

Wheelrights Routes Group

Notes of meeting on 7th October 2020

in Ripples Café, West Cross

Present: Dennis Dwyer (DD), Gordon Gibson (GG), Nick Guy (GG), Eddy Hall (EH), David Judd (DJ), Mike Lewis (ML), David Naylor (DN), Darius Rassi (DR), John Sayce (JS), Patrick Tribe (PT), Chris Walsh (CW).

Apologies: Allyson Evans (AE), Bill Gannon (BG).

DN chaired the meeting.

1. **Matters arising** from last meeting on 12 September.

(a) Mayals Road. (Item 2.) DN had emailed Alan Ferris on 16 Sep. seeking his response to an off-road uphill-only alternative. In his reply (18 Sep.) AF noted that this would be “possible”.

(b) Gors Avenue. (Item 3c.) JS had raised the deficiencies of the scheme – 2m wide SUP with no protection from opening doors of adjacent parked cars; about one third of its length not meeting AT Guidelines – with Simon Jones, who had been receptive. JS had requested drawings from CCS and a RA report but had received no reply.

2. **Mayals Road**.

DN noted that Wheelrights officers (AE, NG, JS & CW) had accepted the uphill-only proposal but tied it to off-road provision for downhill cyclists. (The proposal is included as the appendix in the 12 Sep. notes. Copies were circulated at the meeting.) DN, concerned about the practicality of this, had emailed a questionnaire to interested parties designed to establish whether or not safe downhill provision could be made. He had received written answers from BG and NG. He sought answers from those present.

The questionnaire divided the hybrid tracks section into three parts: the ‘upper’ (Qu. 2.), west of Southerndown Ave.; the ‘lower’ (Qu. 3), east of Westport Ave., and the ‘middle’ (Qu. 4), between the two avenues. Summaries of the written answers including contributions added at the meeting are as follows:

BG would have no SUP on the north side but accepts an uphill one on the south. NG, noting a preference for SUPs among less confident cyclists, favours one on either side provided measures such as signing or bollards are used to slow downhill cyclists. He mentioned that there was a recent precedent at Brynhyfryd where bollards had been provided on a steep gradient. DN likewise would support a SUP with measures to slow cyclists such as staggered barriers (Precedent on NCR 47 at Tumble.) but because there is only enough width in the short middle section he, like BG, rules them out for downhill cyclists.

Contributions at the meeting to the question: “Can a safe SUP used by downhill cyclists be provided?” included: from JS: Yes, if enough width; from DJ regarding the upper section: Continue the south side Upper SUP to a crossing lower down; from DR: he would not use the 1.5m wide hybrids and suggested that downhill cyclists could be slowed by wiggling the path round the trees; from PT: No for the upper section. JS noted that CCS do not own the land in the middle section. There was therefore no conclusive answer to the question.

Comments on how to proceed (Qu. 5) included: from GG that central islands should be used instead of controlled crossings; from DJ and CW that CCS need to be made aware of our concerns and the solution left to them; and from DR that we should ask CCS why they have treated Mayals and Cockett Road so differently. JS noted that safety must rule.

DJ and GG were against the narrowing of the carriageway. PT was in favour as he felt that it would slow traffic. So also was DN who noted that the AT Guidance Cycle Audit would classify the carriageway with its present width as “Critical”. Narrowing it to 6m would take it outside the critical range, otherwise the road would not pass the Cycle Audit for use by cyclists.

The necessary agreement to push for the uphill only proposal was not obtained. We left it that Wheelrights will make our concerns known to CCS and leave it to them to come up with a solution. DN was concerned about this as he felt it would inevitably result in them going ahead with their present plan. To prevent this he suggested that the claim that the hybrid tracks meet AT Guidance should be challenged and is seeking advice from Cycling UK. He is also pushing for the uphill-only proposal on behalf of Cycling UK and regrets that Wheelrights are not prepared to join him in this.

3. 2021/22 routes.

JS advised that funding is not yet known. He requests that we draw up priorities for routes, in particular in the Mayhill area, and let him know by the end of October. **[Action: all.]**

4. New DVLA route.

ML had proposed this. We checked it on the ride. (See below.)

5. Next meeting.

Tentatively at 10.00 am on 7 November in Ripple's Café. (Check Events page of website.)

Notes prepared by
David Naylor

The ride

ML, DN, DR, JS and PT cycled up part of ML's proposed route. They followed Clyndu Street and Tan-y-Lan Terrace to Morrison Park. The route would then cross the park and continue on the A48 to the DVLA. JS took us back a different way to the west which partly followed a route he is proposing. He showed where it would cross Llewellyn Park and continue south along Heol Nant Gelli. There are some serious hills in this area.