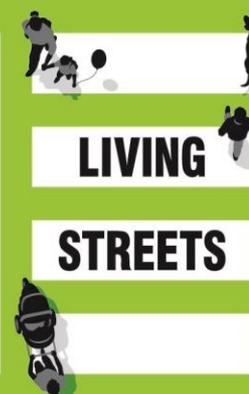


# **Social Housing Partnership Fund for Improved Cycling & Walking Facilities 2019-20**

## **Assessment of Walking and Cycling Conditions, Fruin St/Sloy St, Glasgow (Hawthorne Housing Association)**



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.



# Contents

Introduction .....	2
Area context .....	2
Audit context .....	2
Responsibilities and development .....	3
Map .....	4
Observations.....	5
Recommendations .....	7
Supporting photos.....	8

# Introduction

This document reports on an independent short technical audit which we carried out in connection to Hawthorne Housing Cooperative's award from the 'Social Housing Partnership Fund for Improved Cycling & Walking Facilities'. This audit is specifically in connection with the property at Fruin Street/Sloy Street, Glasgow.

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 Hawthorne Housing property at **Fruin Street/Sloy Street, Glasgow**

## Area context

This property is a small set of low-rise buildings (generally 3 levels), all of a similar character, along around 150 metres of Fruin Street (and 60m of Sloy St). These properties partially surround a set of linked grassy garden areas at their rear. There is access to these areas via a gate to Fruin St, and from individual properties.

[Some minor details have been deleted from this version of the report to safeguard the privacy of residents.]

The property sits in an area which is primarily residential, however some of the land in the near vicinity is industrial, or semi-industrial, and there are also large areas of what might best be called 'brownfield' land – defined by empty or derelict or semi-derelict buildings, or cleared sites of rough grassland or scrub which also include remnants of buildings or streets. Some of the housing in this area is much newer, and it seems likely that the character of the area has been changing, even over the relatively short term. These changes are likely to help to define the future experience of walking and cycling here.

## 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.

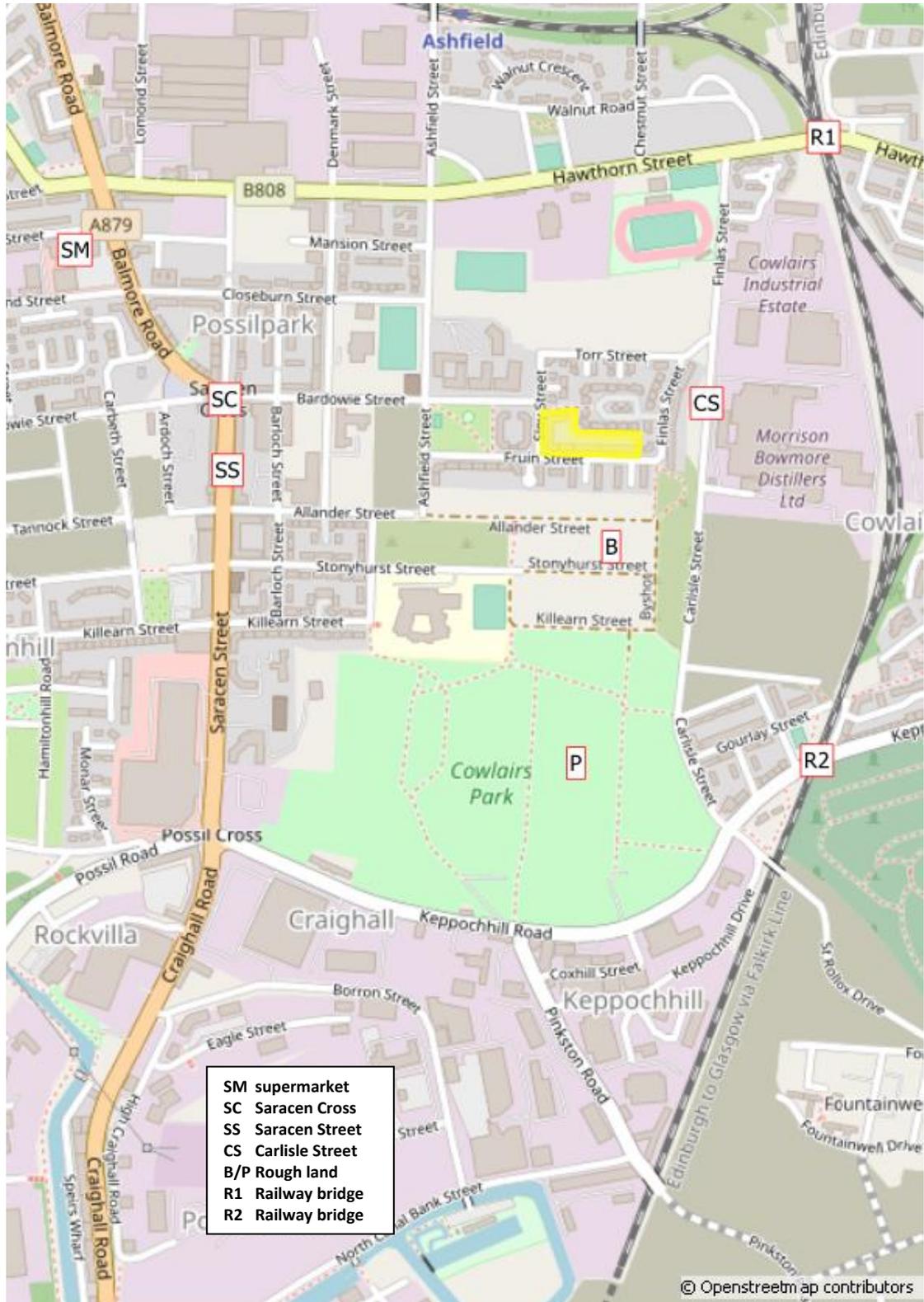
It is strongly recommended that the content of this report should be checked with local residents, who are the real experts on quality of experience in the areas where they live.

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 [SM] - to the points marked on this map.



# Observations

Project	Photos	Recommendations
[Some minor details have been deleted from this version of the report to safeguard the privacy of residents]	1	
<b>Immediate area</b>		
There are isolated issues but in broad terms footways in the area are relatively wide and in relatively good repair. However many junctions lack dropped kerbs or an equivalent. There appears to be a relatively large amount of space available for parking vehicles, so we observed little parking on the footway. This may change if new properties are built in the area, or if the area becomes more prosperous with a higher car-ownership.		a
It appears that there is comparatively little temporary clutter on the footways in the area, with space for bin storage generally appearing to be off the street.		
The streets in this local area tend to be very wide – some carriageway space is around 12 metres wide. Many other fully-residential streets in the wider area might more typically have a carriageway 7-9 metres wide. These wide streets appear to carry comparatively little traffic, with some streets blocked off at strategic locations, some with temporary infrastructure.	2	
Streets which are both very quiet and very wide, as above, may already be providing an environment that a high proportion of people would find acceptable for cycling.		

There are a high number of locations and streets in this area which lack 'active frontage' – in other words it might be assumed that activity on the street is relatively unlikely be observed from (or heard within) within nearby buildings. Such streets can be considered to be unwelcoming for pedestrians after dark, and at quiet periods.	2,3 4,5	a
Many of the streets which (as above) might be less welcoming to pedestrians at quiet times or after dark, and which (as above) have low levels of traffic on wide carriageways, may remain more welcoming for people cycling. On this basis there is potential for bicycle use to be more attractive to local residents than walking, even for shorter journeys.		
<b>Wider area</b>		
The most obvious local community facilities, including shops, bus routes, and similar, are on Saracen Street [SS] south of Saracen Cross [SC] around 500 metres away. There are few other obvious locations of a similar nature in the vicinity.	6	a,b
There is a Lidl supermarket [SM] around 700 metres from the properties (perhaps 900m on foot).  There did not appear to be any official location for customers to park bicycles nearby (nor was any good alternative immediately obvious). There is a pedestrian access through surrounding wooden fencing, with one route at the edge of the car park supported by 'zebra' markings.		a,b
There seem to be no other obvious larger supermarket-style shops in the local area.		a,b
The railway to the east of this location, and areas near this which are of a more industrial nature, and the motorway to the south with its associated lack of residential areas, offer considerable barriers to walking and cycling in these directions. The city centre is only around 2 km to the south, which in theory could be a very easy distance for most people to cycle.		a,b
Cycling west on a route under the railway bridge [R1] at Hawthorn Street utilises a carriageway that few people will find welcoming.	7	a,b
The only other available (westbound) crossing of the railway is at Keppochhill Road. This uses a bridge [R2] over the railway which might be more welcoming, but there are 4 carriageway lanes here. Access to this location involves the use of Carlisle	8,9	a,b

Street [CS]. This has little or no active frontage - is primarily industrial, with derelict land in places, and overgrown greenery – yet is narrow and seems typically to be driven at a higher speed.		
Southbound trips, either by bicycle or for pedestrians, through the brownfield land south of Fruin Street, and the local parkland further south [P] are unwelcoming. The parkland is generally rough grassland, with brownfield land [B] beside it (where housing existed previously).	10,11	a,b
The remaining main route south, either on a bicycle or for a pedestrian, would utilise Saracen Street – which becomes Craighall Road further south. For much of its length (to the south) this Saracen Street is marked with 4 carriageway lanes (and seems designed almost entirely around carrying vehicles at considerable speed) – making it very unwelcoming for cycling. Further south it becomes more industrial in nature, with no residential property overlooking it. At the point Craighall Road narrows as it approaches the M8 motorway it is also very separate from other signs of human activity – feeling more like a motorway slip road.	12,13, 14	a,b

# Recommendations

	<b>Immediate/wider area</b>
a	The association should make itself aware of the general barriers to walking and cycling that residents face, on the basis that the association can add weight to their wishes or could choose to speak on their behalf in pursuing improved conditions.
b	The association should recognise that barriers to wider walking and cycling more widely, including on routes to the city centre, may be significant in defining elements of daily life for its residents – limiting their options for access to the city’s resources to those in the immediate vicinity, or to those which it makes sense to access by bus, car or taxi.

# Supporting photos

<p>(Some minor details have been deleted from this version of the report to safeguard the privacy of residents.)</p>	
<p><b>1: Back garden area (site of project)</b></p>	<p><b>2: Streets in the local area are very wide</b></p>
	
<p><b>3: Lack of active frontage</b></p>	<p><b>4: Lack of active frontage</b></p>
	
<p><b>5: Lack of active frontage</b></p>	<p><b>6: Shops at Saracen Street</b></p>

	
<p><b>7: Route under railway, Hawthorn St [R1]</b></p>	<p><b>8: Route over railway, Keppochhill Rd [R2]</b></p>
	
<p><b>9: Carlisle Street [CS]</b></p>	<p><b>10: Brownfield land south of Fruin St [B]</b></p>
	
<p><b>11: Parkland south of Fruin St [P]</b></p>	<p><b>12: Saracen Street (4 carriageway lanes)</b></p>



**13: Saracen Street**



**14: Craighall Road north of motorway**