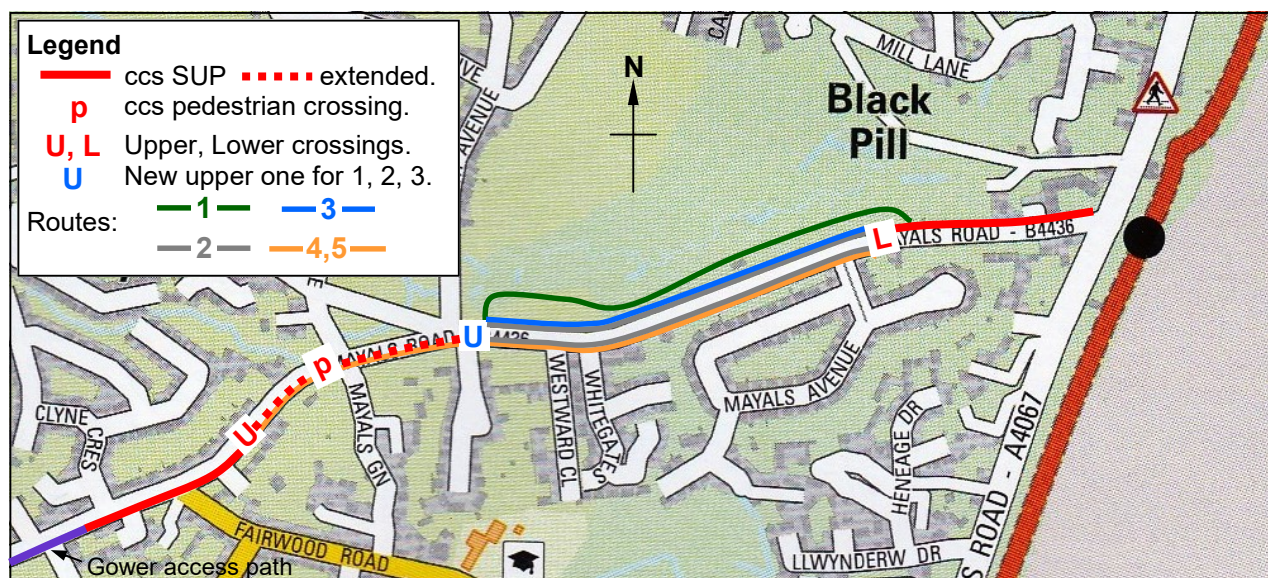


Mayals Road: alternatives to hybrid cycle tracks



Route	Description	Pros, cons, other factors
1 [JS]	Existing road in Clyne Gardens; crossing at U; extend upper SUP to U.	Pro: Attractive route. N. side untouched. Con: Cycling currently not allowed. No S. side uphill off-road provision. Other: Short link to L through depot needed.
2 [DR]	Uphill cycle lane on S. side; SUP on N. side for downhill cyclists; crossing at U; extend upper SUP to U.	Pro: No driveways crossed. Kerbs unaffected. Con: Lane gives less protection for cyclists than off-road. See below re. SUPs. Other: Cycle lane a pilot trial; can easily be replaced.
3 [NG]	Extends lower SUP on N. side, crossing at U to link with extended upper SUP.	Pro: No driveways crossed. Kerbs unaffected. Con: See below re. SUPs. No S. side uphill off-road provision.
4 [DN]	2.5m wide hybrid track (incl. buffer) on S. side; N. unaltered.	Pro: N. side untouched. Downhill cyclists not a hazard to pedestrians. No additional SUPs. Con: More driveways on S. side.
5 [DN]	SUP on S. side; N. unaltered; Position of 6m carriageway optimised. (See below.)	Pro: Kerbs unaffected and N. side untouched. Expect few downhill cyclists since on left side of road. Con: More driveways on S. side. See below re. SUPs.

All the alternatives accept the Council's proposed lower SUP. Proposals 1, 2 & 3 require extension of the upper SUP and movement of the upper crossing from U to U. The lower crossing (L) would remain. Route 3 extends the lower SUP as noted above. So also does route 2 except that it is for downhill cyclists only.

All the new SUPs require measures to slow downhill cyclists. These will require signage together with staggered chicanes or bollards and or narrowing past trees. This is more important on the north side than the south because more downhill cyclists can be expected on that side, it being the left side of the road. The wider sections between trees will allow passing/overtaking.

The optimising of the narrowed carriageway position to improve safety, which alternative 5 allows, as probably 1 and 3 do also, involves locating it to the south of the existing carriageway between U and U where there are driveways on the north side (The south side driveways here are less of a hazard to cyclists) and to the north between U and L. This positioning provides better visibility for drivers emerging from driveways. For cyclists this is particularly important on the N. side.

For the background to this map see notes of the 14 Nov. 2020 Routes Group.

Prepared by David Naylor