

**Cabinet - Thursday, 16 March 2017**

**Agenda Item 27 – The Kingsway Infrastructure Project – Consultation Responses**

	<b>Page No.</b>
<b>27. FPR7 – The Kingsway Infrastructure Project – Consultation Responses.</b>	<b>1 - 2</b>

1.0 Further to the consultation deadline on The Kingsway project at noon on Friday 10<sup>th</sup> March, 2017, 3 responses were noted within The Kingsway e-mail folder which had been delayed by a systems slow down. In order to satisfy legal requirements of the consultation process we are required to make Cabinet aware of any issues raised in these responses where this is not considered within the Cabinet report itself, during the Cabinet session. 2 of the 3 responses returned a consultation by e-mail, but one submitted a letter. The 2 questionnaire responses do not have a notable impact on the outturn results as they represent only 0.9% of the overall sample of 218. Overall the responses increase the support for (i) general changes to The Kingsway and surrounding roads, and (ii) support for the proposals presented to 98.1%, and 67.5% respectively. The additional issues referenced in these representations are presented below with an appropriate considered response.

**2.0 SWANSEA CIVIC SOCIETY**

**1. Adequacy of forward transportation planning in informing proposals. Question whether the single lane each way in The Kingsway and Orchard Street will be capable of accommodating traffic flows.**

**Response:** feasibility studies and traffic modelling take into account known highway network changes work such as the new Morfa Distributor Road and include the impact of major developments (paragraph 3.0 of the Cabinet report refers).

**2. Adequacy of future maintenance resource (public realm/landscape).**

**Response:** as detailed design is progressed, estimates on revenue costs will be determined and considered for approval subject to any award of contract (paragraph 8.0 of report refers).

**3. Justification given for the creation of a new roundabout at the junction of Street/The Kingsway/St Helens Road (and some concerns expressed over the efficiency at a number of junctions).**

**Response:** I refer to my answer to question 1 above. The provision of a roundabout at this location will further reduce extraneous traffic on The Kingsway as direct access to Swansea Market Service Yard, Grand Theatre, Oxford St car park etc can be accessed directly from Dillwyn St via the roundabout. Traffic on the roundabout can be managed if required by the closely located traffic signal controlled junctions of Dillwyn St / Oxford St and Christina St/The Kingsway and the Toucan pedestrian / cycle crossing at St Helens Road / Page St junction. The provision of the roundabout is also key to maximising efficiency at The Kingsway / Christina St junction where right turns into Christina St heading West will not be permitted. All traffic wishing to use Christina St U turn via the roundabout.

**4. Bus layby's required on The Kingsway on removal of dedicated lanes.**

**Response:** this is a provision in the scheme. Bus laybys will be provided for inbound bus services along Orchard St and The Kingsway. This is due to increased dwell time for large numbers of passengers alighting at these key stops, which would be significantly detrimental to other highway users.

Bus Boarders have been provided on Walters Road and Uplands to ensure that the bus can align itself with special kerbs provided to ensure full accessible travel for all users which is often not possible by illegal / indiscriminate parking, reduce accidents between egressing buses and other vehicles and key to successful public transport - maintain journey time reliability

**5. Value for money and choice of materials** Page 1

**Response** - comments offered regarding choice of materials and sustainability are duly noted and welcomed.

### 3.0 WHEELRIGHTS

#### 1. Retain cycle lane on De la Beche Street, extend to Mansel Street.

**Response: Adequacy of forward transportation planning in informing proposals.**

Whilst it is possible to retain the cycle provision on the southern side of De La Beche Street, the changes proposed to Craddock St and the introduction of echelon parking make the continued use of this road unsuitable as a cycle route. The footway width along Mansel St west of Craddock St is insufficient for this to be denoted as a shared use path.

The only option to widen this footway would be the loss of parking, however the properties along this section do not have any rear access and therefore on-street provision for loading is required which conflicts with aspirations to widen the footway. Alternative cycle routes will be formed using Orchard St, The Kingsway and utilise on-road sections of Page St and Nicoll St etc Further discussions will take place with cycling groups during the detailed design stage.

#### 2. Move public space to the southside near the Oceana development site to foster cycle & pedestrian movement enhancements.

**Response:** moving the space to the southern side would not bring significant benefits. The provision of the shared use path on the north side has been such placed after careful consideration of all users. The proposed cross-section provides a dedicated footway on both the south and north sides of the road. The footway adjacent to the buildings provides a safe route with visual cues to impaired pedestrian users and is intended for slower moving pedestrians.

Between the two footways a 6m wide 2-lane road is accommodated together with a 5m wide shared footway/cycleway and landscaped areas. The shared path has been designed away from the main footways to minimise conflict between users which would not be the case if on the south side. Footway widths on the south side vary considerably and it would not be possible to demark akin to the shared section on Princess Way. Although upon first impressions the northern side has more road crossings, the traffic on these roads are considerably less and in most cases one-way with a controlled crossing provided at Christina St. The south side has less junctions although cyclists would have to cross the busy 2-way Portland St junction, this junction serving both Park St East and West car parks. The placement on the north side also provides greater opportunity for onward linkages towards Sandfields and Uplands via St Helens Road

#### 3. Consistency with Active Travel Guidance 8.9

**Response:** the scheme will respect the relevant standards.

### 3.0 OTHER

#### 1. With a slower speed environment on The Kingsway why is there need for an off-road cycle track?

**Response:** not all cyclists are comfortable on the carriageway. An off-road provision caters for families and young children and leisure users.