

Assessment of Swansea cycle routes.

(Yet to be assessed routes shown in **orange**. **Highlighted text** relates to Council priority routes.)
Second route in () means it's included in first; eg: "5b (AS0002)".

Introduction

This document compares and assesses the cycle routes proposed for Swansea County by *Wheelrights* and *Capita*. Most of these routes represent submissions for the Integrated Network Map (INM), although in the case of *Wheelrights* there are some differences from their formal submission. The routes are shown on the "indexed map" on the Infrastructure page of www.wheelrights.org.uk. This map is intended to be viewed A2 size, at which the scale is 1:33,333, ie 3cm = 1km. The numbers of the routes are given on the map: a simple digit 1, 2, ... for the *Wheelrights* and existing routes and two letters (AS, MT & ST standing for "ASpirational", "Medium Term" and "Short Term" respectively.) followed by a number for *Capita*'s. The map provides titles for the *Wheelrights* and existing routes.

To present the findings the County is divided into 9 areas corresponding to the main headings below. These group the routes according to their predominant direction, ie W-E or N-S. The wards connected in each area are listed. Some wards appear in more than one area.

For each route the length in km is given in together with the estimated relative cost/km as H, M or L corresponding to "High" "Medium" or "Low". The importance of a route is similarly categorised as H, M or L. The main criterion used for the latter is the likely use guided by the population centres connected, which in turn relates to the wards in the area. Another criterion is the practicality of constructing a route and the terrain. Thus a flatter longer route may be rated higher than a shorter hilly alternative.

The purpose of this assessment is to assist the Council prioritise routes and try and ensure that suitable ones are chosen.

The assessment is ongoing (Both the indexed map and this document are subject to revision from time to time.) and is being carried out by *Wheelrights* Routes group. While we are all volunteers we are also experienced cyclists. Our views are based on site inspections of the proposed routes.

1. Pennard – Mumbles/Mayals (W-E routes.) Wards: Pennard, Bishopston, Newton, Oystermouth, West Cross, Mayals.

2. Southgate – Pennard Church. [2 km. Cost/km: L.]

30 mph max. speed limit plus advisory cycle lanes to calm traffic. Also minor works to provide a cycle link along Anderson Lane for Southgate Primary children. [Importance: H.]

3a & AS0036. Bishopston – West Cross/Blackpill. [4 km. Cost/km: M.]

Off-road path across Clyne Common on S. side of B4436 currently being promoted by the Gower Access Path (GAP) group. It would provide a safe route for commuters and to Bishopston Comp. [Importance; H.]

Alternative extensions E. are to West Cross (3a) and to Blackpill (AS0036). Consider uphill advisory cycle lanes for these extensions. [Importance: M.]

3b. Bishopston – West Cross via Reigit lane. [4 km. Cost/km: M.]

Would complement 3a. Local opposition from Reigit Lane residents. Would serve Whitestone and Grange Primary Schools. [Importance: M.]

MT0028. Northway – Mumbles. [4 km. Cost/km: L.]

W. end overlaps 3b. Useful cycle link. No infrastructure changes needed except identify as a cycle route. Existing 20 mph limit needs to be enforced. [Importance: M.]

MT0027. Mill Lane. [1km. Cost/km: L.]

Links Clyne Castle accom. to coast. Does this need to be a cycle route? [Importance: L.]

2. Three Crosses – Dunvant – City Centre (W-E routes.) Wards: Gower, Fairwood, Dunvant, Killay (S. & N.), Sketty, Uplands, Castle,

5a (S. part) incl. ST0004. Three Crosses – Dunvant. [3 km. Cost/km: L]

This is part of the N. Gower Circuit so essentially a tourist route. Potential active travel use from Three Crosses. The alignment of the east end of 5 along Priors Way and Voylart road is preferred to the ST0004 alignment. The short link between the mini-roundabout at the N. end of Voylart Road and NCR 4 needs to be made safer for cyclists, specifically 20 mph limit and signs to indicate cycle usage. [Importance: M]

7a. NCR 4 – Woodcote link. [300 m. Cost/km: L]

This short but important link already exists and simply needs upgrading. [Importance: H.]

7b incl. MT0026 and E. part of AS0037. NCR 4 – Uplands. [5 km. Cost/km: M]

Provides an alternative to the A4118. New off-road section through Olchfa Wood west of Rhyd-y-Defaid Drive, then on-road and off-road through Singleton Park, finally on-road to Uplands. Branch to Olchfa School either to west or to east (MT0026) needed. [Importance: H]

7c. Uplands – City Centre. [1km. Cost/km: M]

Involves cycle lane(s) on Walter Road to Page St., linking with new Kingsway development. [Importance: H.]

AS0037 (S.). N-S link from A4118 – Coast. [3 km. Cost/km: H]

Except for the S. end this route is off-road and involves upgrading footpaths plus some new path. The northern bit between 7 and the A4118 is a potential link to Olchfa school but is not preferred to the alternatives above. The middle section on the east side of the Clyne Valley seems to serve little purpose. However the southern section along Ashleigh Road linking to NCR on the N. side of Mumbles Road would serve a useful purpose. [Importance H for the short Ashleigh Rd section; L for the rest.]

AS0038 & MT0025. Parts of Gower Road (A4118). [2 km. Cost/km: ?]

AS0038 is through Killay and MT0025 between Olchfa and Penyrheol. Why these stretches of this busy road are selected for cycle use is not clear. [Importance: L.]

11a & b. Links to Townhill Campus from E. [Total: 3 km. Cost/km: on-road: L; off-road: H.]

11a identifies Penlan Cresc. as a cycle route with possible link to campus from south. 11b involves c.500m of off-road path connecting E. end of Penlan Cresc. to Pant-y-Celyn Road. [Importance: M.]

3. Penclawdd – Gowerton – City Centre (W-E routes as far N. as Middle Road.) Wards: Penclawdd, Gowerton, Cockett, Townhill, Cwmbwrla, Castle, Landore.

~~5b, AS0002, ST0016, ST0002, ST0005, AS0013, 44a, MT0010, ST0006, 12.~~

5b (AS0002). Penclawdd – Gowerton. [0.9 km. Cost/km: M]

Completes missing off road section of existing North Gower route. [Importance: M.]

14a Gowerton (NCR 4 at Bishwell Rd) – Cadle. [4.3 km. Cost/km: L]

New route on quiet roads providing an important link. Re-surfacing of pot-holed part of Roseland Road needed. [Importance: M.]

12 (ST0006) Fforestfach – Cwmbwrla. [3.5 km. Cost/km: L]

Traffic calming required on Middle Road, **Advisory cycle lanes? W-E cycle contraflow at east end?** Useful alternative to Carmarthen Road. [Importance: M.]

4. Gorseinon – Penllergaer – Morriston. (W-E routes.) Wards: Gorseinon, Kingsbridge, Penllergaer, Llanyfelach, Mynyddbach, Morriston.

~~AS0009, AS0010, 14b, 46a,b, AS0006, AS0014, AS0022, AS0015 (W-E), AS0016, 21b, 24.~~

16a&b, (AS0014, AS0022). Gorseinon - Penllergaer – Morriston. [9.5 km. Cost/km: H]

This potential active travel route needs serious upgrades along most of its length, as it doesn't meet ATA Design standards. The crossing of the A483 just south of M4 junction 47 is dangerous; it needs a safe crossing and 30 mph limit. [Importance: M.]

5. Gowerton – Gorseinon – Pontarddulais (S-N routes.) Wards: Gowerton, Loughor (Upper & Lower), Kingsbridge, Gorseinon, Pen-yr-heol, Pontarddulais.

~~6a, b & c, AS0003, MT0002, AS007~~

6a Gowerton – Kingsbridge. [1.5 km. Cost/km: H]

Important link. CCS already working on this section, have got funding and landowners agreement. [Importance: H.]

6b Kingsbridge – Grovesend (Station Road). [3.4 km. Cost/km: L]

Path already exists. Upgrading needed between Kingsbridge and the A4240 where the existing lights should be altered to provide a Toucan crossing. [Importance: H.]

6c (AS0007) Grovesend - Pontarddulais. [c.3 km. Cost/km: H]

Northerly extension of 6b shared path to Allt-y-Graban Road needed. From there route options currently being considered by Sustrans and CCS. [Importance: H.]

6. Cwmbwrla to N. and W. (S-N routes W. of LLangyfelach Rd.) Wards: Cymbwrla, Cockett, Penderry, Penllergaer, Llangyfelach.

13a, & AS0008, 13b, (AS0017), 15a & b incl. part of AS0018, AS0015, ST0003.

7. City Centre to N. (S-N routes E. of LLangyfelach Rd, W. of Tawe.) Wards: Castle, Landore, Mynyddbach, Morriston, Clydach.

15a & b, (AS0018), AS0015, 20a & b, 21a, AS0029, 22b, 23a (MT0018), 23b & c, ST0008.

8. St Thomas to N. (S-NE routes E. of Tawe.) Wards: St Thomas, Bonymaen, Llansamlet, Clydach.

ST0010. Enterprise zone. [c.2 km. Cost/km: L]

Upgrading of existing footpaths. Needs to include east side of Fendrod Lake. Primarily a leisure route. [Importance: M.]

27. Upper Bank (SW end). [0.5 km. Cost/km: L]

The existing Upper Bank route needs to be extended SW from Nantong Way to join NCR 43 by the Liberty Stadium. It would skirt the N. side of Morrison's, cross a car park and then go along the N. side of Brunel Way. [Importance: M.]

29(a). A4217 to Bethel Road. [1.2 km. Cost/km: H]

Links NE end of Upper Bank route (27) to Bethel Road where it continues to Llansamlet Railway Station as Route 28. This is a logical extension of Route 27. A safe crossing of the A4127 would be required and a route between the railway and the Cae-Maes-y-Bar shopping Centre found. (There appears to be just enough space.) [Importance: M.]

29(b). A4217 to Peniel Green. [1.6 km. Cost/km: H]

Starts as 29(a) but runs north of the Cae-Maes-y-Bar Centre, passes under Peniel Green Road by the existing underpass to link with Gwernllwynchwyth Rd and Route 30 [Importance: M.]

ST0009. Upper Bank link. [0.6 km. Cost/km: L]

If it crosses the Nantong Way/Brunel Way roundabout it will provide a useful link from NCR 43 to the Upper Bank route (27). It involves widening the existing footway [Importance: H.]

AS0027. Peniel Green – NCR 43. [1.7 km. Cost/km: ?]

A SE-NW south of and parallel to the railway and M4. We have not checked this route so cannot comment. [Importance: L?]

AS0025. Walters Road (near M4) – A4067/Garth Road. [2.0 km. Cost/km: ?]

Starting between the railway and the M4 it crosses the M4 on the old railway bridge and ends where the existing Cydach – Gleis (S. branch) goes under the A4067. We have not yet checked this route but it looks interesting. [Importance: M?]

AS0027. Llansamlet – NCR 43. [1.7 km. Cost/km: ?]

A SE-NW south of and parallel to the railway and M4. We have not checked this route so cannot comment. [Importance: L?]

30. Frederick Place – NCR 43 (by M4 underpass). [4 km. Cost/km: L]

The E end of this route accesses Peniel Green Road by a bridge over the railway and M4 underpass. It uses existing quiet roads and would provide a useful E-W route. [Importance: M]

AS0028 (West). Nantong Way – Winsh-Wen. [1.1 km. Cost/km: M]

This route goes through the housing estate at the junction of Nantong Way with the A4217 to join 27 at the Bonymaen path crossing. It would follow the old railway line and provides an alternative to the SW part of 27. [Importance: L.]

AS0028 (East). A4217, B5444 and Carmel Road. [3 km. Cost/km: ?]

The section on the A4217 (from Nantong Way) would either be on or alongside this busy road. The B5444 section is part of Route 26. The Carmel Road section would be better replaced by the off-road part of 26 to its north. [Importance: L.]

26. Winch Wen – Frederick Place. [3 km. Cost/km: H]

Almost entirely off-road. Involves upgrading existing footpaths. The route divides into two parts: west of Trallwn Road where existing footpaths north of Carmel Road, skirting the Winch Wen Industrial Estate would be used; and east of Trallwyn Road. A new link from the S. end of Trallwyn Road to Heol Dal-y-Copra would be provided. There would then be a short on road section (Maes Lan) followed by a new path contouring round the hillside to Frederick Place. It would go between Brynawel and a quarry, part of it on existing paths. [Importance: M.]

28. Port Tennant, E, Bog Road, Trallwn & Llansamlet. [6 km. Cost/km: L]

Entirely on existing roads. Little more than signing is needed. However, cycle lanes may be appropriate on Trallwn Road. The Bog Road needs resurfacing. [Importance: L.]

9. City Centre to E. (W-E routes.) Wards: Castle, St Thomas.

25, AS0028, 31.

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