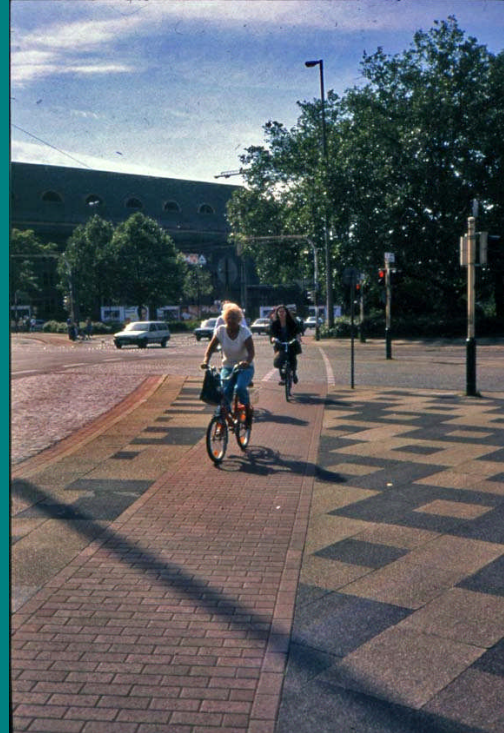


# Surface treatment

- Application
- Use of different colours
- Use of different textures



The illustration here, from Germany, might not be to everyone's liking, but does at least try to differentiate the area for cycling from the area for walking with contrasting paving, rather than the ubiquitous white-lining common in the UK.



The rule of thumb is to use coloured surfacing on cycle routes only at potential conflict points, but there are many examples of 'over-kill'.



Another use of coloured surfacing is to highlight a 'way through' for cyclists where restrictions have been placed on other motor traffic.



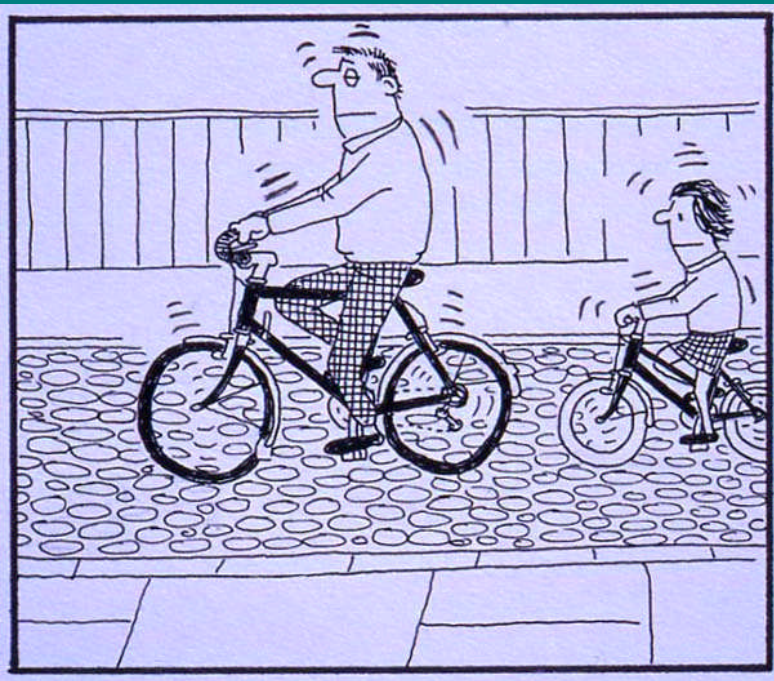
A better balance needs to be struck, particularly in historic areas, between the requirements of confirming and safeguarding a route for cyclists and the visual integrity of the streets scene. Historic villages, towns and cities were not designed to accommodate the volume of motor vehicles they now endure. Encouraging people to make more local trips by bike, as well as on foot, would help alleviate the adverse effects of vehicle dominated areas. Cycling should be part of the solution, but the way it is being shoe-horned in, is often seen as accentuating the problem for placing even more demands on / introducing more clutter into already overburdened areas.



Poorly-designed cycle facilities will often result in visually obtrusive mitigating measures.



A two-way cycle track created by taking space from a two-way carriageway. The potential for conflict with vehicles turning at the side road junction, and pedestrians crossing at the zebra, not expecting cyclists from the left, is dealt with by the introduction of coloured surfacing and white lining. In many northern continental countries, where cycling is much more common in most areas among all sections of the population, such design solutions are less necessary as cyclists are anticipated almost everywhere.



As a general rule, cyclists do not relish the uneven surfaces created by heritage features such as cobbles and setts. Where these exist, a smoother alternative route should be explored, and signed, for cyclists.



Example of Queens Square, Bristol, which allows cyclists to avoid the cobbled section of the carriageway.