# Community Street Audit Evaluation

Evaluating Sixteen Community Street and School Route Audits across Scotland | FINAL ROAD SAFETY REPORT

**APRIL 2023 – Prepared for LIVING STREETS SCOTLAND**

**Prepared by Walking | Cycling | Climate Action Ltd for Living Streets SCOTLAND**

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## Project funding

This independent evaluation is funded by Living Streets through a Road Safety Framework Fund grant awarded by Transport Scotland. The Road Safety Framework Fund is designed to promote and encourage further partnership working to help ensure the delivery of Scotland's Road Safety Framework 2030, which seeks to reduce the number of people killed and seriously injured on our roads in Scotland.

## Abbreviations

| CSA | Community street audit |
|-----|------------------------|
| CWSR | Cycling Walking Safer Routes Funding |
| KSI | Killed or seriously injured, used in road safety statistics |
| SIMD | Scottish Index of Multiple Deprivation |
| SRA | School route audit |

## Glossary

| Carriageway | The part of the road intended for vehicles rather than pedestrians |
|-------------|--------------------------------------------------------------------|
| Continuous footway | Where the footway continues visibly and level across a side junction or vehicle entrance indicating pedestrian priority |
| Cycle track | The physically separate part of the road intended for cyclists |
| Footway | The physically separate part of the road intended for walking and wheeling |
| Minor measures | Smaller capital infrastructure such as drop kerbs, footway patching, footway extensions or widening, and crossings |
| Wheeling | Use of wheelchairs, mobility scooters and prams on the footway as well as younger children cycling or scooting on the footway |

# Executive Summary

The evaluation includes 16 projects with a total of 22 community street audit and school route audits (CSA/SRAs) conducted between 2014 and 2019 across Scotland. The CSA/SRAs identified high amenity walking routes linking schools, high streets, community centres and transport hubs. The median route length was 1.3 km. The CSA/SRAs had a strong inclusion focus with 94% of audit walkabouts including children, Disabled people, older people and/or their representatives.

The most frequently identified community recommendations in the CSA/SRAs are footway repairs (20%), drop kerb and tactiles (13%) and footway improvements such as footway widening or new footways (8%). Crossings, including signalised crossings, informal crossings such as zebra crossings and traffic islands, and continuous footways at side junctions are also important (11%). The impact of the CSA/SRAs on delivery was low, with less than 5% of the total of 732 community identified recommendations estimated delivered.

Interviews conducted with local authority partners as part of the evaluation revealed that most local authorities do not consider minor walking measures a strategic priority. Minor walking measures such as crossings or footway improvements were viewed to fall through current active travel funding criteria as they are not strategic A-to-B routes. Local authority interview participants identified a need for a dedicated 'walking minor measures fund' tailored to enable the delivery of small schemes that make a significant local impact.

Local authority partners value the CSA/SRA process for the community engagement, the focus on inclusion which changed officers' understanding, and the independent viewpoint. Local authority partners expressed a desire for more multi-year partnership working with Living Streets in conjunction with multi-year funding.

Four central road safety themes can be drawn from the evaluation findings in relation to the Road Safety Framework 2030 and delivery of intermediate outcome target '1': 40% reduction in pedestrians killed or seriously injured (KSIs) and intermediate outcome target '7', a target of reducing the overall casualty rate for the most deprived 10% SIMD areas to the same level as the least deprived 10% SIMD areas as follows:

- Perceived safety is a priority for pedestrians
- Measuring walking levels and perceived safety are key road safety metrics
- Multi-year funding would enable delivery of minor measures and thus impact
- Equitable funding for walking is needed to deliver on equitable road safety

Overall, the CSA/SRA audit process provides a useful joined up tool to identify critical road safety interventions for pedestrians with high potential impact for both accessibility and encouraging safe walking generally.

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# 1 Key evaluation findings

The evaluation includes 16 projects with a total of 22 community street audit and school route audits (CSA/SRAs) conducted between 2014 and 2019. The audits were conducted in thirteen local authorities across Scotland in a representative range of settlement types and Scottish Index of Multiple Deprivation (SIMD) areas.

**The CSA/SRAs identified high amenity walking routes linking schools, high streets, community centres and transport hubs. The median route length was 1.3 km.** Most audits (88%) included additional engagement activities. The CSA/SRAs had a strong inclusion focus with 94% of audit walkabouts including children, Disabled people, older people and/or their representatives.



Figure 1: The community street audit walkabout in Dingwall included a local resident in a mobility scooter, a local councillor, a road safety officer, a regional transport partnership officer and a Living Streets officer (Image © Living Streets)

Each CSA/SRA identified a median of thirty-eight recommendations to improve the audit route. **The most frequently identified community recommendations were footway repairs (20%), drop kerb and tactiles (13%) and footway improvements such as footway widening or new footways (8%).** Crossings, including signalised crossings, informal crossings such as zebra crossings and traffic islands, and continuous footways at side junctions are also important (11%). Broadly, the recommendations identified are minor measures and fall across multiple services.

The impact of the CSA/SRAs on delivery was low. **Less than 5% of the total of 732 community identified recommendations are estimated delivered**. Only four from sixteen CSA/SRAs resulted in recommendations such as drop kerbs, new footways and new crossings being built. One project resulted in a dog fouling programme. An additional project contributed to the introduction of 20 mph across the village.

Figure 2: Drop kerb and tactiles were the second most frequently identified community recommendation, but only two local authorities delivered on these (Image © Perth & Kinross Council)

A flash survey conducted as part of the evaluation with original community partners found that **50% of survey respondents from settlements with delivery agreed they feel safer from cars and other vehicles compared to 28% of non-delivery locations**. The survey indicates on-going demand for minor walking measures with **82% of respondents reported they would like more minor walking measures in their local community.**

**Most local authorities do not consider minor walking measures a strategic priority.** Local authorities found it challenging to deliver the community identified recommendations as they fall across multiple services. Many view key asks, such as footway repairs and drop kerbs as maintenance issues and difficult to action. The local authorities who have delivered minor measures, such as drop kerbs, treat these as changes that facilitate active travel which makes the projects fundable. Despite the increases in active travel funding since 2019, local authority partners identified a **need for a dedicated 'walking minor measures and maintenance fund' tailored to enable the delivery of small schemes that make a significant local impact.**

**Local authority partners value the CSA/SRA process for the community engagement, the focus on inclusion which changed officers' understanding, and the independent viewpoint.** They think that the experiential way of engaging with the community on the audit walkabout has increased officers' understanding of the experiences of Disabled people, older people and children:

> *"The process was very helpful, and actually gave us and the community a starting point to do some of the work."*

*"It was good in that way too, just realising how difficult it can be for some residents to do what you take for granted."*

**Opportunities to identify larger-scale interventions were missed.** One CSA/SRA identified innovation opportunities, such as continuous footways. In three projects a walking flagship approach, such as full pedestrianisation or total footway rebuild, may be more cost-effective and impactful than the minor measures proposed.

**Local authority partners expressed a desire for more multi-year partnership working with Living Streets.** They would like to start the collaboration earlier: from selecting the audit location and timing, making the case for prioritisation to a multi-year follow-up after the audits to support collaboration across service departments and increase delivery success. One local authority, which delivered minor measures, felt the project's success had given the roads team confidence in the value of minor walking measures and inspired demand in other communities:

*"If these aren't being followed up there is a risk that they might slowly fall down the pile."*

*"From our team's perspective, this project has bred probably bigger willingness to look at stuff like this more."*

# 2    Road safety Implications

Four central road safety themes can be drawn from the evaluation findings as follows:
- Perceived safety is a priority for pedestrians
- Measuring walking levels and perceived safety are key road safety metrics
- Multi-year funding would enable delivery of minor measures and thus impact
- Equitable funding for walking is needed to deliver on equitable road safety



Figure 3: The community identified recommendations suggest that across settlements the overall state of the footways is poor to an extent that discourages safe walking

## Perceived safety is a priority for pedestrians

The CSA/SRAs are fundamentally driven by a local community desire for greater road safety for pedestrians as their starting point and not by clusters of pedestrians killed or seriously injured (KSIs). **This desire for pedestrian safety is captured in the CSA/SRA process in a non-technical, bottom up viewpoint of the people who actually use – and want to use – the footway as part of their everyday journeys** to school, to the shops, to community destinations such as library and hospitals, and to train and bus stations. While the CSA/SRAs have an inclusive focus on children, older people and Disabled people, these population groups will make up 58% of the population by 2045, and currently represent 48% of the population. So while the

CSA/SRAs represent the viewpoint of those who are most vulnerable, this vulnerability is a population norm in Scotland. **This means that delivering on the CSA/SRAs will have direct relevance to increasing safe walking levels nationally.**

**The sum of the community identified recommendations suggest that across settlements the overall state of the footways and crossings is poor to an extent that discourages safe walking.** The key road safety issues raised are slipping and tripping on the footway itself due to poor quality footways and clutter (27%), lack of safe crossings due to lack of drop kerbs & tactiles and lack of crossing facilities (24%), and then lack of footways or narrow footways which could force pedestrians into the carriageway (8%). A further 11% of recommendations were about realigning the carriageway to increase safety and comfort for pedestrians. Overall, **the CSA/SRA recommendations are not driven in response to pedestrian KSIs but from a lack of perceived safety – a sense of risk and discomfort which discourages walking.**

To value perceived safety is a different approach from traditional approaches to road safety which prioritise based on clusters and severity of casualties. The evaluation indicates that **a walking specific approach to road safety is that the types of minor measures identified through the CSA/SRAs – if delivered - would improve the footway at critical places resulting in increases in perceived safety which together would encourage an increase in walking modal share while reducing both slips and trip and pedestrians KSIs – in a positive feedback loop.** This is a prevention weighted approach which aligns with the key pillar of Safe Roads and Roadsides, one of Scotland's Road Safety Framework 2030 (RSF 2030) five pillars. This is described as safe roads and roadsides that are *"self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors."*

## Measuring walking levels and perceived safety are key road safety metrics
Because the CSA/SRAs are fundamentally driven by perceptions of road safety and not a clustering of pedestrian KSIs, investigating a causal relationship with KSI outcomes was not possible. Equally, it was identified early in the evaluation process that delivery of the walking minor measures was low, making an investigation of road safety outcomes unrelatable. The key outcome for walking in the Road Safety Framework is intermediate outcome target '1': 40% reduction in pedestrians killed or seriously injured (KSIs), as a progression to eliminating all pedestrian KSIs as part of Vision Zero by 2050. This road safety ambition sits in a context of Scotland's national policy to reduce car mileage by 20% by 2030 and the Bute House agreement which allocates £320m or 10% of the total transport budget to active travel by 2024-25. **This is an unprecedented situation in road safety in Scotland where we are looking for both a substantial increase in walking modal share as well as a substantial decrease in KSIs for pedestrians.**

For this reason, **there is a clear case for adding more prevention and process sensitive metrics – metrics which occur before KSIs and support reducing KSIs while increasing walking.** It is proposed that collecting walking data and perceived safety

data are the most relevant metrics as they sit at the heart of the positive feedback loop. The flash survey conducted as part of the evaluation with community partners demonstrates that changes in perceived safety can be measured simply, albeit with the limitation that wider influences might not be isolated. The local authority interviews revealed that while walking data has historically not been collected by transport teams, this is starting to change with installation of walking and cycling counters, and camera-based surveys making this more viable.  As such the following two key impact metrics are considered practicable and important:

1) **Collecting walking data to measure before and after levels**
2) **Measuring before and after changes in perceived safety for pedestrians**

Ideally this data should be collected by age and Disability, which may become more viable with technology. Collecting these metrics would allow assessment of the immediate impact of delivered minor measures and their contribution to Safe Roads and Roadsides. For example, if a package of community identified minor measures are delivered there may be an increase in walking levels and an improvement in perceived safety while overall area KSIs for pedestrian remain the same. While this is not a reduction in pedestrian KSIs, it would still indicate that things are heading in the right direction. This would also allow disentanglement of a safety in numbers effect at a local settlement and national level.

Collecting walking data is furthermore important to enable national reporting of pedestrian KSIs per million km, bringing Intermediate Measure 02 *"Casualty rate per thousand population for pedestrians killed and seriously injured"* in line with Intermediate Measure 01 "*Casualty rate per 100 million vehicle kilometres for cyclists killed and seriously injured*. Relating outcomes to exposure is a more robust than a per capita comparison; this is particularly important for walking where both national data and the CSA/SRAs indicate walking demand is currently suppressed. Ideally pedestrian KSIs per million km should be reported by age to differentiate and track risk in children, young people and older people who can have particularly adverse outcomes as pedestrian casualties. **A final benefit of collecting walking data is that it could help prioritise road safety investment to rebalance road safety spending which is locked into the numbers and severity of accidents incurred through current high car kilometres.**


**Multi-year funding would enable delivery of minor measures and thus impact**
**Because the CSA/SRAs are strongly led from a community perspective of perceived road safety and with inclusion at their heart, they can be viewed as joined up tool for identifying critical road safety interventions with high potential impact for both accessibility and encouraging safe walking generally.** This is again a strong fit with the Safe Roads and Roadsides pillar, and the overt commitment to *"ensure road safety remains a key focus of active & sustainable travel in Scotland"* in the of the Road Safety Framework (p. 38) on route to Vision Zero with no pedestrian (or other) KSIs by 2050.  The CSA/SRAs also represent a patchwork approach to delivery which

is in nature a historic conservation approach, highly viable for what could be considered the historic road environment. An obvious caveat is that the community identified measures need to be delivered for there to be an impact.



Figure 2 Local authorities reported in the evaluation interviews that most of the minor walking measures such as crossings or footway improvements fall through active travel funding criteria as they are not strategic A-to-B routes

**The interviews conducted as part of the evaluation highlighted that most local authority partners felt they could not fund minor walking measures through current active travel funding.** Minor walking measures such as crossings or footway improvements were viewed to fall through active travel funding criteria as they are not strategic A-to-B routes. Although the CSA/SRA audits routes are indeed routes, the types of minor measures identified may lend themselves to rolling budgets where effort can be spent on coordinating delivery opportunities with other maintenance or capital works rather than on complex grant administration for such small interventions. The interventions can be delivered piecemeal, which is practical.

A multi-year partnership approach from Living Streets would assist local authorities at this time as, while the minor walking measures have a low capital investment value, they require high revenue to coordinate across service areas and funding opportunities. Living Streets can act as a bridge to community beyond the audit engagement activities to sustain community interest and manage expectations. Local

authority partners also expressed a desire for greater continuity of working with Living Streets to engage with officers around understanding inclusion and on-board wider service teams. Equally, they valued the continuity of working relationships over time to support good partnership working where greater follow-up and impact tracking could support and inform delivery. A multi-year partnership with Living Streets could be envisioned as follows:

Year 0 – Pre project, agreeing audit location, understand local priorities
Year 1 – Conduct audit & engagement activities, collect baseline data, prioritisation
Year 2 – Assisting in cross-service delivery coordination, delivery initial measures
Year 3 – Follow-up, cross-service delivery coordination, delivery further measures
Year 4 – Impact evaluation, collect after data (e.g. walking, perceived safety)



Figure 3 Local authorities described a mismatch between when the community street audit reports were conducted and their own internal timelines for allocating funding. This mismatch was further hampered by a lack of multi-year follow up and Living Streets and local authority officers departing due to short funding cycles.

**Equitable funding for walking is needed for equitable road safety outcomes**
The nature of the community identified recommendations are humble and represent a small spend with large potential local impact. A high level cost estimate would be useful to understand the scale of investment more accurately. Delivering the CSA/SRAs identified minor measures is a highly achievable way for local authorities to create impact in the medium term (2023/24-2024/25) through the Bute House

active travel allocations. (Of note is that safer and more inviting footways would also benefit people accessing public transport). However, this may require more dedicated allocation such as a 'Walking Minor Measures Fund' and multi-year funding. Fundamentally, as described in the positive feedback loop above and illustrated as a concept model in Figure 6 below, investing in minor walking measures should be viewed and valued as a keystone for road safety.

Particularly in the era of a cost of living crisis, **walking is the most equitable form of transport in Scotland and deserves an equitable share of both active travel and road safety funding.** Arguably, investing in walking road safety is the most direct route to achieving intermediate outcome target '7', a commitment to achieving equality in casualty rates with a target of reducing the overall casualty rate for the most deprived 10% SIMD areas to the same level as the least deprived 10% SIMD areas. People who live in the most deprived 10% SIMD are likely to benefit from road safety improvements to the footway both in their immediate home and school areas but also in local amenity areas such as identified in the CSA/SRAs. People who live in the most deprived 10% SIMD might benefit most from increases in walking modal share and the associated local reduction in car km and vehicle KSIs.

**Key to ensuring this positive feedback loop is that pedestrian safety is improved – both in perceived safety and in KSIs. Measures need to be delivered for there to be an outcome. The CSA/SRA audit process provides a useful joined up tool to identify critical road safety interventions with high potential impact for both accessibility and encouraging safe walking generally.**
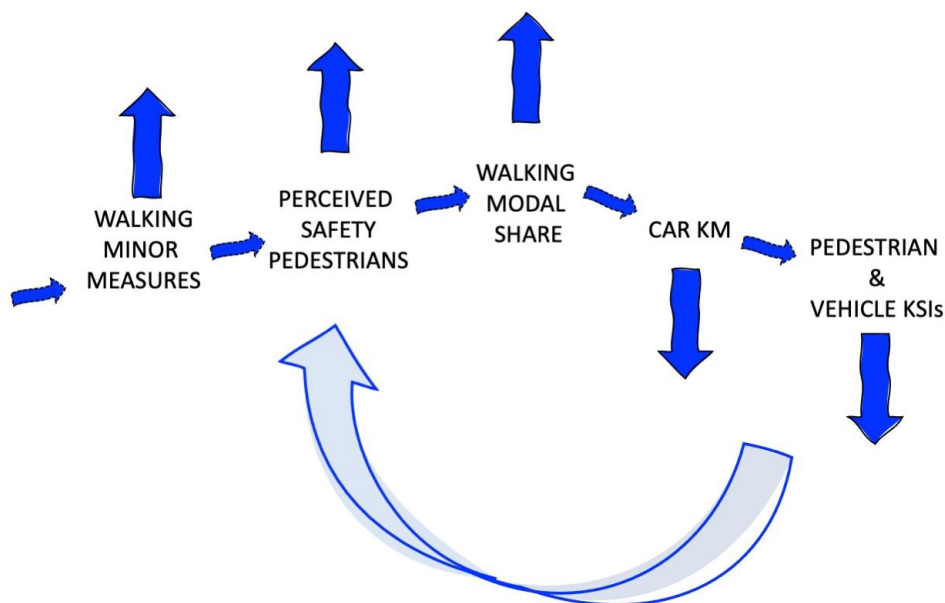


Figure 4 Concept model of how road safety for pedestrians could reduce overall KSIs in a positive feedback loop

## 3     Recommendations for policy, practice and funding

The following national recommendations are drawn out from the evaluation analysis and road safety implications:

1) **Champion minor walking measures as a Road Safety strategic action**
Investing in minor walking measures to an inclusive design standard will encourage safe walking on the footway by reducing the risk of slips & trips and enabling safer crossings. The CSA/SRA process is a robust way of targeting investment to deliver more safe walking for everyone, a core underpinning of a large scale reduction in car kilometres on route to Vision Zero.

2) **Value the CSA/SRA process for its inclusive community perspective**
The body of CSA/SRA work forms an important evidence base documenting strong community demand for minor walking measures and improved road safety for pedestrians across Scotland. The audits have an inclusion focus, representing Disabled people, older people and children which can help target where small investments could be most impactful. Improvements such as more collaborative working on prioritisation and co-funding, and multi-year follow-up by Living Streets to support cross-service collaboration and evaluation could improve delivery success.

3) **Create a dedicated 'Minor Measures Walking Fund' as a multi-year fund**
Footway repairs, drop kerbs, decluttering, and crossings are material changes that facilitate safe active travel and should be understood as small capital projects. A dedicated 'Minor Measures Walking Fund' could complement existing active travel funding streams, or form part of the Road Safety Improvement Fund. Multi-year funding and simple fund administration would help local authorities deliver rolling programmes and build delivery routines.

4) **Conduct a nationwide 'State of the Footway' asset survey**
The evaluation findings point to the overall poor quality of the footways within settlements. In some instances, strategic rebuilding could be more cost-effective than extensive minor patching. Conduct a national asset survey to assess the condition of footways across Scotland and estimate renewal cost and carbon implications. Existing local authority footway condition surveys and existing CSA/SRAs could be used as a starting point, and as a sampling method.

5) **Introduce an Active Travel/Road Safety Prize for minor walking measures**
A prize that celebrates the prettiest footway patch, the most life-changing drop kerb, the most sociable new footway, or the most hilarious declutter, could increase awareness, encourage innovation and spur action through positive reinforcement of the big local impact of minor walking measures.

# 4    Recommendations for Living Streets

The following recommendations are drawn out from the evaluation analysis and road safety implications, and are intended to increase impact on delivery:

1) **Retain the CSA/SRA process and the inclusive community perspective**
The CSA/SRA were successful in identifying high amenity routes where minor walking improvements will likely directly support a modal shift to walking. The inclusive focus on Disabled people, older people and children in the audit walkabouts and in the identification of recommendations is robust and well-supported by additional engagement activities.

2) **Simplify and improve the CSA/SRA report structure**
The report should start with a simple map of the audit route and a simple table listing the issues, the location, and the community identified recommendations. Leave space for the local authority to respond and make counterproposals and suggestions for delivery. Improve consistency across reporting on key information such as audit dates, audit attendees and other engagement activities. Including quotes or stories can be powerful and communicate an inclusive perspective to local authority officers.

3) **Strengthen multi-year partnership working with local authorities**
Coordinate with the local authority before the audit to understand their strategic priorities and work to build the strategic case for the proposed audit route. Build in a multi-year follow up process to assist with cross-service coordination, developing funding pathways, and other delivery opportunities (e.g. maintenance, community councils, NHS, private landowners etc). Build in multi-year evaluation to assess delivery and impact.

4) **Sustain community interest over a multi-year delivery period**
Assist the local authority in managing community expectations on delivery timescales while sustaining community interest and desire for impact. As described above, this could include finding wider "owners" who can progress certain recommendations in the interim, e.g. a placemaking improvement such as a bench or planter.

5) **Identify flagship walking projects**
Identify instances where a flagship walking project approach best addresses community needs and creates more strategic value. Flagship approaches could include full pedestrianisation of a village, town, or road; full rebuild of a footway; flagship walking route approach with invitational placemaking that link key community destinations. Innovation approaches such as using pop-up pedestrian zones and crossings, or nature-based footway materials could facilitate speedier implementation. Collecting walking data would assist in strategic demand assessments and before and after evaluation.

# 5    What are minor measures? Best practice examples

Minor walking measures can be defined as **smaller capital infrastructure improvements such as drop kerbs and tactiles, footway patching, footway extensions or widening, and crossings**. Crossings could include signalised crossings with traffic lights, non-signalised crossings such as zebra crossings, crossing islands and continuous footways at side junctions or vehicle entrances.

Through the audit process, community participants identified a package of minor walking infrastructure measures to improve walking along the audit route. The measures identified tended to be a diverse range of relatively small and sundry interventions such as footway repairs, adding or rebuilding drop kerbs and tactiles, decluttering the footway from redundant bollards and signposts, as well as management and enforcement issues such as parking control and reducing the number of A-boards on the footway, and reducing dog fouling. Although these are small changes, to use the words of one evaluation interview participant: **"Small schemes make a big difference."** Viewed from the perspective of a mobility scooter or a wheelchair user, or of someone trying to push their pram or shopping trolley across the road, these minor footway improvements do not just shape their experience but determine whether they can make the journey in the first place.

Four local authorities involved in this evaluation delivered on the minor walking infrastructure measures which community participants had identified through the audits. The following are examples of best practice from these local authorities:



Figure 7: New drop kerbs and tactiles installed on Mill Street, Dingwall © Highland Council

Figure 8: New drop kerbs and tactiles installed off Hill Street in Dingwall (Image © Highland Council)



Figure 9: A new drop kerb at a well-used cut through to the shops and schools in Dingwall (Image © Highland Council)

Figure 10: New drop kerbs and tactiles installed on Broich Road near the main entrance to the Crieff Primary and High Schools in Crieff (Image © Perth & Kinross Council)



Figure 11: Innovative continuous footway along the new footpath connecting the Crieff Primary and High Schools, Community Centre and Library, skatepark, and sports fields to a new shopping superstore development and back towards town centre (Image © Perth & Kinross Council)

Figure 12: The new footpath involved purchasing land behind the wall to build a new footway and make the connection from the Crieff Primary and High Schools, Community Centre and Library, skatepark, and sports fields past the new shopping superstore development and back towards town (Image © Perth & Kinross Council)



Figure 13: A relevant example of minor measure delivery of a full footway resurfacing in front of Bishopmill Primary in Elgin, not the direct result of a school route audit (Image © Moray Council)

Figure 14: A new signalised crossing on Elgin Road, Lossiemouth where there had been concern about children crossing on their way to the park and to two primary schools and high school. The bus stops were repositioned to make boarding and alighting safer (Image © Moray Council)



Figure 15: The new crossing island in front of the main entrance of St Geraldines Primary School was identified in the School Route Audit in Lossiemouth (Image © Moray Council)
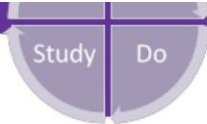
# Dog Fouling in Torry

## What is the Aim?

To reduce dog fouling in Torry on Girdleness Road and Rockall Road by 50% by 31st August 2017.

Dog fouling is a recurrent problem in the area and was the most commented issue identified on a recent Street Audit Report conducted in Torry by Living Streets Scotland.

## How does this support community empowerment?

- Shows our commitment to improve Torry and support the community to find solutions to a recurrent problem
- Torry residents will have more pride and ownership of their area as it will become a cleaner more attractive space for the community
- Helps prevent dog fouling in the future by giving the community collective responsibility over keeping the area clean

## What changes are we currently testing?

- Workshops with local school children to educate them on dog fouling
- Making dispensers with local school children to contain dog mess bags to be erected on Girdleness and Rockall Roads
- Creating awareness raising posters about the issue with school children and distributing them around community centres in the area



Figure 16: The dog fouling issues identified in the Torry CSA/SRA led to a dog fouling activities comms toolkit that is still ongoing today in Aberdeen (Image © Aberdeen Council)



Scoop Watch
**Session Plan Tool Kit**

# 6    Project background

Living Streets Scotland was awarded funding from Transport Scotland through the Road Safety Framework Fund to undertake an independent review of sixteen street audits delivered by Living Streets Scotland since 2014. Living Streets Scotland conducted a total of twenty-eight CSA/SRA projects from 2014 to 2019. All projects are pre- Covid as the CSA/SRAs were paused in 2020 due to the physical distancing restrictions of the Covid pandemic. The evaluation includes sixteen projects with a total of twenty-two CSA/SRAs. The audits were conducted in thirteen local authorities across Scotland in a representative range of settlement types and SIMDs. Please see section 5.6 Evaluation methodology for further details of selection criteria.



Figure 17: Map showing a typical street audit route connecting two schools, the local high street, the train station and the local community hospital in Dingwall (Mapbase © mapbox)

### 6.1    What are Community Street Audits and School Route Audits?

Living Streets Scotland offers CSA/SRAs to evaluate the quality of streets and road spaces from the viewpoint of the people who use them. Working collaboratively with a small group of Disabled people, older people, and children as well as representatives from schools and community, residents, traders, councillors, and council officers, a local walking route is identified for the audit. The group then walk the route together on an audit 'walkabout', noting issues that make walking difficult and suggesting recommendations for improvement. Additional engagement activities typically support the audit walkabouts, to help explore and gain consensus on the issues and recommendations identified with wider stakeholders. A Living Streets officer moderates this process, and a final report summarises the findings.

### 6.2    Inclusion is a population norm

While roads and active travel officers may not have a legal duty to retrofit all roads and roadsides to make them fully accessible, the reality is that the underlying demand for inclusive walking infrastructure in Scotland is high. **48% of the current population of Scotland are either Disabled, over 65 years or children**[1]. Considering that some of these journeys will be accompanied by an adult or non-disabled person, it is reasonable to assume that more than half of all potential walking journeys need footway to be inclusive and enabling. Population projections estimate there will be a 24% increase in people aged over 65 years during the next twenty years. Even with the 14% decrease in the number of children in the same period, this equates to a 10% increase in age-related inclusion needs meaning that **children, older people, and Disabled people will make up 58% of the population in Scotland by 2045**[2].

### 6.3    Investment in walking infrastructure works

The wider scientific evidence base supporting the importance of walking infrastructure is well established. A recent systematic review found that investing in walking infrastructure works and has a large impact on increasing the modal share of

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[1] Calculation based on 911,522 children under 16, plus 1,008,191 people over 65 plus 712,037 (20%) working-age adults self-identifying as Disabled for a total of 2,631,750 people. Population data source: National Records Scotland (2022) Mid-Year Population Estimates, Scotland, mid-2021. Available at: https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2021. Disability percentage data source: Scottish Government, One Scotland. Available at: https://onescotland.org/equality-themes/disability/

[2] Data source for population projections: Office for National Statistics (2023) 2020-based interim national population projections: year ending June 2022 estimated international migration variant. Coverage: Scotland (sc) Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/2020basedinterimnationalpopulationprojectionsyearendingjune2022estimatedinternationalmigrationvariant

walking[3]. The cost-benefit ratio of investing in walking infrastructure is exceptional[4,5] and arguably the highest of all transport types. Recent studies have identified that good walking infrastructure is vitally important for older people[6,7], and for Disabled people[8]. National data for Scotland demonstrates that the footway is particularly important for younger children, is this is where they walk, wheel, and cycle to school[9]. **This strong evidence base provides a foundation for confidence that investing in walking infrastructure will deliver more with fewer resources**. This evaluation itself contributes to the need for more specific case studies and evaluation data in Scotland.

### 6.4    Walking in the Road Safety Framework

The Road Safety Framework lays out Scotland's vision to have the best road safety in the world by 2030 and Vision Zero by 2050[10]. Safe Roads and Roadsides forms one of Scotland's Road Safety Framework 2030 five pillars, described as safe roads and roadsides are **"self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors."** A key outcome for walking in the Road Safety Framework is intermediate outcome target '1': 40% reduction in pedestrians killed or seriously injured. This casualty reduction target for walking is matched with intermediate outcome target '7', a commitment to achieving equality in casualty rates with a target of reducing the overall casualty rate for the most deprived 10% SIMD areas to the same level as the least deprived 10% SIMD areas. Simply put, **this is an ambition to reduce pedestrian causalities substantially and fairly.**

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[3] Cavill et al. (2019) Active Travel and Physical Activity Evidence Review. Sport England. Available at: https://www.sportengland.org/research-and-data/research/active-travel?section=our_research

[4] Living Streets (2012) Making the Case for Investment in the Walking Environment. Available at: https://www.livingstreets.org.uk/media/1394/2011-making-the-case-full-report.pdf

[5] Scottish Government (2014) Let's Get Scotland Walking – The National Walking Strategy. Available at: https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/pages/7/

[6] Walking Cycling Climate Action (2021) Our Streets Too: Why Walking Infrastructure is a Priority for Healthy Ageing and Prosperity in Scotland. Available at: https://www.livingstreets.org.uk/media/6660/our-streets-too.pdf

[7] Centre for Ageing Better (2021) Active Travel and Mid-Life: Understanding the Barriers and Enablers to Active Travel. Available at: https://ageing-better.org.uk/resources/active-travel-and-mid-life

[8] Living Streets (2016) Overcoming Barriers and Identifying Opportunities for Everyday Walking for Disabled People. Available at: https://www.livingstreets.org.uk/policy-and-resources/our-policy/inclusive-design

[9] Walking Cycling Climate Action (2022) Child mph - Delivering Safe Walking and Cycling Infrastructure for Children and Young People in Scotland. Available at: https://www.2030.co.uk/Child%20mph.pdf

[10] Scottish Government (2021) Scotland's Road Safety Framework to 2030. Available at: https://framework.roadsafety.scot/framework/scotlands-road-safety-framework-2030/

These ambitious road safety targets for walking sit within a context of national policy to reduce car kilometres by 20% by 2030[11] and unprecedented new funding levels for active travel[12]. While walking is currently the second largest mode of transport in Scotland at 22%[13], walking levels are at an historic low with walking levels estimated at 35% in 1975/76[14]. The 20 Minute Neighbourhood and Local Livings policies as embedded in the National Planning Framework 4[15] are an impetus towards increasing short, local journeys to gain the multitude of socio-economic benefits this can provide. **There is high potential for modal shift from car to short walking journeys as 22% of car journeys are less than 3km[16], the key distance potential for walking**.

A direct modal shift of these short car journeys to walking would equate to increasing walking to 34% modal share which is on a par with ambition levels stated in The National Walking Strategy (2014). Large increases in the modal share of public transport will be fundamental to achieving the 20% reduction in car kilometres by 2030; as walking also forms an essential part of public transport journeys hypothetically **walking could form 40% of transport modal share across Scotland**.

As such, the wider policy context points towards substantially increasing levels of local walking in Scotland. This means that the Road Safety Framework targets need to be operational in a context with substantial increases in local walking levels. The role of infrastructure and maintenance is recognised in the Road Safety Framework as a key strategic action (see p. 40). Removal of accessibility barriers is equally pertinent on local authority roads, and targeted maintenance and infrastructure renewal of the footway is arguably fundamental to deliver increases in walking levels. **As walking has a strong equality profile[17], investing in walking infrastructure and maintenance is one of the fairest ways to deliver on both road safety and car kilometre reduction targets**.

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[11] Scottish Government (2022) A route map to achieve 20 percent reduction in car kilometres by 2030. Available at: https://www.transport.gov.scot/publication/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030/
[12] Transport Scotland. Developing an Active Nation. Accessed 21st March 2023. Available at: https://www.transport.gov.scot/active-travel/developing-an-active-nation/
[13] Transport Scotland (2019) Scottish Household Survey. Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance 2019. Available at: https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/table-td2a-main-mode-by-distance-percentage-of-journeys-by-main-mode-by-road-network-distance-2019/
[14] DETR Environment Transport Regions (1998) Walking in Great Britain Transport Statistics Report. London, The Stationary Office
[15] Scottish Government (2023) National Planning Framework 4. Available at: https://www.gov.scot/publications/national-planning-framework-4/documents/
[16] Transport Scotland (2019) Scottish Household Survey. As above.
[17] Scottish Government (2019) Equality Evidence Finder. Available at: http://www.equalityevidence.scot/

## 6.5    Evaluation methodology

The evaluation methodology follows a pragmatic approach to evaluating delivery, impact and process[18]. A mixed-methods approach was followed, which generated quantified and qualitative insights. This approach was informed by Interpretative Phenomenological Analysis (Smith, 2010) as a theoretical framework for reporting prevalence and divergence in findings. Overall, the evaluation approach was iterative, with each progression refining and shaping the data collection and analysis process as the most appropriate way of identifying insights[19].

Projects were selected based on a representative sample of CSA/SRAs with geographic spread across Scotland, SIMDs, and urban and rural typologies. The number of projects included in the evaluation was limited to sixteen due to the timeframe and scope available to complete the project. From an initial sixteen projects identified by Living Streets Scotland, three were excluded as they did not include CSAs. The evaluator selected three replacement projects based on geographic spread and SIMD representation. It is noted that no CSAs or SRAs had been conducted with island communities or in remote rural areas.

A data extraction table was prepared to capture the audits' characteristics and to explore initial delivery indications through Google Street View. Predefined data headings were iteratively refined based on what data was consistently available across audits or verifiable through Living Streets where data was selectively missing from a report. A second data extraction table was set up to capture the community recommendations from the reports, including those listed in the text and appendices while screening to eliminate double counting. This process generated a more in-depth understanding of the nature and type of community-identified recommendations. Observations relevant to process evaluation were also collected at this time.

A semi-structured questionnaire was used to conduct 45-minute interviews with local authority partners. All original local authority partners were contacted via email to request participation in an interview, with a subsequent second invitation. Eight interviews were conducted, representing eleven of the sixteen CSA/SRAs (69%), as three local authority had commissioned two of the projects included in the evaluation. The interviews were conducted without Living Streets as a confidential learning space and all interview findings have been anonymised. The interview findings are reported as impact evaluation and inform the process evaluation in terms of improvements local authority partners would like to see in the CSA/SRA delivery. In addition, an online 'flash' survey was sent to the original community partners, who snowballed the survey out to their members for completion. The intent of the flash survey was to cross-reference evidence of impact in terms of both delivery and perceived safety, and to assess the current level of demand for minor measures.

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[18] Nutbeam and Bauman (2006) Evaluation in a Nutshell.

[19] Pope et al. (2000) Qualitative research in health care. Available at: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1117368/

# 7    Delivery evaluation – Where and how were the audits conducted? What did the audits find?



Figure 18: Geographical distribution of included CSA/SRA projects across Scotland (Map data © 2023 GoogleMaps)

## 7.1    Characteristics of the evaluated CSA/SRA projects

The sixteen evaluated CSA/SRA projects represent a geographic spread across Scotland and settlement types. There was a fairly even rural-urban split, with nine projects in rural locations (56%) and seven projects in an urban setting (44%). The settlement types included were varied, including two rural villages (13%), seven rural towns (44%), two large towns (13%), and five city settings (31%). Of note is that while Dingwall and Lossiemouth are within the Highlands and Islands Enterprise Area, no projects were available from the Islands or more remote rural settings. Despite this limitation, the included selection broadly represents settlement types in Scotland.

Table 1: Representation of settlement characteristics in the CSA/SRA projects

| No. | Report name | Settlement | Population[20] | Settlement type |
|---|---|---|---|---|
| 1 | Lower Speed Communities - Lossiemouth | Lossiemouth | 6,840 | Rural town |
| 2 | Making Room for Pedestrians - Moniaive | Moniaive | < 865[21] | Rural village |
| 3 | Lower Speed Communities - Mount Florida | Mount Florida, Glasgow | 1,028,220 | Urban suburb |
| 4 | Living Streets Audit - Dingwall | Dingwall | 5,360 | Rural town |
| 5 | Community Street Audit Report, Inverurie Town Centre | Inverurie | 14,660 | Rural town |
| 6 | Community Street Audit Report Pitlochry | Pitlochry | 2,880 | Rural town |
| 7 | Community Street Audit of Broich Road and Routes to School, Crieff | Crieff | 7,280 | Rural town |
| 8 | A Community Street Audit Report of Streets in The Gorbals, Glasgow | The Gorbals, Glasgow | 1,028,220 | Urban suburb |
| 9 | Street Audit Report for 'The Hen Hooses', Torry, Aberdeen | Torry, Aberdeen | 220,690 | Urban suburb |
| 10 | Edinburgh Cowgate - Community Street Audit Report | Cowgate, Edinburgh | 530,990 | Urban suburb |
| 11 | A Community Street Audit of a Route in Markinch, Fife | Markinch, Fife | 2,428 | Rural town |
| 12 | Community Street Audit Report - Glenrothes | Glenrothes | 44,760 | Large Town |
| 13 | Community Street Audit Report - For Falkirk Area Disability and Access Panel Falkirk Grahamston Station to Falkirk Retail Park | Falkirk | 103,380 | Large Town |
| 14 | Walkable Communities. A Community Street Audit of a Route in Dailly | Dailly | < 1,652[18] | Rural village |
| 15 | Walkable Inverleith Project Report Deanhaugh Street, Raeburn Place and Comely Bank Road, Edinburgh | Inverleith, Edinburgh | 530,990 | Urban suburb |
| 16 | Community Street Audit Report - Banff | Banff | 4,000 | Rural town |

**LEGEND:** GREYED = rural

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[20] National Records of Scotland (2022) Mid-2020 Population Estimates for Settlements and Localities in Scotland. Table 2.1: Population Estimates of Settlements by Sex and Broad Age Group. Available at: https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/settlements-and-localities/mid-2020
[21] Scottish Government (2020) Scottish Index of Multiple Deprivation Interactive Mapping. Available at: https://simd.scot/#/simd2020/BTTTFTT/9/-4.0000/55.9000/

The included projects represent a range across SIMD deciles. Three projects (19% of all projects) include areas from the most deprived 10%. A total of six projects (38%) had areas within the most deprived 20%. Only two projects (13%) are located in areas of the least deprived 30%. About eight projects (50%) can be described as mixed SIMD, including areas above and below the mid-point. For this evaluation, the sample was considered a relevant representation across SIMDs as it includes some of the most deprived areas of Scotland.

Table 2: Representation of SIMD characteristics across *included* CSA/SRA projects

| No. | Settlement | Local authority | SIMD deciles[22] |
|---|---|---|---|
| 1 | Lossiemouth | Moray Council | 7, 7, 4 |
| 2 | Moniaive | Dumfries and Galloway Council | 6 |
| 3 | Mount Florida, Glasgow | Glasgow City Council | 8, 2, 3 |
| 4 | Dingwall | The Highland Council | 6, 2, 4, 9 |
| 5 | Inverurie | Aberdeenshire Council | 8, 4, 6, 7 |
| 6 | Pitlochry | Perth and Kinross | 9, 8 |
| 7 | Crieff | Perth and Kinross | 6, 4, 5 |
| 8 | The Gorbals, Glasgow | Glasgow City Council | 1, 1, 1, 4, 1, 5, 2 |
| 9 | Torry, Aberdeen | Aberdeen City | 1, 1, 3 |
| 10 | Cowgate, Edinburgh | City of Edinburgh Council | 6, 2 |
| 11 | Markinch, Fife | Fife Council | 6, 8, 6 |
| 12 | Glenrothes | Fife Council | 3, 1, 10 |
| 13 | Falkirk | Falkirk Council | 3 |
| 14 | Daily | South Ayrshire Council | 4, 5 |
| 15 | Inverleith, Edinburgh | City of Edinburgh | 9, 10, 10, 10 |
| 16 | Banff | Aberdeenshire Council | 4 |

**LEGEND:**
1 = most deprived, 10 = least deprived
LIGHT GREYED areas include the most deprived 20%, DARK GREYED areas include the least deprived 30% only

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[22] Scottish Government (2020) Scottish Index of Multiple Deprivation Interactive Mapping. Available at: https://simd.scot/#/simd2020/BTTTFTT/9/-4.0000/55.9000/

## 7.2 Commissioning and timeline

While there are sixteen projects included in the evaluation, six had two audits resulting in twenty-two CSAs and SRAs. Thirteen CSAs (59%) and 9 SRAs (41%) were included. Most projects were commissioned by a local authority partner (88%), with only two commissioned by a community group (13%). Thirteen local authority areas are covered across the sixteen projects. In three cases, the local authority had commissioned a series of CSAs: the City of Edinburgh Council commissioned six, Perth & Kinross Council commissioned eleven, and Aberdeenshire Council commissioned seven. The audits were conducted between 2014 and 2019. From 2020, Living Streets paused the auditing process due to the Covid-19 pandemic.

## 7.3 Strategic and amenity value of audit routes

The routes were selected with the local community partners and represent short, everyday journeys. Twelve (75%) project routes included a high street or retail centre, thirteen (81%) projects included schools and/or a college or nursery facility, fourteen projects (88%) included access to a greenspace or park, seven (54%) included a major transport interchange such as a local train or bus station (not including local bus services). All sixteen (100%) project locations included a community or medical facility such as a sports centre or hospital. As such, the selected audit routes are of high amenity value and overlap with core everyday walking zones for each settlement.

The audit routes are understandably walking scale. The average audit route length is 1.3 km, with a range from the shortest route of 0.5 km to the longest of 2.8km. From the perspective of a more vulnerable user, such as a child or an older person, a distance of 1.3 km represents about 26 minutes of walking[23]. For a non-disabled person, this same distance represents less than 20 minutes of walking[24]. As such, the audit routes fall within core walking distance potential and given the high amenity value, relate well to the emerging 20-Minute Neighbourhood[25] agenda.

## 7.4 Engagement and community

The audits demonstrated a strong approach to community engagement. Fourteen (88%) projects included additional engagement before or after audit walkabouts. These ranged from interviews, facilitated workshops, mapping, and drop-in sessions to social media engagement, posters, and questionnaires. Just over half of the projects (10) included collaboration with a local school or college.

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[23] Based on a walking speed of 3 km per hour

[24] Based on a walking speed of 5 km per hour

[25] Scottish Government (2023) National Planning Framework 4. Available at: https://www.gov.scot/publications/national-planning-framework-4/

Figure 19: The community street audit walkabout in Dingwall, including a local resident in a mobility scooter, a local councillor, and a road safety officer (Image © Living Streets)

## 7.5    Focus on inclusion

All projects had a stated inclusion focus which ranged from meeting the walking needs of children to enabling walking for older people and Disabled people, including specific mobility needs such as the use of a mobility scooter, wheelchair, guide dog, sight cane, or pushchair. Six audits were conducted with children (38%), and six were conducted with Disabled people (38%). Two projects included older people (13%). However, in both cases, the inclusion of older people was through engagement and consultation separate from the audit walkabout. Nine audit processes included representatives of Disabled people, and/or older people and children, which included local parents or members of parent councils and officers from local or national Disability group**s.** Overall, the inclusion focus of the audits was strong, with fifteen projects (94%) engaging Disabled people, older people and children, and/or their representatives, in the audit walkabouts.

Table 3: Summary of participant inclusion of audit walkabouts

| No. | Settlement | Disabled people | Older people | Children | Representatives |
|-----|-----------|-----------------|--------------|----------|-----------------|
| 1 | Lossiemouth | n/a | n/a | Yes | n/a |
| 2 | Moniaive | n/a | n/a | Yes | n/a |
| 3 | Mount Florida, Glasgow | n/a | n/a | Yes | Parents |
| 4 | Dingwall | Yes (mobility scooter) | n/a | Yes | n/a |
| 5 | Inverurie | Yes (wheelchair user) | n/a | n/a | n/a |
| 6 | Pitlochry | Yes (visually impaired people) | Yes* | n/a | n/a |
| 7 | Crieff | n/a | n/a | n/a | Parents, school staff |
| 8 | The Gorbals, Glasgow | n/a | n/a | Yes | Parents, school staff |
| 9 | Torry, Aberdeen | n/a | n/a | Yes | Parents, carers, school staff |
| 10 | Cowgate, Edinburgh | Yes | n/a | n/a | Participant from the Edinburgh Access panel |
| 11 | Markinch, Fife | no direct inclusion participation | no direct inclusion participation | no direct inclusion participation | no direct inclusion participation |
| 12 | Glenrothes | n/a | n/a | n/a | Participant Glenrothes Youth Forum |
| 13 | Falkirk | Yes (motorised wheelchair users, visually impaired user with cane) | n/a | n/a | n/a |
| 14 | Daily | n/a | n/a | n/a | member of Dailly Primary School Parent Council, parent |
| 15 | Inverleith, Edinburgh | Yes (guide dog user) | n/a | n/a | Guide Dogs Scotland Community Officer |
| 16 | Banff | n/a | Yes* | n/a | Dementia Friendly Aberdeenshire* |

**LEGEND:**
*Indicates this was facilitated in pre- or post- walkabout engagement
GREYED areas highlight where there was no direct inclusion participation

### 7.6 Community identified recommendations

Each audit identified issues and then made recommendations for improvements along the route. The median number of community recommendations identified per audit was thirty-eight, with the lowest number of recommendations being fifteen and the highest 136 within one audit. Across all sixteen evaluations, a total of 732 recommendations were identified. Analysing these by broad category shows that the majority (59%) of recommendations are for walking infrastructure improvements, followed by crossings (11%) and improvements to the carriageway (11%). These broader categories reveal that the identified recommendations could typically fall across different services for the local authority partner.

Table 4: Summary of total community identified recommendations by category

| Recommendations by category | Quantity | % |
|---|---|---|
| **Footway & assets** | 431 | *59* |
| **Crossings** | 78 | *11* |
| **Carriageway improvements** | 78 | *11* |
| **Cross-service collaboration** | 55 | *8* |
| **Maintenance** | 51 | *7* |
| **Active travel behaviour change** | 39 | *5* |
| **Total Measures** | 732 | *100* |

The identified recommendations were classified into twenty different types, which demonstrates the highly variable nature of the recommendations. Exploring these in detail reveals that the most frequently identified recommendations were footway repairs (20%), followed by drop kerb and tactiles (13%), and footway improvements such as widening, new footpaths, or footpath extensions (8%). New crossings, including signalised (4%), informal crossings such as zebra crossings and traffic islands (5%), and continuous footways at side junctions (2%), were also important. All crossings combined made up 11% of the recommendations. The overall scale of the recommendations is small and can be defined as minor measures.

Table 5: Summary of community-identified recommendations by type across CSA/SRAs

| Category | Recommendation type | Quantity | % |
|---|---|---|---|
| Footway & assets | Place quality | 20 | 3 |
| Footway & assets | Footway quality & repair | 143 | 20 |
| Footway & assets | Footway connectivity & widening | 62 | 8 |
| Footway & assets | Drop kerbs & tactile paving | 97 | 13 |
| Footway & assets | Footway assets / benches | 37 | 5 |
| Footway & assets | Pedestrian Signage | 19 | 3 |
| Footway & assets | Decluttering | 53 | 7 |
| Crossings | Signalised crossings | 32 | 4 |
| Crossings | Informal crossings / non-signalised | 34 | 5 |
| Crossings | Side junctions | 12 | 2 |
| Carriageway | Road Signage | 20 | 3 |
| Carriageway | Road markings | 19 | 3 |
| Carriageway | Road layout | 18 | 2 |
| Carriageway | Parking | 19 | 3 |
| Cross-service collaboration | Enforcement & management | 51 | 7 |
| Cross-service collaboration | Bus routing | 4 | 1 |
| Maintenance | Footway maintenance | 40 | 5 |
| Maintenance | Drainage | 6 | 1 |
| Maintenance | Lighting | 5 | 1 |
| Active travel behaviour change | Travel plans & engagement | 39 | 5 |
| | Total measures | 732 | 100 |

**LEGEND:**
LIGHT GREYED areas show three most frequently identified community recommendations

# 8    Impact evaluation – Did the audits make a difference?

## 8.1    Understanding the delivery of recommendations

Initial assessments conducted through Google Street View were verified with local authority interview participants to assess the delivery of recommendations. The impact of the CSA/SRAs on delivery was low, with approximately 28 of 732 community identified recommendations delivered (4%). Only four from sixteen CSA/SRAs resulted in recommendations such as drop kerbs, new footways and new crossings being built. One project also developed a dog fouling communication toolkit which became a citywide programme and is ongoing today. A fifth project contributed to a blanket 20 mph across the village, which may have been going to occur even without the supporting evidence of the audit. The spending levels were humble, with one local authority estimating a spend of £120k in one location, with some additional resurfacing works funded by the local NHS trust. A second local authority estimated £75k over three locations for minor measures.

Local authorities who had delivered measures shared their experience with co-funding measures. Two local authorities who had delivered measures recognised that it made sense to coordinate delivering the recommendations through other works being undertaken. This involved reaching out and coordinating with other teams already undertaking works, such as maintenance teams. It was also key to reach out to wider partners, such as the local NHS trust and community council as they have access budgets that could fund measures that cannot be funded through active travel budgets. A key difference in the local authorities who did deliver drop kerbs is that they treated drop kerb improvements as a material change that facilitates active travel and not as a maintenance issue:

> *'We were quite fortunately in that there was a major resurfacing project going on through the middle of the high street just shortly after this audit. Coz we just managed to get stuffed tacked on...'*

> *'[Upgrading drop kerbs] was a full reconstruction… and they were made wider in most cases.'*

Several local authorities noted that egregious issues like a pothole in the footway could be treated as a complaint and thus be actioned more quickly. Some interview participants expressed that highlighting the three most urgent issues in the executive summary would be a useful improvement to the audit reports.

## 8.2    Understanding non-delivery of recommendations

Most local authorities found it challenging to deliver the community identified recommendations as they are small and sundry and fall across multiple services. Interview participants identified recommendations as falling across active travel, road safety, road maintenance, operations, economic regeneration, and/or community development services. The interviews demonstrated that each local

authority is slightly different in structure, with different routes to how the community identified recommendations could be delivered.

Delivery of the audit recommendations would be contingent on a contact person who can distribute and coordinate these across services and follow-up on delivery. Some interview participants raised that as the CSA/SRAs have strong placemaking characters, they almost fit better with economic regeneration teams. Officers recognised the challenges of working across services but also expressed a level of disengagement with interdisciplinary working, which may be a pragmatic reality:

> *'If I picked up a street audit that said, "we need enforcement of A-boards" I would just skip that point entirely because it's not relevant to my service.'*

> *'It's an ongoing battle to do better joined-up thinking.'*

Many of the recommendations including the two most frequently identified recommendations such as footway repairs and drop kerbs were viewed by many as maintenance issues. Maintenance teams were understood to have a separate process of inspections and broadly viewed by interview participants as being non-receptive to both community audits and an inclusion perspective. One participant related that addressing the poor state of repair of the footways was also problematic because footways were in such poor repair across the area that there would be no end to the volume of requests that one repair could result in:

> *'We can't fund maintenance. Which is why some of them, like [recommendation] number three, I couldn't bring that forward because it was poor footpath condition.'*

> *'It's very difficult. We can send it to maintenance, but actually having the ability to get them to do it is a different story.'*

> *'Only so many times you can email Roads to say, "that drop kerb is wrong."'*

Fundamentally, most local authorities did not immediately consider minor walking measures a strategic priority. Many local authority partners did not see the CSA/SRAs relating to a route. From this perspective, the community identified recommendations did not qualify for active travel funding, which emphasises a journey from A to B. There was a mixed sense that there is no available funding for minor measures and that getting things done through maintenance is difficult. This sense of difficulty was tempered by self-awareness of an unconscious bias that walking is not as important as cycling (or driving):

> *'Things like repairing a footway or so, I can't really see us trying to bid for funding for those.'*

*'We become a bit blinded by the cycling stuff at times. Sometimes we just basically need to encourage people to walk. We always seem to forget that.'*

*'When you say a walking project, it almost doesn't have the same credibility sometimes.'*

## 8.3    Prioritisation as a pathway to funding and delivery

Three local authorities emphasised the high demand for projects and that they constantly balance this against available revenue and capital resources. There was also a sense that sometimes doing the audits creates an unrealistic sense of community expectation, which then fuels a hostile attitude towards the local authority:

*'We get people coming to us with ideas for schemes all the time.'*

*'We get inundated with all these requests; I think they think we are going to action it straight away.'*

*'Sometimes you just get a bit of a clash when you go out. And the council… we're the bad boys and we should fix this for them.'*

All eight local authorities interviewed raised the importance of integrating the CSA/SRAs into their internal prioritisation processes. This integration could include earlier collaboration with Living Streets to assess where and when the audit may take place. Different services may have different priorities, which could hinder project delivery, but equally may offer opportunities, as raised in the discussion around co-funding. There was a sense of an invitation that local authority partners would welcome Living Streets playing a more proactive role in both making the case for prioritisation and in managing the communities' expectations in terms of how long it will take and realistically, if at all, for the recommendations to be delivered.

Most local authority interview participants identified Cycling Walking Safer Routes (CWSR) as the most appropriate funding source for the measures identified in the community recommendations. However, one local authority said they had allocated 100% of their current CWSR to match funding a large project, so they had no budget for small projects. Five out of eight local authorities shared that no maintenance budgets were available for these minor measures as road budgets are already overstretched. Differently, one local authority interview participant shared that their active travel team now routinely picks up these types of minor works projects and their team views this as a good way to spend active travel funding. This was a local authority who had delivered around 50% of the community identified recommendations in their CSA. For most interview participants, there was a sense of a lack of clear funding route for minor walking measures in scale with demand:

*'When we come on to why haven't we delivered, well one is the staff resources, and two it's the level of funding. Coz as much as I'm saying [we're] feeling good we've put £10k into this borough, that doesnae provide an awful lot of drop kerbs at the cost of a drop kerb.'*

## 8.4 Improving partnership working

About half of the interview participants expressed a desire for greater partnership working with Living Streets with earlier collaboration on selecting the audit locations, on making the case for prioritisation as described above, coordinating with other existing programmes of works, and on multi-year follow-up after the audits to support collaboration across departments and increase delivery success. The CSA/SRAs were understood as a starting point of a process that can take several years. There was also a sense that Living Streets could help moderate community expectations about the time necessary and sustain interest over this period (as described above, potentially enable investment of some measure through other funding routes). Living Streets could assist local authorities in building up delivery routines and joined up working across services fundamentally taking on a project leadership role. Equally, with multi-year involvement Living Streets could then directly track whether recommendations have been delivered:

*'The audit is the easy part.'*

*'If these aren't being followed up there is a risk that they might slowly fall down the pile.'*

*'Vegetation. We reported that to the area roads, I have no idea if they actually cut it back.'*

*'What it also does is provide that level of communication to the local people who have taken time out of their day voluntarily… for us to do nothing about it isn't great.'*

## 8.5 Impact beyond delivery

The interviews with the local authority partners highlighted that the CSA/SRAs had had an impact beyond the actual delivery of the community identified recommendations. Local authority partners valued the CSA/SRA process for community engagement, the focus on inclusion, and the independent viewpoint of the audits. Participants appreciated that the audits represent the community perspective and saw how this could help constructively challenge some of their assumptions. This self-reflection was balanced by a desire for greater collaboration, as mentioned previously. For example, by more clearly articulating the recommendations as community identified and allowing space for the local authority partner to propose solutions in response and benefit from the audit process and inclusion insights:

*'When we read through them as engineers some of the things they were suggesting we thought, well that won't work. But it's ideas…'*

*'I enjoyed the process I have to say. What I enjoyed about it was the schools were much more engaged doing it, and the community was much more engaged than they had ever been with anything we had done with them before.'*

*'That's where an independent person is really good. I am receptive to that because yeah you sometimes you get your practical council head on and you can become a little bit stubborn.'*

Some interview participants shared that they valued the impact the engagement had in increasing officers' understanding of the experience of Disabled people, older people, and children. One participant expressed a desire for a rolling programme of engagement with officers, including officers in maintenance and other services, to keep integrating this inclusive perspective into their day-to-day operations. Another participant emphasised the importance of including key funding gatekeepers in the audit walkabout so that they could directly share this experience and make the case for funding the recommendations:

*'It was good in that way too, just realising how difficult it can be for some residents to do what you take for granted.'*

*'[It] gave us as engineers an insight of someone in a wheelchair… [and] gave us a great insight into the daily challenges they face.'*

Interview participants from a local authority that had been proactive in delivering minor measures, such as drop kerbs, felt that delivering a successful project had built a reference to inspire both internal team members and wider communities.

*'Success breeds success. But I think when people see something positive happen they say, "that's really good, why don't you come and do that in my area"'.*

*'From our team's perspective, this project has bred probably bigger willingness to look at stuff like this more.'*

### 8.6     Measuring impact in walking data

Only one local authority participating in an interview described having several pedestrian counters across their city but stated that this did not provide consistent data coverage. They were uncertain who was managing this data. Four other local authorities related having a small number of pedestrian and cycle counters, but these were mostly sited on multi-user paths. The interview participants indicated

there was a bias towards collecting cycling data on these counters, except for one participant who stated that the counter revealed that there was a surprisingly high number of pedestrians using a local section of the National Cycling Network. Two interview participants indicated they thought collecting walking data in town centres was challenging due to the potential of double counting people who are loitering rather than travelling through.  In two locations, the interview participant thought that the economic development teams might be collecting town and city centre walking data as this is of material economic interest. Although interview participants described in essence a lack of use of walking data for either prioritisation or impact evaluation, the topic was met with interest as an area of emerging technological innovation.

## 8.7    Impact from the community partner perspective

The flash survey received a total of 62 responses from twelve different audit locations; from three locations only one person responded so the survey is not fully representative of all CSA/SRA locations. Eight respondents (13%) were based in two locations where five or more of the CSA/SRA recommendations have been delivered. Fourteen respondents (23%) had participated in the original audit. Given the timelapse of four to nine years the since the CSA/SRAs were conducted, this was viewed as a reasonable response rate especially as the audit routes are key local routes which still have the same high amenity value and relevance to daily living.

The flash survey indicated differences in experience from CSA/SRA locations which have had five or more of the community recommendations delivered and compared to those which have not. Settlements with delivery estimated higher levels of delivery with 60% of recommendations delivered compared to 30% in locations of non-delivery. In both cases these estimations are substantially higher than the evaluation estimate based on Google Street View and the local authority interviews. Respondents from settlements with delivery had lower desire for further walking minor measures with 50% responding yes, compared to 87% of respondents from settlements without delivery. Overall, this indicates that delivery of community identified measures has had an impact, but that there is still demand for more. This can be understandable form the perspective that even the two locations with the highest delivery levels still only delivered between 25% and 50% of the community identified recommendations.

There were also differences in perceived safety with 63% of survey respondents from settlements with delivery agreeing they feel less likely to slip or trip on the audit route compared to 30% of respondents from non-delivery settlements. Similarly, **50% of survey respondents from settlements with delivery agreed they feel safer from cars and other vehicles compared to 28% of non-delivery locations**. As such, the flash survey indicates that the CSA/SRAs did have an impact from a community perspective when they were actioned. The inconsistency of evidence of impact from location without delivery may be a result of other local improvements incidental to the CSA/SRAs, or in one location a result of the blanket 20 mph

introduced. With or without partial delivery of the community identified recommendations, **the survey suggests strong on-going demand for minor walking measures with 82% of all respondents saying they would like more minor walking measures in their local community.**

Table 6: Summary of flash survey of community perspective of delivery impact

|  | All responses | Responses from non-delivery CSA/SRAs | Responses from CSA/SRAs with delivery* |
|---|---|---|---|
| **Participated in original audit process** | 23% | 22% | 25% |
| **Estimated percentage of recommendations delivered** | 30% | 30% | 60% |
| **Desire more minor measures along the audit route** | 82% | 87% | 50% |
| **Feel less likely to slip or trip on the audit route as a pedestrian** | 34% | 30% | 63% |
| **Feel safer from cars and other vehicles on the audit route as a pedestrian** | 31% | 28% | 50% |

**\*** Defined as five or more recommendations being delivered

While this survey is a flash survey and intended to generate quick insights only, the **survey findings do indicate that there were greater changes in perceived safety in settlements where minor measures had been delivered.** This indicates that changes in perceived safety can be measured simply, albeit with the limitation that it might not be practicable or possible to identify wider influences which may have influenced perceptions of pedestrian safety. Given that the Road Safety Framework 2030 follows a systems-thinking approach – meaning, it is not just one thing that delivers safety – this seems acceptable, as ultimately it will be all measures working together which really delivers on road safety for pedestrians.

# 9    Process evaluation - How could the audits be improved?

## 9.1    Recommendations for improving reporting

The evaluation process revealed inconsistencies across the reports and difficulty in identifying recommendations. While some local authority interview participants stated that they valued the narrative storytelling relating the perspective of more vulnerable users, most said that they found it difficult to access the key information and the reports were too long. Overall, there was a strong consensus for more concise reporting which would include a simple map and table closer to what local authorities use to develop delivery schedules. As such, the following are proposed recommendations to improve reporting:

- Include a simple map of the route, highlighting the strategic and amenity value (e.g. show key destinations such as schools, train stations, high streets, community facilities, connections to other active travel routes etc.)
- Include a simple table of recommendations including location, issue, and the identified community recommendation. Leave a column for the local authority partner to respond with a counterproposal
- Standardise reporting of key information such as audit date, attendees and their roles, total number of attendees, and additional engagement events
- Consider mapping the location of issues/recommendations onto a GIS platform which can be exported for local authority use and to a national database

## 9.2    Recommendations for improving processes

Overall, there is a fundamental value to the CSA/SRAs in that they represent the needs of the people who use the footway and want to use the footway as part of their daily lives. The CSA/SRAs document a strong demand for minor walking improvement measures, which are highly achievable in cost and complexity terms. Notwithstanding, the following recommendations are proposed to make the reports more impactful in terms of getting the community-identified recommendations built and in the ground as follows:

- Improve partnership working with the local authority both before and after the audit. Strengthening collaborative working could include reviewing the audit location and timing beforehand with the local authority, coordinating across multiple services, and following up at agreed intervals to check progress
- Strengthen the prioritisation case-building within the audit as this will likely connect to internal prioritisation and external funding criteria
- Assess whether a more transformational approach such as a walking flagship and/or use of pop-up approaches to trial this would offer better value

- Collect before and after walking data to make the case for prioritisation and measure impact after delivery
- Identify different landowners related to the recommendation delivery, and explore potential co-funding through these different project partners
- Identify potential funding pathways in collaboration with the local authority partner and other funding gatekeepers, such as a local councillor
- Offer ongoing experiential inclusion training to local authority staff such as lunchtime talks, wheelchair or visual impairment experientials. This could also include engaging with road maintenance and asset teams, to stimulate a conversation around their contributing to the project through their service
- Remain an enabling partner for the community stakeholders, assisting them in progressing (often low-cost) placemaking measures that may provide immediate impact and sustain their interest over the multi-year period needed for delivery
- Recognise each local authority is different, and consider mapping critical services related to the delivery of the project with contact partners to understand this better and support project handovers over time

The above recommendations place Living Streets in a pivotal role not just in conducting the CSA/SRAs but in enabling delivery of the resulting community identified recommendations. This paints a picture of multi-year collaboration, where Living Streets staff play a quasi-project manager role, filling a current lack of capacity within local authorities to drive these small but highly impactful projects forward. While this may be viewed as an open opportunity, it would need to be met by adequate staff skill level and continuity within Living Streets to be successful at scale.

## 9.3     Recommendations for improving equity and fairness

Scotland is strongly committed to fairness laid out in several policies, such as the Fairer Scotland Action Plan (2016)[26], which sets out the vision for an inclusive Scotland where everyone can feel at home. The SIMD has been an essential tool for executing the vision. The SIMD is also used in Scotland's Road Safety Framework, which gives strategic priority to addressing socio-economic disadvantage by focusing on areas of deprivation. As described in Section 5.4 above, intermediate outcome target '7', is a commitment to achieving equality in casualty rates with a target of reducing the overall casualty rate for the most deprived 10% SIMD areas to the same level as the least deprived 10% SIMD areas. While the Fairer Scotland Action Plan nor the Road Safety Framework directly mention equity, there is now growing emphasis on actively addressing barriers that lead to differential access to and ability to enjoy

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26 Scottish Government (2016) Fairer Scotland Action Plan. Available at: https://www.gov.scot/publications/fairer-scotland-action-plan/documents/

the same rights. For example, Scotland's National Performance Framework[27] mentions equity as part of inclusive growth.

Living Streets include diversity, inclusion, and equality in its 2020-25 strategy[28]. There is a less direct emphasis on equity. However, the idea of 'equity in place' is described as providing everyone with the same rights and the same expectation of experience of the public realm[29]. This is slightly different from those definitions of equity that seek to provide everyone what they need to give them access to the same opportunities. Arguably, equity is at the heart of the Living Street's mission, given that walking has potential to be the most equitable form of transport in Scotland[30,31].

Methodologically the CSA/SRA process could be seen as a way to operationalise the vision for equity. Through their inclusive focus and community perspective, they provide a window into the specific but different barriers faced by different social groups. Officers' increased understanding of the community perspectives was also stated as one of the main benefits of the CSA/SRA process. The focus of the audits on Disabled people, children, and older people is likely to have a much broader impact, both on other vulnerable groups and more widely through the so-called 'curb-cut'[32] effect. The idea that by lowering the real and symbolic kerbs for Disabled people, policymakers create conditions where everyone can thrive enters the concept into a positive cost-benefit calculation.

The current focus of the CSA/SRAs on Disabled people, older people and children corresponds to a focus on physical limitations which invite a footway and road design standard to enable what is fact a population norm in Scotland. This could also be term: good design. In order to expand the equity remit of the CSA/SRAs, consideration could be given to focussing on groups who experience cultural limitations which influence how they use and experience the footway and road environment. Two key groups related to safety are women and being from a non-White minority background. Data from the Scottish Crime Survey show substantial differences in perceptions of safety walking home alone at night between men and

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[27] Scottish Government (2023) National Performance Framework. Available at: https://nationalperformance.gov.scot

[28] Living Streets (2020) Walk With Us: Living Streets Strategy 2020-2025. Available at: https://www.livingstreets.org.uk/media/5777/lsstrategy_20-25.pdf

[29] Living Streets (n.d.) Our approach to promoting inclusive streets. Available at: https://www.livingstreets.org.uk/media/5917/inclusive-streets-final-position-paper.pdf

[30] Walking Cycling Climate Action (2021) Our Streets Too: Why Walking Infrastructure is a Priority for Healthy Ageing and Prosperity in Scotland. Available at: https://www.livingstreets.org.uk/media/6660/our-streets-too.pdf

[31] Inequality in Transport (2018) Measuring Inequality. Available at: https://inequalityintransport.org.uk/exploring-transport-inequality/measuring-inequality#:~:text=Trip%20Stages%3A%20Walking%20is%20the,respectively%2C%200.89%20and%200.92).

[32] Policy Link (2017) The Curb Cut Effect. Available at: https://www.policylink.org/resources-tools/curb-cut-effect

women, with striking intersectionality by SIMD and by age[33]. Scotland has a growing non-White minority ethnic population; a study using data from Britain found that people from a non-White ethnic minority ethnic are 25% more likely to be a casualty than white pedestrians[34]. There is concurrence with an earlier study examining a large data set from London that deprivation alone cannot explain these differences[35].

Conducting CSA/SRAs with both women and non-White ethnic minorities could add important road safety both in perceived and absolute terms from this different perspective of cultural rather than mobility enabling. Within the audit process, the selection of audit locations could also help focus on equity beyond SIMD category (for example, see the equity review of low-traffic neighbourhoods[36]). Greater collaboration with local authorities in their prioritisation processes could help give gather insights into how to approach this pragmatically, and especially to include marginalised communities where engagement with the CSA/SRA process may be low. In sum, the following recommendations are made as a starting point to broaden the equity and fairness of the CSA/SRA process:

- CSA/SRA process provides a way to operationalise the vision for fairness and equity by identifying specific barriers faced by different social groups and increasing officers' understanding of community perspectives
- The focus of audits on Disabled people, children, and older people can have a broader beneficial impact on other vulnerable groups and society as a whole through the "curb-cut" effect
- Focussing on delivery of the community identified recommendations is an immediate priority from an equity and fairness perspective
- Audit locations should be selected to focus on equity beyond SIMDs, and demand for CSA/SRAs in marginalized communities should be balanced with need and awareness raising
- Adding a women and non-White ethnic minorities focus to CSA/SRAs would expand the road safety and equity relevance of the findings

[33] Scottish Government (2021) Scottish Crime Survey 2019/2020. *Table 1.05a: QSFDARK: How safe respondent feels walking alone in local area after dark,* with additional sub analysis broken down by gender by age by SIMD and urban/rural setting.

[34] Agilysis (2021) Road Traffic and Injury Risk in Ethnic Minority Populations Research Series. Available at: https://www.livingstreets.org.uk/media/6335/road-traffic-injury-risk-amongst-gb-black-and-ethnic-minority-populations.pdf

[35] Steinbach, R et al. (2007) Road Safety of London's Black and Asian Minority Ethnic Groups A report to the London Road Safety Unit. Available at: https://www.researchgate.net/publication/237736665_Road_Safety_of_London%27s_Black_and_Asian_Minority_Ethnic_Groups_A_report_to_the_London_Road_Safety_Unit

[36] Aldred, R., Verlinghieri, E., Sharkey, M., Itova, I., & Goodman, A. (2021). Equity in new active travel infrastructure: A spatial analysis of London's new Low Traffic Neighbourhoods. Journal of Transport Geography, 96.

# A. APPENDIX – Audit Route Maps

## 1. Lossiemouth
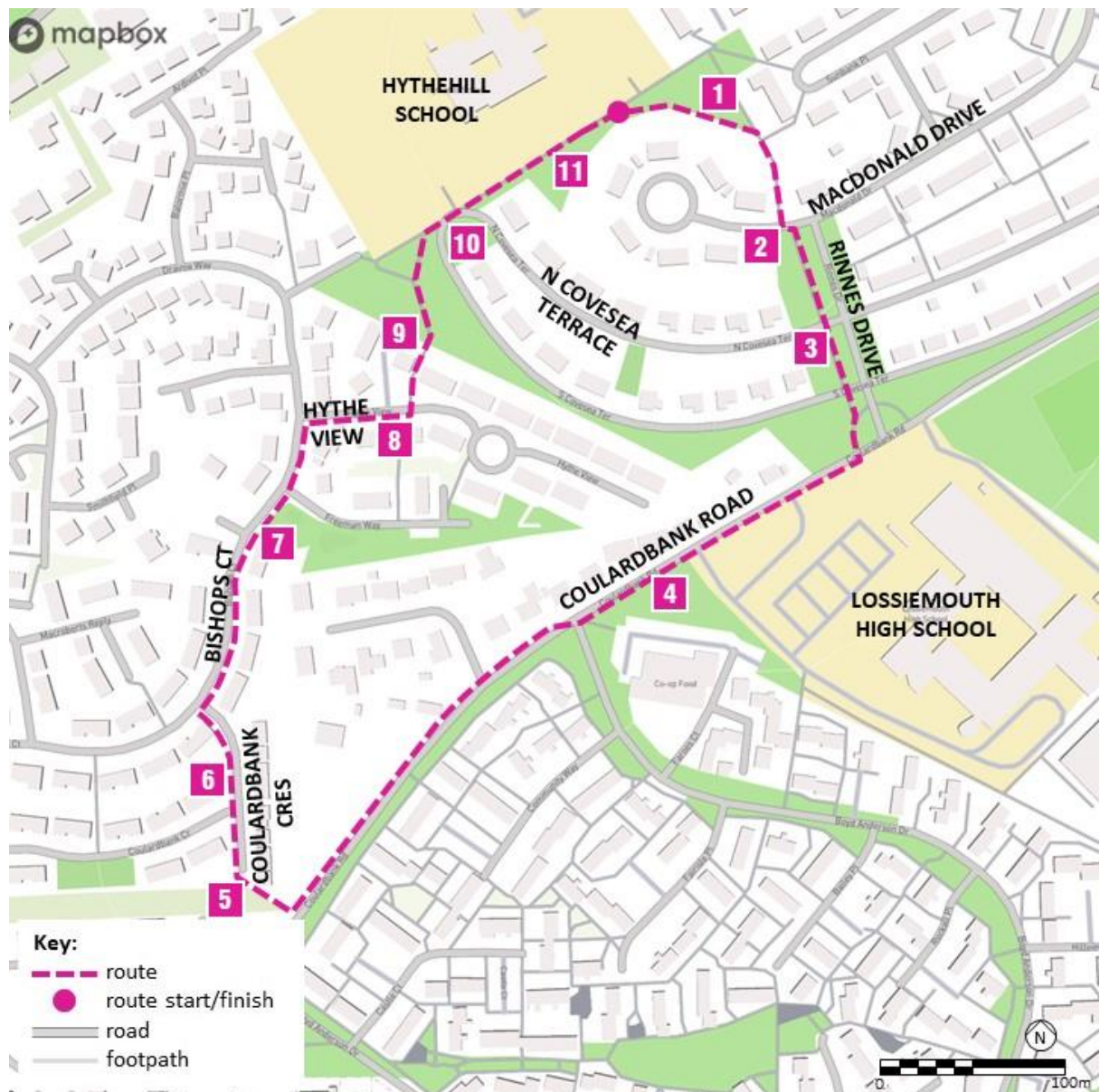
Route A length: 1.32 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Footpath behind school and between housing | Footpath |
| 2 | Macdonald Drive | Residential street |
| 2 | Rinnes Drive | Residential street |
| 3 | Coulardbank Road | Local access road |
| 4 | Footpath btwn Coulardbank Drive and Coulardbank Crescent | Footpath |
| 5 | Coulardbank Crescent | Residential street |
| 6 | Bishops Court | Residential street |
| 7 | Hythe View | Residential street |
| 8 | Footpath between housing and through greenspace | Footpath |
| 9 | North Covesea Terrace | Residential street |
| 10 | Footpath behind school and through greenspace | Footpath |
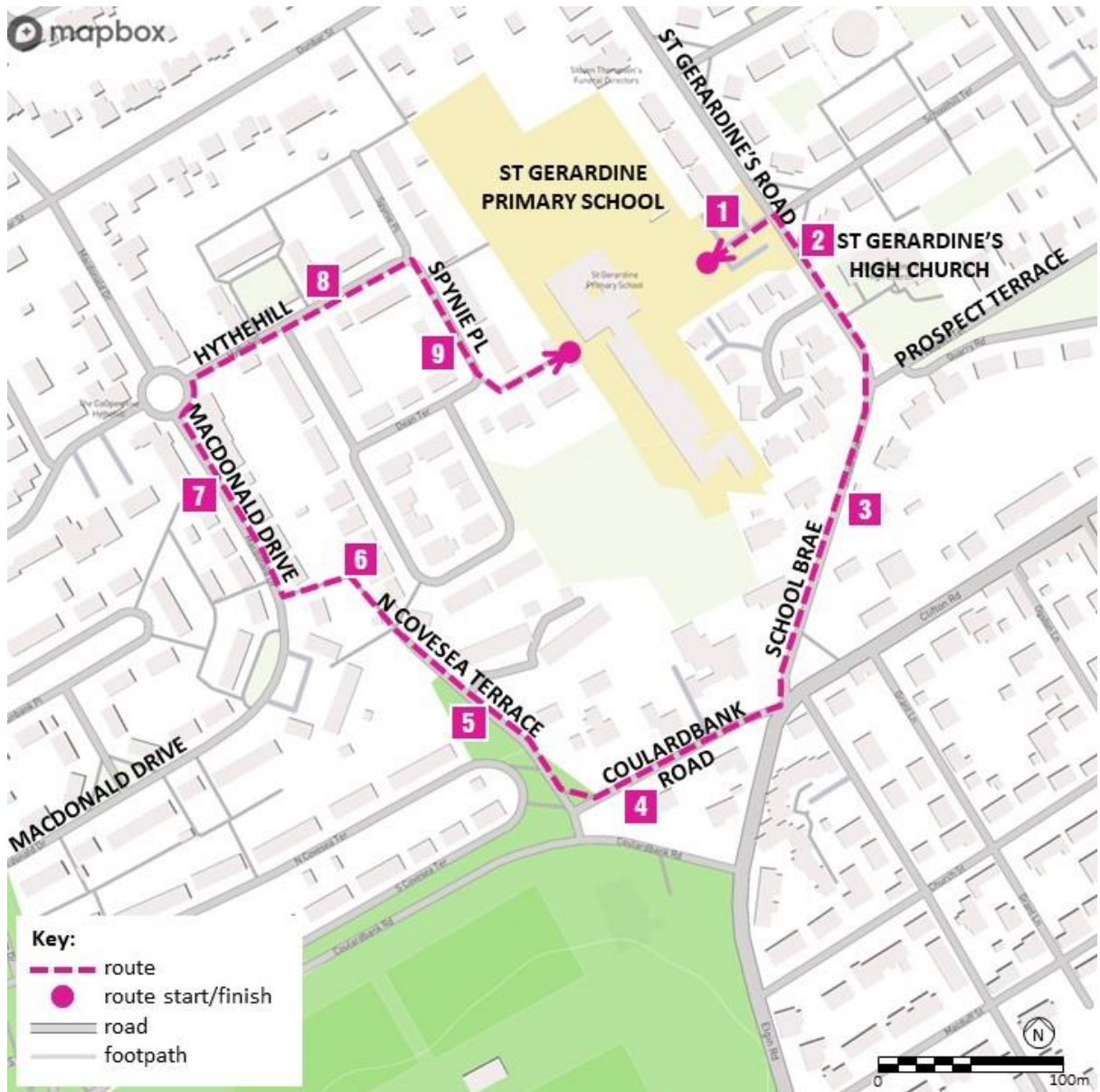
Route B length: 1.00 km

| Route | Road name | Road type |
|---|---|---|
| 1 | School car park | Car park |
| 2 | St Gerardine's Road | Residential street |
| 3 | School Brae | Residential street |
| 4 | Coulardbank Road | Residential street |
| 5 | North Covesea Terrace | Shared drive |
| 6 | Footpath | Footpath |
| 7 | MacDonald Drive | Residential street |
| 8 | Hythehill | Residential street |
| 9 | Spynie Place | Residential street |

**2. Moniaive**
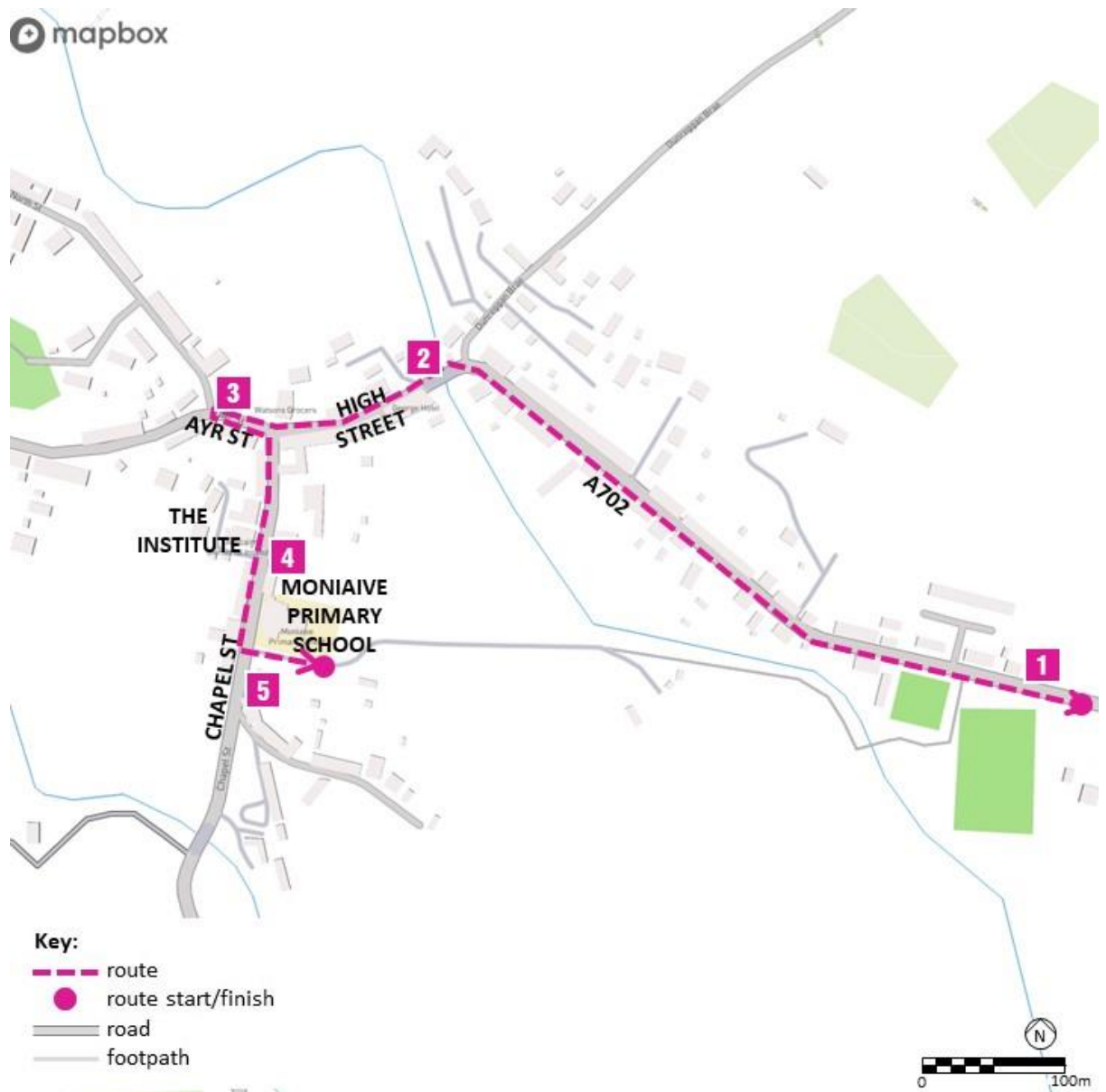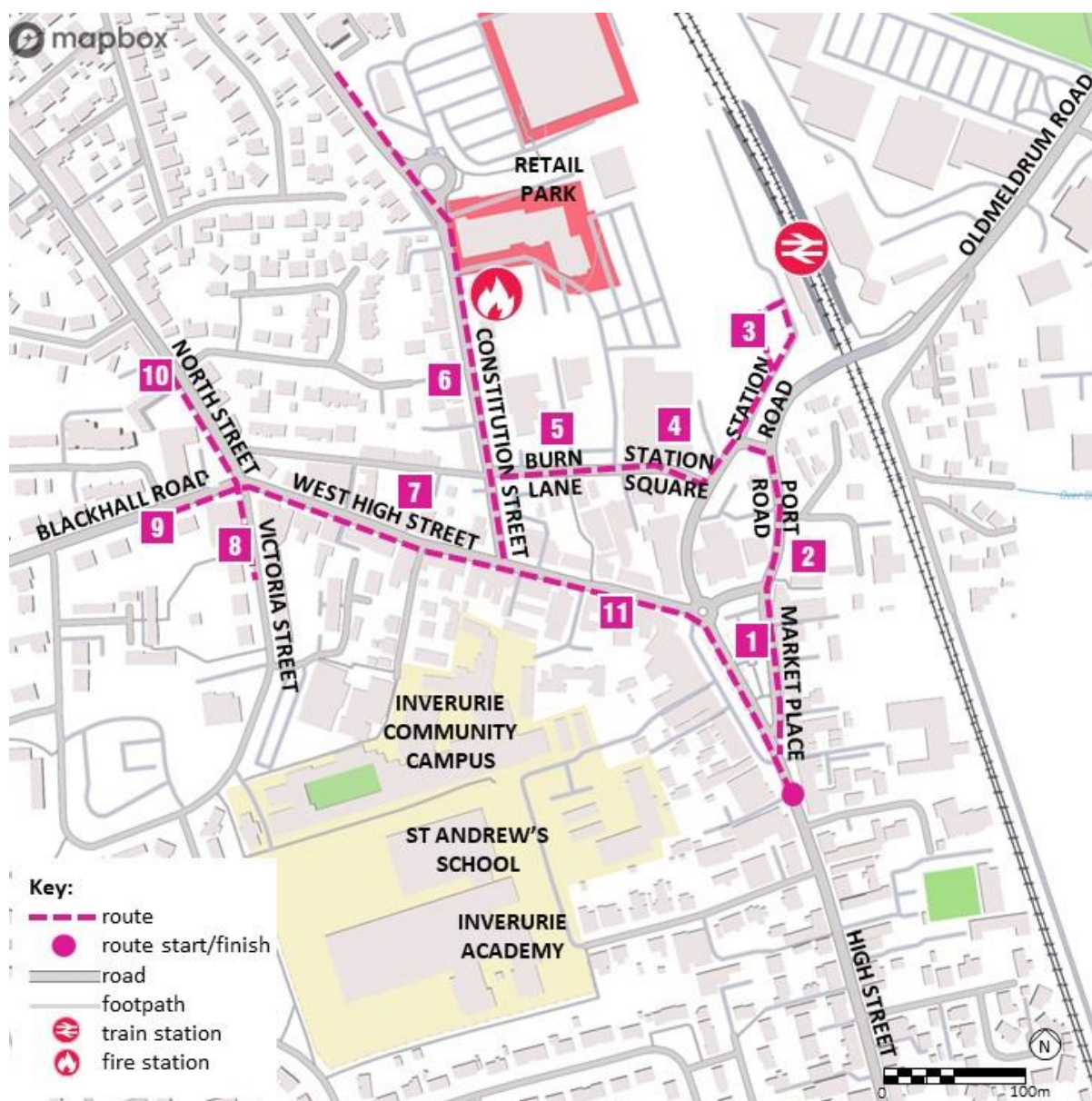


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Route length: 0.96 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Park and east entrance to village along A702 | A-road |
| 2 | Bridge and High Street | A-road |
| 3 | Ayr Street – B729 | B-road |
| 4 | Chapel Street | A-road |
| 5 | Lane behind primary school | Footpath |

### 3. Mount Florida, Glasgow
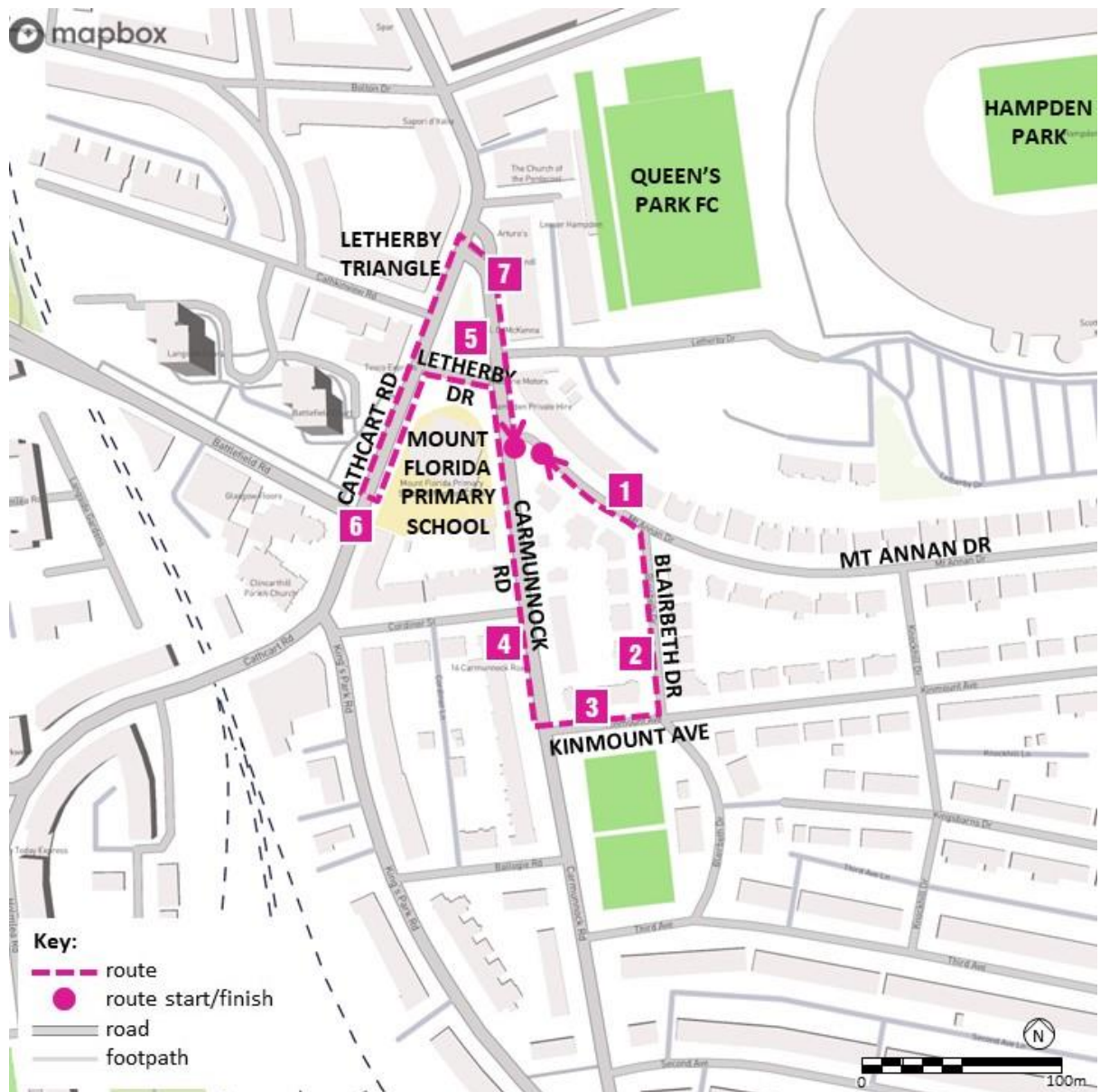
Route length: 0.95 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Mt Annan Drive | Residential street |
| 2 | Blairbeth Drive | Residential street |
| 3 | Kinmount Avenue | Residential street |
| 4 | Carmunnock Road | Residential street |
| 5 | Letherby Drive | Residential street |
| 6 | Cathcart Road | Local access road |
| 7 | Letherby Triangle | Public square |

## 4. Dingwall



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Route A length: 1.90 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Burn Place | A-road |
| 2 | Mill Street | A-road |
| 3 | Millcraig Road | Residential street |
| 4 | Newton Road | A-road |
| 5 | Tulloch Street | Residential street |
| 6 | High Street | High street – pedestrian zone |
| 7 | Ferry Road | Residential street |
| Also the following locations: | | |
| 8 | Strathpeffer Road on junction with Docharty Road | A-road |
| 9 | Newton Rd/Craig Rd in front of Dingwall Academy | B-road |
| 10 | Woodlands Road | Residential street (cul-de-sac) |

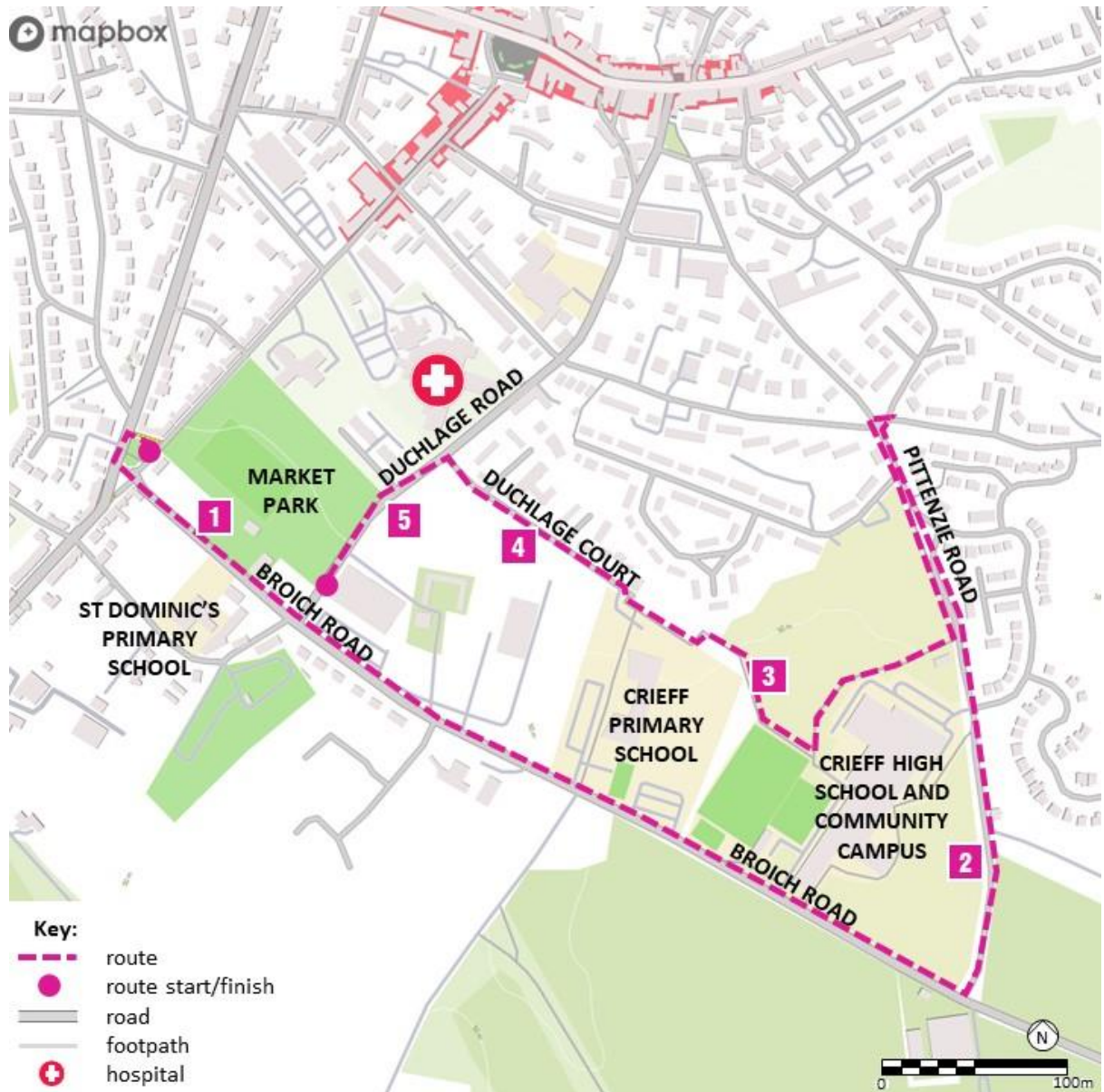| 11 | Kinnairdie Road | Residential street (cul-de-sac) |
|----|-----------------|---------------------------------|
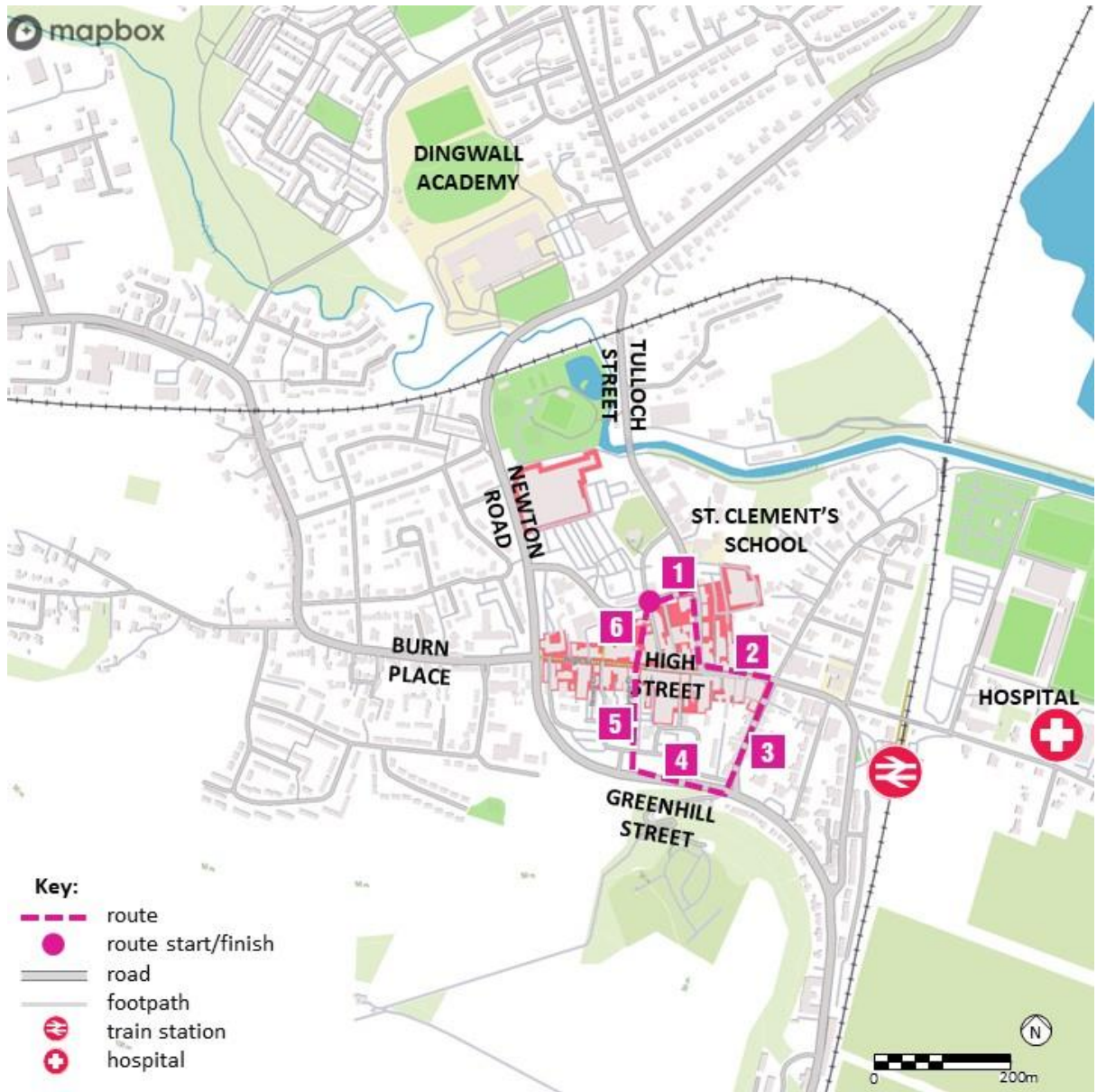


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Route B length: 0.90 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Tulloch Street | Residential street |
| 2 | High Street | High street |
| 3 | Hill Street | Residential street |
| 3 | Greenhill Street | A-road |
| 4 | Inchvannie Crescent | Residential street |
| 5 | Church Street | Residential street |

## 5. Inverurie

Route length: 1.90 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Market Place – B9001 | B-road |
| 2 | Port Road – B9170 | B-road |
| 3 | Station Road | Car park |
| 4 | Station Square | Public square |
| 5 | Burn Lane | B-road |
| 6 | West High Street – B9170 | B-road |
| 7 | Constitution Street | Local access road |
| 8 | Victoria Street | Local access road |
| 9 | Blackhall Road - B9170 | B-road |
| 10 | North Street - B9001 | B-road |
| 11 | West High Street – B9170 | B-road |

## 6. Pitlochry
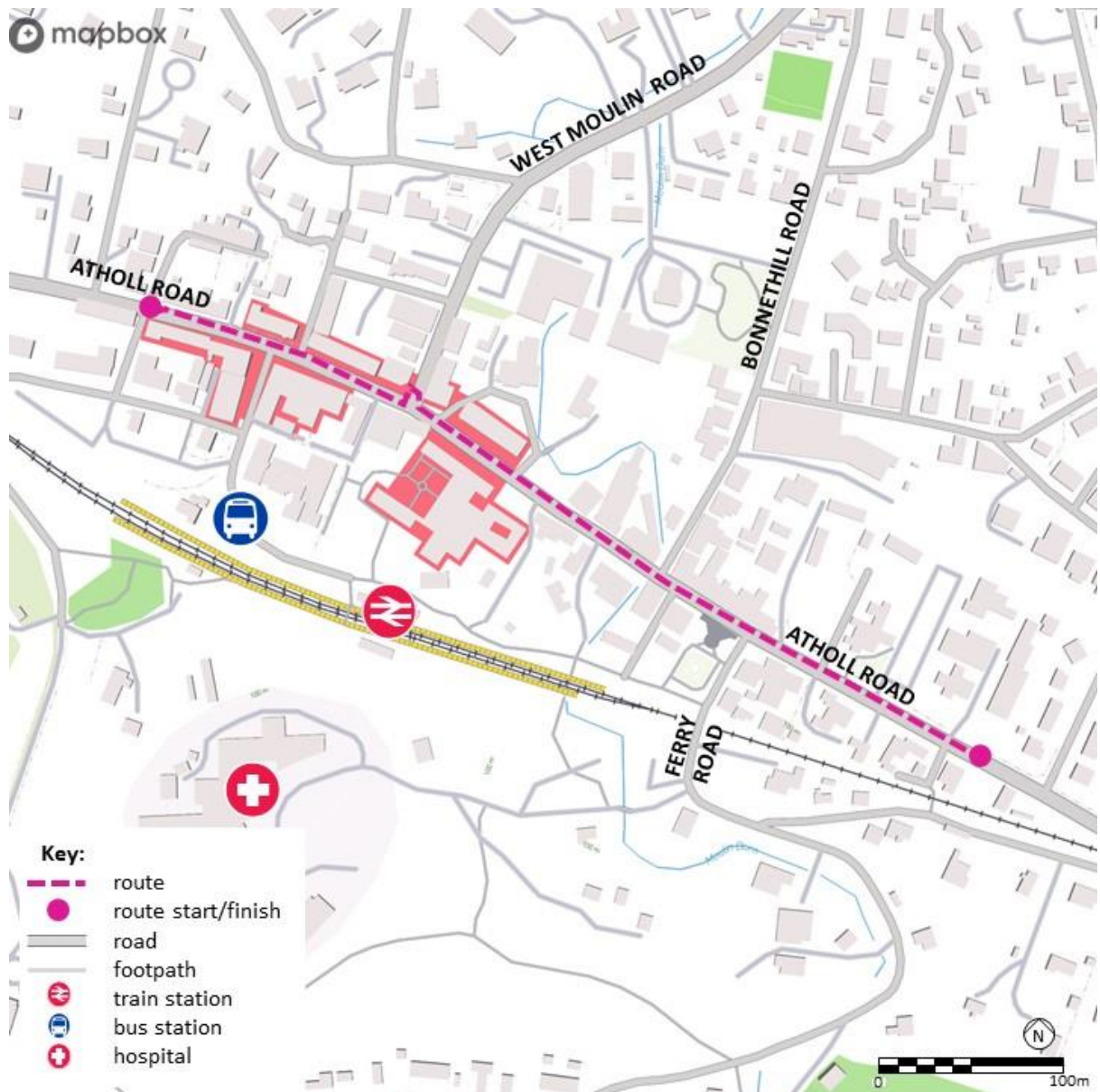
Route length: 0.50 km

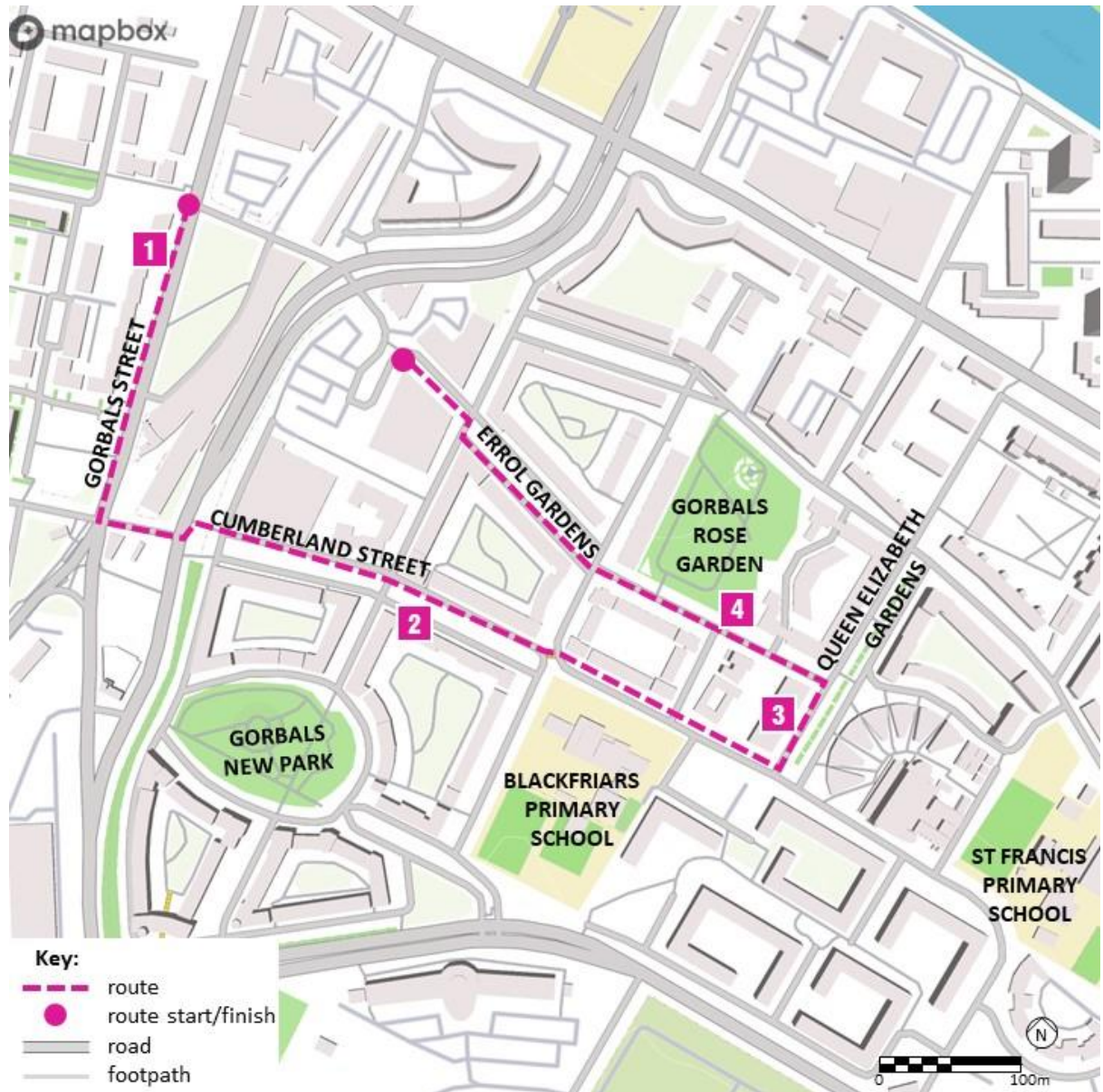| Route | Road name | Road type |
|---|---|---|
| 1 | ATHOL ROAD – A924 | A-road |

## 7. Crieff



© Mapbox, © OpenStreetMap Improve this map

Route length: 2.80 km

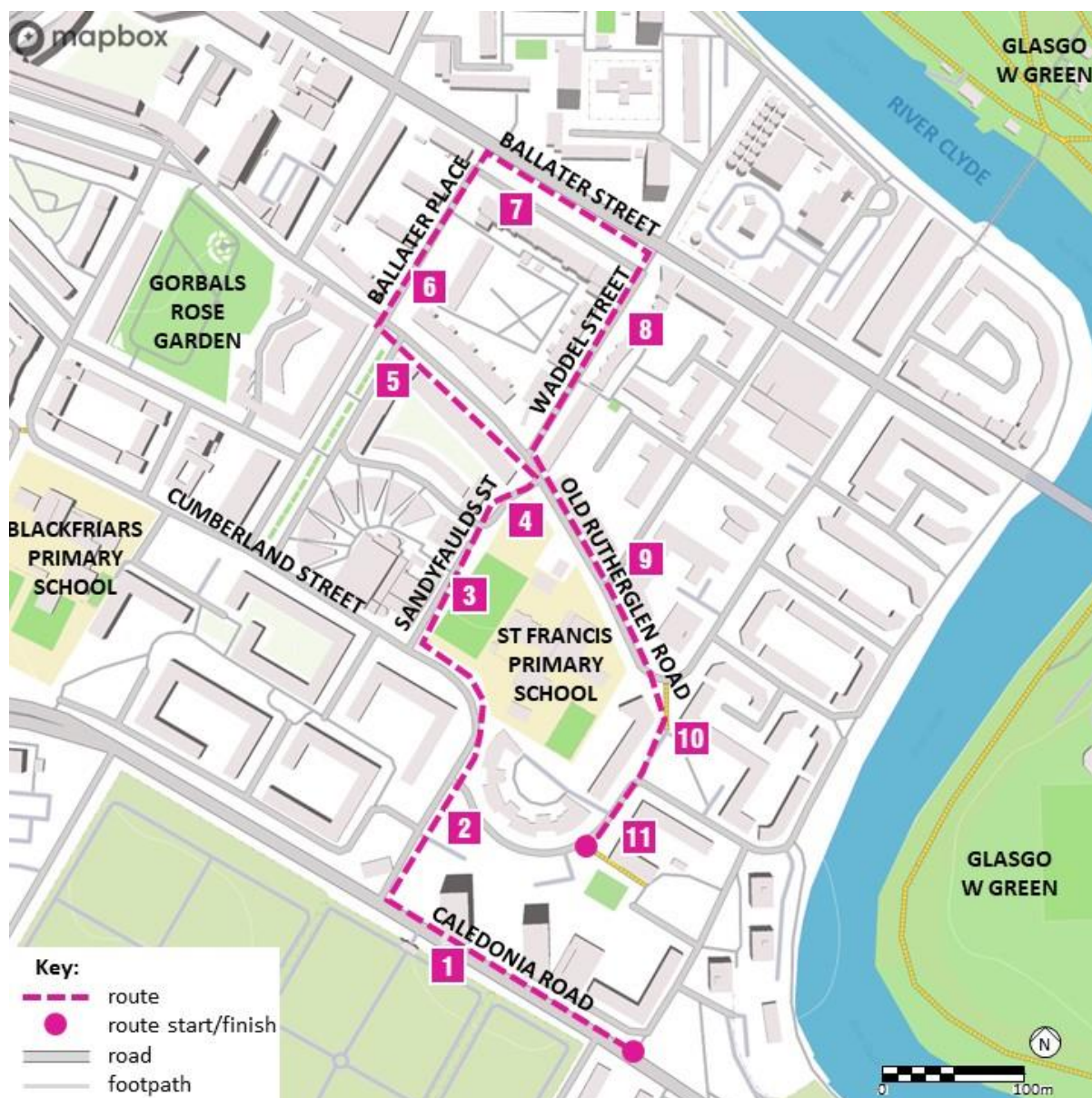| Route | Road name | Road type |
|---|---|---|
| 1 | Broich Road B8062 | B-road |
| 2 | Pittenzie Road | Local access road |
| 3 | Footpath behind community campus | Footpath |
| 4 | Duchlage Court | Residential street |
| 5 | Duchlage Road | Residential street/local access |

## 8. The Gorbals, Glasgow

Route A length: 1.30 km

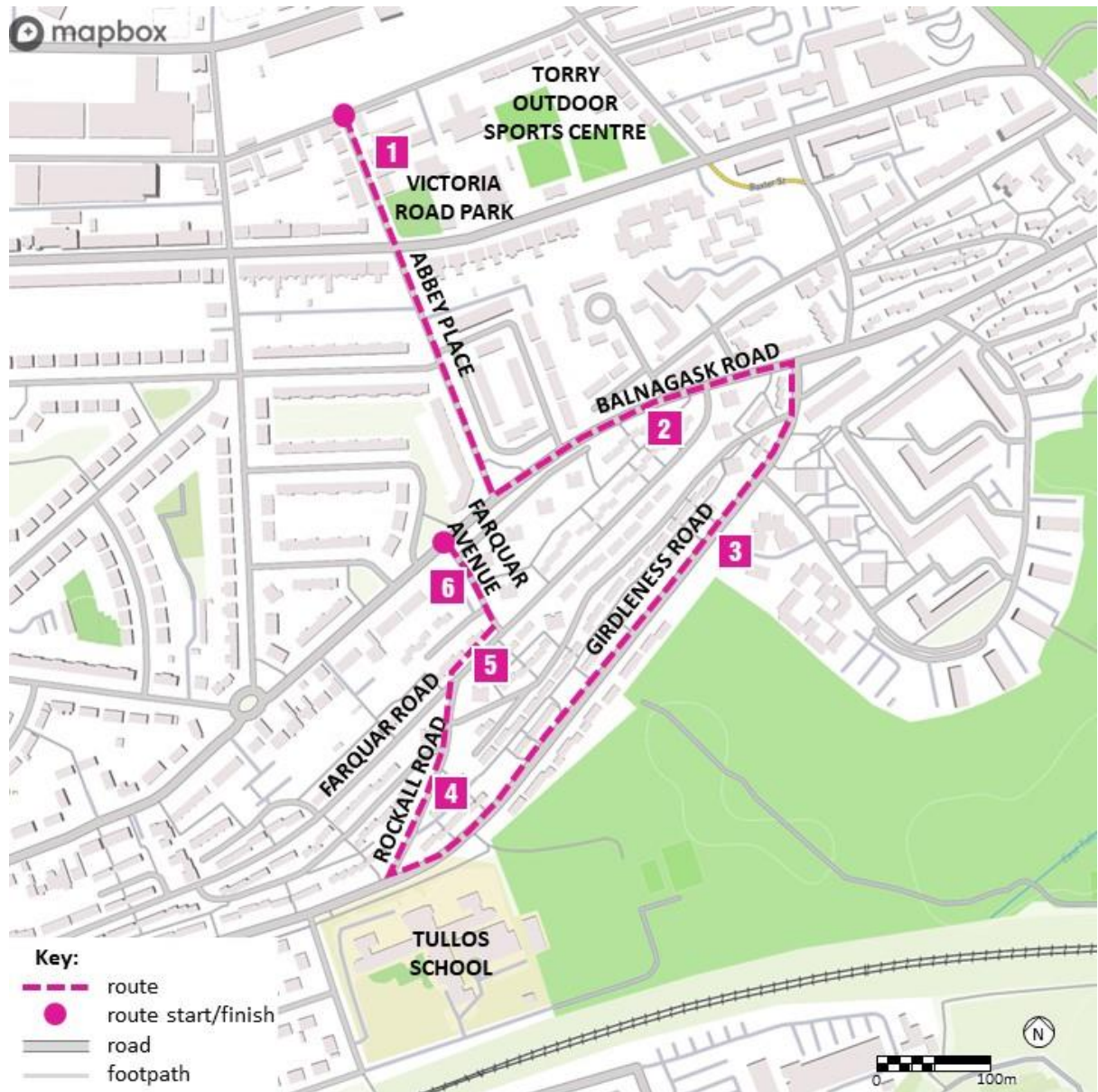| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Gorbals Street A730 | A-road |
| 2 | Cumberland Street | Residential street |
| 3 | Queen Elizabeth Gardens | Residential street |
| 4 | Errol Gardens | Residential street |

© Mapbox, © OpenStreetMap Improve this map

Route B length: 1.50 km

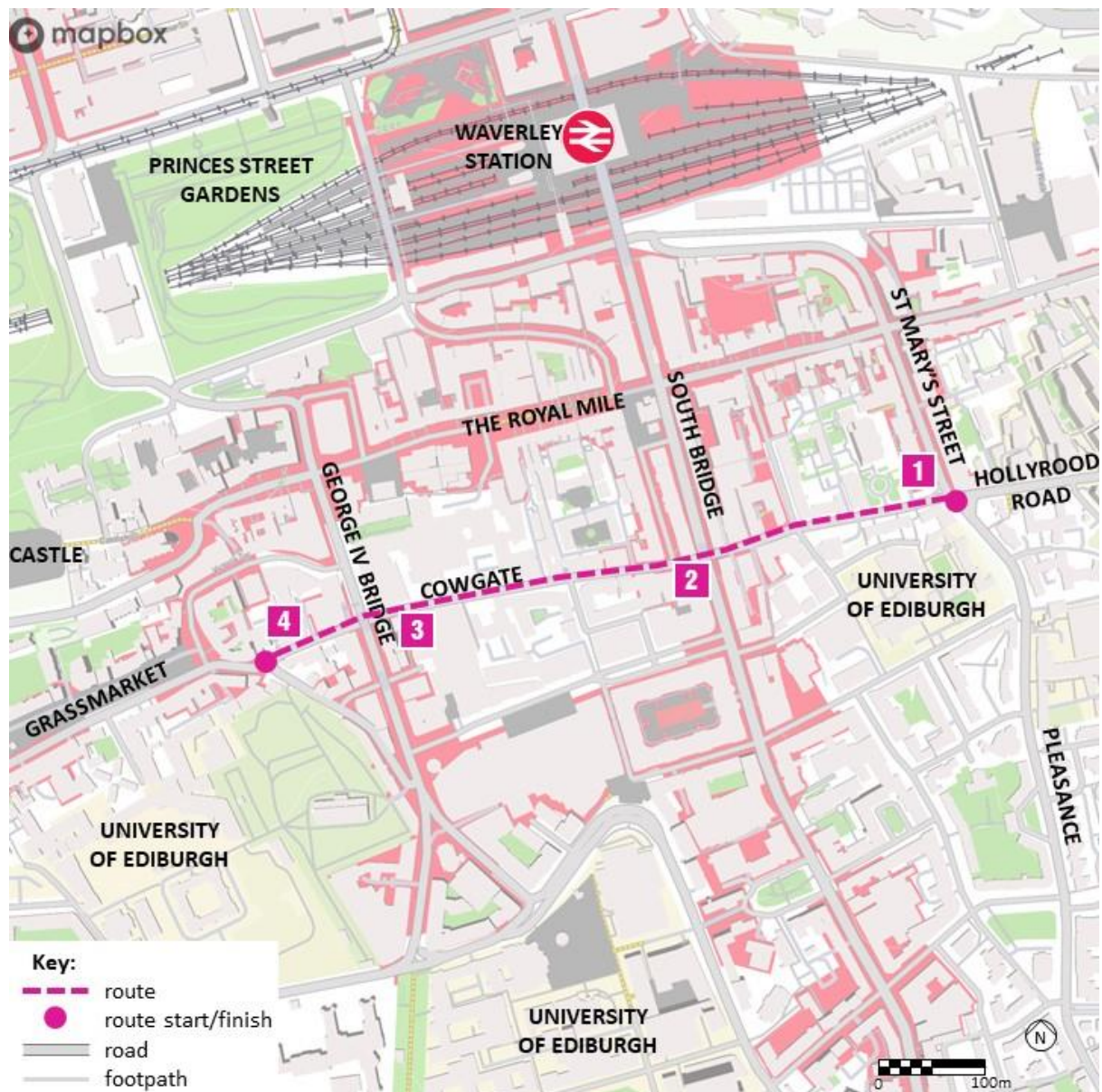| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Caledonia Road A730 | A-road |
| 2 | Cumberland Street | Residential street |
| 3 | Sandyfaulds Street | Residential street – cul de sac |
| 4 | St. Valentine Terrace | Residential street |
| 5 | Old Rutherglen Road | Residential street |
| 6 | Ballater Place | Residential street |
| 7 | Ballater Street | Residential street |
| 8 | Waddel Street | Residential street |
| 9 | Old Rutherglen Road | Residential street |
| 10 | Old Rutherglen Road | Public square |
| 11 | Old Rutherglen Road | Residential street |

### 9. Torry, Aberdeen

Route length: 1.50 km

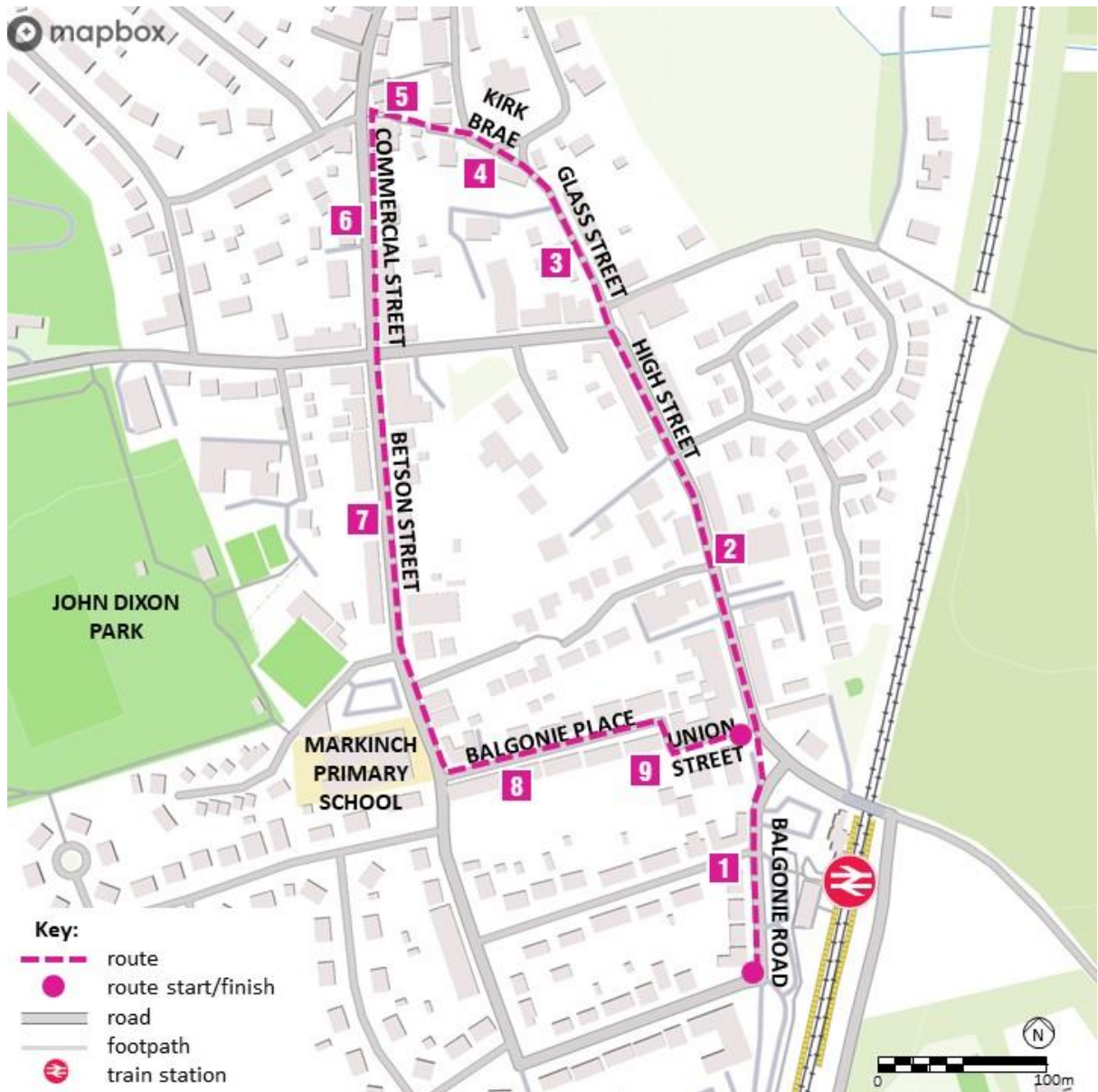| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Abbey Place | Residential street |
| 2 | Balnagask Road | Local access Road |
| 3 | Girdleness Road | Residential street |
| 4 | Rockall Road | Residential street |
| 5 | Farquar Road | Residential street |
| 6 | Farquar Avenue | Residential street |

## 10.Cowgate, Edinburgh

Route length: 0.66 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Cowgate from junction with Hollyrood Road | Residential street |
| 2 | Cowgate at South Bridge | Residential street |
| 3 | Cowgate at George IV Bridge | Residential street |
| 4 | Cowgatehead | Residential street |

## 11.Markinch

Route length: 1.15 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Balgonie Road | Residential street |
| 2 | High Street | High Street |
| 3 | Glass Street | Residential street |
| 4 | Kirk Brae | Residential street |
| 5 | Pedestrian link | Footpath |
| 6 | Commercial Street | Residential street |
| 7 | Betson Street | Residential street |
| 8 | Balgonie Place | Residential street |
| 9 | Union Street | Residential street |

## 12.Glenrothes
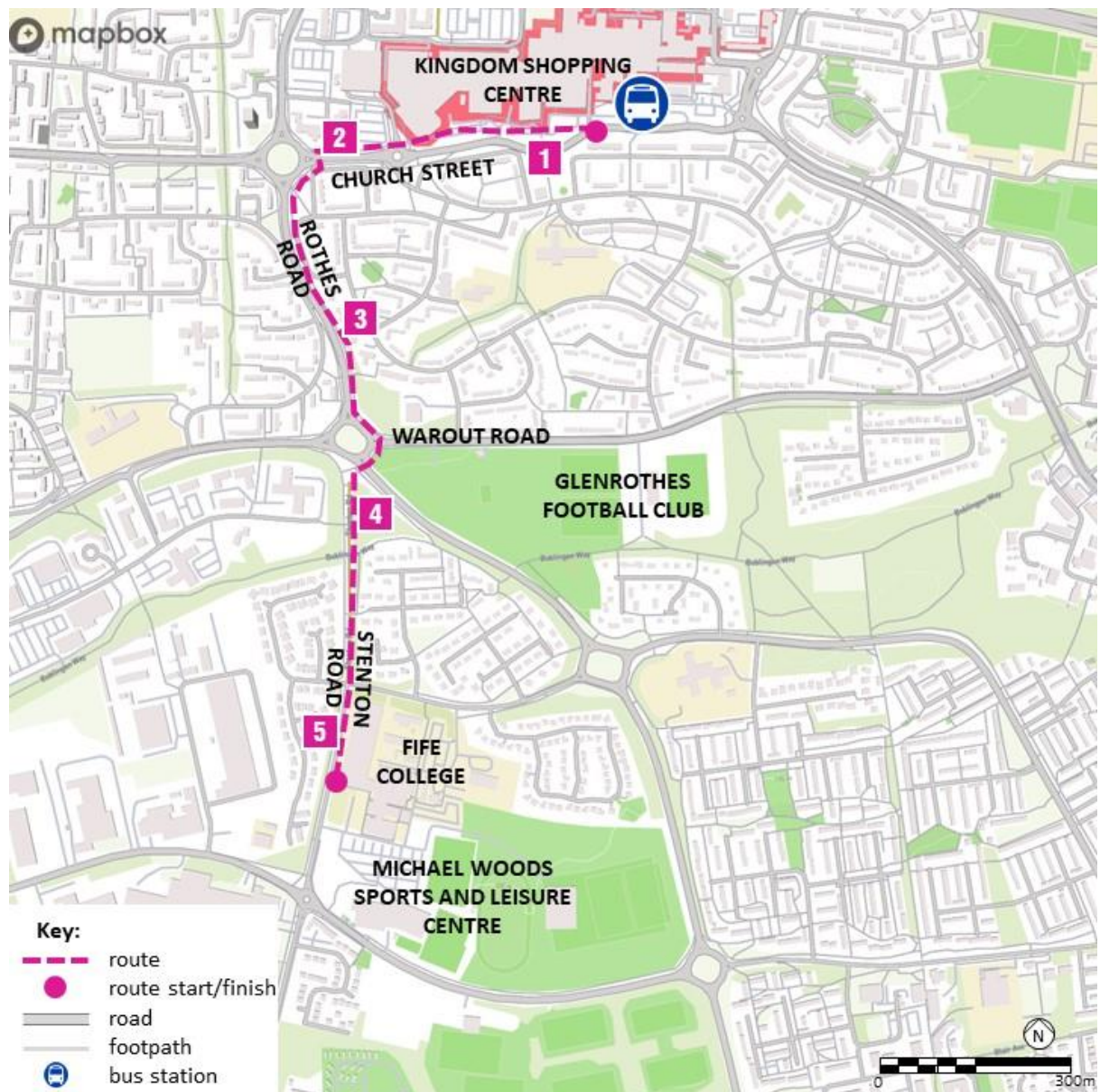
Route length: 1.70 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Kingdom Shopping Centre car park | Car park |
| 2 | Church Street | Local access road |
| 3 | Rothes Road | Local access road |
| 4 | Stenton Road | Pedestrian |
| 5 | Stenton Road | Local access road |

## 13. Falkirk
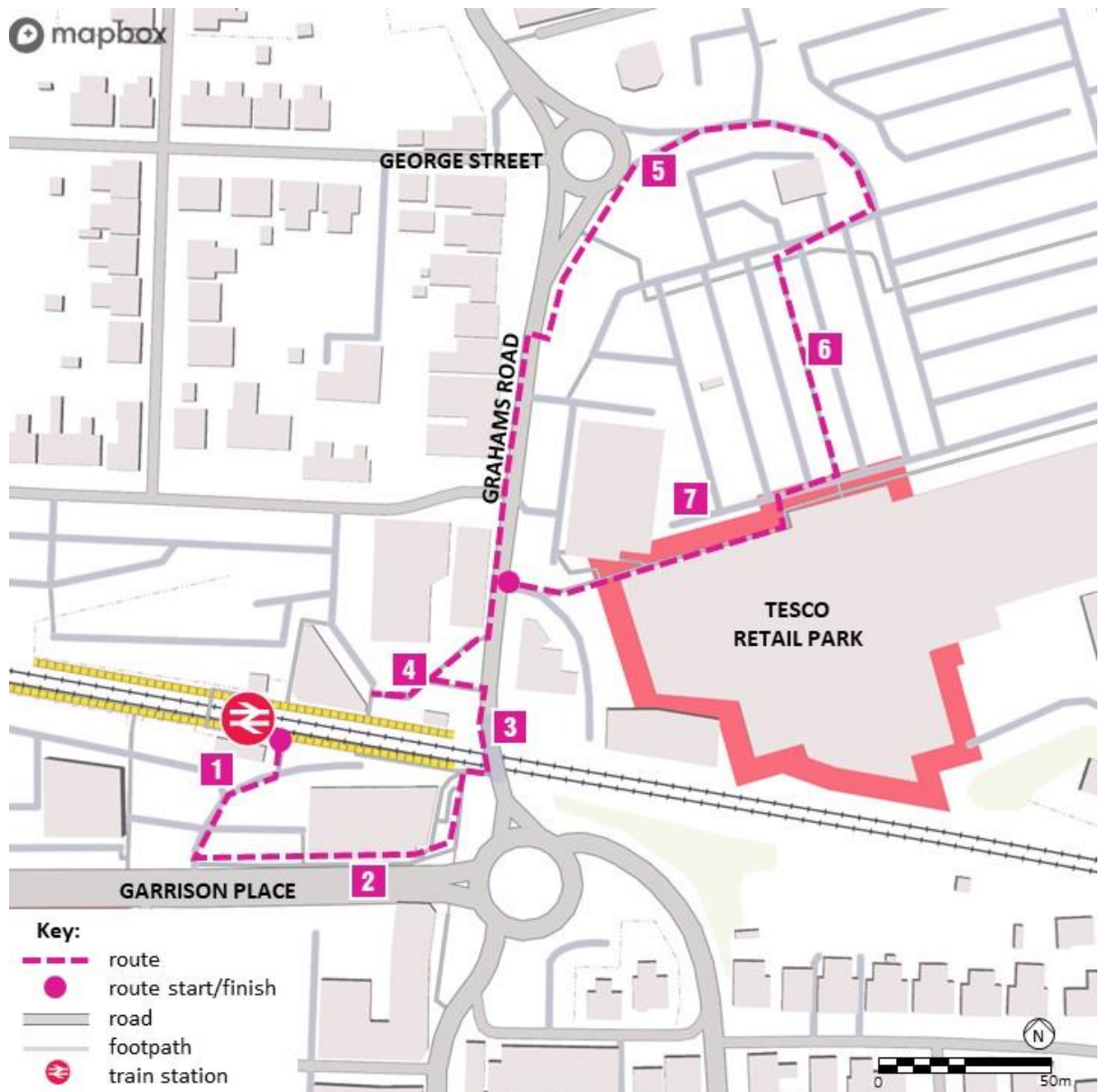
Route length: 0.80 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Car park | Car park |
| 2 | Garrison Place A803 | A-road |
| 3 | Grahams Road | Local access road |
| 4 | Path to station | Footpath |
| 5 | Access to Tesco | Car park |
| 6 | Covered walkway across Tesco car park | Footpath |
| 7 | Footpath to Grahams Road | Footpath |

**14. Dailly**



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Route length: 1.70 km

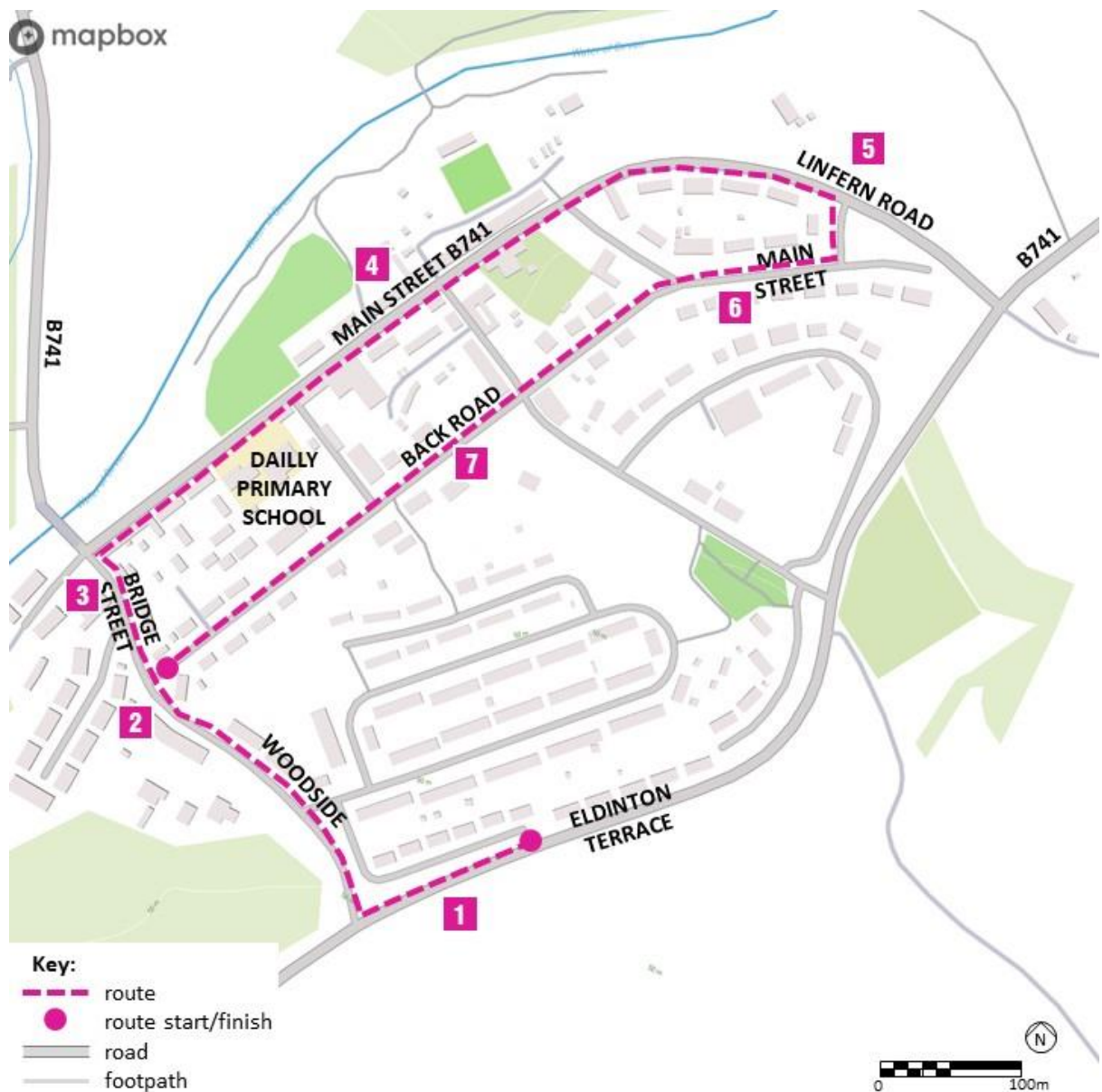| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Eldington Terrace | Residential street |
| 2 | Woodside | Residential street |
| 3 | Bridge Street | Residential street |
| 4 | Main Street B741 | B-road |
| 5 | Linfern Road B741 | B-road |
| 6 | Main Street | Residential street |
| 7 | Back Road | Residential street |

**15. Inverleith, Edinburgh**



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Route A length: 0.86 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Deanhaugh Street B900 | B-road |
| 2 | Raeburn Place B900 | B-road |
| 3 | Comely Bank Road B900 | B-road |
| 4 | East Fettes Avenue | Residential street |

Inverleith- coordinator extended route
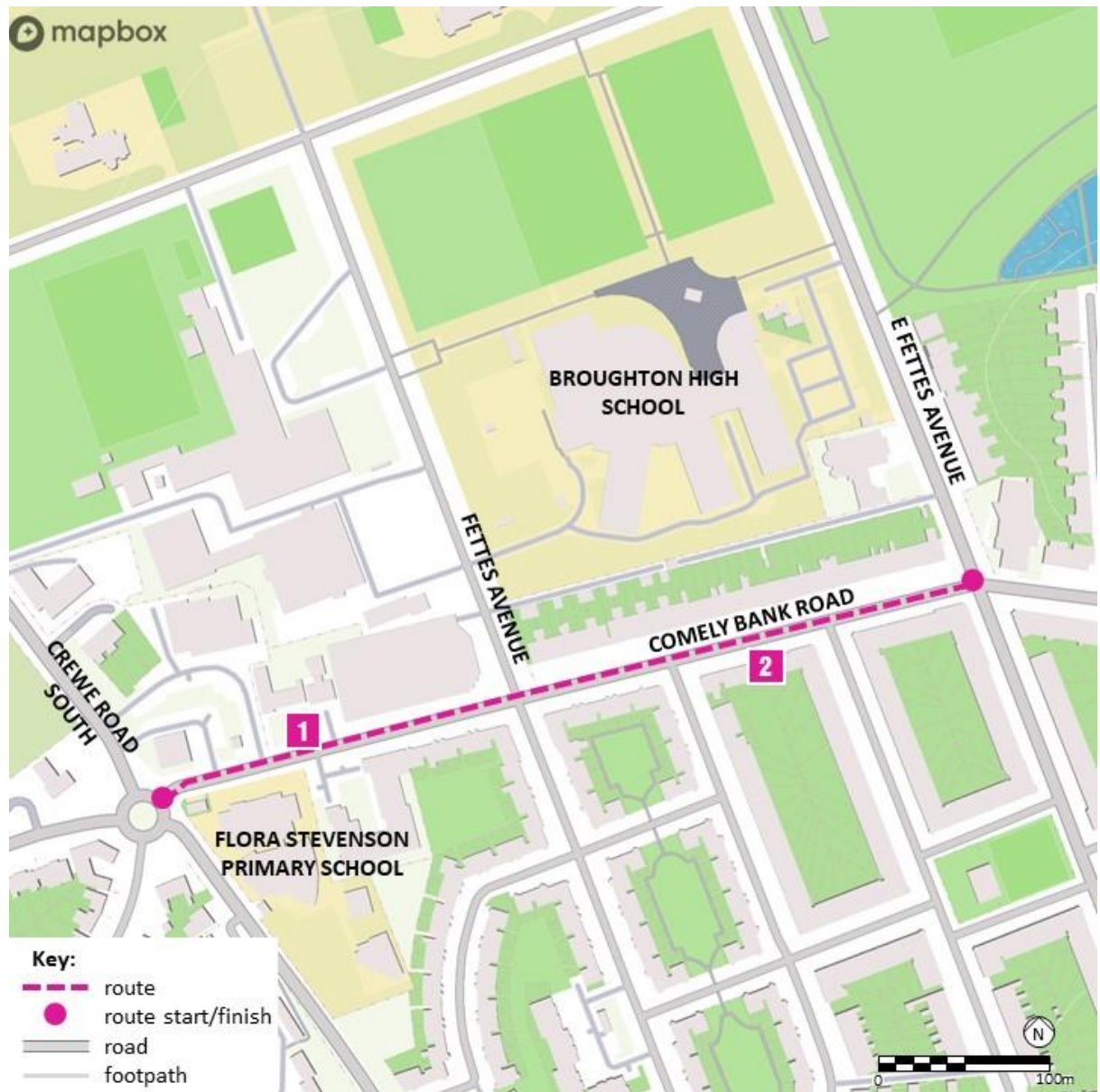


© Mapbox, © OpenStreetMap Improve this map

Route B length: 0.48 km

| Route | Road name | Road type |
|-------|-----------|-----------|
| 1 | Comely Bank Road B900 around roundabout | B-road |
| 2 | Comely Bank Road B900 | B-road |

## 16. Banff
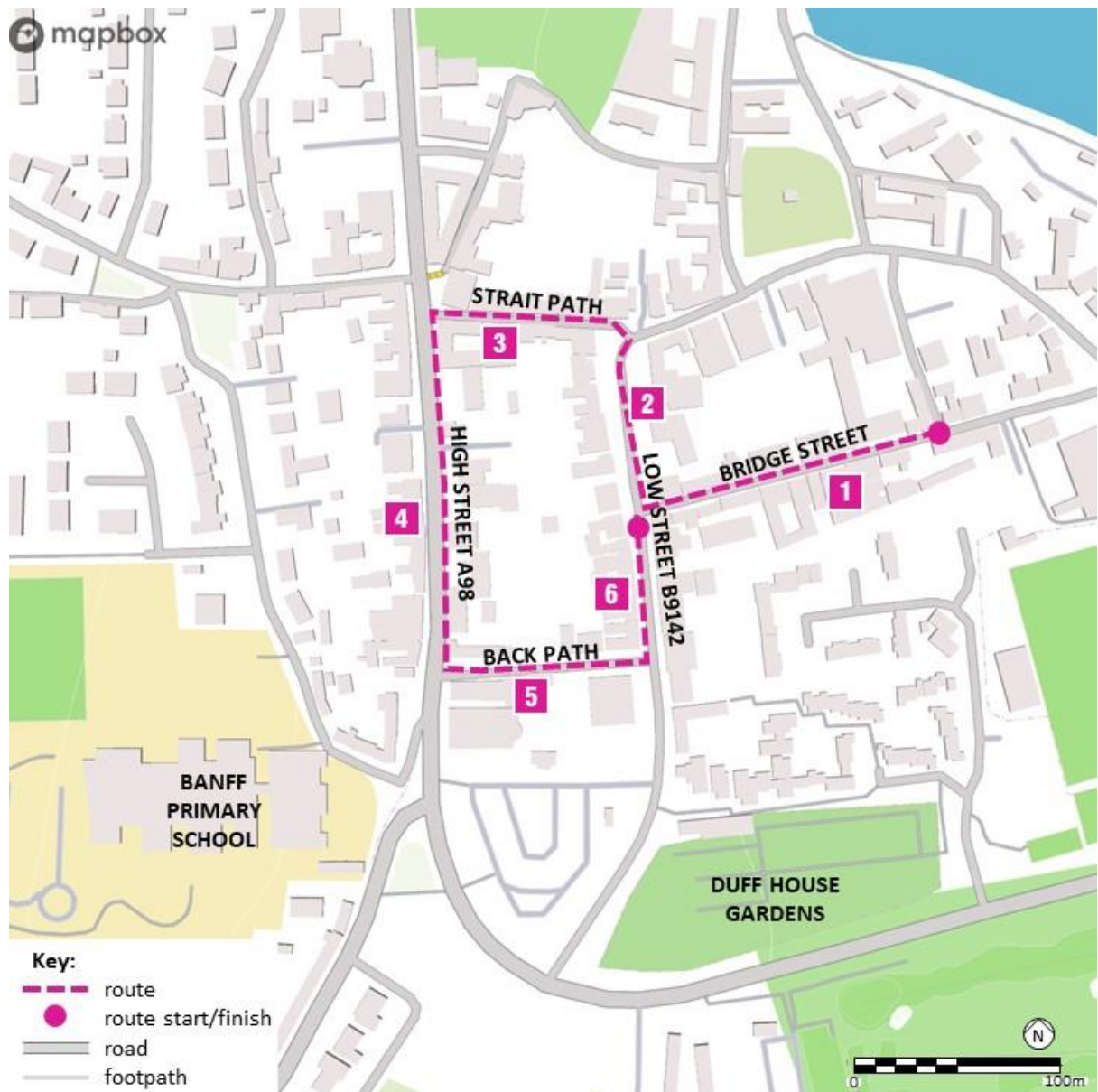
Route length: 0.80 km

| Route | Road name | Road type |
|---|---|---|
| 1 | Bridge Street | Residential / high street |
| 2 | Low Street B9142 | B-road |
| 3 | Strait Path | Lane? |
| 4 | High Street A98 | A-road |
| 5 | Back Path | Residential / high street |
| 6 | Low Street B9142 | B-road |

# B. APPENDIX – Community Identified Recommendation Summary Analysis

| | Lossiemouth | | Moniaive | | Mt Florida Glasgow | | Dingwall | | Inverurie | | Pitlochry | | Crieff | | The Gorbals, Glasgow | | Torry, Aberdeen | | Cowgate, Edinburgh | | Markinch | | Glenrothes | | Falkirk | | Dailly | | Inverleith, Edinburgh | | Banff | | Total | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Place Quality | 2 | 7% | 1 | 3% | 1 | 2% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 4 | 6% | 3 | 6% | 3 | 10% | 0 | 0% | 5 | 9% | 0 | 0% | 1 | 1% | 0 | 0% | 0 | 0% | 20 | 3% |
| Footway Quality & Repair | 5 | 19% | 4 | 12% | 0 | 0% | 4 | 16% | 8 | 17% | 10 | 43% | 2 | 7% | 8 | 11% | 7 | 14% | 0 | 0% | 7 | 10% | 2 | 3% | 8 | 20% | 72 | 53% | 3 | 8% | 3 | 20% | 143 | 20% |
| Footway Connectivity & Widening | 3 | 11% | 5 | 15% | 1 | 2% | 3 | 12% | 5 | 10% | 3 | 13% | 4 | 14% | 7 | 10% | 7 | 14% | 2 | 7% | 2 | 3% | 6 | 10% | 1 | 3% | 6 | 4% | 5 | 14% | 2 | 13% | 62 | 8% |
| Drop Kerbs & Tactile Paving | 5 | 19% | 0 | 0% | 0 | 0% | 15 | 60% | 9 | 19% | 5 | 22% | 5 | 17% | 5 | 7% | 13 | 25% | 0 | 0% | 9 | 13% | 6 | 10% | 8 | 20% | 9 | 7% | 6 | 17% | 2 | 13% | 97 | 13% |
| Footway Assets / Benches | 2 | 7% | 1 | 3% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 4 | 6% | 5 | 10% | 1 | 3% | 3 | 4% | 6 | 10% | 3 | 8% | 11 | 8% | 1 | 3% | 0 | 0% | 37 | 5% |
| Pedestrian Signage | 0 | 0% | 1 | 3% | 0 | 0% | 0 | 0% | 1 | 2% | 0 | 0% | 2 | 7% | 2 | 3% | 0 | 0% | 1 | 3% | 1 | 1% | 9 | 16% | 2 | 5% | 0 | 0% | 0 | 0% | 0 | 0% | 19 | 3% |
| Signalised Crossings | 1 | 4% | 0 | 0% | 0 | 0% | 0 | 0% | 7 | 15% | 0 | 0% | 1 | 3% | 8 | 11% | 0 | 0% | 2 | 7% | 1 | 1% | 0 | 0% | 7 | 18% | 0 | 0% | 4 | 11% | 1 | 7% | 32 | 4% |
| Informal Crossings / Non-Signalised | 2 | 7% | 1 | 3% | 2 | 5% | 0 | 0% | 6 | 13% | 0 | 0% | 3 | 10% | 1 | 1% | 1 | 2% | 0 | 0% | 4 | 6% | 0 | 0% | 3 | 8% | 7 | 5% | 4 | 11% | 0 | 0% | 34 | 5% |
| Side Junctions | 1 | 4% | 0 | 0% | 1 | 2% | 0 | 0% | 1 | 2% | 2 | 9% | 1 | 3% | 0 | 0% | 0 | 0% | 2 | 7% | 2 | 3% | 0 | 0% | 0 | 0% | 1 | 1% | 1 | 3% | 0 | 0% | 12 | 2% |
| Parking | 1 | 4% | 6 | 18% | 2 | 5% | 0 | 0% | 5 | 10% | 0 | 0% | 0 | 0% | 2 | 3% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 2% | 0 | 0% | 1 | 1% | 1 | 3% | 0 | 0% | 19 | 3% |
| Footway Maintenance | 2 | 7% | 1 | 3% | 0 | 0% | 2 | 8% | 0 | 0% | 0 | 0% | 1 | 3% | 3 | 4% | 9 | 18% | 0 | 0% | 0 | 0% | 12 | 21% | 1 | 3% | 9 | 7% | 0 | 0% | 0 | 0% | 40 | 5% |
| Decluttering | 2 | 7% | 0 | 0% | 0 | 0% | 1 | 4% | 5 | 10% | 3 | 13% | 0 | 0% | 9 | 13% | 1 | 2% | 3 | 10% | 10 | 14% | 4 | 7% | 6 | 15% | 7 | 5% | 2 | 6% | 0 | 0% | 53 | 7% |
| Drainage | 1 | 4% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 2% | 0 | 0% | 1 | 3% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 1% | 0 | 0% | 0 | 0% | 2 | 1% | 0 | 0% | 0 | 0% | 6 | 1% |
| Lighting | 0 | - | 0 | 0% | 1 | 2% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 3% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 3 | 5% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5 | 1% |
| Enforcement & management | 0 | - | 0 | 0% | 4 | 10% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5 | 7% | 2 | 4% | 12 | 41% | 8 | 11% | 3 | 5% | 0 | 0% | 3 | 2% | 9 | 25% | 5 | 33% | 51 | 7% |
| Travel Plans & Engagement Activities | 0 | - | 0 | 0% | 24 | 59% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 7% | 3 | 4% | 3 | 6% | 1 | 3% | 3 | 4% | 0 | 0% | 0 | 0% | 3 | 2% | 0 | 0% | 0 | 0% | 39 | 5% |
| Road Signage | 0 | - | 2 | 6% | 2 | 5% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 7% | 2 | 3% | 0 | 0% | 1 | 3% | 7 | 10% | 0 | 0% | 1 | 3% | 1 | 1% | 0 | 0% | 2 | 13% | 20 | 3% |
| Road Markings | 0 | - | 5 | 15% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 8 | 11% | 0 | 0% | 0 | 0% | 4 | 6% | 1 | 2% | 0 | 0% | 1 | 1% | 0 | 0% | 0 | 0% | 19 | 3% |
| Road Layout | 0 | - | 5 | 15% | 2 | 5% | 0 | 0% | 0 | 0% | 0 | 0% | 3 | 10% | 0 | 0% | 0 | 0% | 1 | 3% | 6 | 9% | 0 | 0% | 0 | 0% | 1 | 1% | 0 | 0% | 0 | 0% | 18 | 2% |
| 20 mph | 0 | - | 1 | 3% | 1 | 2% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 0% |
| Bus Routing | 0 | - | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 3% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 3% | 0 | 0% | 0 | 0% | 1 | 1% | 0 | 0% | 0 | 0% | 4 | 1% |
| Total Measures | 27 | 100% | 33 | 100% | 41 | 100% | 25 | 100% | 48 | 100% | 23 | 100% | 29 | 100% | 71 | 100% | 51 | 100% | 29 | 100% | 70 | 100% | 58 | 100% | 40 | 100% | 136 | 100% | 36 | 100% | 15 | 100% | 732 | 100% |

**'I mean, everybody walks.'**
*(Local authority evaluation interview participant)*

# Community Street Audit Evaluation

## FINAL ROAD SAFETY REPORT - 2023

Walking | Cycling | Climate Action Ltd
PREPARED FOR LIVING STREETS SCOTLAND