

## Swansea Council's plans for a reconfiguration of Mayals Road.

Wheelrights (WR) welcomes the Council's support for the proposed Gower Access Path (GAP), a new off road cycle and walking path across Clyne Common. We acknowledge the Council's wish to create a new cycling link between the proposed Clyne Common path and the existing Foreshore bike path.

This note is to provide information about the discussions within Wheelrights about how to address the concerns of both cyclists, and local residents about the Council's plans. We had hoped to put a link to the preliminary drawing seen by some of us but the Council have asked us not to as they intend to revise it pending a consultation. At least we now know that a consultation is planned; lack of one has been a concern.

For those who do not have access to the drawing, this is what it shows:

### The Council's preliminary plans.

3m wide shared use (cyclists and pedestrians) paths (SUPs) at the top (west) and bottom (east) ends of Mayals Road. The former on the south side of the road running west from the island just east of Fairwood Road to the east end of the planned GAP. This would take it past the pinch point where there's a high wall on the south side. Narrowing of the carriageway here to provide 3m for the SUP would be required. The easterly SUP is on the north side of the road. It would descend from a crossing about 100m east of Clyne Drive to Mumbles Road.

Between these SUPs a *hybrid cycleway* is proposed on both sides of the road. These comprise a 1.5m wide cycle lane on the road side with a 25mm upstand (ie kerb) raising it above the road. The footway would be adjacent to it on the other side.

3m wide toucan crossings (controlled crossings for cyclists and pedestrians) are shown at three locations, from east to west: at the west end of the lower SUP, by the bus stop just west of Clyne Drive and at the east end of the upper SUP. A 2m wide pedestrian crossing (Type not specified.) is proposed immediately west of Southerndown Ave. and Mayals Green.

Raised tables (which maintain the cycle lane level) are proposed for the crossings of the south side junctions: Clyne Drive, Whitegates, Green Close, Mayals Green, Fairwood Road and Whitestone Close.

The carriageway is to be narrowed to 6m, its present width being mostly about 8m. No laybys are shown on the drawing either at bus stops or elsewhere.

Ten trees, seven on the south side of the road and three on the north, "may require removal".

### The discussions.

Back in October 2019 David Naylor (who chairs Wheelrights Routes Group) met with cllr Linda Tyler-Lloyd (whose ward is Mayals) to discuss a tentative plan he had drawn up for cycle provision. She was supportive as it involved a crossing near the bus stop by Clyne Drive which she was promoting. Subsequently DN, in consultation with others in Wheelrights, prepared the short report, the link to which is next to this one. After the meeting Linda emailed DN the drawing described above.

DN's first reaction was that the north side hybrid cycleway was dangerous, principally because of the 25mm upstand which would make it difficult and dangerous (especially if wet) for cyclists forced off the track to get back on it. Others share this concern with many thinking that the hybrid cycleways are unacceptable. We note that they contravene the recommendations of the Active Travel Guidance which recommend a minimum width of 2.0m (*1.5m absolute minimum*) and an upstand of *generally* not less than 50mm. (The Council claim that the guidance is met since it meets the minimum requirements.)

Also there is general agreement that mature trees should be preserved.

On the positive side we, at least in Wheelrights, are generally in support of the SUPs. But we need feedback from local residents. We are inclined to recommend extension of the lower one west, possibly to Southerndown Ave., but at least to Westport Ave. This is under discussion. The problem here is to balance the need for an off-road route for inexperienced cyclists, but avoid the threat to pedestrians from fast descending cyclists.

We also support the proposed raised platforms across minor junctions. They provide the continuity sadly lacking on many UK cycle lanes and would set a useful precedent.

We are not united on whether or not to support the proposal to narrow the carriageway to 6m. Narrowing is in any case needed at pinch points to provide the 3m needed for the upper and lower SUPs.

The case for narrowing it to 6m is that it would take it out of the *critical range* which the AT Guidance gives as 3.2-3.9m per traffic lane. At this width there is not room for a cyclist to be overtaken against oncoming traffic, thereby making it safer. Another point in favour of narrowing is that it would provide space on either side. This could be used to provide better visibility at driveways. It has however been pointed out that a vehicle stopping for any reason would block the lane because of the level of traffic in both directions and cause delay.

These discussions are on going, their immediate purpose is to come to an agreed position for a meeting with Council engineers on 3 September. Contributions to it should be emailed either to David Naylor ([david@davidnaylor.plus.com](mailto:david@davidnaylor.plus.com)) and/or to Nick Guy ([nick.bike@hotmail.co.uk](mailto:nick.bike@hotmail.co.uk)).

Last update: 19 August 2020.