

Wheelrights wish list

This is a list of cycle infrastructure projects in the County of Swansea which *Wheelrights* believe are needed. It's purpose is to assist the Council establish priorities. The projects range from minor works to relatively large new schemes and from on-road provision to traffic-free paths.

The projects are listed geographically, starting with the City Centre and the foreshore and then from west to east. This is followed by items which apply across boundaries (such as signing). The scale of each project is indicated by the letter in square brackets with [S] indicating small/short term, [L] for large/long term and [M] in between. This should help the Council assign priorities to the projects and hopefully a time scale for their implementation.

In preparing this we have drawn on the experience of cyclists, specifically Sustrans (whose founder John Grimshaw is a Patron of *Wheelrights*) and the CTC (whose Right to Ride representative for the Swansea area is David Naylor, the drafter of this report).

The location of items 1 to 9 are shown on the key map on the last page

1 City Centre

Notes

1.1	<u>Railway Station</u> [S] Signs and surface markings to direct cyclists. Also provide a cycle info. map in station, cycle stands outside and more on platform 1.	Despite the recent provision of more cycle stands on platform 1 by the railway authorities they are often full.
1.2	<u>Alexandra Rd shared use path</u> [S] Complete this route from Mansel St to the Railway Station to include street markings and signs and the provision of safe crossings of Belle Vue Way and Pleasant St.	See CCS's report for their Overview Board <i>Cycling Task and Finish Group</i> (prepared in April 2009), also DN's (<i>Wheelrights</i>) letter of 24 March 2009 to Geoff Green concerning the safety issues. CCS's response (see eg Reena Owen's letter to Nick Guy of 11 th June) is that a safety audit is being carried out.
1.3	<u>Dynevor St contraflow</u> [S] Mark a cycle lane on the surface to show that cyclists can cycle south on this road whereas motor vehicles cannot.	
1.4	<u>St Helens Rd/Kingsway junction</u> [S] Provide cycle bypass for east bound cyclists by a short shared use section from the YMCA via Newton St to link with the Kingsway Metro bus lane. Alter Pelican crossing here to Toucan.	This was agreed at a Cycle Forum site visit on 12 July 2006 but did not get incorporated in subsequent works.
1.5	<u>Cycle Stations</u> [M] Provide more places where cycles can be left under supervision similar to the existing facility in the Clarence St NCP (indoor) car park.	In December 2007 WAG AM Dr Dai Lloyd promoted the idea of Cycle Stations in Swansea. While this received support at a subsequent Cycle Forum this has not been followed up.

2 Mumbles Road

Notes

2.1	<u>Blackpill crossing</u> [S] Replace the obsolescent Toucan lights to provide sensible timings.	See Minutes of 8 Oct. 2008 Cycle Forum, Item 5.
2.2	<u>Shared use path on N. side of Mumbles Road</u> [M] Upgrade existing footpath to shared use from Sketty Lane to St Helen's Road including safe crossings at Brynmill Lane and other junctions.	See correspondence between <i>Wheelrights</i> and Chris Vinestock dated 10 April, 9 & 23 June 2009.
2.3	<u>New cycle/ped. bridge W. of Brynmill</u> [L] A bridge from high ground by E. access to University would link the N-S path through Singleton Park to the foreshore path	A <i>Wheelrights</i> recommendation in RTP submission (Dec. 2007)
2.4	<u>Cenotaph</u> [S] Alter path approach geometry to improve sight lines; also mark lane change on the ground.	This is a collision danger spot.
2.5	<u>Cenotaph car park access</u> [S] Make path continuous across car park entrance.	Example of a path which should be continuous across a minor junction.
2.6	<u>Slip Bridge abutment area</u> [S] Resurface path and replace irregular paving slabs with asphalt; also paint street furniture to make more visible.	The uneven surface here is a menace to all users. Making the street furniture more visible will also benefit the partially sighted.

3 Civic Centre and Oystermouth Road

Notes

3.1	<u>Foreshore to Bathurst St</u> [M] Upgrade footpath along Oystermouth Road to shared use to provide link to foreshore.	See 2008 corr. dated 12 March, 8 and 27 June & 22 July between DN (<i>Wheelrights</i>) and Rob David (CCS).
3.2	<u>Bathurst St to Sail Bridge</u> [L] Provide a direct cycle route to the Sail Bridge. Alternatives: S. side of Oystermouth Rd or along Victoria Quay and past the Pump House.	The first alternative is linked to the "Swansea Boulevard" development; the second is not.
3.3	<u>Civic Centre café.</u> [S] Provide cycle stands by south access to café.	See Rob David 2008 correspondence (Note 3.1 above)..

4. NW Swansea

Notes

4.1	<u>NCN 4 E. of Loughor Bridge</u> [M] Complete the missing 200m section parallel to & N. of A464.	Work stopped early in 2008 due to land acquisition problems (see Minutes of 8 Oct. 08 Cycle Forum, Item 8.3).
4.2	<u>Gowerton to Kingsbridge</u> [L] This is the 'missing link' between NCN 4 near the Commercial pub. and the existing path up the Lliw valley east of Gorseinon.	Old bridge abutments and an existing culvert could be used to take path over the railway and under the A484 respectively. The route crosses Common land.

5. Gower

Notes

5.1	<u>N. Gower path</u> [L] Extend the recently constructed path eastward to Pont-y-Cob Rd.	Held up by land acquisition problems.
5.2	<u>Clyne Common path</u> [L] Provide a new path connecting West Cross to Bishopston.	Two possible routes: close to the south side on the B4436 or a much shorter link between West Cross and Reigit lanes.

6. West SwanseaNotes

6.1	<u>NCN 4 through Gowerton [M]</u> Upgrade to provide continuity across minor junctions (Fford Beck & a car park), Toucan crossing of Mill St. & removal of a wall.	This has been an issue since completion of the relief road in 2004. Most cyclists use the main road because of the lack of continuity of the path
6.2	<u>Clyne Valley [M/L]</u> Provide links to residential areas	In line with Sustrans policy to provide links to NCN. Need to work out details.

7 Fabian Way corridorNotes

7.1	<u>Bus lane crossing W. of Sidings Bridge [S]</u> Provide agreed safety markings	Agreed at a CCS site visit on 24 April 2008 but nothing has been done.
7.2	<u>NCN 4 link to Jersey Marine [L]</u> Eastward extension of 1999 dead end to replace the existing Fabian Way route.	This would provide a key link to the proposed new 'urban village' of Coed Darcy.
7.3	<u>Swansea to Briton Ferry S. of Fabian Way [L]</u> New path from Swansea Docks (Langdon Rd) to link with NCN 4 where it emerges from the underpass under the A483. It would use existing roads S. of Fabian Way.	This would be a key link. especially as it would pass through the proposed University campus S. of Fabian Way. It would bypass the dangerous-for-cyclists Amazon Roundabout.

8 NE SwanseaNotes

8.1	<u>Hafod East path [L]</u> To run north from the junction of Maliphant St and Morfa Road to join the existing path on the west bank of the Tawe which goes under the Cross Valley Link.	This would provide a much needed link between the City Centre (via Morfa Road) or the Railway Station (via the new cycle path to Maliphant St) and NCN 43 which it would join near the Liberty Stadium.
8.2	<u>New NCN 43 Tawe east bank [M]</u> A 500m section on the east bank of the Tawe to replace NCN 43 from the Cross Valley Link to the Liberty Stadium bridge.	The existing shared use path which takes NCN 43 along Brunel Way is too narrow. The proposed route would both avoid it and be more direct.
8.3	<u>NCN 43 Tawe west bank [S]</u> Improve the path between the Liberty Stadium and Mannesman Bridge	There are problems with the surface and the broken fencing by the bowling green presents a hazard.
8.4	<u>Clydach Connect2 [L]</u> New route for NCN 43 which will bypass the 'pipe bridge' to S. of Clydach and the narrow sections to the NE.	This will receive Connect2 funding. Negotiations for match funding are underway.
8.5	<u>Llandore [S]</u> Provide for cyclists to cross between Neath Rd and path on S. side of Liberty Stadium.	It is hoped this can be incorporated in ongoing (July 09) work in this area.

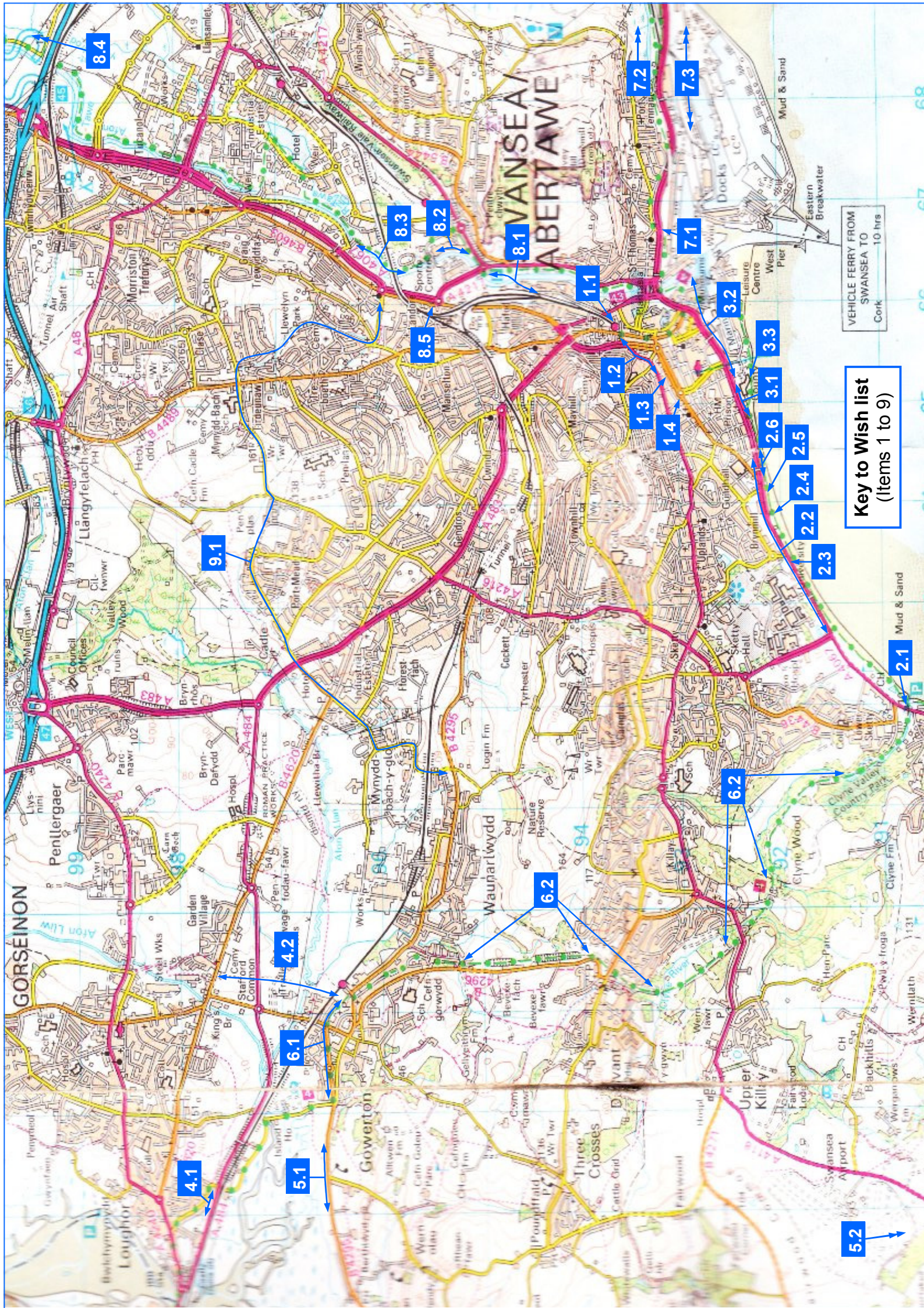
9 N. SwanseaNotes

9.1	<u>North Swansea route. [L]</u> A link using mainly existing minor roads from NCN 4 in Gowerton to NCN 43 near the Liberty Stadium via Waunarlywydd, Fforest-fach, Penlan and Landore.	It would access various schools and places of work (incl. DVLA).
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10 GeneralNotes

10.1	<u>Signs [S]</u> All cycle paths should be indicated as such by cycle logos on the surface. In addition paths linking destinations should have finger post destination signs with distances (in miles).	The Sustrans Millenium finger post signs in Gowerton, Blackpill and SA1 provide models.
10.2	<u>Advance Stop Lines (ASLs) [S]</u> All traffic lighted junctions should be checked with a view to installing these coloured zones for cyclists to stop in front of motors at lights.	Sufficient carriageway width for a 1.2m wide lead-in lane is recommended. There are however precedents for ASLs without these lead-in lanes.
10.3	<u>Cycle lanes on roads [S]</u> These should not be installed unless they meet rigorous criteria, in particular: sufficient width and continuity across minor junctions.	It is now recognised that they can give a false sense of security, mainly due to bad design at junctions. Parking on them is also a problem.
10.4	<u>20 mph zones [M]</u> Extends these, making them the default for residential areas	As of earlier this year nine English towns/cities either have this policy or are carrying out trials,

Prepared by David Naylor
on behalf of *Wheelrights*
July 2009



Key to Wish list
(Items 1 to 9)

VEHICLE FERRY FROM
SWANSEA TO
Cork
10-hrs

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Mud & Sand

Mud & Sand

Eastern Breakwater

West Pier

Leisure Centre

St Thomas

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