if short of our target of £17. He supported active travel, in particular, safe routes to schools. He suggested an “Economic contract” fund as a source of funds.
- (b) ‘Approved’ routes. (Item 2a) We were not sure if the Tirpenry part of the Tircanol-Morrison Route (23a) was ‘approved’. We thought it was, pending a land ownership issue.
- (c) ‘Follow on routes. (Item 2b) We discussed at some length possible routes connecting Gowerton, Gorseinon and Penllergaer with the city centre. We highlighted a route connecting Gowerton with Cwmbwrla via Afan Llan valley, Fforest-fach and Cockett.

2. **Walter Road.**

Following the CAP meeting on 16 October after which Ryland Jones, NG and DN had inspected the section of Walter Road in question, ie between Page Street and Uplands, DN had prepared a short report on this site visit. Perceiving this as urgent (explained below) he had copied it to Ben George and Cllr Nick Davies. The report made the following key points:

- That, assuming a two lane option to be ruled out, a single lane should be provided on the uphill (south) side of the road
- That parking should be on the north side.
- That the crossing islands should be replaced by single stage crossings.

Two drawings had been tabled at the CAP meeting, one showing cycle lanes on both sides of the road and the other a single lane on the north (downhill) side. Because no drawing had been prepared showing a single lane on the south side DN had felt it necessary to let Ben and Nick Davies know without delay that this needs to be an option. Hence the urgency.

JS having expressed concern that the report did not necessarily represent Wheelrights position we reviewed it.

It was noted that two lanes may be an option. It had been ruled out at the CAP meeting by Ryland Jones who believed that with the proposed 1.5m lane width it would not meet ATA guidelines. These also require a minimum of 2.0m across junctions thus, because there are many, 2.0m would apply here. We noted that the footways could be narrowed to achieve this.

DN now has second thoughts about the report’s recommendation that parking should be retained on the north side (as shown on both the CCS drawings) rather than the south. He noted that there was a case for the latter because ‘dooring’ would be less of a danger to the slower moving uphill cyclists than to those moving faster on the downhill (north) side.

JS recommended that we should hold our fire (Not his words!) pending consultation with Ben and Cllr Nick Davies. Accordingly DN would in the meantime remove his report from the website. (Post meeting: done.) JS would also arrange a meeting with David Smitham to discuss technical matters, to be attended by himself, DN and CW. **[Action: JS]**

3. **Tirpenry.**

Responding to a suggestion from NG DN had revised his March 2016 report on this proposed route so that it included links to NCR 43 at both ends. It was agreed that DN would replace the old version by it on the Infrastructure page. (Post meeting: done.)

4. **Gower Access Path.**

PT reported on progress. Work on securing land ownership is currently underway. A bid for ‘safe routes’ funding to construct the path is expected to be made by a January deadline.

5. **Next meeting.**

10.00am Saturday, 1 December, in the Environment Centre Café.

The ride: We cycled to Singleton Park and checked out the proposed E-W and N-S routes.

Notes prepared by
David Naylor