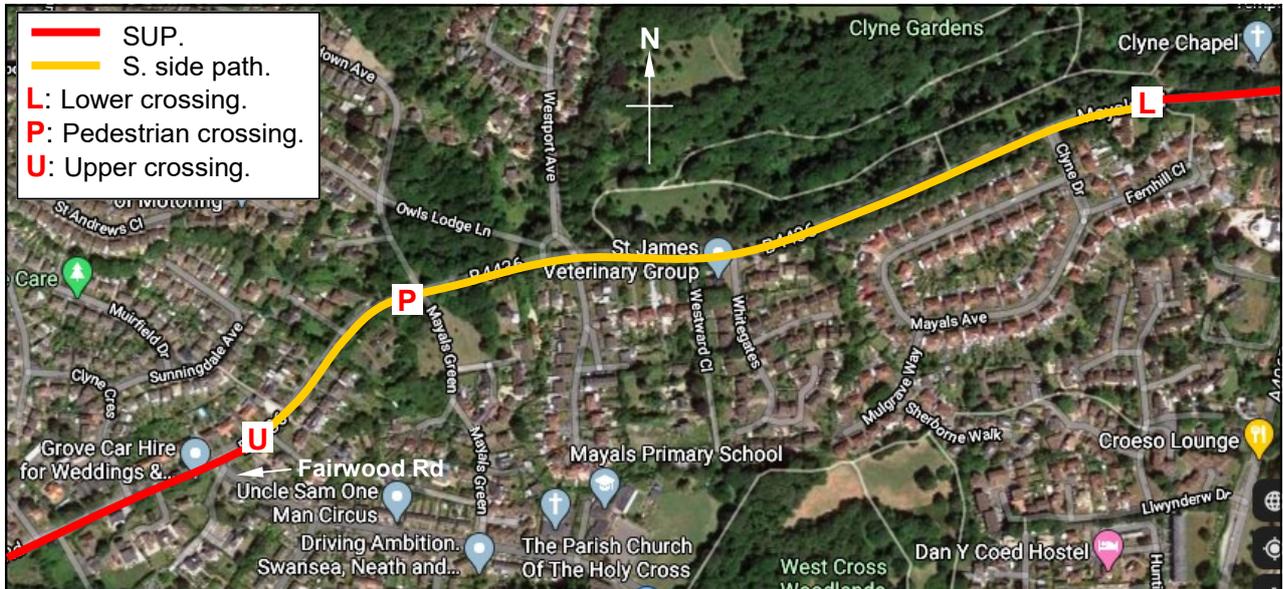


Mayals Road: an alternative to hybrid cycle tracks

Introduction

While much of Swansea Council's plan to reconfigure Mayals Road has met with the approval of *Wheelrights* and *Cycling UK* (The writer is their Swansea representative.) the proposed hybrid cycle tracks have not. This proposal suggests an alternative, which, while it may not be the only solution, is presented as a possible way forward. This note complements the report "Mayal's Road reconfiguration, a proposed amendment" of July 2020.

The proposal



A shared use path would replace the south hybrid track. It follows the precedent set by the recently constructed Cockett Road path, illustrated in the photo.

The minimum clearance between the trees and the property boundaries is 2.5m. The total width between the latter and the road varies between 4 and 5m. This would allow a shared use path between the trees up to 3.0m wide, narrowing to 1.5m to 2.0m to get past them. Narrowing at the crossings of driveways may also be appropriate.

As on Cockett Road the path would allow cyclists to go down it as well as up. Being on the left hand side of the road it is expected that relatively few will cycle down it. To discourage those from speeding there should be an appropriate sign at U and perhaps also a chicane positioned to encourage downhill cyclists who have come down the upper SUP to transfer to the carriageway, but allowing those lacking confidence to continue down the south side. The wider parts between the trees will allow passing and overtaking. The constrictions will discourage speeding.

This path would not require any alteration to the existing carriageway. However, as the Council's plan includes narrowing it from the existing 7-8m to 6.0m, advantage can be taken of this to position it within its present width to best advantage, eg by moving it away from driveways so that emerging drivers have better visibility. It would be logical to move it to the south between U and P where the properties are on the north side (This would make it safer for downhill cyclists using the road. They are particularly vulnerable here.) and to the north between P and L where the properties are on the south side.

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