

Mayals Road plans

Notes of meeting on 3rd September 2020

at the Junction Café, Blackpill

Present: Alan Ferris (AF), David Naylor (DN), Patrick Tribe (PT).

Apologies: Neil Holland (NH).

The purpose of the meeting was to consider Wheelrights concerns about the Mayals Road proposals and for AF to explain the latest plan.

AF tabled revised drawings. A key revision is that the 'upstand' between the road and the hybrid cycle lane has been raised from 25mm to 125mm.

AF, being aware of the concerns of cyclists and residents, clarified what was proposed. He explained the constraints the Council were under: namely to deliver the plans essentially as proposed and for the work to be completed by March 2021. In addition limitations on the width of the land available either side of the road prevent continuation of an SUP west of the lower one. Pressed by DN as to whether the SUPs and the south side hybrid lane could go ahead while the north side was reconsidered, AF regretted that this would not be possible – all the work had to be carried out or they would lose the funding. He planned however to start with the SUPs.

In addition to increasing the upstand the plans comprised the following:

- Double yellow lines on both sides for the full length of the road. This would prevent parking, but not loading/unloading.
- The hybrid cycle lane would go behind bus stops.
- It would have priority across driveways, ramping down to carriageway level to cross them.
- The new road crossings would be single stage toucans, replacing the existing islands.
- Narrowing the carriageway to 6m, in addition to taking it out of the 'critical width', would, due to the space made available, improve visibility for motorists emerging from driveways.
- The detailed design is being developed with the aim of protecting the 10 trees identified in the preliminary plans as being at risk. However, it was noted that an arborist's survey had identified a number of diseased trees along the route. The proposal is to replace these with healthy trees and infill gaps already created where trees have been felled previously.
- The existing footways would not be altered.

DN and PT accepted that these revised plans met most of Wheelrights concerns. The hybrid lanes offer cyclists an off-road option, and the road would be safer for descending cyclists. We have to accept that the ideal of locating the cycle lanes out of sight behind trees to prevent road cyclists being intimidated by drivers cannot be met.

AF noted that a TRO would not be necessary. Regarding the crossings, AF noted Wheelrights preference for parallel crossings but safety considerations had led them to go for toucans, he agreed however to review this. Asked about consultation, AF thought that this would be limited due to the time constraints.

We briefly discussed the continuation of the upper SUP as the Gower Access Path (GAP). The Council have been unsuccessful in getting funds for this from the Safe Routes in Communities fund. They will now apply for Active Travel funding. AF clarified that acquiring the necessary land is complicated by the need to negotiate with a land owner even though it is Common land. DN asked him about the provision of a verge between the GAP and the road, noting that the AT Guidance requires 1.5m, this being a 40mph road. AF will endeavour to provide this, but thinks that locally it may have to be less.

DN raised the general point about the desirability of 2.0m wide uphill shared use paths, noting that apart from Mayals Road (where he had been proposing these as an alternative to hybrids) they would make sense elsewhere, eg on the Kittle and Northway hills. He also noted that none of the guidance he has seen cover these. AF explained that he was bound by what is explicitly covered in the AT Guidance.

DN thanked AF for enabling this useful meeting and looked forward to future collaboration.

Notes prepared by
David Naylor