

Westway – a cycling assessment

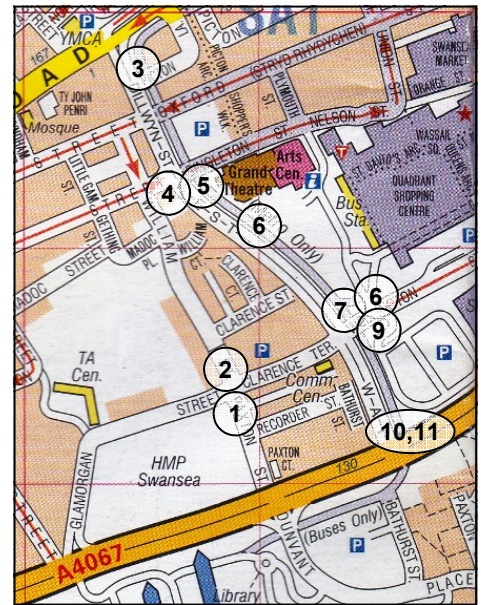
1. Introduction

Work on changes to the Westway started in 2016 and have continued into 2017. They have principally involved alterations to the bus lanes, but also include measures to make the area attractive and more pedestrian friendly.

Wheelrights were concerned about an apparent lack of provision for cyclists. Accordingly their *Routes Group* made a detailed inspection of the area on 4 February 2017. This report contains our findings. Recommendations are made on how to make it more cycle friendly.

As well as inspecting Westway we checked the cycle route from Oystermouth Road to Westway via Paxton and William Streets. The report covers this first and then Westway, divided into three sections from north to south.

This report has been modified following an earlier draft to take into account the work done since the 4 Feb. visit. The photos were taken at the time of the visit.



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2. Paxton to William Streets

This is an existing cycle route. Photo 1 shows where it crosses Glamorgan St. - Clarence Terrace and photo 2 the barrier immediately to the north of this.

A hazard for cyclist is that Glamorgan St. - Clarence Ter. is a 'rat run' and has priority. The barrier to the north is not particularly cycle friendly.

Recommendations

1. Remove the Glamorgan St. - Clarence Ter. priority. One way of achieving this would be to provide broken lines (like those in Photo 1) on both sides of this junction so that neither direction has priority.
2. Replace the William St. barrier by bollards.

3. Kingsway to Singleton Street

The west end of the Kingsway cycle lane leads on to a shared use path on the east side of Dillwyn St. This path lacks continuity across the entrance in front of the cyclists in Photo 3. From here to Singleton St. it is of acceptable width (3m). A Kingsway crossing is needed for northbound cyclists.



Looking N. from Paxton St.



William St. barriers



W. end of Kingsway cycle lane



Crossing to Singleton St.



North across Singleton St.

Recommendations

1. Make the shared use path continuous across minor junctions along Dillwyn St.
2. Provide a Kingsway crossing for northbound cyclists.

4. Singleton to Wellington Streets

The path lacks priority across the entrance shown in Photo 6.

The crossing of the bus station entrance (Photo 7) by the wiggly path (Photo 7 background) lacks continuity across this entrance.

Cycle options south of this are not clear. Provision needs to be made to cross Wellington St. to get to Tescos, eg by the zebra crossing shown in Photo 8, and to travel east. Cyclists travelling west from Tescos need to be able to get to Westway, there either to turn left or cross to Clarence Terrace. Also how to access the west end of the new Westway Toucan crossing is not clear.

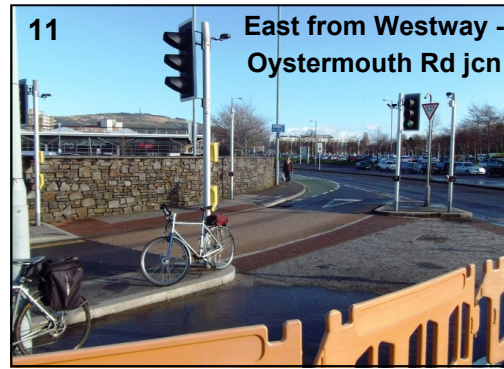


Recommendations

1. Upgrade the path along this section to Active Travel Act (ATA) shared use standards. This will at least involve providing continuity across the junction shown in Photo 6 and either a priority or a controlled crossing (eg to DE025 or DE026 of the ATA Guidance.) at the bus entrance (Photo 7.)
2. Provide both a crossing of Wellington Street to access Tesco (eg alongside the zebra shown in Photo 8; ATA: DE043 applies.) and a means for cyclists to cycle east. This could involve a contra-flow on the north side of Wellington St. as this is one way west, alternatively, as there's plenty of space outside Tesco, a two-way lane on the south side of Wellington St.
3. Provide a means for cyclists travelling west along Wellington St. to reach Westway and either turn left there or cross to Clarence Terrace. We note that the ASL that used to be at the end of Wellington St. (by the two cars in Photo 9) is no longer there. Clarification as to how west- and eastbound cyclists can access the new Toucan crossing of Westway (on the north side of the junction) is needed.

5. Wellington Street to Oystermouth Road

Photo 10 (overleaf) shows construction work underway at the time of the visit. The bus lane was then in use by southbound buses. We note that since then the footway has been widened to provide a shared use path which continues round the bend shown in Photo 10 to the Toucan crossing of Oystermouth Road (Photo 11). At the time of writing the work here was still in progress, but the provision appears to be what is needed.



6. Conclusions

An inspection of Westway and the link to it along Paxton and William Streets has shown that work is needed to raise it to Active Travel Act standards for cyclists. This is detailed in the recommendations above.

We ask that priority be given to the following recommendations:

- Change the priority at the Clarence Terrace crossing and replace the barrier by bollards at the S. end of William St. (Section 2: Recommendations 1 and 2.)
- Provide two-way cycling on Wellington Street. (Section 4: Recommendations 2 and 3.)

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