

# Wheelrights Routes Group

## Notes of meeting on 8<sup>th</sup> October 2022

in Ripples Cafe, Foreshore, West Cross.

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

Apologies: John Britton (JB), Allyson Evans (AE), Mike Lewis (ML), Dareyoush Rassi (DR).

DN chaired the meeting.

### 1. **Matters arising** from 10 September meeting.

- (a) Wheelrights 12 Oct. meeting (Item 1a). John Grimshaw is expected to arrive in Gowerton on that morning by train, time to be advised. All are invited to meet him there and join him on a ride to show him the new paths between Gowerton and Pontarddulais.
- (b) Craig Cefn Park (Item 1d). The offending A frame barriers have been replaced by bollards.
- (c) National Transport Delivery Plan (Item 2). JS has drafted a consultation response, previously circulated. The essence of his response is that the aspirations are fine but that it is vague on delivery. We all gave it our support. He will dispatch it to meet the 11 Oct. deadline. DN will put it on the Campaigns page of the website. **[Action DN, JS]**
- (d) Gower Cycle Network (Item 6). DN has been advised by Paul Meller (to whom he had sent the report of the survey done by Dareyoush, Joe Muldoon and himself) that we were incorrect in thinking that the bridleways highlighted by the Council were to be made suitable for non-mountain bikers. DN said that this made sense as many of the bridleways, eg the one along the crest of Rhossili Down, are not suitable for other than mountain bikers; however there are some, specifically those included in the routes recommended at the two workshops (1 May 2018 and 12 March 2022) which should be upgraded. He had recently cycled the bridleway from Hillend to Rhossili on his hybrid and felt that this one needed little to make it suitable for all and should be included. We would, at the meeting with Chris Lindley, scheduled for 14 October (to be attended by DN, DR and others), push for the workshop proposed routes. **[Action DN, DR]**
- (e) Gowerton diagonal crossing (Item 8a). This is now complete and in operation.

### 2. **Routes to Gower College.**

We noted that it was not easy to identify a good cycle route to the College from the south. We had previously proposed Route SG (SE Swansea map). Subsequently, JS and DN had identified alternatives further west. JS suggested we postpone this until he has a chance to discuss it with the Gower College's Sustainability Officer, Laura Wilkins. **[Action JS]**

### 3. **Bridge issues.**

#### Blackpill.

Wheelrights had previously (not sure when or where) expressed their concern about the proposal to construct a bridge across Mumbles road at Blackpill. While it would provide a seamless link between the Clyne Valley and coast path there were various reasons not to construct it: direct access to the Clyne Valley path from the north side of Mumbles Road would be lost; were it to replace the Blackpill Toucan – and it is understood that it would – it would be difficult for cyclists from the north side to cross Mumbles Road; it would be visually intrusive; and, it would cost a lot – a misuse of funds.

DN felt that the money would be better spent on the proposed link between Blackpill and the top end of the lower SUP on Mayals Road (Route [CG] on the SW Swansea map.). This would reduce the use of that SUP by cyclists and provide a more direct route between Mayals Road and Swansea. It should cost a lot less than a bridge.

#### Gowerton Station.

The missing connection between the south end of the Gowerton to Kingsbridge SUP and the station is expected to be constructed soon. It was noted that cyclists are not allowed to cycle on platforms so would have to dismount to cross the bridge to travel south. This underlined the need for the station bypass (Route [GS] on the NW Swansea map.) Details are given in the appendix to the notes of the 6 March 2021 Routes Group meeting. We had not included this route in our ATNM recommended routes because of the need to involve Network Rail.

We agreed that we should press for it. DN suggested that when we meet John Grimshaw on Wednesday we seek his advice on how to get Network Rail's support.

**4. Criteria for Routes.**

DN suggested that this be divided into criteria for deciding where or if a route should be provided and criteria for the form it should take. He noted that JS had written an article, dated November 2020, which dealt with the former and which is available on Dropbox.

Regarding the latter DN noted that in the Netherlands consideration is being given to *not* marking cycle routes on 30 km/h streets, the thinking being that, due to the different types of user, it would be simpler not to try and separate them. We noted that this may well be appropriate for 20 mph zones here. Meanwhile suitable streets can be identified as 'quiet' or 'cycle' streets. They are defined in the article on p. 6 of last winter's Newsletter (Issue 58). Other points brought up were the need for continuity (in particular across junctions) and that routes should meet the Welsh active travel guidelines.

**5. AOB.**

Mumbles Foreshore. Tim Bull now no longer being a councillor DJ has not been able to pass on his recommendations about the provision for faster cyclists on the proposed upgrade. (Described under item 6 in the notes of the 4 June 2022 Routes Group meeting.) **[Action DJ]**

**6. Next meeting.**

10.00 am on Saturday 12 November in the Environment Centre.

Notes prepared by  
David Naylor