

Alexandra Road shared use path audit

Introduction

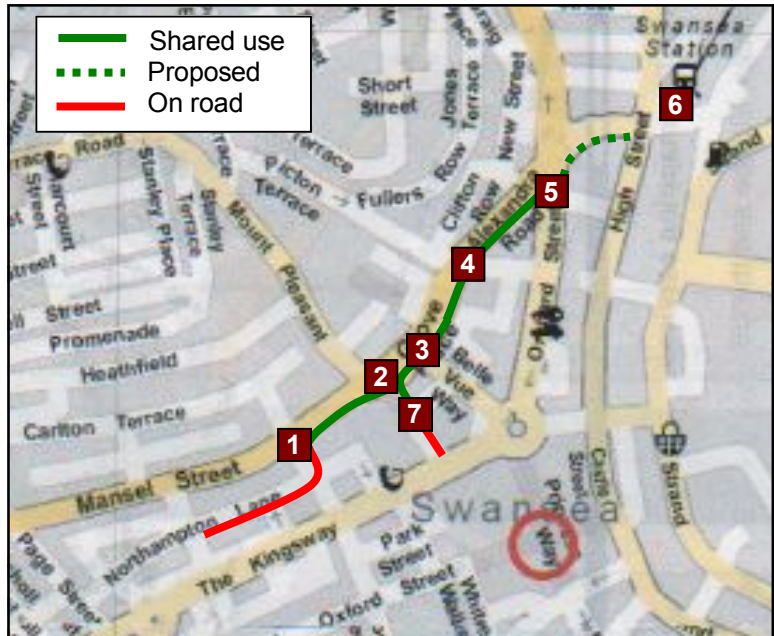
The purpose of this audit is to identify the work needed on this path to bring it up to standard. It draws on advice from John Meudell (a CTC Director, knowledgeable in these matters) who on a recent visit to Swansea drew attention to a number of shortcomings on this path.

This report is intended to assist CCS bring this path up to standard.

The heading numbers correspond to the numbers on both the plan and the photos.

1. Craddock Street

There is confusion at this junction. The marked crossing indicates that this is the cycle route to Sketty, as did the sign (1b) (until we turned it to point down Craddock Street). This sign needs to be relocated, probably on the twin posts further west (1a) to make it clear that cyclists turn left on to Craddock St. An arrow (indicated) plus a bike sign is also needed. The sign by the bus stop on Craddock St. needs turning to indicate the right turn on to Northampton Lane. It also needs adjusting to be clear of buses. Road markings on Northampton Lane need changing to indicate cyclists go straight on and a right turn sign added at end.



2. Grove Place

Two issues here: The first is that the path divides into south and west branches. The existing crossing and lights cater only for the south, A way to achieve this would be to move the crossing to the white band (2a) and the lights to the pole in the foreground. Alternatively make the crossing a zebra, The second is to raise the finger signs (2b) to provide adequate clearance. This could be achieved on the existing sign pole by swapping the signs over.



This sign is on the post on the right in 1a. It is loose and would be better further west.



3. Bellevue

This crossing needs to continue across Bellevue, either as a coloured strip or as a zebra crossing (preferred). Bellevue being one way north there is not a problem with traffic back up here.



4. Pleasant Street

This is a dangerous crossing particularly for the eastbound cyclist. Traffic needs to be slowed. This could be achieved cheaply by forming an over-run zone to tighten the curvature. This is indicated by the red area adjacent to the bus. In addition the path should be marked across the street. There is space to accommodate one large vehicle without blocking Alexandra Road.



5. Orchard Street

Straighten the bent signpost (5a)!

Cyclists for the station following the Metro lane up Orchard Street turn right either on to Alexandra Rd or on to the pavement (in the background in 5b). The former is confusing as it is not clear to a cyclist that the left metro lane stops here. The latter is safer but currently illegal.



The sign (5c) identifies the Toucan crossing of Orchard St. for the westbound. It implies that at least a short length of the pavement at the top end of Orchard Street (from where the photo is taken) is shared use. NB: for consistency with the other signs this sign could usefully have "Sketty" and "Uplands" added to it

Recommendation

Make the pavement on the SE side of Alexandra Road shared use from the Toucan (5b) to High Street. A sign pointing to High St Station would be appropriate in front of the car in 5b.





6. High Street Station

If the SE side of Alexandra Road is made shared use the crossing of High Street (6a) should be converted to a Toucan to link to the station.

The signs 6b ignore cyclists. A better location – at least for a sign indicating routes south and west for cyclists – would be on the post holding the station logo (6c).



7. Dynevor Place Contra-flow

The marked cycle lane linking Grove Place (right edge of photo 2a) has been erased – it should be reinstated.

The pavement from the left turn arrow (7) to the Toucan across the Kingsway needs to be signed as shared use. This sign needs to be visible to a cyclist turning left off the contra-flow.



David Naylor and Nick Guy
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