

## Loughor-Gowerton Cycleway (NCN Route 4) Options Report – a summary.

This is a summary of the report titled as above which was prepared by Arcadis (A Cardiff Design Consultant.) for Swansea Council. It is dated November 2019. The report provides options for improving NCR 4 from Loughor Bridge to Pont-y-Cob Road inclusive. This summary focuses on the options preferred in the report. It ends with some comments.

Since the report was written the preferred options for Loughor Bridge and east to Station Road have been implemented. Details of the recommendations made by *Wheelrights* and other stakeholders are provided in appendices.

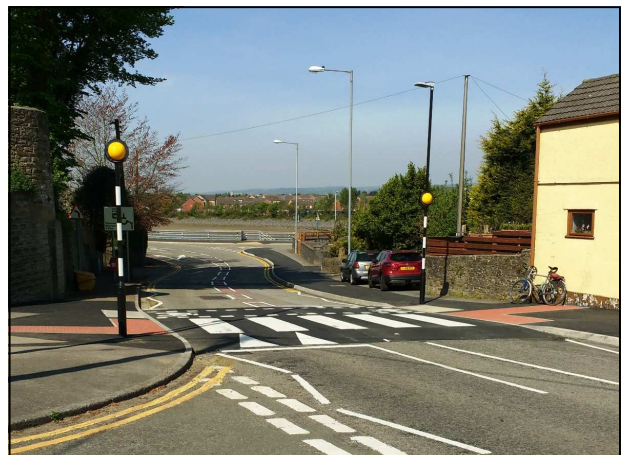
The report divides the length into sections A to G. A is to the west of Loughor Bridge, so is outside the scope of the report. This leaves the following six sections: B: Loughor Bridge; C: Loughor Br. to Station Rd; D: Station Rd to Culfor Rd; E: Culfor Road; F: Island Bridge (at N. end of Pont-y-Cob Rd.); G: Pont-y-Cob Road. (“Pant-y-Cob” in the report!) Various options for each section are considered. Slightly confusingly these are also identified by capital letters: A, B, C, ... Only the preferred options are described in this summary. The report uses the term “cycleway” but does not make it clear whether these are off-road shared-use paths (SUPs), advisory or mandatory on-road cycle lanes, or dedicated cycle lanes.

### Sections B and C: Loughor Bridge To Station Road inclusive.

Option A for section B is that the northern footway on the bridge should be widened to 3m and the handrail heightened to 2.4m. Option B for section C is that the cycleway should be rerouted to the north side of Castle St (A4240) and a crossing provided to Station Road. These two are the preferred options. Both were implemented early in 2020. The photos below illustrate them. (Obviously not in the report as they postdate it.)



Widened footway on N. side of bridge.



Parallel Crossing to Station Road.

### Section D: Station Rd to Culfor Rd.

The only option considered was to retain the existing route, ie the route through Parc William and Ferndale Road.

### Section E: Culfor Road.

The preferred option A involves a 3m wide cycleway alongside the road where it passes under both the A484 and railway. This would require the road to be narrowed to single lane. East of the underpasses the 3m wide cycleway continues south of and parallel to Culfor Road but well separated from it. Depending on ground conditions it may be raised above the level of the road with drainage culverts provided under it.

The other option (B) would locate the path alongside and close to Culfor Road. This option was not preferred.

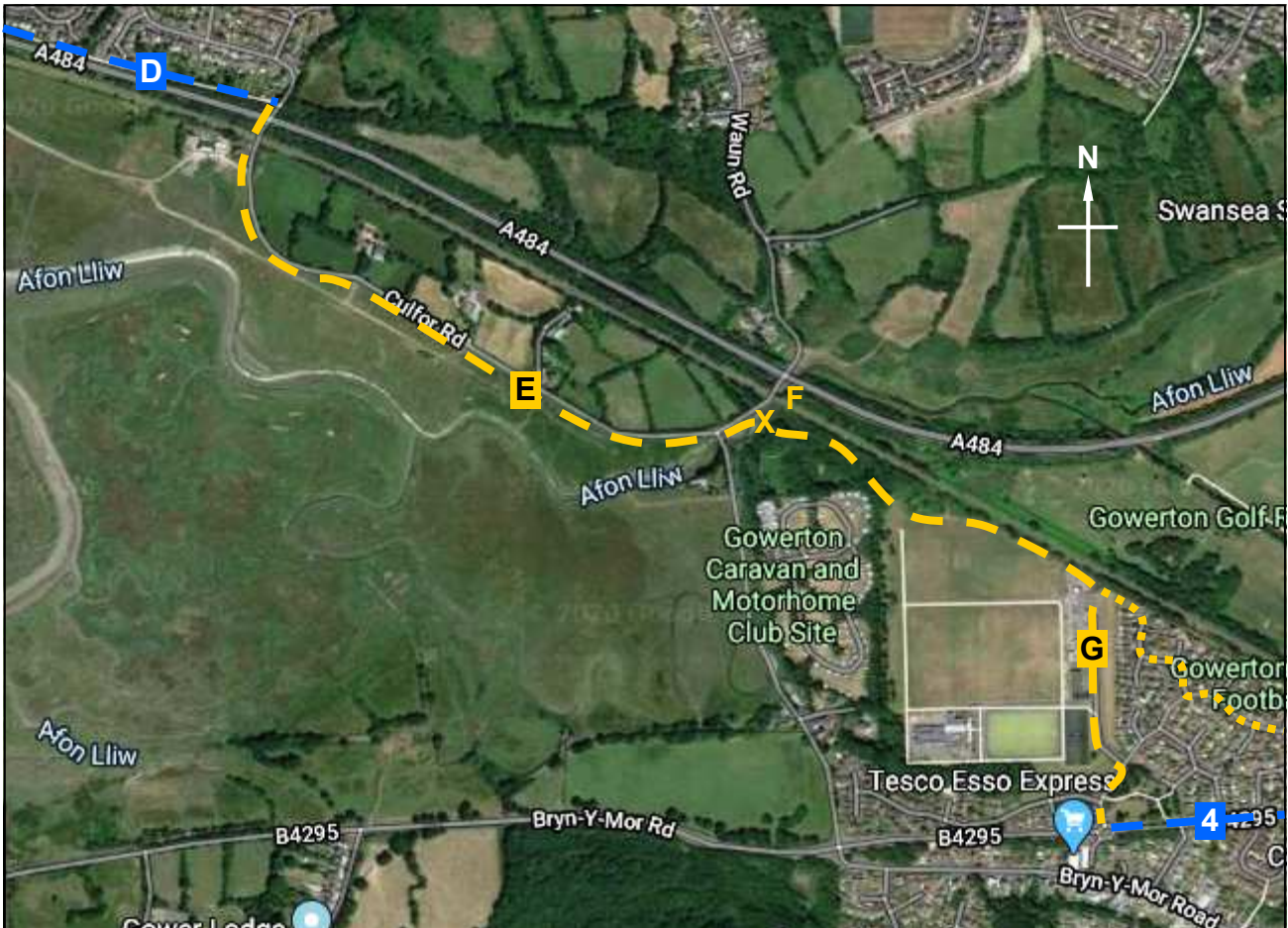
### Section F: Island Bridge .

Of three options the first (A) was preferred. It involves a new cycle-pedestrian bridge to take the cycleway across the Avon Lliw. Which side of the existing Island bridge and just where will depend on site conditions and on which option is chosen for Section G.

Section G: Pont-y-Cob Road.

Of four options the first (A) was preferred. This involves taking the route between the Elba Sports Centre playing fields and the railway and then south along the east edge of the playing fields to join the existing NCR 4 via the west end of Ffordd Beck. The route would cross the Avon Lliw by a new bridge at the easterly of various locations considered for Section F.

Option B goes along the south side of the playing fields, C between Pont-y-Cob Road and the Caravan Park, and D west of Pont-y-Cob Road. These options were not recommended.



Existing NCR 4 (D & 4) and report's preferred route (E- G). X = Avon Lliw bridge (F)

Comments.

*Wheelrights* are pleased that the preferred options for sections B, C and G reflect their aspirations. B and C having already been implemented they hope that G will too. They also support E but are aware that the preferred option A would be relatively expensive. If Culfor Road were made one way E-W, as *Wheelrights have proposed*, option B would make sense. It would be a lot cheaper than A. In the event that the preferred option (A) for section G goes ahead and E is deferred, the route through G should be designed so that it would link with a future route through E. This implies a crossing of Pont-y-Cob Road on the north side of the Island Bridge and a new cycle-pedestrian bridge over the Avon Lliw at X.

A variation on the section G route, shown by the yellow dotted line, may be preferred as it is slightly more direct. It would join the existing NCR 4 on the B4295 at the east end of Ffordd Beck rather than the west. The streets it goes through being residential could be designated "quiet streets" (or possibly "cycle streets") as are Station Road and Ferndale Drive in the report.

It appears that "Cycleway" should be interpreted as "Shared use path" throughout.

David Naylor  
on behalf of  
*Wheelrights and Cycling UK*