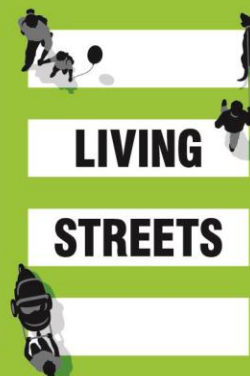


# Walking and Cycling Audits for Registered Social Landlords 2019-20: What does good look like?

Social Housing Partnership Fund for Improved Cycling & Walking Facilities 2019-20



We are Living Streets Scotland, part of the UK charity for everyday walking. We want to create a nation where walking is the natural choice for everyday, local journeys.



# Introduction

Living Streets has received funding from the Social Housing Partnership Fund for Improved Cycling & Walking Facilities, administered by Cycling Scotland. As part of this work we have reviewed and assessed conditions for walking and cycling around 29 properties owned by Registered Social Landlords across Scotland.

The purpose of this document is to describe, using a set of key principles, what a good walking and cycling environment looks like. It can be used as a baseline for Registered Social Landlords, tenants and residents when reviewing walking and cycling in their own neighbourhoods.

This should be read in conjunction with the documents:

*'Walking and Cycling Audits for Registered Social Landlords 2019-20: Methodology'* and  
*'Walking and Cycling Audits for Registered Social Landlords 2019-20: Lessons Learned'*

These assessments ask whether these are places where walking and cycling would be activities which ordinary people would find comfortable and welcoming, as part of everyday practical journeys rather than as leisure activities.

The remainder of this document is divided into three short sections, on place, conditions of pedestrians, and conditions for cycling.

For the purposes of this work, we consider that:

- Good urban environments for walking, cycling, and living, have a sense of place. It is possible to reach destinations which are important for daily life by walking or cycling to them through places which are themselves good for walking and cycling.
- Good conditions for all pedestrians (including those using mobility aids) work for everyone, young or old, and irrespective of disability.
- Good conditions for cycling should be judged against what would be required for cycling to be an everyday normal method of transport, undertaken as part of daily life by a very wide range of people and a large proportion of the community.

# Good Places

**In broad general terms good urban environments, for walking, cycling, and living, have a sense of place.**

People like to live in, and travel through, places defined by the human life around them. Such a place may have different characteristics, be busy or quiet, greener or more built up, however we are looking for situations where the movement and parking of motor vehicles do not dominate the space.

We expect that in such places people will engage in activities such as:

- conversation
- playing
- sitting (or even lying down)
- observing other people, or
- buying and selling.

**We also consider that to be good for walking and cycling such places must be in locations from which it is possible to reach destinations which are important for daily life by walking and cycling to them, through places which are themselves good for walking and cycling. It is not sufficient for these to be places where walking and cycling are only welcoming locally, or only for leisure purposes.**

Therefore 'good' locations are a sensible distance<sup>1</sup> on foot or by bike, on 'good' routes, from destinations such as:

- workplaces
- schools
- shops, and other amenities
- public transport stops (from where significant locations can easily be reached).

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<sup>1</sup> We would consider that distances which can very easily be walked and cycled, by a very large proportion of the population, are around 1 kilometre (walking) and 3 kilometres (cycling), and that for practical purposes many would be happy to undertake journeys up to around 3 kilometres (walking) and 5 kilometres (cycling).

# Good for pedestrians

**Good conditions for pedestrians (including those using mobility aids)<sup>2</sup> work for everyone, young or old, irrespective of disability.**

Movement along paths, and on and across streets, should be:

- practical - with no physical barriers
- direct - without detours or delays which feel significant
- simple - not requiring complex assessment, careful judgement of driver behaviour or vehicle speed or movement, or complex procedures to cross carriageway space.

And good conditions should:

- provide safety from injury by traffic, so they are safe enough that most people would consider allowing children from about the age of 8 to travel alone on longer journeys
- be forgiving, with no significant risk of injury by moving vehicles even when people make mistakes, and which assume they will do so
- be designed on the basis people will take chances to take shortcuts or to save time, and that the best way to avoid this is to avoid designs which cause inconvenience, or to create forgiving environments
- feel socially safe, including after dark and at quieter times, normally therefore being either busy with other people walking and cycling, or closely overlooked by people in nearby buildings
- be quiet enough, so that traffic noise does not cause people to raise their voices simply to communicate with one another
- be accessible to people with a wide range of disabilities, including those who walk unsteadily, people using wheelchairs, people using powered mobility scooters or an equivalent, and people with visual impairments.

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<sup>2</sup> We use the word 'pedestrian' in this document to refer to include people who walk, but also people who use a wide range of wheeled mobility aids.

# Good for cycling

**Good conditions for cycling should be judged against what would be required for cycling to be an everyday normal method of transport, undertaken as part of daily life by a very wide range of people and a large proportion of the community.** This means conditions that most people, irrespective of whether they currently cycle, would consider to be safe enough for them to be happy negotiating on a bicycle (without any additional safety-related support). This sets a much higher standard than is required to support those who already cycle.

In more detail, and in general, 'good' conditions for cycling:

- should provide conditions where trips by bicycle for daily utility purposes are practical
- should provide conditions where daily utility journeys by bicycle can be at least as direct as when using other modes of transport
- should provide conditions meaning where non-standard bicycles can be used, including those used as mobility aids
- should provide conditions meaning that dismounting is rarely if ever required until reaching a destination
- should provide a level of traffic-related safety which is at least good enough so that most people would consider allowing an unaccompanied 12 year old child to cycle
- should provide a practical design which facilitate people cycling being normally able to maintain a speed of greater than 8mph, without this needing much concentration, and without alarming others
- should provide surfaces where a 'road' bicycle (i.e. with 'skinny' high pressure tyres) could easily be ridden
- should feel safe enough so that most people would to be happy to cycle at that location after dark
- where routes are signed, provide a route which people are able to be follow confidently without a map.