

Bay Campus – cycle audit

Introduction

This audit relates to a specific problem where the cycle route crosses the docks access road on the north side of Baldwin's Bridge. Near misses have been reported there and *Wheelrights* Routes Group decided at their meeting on 2 April 2016 to check it out. A site visit followed. This is a revised version of the report uploaded to *Wheelrights* website in April. In this revision the measure described in Section 2 (which was not recommended for adoption) has been replaced by a new one. Sections 1 and 3 are unchanged. The conclusions are modified.

Three ways of making the route safer are described: upgrading the existing crossing, providing one way only cycle lanes, and an alternative access to the Campus via Elba Crescent. They are described in that order.

1. Upgrading the crossing. (GR 694930)

Photo 1 shows the crossing looking SE.

The crossing is dangerous because it is not clear whether or not cyclists have priority, and for motorists leaving the docks, ie approaching the crossing from under the bridge, there is limited visibility of a cyclist about to cross from where the photo is taken.

Because the traffic passing here is relatively infrequent (Long periods between vehicles when inspected at midday on a weekday.) it would be appropriate to have a cycle/pedestrian priority crossing. Two alternatives are a cycle priority crossing as described in the *Active Travel Act* guidance note DE037 or a parallel crossing for pedestrians and cyclists (ie a zebra with cycle lane alongside.) as described in DE043. In both case a raised table is preferred as this would make the crossing a speed hump. If this causes clearance problems due to the crossing being too close to the bridge consideration should be given to moving it a short distance away from the bridge.

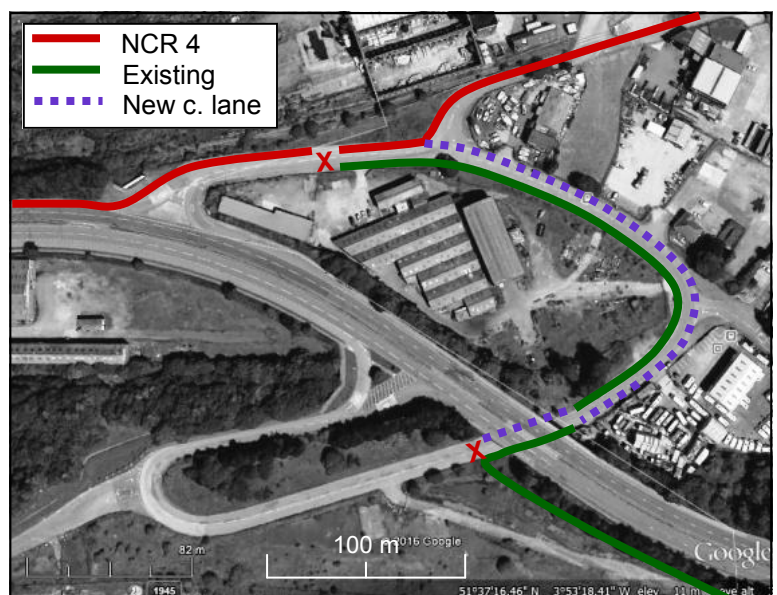


2. One way only cycle lanes.

Were the Baldwin's Bridge crossing to be moved to the SW side of the bridge and a cycle lane provided under it on the NW side cyclists would not be obliged to cross the road at this danger point. The existing crossing would be moved to X on the plan where Swansea bound cyclists would cross to join the lane which, after passing under the bridge, would merge with the existing west side cycle path. A one way lane would also be provided on the east side of the road. This would merge with the existing path under the bridge and continue to the north and west to link with NCR 4. It would be one way, ie for cyclists approaching the campus who would not then have to cross the road. The west side lane would be one way for cyclists going the other way. They would join NCR 4 at the other X on the plan.

Signing to warn motorists of cyclists, and probably also a 20 mph speed limit, would be appropriate between Baldwin's Bridge and the junction with Fabian Way to the west.

The new cycle lanes should be "advisory", on which motorists are allowed to drive when not occupied by cyclists. They are bounded by broken white lines rather than full.



3. Elba Crescent alternative.

Half way along Elba Crescent, by a bus stop, there is a turn-off to the south with a pedestrian link to Fabian Way (GR 699930). Photo 2a is looking across Elba Crescent into it. There is a Toucan across Fabian Way a short distance to the east which connects with the Campus. Photo 2b is taken from the link and shows the crossing in the background. This link would be upgraded to make it suitable for cyclists.

One drawback to this option compared with the other two is that it involves an at-grade crossing of Fabian Way and that this crossing is in two stages. However it would be inexpensive and simple to implement requiring no more than signing and surfacing the link (Right of white car in Photo 2a.).

Conclusions and recommendations

The existing crossing of the docks access road by Baldwin's bridge has been found to be dangerous. It does not meet Active Travel safety guidelines. Three ways of easing this problem have been described.

The first two: (1) upgrading the crossing by Baldwin's Bridge to Active Travel guidance standards or (2) changing the cycle lanes to one way and calming the traffic, are options. The second one is preferred as it not only addresses the problem at Baldwin's Bridge but also at the western end. It has the merit that cyclists bound for the Bay Campus would not have to cross the docks' road.

The third, ie an alternative route via Elba Crescent, should be implemented in addition. It would provide a useful alternative and divert some of the Campus cycle traffic. It does however have the drawback that the crossing of Fabian Way is at grade and the two-stage Toucan requires a certain amount of patience from those using it. There is therefore a danger of accidents due to red light jumping by the impatient. Nonetheless this route should be provided.



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