

Dear Margherita,

Please find attached a response for the Mobility and Access Committee for Scotland to the above consultation. We understand that our response is a little past the deadline response date of 10 September 2012, but hope that you can take our response into consideration.

Many thanks for providing the Mobility and Access Committee for Scotland (MACS) the opportunity of responding to the consultation City of Glasgow Design Guide for New Residential Streets. MACS has had previous involvement on the Scottish Government's policy statement Designing Streets and so is interested in how this is being utilised by councils. We note that the end of the consultation was September the 10th, we apologise in submitting this by email (the consultation is off the website) and two days late due to some of our key committee members being away. We appreciate that the report is in the main to aid developers and designers to use the document to aid drawing up plans and the associated required reports. Our comments are submitted under the general and other questions and comments section.

Page 9 Executive Summary. Last paragraph starting Shared surfaces. We agree with the comments that these should only be considered where the volume of traffic is low and consists mainly of residents of that street, and that vehicle speeds should be no more than 10 miles an hour. This is also reflected on page 40 - Shared Surface Streets. Alongside these helpful comments it would be useful to include a paragraph on the difficulty that some disabled people experience in negotiating and navigating through shared surface streets, particularly sight impaired people who use a kerb as a means of navigation and to keep themselves out of the way of vehicles. This is already reflected in Designing Streets. MACS is aware that City of Edinburgh Council and Dundee City Council has been working with disabled people on residential shared surface street schemes to ensure that there is a design alternative to a kerb which incorporate tonal and textural contrasts. That developers should keep themselves abreast of emerging good practice designs that enable shared surface streets to be inclusive.

Page 37 Overview - we agree that residential streets should be designed to ensure vehicle speeds do not exceed 20 mph. We feel that the sentence should be extended to state '.... and in shared surface streets no more than 10 mph.'

Page 31 3.1 Preliminary. Fourth paragraph. We agree that audits should assess the design for accessibility, walking, cycling and road safety. Where the design incorporated emerging new design concepts where the impacts on disabled people might not be well versed then developers would benefit from engagement with disabled people.

Page 61 last sentence " paths should be designed to accommodate cyclist and be signed accordingly." There is a glossary of term at the end of the document which explains that a path is a road not associated with a carriageway, and for use by both pedestrians and cycles. We feel that there should be more clarity in the document around where and why shared paths are needed. We are aware of the conflict felt between families with buggies, older pedestrians, wheelchair users, and other

disabled people have with sharing the same area as cyclists. In addition, it is up for misinterpretation as to comments found on page 62 such as cyclists should be kept on the carriageway, and then sentences such as 'access should be also be provided onto footpath network..', in addition to the comment on page 61.

Page 68 - Street Materials and Street furniture. Fifth bullet point ...Tonal contrast in materials is useful source of information for visually impaired people. Perhaps it could be useful to developers to expand this section to include comments on use of tonal and textural contrast in shared surface streets?

Many thanks again for including MACS in the consultation opportunity and we hope that we are not too late for our comments to be taken onboard. If you wish any clarity on our comments feel free to get back to us.

Regards, Wendy

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