

A77 Ayr Road “Bike & Roll” Corridor FAQs

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1. What is the justification for this temporary measure?

Temporary measures seek to safeguard the existing bike lane. The A77 corridor – identified as Strategic Cycle Corridor 2 in the East Renfrewshire Active Travel Action Plan and Local Development Plan 2 - has the highest cycle activity in East Renfrewshire. It is recognised however that the 'quality of service' currently offered by the existing advisory cycle lanes is poor.

East Renfrewshire's [Transport Response to COVID-19](#) recognises the importance of active travel for local journeys and exercise, the urgent need to protect public health and to support sustainable transport as a key element of East Renfrewshire's recovery from COVID.

During COVID, active travel, and in particular, cycle usage along the A77 has increased significantly as more people walk, cycle and wheel for essential journeys and exercise. A recent [community engagement](#) exercise highlighted local concerns regarding vehicular traffic speeds and a demand for safer cycling facilities.

We are therefore trialling measures on the A77 with a view of a more inclusive active travel environment, to enable more people to travel more actively and lower the speed limit in order to contribute to wider road safety objectives for the benefit of everybody.

2. Where will residents and visitors park once measures are in place?

Residents and visitors are asked not to park on the new lanes and instead utilise off street parking or nearby on street parking where this does not obstruct other road users.

3. How will residents receive deliveries and what arrangements are in place for service vehicles (such as bin collection, carer visits, emergency vehicles etc)?

We recognise certain circumstances where essential service vehicles will need to access properties adjoining Ayr Road. Initial proposals allow for regular 'breaks' in the segregation, including driveway access, and allow space for service vehicles. This should allow sufficient space for vehicles to 'pull in' and enable essential service vehicles to access properties temporarily.

One of the short term objectives of the trial is to monitor parking, assess whether this is an occasional or frequent activity, and the impacts of these changes on residents and road users. This will subsequently be reviewed and addressed as part of a future design review planned early 2021. In the meantime we will continue gather feedback from residents and stakeholders in order to adjust and refine proposals where necessary.

4. How will you stop people parking in the bike lanes?

Proposals will see the introduction on 'mandatory' cycle lane markings along the majority of the corridor. Rule 140 of the Highway Code states - "You must not drive or park in a [mandatory] cycle lane marked by a solid white line during its times of operation." This replaces guidance for advisory cycle lanes "Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable". This will be enforced at the discretion of Police Scotland.

We recognise however that there will be certain circumstances where essential services will need access for parking and this may occasionally result in obstruction of the cycle lane and/or carriageway. This is anticipated and potential design and enforcement solutions will continue to be reviewed and assessed in partnership with stakeholders.

5. Why not make changes on a permanent basis?

The scheme is currently being taken forward on a trial basis as part of the 'Spaces for People' temporary infrastructure programme 100% funded by Sustrans and Transport Scotland. This allows the opportunity to assess the effectiveness (or otherwise) of temporary measures moving forward. In turn this will provide valuable information on what potential future changes may look like.

6. Why are there no changes proposed to junctions and roundabouts?

We have noted design issues at key junctions along Ayr Road and are aware that proposals do not address all conflicts and issues necessary to facilitate a fully inclusive active travel environment. Will continue to assess future options as part of the ongoing community and stakeholder consultation and a dynamic approach to delivery moving forward. We recognise however that meaningful change in many places will require more permanent solutions into the future.

7. Will the new lanes be cleaned and maintained regularly?

We have been in discussions with our Neighbourhood Service Operations colleagues on how best to maintain the new lanes following introduction of measures. We will be trialing a range of solutions and using the findings to ensure we have the correct equipment to keep the new facilities clean and free of debris.

8. Why has parking been retained on the pavement side of the cycle lane?

Parking has been retained where existing parking arrangements are in place. The design process will consider how these arrangements may be modified, however, this will require changes to the existing Traffic Regulation Orders, further engagement with stakeholders and more permanent change outwith the Spaces for People programme. We will however continue to review temporary options based on feedback received during the street trial.

9. How will these measures affect bus service and passengers?

Current plans do not impact buses entering or exiting a bus stops or laybys, likewise passenger access/egress will not be impacted. Although this will impact the continuity of the corridor, we wish to protect accessibility for bus passengers. We will continue to investigate alternative design solutions, such as 'bus stop bypasses', and whether this will be appropriate for Ayr Road.

In addition we are in dialogue with bus operators to ensure drivers are aware of measures in place, maintain vigilance of vulnerable road users when pulling in and out from bus stops and monitor impacts on bus journey times along the corridor in partnership with Strathclyde Partnership for Transport.

10. Why can't this money be spent on road re-surfacing and fixing potholes?

[Spaces for People](#) is a temporary infrastructure programme which offers funding and support to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during COVID. This cannot be allocated towards general road maintenance. Please note however that East Renfrewshire Council has invested an additional £15million from 2019 until 2023 to top up the existing roads resurfacing works programme.

11. Why don't measures continue all the way through Giffnock to Glasgow?

We are currently seeking feedback on plans for [Fenwick Road \(South\)](#) and are evaluating options to enhance the A77 corridor active travel to the Glasgow City boundary. Please subscribe for future news and updates on temporary schemes.

12. Why were residents not consulted prior to measures going in?

All properties with direct access to Ayr Road have been notified prior to works commencing. Through utilising temporary traffic management measures this allows for a period of consultation. This consultation is not focused on whether the scheme should proceed, but how measures impact residents and road users, what changes may be necessary and ultimately what measures may look like moving forward.

13. Why can't you remove the central island on Ayr Road to make more space for the lanes?

Although potentially desirable, removal of the central island would represent a permanent change and be prohibitively expensive. We have also assessed whether the 'hatched' central section may be utilised during the trial. Unfortunately due to the road surface in many areas this is unlikely to withstand heavy traffic and cannot be repurposed as a general traffic lane.

14. How can I find out more information and provide feedback?

You can find out more information and comment on proposals via the Commonplace [design feedback page](#), our dedicated [mailbox](#) and the East Renfrewshire Council social media via [Twitter](#) and [Facebook](#).

If you have a visual impairment or require additional support or assistance please contact **Customer First on 0141 577 3001** and they can feedback comments or put you in touch with the project team.