

Wheelrights Routes Group

Notes of meeting/ride on 4th March 2017

in the Civic Centre Café, Swansea.

Present: Chris Connick (CC), Nick Guy (NG), Mike Lewis (ML), David Naylor (DN), John Sayce (JS), Patrick Tribe (PT), Chris Walsh (CW).

Apologies: Max Stokes (MS).

Pre-ride meeting.

1. **Matters arising** from 4 February meeting.

Routes to Railway Station (Item 1). NG raised Lindsey Brown's proposal that NCR 43 should be extended via Somerset Place, Princess Way and Orchard St to terminate at the Station. CC, ML and DN commented that this should be just one of a number of links from NCR's 4 and 43 to the station. DN felt that to label it NCR 43 was inappropriate as it would go from NCR 4, whereas the shortest route from NCR 43 to the Station was via the N. Tawe Bridge.

2. **Kingsway.**

JS tabled a plan which showed the proposed new layout. We noted that the green strip and shared use path along Orchard St was east of the highway, ie opposite to that on Kingsway. How we should respond to the consultation document (Deadline 10 March.) was considered under the three headings, under which the consultation form invited comments.

(a) The proposal.

We liked it. JS to write to the Evening Post expressing our strong support. **[Action: JS]**. The following points were raised for inclusion in the consultation.

- (i) No traffic lights being planned between Christina St and the Dragon Hotel, we should highlight the need for crossings to be safe for pedestrians and cyclists.
- (ii) DN suggested that there be no demarcation between the 5m wide shared use path and the adjacent green strip this being a 'destination area' rather than a 'through route'. Consideration might be given to a marked cycle lane (as on Princess Way. The highway, because it would be only 6m wide, was considered safe for cyclists there being room for overtaking only when no traffic was coming the other way. It would therefore serve as a cyclists 'through route'.
- (iii) We liked the proposed westerly link to Walter Road via Page St. On the subsequent ride NG and DN looked at it and felt that either a cycle contra-flow could be provided on the west side or it could be made a 'quiet street'
- (iv) CC noted that cycle parking will be needed on the Kingsway.

(b) The effect on surrounding roads.

We agreed that the existing two-way shared use path between Orchard St and Craddock Place should be retained. It should be upgraded to include path priority across Pleasant St (To be made one way west so the previous objection to a crossing would no longer apply.) and Bellevue. Instead of the present route along Northampton St the path would be continued along Mansel St by replacing the parking strip on the south side by a cycle lane. JS noted that land adjacent to Union St. was to be redeveloped, giving scope for a cycle link to the Kingsway from the south.

(c) Diversions during construction.

We felt that this would not be a problem since the diversions would apply for a short period (August 2018). East-westbound cyclists could use the existing route along Alexandra Road and to the west, north-south cyclists could use High St.

NG and JS would submit the Kingsway consultation form on behalf of *Wheelrights*; DN would submit one on behalf of *Cycling UK*. This would be the draft previously circulated but slightly modified in the light of this meeting. **[Action: NG, JS, DN]**

3. **Westway.**

NG had emailed Gareth Hughes on 13 Feb. to which he had attached a draft of DN's report on our 4 feb. site inspection. A further submission is planned. JS suggested that this should

focus on two key issues namely: (1) the need for Paxton-William St to have priority across Clarence Terrace together with replacement of the William St barrier by bollards and (2) a W-E route along Wellington St. DN would update his report and put it on the 'Infrastructure' page of our website. NG and JS would include it with the submission. **[Action: DN, NG, JS]**.

4. Swansea Central.

JS, referring to Rivington's plans, highlighted that a key issue was the need for a ramp for cyclists (and presumably wheelchair users) to access the bridge from the lower street level. He noted that Rivington had not involved Ben George.

DN noted that at the presentation of the plans on 13 December (attended by himself, NG and Lindsey Brown) he had brought up our plan for a link between William Street and Princess Way, the southern leg of the 'box'. He was advised then that this could be incorporated.

5. AOB.

(a) Tube Map.

NG produced a sketch as the basis for a tube map covering the Swansea area. CW offered to take this on using the software demonstrated at the 7 January *Space for Cycling* workshop in Cardiff. It had been used to produce a Bath tube map. He expected to have some time to do this during the Easter school holiday. We felt that this map should be aimed not only at councillors (suggested by NG) but at a wider audience. **[Action: CW]**

(b) Clyne Common.

We considered how to further the case for a cycle route across the Common. (Two routes have been proposed: one along the south side of the B4436 and the other between West Cross and Reigit Lanes.) PT agreed to write to the Bishopston Community Councillor, Vincent Price, to seek local support. JS advised that the way forward is for the Bishopston and/or Mumbles Communities to approach the City Council, rather than the other way round. DN had written an article for the Bishopston Community Newsletter. It should appear in the March edition. (He will email it to the Group.) **[Action: DN, PT]**.

(c) Council Priorities.

NG and JS having recently met with Ben George ascertained that his priorities were:

(i) Baldwin's Bridge. It needs £20m to be spent on it. It is on the Swansea/NPT border, but the Councils don't have this money. Were Fabian Way to be designated a trunk road the funds would come from a National source.

(ii) A North Swansea bus corridor.

(iii) Gowerton-Kingsbridge link. We have supported Ben's application for a bid.

(iv) Orchard Street and N. Swansea Routes. We discussed N. Swansea routes. Most of these are shown on the 'Indexed Map' on the 'Infrastructure' of our website, but revisions and updates are needed.

JS suggested that we offer to write the notes of the CAP meetings. **[Action: NG/JS]**

6. Next meeting.

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

The Ride

NG, DN and JS set off to check cycling provision from the Railway Station to Uplands and from there westwards, south of Sketty Road.

JS got waylaid in Wind Street where he chanced upon David Phillips (ex Council Leader) and subsequently met with other senior councillors. NG and DN left him to it.

They confirmed the feasibility of using the S. side parking lane on Mansel St as a cycle lane (2(b) above). Making Walter Road cycle friendly between Christina St and the Uplands would be difficult but there was some scope for doing this. If south side parking could not be used for a cycle lane there is the possibility that the highway lanes could be narrowed with parking moved out to leave space for a cycle lane adjacent to the footway. They continued to Singleton Park and confirmed the feasibility of a cycle route which would skirt the S. edge of the Park and continue along Rhyd-y-Defaid Drive to the A4118 and NCR 4.

Notes prepared by David Naylor