Wheelrights Routes Group

Notes of meeting on 7th April 2018
in the Civic Centre Café, Swansea.

Present: Chris Connick (CC), Bill Gannon (BG), Nick Guy (NG), Alan Kreppel (AK),
Mike Lewis (ML), David Naylor (DN), Hamish Osborn (HO), Rachel Pewsey (RP),
Kevin Roderick (KR), Chris Walsh (CW).

Apologies: John Sayce (JS), Patrick Tribe (PT).

1. **Matters arising** from 6 January meeting.
   Meeting with Leader (Item 1.) NG reported that this meeting had taken place on 22 January. Council support for the following two routes was confirmed: Wychtree St. link to NCR 43 with potential extension to Morriston Hospital (Routes MT0018 and 23. See Indexed map on Infrastructure page of website.) and the link (ST0009) from NCR 43 to the SW end of the Upper Bank route (27). They would also support the proposed Welsh Cycling Forum.

2. **GAP and Cwm Level Road**.
   DN provided an update on the GAP (Gower Access Path). Using Welsh Gov. money for the y/e this April the Council had cleared vegetation along the line of the path across Clyne Common and had prepared a preliminary design. They had applied for further funding to cover the design and legal costs. Further funding will be required to construct it. We have yet to hear the outcome of this application. (Due by now.)

   We briefly discussed Cwm Level Road. It was suggested that a "parallel crossing" (ie zebra with cycle lane alongside.) should be provided to connect a housing estate to an existing footpath across a recreation ground. The footpath should be upgraded to shared use.

3. **Route Assessment**.
   DN suggested that we decide a completion date for the Route Assessment document for submission to the Council. He hopes to raise this with Ben George at the forthcoming CAP meeting (on 18 April). **[Action: DN]**

4. **AOB**.
   Swansea Rural Transport Strategy. This document (dated March 2018) had been prepared by Capita. It contains proposals for cycling infrastructure and bus provision in the Peninsula and Mawr. HO suggested that a workshop to consider it be held. We decided to hold this as a Routes Group extraordinary meeting on 24 April in the Environment Centre.

5. **Traveline Cymru meeting**.
   DN welcomed Kevin Roderick and Rachel Pewsey of Traveline Cymru whom NG had invited to our meeting so they could inform us of certain of their plans and get feedback.

   KR explained that Traveline Cymru were planning to provide information about routes between public transport stopping points which would be useful in particular to cyclists. They planned to use their website for this and develop an app. He sought our guidance.

   An exchange of views followed: This included reference to existing apps and to software such as *cyclestreets* which can give a choice of routes between chosen points. CW noted that it would be useful if information on the state of routes were included. NG supported the Traveline Cymru initiative because their website was well known. He also suggested that the newly formed Welsh Cycle Forum could help. HO suggested crowd-sourcing to obtain data and that guidance from others in addition to cyclists be sought.

   DN raised the issue of bikes on trains. He accepted that improving the present inadequate provision was not something Traveline Cymru could do but was up to the rail companies. In a brief exchange AK noted that a new franchise for Arriva trains (Wales) lines was due in May.

   AK suggested that a sheet with points for the guidance of Traveline Cymru be prepared. He offered to draft it. Kevin Roderick has also prepared a report. See Appendix. **[Action: AK]**

6. **Future meetings.**
   10.00am Tuesday, 24 April, extraordinary meeting in the Env. Centre (Hopefully upstairs.)
   10.00am Saturday, 5 May, in the Environment Centre Café.

Notes prepared by
David Naylor

Appendix

To notes of Wheelrights Routes Group meeting on 7th April 2018

Report by Kevin Roderick

Background

On Saturday 7th April 2018 Rachel Pewsey and Kevin Roderick met with the Swansea Wheelwrights Cycle group to discuss developing and testing our new cycle planner.

A number of valid points and considerations were raised about what would constitute a useful tool and resource for cyclists of all levels.

These points are set out below for our consideration to inform the debate about how we would proceed with developing the tool.

Remit

Consideration needs to be given to the purpose of the planner. The question was raised 'are we only promoting the National Cycle Routes or are we also including Regional Cycle Routes and Leisure/Tourism?'

If we were following the Active travel remit much more consideration needs to be given to a number of constraints previously not thought about and a probable high degree of development is required. At present Spindogs have successfully accessed the CycleStreets API but the current request made to the API is far too loose and will result in inaccurate responses. This means that additional constraints need to be available to the users to tailor more realistic responses, largely in line with the options available when making a request e.g. type of bike, acceptable gradients and avoid areas

It is the authors' belief that some of these same constraints will be applied to a walk planner at a later date.

Bike Types

This is an obvious point when raised although no consideration was given to this point prior to the meeting e.g. a route for a 'touring' bike will be different to a 'mountain' bike as the latter has access to a wider type of route condition and will, therefore, be able to use routes not available to the first type

Data mining

If journey details are stored for journeys actually made this could provide vital information about where people are actually cycling and possibly more important where they are not, highlighting potential danger areas or areas with serious lack of facilities and routes

Cycle rail/bus integration

There are major difficulties in accessing and booking journeys with a bike on both modes of transport but particularly with rail. It would be useful if we could use our current knowledge of the rail network to help facilitate smoother integration between the two

Condition reporting

A useful feature would be to allow reporting on the condition of routes and issues/problems. This could include real time reporting from mobile/GPS devices e.g. trees blown down and partially blocking a route after a heavy storm to inform other users

Bike Shops and facilities

The inclusion of the nearest bike shops and facilities would be useful in case of breakdowns, accidents or emergencies

Pinch points and avoid

Certain junctions and road conditions can be extremely dangerous to cyclists and should be avoided. It would be useful if the planner took consideration of these conditions and used to avoid these in cycle plans

Return journey different to outward

It was pointed out that a return journey will not always be the same route e.g. it may be going down a steep gradient on an inward journey but a journey that avoids steep gradients would be used to return

Local group forums

Most areas would have groups interested in cycling and that a forum for like minded people would be useful to get information about unfamiliar areas and draw on local knowledge to assist in getting useful journey information

Downloadable and offline services

The downloading of GPS routes and cached route maps for use offline would be beneficial and seen as far more useful than printed maps, although a use for printed material could be seen. The key was that route information could be stored and used on devices without the need for Internet or data connections.

Save my journey

The group were potentially interested in a library of leisure or tourist journey made by other cyclists so that they could replicate routes that others had found enjoyable

Conclusions

We hold a lot of data from the CycleStreets API but have not yet fully interrogated or understood the data we hold, where there are potential gaps and what data do we potentially need to add. The API currently claims to hold road data, National Cycle route data, Regional Route data and footpaths and other cycle friendly trails.

Currently we do not have the expertise to verify that it does return all types of routes and the group agreed that they could make an assessment of the Swansea and local area to determine this. Details for other groups could also be supplied to assess in other areas.

The group were also willing to try the planner and give us constructive feedback on what works and more importantly what doesn't. In this way it will help us to develop the product into a useful tool.

It was agreed that I would circulate the address of the planner and our contact details so that the group could send us back their comments and help us to develop the tool.

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