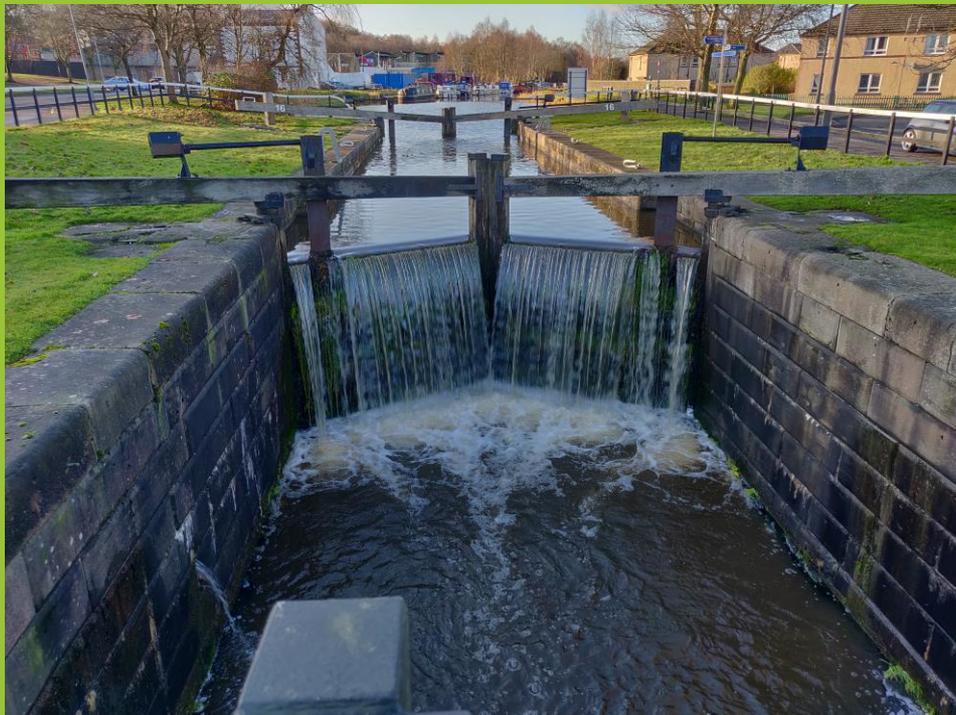
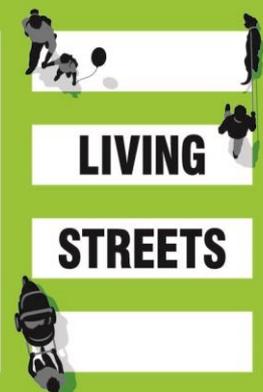


Social Housing Partnership Fund for Improved Cycling & Walking Facilities 2019-20

Assessment of Walking and Cycling Conditions at Hamilton Street, Camelon (Link Group)



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.



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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. This report looks at conditions for walking and cycling around the Link Group property at **Hamilton Street, Camelon**.

Area context

This property is a low-rise terraced building. It would appear that there is a communal garden that is accessed through a communal door at the rear of each unit. The project is to provide bicycle parking in this communal garden.

Glasgow Road (A803) [GR] is the main road between Falkirk and the M876 and this runs through the area immediately north of the property, acting as a northern boundary to the residential area. In general this is a busy 4-lane road carrying through traffic and public transport, and also supporting some shops. To the north of the Glasgow Road is a Tesco Superstore (& petrol station) [TS], Aldi supermarket [AS], a leisure centre, Forth Valley Sensory Centre and the station [ST]. The railway acts as a boundary north of this area (routes to both Glasgow and Edinburgh). To the north of the railway is a golf course. The residential area to the south of Glasgow Road is bounded by the (east-west aligned) Forth & Clyde Canal to its south.

Hamilton Street [HS] is on a hill with terraced buildings on both sides. The residential streets include mostly semi-detached houses. All streets have pavements on both sides of the street. We observed that vehicles tended not to be parked on the street, but the audit was conducted during a working day.

Audit context

This report highlights key observations and themes, and general observations, which will we consider to be helpful to the Registered Social Landlord and to Cycling Scotland in connection with the funding award. It also adds to knowledge on opportunities and barriers around cycling and walking in the local area. The Methodology for the audits is included in the separate document, '*Walking and Cycling Audits for Registered Social Landlords 2019-20: Methodology*'.

It is also helpful to read this document in conjunction with the accompanying '*Walking and Cycling Audits for Registered Social Landlords 2019-20: What Does Good look Like?*' which describes, using a set of key principles, the characteristics of a good walking and cycling environment.

Responsibilities and development

Our urban environments are defined by interrelated features under the influence of many different bodies. This report is about current conditions, whatever their cause. Registered Social Landlords have control of some aspects of the environment, may only be able to influence other aspects, and may in some cases have no direct influence at all, however this report may be useful in approaching those who do.

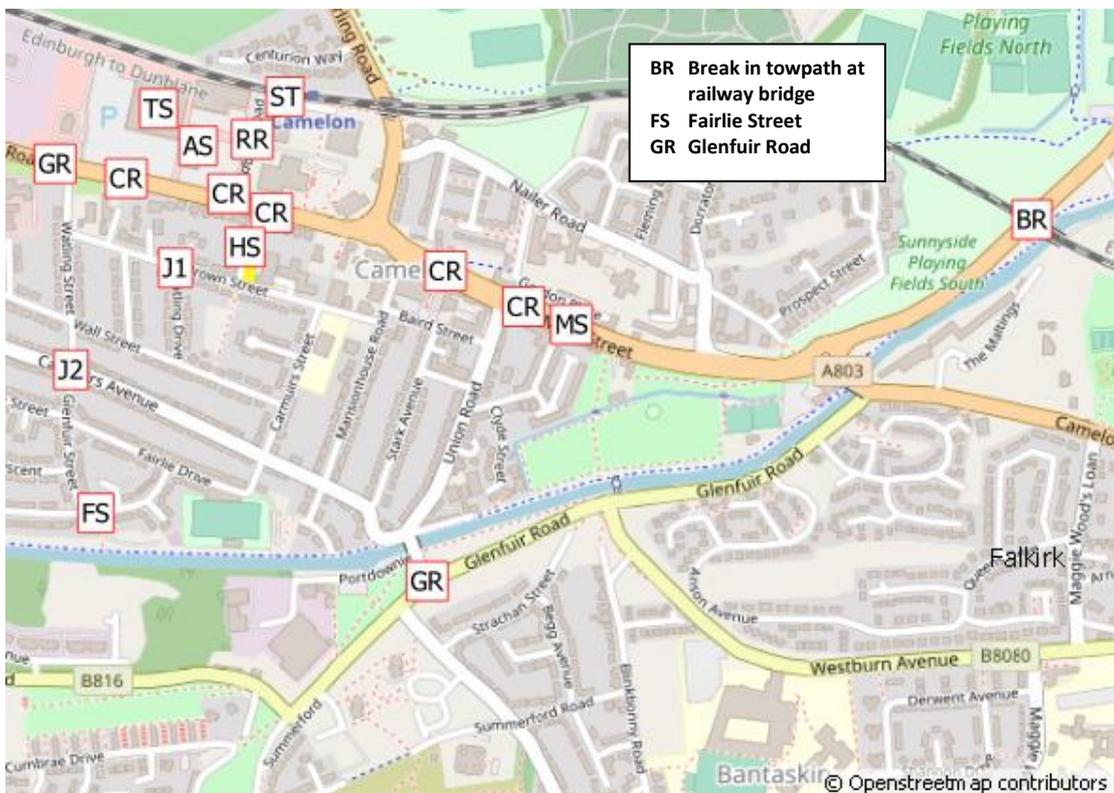
It is strongly recommended that the content of this report should be checked with local residents, who are the real experts on quality of experience in the areas where they live.

Funding for improvements to the urban environment might be available from a number of sources – and not only to a Registered Social Landlord or statutory authorities but also community led groups. Sources include:

- Places for Everyone - advice, support and funding for the creation of infrastructure that makes it easier for people to walk, cycle and wheel for everyday journeys
<https://www.sustrans.org.uk/our-blog/projects/2019/scotland/places-for-everyone/>
- Awards for All - funding from £300 to £10,000 to support what matters to people and communities.
<https://www.tnlcommunityfund.org.uk/funding/under10k>
- The Social Housing Partnership Fund for Improved Cycling & Walking Facilities – funding for social housing providers for new facilities that make it easier, more enjoyable and more accessible for people to walk or cycle:
<https://www.cycling.scot/what-we-do/cycling-friendly/social-housing-fund>

Map

Where helpful the text refers - like this [BF] - to the points marked on this map.



Observations

Immediate area	Photos	Recommendations
<p>The condition of the footway outside the property seems fairly good, with street lights mounted on the buildings.</p> <p>There appear to be some unusually designed handrails at a few locations, which have nothing marking them at low level, and which may therefore be challenging to avoid for anyone using a long cane (because blind or partially sighted).</p> <p>During the audit we observed obstruction by bins on the pavement. As far as we could determine these were not out on the street anticipating a collection.</p>	1,2	a
<p>The end of Hamilton Street [HS] is a junction with Glasgow Road [GR]. Glasgow Road carries significant levels of traffic, including buses and HGVs.</p>	3	b
<p>The layout of traffic signals at this junction feels relatively unusual/complex, with lights associated with the junction of Glasgow Road and Redbrae Road close beside a separate signalised pedestrian crossing. There is also a 'keep clear' area marked on the carriageway. This seems an arrangement which emphasises the complexity of the environment (particularly for anyone considering cycling here). Pedestrians wishing to cross Glasgow Road must deviate either east or west from Hamilton Street to do so. There are only poorer quality dropped kerbs here, with old tactile paving.</p> <p>We recorded up to a 1 minute 34 second wait to cross Glasgow Road here.</p>	4,5	b
<p>There is a pedestrian path to the Tesco supermarket from Glasgow Road that seems to be suitable for wheelchair or bicycle access. There is no access to Aldi from this path (despite it being between the sites for these neighbouring stores – so</p>	6,9	c

pedestrian access directly between the stores is not possible) but there are separate steps down to Aldi from the Glasgow Road. These steps would not be suitable for cycle/wheelchair access from the street, meaning people must deviate along Redbrae Road to get to Aldi. There is one bike stand at Aldi.		
Wider area		
<p>Main Street [MS] might be understood as the centre of Camelon (unless the supermarkets and station area are seen to have this role). This is another very busy road (continuing Glasgow Road) with four lanes of traffic, including many HGV's and buses. The auditor found it uncomfortable to cycle here and it seems unlikely that most people would consider doing so.</p> <p>Crossings of Glasgow Road and Main Street are supported with signalised crossings in a number of places [CR] and it would usually be difficult to do so elsewhere. There are no signalised crossings near the roundabout junction with Stirling Road, meaning that journeys which rely on crossing Main Street here may require significant diversions. There is also no pedestrian crossing on the Stirling Road exit off the roundabout.</p> <p>There was no audible beeping provided on the pedestrian crossing (or this was not working) at the west of Main Street.</p>	7,8	d
Camelon Station [ST] is behind a warehouse building: Access could therefore be a bit dark and forbidding at night. There is plenty of car parking plus space for 8 bicycles. There are ramps (and steps) to the platforms improving access.	10	d
Generally, the residential streets between the Glasgow Road and the canal are quite quiet, potentially making them more pleasant for walking and cycling, with a relatively low level of on-street parking making for simpler conditions for cycling – perhaps at the level that many people would consider to be acceptable. However, the footways in the area are relatively narrow compared to the width of the carriageway, and many junctions lack dropped kerbs of any kind. There could also be an improvement in street signage.		d
As an example, on the corner of Watling Drive and Brown Street [J1] (close to the south end of Hamilton Street) there are no dropped kerbs. Photo 12 shows how narrow the pavement is with a bin on the pavement of Brown Street is (with a newly trimmed high hedge). The picture also shows how the road has been recently repaired here.	11, 12	d

<p>The Junction of Watling Street, Carmuir Avenue and Glenfuir Street [J2] (which might feature in a route by bicycle to the canal) is rather wide. Right of way is given to vehicles on Carmuir Avenue. This road also carries buses and although a wide junction the carriageway space more generally is fairly narrow with a rather bumpy surface.</p>	13	d
<p>Cycling is possible away from roads on the canal which passes south of this area, which may be useful for longer leisure trips by bicycle, particularly to the west. It is not obvious that it supports trips to any more obviously useful destinations for shopping or employment, with it skirting the central area of Falkirk (around 2 km east) (although there are some more industrial land uses along the corridor it uses to the east).</p> <p>Fewer people are likely to consider this to be an acceptable place to cycle (or walk) after dark, and 1.5km to the east there is a break in the towpath [BR], with onward cycling only facilitated by a 400m walk along a footway of a major road.</p>		d
<p>There is a short cut path from Fairlie Street to the canal tow path [FS]. The path surface might be tricky to use with a wheelchair as it a bit bumpy and slightly boggy in places. There is no lighting on the short cut and bags of rubbish and other junk have been left at the bottom of the short cut.</p>	14	d
<p>The canal towpath although good for both walking and cycling in many ways, was also very quiet. It could therefore be intimidating for some people. There is no overhead lighting.</p>	15	d
<p>There are few direct routes by bicycle toward Falkirk. Unless using Main Street the need to cross the canal results in the need to encounter and deal with conditions on Glenfuir Road [GR]. It seems relatively unlikely that this would be a road on which many people would choose to cycle (unless already used to more difficult conditions) although we noted on the time of the audit that it was relatively quiet. There also appeared to be relatively obvious lighting around the roundabout here.</p>	16	d
<p>In general in this area there are very few supports for cycling on roads, relatively few traffic free paths (the towpath is an exception) and with streets which cannot easily be avoided where conditions make this unwelcoming.</p>		d

Recommendations

	Immediate area
a	The association should monitor whether bins from these properties are often obstructing pedestrian usage of the footway here.
b	The association should be supportive of general improvements linking the residential area to shops and facilities north of Glasgow Road.
c	As a stakeholder in the local area the association should note that pedestrians cannot move between the Tesco and Aldi supermarkets without diverting to Glasgow Road – and that this omission is an illustrative example of an environment where pedestrian needs have not been fully considered.
d	As a stakeholder in the area, the association should consider supporting the wishes of local residents in seeking improvements to the pedestrian environment, and to conditions for cycling here.

Supporting photos



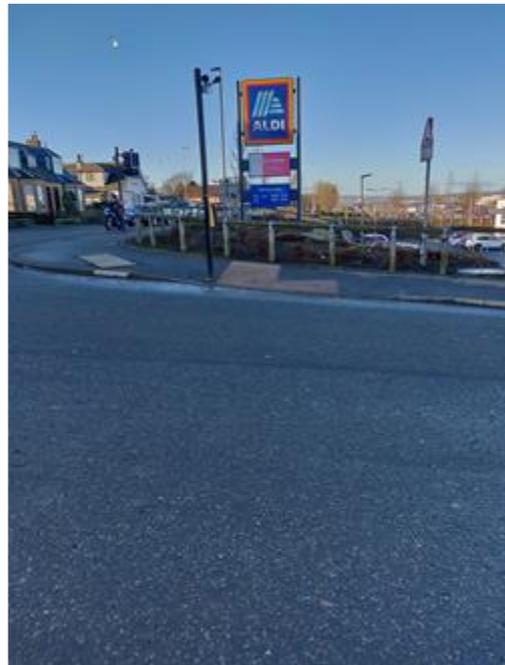
1: Hamilton Street – bins on pavement.



2: West side of Hamilton Street



3: Hamilton Street from Glasgow Road
(taken between busy traffic)



4: Crossing on Redbrae Rd
at junction with Glasgow Road



5: Crossing of Glasgow Rd east of Hamilton Rd



6: Pedestrian ramp to Tesco (no access to Aldi)



7: End of Main Street looking towards Glasgow Rd



8: Pedestrian crossing (as photo 6), Main Street from north pavement



9: Steps down to Asda from Glasgow Road



10: Camelton Station (access ramps)

	
<p>11: Corner of Watling Drive and Brown Street</p>	<p>12: Brown Street</p>
	
<p>13: Junction at Carmuir Avenue, Watling Street & Glenfuir Avenue</p>	<p>14: Short cut from Fairlie Street to canal towpath</p>
	
<p>15: Canal towpath</p>	<p>16: Roundabout on Glenfuirs Road</p>