

Swansea Bay Cycle Route – cycle audit

Cross Valley: Morriston to Gorseinon

Introduction

This audit has been carried out by *Wheelrights* volunteers. It is based on a 'Routes Ride' on Sat. 7 March 2015. Its purpose is to identify what needs to be done to bring this route up to standard to assist Swansea Council meet their *Active Travel Act* commitments. It should be read in conjunction with a street map, eg Swansea A-Z, for street names, etc.

This part of the Cross Valley route is mostly on the A48, the easterly part being on the A4240. It is considered here in four sections.

1. Wychtree Roundabout to B4603 crossing. (GR 674979 – 670982)

The photos show the following:

1a: View SE towards roundabout

1b: View NW towards B4603 crossing.

1.1 Comments

This section is heavily trafficked. The discontinuous cycle lane (Shown on 1a.) is not fit for purpose. Part, but not all (1b), of the adjacent footway is wide enough for shared use, but that on the other (SW) side of the A48 is not so wide.

Either side of the A48 can be accessed from NCR 43, which passes under it immediately SE of the roundabout. There is a cycle sign to cross the roundabout on the Swansea side, but no crossing. There is a marked pedestrian crossing on the other (NE) side which could be upgraded to a two stage Toucan.

Provision of a safe crossing of the Wychtree Roundabout is a major problem. Upgrading the pedestrian crossing would suit cyclists coming from Morriston. A crossing on the other side would suit cyclists going the other way who would access the A48 from the Swansea side of NCR 43, but this would involve a new crossing. In addition a crossing of the A48 here would be required.

1.2 Recommendations

We are not sure how but some way of providing safe crossings of Wychtree Roundabout needs to be found. This will probably include upgrading the NE side crossing to a Toucan.

Upgrade the uphill (SW) footway to a shared use path (SUP). This will require continuity across minor crossings (eg that between the two cars in 1a.). This should include tightening of the bell mouth curvatures and a raised table. See the *Active Travel Design Guide* (ATDG), eg p.85, Photo 6.28 on p.159 and Appx A: DE039. Also provision for car parking which does not block the cycle routes will be required.

There being two downhill traffic lanes the left one could also serve as a cycle lane. Downhill cyclists travel fast enough not to cause traffic hold ups. (They actually serve a useful traffic calming role.) See ATDG Chap. 6.

2. B4603 crossing to Llangyfelach

(GR 670982 – 648991)

The photos show the following:

2a: View uphill (NW) from near the B4603 crossing.

2b: View downhill (E) from GR 663987.



2.1 Comments

The easterly part from the B4603 (Wychtree Roundabout) to Vicarage Road is mainly three lane and from there westward mainly two wider lanes (2b). Provision for W-E cyclists (who would be cycling downhill) could be made by using the left hand lane (as recommended in 1, above.) where there are three lanes and narrowing them where there are two. Alternatively a cycle lane (which would not need to be so wide) could be provided. The footway on the uphill (SW and S) side is wide enough to be made shared use. Again, as this is uphill, conflict with pedestrians should not be a problem. Continuity across minor junctions will need to be provided as indicated above, as will appropriate treatment of the less minor Vicarage Road crossing.



2.2 Recommendations

Provide a continuous on-road cycle route on the downhill (N & NE) side of the A48, and upgrade the footway to an SUP on the uphill side. The same sections of the AT Design Guide as mentioned above apply.

3. Llangyfelach to Penllergaer

(GR 648991 – 620992)

The photos show the following:

3a: Llangyfelach Roundabout from west.

3b: Ditto from cycle slip lane opp. car in 3a.

3c: View east from A48 towards roundabout.



3.1 Comments

The signed route for E-W cyclists shown in 3a and 3b makes sense. The slip lane (3b) will need widening. Also provision for crossing the B4489 (Swansea Road) will be needed.

Catering for W-E cyclists is more difficult. Taking them on the north side of the roundabout involves crossing four M4 slip lanes. It might be better to design the south crossing for two-way cycle use and provide crossings of the A48 on either side of the roundabout.

The cycle signs on the A48 west of Llangyfelach provide for crossing it twice, the first of which is shown in 3c. Further west (GR 626993) a crossing back to the south side is indicated. The logic of this is that there is space for a cycle path clear of the carriage way on the north side between these crossings and on the south side east and west of them.

The road has three lanes and due to the nearby M4 the traffic is relatively light. There is space therefore for cycle lanes on either side, and this is highly desirable. (Commuting cyclists will avoid crossings if they can!) Because of the existing off-road space on one or other side just one cycle lane would be needed on the carriageway. The existing three road lanes may however need to be reduced to two.

3.2 Recommendations

Provide for two-way cycling round the south side of the Llangyfelach Roundabout together with A48 crossings, and cycle lanes on *both* sides of the A48 between these crossings.

4. Penllergaer to Gorseinon (GR 620992 – 595985)

Photo 4 shows the Junction 47 crossing (centre of picture) from the west side of the A483.

4.1 Comments

A two way crossing of the A483 at Junction 47 would be needed. Toucan lights could possibly be phased with the roundabout lights. The linking cycle paths east and west would need to be two way to where there are paths on both sides of the A48. Here crossings would be needed: that proposed above to the east, and to the west the existing crossing opposite Penllergaer Primary. This could be upgraded for cycle use, ie made a Toucan.



Provision to make the Pontarddulais Cross (A48/A4240 junction) roundabout safe for cyclists would be needed. This would likely involve tightening the curvature of the entry lanes to slow traffic.

Gorseinon Road (A4240) between Pontarddulais Cross and the lights east of Gorseinon, where the Afon Lliw cycle path crosses the road, is similar to the A48 covered in 1. and 2. above in that it is generally three lanes wide and on a slope. There is therefore a similar case for cyclists sharing the downhill (south) lane and provision of a SUP on the uphill (north) side.

Much of this road has two wide traffic lanes which narrow to provide either a third, or in some places a fourth lane, or to provide a wide central strip. There would be space to provide two traffic lanes plus a cycle lane on the south side and a SUP on the north. As on the A48 continuity across minor junctions for the SUP will be required together with appropriate treatment of a number of mini roundabouts.

4.2 Recommendations

Upgrade the existing A483 crossing on the south side of J47 to a two-way Toucan with (if feasible) its phase linked to that of the junction lights. Continue the cycle route as a two way SUP west to the existing crossing opposite Penllergaer Primary and upgrade this to a Toucan.

Provide a cycle lane on the south side of the road over this section (most of which is the A4240) and a SUP on the north side. Modify the design of the Pontarddulais Cross roundabout to make it safer for cyclist by at least tightening the curvature of the approaches. As with the other SUPs provide continuity across driveways and minor junctions, and in this case provide appropriate crossings at the mini-roundabouts.

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