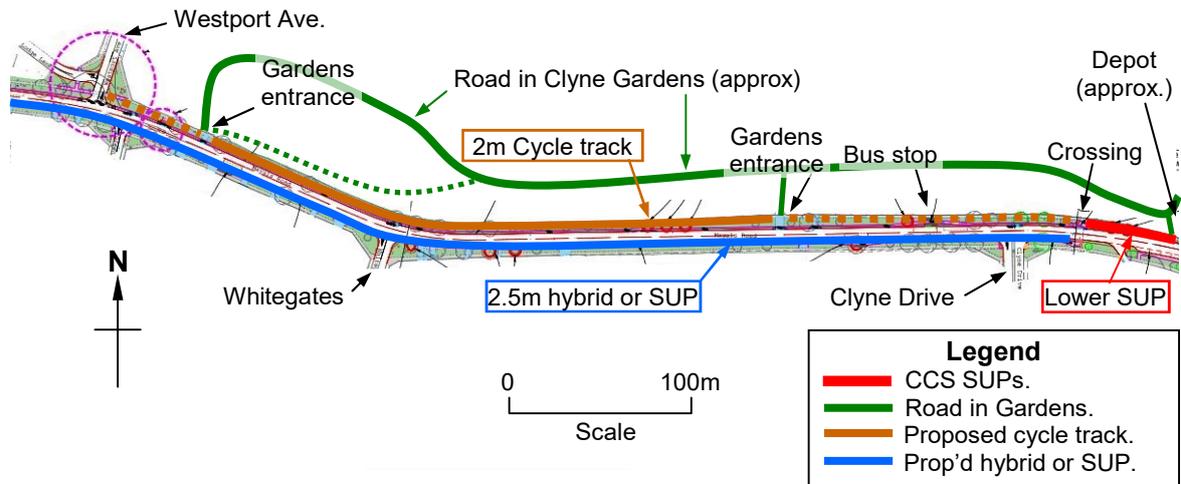


Mayals Road cycle provision

Scheme with north side cycle track and walkers using Gardens.



This scheme complements the earlier (November 2020) proposed south side only scheme by making off-road provision for cyclists on the north side of Mayals Road downhill (east) from Westport Avenue. The assumption, as for the south side, is that there would be few of them and that most cyclists would use the road, at least for the descent. The provision would be primarily for local less confident cyclists living on the north side of the road.

The south side provision would be the same as that previously proposed, ie either a widened hybrid cycle track which would be predominantly (but not exclusively) for uphill cyclists or a Cockett Road style SUP. Access at its bottom end would be by the proposed crossing.

The scheme involves converting part of the existing north side footway (Solid brown line above.) into a cycle track. 2m width is suggested, narrowing where necessary at trees. Pedestrians would use the Gardens along this stretch, accessed from the existing entrances. Between the Council's lower 3m wide SUP and the east end of the cycle track there would be a 'transitional' SUP (Broken brown line.) This would provide access to the bus stop and the lower Gardens entrance. This transition should be lightly used since many of those using the lower SUP would cross to the south side. It could therefore be 2.5m wide, narrowing if necessary at trees. The gate to the Depot would be opened to allow walkers to access the Gardens here. A further short transitional SUP would be needed at the west end to give walkers access to the upper gate.

When Clyne Gardens are closed, eg at night, pedestrians would need to use the north side cycle track. (Previously a footway.) Signs would be needed to make users aware of this.

David Naylor
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