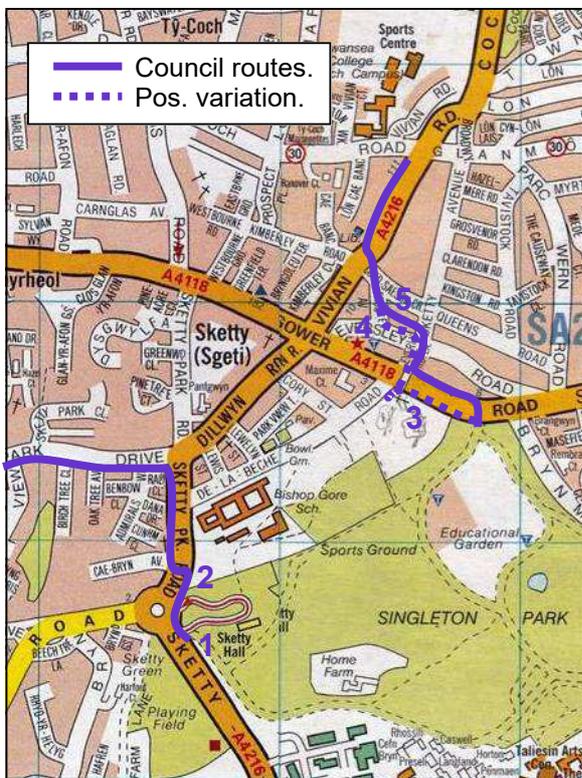


Wheelrights Routes Group

Notes of David Naylor's site visit in Sketty area on 10 January 2020.

Introduction

This site visit had been intended as the ride part of a Routes Group meeting/ride planned for 11 January, but as the meeting had to be cancelled DN took advantage of a fine day to visit the area on the 10th and take some photos. These are his findings.



The purpose of the visit was to check out the Council's proposals, together with amendments to them suggested by John Sayce, for a couple of cycle routes, the main one being between the Gower College at Tycoch and Singleton Park. DN's source of information was primarily JS's 22 Dec. 2019 email. In addition there was the Routes Group ride on 7 Dec. 2019 on which we looked at an area which intersected with that covered here. Notes of the 7 Dec. meeting/ride are provided on the Newsletters & Notes page of Wheelrights website.

The two routes are marked on the map. The numbers (1-5) show the photo locations.

Singleton Park (W), and Sketty Park Road Observations

Photo 1 is looking north from where the path from Singleton Park (to be widened to 3m.) joins Sketty Park Rd.

Photo 2 is looking north from near where the Council propose to take the shared use path (SUP) across the road. It would follow its west side and then go along Sketty Park Drive to provide a route to Olchfa School.

Comments

As photo 1 shows there is adequate width for a path north from Singleton Park to near Bishop Gore school where it narrows. A safe crossing of Sketty Park Rd will be needed here

This route would not provide access to Bishop Gore School unless an entrance were provided opposite Cae-Bryn Ave.



near the bridge. To the east, as far as the Park entrance, it is wider and free of driveways.

Singleton Park (N) to Gower College

Observations

De-la-Beche Rd provides a link between the footbridge and Sketty Park Rd. The narrow path to Singleton Park, just SW from St Paul's church, is not suitable for cyclists.

Photo 3 is looking west along Gower Road from east of the footbridge. It shows how the footway narrows



Photo 4 is looking east along Eversley Rd from Frogmore Ave. The footway on the left is driveway free.



Photo 5 is taken on the lane north of Eversley Rd which the Council have proposed as a cycle link. It is looking down the short steep section which ends on Frogmore Ave. This has prompted JS to suggest an alternative. (See below)



Comments

JS has proposed ramps to make the bridge across Gower Rd cycleable. This is key to providing access from the north to Singleton Park using the route proposed by the Council.

The ramp at the north end would provide a near horizontal link to close to Eversley Rd. Also it would bypass the steep narrow cobbled bit of path which connects with Gower Rd. JS has proposed three options for the southerly ramp. A suitable design for this ramp would provide direct access on to De-la-Bech Rd, allow for doubling back to the Gower Road and the path on its south side to access Singleton Park, include measures to slow speeding cyclists exiting the ramp and also allow access to the pedestrian crossing which would be close to the ramp. This appears achievable but it is up to the Council to decide how.

The existing path on the south side of Gower Rd, because it is for the most part wide enough and also free of driveways, appears suitable for an SUP, that is apart from the short length immediately east of the bridge shown in photo 3. This would replace the SUP the Council propose for the north side which in any case has the drawback that it crosses driveways.

Going north from the bridge the Council's route would use the lane north of and parallel to Eversley Rd, then follow Frogmore Ave., Coed Saison Cres. and the west side of Vivien Rd. to Gower College. If an SUP is provided on Vivien Rd it should be for uphill cyclists only because of the driveways, also a safe crossing of Tycoch Rd at its north end will be needed.

JS has proposed amendments to the arrangements between the bridge and Frogmore Ave. Concerned about the steepness of the east end of the lane north of Eversley Rd (Photo 5) he has proposed that the route should follow Eversley Rd between Frogmore and Sketty Ave. And that Frogmore Ave. would be made one-way north and this part of Eversley Rd one-way west. There would be contra-flow lanes for cyclists. While this makes sense, objections to making Eversley Rd one-way might result in the proposal not being accepted. In this event an alternative would be to remove parking from the north side of Eversley Rd over this section and widen the driveway-free footway (which is about 1.8m wide – See photo 4) into a two-way SUP. This would make it easier for cars to pass as with the existing parking on both sides there is barely space for them to do so.

Because the steep section of the lane is short its use should, arguably, not be ruled out were the Council not to accept the proposed alternatives.

As noted above a cycleable bridge is key and if this is not provided a better route for cyclists may well be along Park Wern Rd. as we noted on our 7 Dec. Routes Group ride.

Conclusions

The proposed route from Singleton Park (W) to Sketty Park Drive looks OK provided a suitable crossing of Sketty Park Rd is provided where the path narrows opposite Cae-Bryn Ave. The start of this route could also be part of a route west along Rhyd-y-Defaid Drive which would join the A4118 near the Railway Inn – a route long on Wheelrights wish list.

The proposals – both the Councils and the suggested variations – for a Singleton Park (N) to Gower College link make sense if the footbridge is made cycleable. Amendments to both the Council's and JS's proposals have been suggested.

If the footbridge is not made cycleable a route along Park Wern Rd may be a better solution.

David Naylor