

# Mayals Road reconfiguration a proposed amendment

## Introduction.

Swansea Council's plans to reconfigure this road offer improved safety for on-road cyclists but not for off-road. Due to the restricted width available off-road cycle tracks of adequate width could not be provided. This proposal offers a way forward.

## Where we are now.

In July 2020 Swansea Council had their application for Active Travel funding approved by the Welsh Government. This has enabled them to complete their plans to reconfigure Mayals Road, the essence of which is shown on the plan below. It comprises shared use paths (SUPs) at the top and bottom (There is a 80m fall from west to east.) connected by 'hybrid' cycle lanes on both sides of the road. Wheelrights, on seeing the plan had concerns, in particular about the hybrid lanes, and sought an alternative which would cater for both experienced cyclists and the less confident. They were however happy with the SUPs and with other aspects of the plan.

At a meeting on 3 September between the writer, another Wheelrights representative and Alan Ferris, the officer responsible for the design, it was made clear that because of the conditions of the funding and restrictions imposed by the width available there was no alternative to the hybrid cycle lanes. These at 1.5m wide were the "absolute minimum" allowed in the Active Travel Guidelines, less than the "desired minimum" of 2.0m. They had however addressed a key concern by increasing the "upstand" between the road and the cycle lane from 25mm to 125mm.

The resulting plan, shortly to be implemented, provides a route which is safer for on-road cyclists, but unfortunately not for off-road. This has been achieved by narrowing the carriageway to 6.0m to take it out of the 'critical range' and by providing greater separation from driveways. However the narrow hybrid cycle lanes, with no verge to separate them from the road, do not provide a safe off-road alternative. To enable a solution to be found the Councils' terms of reference, which do not permit a significant change to the plans, need to be changed. Hence this proposal.

## The Proposal

Abandon the north side hybrid cycle lane but retain that on the south and the other parts of the scheme, ie the two SUPs, carriageway narrowing and raised platforms across junctions. The space freed up will allow greater width for an uphill south side cycle lane, allowing a safer and more attractive facility to be provided.

In view of the requirement to complete this work by 31 March 2021 approval from the Welsh Government is urgently needed. Meanwhile construction on the two SUPs can proceed.

David Naylor, September 2020.  
Cycling UK Swansea Rep.

