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24 March 2020

Dear Sir/Madam,

**East Renfrewshire Council,
Aurs Road Upgrade and Realignment Project - Materials & Finish Query**

Thank you for your email of 19 March and the opportunity to comment on the proposals for the surfacing on the proposed cycleway. One of our members, Bob Downie, attended your consultation event in August last year and has already responded to you. I repeat here his views on the surfacing, which were included in his presentation to our AGM last November and are fully supported by GoBike:

“I have some serious concerns about the proposed surface to the cycle path. Firstly, there are no universal preferences for surface colour. In Glasgow alone, beige (e.g. Sauchiehall Street), red (e.g. South City Way) and green (e.g. South West City Way) are all in current usage. In East Dunbartonshire they also use blue (e.g. Bears Way). Whatever colour you decide it must be prominent.

A red colour as you propose is fine but I have reservations. Firstly, the image of red chips that you have included has clearly been colour-enhanced. In reality, the red chip colour is nowhere near as bright as you show.

Secondly, in real life with a duller red chip colour and with dirt, cycleways can be hard to differentiate from simple grey road or footpath surfaces meaning that drivers & pedestrians are not perceiving them as cycle spaces. This is proving to be a problem in the yet to be completed South City Way in Glasgow. I recently highlighted this issue in a presentation I gave to the GoBike AGM in November 2019.

So by all means, please use a red colour for the cycleways, but please use a bolder way of colouring than the illustrated 15-20% scattering of chips on the surface.”

On the topic of surfacing such as the Kellen paving that you propose for the boardwalk section thank you for confirming, in our telephone conversation of this morning that a) the Kellen paving is flat and b) that is for use in the pedestrian area, not the cycle path. It was also good to hear from you that, while tactile surfacing will be used at the entrance to the paths, it will be transverse at the entrance to the pedestrian area and longitudinal at the cycling area. We would, though, point out that corduroy-type tactiles indicate to people with visual impairments that there is a step in front of them. Unfortunately, that type seems to be commonly used in situations where the flat-topped, wider-spaced ladder tactiles are correct. We trust that the appropriate type will be used for the Aurs Road works.

Yours sincerely



Tricia Fort
for Consultations, GoBike